Bicycle / Pedestrian Advisory Committee

May 8, 2018 • 10:00 a.m.– 12 Noon
PSRC Board Room • 1011 Western Avenue, Suite 500 • Seattle, WA 98104

10:00  1. Welcome and Introductions

10:10  2. Public Comments, Approve Summary of the April 2018 BPAC Meeting*

10:15  3. Information Item: Committee Reports
      Committee members will report on recent activities from various PSRC committees and other regional committees.

10:30  4. Information Item: BPAC Operating Procedures – follow-up (Gil Cerise, PSRC)
      As a follow-up to BPAC’s approval of advisory committee operating procedures, Gil will respond to committee inquiries regarding schedule and process for recruitment of additional BPAC members and formalizing voting members and alternates.

10:45  5. Discussion Item: Bicycle and Pedestrian Counts (Jean Kim, PSRC)
      Jean will update the committee on PSRC’s efforts to collect and improve upon regional bicycle and pedestrian counts.

11:00  6. Discussion Item: Pedestrian Data Consistency (Kim Scrivner, PSRC)
      Kimberly will update the committee on the progress of the pedestrian data consistency work including the most recent conversations on this topic and PSRC’s proposal moving forward.

11:20  7. Information Item: VISION 2050 Scoping and Engagement (Maggie Moore, PSRC)
      Maggie will update the committee on engagement and scoping for the VISION 2050 update.

11:35  8. Discussion Item: August Walk and Bike Tours (All)
      The BPAC will be asked to offer suggestions for the August walk and bike tours.

11:50  9. Information: Announcements of Bicycle/Pedestrian Activities
      Committee members provide brief updates on local and regional events of interest to others.

12:00 10. Adjourn
      *Supporting materials attached

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Welcome and Introductions and Public Comment

Public Comments
Alex Tsimerman approached the committee with a public comment.

Minutes were approved.

Information Item: Committee Reports

Kimberly reported that the Transportation Policy Board continued to review public comments for the Regional Transportation Plan update. At its next meeting the board will be asked to recommend the draft plan for adoption at General Assembly. WSDOT announced its coordinated grant program for special needs transportation which will be brought to the Transportation Policy Board at its next meeting. Kimberly announced that the Regional Project Evaluation Committee canceled its February and March meetings in lieu of the workshops and application period for the next round of funding. The Regional Staff Committee is working on VISION 2050 scoping. A statistically valid public opinion survey was completed. The next step that it will be translated into other languages and made available online.

Action Item: BPAC Operating Procedures Update (Gil Cerise, PSRC)

Gil reviewed the process of restructuring the procedures for making the committee an advisory one. Kimberly reviewed the updated membership structure with updated WSDOT seats and will do outreach to fill seats for underrepresented counties. Staff has worked through the details of how appointments to the committee would be worked out. Non-voting members will still have a seat and will be able to participate. The action was approved. Staff will reach out in the near future for committee appointments.
**Action Item: BPAC Leadership (All)**

Kimberly requested that the committee keep two-year terms for the time being. The two-year policy can be revisited next year. There were three nominees but one withdrew. There was discussion to determine who would serve as Chair and Vice Chair. The result was that the nominee for Chair was Stephen Padua and the nominee for Vice Chair was Meredith Soniat. Diane Wiatr made a motion to vote on the nominees, seconded by Thomas Noyes. The motion passed.

Kimberly announced that a BPAC alternate is needed to serve on RPEC. Anyone who is interested should contact Kimberly.

**Discussion Item: Pedestrian and Bicycle Data Consistency and Collection (Kim Scrivner, PSRC)**

Kimberly gave a presentation on a new outline of the challenges to consistency and availability of bike and pedestrian related data. BPAC was asked to provide recommendations for this project. The University of Washington is working on a new tool called AccessMap based on pedestrian data in Open Street Maps. This tool is a navigation tool which will plot directions based on different abilities or needs for the pedestrian environment. PSRC will start to code pedestrian data into OSM doesn’t have the capacity to cover the whole region so everyone is encouraged to start in their respective areas as well. Kimberly reviewed different types of mapping of sidewalks and what details they provide. There is a need to identify what attributes are important to collect and determine the final purpose. Kimberly presented the Open Street Map Wikipedia page. Committee recommended that trails and paths should be included in the data.

**Information: Announcements of Bicycle/Pedestrian Activities**

Meredith Soniat announced the Tacoma bike swap at the University of Puget Sound on April 28. She also announced that the National Committee on Uniform Traffic Control Devices is reevaluating how speed limits are set. Thomas Noyes announced that today the RFP was released for the statewide Active Transportation Plan to hire a consultant, that today initiates the ferry system’s long-range plan, and April 15 is the registration deadline for the Washington Bike Summit in Spokane. Stephen Padua discussed the eastside rail corridor opening in May. Don Willott announced that a new group, the Bainbridge Mobility Alliance, met to release a survey on bicycle and pedestrian facilities and received almost 1600 comments. Robert Foxworthy also spoke about the eastside rail corridor. Jaimie Reavis announced that Tukwila is finishing a bike trail from Southcenter Mall to the commuter station and there are plans to install a bike lane connecting to the mall. Malva Slachowitz noted that PSRC was part of the funding. Kimberly requested photos of the project. Robert Foxworthy spoke about plans to connect bike trails to urban areas and transit centers. Diane Wiatr requested a map of the project. She also congratulated Meredith and Stephen.

**Next meeting:**

May 8, 2018: 10:00 a.m. – Noon

**Adjourn:** The meeting adjourned at 11:56
Task 1A: Sidewalk Data Collection into Open Street Maps (OSM)

The primary focus of this task is to begin integrating pedestrian data into OSM to support various aspects of PSRC’s work program. This first stage is focused on the sidewalk network data and will function as a pilot for subsequent phases of this work. This process also allows PSRC to begin partnership development on data collection activities.

Overview

Past sidewalk data collection efforts have not resulted in a regional data set for a variety of reasons. Data collected by local jurisdictions is not in the same format and is difficult to integrate, some areas do not have any data coverage or the data may be outdated. Also, additional information about the pedestrian network is inconsistent or non-existent (width, condition, accessibility, etc.).

Example – differences in sidewalk data sets:

The proposed approach utilizes Open Street Maps as a way of sharing and integrating data. OSM provides a free and open source platform for data integration that can be accessible by everyone where regional partners can collectively contribute to one data set. This provides both a common network and a tool for interagency coordination regarding other important pedestrian system data attributes.

Needs Assessment

The purpose of this effort is to better assess pedestrian connectivity in the central Puget Sound region, particularly to assess access to transit and pedestrian connectivity within regional and county centers. These assessments require consistent data to conduct analysis across the four-county central Puget Sound region. This data is meant to inform the following work program items:

- access to transit assessments and connectivity analysis in regional and county centers
- mobility connectivity assessments for people with special needs by providing richer data that can be used for more enhanced routing tools
- monitoring and evaluation of the Regional Transportation Plan
- preservation and maintenance assessments for pedestrian facilities
- potential model improvements for pedestrian travel
- supports local needs
Proposed Approach
This first stage is focused on the sidewalk network data and will function as a pilot for subsequent phases of this work. The purpose of Task 1A is to assess the appropriate method, process and locations for coding sidewalk data into OSM. Because there are still questions regarding the most appropriate schema for coding in sidewalk data, this proposed approach outlines a method for assessing which sidewalk schema is the most appropriate option.

There are various methods for coding sidewalk data into OSM, manual coding or bulk imports, and different options for how to record the data in terms of the network schema, as tags or as ‘ways’. In order to properly assess the best method, this proposal is to test these different methods and weigh the time commitment and benefits of each. Once this initial testing stage is concluded, each process will be summarized with the pros and cons of each option.

Network Schema Options: Sidewalks as Metadata or Sidewalks as Ways

<table>
<thead>
<tr>
<th>Ground Conditions</th>
<th>Using sidewalk=both/right/loft</th>
<th>Using highway=footway + footway=sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Sidewalk ground conditions at E Harrison and 12th Ave, Seattle WA" /></td>
<td><img src="image" alt="Sidewalks are described as street metadata (not displayed by default)" /></td>
<td><img src="image" alt="Sidewalks are described with footpath lines" /></td>
</tr>
</tbody>
</table>

Sidewalks as metadata is where the presence of sidewalks is recorded as an attribute to the roadway features. This has some benefits as it is easier to integrate into PSRC’s modeling framework and it is estimated to take less time to record the data. The disadvantages of this method is that other attribute information is more difficult to record: crossings, ramps, condition, partial sidewalks, etc. Directionality of the roadway also needs to be assessed to know the appropriate side of the street a sidewalk is on. This process removes some of the time-savings associated with initial data collection/recording that this method offers.

Sidewalks as ‘ways’ is where the sidewalks are drawn in as an independent but connected network to the roadway system. This has great advantages for being able to record crossings, ADA ramps and other information about the pedestrian network. It is also true to placement on the ground and offers the ability to record when a sidewalk only takes up half of a block. The disadvantage of this method is that this method is estimated to take longer for initial data collection/recording.
Methods for recording sidewalk data into OSM

There are also various methods for recording sidewalk data into OSM. The first is direct and manual coding using existing GIS inventories, satellite visual data or from field surveys. The second is the possibility to bulk-import municipal data if the original data is the correct format.

Proposal for pilot study:
PSRC will choose three locations to test out three different methods for coding sidewalks into OSM. All three locations will be an evaluation of access to transit within a ½ mile buffer walk-shed from a key transit station. The specific locations are yet to be determined but should focus on existing or future high capacity transit stations in multiple counties.

1. manual coding of sidewalks as metadata
2. manual coding of sidewalks as ways
3. bulk import of municipal sidewalks data as ways

Once this initial phase is complete, PSRC will report on the time, cost and effort of each method as well as the pros and cons of each. This information will be used to assess how well each method supports the work program items this effort is meant to support. Once a preferred method is chosen, PSRC will outline some criteria for additional locations to continue recording data in focused areas. This work will also lead into the next stage of this data consistency effort which is to coordinate with partners and discuss other attributes that might be necessary to meet the needs of the stated work program areas.