Bicycle and Pedestrian Advisory Committee Agenda

Date: Tuesday, May 14, 2019 from 10:00 a.m.-12:00 p.m.
Location: PSRC Board Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104

1. Welcome and Introductions (10:00)

2. Action: Approval of Meeting Summary – March 12, 2019* (10:05)

3. Information Item: New Voting Member Appointments Update (10:10)
   Sarah Gutschow, PSRC, will provide a status update on voting member appointments.

4. Action Item: Chair and Vice Chair Elections* (10:15)
   PSRC staff will review nominations received since the March meeting for the BPAC Chair and Vice-Chair positions and ask for any additional nominations. The committee will then vote on both positions.

5. Discussion/Action Item: Operating Procedures Update* (10:25)
   The committee will review and potentially adopt the updates to the non-voting member procedures recommended by the ad hoc subcommittee, as well as a few other recommended revisions, as shown in the attached draft document.

6. Discussion Item: WSDOT State Active Transportation Plan Update (10:50)
   Barb Chamberlain, Washington State Department of Transportation, will provide an overview of WSDOT’s current update of the State Active Transportation Plan.

7. Discussion Item: Comments to WSDOT on SR 522 Biking Prohibitions* (11:20)
   Justin Nawrocki, WSDOT, will ask the BPAC to provide feedback on bicycle prohibitions on SR 522, in accordance with WSDOT Traffic Manual procedures.

8. Discussion Item: PSRC’s Household Travel Survey* (11:30)
   Suzanne Childress, PSRC, will share results from PSRC’s recent household travel survey. The presentation will mainly focus on travel mode choices, and specifically walking and biking.

9. Discussion: Regional Bike and Pedestrian Data Project Survey (11:50)
   Jean Kim, PSRC, will update the committee on PSRC’s Regional Bicycle and Pedestrian Data Survey.

10. Roundtable: Announcements of Bicycle/Pedestrian Activities (11:55)
    Committee members provide brief updates on local and regional events of interest.
11. Next Meeting: July 9, 2019: 10:00 a.m. – 12:00 p.m.

12. Adjourn

* Supporting materials attached

For more information, contact Sarah Gutschow at (206) 587-4822 or sgutschow@psrc.org or Jean Kim at (206) 971-3052 or jkim@psrc.org.

Other Formats:

- Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.

- العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese Call 206-587-4819
Bicycle Pedestrian Advisory Committee Meeting Summary

Date: March 12, 2019
Location: PSRC Board Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104

Welcome and Introductions
Stephen Padua, Chair, welcomed everyone at 9:30 a.m. Self-introductions were provided around the room and on the phone.

Approval of Meeting Summary
The summary for the January 8, 2019 BPAC meeting was approved as presented.

Discussion: New Voting Member Appointments Update
Sarah Gutschow, PSRC, provided a status update on new voting member and alternate appointments, including current vacancies.

Discussion: BPAC Operating Procedures Update
Sarah reviewed the sections of the current BPAC Operating Procedures under consideration, including the non-voting membership and interested parties sections. PSRC proposed taking out the interested parties category of membership, since PSRC had eliminated public comment at committee meetings under the 2019 update of the PSRC Public Participation Plan. This change effectively eliminated the stated role of interested parties. Additionally, this category of membership has not been used for any other PSRC boards or committees.

For non-voting membership, in order to ensure equitable representation and a manageable committee size PSRC proposed a cap of five non-voting members, including four to represent each county and one at-large member. PSRC also proposed updating the procedures for approval of non-voting members to allow the full committee to approve them rather than just PSRC staff and the BPAC chairs, as in the current procedures. The committee provided feedback on these proposals, primarily regarding the proposed cap on non-voting members. Committee members also asked for additional clarification and information on the proposed updates.
As the committee was unable to reach consensus, Stephen Padua, Chair, suggested an ad-hoc committee to discuss and provide feedback on the proposed changes. Gil Cerise, PSRC, said that PSRC would work to convene the subcommittee following the meeting, with the goal of presenting a revised Operating Procedures draft at the May BPAC meeting.

**Discussion Item: Chair and Vice Chair Nominations**

Sarah provided information on procedures for the upcoming elections of the BPAC Chair and Vice-Chair positions at the May 14th meeting and opened nominations for potential candidates. She said that nominations for the positions could be submitted via email prior to the next meeting or in person at the May meeting.

**Discussion: ST System Access Fund and System Access Strategic Plan**

Alex Krieg, Sound Transit, provided information on the Sound Transit System Access Fund, including funding availability and how the funds would be distributed to applicants. He then provided an overview of the System Access Strategic Plan, covering the scope of work and the planning process timeline.

**Discussion: Regional Trails Summit Overview**

Jean White, King County Parks, gave an overview of the Regional Trails Coalition, a broad-based coalition for promoting a network of regional trails, primarily in King County. She shared information about the vision for regional trails system and the work performed by the coalition so far for achieving this vision. Jean then provided a summary of the 2018 Regional Trails Summit, which was held in October 2018.

**Discussion: Regional Bike and Pedestrian Data Projects Update**

Jean Kim, PSRC, provided an update on PSRC’s ongoing bike and pedestrian data projects. She reviewed the draft survey of member jurisdictions on the availability of bike and pedestrian count and infrastructure data. The committee then provided feedback on the proposed survey questions. Jean said that following the meeting PSRC would work to finalize the survey and distribute it to all PSRC member jurisdictions. Once it was completed, PSRC would follow up with respondents to assess data gaps in the region.

Jean also provided an update on the OpenStreetMap pedestrian data pilot project. PSRC recently completed data collection and fieldwork for two sites in Snohomish County. The next steps would be to identify sites in King, Pierce and Kitsap counties and then collect data and conduct fieldwork for those sites.

**Roundtable: Announcements of Bicycle/Pedestrian Activities**
Malva Slachowitz, King County Metro, announced that the AccessMap release party would take place on March 18th at the Gates Center for Computer Science and Engineering at the University of Washington.

Thomas Noyes, WSDOT, mentioned that the State Active Transportation Plan update is now in the public engagement stage. He also said that WSDOT is working with the South Park community on the Avenue South trail to make it more user friendly.

Dan Hansen, Kent, reported the 228th street project would cause some closures of the interurban trail, but the King County Flood project was not expected to cause any closures of the Green River Trail.

Don Willott, Bainbridge Multi-Modal TAC, mentioned that they have a successful bid for the construction of the first mile of the Sound Olympic trail section in the City of Bainbridge.

Adjourn
The meeting adjourned at 12:00 p.m.

Members and Alternates Present
Stephen Padua, Issaquah - Chair; Andrea Archer-Parsons, City of Bremerton; *Robert Barandon, Puyallup Tribe of Indians; Tobin Bennett-Gold, City of Kenmore; Chris Dimmitt, City of Bremerton; *Brianne Black, Pierce County; Jennifer Halverson-Kuehn, Tacoma Pierce County Health; Jesse Hannahs, City of Marysville; Robert Foxworthy, King County; Dan Hansen, City of Kent; *Grace Kane, City of Lake Stevens; Aaron Lee, Snohomish County; Melissa Mohr, Kitsap County; Megan Moore, Kitsap Public Health District; Thomas Noyes, WSDOT; Shawn Phelps, Pierce County; *Andreas Piller, City of Bellevue; Kim Scrivner, City of Kirkland; Malva Slachowitz, King County Metro; James Webb, City of Auburn;

PSRC Staff and Other Guests Present
Gil Cerise, PSRC; Teresa Damaske, Toole Design; *Heather Gregerson, City of Renton; Sarah Gutschow, PSRC; *Tom Hood, Interested Party; Kathryn Johnson, PSRC; Ian Macek, City of Seattle; Gabe Meyer, Cascade Bicycle Club; Hannah Plummer, WSDOT – MoM; Melvin Roberts, Kent Bicycle Advisory Board; Janine Sawyer, Sound Transit; Jean White, King County Parks; Don Willott, Bainbridge Multi-Modal TAC
*via remote participation
MEMORANDUM

May 14, 2019

TO: Bicycle and Pedestrian Advisory Committee

FROM: Sarah Gutschow, PSRC

SUBJECT: 2019 BPAC Chair and Vice Chair Elections

IN BRIEF

The Bicycle Pedestrian Advisory Committee (BPAC) opened nominations for the committee Chair and Vice-Chair positions at its March 12th meeting, with a vote planned for the May 14th meeting. Following the meeting, PSRC received a number of nominations for these positions via email. Committee members may also nominate additional candidates for these positions at the May 14th meeting.

The following nominees have indicated interest in serving in a BPAC leadership role:

Chair Nominees:
- Eric Goodman (Community Transit)

Vice Chair Nominees:
- Thomas Noyes (Washington State Department of Transportation)
- Tobin Bennett-Gold (City of Kenmore)

The primary duties of the Chair and Vice-Chair are to help plan and facilitate meetings and to represent BPAC on other PSRC committees. BPAC officers serve for two-year terms. The elected Chair and Vice-Chair must be designated voting members of the BPAC as of the beginning of their term. Current and former officers are eligible to be nominated for the new positions.

RECOMMENDED ACTION

The Bicycle and Pedestrian Advisory Committee should take action to appoint the BPAC Chair and Vice Chair positions.

If you have questions prior to the meeting, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822 or Gil Cerise at gcerise@psrc.org or (206) 971-3053.
MEMORANDUM

TO: Bicycle and Pedestrian Advisory Committee
FROM: Sarah Gutschow, PSRC
SUBJECT: Operating Procedures 2019 Update

IN BRIEF

The Bicycle and Pedestrian Advisory Committee (BPAC) will review and take action on updates to the BPAC Operating Procedures to clarify procedures relating to non-voting membership on the committee and address other organizational and/or minor changes to the document.

DISCUSSION

At its March 12th meeting, the Bicycle and Pedestrian Advisory Committee (BPAC) discussed potential updates to the non-voting membership section of the BPAC Operating Procedures. As the committee was unable to reach consensus on the proposed changes at the meeting, PSRC organized an ad hoc subcommittee to review the proposed updates regarding non-voting membership, as well as some other organizational and/or minor changes to the document. The subcommittee met on April 9th to discuss the proposed changes to the Operating Procedures. PSRC has updated the Operating Procedures based on the subcommittee’s feedback, as shown in Attachment 5A.

The updates and additions to the BPAC Operating Procedures include:

- Added new procedures to the “Non-voting Membership” section, including:
  - Procedures for approving non-voting members;
  - Criteria for approval of non-voting members; and
  - Procedures for soliciting new non-voting members and maintaining non-voting membership roster.
- Eliminated “Interested Parties” section as their primary involvement was providing public comment, which is no longer held at PSRC committee meetings as of 2019.
- Replaced “BPAC Work Program” section with addition of PSRC’s biannual bicycle and pedestrian work program to “Meeting Schedule and Agendas” section.
- Additional minor edits to clarify “Purpose”, “Leadership”, and “Meeting Schedule and Agendas” sections.
RECOMMENDED ACTION

The Bicycle Pedestrian Advisory Committee should review and adopt the proposed changes to the committee Operating Procedures, as shown in Attachment 5A.

If you have questions prior to the meeting, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822 or Gil Cerise at gcerise@psrc.org or (206) 971-3053.
Bicycle and Pedestrian Advisory Committee
Operating Procedures
May 2019

Purpose
The purpose of the Bicycle and Pedestrian Advisory Committee (BPAC) is to advise the Puget Sound Regional Council (PSRC) on a variety of regional bicycle and pedestrian-related issues. The BPAC provides technical guidance that is reflected in PSRC’s planning products and guidance, including but not limited to the regional Active Transportation Plan.

Committee Membership Structure:
The Bicycle and Pedestrian Advisory Committee is composed of staff from PSRC’s member organizations, representing cities and counties, transit agencies, the state, and tribes. BPAC membership reflects the need for a committee that is a workable size and representative of PSRC’s members. Membership is divided into Voting and Non-voting membership, as described below.

Voting Membership
Representation by county is based upon the relative population of each county within the region to the extent possible. In addition, to ensure adequate representation from member agencies with interest in active transportation, state transportation agency staff, public transportation operators, member tribal agencies, and county public health departments in the region will be represented as voting members. The voting membership structure will be reviewed every three years; each time voting membership is updated, the rationale and background determined by the committee will be documented. See Attachment A for the current BPAC voting membership structure.

Each voting member will be allowed a designated alternate, who will only vote on action items if the member is not present. Where meeting room space is constrained, priority shall be given to providing space at the table for designated voting members and their designated alternates.

Appointments
Appointments for each member and alternate are to be provided in writing to PSRC from the appropriate department head or elected official. For individual cities and counties, this could be an elected executive, transportation department head, or other responsible official. For the “Other Cities and Towns” representatives, PSRC will work with the appropriate countywide committees to assist with appointments: for King County, the Sound Cities Association; for Kitsap County, the Kitsap Transportation Technical Advisory Committee; for Pierce County, the Transportation Coordinating Committee; and for Snohomish County, the Infrastructure Coordinating Committee. Any voting member that represents “Other Cities and Towns” will be
representing all other cities and towns within their respective county and not solely their jurisdiction.

Non-voting Membership
The BPAC may offer non-voting membership to individuals who represent community, environmental, educational, or similar organizations, or to system users who provide a unique and/or underrepresented perspective on bicycle and pedestrian issues. Non-voting members may participate in general discussions of the committee but may not vote and should refrain from discussions of action items.

Applications for non-voting membership are to be provided in writing to PSRC. Requests made by organizations should come from a leader of the organization and designate the member who will serve. Applications will first be endorsed by the BPAC voting members from the county where the organization resides. Applications from organizations representing more than one county will be reviewed by the full BPAC. All nominations shall be approved by the full committee according to the established criteria for non-voting membership, including:

- The applicant’s potential contribution in terms of technical expertise and knowledge of active transportation issues;
- Equitable geographic representation from among the counties and our statewide/regional perspective; and
- Ensuring that the number of allowable non-voting members does not impact the manageable size of the overall committee, based on total membership as approved in Attachment A.

The BPAC will maintain a roster of non-voting membership that will be updated every three years. At the time of the update, PSRC will review the current non-voting membership and actively solicit new non-voting member participation from qualified organizations in the region. Non-voting members who no longer attend on a regular basis will be removed to allow the opportunity for others to serve.

Leadership
A Chair and Vice-Chair will be selected via an open nomination process and voting by the committee when either position is vacant. The Chair and Vice Chair positions are terms of two years and are selected from among the voting members. The role of the chairs will be to facilitate discussions and actions by the Committee, to ensure equal opportunity for participation by members present, and to help PSRC staff set the agenda topics for each meeting. In addition, the BPAC chairs, or other BPAC voting members designated by the Chairs, represent the BPAC on various PSRC committees, such as the Regional Project Evaluation Committee and the Regional Staff Committee.

Decision Making Process
Formal recommendations intended for PSRC action will be held by vote of the BPAC. Other recommendations pertaining solely to committee activities or interim work products may be achieved either by vote or by consensus. For BPAC voting members to be eligible to vote, they need to have had a representative attend at least three meetings in the past year. Votes are approved by a simple majority but if a vote is close, the split vote shall be communicated along with the recommendation.
Meeting Schedule and Agendas
The BPAC is scheduled to meet every other month. However, actual meeting frequency will be determined by the needs of the PSRC’s biannual bicycle and pedestrian work program. An annual calendar of planned meeting dates will be prepared each year so that BPAC members can be prepared for upcoming meetings.

The Puget Sound Regional Council will staff and support the Committee, which includes the development and mailing of agendas and supporting materials. All BPAC meetings and meeting materials will be open to the public.
## Attachment A: BPAC Voting Membership Structure – 2019

<table>
<thead>
<tr>
<th>CITY AND COUNTY REPRESENTATION</th>
<th>Voting Seats</th>
<th>Appointment Process</th>
<th>% of Voting Seats</th>
<th>% of 2017 Pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>By county</td>
<td>By other cities/towns</td>
</tr>
<tr>
<td>King County</td>
<td>10</td>
<td></td>
<td>48%</td>
<td>53%</td>
</tr>
<tr>
<td>County</td>
<td>2</td>
<td>Road Services/Parks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City: Seattle</td>
<td>1</td>
<td>Seattle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City: Bellevue</td>
<td>1</td>
<td>Bellevue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Cities/Towns</td>
<td>6</td>
<td>Sound Cities Association</td>
<td></td>
<td>55%</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>3</td>
<td></td>
<td>14%</td>
<td>7%</td>
</tr>
<tr>
<td>County</td>
<td>1</td>
<td>Public Works/Parks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City: Bremerton</td>
<td>1</td>
<td>Bremerton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Cities/Towns</td>
<td>1</td>
<td>TransTAC</td>
<td></td>
<td>9%</td>
</tr>
<tr>
<td>Pierce County</td>
<td>4</td>
<td></td>
<td>19%</td>
<td>21%</td>
</tr>
<tr>
<td>County</td>
<td>1</td>
<td>Public Works/Parks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City: Tacoma</td>
<td>1</td>
<td>Tacoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Cities/Towns</td>
<td>2</td>
<td>TCC</td>
<td></td>
<td>18%</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>4</td>
<td></td>
<td>19%</td>
<td>19%</td>
</tr>
<tr>
<td>County</td>
<td>1</td>
<td>Public Works/Parks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City: Everett</td>
<td>1</td>
<td>Everett</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Cities/Towns</td>
<td>2</td>
<td>ICC</td>
<td></td>
<td>18%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>21</strong></td>
<td></td>
<td><strong>11</strong></td>
<td></td>
</tr>
</tbody>
</table>

### OTHER AGENCY REPRESENTATION

<table>
<thead>
<tr>
<th>Voting Seats</th>
<th>Appointment Process</th>
</tr>
</thead>
</table>

#### State

- **WSDOT Urban Mobility/Access or Multimodal Planning**
  - 1 seat
  - Appointed by WSDOT Active Transportation Office

- **WSDOT Rotate between NW and Olympic regions**
  - 1 seat

#### Transit

- **Regional Transit**
  - 1 seat
  - Sound Transit

- **Local Transit**
  - 2 seats
  - Transportation Operators Committee

#### Public Health

- **County Public Health Agencies**
  - 2 seats
  - Coordinating body of four public health agencies

#### Tribes

- **Muckelshoot Tribal Council**
  - 1 seat
  - Appointed by each tribe

- **Puyallup Tribe**
  - 1 seat

- **Suquamish Tribe**
  - 1 seat

**TOTAL Other Agencies**: 10

**TOTAL BPAC MEMBERSHIP**: 31
Bicycle Prohibition Action on SR 522

Background
As part of its public outreach efforts regarding bicycle prohibitions on state highways, WSDOT is required to solicit feedback from the local BPAC. Commentary made by members of the BPAC will be included in review of bicycle prohibition proposals, as per WSDOT Traffic Manual chapter 6.4.

Proposed Prohibition
The bicycle prohibition is proposed for the segment of State Route (SR) 522 from MP 10.57 (Woodinville Dr) easterly to MP 12.30 (SR 522/SR 202 interchange).

This segment of state highway has already been designated and signed as a bike-prohibited section of roadway for nearly 20 years. (See Figure 1) As part of a project to clarify the official record of prohibitions, WSDOT Northwest Region is working to produce the official documentation, known as a calendar action, for the existing prohibition.

![Map of SR 522 with prohibitions highlighted]

From March 2009 to March 2019, no collision data was available involving bicyclists on SR 522 from MP 10.57 to MP 12.30 This expressway section of SR 522 is posted at 60 MPH and there is a high volume (37,000-97,000 ADT) of traffic on a daily basis. These undesirable conditions of increasing motor vehicle
volumes and double on / off ramps on SR 522 provide justification for prohibiting bicycle use in these sections of SR 522. Bicyclists traveling eastbound SR 522 must exit at Woodinville Drive (SRMP 10.57) and may re-enter at the SR 522 on-ramp from SR 202 (SRMP 12.06). Bicyclists traveling westbound SR 522 must exit at the SR 202 off-ramp (SRMP 12.30) and re-enter at Woodinville Drive (SRMP 10.57). An alternate route for bicyclist exists nearby on the Sammamish Trail, using 131st Ave NE to again access SR 522. (See Figure 2)

![Figure 2 - Alternate Bicycle Route Map](image)

WSDOT plans to solicit BPAC commentary at the next regular meeting, dated May 14, 2019.
HOW DO PEOPLE GET AROUND EVERY DAY IN THE REGION?

The Puget Sound Regional Council household travel surveys collect day-to-day information from households in the central Puget Sound region about how and where we travel. The surveys provide rich information about how people get around the region, also known as their travel mode choice. The latest 2017 household survey revealed the following facts:

• About 50% people living in regional growth centers use ridesharing services (Uber, Lyft). In comparison, less than 30% of people living outside of regional growth centers use ridesharing services.

• People of color and people living in regional growth centers are more likely to use transit.

• Households making less than $25,000 a year are three times as likely to use transit on each trip, and twice as likely to walk than households making $25,000-$100,000 a year.

Want to know more? The survey data is available on psrc.org.

More Than Half of Residents in Regional Centers Use Uber and Lyft

The Seattle Times recently reported that Uber and Lyft, the major ridesharing services, provided more than 91,000 rides on average in second quarter of 2018\(^1\). This number of rides is more than five times larger than it was in the beginning of 2015.

Rideshare use by home location in Regional Growth Centers (RGCs)

The household survey allows us to drill deeper to see who in the region are most likely to use ridesharing services. Designated regional growth centers are the locations in the region planned for the most growth. About 50% people living in regional growth centers use ridesharing services (Uber, Lyft). In comparison, less than 30% of people living outside of regional growth centers use ridesharing services.

The household travel survey showed that the income group most likely to have used rideshare in the past 30 days were people in households making under $25,000. The highest overall rideshare user group was people in households making over $100,000. Infrequent use of ridesharing was common across income groups, but not with households making less than $25,000.
Walking and Biking Frequency Varies by Population Group

The travel survey also asked about how frequently people went for a walk longer than 15 minutes or a bike ride longer than 30 minutes. The Regional Transportation Plan calls for a transportation network with equitable outcomes and access for all people in the region. Because of sample size limitations required to meet statistically valid conclusions, population groups were divided into three broad categories: 1) African-American, Hispanic, Multiracial, and Other, 2) Asian Only, and 3) White Only. Asian Only and African-American, Hispanic, Multiracial groups were more likely to report “Never” in response to these walking or biking questions. Further investigation is required to understand the barriers to walking and biking for these groups.

How often went for a walk for more than 15 minutes

How often went for a bike ride for more than 15 minutes
Mode Choice Varies Widely Across Demographics

The household travel survey results reveal how the modes people take on their trips vary across income, race, home location, and trip purposes.

Households making less than $25,000 a year are three times as likely to use transit, and twice as likely to walk than households making $25,000-$100,000 a year. Higher income households also tend to be larger households, and thus are more likely to drive with other people than lower income households.

Mode choice and income

The modes people take also vary significantly across groups. People with African-American, Hispanic, Multiracial or Other descent are most likely to use transit and drive with others. People of Asian descent only are the most likely to drive alone.

Mode choice and race
The relationship between gender and mode choice is weaker than the relationship between race and mode. Females are more likely to drive with someone rather than drive alone. A potential reason that females are more likely to travel with others is because females are more likely to do non-work activities like errands and shopping than males.

**Mode choice and gender**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Drive alone</th>
<th>Drive with someone</th>
<th>Walk</th>
<th>Transit</th>
<th>Bike</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Female</strong></td>
<td>38%</td>
<td>45%</td>
<td>10%</td>
<td>7%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Male</strong></td>
<td>39%</td>
<td>39%</td>
<td>12%</td>
<td>8%</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Work trips have by far the highest drive-alone share, at over 60%. Recreation trips have the highest walk share at over 20%, and school trips have the highest transit share, also over 20%.

**Mode choice and purpose**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Drive alone</th>
<th>Drive with someone</th>
<th>Walk</th>
<th>Transit</th>
<th>Bike</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Work</strong></td>
<td>63%</td>
<td>15%</td>
<td>6%</td>
<td>23%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td><strong>School</strong></td>
<td>36%</td>
<td>10%</td>
<td>8%</td>
<td>4%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Errands and shopping</strong></td>
<td>23%</td>
<td>4%</td>
<td>6%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Recreation and eat meal</strong></td>
<td>4%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>
The survey shows that where a person lives has a very strong relationship with mode choice. In Seattle-based regional growth centers (RGCs), the drive-alone share is under 20%, and the walk share is over 30%. Household composition is an important driver in some of these geographic comparisons. For example, outside of regional growth centers, people are much more likely to drive with someone because their households are larger with more children. For these larger households, it may be more difficult to use alternative travel modes because of their daily activity needs rather than their home geography.

**Mode choice and home location in Regional Growth Centers (RGCs)**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Not RGC</th>
<th>RGC Outside Seattle</th>
<th>Seattle RGCs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>38%</td>
<td>43%</td>
<td>20%</td>
</tr>
<tr>
<td>Drive with someone</td>
<td>29%</td>
<td>18%</td>
<td>9%</td>
</tr>
<tr>
<td>Walk</td>
<td>9%</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>Transit</td>
<td>7%</td>
<td>25%</td>
<td>1%</td>
</tr>
<tr>
<td>Bike</td>
<td>1%</td>
<td>0%</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>0%</td>
<td>1%</td>
</tr>
</tbody>
</table>

**Conclusions**

People of color and people living in regional growth centers are more likely to use transit. As the region grows with greater density in regional growth centers and more diversity, we can expect an increase in transit and walking. PSRC will continue to track these changes with the biennial household surveys.