



TRANSPORTATION MODE USE IN OLYMPIA

Utility Advisory Committee, November 5, 2015

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TRAVEL MODE TRENDS

Measuring growth in walking, biking and transit use relative to auto use

- Change expected from infrastructure improvements
 - Sidewalks and pedestrian crossings
 - Bike lanes, bike corridors
 - Transit investments
- Changes expected from land use densification
 - Downtown housing
 - Urban Corridor infill and redevelopment



Count Locations

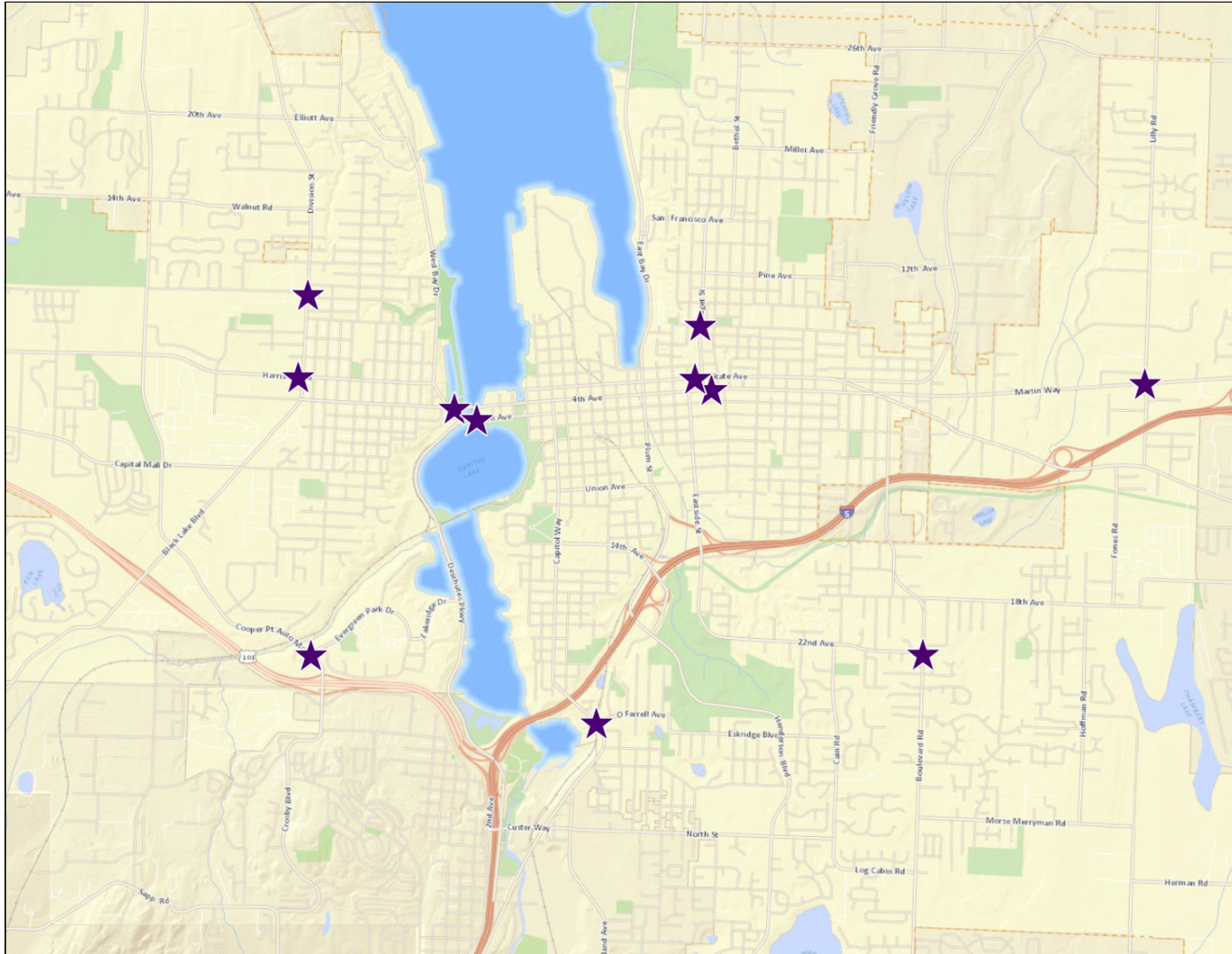
*Conger &
Division*

*Division &
Harrison*

*4th Avenue
Bridge*

*5th Avenue
Bridge*

*Cooper Point
Auto Mall &
Evergreen
Park Drive*



*Puget &
Bigelow*

State & Puget

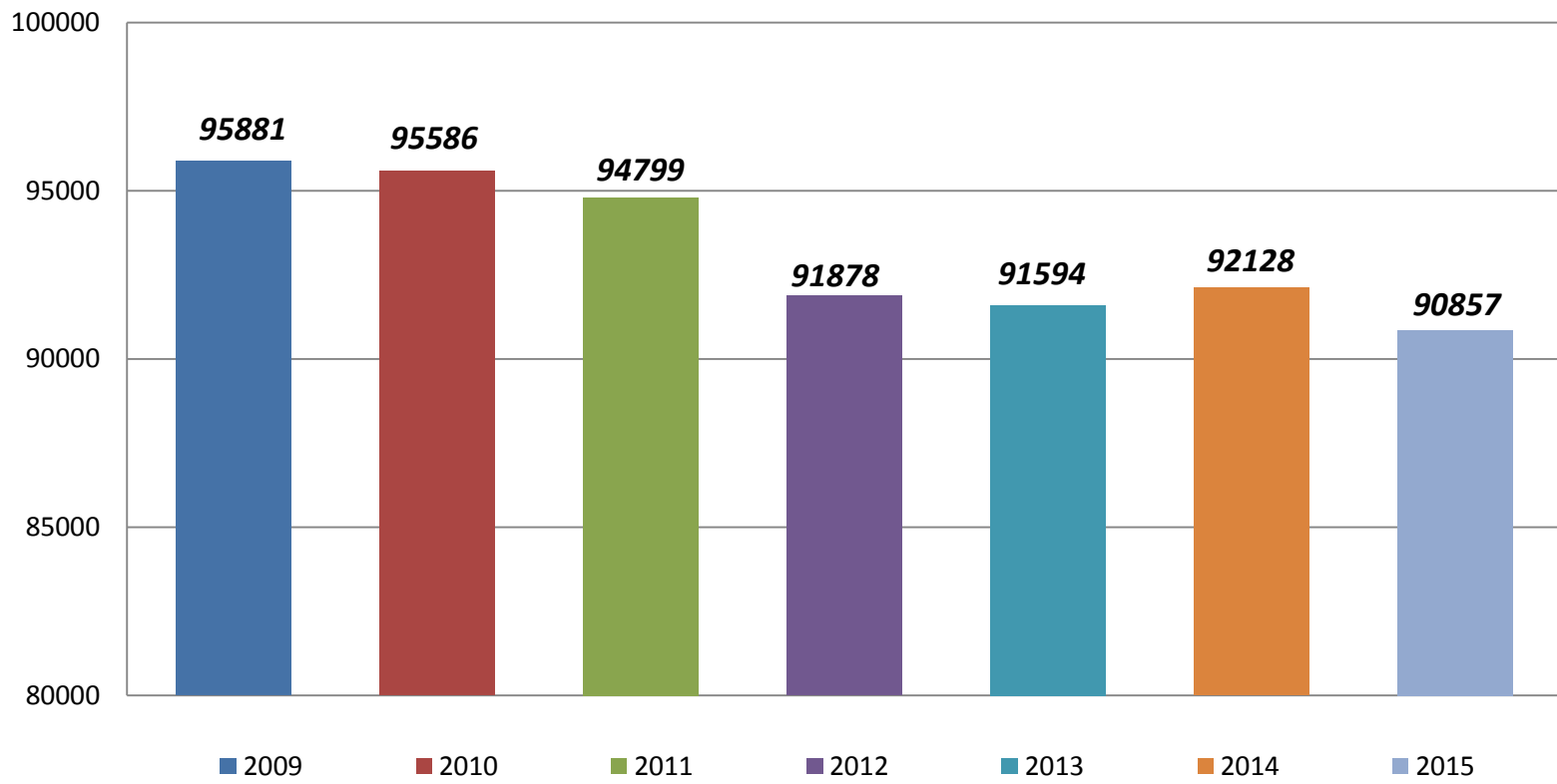
4th & Eastside

*Martin Way &
Lilly Road*

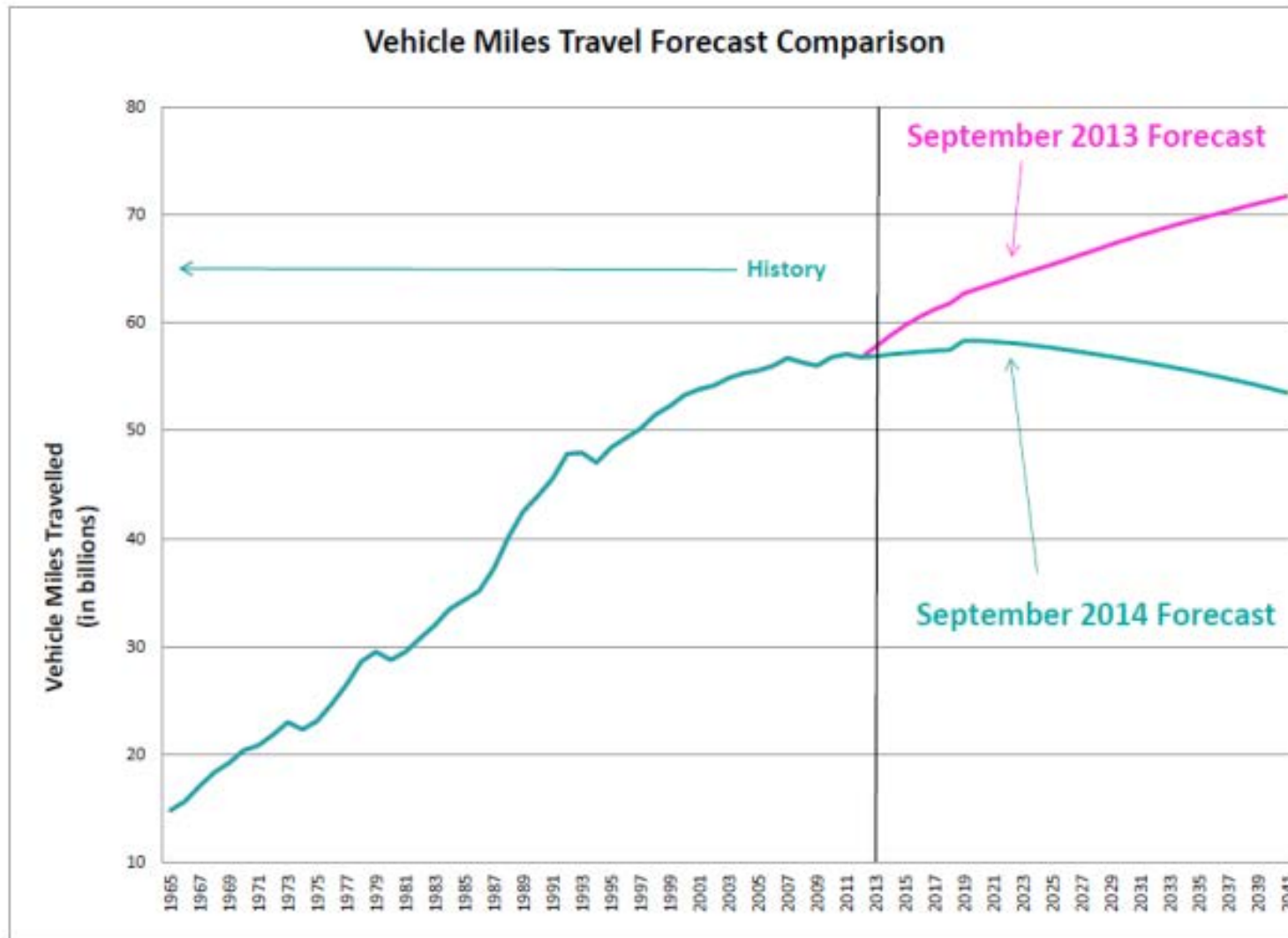
*Boulevard &
22nd Avenue*

*Capitol &
O'Farrell*

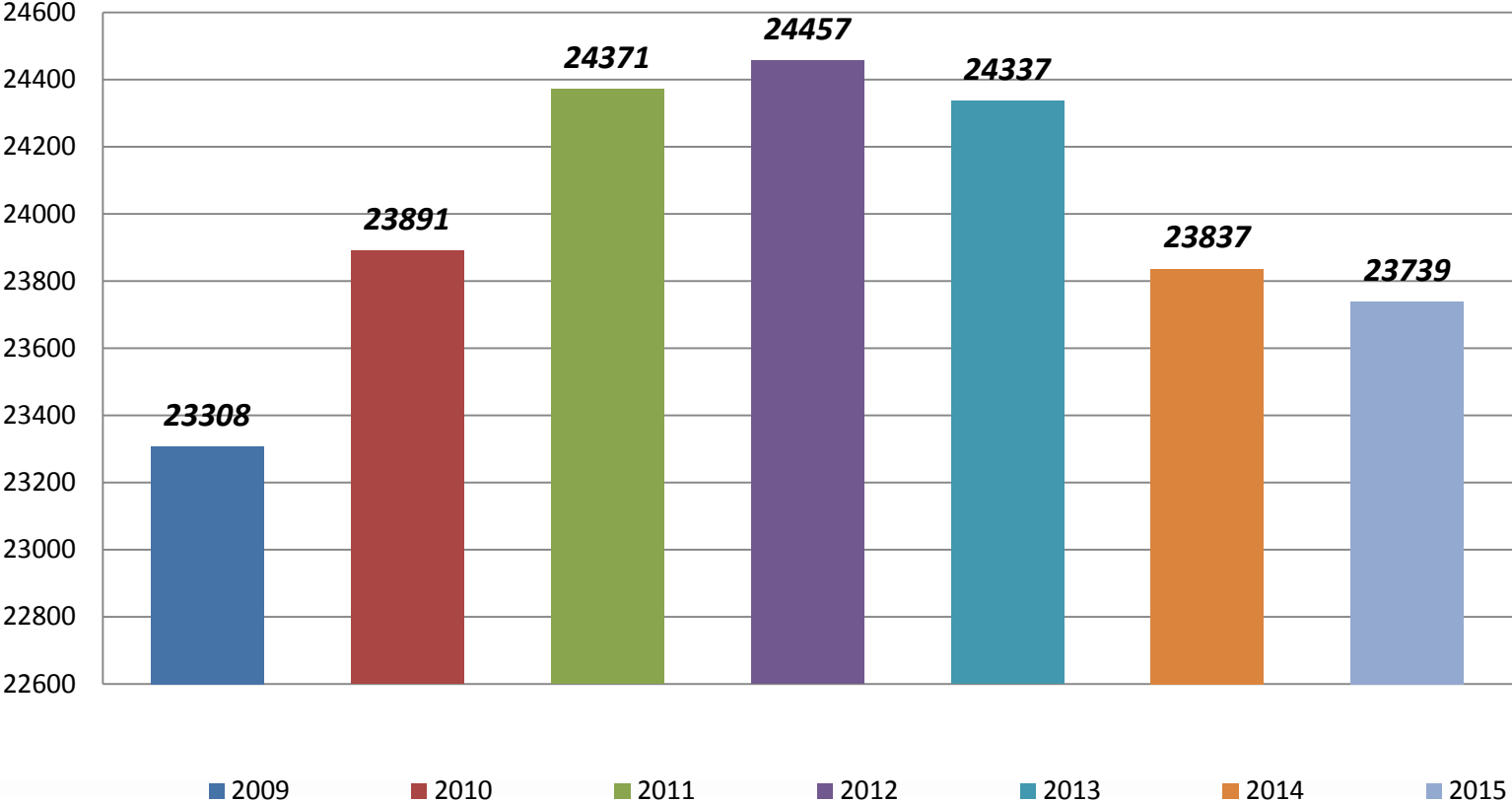
Vehicle Use



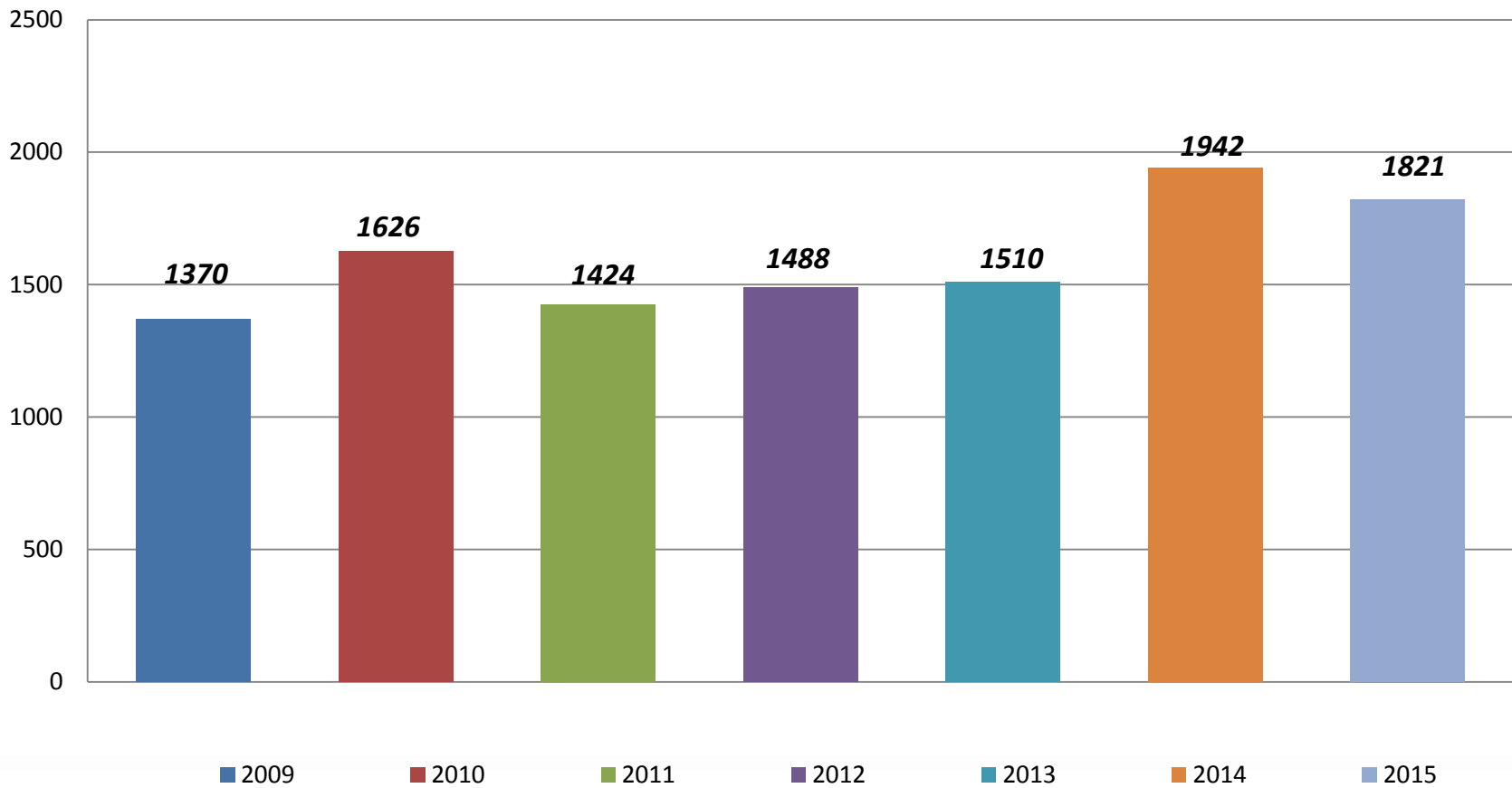
Vehicle Use, Statewide



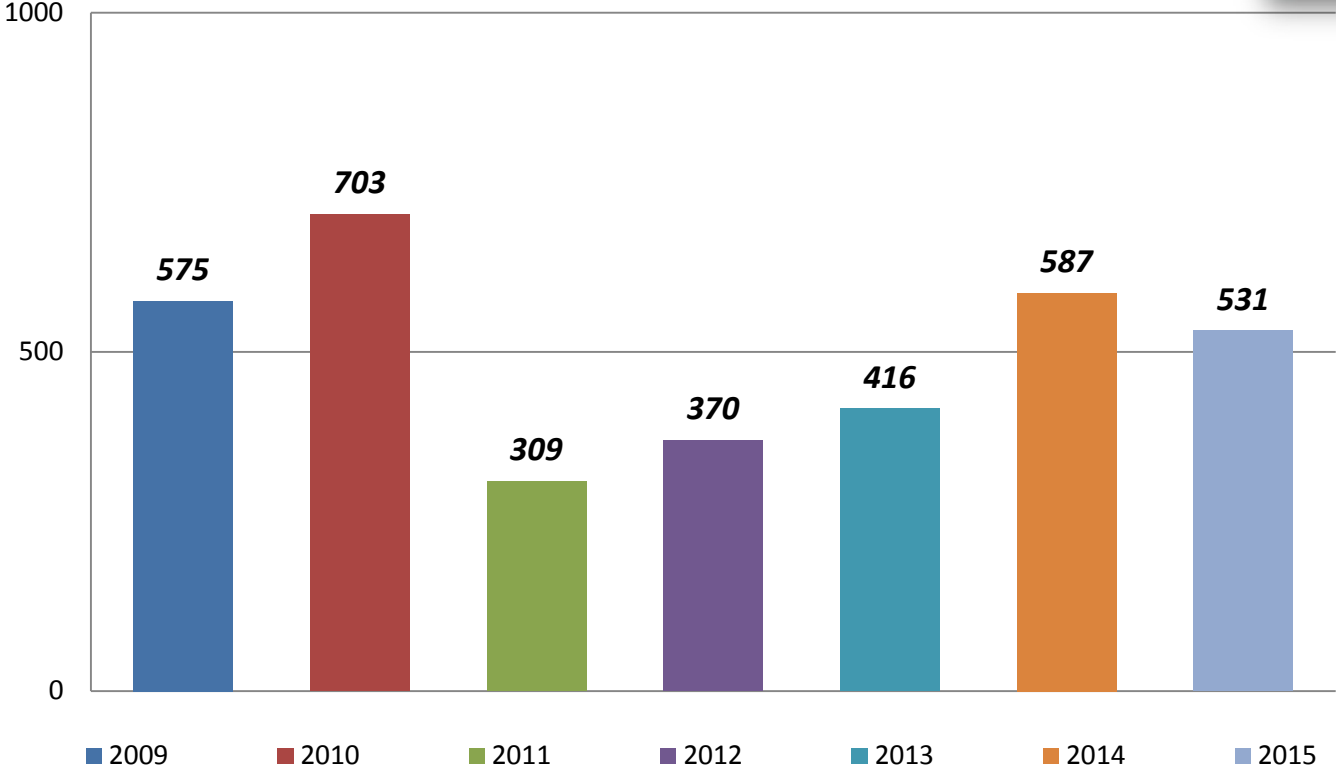
Transit



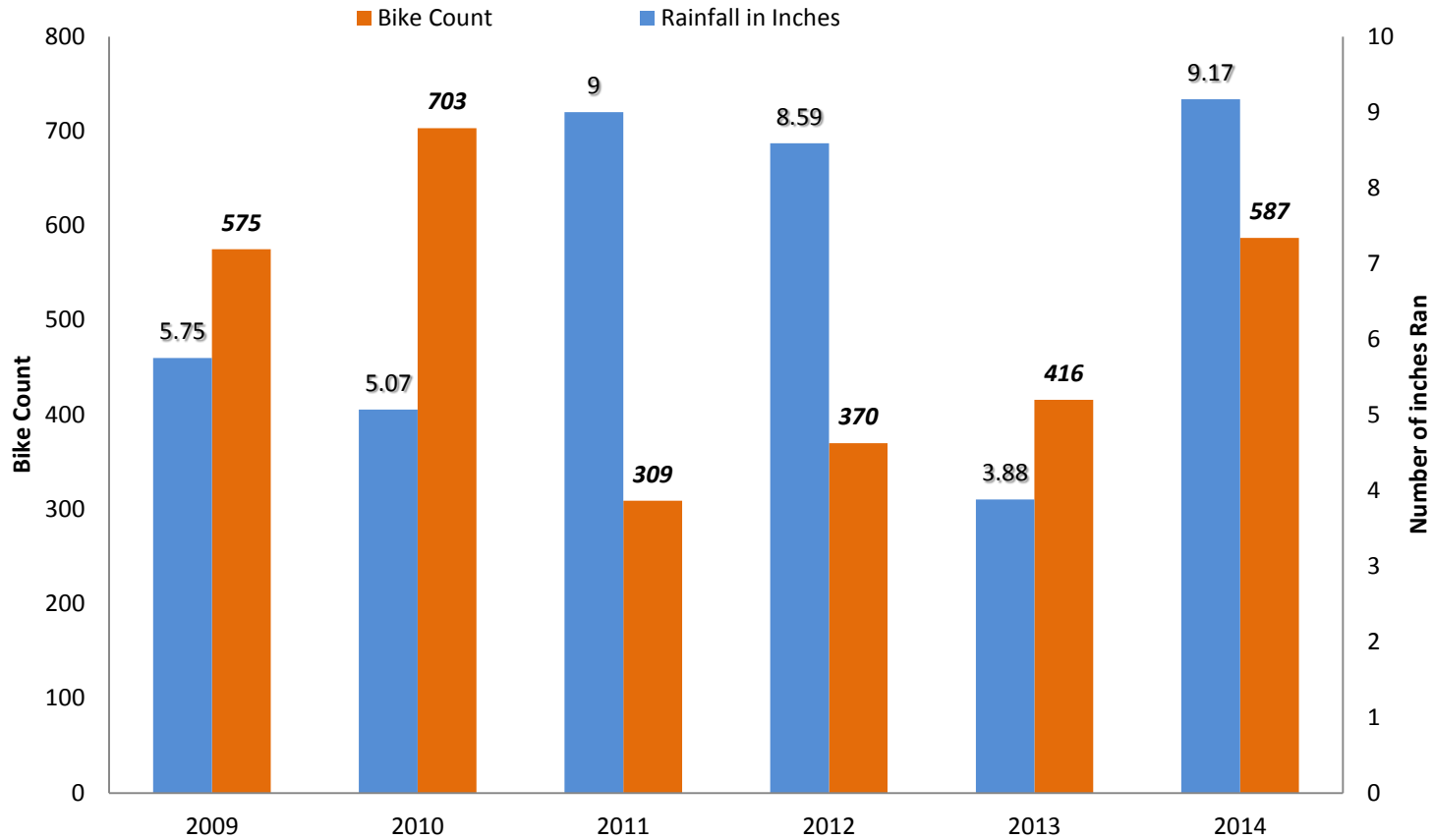
Pedestrians



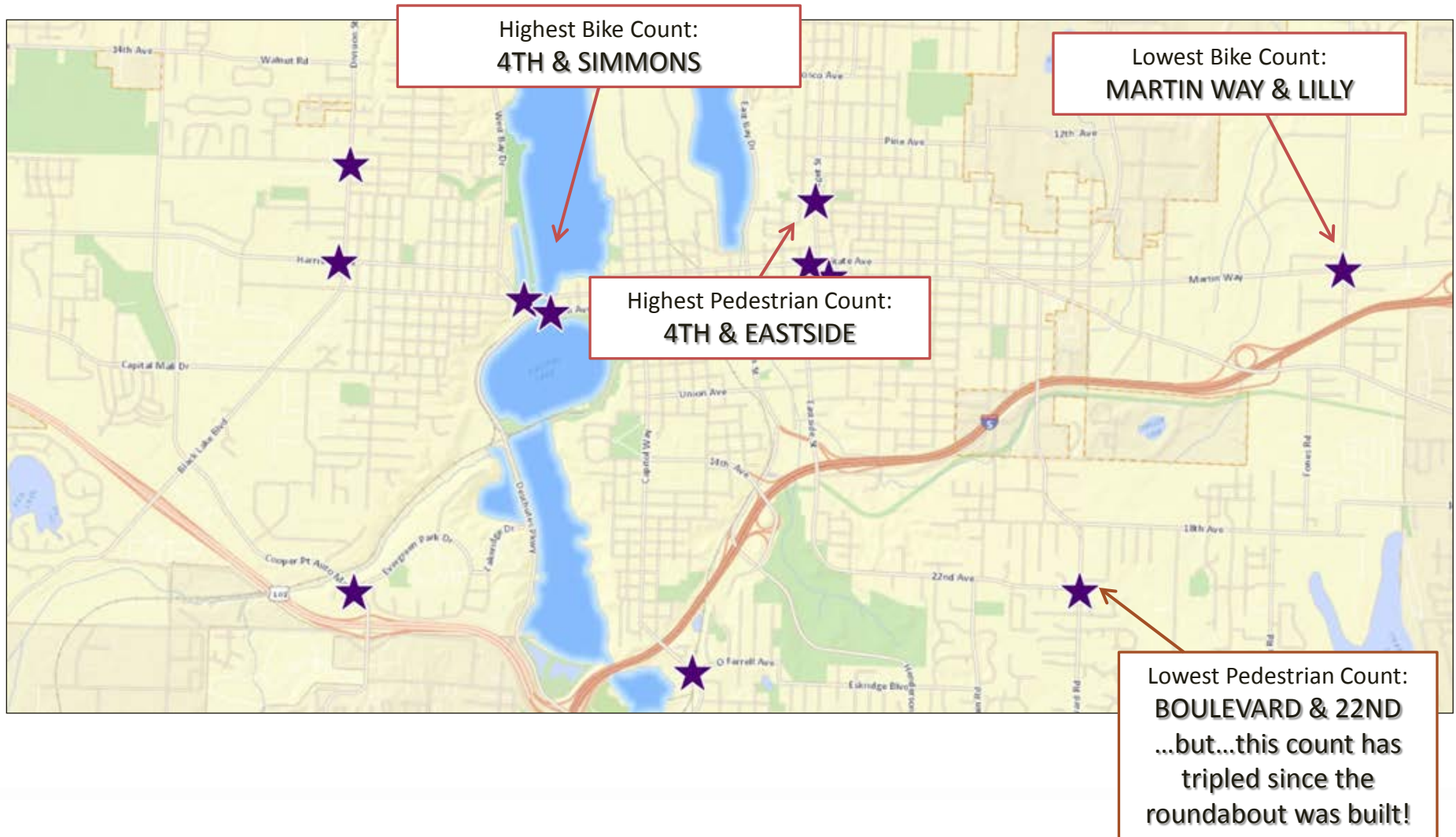
Bicycle Use



Bicycle Use and Rainfall



Interesting Observations

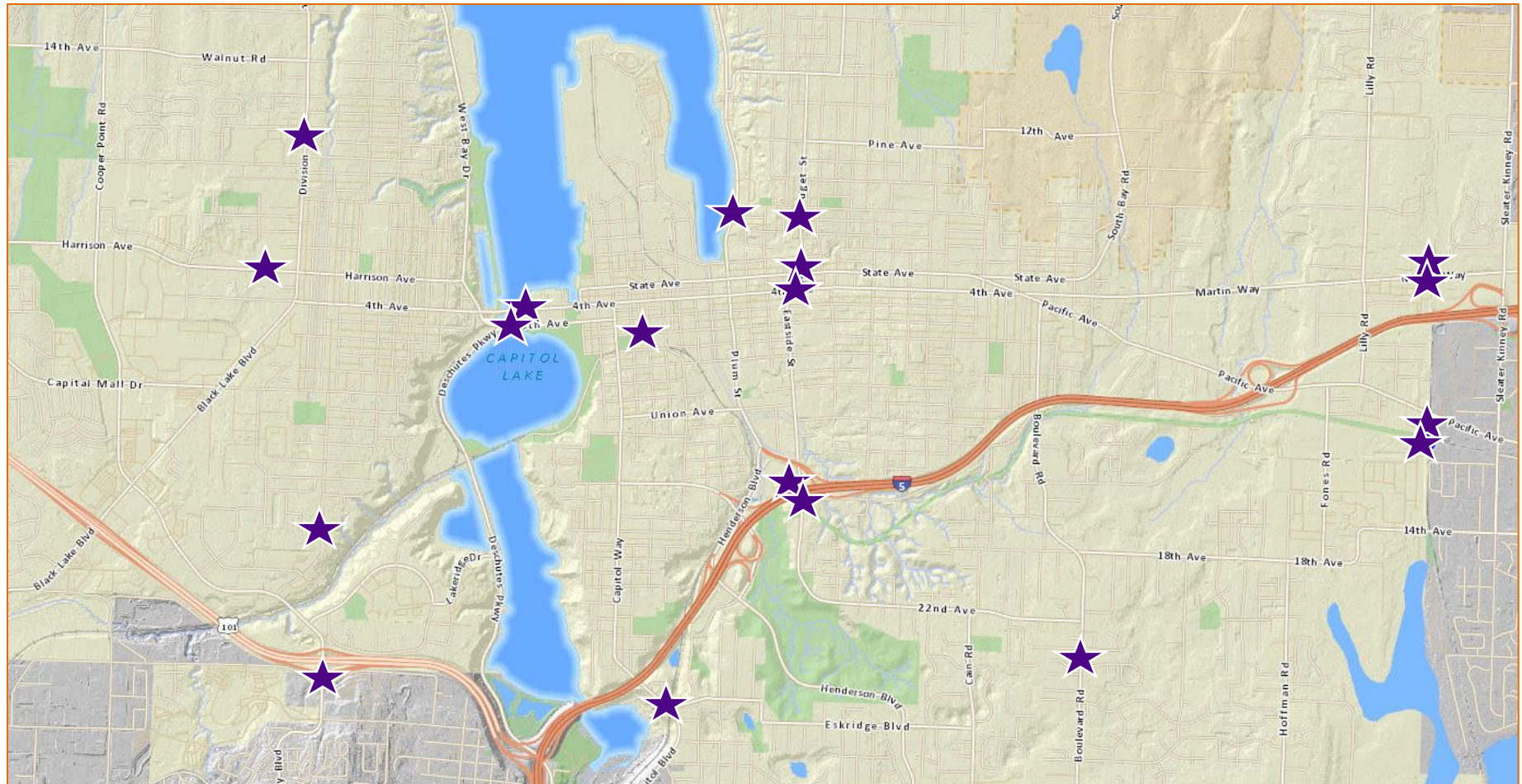


Projects May Affect Counts

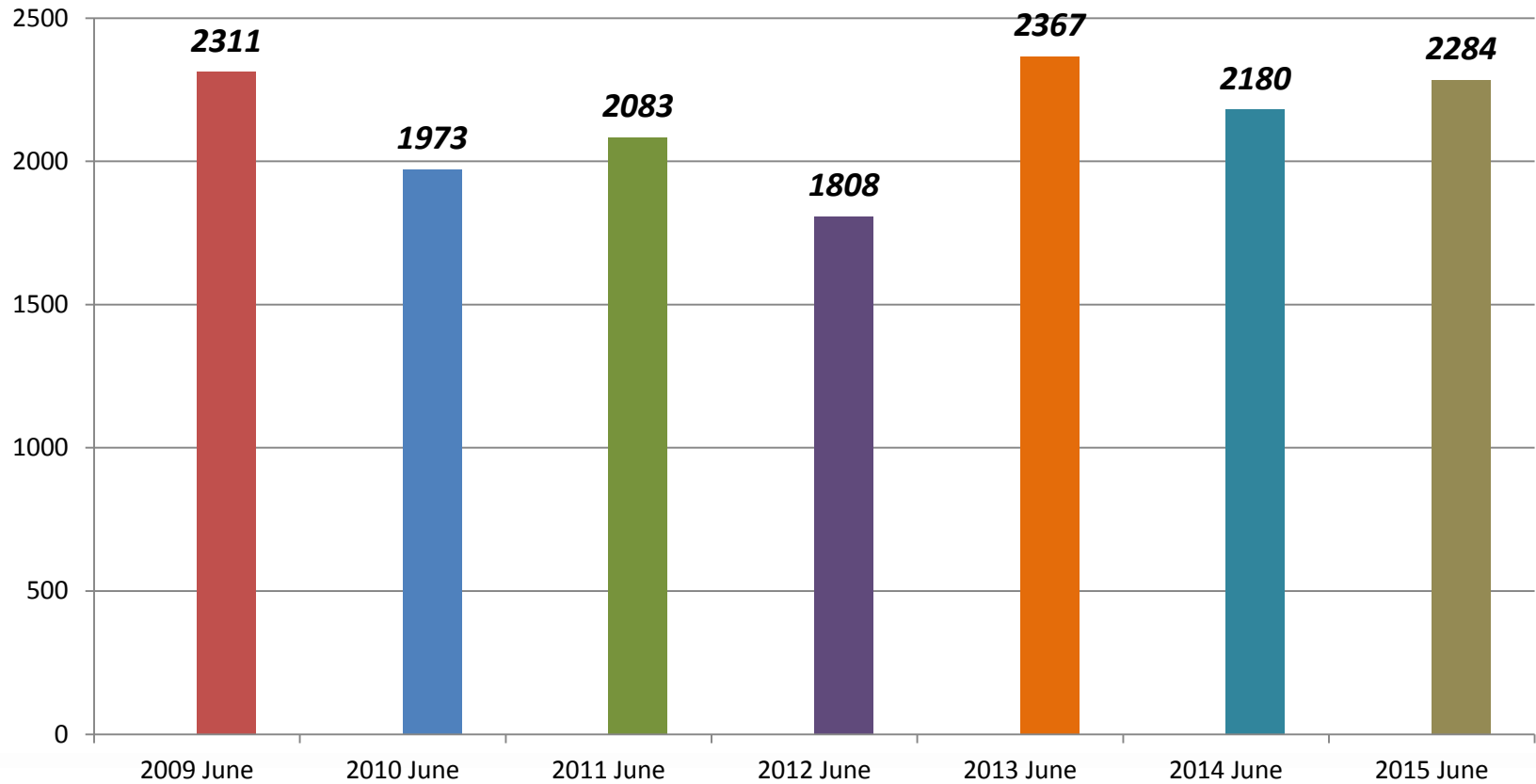


Expanded Bike Counts

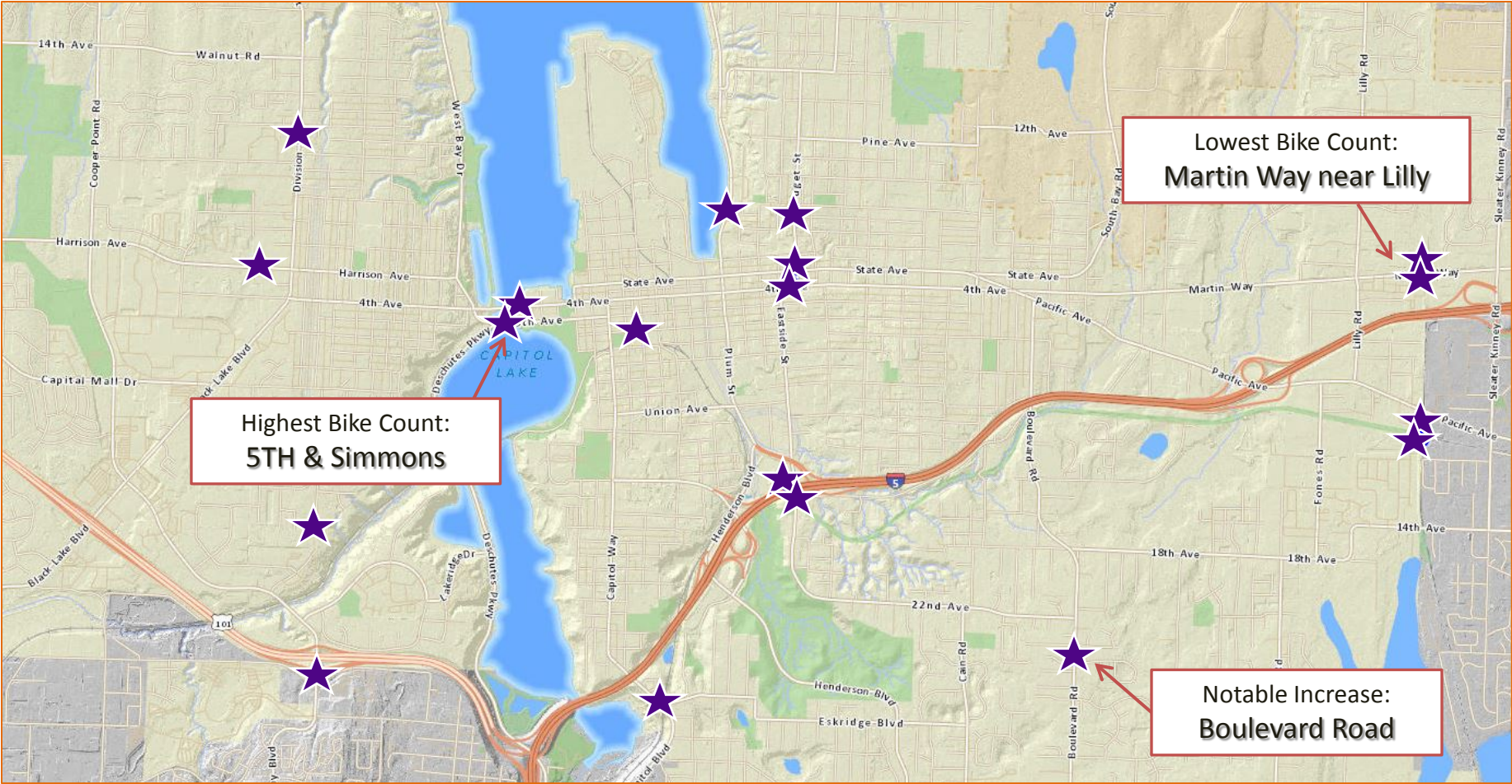
Trends in bike usage based on counts each June from 2009 through 2014



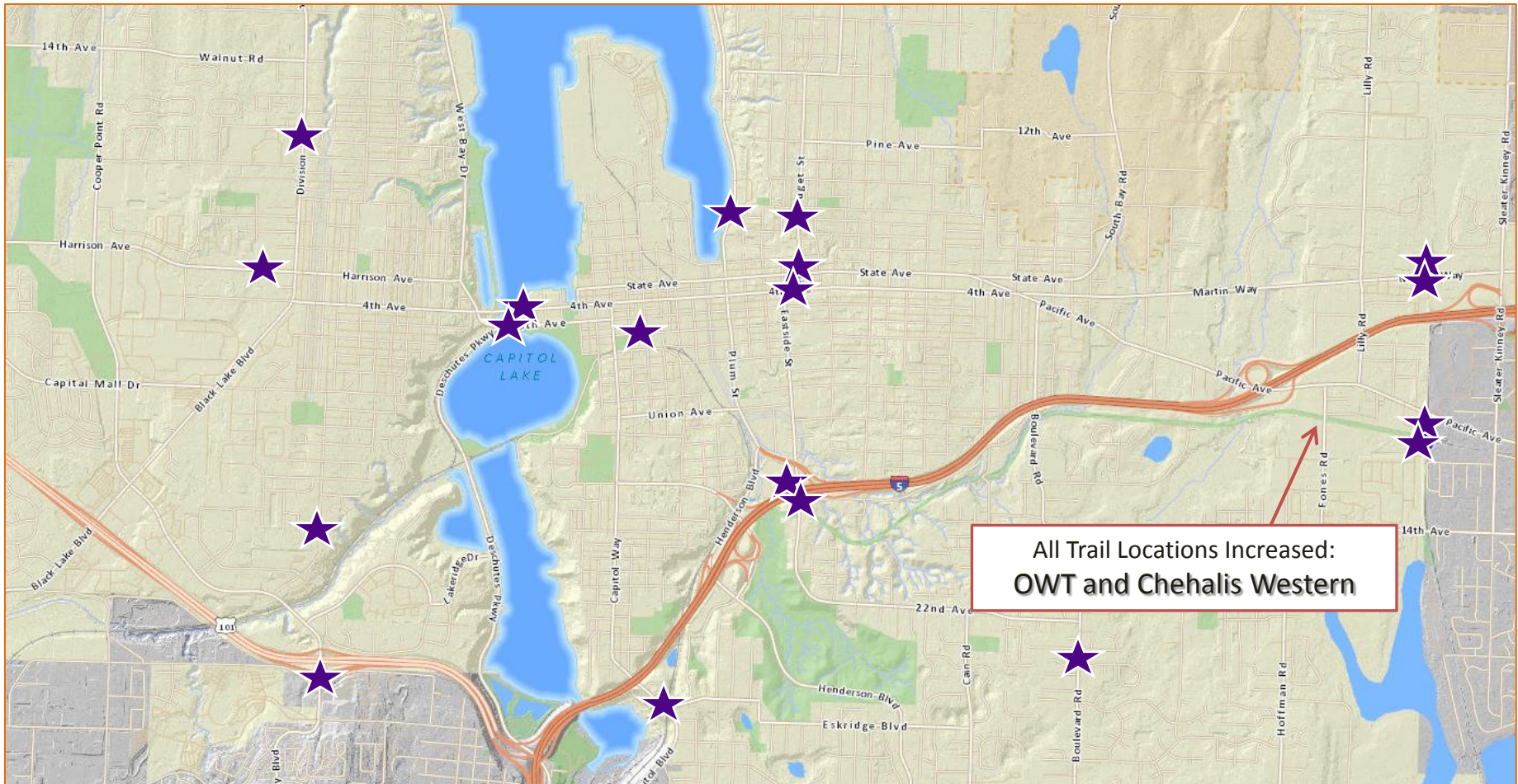
Expanded Bike Counts: June Trends



Expanded Bike Counts



Expanded Bike Counts



Future Actions



- CFP funding for new bike and pedestrian programs
- Support for transit
- Low-Stress bicycle network
- Street connectivity
- Multimodal Concurrency
- Coordination with land use planning

