



Improving Lives Through Bicycling

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**To: Puget Sound Regional Council**  
**From: Cascade Bicycle Club**  
**Re: Draft PSRC Regional Transportation Plan Comments**  
**Date: January 31, 2018**

Dear Ms. McGourty:

Thank you for the opportunity to comment on the **Draft Puget Sound Regional Council (PSRC) Regional Transportation Plan and appendices (T2040)**. Cascade has over 15,000 members around the Puget Sound and statewide. Many of our members look forward to the opportunity to have more transportation opportunities as the region is planning to catch up and keep up on transportation over the next two decades.

A key component for our membership is the need to provide safety and connectivity for people who already bike, but also for the 60% of people who would like to, if biking didn't feel unsafe. Many member jurisdictions are increasingly looking for how to build safe and connected places to bike, especially by creating safe and connected bicycle networks. Policy and planning efforts need to increasingly prioritize active transportation because (1) serious injuries and deaths are on the upswing; (2) the growth of "transportation innovation" could help or hurt vulnerable users; (3) as businesses are increasingly looking to safe bicycling as a tool for employee retention and recruitment, active transportation is an economic development strategy; and (4) multimodal systems are efficient in moving people as the region grows.

Cascade appreciates opportunities for engagement with PSRC, specifically as a member of the Transportation Policy Board. Cascade applauds PSRC on its growing focus around public health and equity in this current update to the regional transportation plan. We acknowledge these two elements as a solid step forward and encourage PSRC to grow its policy and planning toolbox around health and equity, in order to directly improve and benefit healthy and active communities.

Cascade submits the following comments and edits to enhance T2040. This, and future plans can further integrate active transportation for the future of the Central Puget Sound Region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Blake Trask', is written over a light blue horizontal line.

Blake Trask  
Senior Policy Director, Cascade Bicycle Club.

Comments for Draft Regional Transportation Plan - 2018

Section/Page	Comment
P. 18	<p><b>We support PSRC’s proactive look at “supporting innovation,” but it is also important to highlight the potential impacts of emerging technologies on biking and walking.</b> For example, improper pick-ups/drop-offs by TNCs can reduce safety and mobility for those walking and biking by obstructing crosswalks, bike lanes, and other places for people. Similarly, as bikeshare expands, users will increasingly need safe bike networks to use so that their use is predictable and avoids conflict with people driving or walking. The plan needs to address those considerations.</p>
P. 23	<p><b>Safe Routes to School needs to be more explicit in T2040.</b> We appreciate reference to Safe Routes to School programs and projects, but as physical activity is a public health priority, Safe Routes to School provides significant benefits to decreasing our nation’s obesity crisis. Also, as school drop-offs and pick-ups contribute significantly to congestion, increasing walking and biking to school also addresses peak hour congestion issues across the region.</p>
P. 28	<p><b>T2040 needs to adopt a robust safety framework beyond Target Zero.</b> Adopting the Vision Zero policy framework will enable PSRC and it’s member jurisdictions to better address the emerging safety concerns for the transportation system, particularly for those biking and walking. Vision Zero prioritizes engineering and speed elements over education and enforcement.</p>
P. 42	<p><b>Roadway design and adjacent land uses affect the safety and growth of biking and walking in the Central Puget Sound Region.</b> We encourage T2040 to recognize not only the importance of building an all ages and ability network to encourage biking and walking, but also to note that there are significant deleterious impacts to walking and biking due to unsafe and inhospitable roadway designs and adjacent land uses.</p>
P. 46	<p><b>Factual errors/omissions in map.</b> As of now, the Burke-Gilman Trail Missing Link is planned for completion in 2019, not 2022. Additionally, the map should add the Eastside Rail Corridor as a major trail project/key investment.</p>
P. 48	<p><b>Omission in map.</b> JBLM includes a regionally-significant trail project adjacent to it. Please add.</p>
P. 49	<p><b>Factual errors/omissions in map.</b> Whitehorse Trail is due for substantial completion in 2018-19. Additionally the map is missing the Centennial Trail South connection from Snohomish County to Woodinville - due for completion in the 2020s.</p>
P. 52	<p>Change “non-motorized” to “active transportation.”</p>

**Comments for Multicounty Planning Policies - Appendix A**

Section/Page	Comment
MPP-T-16	<b>Language suggestion:</b> For this policy add the language inserted in the brackets, which is consistent with Active Transportation Plan (Appendix L): “Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing [ <i>networks of all ages and abilities</i> ] facilities and reliable connections.”
MPP-PS-21	<b>Language suggestion:</b> For this policy add the language inserted in the brackets: “Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans[, <i>and encourage children walking and biking to school</i> ].”

**Comments for System Performance Report - Appendix K**

Section/Page	Comment
Inclusion of health and equity	We support the direction to include health and equity in the system performance measures.
People who walk or bike for transportation	How is this defined?
Safety	Please include non-motorized data per capita.

**Comments for Draft Active Transportation Plan - Appendix L**

Section/Page	Comment
Throughout	Appreciate the focus on all ages and abilities biking and walking improvements. Thank you.
Throughout	Recommendation for the PSRC to adopt people-first language in its plan documents. E.g., “people who bike” instead of “bicyclists.” Residents and visitors use many modes interchangeably and should not be limited in definition to the mode they are using at one given time. Increasingly as the lines between modes blur, this change in language will help the region and jurisdictions plan more effectively.
P. 24	It is important to note that PSRC lacks its own Complete Streets policy. Spokane Regional Transportation Council (SRTC) adopted a policy in 2012: <a href="https://www.srtc.org/complete-streets/">https://www.srtc.org/complete-streets/</a> . We encourage the plan to recognize the merits of adopting a Complete Streets policy for the MPO.

P. 29	Due to the continued crash and safety problems for walking and biking T2040 should note the import of PSRC adopting a Vision Zero policy framework to improve safety and to better assess the co-benefits of safety investments made in the region.
P. 31	The Regional Bicycle Network needs to incorporate a more robust connectivity analysis, Level of Traffic Stress ( <a href="http://transweb.sjsu.edu/project/1005.html">http://transweb.sjsu.edu/project/1005.html</a> ) tools, and expanded data/count tools to better model demand, use, and future projections for bicycling in the PSRC region to improve all ages and abilities designs and connectivity.
P. 34	We applaud and support the proposal for electric bicycle charging stations as complementary to the current push for electric car charging stations. We support including language in T2040 to support PSRC taking leadership in building out this concept.
P. 45	We are encouraged to see the reference to Level of Traffic Stress, but do not see how it is used or supports actions, goals, investment decisions or other analysis in T2040.
Goal 1; Objective 3	T2040 needs to expand beyond Target Zero to incorporate a Vision Zero framework. The lack of safety improvements over the past decade shows that Target Zero alone as a safety framework is not working for vulnerable users.  Additionally, bicycle data gathering still needs significant improvements - don't forget that element, while still emphasizing more pedestrian data improvements. How can PSRC provide regional leadership and synthesis for both efforts?
Goal 2	PSRC should also adopt a Complete Streets policy like SRTC.
Goal 3	Encourage PSRC to evaluate how it rewards going beyond the minimum in design and project selection to support the buildout of all ages and abilities infrastructure.
Goal 4	PSRC can provide leadership by increasing adoption of Level of Traffic Stress in all PSRC analysis and recommend it as a Local Action to take.
P 65 "Funding Opportunities"	Section asserts there is a "wealth of funding opportunities for active transportation." We disagree, as jurisdictions and the region continue to underinvest in biking and walking. We recommend PSRC stay consistent around funding opportunities for active transportation and note that active transportation needs additional funding tools, similar to what the rest of T2040 asserts (more funding is needed).

**Comments for Financial Strategy Background - Appendix P**

Section/Page	Comment
Road Usage Charge / Congestion Pricing	We support the exploration of this new revenue source based on its ability to better achieve equity (progressive rates), environmental (charging to help drive down GHG emissions), and funding flexibility goals (funds as a more stable transit and transit access funding source). However, done poorly it could be just as regressive and restricted as the gas tax. If it becomes compulsory, how can we make sure that its equitably calculated and implemented?

	<p>This section should call attention to the great efforts and recommendations of the Transportation Futures Task Force, which did a lot research and thinking on these issues.</p>
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