



## Puget Sound Regional Council

### Transportation Operators Committee Agenda

**Date: Wednesday, August 24, 2022 from 10:00 a.m.-11:30 a.m.**

**Online Meeting Only: Use Zoom Connection Information Provided Below**

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**1. Welcome and Introductions (10:00) – Lindsey Sehmel, Vice-Chair (Pierce Transit)**

**2. Action: Approval of Meeting Summary – July 27, 2022\***

**3. Transportation Policy Board Debrief (10:05)**

The 'At Work' reports for the Transportation Policy Board meetings are available on the PSRC website at: <https://www.psrc.org/board/transportation-policy-board>.

**4. Discussion: Integrated Transit Policy for WSDOT SR 167 Master Plan\* (10:15)**

Lindsey Sehmel (Pierce Transit) will lead a discussion with TOC members on development of an integrated transit policy letter or request to WSDOT on this regionally significant corridor master plan. Based on review of a draft (see attachment), agencies will be asked if they can obtain their CEO's support and provide a signed integrated transit policy letter to WSDOT before it releases its master plan scenarios for public comment in October.

**5. Discussion: Agency Progress on 2030 Transit Network (10:35)**

PSRC will seek updates on agencies' progress in providing a 2030 Transit Network for PSRC modeling. This will be an opportunity for PSRC to share any updates based upon draft 2030 transit networks received to-date, and an opportunity for agencies to ask questions to help achieve PSRC's September 15, 2022 deadline for network submittal.

**6. Discussion: Review TOC and Other Feedback on Access to Transit Work Program\* (10:55)**

PSRC will share feedback received to-date on potential Access to Transit work and engage the TOC in discussion on potential regional role on this topic. PSRC will be seeking feedback from the Regional TOD Advisory Committee at their September meeting.

**7. Discussion: Upcoming TOC Meeting Topics (11:10)**

PSRC will share upcoming TOC work and meeting agenda topics for the remainder of 2022. Agenda topics include:

- Transit Integration Report (TOC review period in September 2022)
- PSRC Transit-related work program development for FY 2024-2025 biennium.
- FTA performance measures and targets (TAM and Transit Safety).

**8. Discussion: Transit Agency Roundtable (11:20)**

As time permits, transit agency staff will provide updates on their work that they want to share with their regional partners.

## 9 Next Meeting: September 28, 2022

Calendar Link: <https://www.psrc.org/calendar>

## 10 Adjourn (11:30)

\*Supporting materials attached

### **Zoom Participation Options:**

#### **To join audio/video conference:**

<https://psrc-org.zoom.us/j/93198970041?pwd=ejlpaUhURC9ZSIUySIFmcWNpWldhdz09>

#### **To join via cellphone (1-touch dial):**

8884754499,,93198970041#,,,,,0#,,733907# US Toll-free

8335480276,,93198970041#,,,,,0#,,733907# US Toll-free

#### **To join via phone:**

888 475 4499 US Toll-free

833 548 0276 US Toll-free

Meeting ID: 931 9897 0041

Passcode: 733907

### **Other Formats:**

- Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090, TTY Relay 711.
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Française | French  
한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



## Puget Sound Regional Council

### **Transportation Operators Committee Meeting Summary**

**Date:** July 27, 2022

**Location:** Online Meeting Only: Zoom Remote Meeting

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#### **Welcome and Introductions**

Peter Heffernan, Chair, welcomed everyone at 10:00 a.m. Gil Cerise, PSRC took a roll call and confirmed the members and alternates present. Peter announced that the new Regional FTA Caucus Chair is now Steffani Lillie, Kitsap Transit and the Vice Chair is Clint Ritter, Pierce County Ferries and that the TOC Roster will be updated to reflect this.

#### **Approval of Meeting Summary**

The summary for the June 22, 2022 meeting was approved.

#### **Transportation Policy Board Debrief**

Gil and Peter reviewed the Transportation Policy Board meeting Thursday, July 14, 2022. The 'At Work' report for the meeting is available on the PSRC website at [here](#).

#### **Discussion: FTA Funding Process**

Gil provided an overview of the FTA Funding process that the board has reviewed at recent meetings and has requested more in-depth discussions to be held to better understand the components and methodology. He said a working group to review the process in detail was suggested and approved, and a communication to TPB members who are interested in participating was sent out recently. Gil said the next steps are to finalize the members of the working group and schedule the first meeting.

*For more information, contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).*

#### **Discussion: FHWA/Volpe Peer Exchange on MPO Role in Planning for Equitable Shared Mobility**

In Jean Kim's absence, Gil provided an overview of PSRC's participation in a recent national peer exchange on planning for equitable shared mobility. Jean Kim led PSRC's participation in the event. Gil reviewed what information was contributed and discussed including information on PSRC outreach efforts for the Regional Transportation Plan. It was noted a report would be coming out soon and a summary of the report would be shared with the TOC once it is available.

*For more information, contact Jean Kim at [jkim@psrc.org](mailto:jkim@psrc.org).*

## **Discussion: 2022-2050 Regional Transportation Plan Implementation Work Plan**

Gil reviewed the key highlights of transit-related elements of the 2022-2050 RTP work program items. Craig Helmann, PSRC, reminded the committee to provide PSRC with their most recent information on their 2030 transit networks, including expectation of service levels, if possible, by September 15. Gil then reviewed next steps which included clarifying the role of Mobility On Demand/Shared Mobility in transit agency's long-range plans, and asked the committee for feedback. Sarah Gutschow, PSRC, reviewed the questions posed to the committee regarding the access to transit work program item and provided a Mentimeter survey for the committee to use for agency perspectives. She reviewed the responses provided on survey and it was noted the survey link would be sent out to the committee allowing committee members unable to complete the survey in the meeting to do so in the next few days.

The presentation can be viewed on the PSRC website [here](#).

*For more information, contact Gil Cerise at [gcerise@psrc.org](mailto:gcerise@psrc.org) or Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org).*

## **Discussion: Community Transit Long Range Plan Update**

Thomas Tumola, Community Transit, provided an overview of the work being done on the development of the agency's long range transit plan, that included growth assumptions, draft scenarios for addressing areas of growth and the upcoming focus on outreach plans.

The presentation can be viewed on the PSRC website [here](#).

*For more information, contact Thomas Tumola at [thomas.tumola@commtrans.org](mailto:thomas.tumola@commtrans.org).*

## **Discussion: Transit-related findings from 2021 Regional Household Travel Survey**

Suzanne Childress, PSRC, provided an overview and background information on PSRC's Household Travel Survey program. She shared some key transit-related findings from the 2021 Regional Household Travel Survey and compared them to previous survey findings. The committee asked questions and provided comments.

The presentation can be viewed on the PSRC website [here](#).

*For more information, contact Suzanne Childress at [SChildress@psrc.org](mailto:SChildress@psrc.org) or Brian Lee at [blee@psrc.org](mailto:blee@psrc.org)*

## **Discussion: Transit Agency Roundtable**

During the Roundtable, the committee received updates and announcements from the following attendees:

- Melinda Adams, Everett Transit
- Gil Cerise, PSRC
- Don Chartock, WSDOT
- Peter Heffernan, King County Metro
- Alex Krieg, Sound Transit

- Stefani Lillie, Kitsap Transit
- Benjamin Smith, City of Seattle
- Thomas Tumola, Community Transit

## **Adjourn**

The meeting adjourned at 11:59 a.m.

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### **\*Members and Alternates Present**

See attached attendance roster.

### **\*PSRC Staff, Alternates and Guests Present**

Don Chartock, WSDOT; Brock Howell, SNOTRAC; Brian Kellogg, DKS

### PSRC

Monica Adkins, Gil Cerise, Suzanne Childress, Sarah Gutschow, Craig Helmann, Erin Hogan, Jean Kim, Brian Lee, Kelly McGourty, Mary Richards

*\*All attendees were present via remote participation*

# TOC Attendance Roster

(Members and Alternates represented)

Date: July 27, 2022 10:00am - 12:00pm

Online/Remote Meeting Only

Agency/Jurisdiction		Name
<b>Transit Agencies</b>		
Community Transit (1)	x	Thomas Tumola
		<i>Roland Behee (Alt.)</i>
		<i>Melissa Cauley (Alt.)</i>
Everett Transit (1)	x	Melinda Adams
		<i>Michael Schmieder (Alt.)</i>
King County Metro (1)	x	Peter Heffernan, Chair
		<i>Hannah McIntosh (Alt.)</i>
Kitsap Transit (1)	x	Steffani Lillie
		<i>Edward Coviello (Alt.)</i>
Pierce County Ferries (1)		VACANT
		<i>Nick Lacsina (Alt.)</i>
Pierce Transit (1)		Lindsey Sehmel, Vice Chair
		<i>Barb Hunter (Alt.)</i>
		<i>Tina Lee (Alt.)</i>
City of Seattle (1)		Briana Lovell
	x	<i>Benjamin Smith (Alt.)</i>
Sound Transit (1)	x	Alex Krieg
		<i>Carrie Avila-Mooney (Alt.)</i>
		<i>Lisa Wolterink (Alt.)</i>
<b>State</b>		
WSDOT - Washington State Ferries (1)		Justin Resnick
		<i>John Bernhard (Alt.)</i>
WSDOT (1)	x	Zack Howard
		<i>Jason Beloso (Alt.)</i>
		<i>Don Chartock (Alt.)</i>
		<i>Stan Suchan (Alt.)</i>
<b>Non-Voting Participants</b>		
Regional FTA Caucus (1)	x	Steffani Lillie , Chair (Kitsap Transit)
		<i>Clint Ritter, Vice Chair (Pierce County Ferries) (Alt.)</i>
Intercity Transit (1)		Eric Phillips
		VACANT
Special Needs Transportation Committee (SNTC) (1)	x	Susan Carter, Chair (Hopelink)
		VACANT



**DRAFT #3 – May 19, 2022**

**A Case for Transit Improvements for the SR 167 Corridor**

Spring 2022

**King County Metro’s Overall Statement of Policy:** The existing transportation system in the SR 167 corridor and broader study area needs improvement to fully meet the transportation needs of residents and businesses, particularly the most disadvantaged populations, and address the climate crisis. In addition, the COVID-19 pandemic has fundamentally changed travel patterns and demand. These conditions necessitate a new approach to transportation investment within the SR 167 study area to provide access to economic and social opportunities, reduce emissions, and improve safety.

WSDOT, in partnership with regional transit providers and local jurisdictions, should pursue a comprehensive mix of multi-modal transportation solutions for the SR 167 corridor in a regional context that increases transportation options and reliability and integrate existing and future land use policies and practices. This approach should be executed using the most robust data related to trip type, social equity (access for those that need transit the most), and safety. Metro has identified six strategies that are part of a comprehensive approach for future corridor improvements that are shown below.

**Commented [BK1]:** Gentrification/displacement issues should be recognized here by WSDOT and transit orgs (Lindsey)- Seek info from PSRC’s recent work. These are real implications for 20 year horizon and need to be intentional re: where to best focus resources. Date of PSRC’s report – Published July 15 2020; updated May 2022 – it’s a web based app PSRC developed.

**Commented [BK2]:** Darin – recognition that COVID and hybrid are now the norms – and recognition of mid day with PT’s system – shorter, local trips need to be captured. Need to be data focused and flexible going forward – being nimble is key. We are no longer building for peak capacity. This is why micro transit is a major tool to allow flexibility and access to transit. Need to recognize the limited role of fixed transit in some travel environments.

**WSDOT & Partnership Strategies**

**Rationale/Positioning**

<p><b>1 Managing Demand Through Equitable Pricing, Policies, and Technologies</b></p>	<p><i>Managing demand should be the primary strategy for addressing traffic congestion on SR 167 (as opposed to increasing capacity). This strategy makes efficient use of the existing facilities, provides flexibility in adapting to changing conditions, and is essential for reducing emissions. King County’s Strategic Climate Action Plan identifies equitable vehicle pricing as a critical component of reducing greenhouse gas emissions from transportation. In addition, managing demand on roadways also improves bus speeds and reliability. SR 167 already has high-occupancy toll lanes along the corridor. However, any implementation should center social equity in the policy development process to not exacerbate inequities in the transportation system.</i></p> <p><i>Examples of actions to manage demand include, but aren’t limited to:</i></p> <ul style="list-style-type: none"> <li>• <i>Pilot equitable pricing policies and programs on SR 167</i></li> </ul>
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	<ul style="list-style-type: none"> <li>• Consider the expansion of HOT lanes on complementary and connecting highways to manage traffic within the broader study area.</li> <li>• Study demand management options that can be implemented regionally and complement existing HOT lanes</li> </ul>
<p>2 Investment in a frequent, All Day Transit Network and Support for Land Use Integration</p>	<p>There are many local streets and other highways that intersect with SR 167 – increasing bus service levels to create a transit network with frequent service for most of the day, all days of the week should be prioritized and implemented in concert with affected jurisdictions.</p> <p><u>Metro Connects</u>, Metro’s long-range plan, is presently planning for the implementation of an all-day network in concert with how transit trip making is emerging. Metro’s recently updated Service Guidelines prioritize equity in service growth. This is a significant effort and will be informed by a strong focus on providing service where it is most needed, particularly in south King County.</p> <p>Examples of actions to develop an all-day network include, but aren’t limited to:</p> <ul style="list-style-type: none"> <li>• Invest in bus service that is directly allocated to those communities most in need according to Metro’s Opportunity Index that measures ESJ (Equity and Social Justice) data</li> <li>• Evaluate and implement methods to strengthen local comprehensive plan’s Transportation Elements to better synchronize land use plans to be measurably transit-supportive</li> <li>• Ensure State Highway and local street networks optimize transit operations where they intersect to optimize</li> <li>• Working with cities, develop capital partnerships that assist transit and general-purpose travel times, <u>and safety and the role of micro transit. Transits must be planning ahead for the dynamic nature of access and be responsive working with the State.</u></li> </ul>
<p>3 Expansion of Bus Rapid Transit</p>	<p>Bus Rapid Transit (BRT) lines provide faster, more reliable connections as part of the region’s high-capacity transit network. Metro is slated to add several more RapidRide lines, including the I Line serving and improving connectivity between Auburn and Renton in a corridor parallel to SR 167. Sound Transit is also adding a new BRT line on I-405 between Bellevue and Burien. In addition, Metro is beginning the process of studying and prioritizing additional RapidRide routes serving corridors that intersect with SR 167.</p> <p>Examples of actions to further expand bus rapid transit include, but are not limited to:</p>

Commented [BK3]: Kim : remove references to Metro; need to seek ST’s input as well – aiming for a robust unified policy paper.



	<ul style="list-style-type: none"> <li>• Ensure project coordination and design that support the future operation of BRT service on key corridors</li> <li>• Invest in speed and reliability improvements in advance of or in coordination with BRT service</li> <li>• Improve or develop interchanges to allow efficient operations for existing or potential future BRT lines that intersect with but do not travel on SR 167</li> </ul>
<p>4 Collaboration for Speed and Reliability Improvements</p>	<p>Transit agencies and cities often partner on transit priority improvements within local roadways to increase transit speeds and reliability, which in turn allows for greater system efficiency. Transportation partners (cities, transit agencies, and WSDOT) have an opportunity to prioritize this work and Metro continues to explore opportunities to work with WSDOT to convert key HOV corridors to BAT lanes.</p> <p>Examples of actions to improve bus speed and reliability <u>at a relatively low cost and low impact to cities</u>, include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Explore opportunities to ensure transit buses are not slowed down at key intersections serving SR 167 to the greatest degree possible</li> <li>• Bus priority treatments should be identified in collaboration with regional transit providers and cities to optimize transit speeds, reliability, and safety</li> <li>• Support/develop/advocate for new state and local policies and provisions to incentivize bus priority solutions in concert with cities' comprehensive and transportation plans</li> </ul>
<p>5 Regional Transit Integration (Pierce <a href="#">Trambor</a>, Sound Transit, and King County Metro)</p>	<p>Key joint rail/bus hubs in Kent, Auburn, and other <u>locations</u> should be highly prioritized for improving access to these high-use points of transit connection in the region, including all types of access improvement for riders to easily gain access to these locations.</p> <p>Examples of actions better integrate regional transit include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Collaborate with transportation partners to ensure planned projects and longer-range plans leverage opportunities at key locations</li> <li>• Improve park-and-ride facilities to support transit connections and conversion to multi-modal hubs</li> </ul>
<p>6 Other Critical Transit Access Solutions – <a href="#">Micro Transit</a>, <a href="#">Ped/Bike</a></p>	<p>Expanding access to existing, high-quality transit service improves peoples' transportation options and leverages the existing system. Metro's system relies upon a rich network of access solutions to improve transit operations and customer experience, including robust pedestrian and bicycle systems and innovative mobility services; <u>such as micro transit and conveyances where access could be optimized.</u></p>

**Commented [BK4]:** We discussed the advantages for having transits have first option for state ROW equal to or ahead of cities in certain instances – this would help immensely.

**Commented [BK5]:** Let's ensure we name the others – Puyallup and possibly Fife - needs review from all transits to ensure we call out these opportunities.

*Access solutions are a critical component for realizing the benefits associated with Partnership Strategy #1 noted above.*

*Examples of actions for potential city/transit projects could include, but are not limited to:*

- *Pilot new Flexible Service transit projects*
- *Completion of, or addition of sidewalks in south King County [is](#) consistent with those identified by the King County Equity Cabinet in Metro's recent update to Metro Connects*
- *Transit-Oriented Development (TOD) efforts and collaboration with cities*

## PSRC COMMITTEE FEEDBACK ON ACCESS TO TRANSIT

**In Brief:** As part of the implementation of the 2022-2050 Regional Transportation Plan (RTP), PSRC staff have been working with relevant committees to help develop the agency's work program for access to transit. At its July 2022 meeting, the Transportation Operators Committee (TOC) discussed transit access and took a survey on their work related to improving access. The Bicycle and Pedestrian Advisory Committee (BPAC) took a similar survey at its May 2022 meeting.

The committee feedback received points to a few major challenges experienced by both local jurisdictions and transit agencies, including:

- Planning and coordinating across agencies and jurisdictions;
- Making access improvements in less transit-supportive areas;
- Navigating complex planning and implementation processes;
- Equitably serving different transportation modes and user groups; and
- Securing sufficient funding and other resources to achieve outcomes.

The committee feedback received to-date suggests that PSRC's upcoming transit access work program should focus on improving access by active transportation and transit connections. The work program could also address some additional modes, including mobility on demand/shared mobility, Transit-Oriented Development (TOD), ADA paratransit, and automobile access.

Committee members identified a few potential ways for PSRC to support local jurisdictions and transit agencies as they work to improve access, including:

- Clarifying stakeholder roles and responsibilities;
- Providing data, tools, and resources to support work by local agencies;
- Identifying regional priorities for access improvements;
- Improving regional metrics for tracking transit access; and
- Helping local agencies coordinate their long-range planning with the region.

For next steps, PSRC will gather additional feedback on how transit agencies, local jurisdictions and other stakeholders approach improving access to transit. Included in this will be outreach to the PSRC Regional TOD Advisory Committee at its September 16 meeting. This information will help highlight the greatest challenges they are currently facing, and potential opportunities for PSRC to develop tools and resources and other planning products for helping meet those needs. Committee members will continue to receive regular updates on the development and implementation of the transit access work program.

The following sections of the memo provide additional background information, and more detail on the survey results and other recent committee discussions relevant to the access to transit topic.

**Lead Staff:** For more information contact Sarah Gutschow, Senior Planner, at [sgutschow@psrc.org](mailto:sgutschow@psrc.org) or 206-587-4822 or Gil Cerise, Program Manager, at [gcerise@psrc.org](mailto:gcerise@psrc.org) or 206-971-3053.

### **Background:**

The VISION 2050 regional growth strategy includes a goal to attract 65% of residential growth and 75% of employment growth to regional growth centers and within walking distance of high-capacity transit station areas by 2050. The recently adopted 2022-2050 Regional Transportation Plan (RTP) identifies improving access to transit as one of the key policy focus areas for achieving the regional growth strategy. Creating convenient and safe connections, particularly for bicyclists and pedestrians, will be critical for ensuring that transit is a viable choice for users as the regional population grows and the high-capacity transit system expands.

The RTP outlines a few key highlights of the work ahead for improving access to transit in the region. The focus will be on ensuring improvements that are safe, equitable and comfortable for all users, particularly in transit-dependent communities. Access improvements should be customized based upon the location and context of transit stations and stops. As improving access is a shared responsibility, it will be important to identify and engage with potential stakeholders about key roles and responsibilities throughout the planning and implementation processes.

Since the RTP was adopted in May 2022, PSRC staff have been working with the Transportation Policy Board to develop the agency's Transportation Planning work program to implement the plan. In addition to working with the board, staff have been gathering preliminary feedback from the TOC and BPAC to help inform the transit access work program.

### **TOC Transit Access Feedback and Survey Results:**

The Transportation Operators Committee held an open discussion about transit access at its April 2022 meeting, with a focus on providing feedback for PSRC's access to transit work program. Committee members generally felt that this work should center around supporting stakeholder coordination, tracking progress in meeting regional policy goals, and providing technical guidance, where needed.

More specifically, committee members suggested a few areas of emphasis for this work, including:

- Clarifying stakeholder roles and responsibilities throughout the process;
- Identifying bicycle and pedestrian facility improvement priority areas in the region that provide the most benefit for transit access;
- Improving regional metrics for tracking transit access;
- Providing or supporting tools and resources that facilitate implementation by local agencies; and
- Helping local agencies coordinate their planning work with regional plans.

At the July 2022 TOC meeting, staff conducted an interactive survey of committee members about their work in making transit access improvements, and on what they would like to learn more about from other stakeholders involved in the process.

Respondents generally played a few different roles in improving transit access. Most commonly they characterized their role as coordinating with other agencies on improving access in station areas. The next most common responses were that they work on designing and constructing access projects, or funding projects implemented by other agencies. A few respondents identified their primary role as working on community and business outreach.

For identifying access needs and gaps in station areas, respondents used information collected from customer/ridership surveys, or feedback from their partner agencies, including local jurisdictions, social service, and other transit agencies. For more quantitative data, respondents used U.S. Census data and their agency's current and projected ridership data, including forecasted demand. To collect data on access needs, respondents also collected data on facilities and other conditions in station areas.

Respondents used multiple factors to prioritize projects for improving access, including looking at ridership/trip generation, safety, human health, connectivity, passenger experience, and the needs of priority populations/areas. Respondents also prioritized projects based on their funding eligibility and the needs of their partner agencies.

In terms of the biggest challenges for improving transit access, responses included:

- Agency staffing and driver recruitment;
- Coordination between agencies;
- Complex planning and implementation process;
- Rapid growth and market uncertainties; and
- Securing enough funding.

For the greatest opportunities for improving transit access, respondents ranked access modes in the following order (greatest to least):

- transit connections,
- walking and biking,
- mobility on demand/shared mobility,
- transit-oriented development (TOD),
- ADA paratransit, and
- automobile access (parking or drop-off).

For respondents' biggest lessons learned for improving access, respondents described the importance of early and frequent coordination with other stakeholders and the public. This included working with local jurisdictions, social service agencies, transit workforce partners, and members of the public through outreach activities.

When asked what questions they have for local jurisdictions, respondents were looking for more information about how jurisdictions design the street network for transit. They also mentioned the topics of permitting, coordination, and sidewalks.

### **BPAC Transit Access Feedback and Survey Results:**

PSRC staff engaged with the BPAC on the transit access topic throughout the development of the RTP, with a more focused discussion at the November 2020 meeting. As part of that discussion, committee members provided some general feedback on how the RTP should address transit access, as well as some specific suggestions for future PSRC work in this area, including:

- Supporting coordination of different stakeholders on facility planning;
- Assessing the availability of bicycle and pedestrian accommodations at stations and on vehicles; and
- Reviewing current policies/guidelines/regulations for facilities in station areas.

At the May 2022 BPAC meeting, PSRC staff conducted an interactive survey of the committee, similar to the TOC survey, but tailored more specifically to active transportation.

Respondents most commonly characterized their role in improving transit access as planning, designing and/or constructing bicycle and pedestrian infrastructure. The next most common role was working on transit facilities and operations. Some respondents identified their role as advocating for public access improvements; while a few others said their primary responsibility was coordinating stakeholders and public outreach.

For identifying bicycle and pedestrian facility gaps in station areas, agencies usually identified gaps by collecting data on facilities in station areas and then analyzing the resulting information. Agencies often conducted this data collection and analysis as part of a larger planning process, or when applying for grants. Other respondents said they identified gaps based on feedback from the public or their partner agencies.

Respondents used a variety of factors to prioritize projects for improving active transportation access in station areas, with many using a multi-factor approach. The most cited prioritization factors were safety, equity, connectivity, and funding eligibility. Other factors included proximity to priority sites, station boarding volumes, and the needs of partner agencies.

When asked about the biggest challenges for improving transit access, the most cited responses were:

- Changing the current roadway to accommodate transit and active transportation, while also continuing to serve vehicle users;
- Accommodating transit and active transportation in low density or rural areas, particularly in areas lacking frequent transit service;
- Planning and coordinating with other jurisdictions, especially across transit and jurisdictional boundaries; and
- Securing enough funding and other resources for making improvements.

For respondents who had previously worked on transit access, their biggest lessons learned included:

- The public is strongly supportive of most improvements. Connecting to safety needs helps generate stronger public support;

- Access improvements are effective at increasing the number and diversity of riders;
- It is challenging to balance different goals, such as safety and mode shifts;
- Better alignment is needed between transit agencies and local jurisdictions;
- Transit agencies are limited in their capacity to address streetscape improvements; and
- It is difficult to secure funding for access projects, so agencies should pursue multiple sources to maximize their chances of success.

In preparation for future convenings of different transit access stakeholders, the survey asked respondents what questions they have for both transit agencies and local jurisdictions:

- For transit agencies, the questions broadly related to how transit agencies consider active transportation access when planning their routes and operations. Specifically, respondents requested information on how transit agencies collect bicycle and pedestrian facility data, prioritize station area facility improvements, and coordinate with local jurisdictions on planning and implementing projects.
- For local jurisdictions, the questions most related to how jurisdictions prioritize bicycle and pedestrian projects for improving transit access. Respondents were also interested in the funding and other resources (e.g., technical guidance), local jurisdictions may need for effectively planning and implementing projects.