Puget Sound Regional Council

Bicycle and Pedestrian Advisory Committee Agenda

Date: Tuesday, March 14, 2023 from 10:00 a.m.-12:00 p.m.
Online Meeting Only: Use Zoom Connection Information Provided Below

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1. **Welcome and Introductions (10:00)**

2. **Action: Approval of Meeting Summary – January 10, 2023* (10:05)**

3. **Discussion: Committee Outreach and Engagement* (10:10)**

   PSRC staff will provide an overview of the outreach meetings conducted with committee members in late 2022 and early 2023. This will include key points on how the feedback gathered will be incorporated into PSRC's bicycle and pedestrian work program and continued committee engagement efforts, as described in the attached memorandum.

4. **Discussion: DRAFT Repackaged Active Transportation Plan* (10:20)**

   PSRC staff will seek the committee's feedback on the draft repackaged Active Transportation Plan (ATP), which can be accessed at this link. The development of an ATP from existing Regional Transportation Plan (RTP) content was called for as an amendment to the RTP. The committee is asked to provide feedback on the overall flow and clarity of the draft plan.

5. **Discussion: Bicycle and Pedestrian Facility Typology Update* (10:35)**

   PSRC staff will present the updated bicycle and pedestrian facility typology, shown in the attached memorandum. The committee will discuss the update, with the goal of forming consensus on the purpose and content of the facility typology. The committee will then provide initial feedback on the facility types that should be included in the regional facility data inventory, with final decision-making anticipated at the May meeting.

6. **Discussion: Transit Access Work Program* (11:30)**

   PSRC staff will provide an update on the agency's draft transit access work program, as further described in the attached memorandum. Staff will then present on efforts to recruit stakeholders with expertise in transit access, including active transportation access to transit to serve on an ad hoc working group to advise on next steps for the work program.

7. **Roundtable: Announcements of Bicycle/Pedestrian Activities (11:45)**

   Committee members provide brief updates on local/regional events and other items of interest. Members can also comment on state/federal regulations and other issues impacting bicycle and pedestrian planning in the region.

8. **Information Item: Public Participation Plan***

   See attached memo for details.

9. **Information Item: PSRC VISION 2050 Awards – Call for Nominations***

   See attached flyer for details.

10. **Next Meeting: May 9, 2023: 10:00 a.m. – 12:00 p.m.**

    a. Bicycle and pedestrian facility inventory update, inc. potential scope/criteria changes (potential recommendation/action)
    b. Updates on ADA transition plan research (tentative)
    c. Continued non-voting member presentations

11. **Adjourn (12:00 p.m.)**

* Supporting materials attached

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

Zoom Participation Options:

To join audio/video conference:
https://psrc-org.zoom.us/j/98693082325?pwd=UXhUekZiU0ZiUUt2Vy9DWDR4Nmx3QT09

To join via cellphone (1-touch dial):
One tap mobile
8884754499,,98693082325#,,,,,,0#,,148131# US Toll-free
8335480276,,98693082325#,,,,,,0#,,148131# US Toll-free

To join via phone:
888 475 4499 US Toll-free
833 548 0276 US Toll-free
Meeting ID: 986 9308 2325
Passcode: 148131

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, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit https://www.psrc.org/contact-center/language-assistance

Puget Sound Regional Council

Bicycle and Pedestrian Advisory Committee Meeting Summary

Date: January 10, 2023
Location: Online/Remote Only

Welcome and Introductions

Thomas Noyes, Vice Chair (WSDOT), welcomed everyone at 10:00 a.m. He then took a roll call and confirmed the members and alternates present.

Approval of Meeting Summary

The summary for the November 8, 2022 BPAC meeting was approved.

Discussion: Getting to Know Committee Members

Dr. Jocelyn Enabulele, Roni Lifeworks, and Brian Watson, BicycleTeacher, provided overviews on the work of their organizations related to active transportation.

For more information, contact Dr. Jocelyn Enabulele at drjocelyn@ronilifeworks.com or Brian Watson at brian@bicycleteacher.com .

Discussion: Update on Committee Outreach and Engagement

Sarah Gutschow, PSRC, provided an update on the ongoing outreach meetings with committee members. This included highlights from the information gathered on active transportation planning in the region and preliminary feedback received on PSRC's bicycle and pedestrian work program and committee engagement. She also reviewed results of the survey on potentially holding some upcoming meetings in 2023 in a hybrid format. Members provided some additional feedback on committee engagement, including suggestions for how PSRC could most effectively use virtual meeting tools.

For next steps, Sarah said they would be conducting additional interviews in January. At the March 14th meeting, staff would then present more information on key takeaways from the outreach and next steps for the bicycle and pedestrian work program and committee engagement efforts.

The presentation is available on the PSRC website here.

For more information, contact Sarah Gutschow at sgutschow@psrc.org.

Discussion: Bicycle and Pedestrian Facility Inventory Update

Sarah reviewed how feedback received at the November meetings on potential design guidance resources was used to create the draft regional bicycle and pedestrian facility typology. Nick Johnson, PSRC, then presented the draft typology, as further described in the memo in the agenda packet. PSRC staff then conducted a survey on the draft categories and definitions, using Mentimeter and Mural interactive surveys tools. Sarah noted that a follow up email would be sent out with links to the surveys for those not able to attend or attendees who would like to provide additional feedback.

Feedback provided at the meeting via the survey and/or as part of the discussion would be reviewed for potential incorporation into the draft typology. The updated version would then be presented to the BPAC for further review at the March 14th meeting.

Additional comments at the meeting related to the regional facility inventory scope and other criteria would be further discussed at upcoming meetings to prepare for updating the inventory later in 2023. Members requested that sufficient time be provided at future meetings for full discussions of potential updates to the inventory scope and criteria.

The presentation is available on the PSRC website here.

For more information, contact Sarah Gutschow at sgutschow@psrc.org or Nick Johnson at njohnson@psrc.org .

Discussion: Bicycle and Pedestrian Work Program Update

Sarah provided brief updates on other current and upcoming work plan items related to active transportation, including the draft 2023 Work Program by quarter. She then presented the planned outline for the draft repackaged Active Transportation Plan. Committee members reviewed the draft outline and provided positive feedback.

The presentation is available on the PSRC website here.

For more information, contact Sarah Gutschow at sgutschow@psrc.org.

Roundtable: Announcements of Bicycle/Pedestrian Activities

During the roundtable, the committee received updates and announcements from the following members and guests:

- Tobin Bennett-Gold, City of Kenmore
- Richard Gelb, Public Health Seattle/King County
- Liz Kaster, City of Tacoma
- Larry Leveen, ForeverGreen Trails
- Shawn Phelps, Pierce County
- Don Willott, North Kitsap Trails Association

Adjourn

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

***Members and Alternates Present**

See attached attendance roster for the member or alternate representing each agency/jurisdiction at the meeting; additional alternates present are listed below.

***Alternates, Interested Parties, and PSRC Staff Present**

Brianne Blackburn, Pierce County; Aditi Kambuj, City of Seattle; Stela Nikolova, City of Bellevue

PSRC: Monica Adkins, Gil Cerise, Sarah Gutschow, Nick Johnson, Jean Kim

**All attendees were present via remote participation.*

BPAC Attendance Roster (Members and Alternates represented)

Date: January 10, 2023 10:00am - 12:00pm

Jurisdiction		Name
King County		
County (2)		John Vander Sluis (Roads)
		Robert Foxworthy (Parks)
		Jennifer Knauer (Roads) (Alt.)
		Peter Dane (Parks) (Alt.)
Metro City: Seattle (1)	x	David Burgesser
		Aditi Kambuj (Alt.)
Metro City: Bellevue (1)		VACANT
		Franz Loewenherz (Alt.)
Other Cities/Towns (6)	x	Tobin Bennett-Gold (Kenmore)
	x	Doug McIntyre (Sammamish)
	x	Kimberly Scrivner (Kirkland)
	x	Erik Preston (Kent)
	x	James Webb (Auburn)
		VACANT
		VACANT (Alt.)
		VACANT (Alt.)
		VACANT (Alt.)
		VACANT (Alt.)
		VACANT (Alt.)
		VACANT (Alt.)
Kitsap County		
County (1)		David Forte (Public Works)
	x	*Melissa Mohr (Public Works) (Alt.)*
Metro City: Bremerton (1)	x	Chris Dimmitt
		Vicki Grover (Alt.)
Other Cities/Towns (1)		Chris Wierzbicki (Bainbridge Island)
		Anthony Burgess (Poulsbo) (Alt.)
Pierce County		
County (1)	x	Shawn Phelps (Public Works)
		Brianne Blackburn (Parks) (Alt.)
Metro City: Tacoma (1)	x	Liz Kaster
		Jennifer Kammerzell (Alt.)
Other Cities/Towns (2)		Jack Ecklund (University Place)
		Steve Friddle (Fife)
	x	*Michael Kosa (Sumner) (Alt.)*
	x	*Jeremy Metzler (Edgewood) (Alt.)*

Jurisdiction		Name
Snohomish County		
County (1)	x	Aaron Lee (Public Works)
		VACANT (Alt.)
Metro City: Everett (1)	x	Christina Curtis
		VACANT (Alt.)
Other Cities/Towns (2)		Jesse Hannahs (Marysville)
		VACANT
		VACANT (Alt.)
		VACANT (Alt.)
Other Agency Representation		
State		
Urban Mobility/Access or Multimodal Planning (1)	x	Thomas Noyes (WSDOT, Vice Chair)
		VACANT (Alt.)
NW and Olympic Regions (1)		VACANT
		VACANT (Alt.)
Transit		
Regional Transit - ST (1)		VACANT
		Janine Sawyer (Alt.)
Local Transit (2)	x	Malva Slachowitz (King County Metro)
		Eric Goodman (Community Transit, Chair)
		Justin Resnick (WSF) (Alt.)
		VACANT (Alt.)
Public Health		
Public Health (2)	x	Jennifer Halverson-Kuehn (Tacoma-Pierce County Health Department)
		Megan Moore (Kitsap Public Health District)
		Keri Moore (Snohomish Health District) (Alt.)
	x	*Richard Gelb (Public Health Seattle/King County) (Alt.)*
Tribes		
Muckleshoot Tribal Cncl (1)		VACANT
		VACANT (Alt.)
Puyallup Tribe (1)		Robert Barandon
		VACANT (Alt.)
Suquamish Tribe (1)		VACANT
		VACANT (Alt.)
NON-VOTING		
King County (1)	x	Dr. Jocelyn Enabulele (Roni LifeWorks)
Kitsap County (1)	x	Brian Watson (BicycleTeacher)
Pierce County (1)	x	Larry Leveen (ForeverGreen Trails)
Snohomish County (1)		Kristin Kinnamon (Sharing Wheels Comm. Bike Shop/BIKES Club of Snohomish County)
State/Region (1)	x	Vicky Clarke (Cascade Bicycle Club)
At-Large (2)	x	Phillip Miller (UW Transportation Services)
	x	Don Willott (North Kitsap Trails Association)

as of 12/2022

Puget Sound Regional Council

Memorandum

March 14, 2023

To: Bicycle and Pedestrian Advisory Committee

From: Sarah Gutschow, Senior Planner

Subject: **Outreach to BPAC Members and Next Steps**

IN BRIEF

At the March 14th meeting, PSRC staff will review key takeaways from the recent outreach efforts to BPAC committee members. Staff will then discuss how the feedback received will be incorporated into the regional bicycle and pedestrian work program and continued committee engagement efforts.

DISCUSSION

Between November 2022 and February 2023, PSRC staff conducted outreach meetings with 30 BPAC members from all four counties. Members represented 25 different public agencies and other organizations, including cities and towns, counties, transit agencies, public health districts, and community and educational groups.

The purpose of this outreach was to touch base on agency involvement with the committee and better understand each organization's work related to bicycle and pedestrian transportation. It also provided an opportunity to share information on PSRC's structure and active transportation work program, and for members to ask questions and seek clarification on these topics. Going forward, the feedback received will be used to help inform the regional bicycle and pedestrian planning work program and continued committee engagement efforts.

The below summarizes key takeaways from this outreach and potential next steps in response to the feedback received, including:

- **Member sharing**. Participants suggested regular opportunities for committee members to learn from each other about various active transportation planning and programs in the region. Staff plan to continue offering such opportunities at future meetings, with a focus on work supportive of regional priorities found in the PSRC work program, such as transit access, network connectivity, safe and equitable access, etc.
- **Committee feedback**. Participants asked that PSRC ensure regular and timely opportunities for members to provide meaningful input on PSRC's bicycle and pedestrian work program items. Staff should be clear on how each work program agenda item relates to regional priorities for active transportation, when BPAC will have further/final opportunities to provide feedback, and how the committee feedback received will be used for next steps.
- **Hybrid meetings.** Participants generally asked to keep robust remote options for all future BPAC meetings. There was almost universal appreciation for ability to connect

remotely and engage in committee activities without commuting to the PSRC office. Some members said they would like to have periodic hybrid meetings, particularly for agenda items that required more in-depth discussion to achieve consensus or for in-person educational activities like walking and biking tours, or networking opportunities. However, several members said they were unlikely to attend in-person and had concerns that hybrid meetings would not allow equal participation for remote attendees. Based on this feedback, staff will only plan to have in-person options for meetings where the committee feels it would be useful based on the planned agenda. PSRC will continue to engage the committee to identify future agenda topics that may include a hybrid option with both in-person and remote participation.

- **Attendee engagement.** Participants suggested that PSRC staff continue to use various active facilitation techniques to ensure all member voices are represented in discussions. Members should be encouraged to keep cameras on, and staff should continue using surveys, breakout rooms and other tools for fostering attendee participation. PSRC staff were encouraged to continue seeking new ways to effectively engage the committee in the remote meeting environment. Many members expressed appreciation for the efforts made to-date.

LEAD STAFF: For more information, please contact Sarah Gutschow at sgutschow@psrc.org or 206-587-4822.

Puget Sound Regional Council

Memorandum

March 14, 2023

To: Bicycle and Pedestrian Advisory Committee

From: Sarah Gutschow, Senior Planner

Subject: **Draft Repackaged Active Transportation Plan**

IN BRIEF

At the March 14th meeting, PSRC staff will review the draft repackaged Active Transportation Plan with the committee. Members will then be asked to provide feedback on the overall flow and clarity of the draft plan.

DISCUSSION

As an amendment to the adopted Regional Transportation Plan (RTP), PSRC staff were directed to compile active transportation-related information from the RTP into a stand-alone Active Transportation Plan (ATP). The ATP includes data and analysis from the RTP related to the current and future bicycle and pedestrian network, and highlights needs and priorities identified for future work.

Per this direction, PSRC staff have been compiling information from the "Bicycle and Pedestrian" section and other sections of the RTP related to active transportation into a repackaged Active Transportation Plan. The draft plan only includes content already contained in the adopted RTP, with no substantive changes to the text. The ATP also includes a table showing which sections of the RTP were used as primary references for the contents of the plan.

As a reminder, at the January 10th BPAC meeting PSRC staff shared a draft outline of the ATP with the committee and received positive feedback. Staff then worked on compiling information into the draft ATP, which can be viewed at this link.

Prior to the March 14th meeting, BPAC members are asked to review the draft ATP and be ready to provide further input at the meeting. Given the administrative nature of this task, we are specifically asking the committee to provide feedback on the overall flow and clarity of the plan. Any suggestions for substantive changes or additions would be out of the scope of this task. Instead, those suggestions should be reserved for RTP implementation and similar efforts.

NEXT STEPS

Once feedback is received, staff will work to finalize the document. Staff will then post the final repackaged ATP to the PSRC website and share with the Transportation Policy Board that this task has been accomplished.

Going forward, the Active Transportation Plan will be used to help inform future regional and local planning, including both the criteria used to evaluate which projects are approved to be on the Regional Project Capacity List, and which projects are funded through the project selection process.

Lead Staff: For more information, please contact Sarah Gutschow at sgutschow@psrc.org or 206-587-4822.

Puget Sound Regional Council

Memorandum

March 14, 2023

To: Bicycle and Pedestrian Advisory Committee

From: Sarah Gutschow, Senior Planner

Subject: **Bicycle and Pedestrian Facility Typology Update**

IN BRIEF

At the March 14th meeting, PSRC staff will present the latest version of the regional bicycle and pedestrian facility typology, revised based on feedback received at the January meeting. The committee will review and provide any additional input, with the goal of forming a consensus on the purpose and content of the typology. The committee will then provide initial feedback on the facility types that should be included in the regional facility data inventory, with final decision-making anticipated at the May meeting.

DISCUSSION

Facility Typology Purpose and Applications

The PSRC regional bicycle and pedestrian facility typology categorizes and defines pedestrian, bicycle and shared use facilities and other related roadway treatments. The current version was originally produced in consultation with the BPAC as part of the 2014 Active Transportation Plan (ATP), an appendix to the Regional Transportation Plan adopted in 2014, and subsequently updated in 2018.

To-date, the typology has primarily been used to identify facility types in PSRC's regional bicycle and pedestrian facility data inventory, last updated in 2020. In addition, the typology also includes other facility and treatment types that were not mapped in the inventory but are included for informational purposes. More background information about the typology and inventory can be found in the RTP Appendix A: Transportation System Inventory (see pages 16-29) here.

Since adoption of the Regional Transportation Plan in May 2022, PSRC has been working with the BPAC to revise the typology in preparation for updating the inventory later in 2023. As part of this update, staff have asked the committee to provide input on the purpose and applications for the typology.

In response to a survey at the January meeting, committee members most commonly felt that the purpose of the typology is to identify facilities for PSRC's bicycle and pedestrian data collection and mapping processes. Several members responded that the typology could also be used for encouraging regional consistency in data collection. Additionally, some members

thought the typology could be utilized as a technical guidance resource for local data collection efforts and grant writing, or to help educate members of the public about bicycle and pedestrian infrastructure in the region.

Based on this feedback, PSRC proposes that the typology will continue to primarily be used as a basis for PSRC's bicycle and pedestrian facility data collection and analysis work. There are also potential applications for using the typology to encourage consistency in terminology across jurisdictions in the region, and to inform terminology used in future PSRC work. At future meetings, staff will ask the BPAC to advise on how the typology can be further used to encourage regional data collection and consistency. The final version will also be posted to PSRC's website as a technical guidance and educational resource for jurisdictions and the general public.

Typology Update Feedback

The table in Attachment A shows the latest version of the typology. Each facility and treatment type includes a definition, image, purpose, additional guidance, and identifies whether the type is included in the current inventory. The typology also clarifies the facility types that PSRC included in the regional bike and pedestrian facility inventory as part of the 2020 update.

In January, committee members had the opportunity to provide detailed feedback on the contents and format of the draft typology, and to identify local examples of bicycle and pedestrian infrastructure for each facility type. More information about the feedback received and PSRC staff responses can be found in Attachment B.

Members suggested a variety of edits, including adjustments to facility type names and definitions, and minor reorganizations of facility and treatment type subcategories. Most of these technical corrections have been incorporated into the typology, with some identified for further committee discussion at the March meeting. In some cases, suggested edits and additions were not incorporated because they went beyond the scope of facilities and amenities meant exclusively for the use of bicyclists and pedestrians. There were also comments on which facility types should be included in the data inventory and suggestions for additional facility mapping and analysis, which will be noted for future committee discussions.

Discussion Questions

At the March 14th meeting, the committee will review and provide some additional input on outstanding questions about the feedback received, with the goal of forming a consensus on the purpose and content of the typology. The committee is asked to review the updated typology in advance of the meeting and come prepared to answer the following overarching questions:

- Do you have any further feedback on the purpose and potential applications of the updated typology?
- Given the intended purposes, does the updated facility typology appropriately capture all relevant bicycle and pedestrian facility types and treatments?
- Do you have any other suggested local examples for each type and treatment to include in the typology?

In preparation for the upcoming inventory update, members will also begin discussions on if any facility types should be removed, added, consolidated or otherwise modified in the regional facility data inventory as part of the update.

NEXT STEPS

Following the March meeting, PSRC staff will work to finalize the format and content of the typology, including integrating additional committee feedback received at the meeting. The updated typology will then be presented to other PSRC committees for their review, and consideration of potential applications of the typology for PSRC funding and other long-range planning processes.

At the May 9th BPAC meeting, the committee will further discuss and potentially decide on the scope of facility inventory as well as providing input on proposed updates to the data collection methodology. Data collection for the inventory update is set to begin in late Spring 2023.

Lead Staff: For more information, please contact Sarah Gutschow at sgutschow@psrc.org or 206-587-4822.

Attachment A: Regional Bicycle and Pedestrian Facility Typology (as of March 2023)
Attachment B: Summary of January 2023 BPAC Feedback on Typology

Attachment A: PSRC Bicycle and Pedestrian Facility Typology

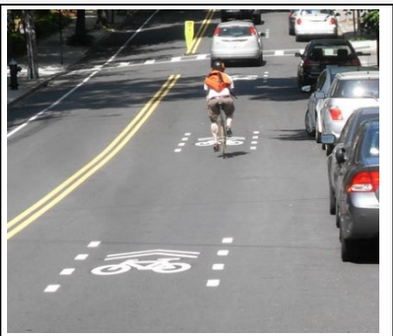
Current Version (March 2023)

The Puget Sound Regional Council (PSRC)'s Regional Bicycle and Pedestrian Facility Typology serves to inform PSRC's bicycle and pedestrian facility data collection and analysis work. Additionally, the typology can be used to help guide and inform local bicycle and pedestrian planning and encourage more consistent data collection across the region. The typology was last updated in 2023, in consultation with the PSRC Bicycle and Pedestrian Advisory Committee.

How to use the typology: The typology categorizes and describes a variety of facility and treatment types meant primarily for the use and/or comfort of bicyclists, pedestrians and other active transportation users. Facility categories and definitions are compiled from national design guidance resources produced by the National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), and Federal Highway Administration (FHWA).

The typology is organized into the five subcategories of bicycle facilities, pedestrian facilities, shared use facilities, street design elements, and intersection design elements. The table includes basic information on the definition, purpose, and implementation of each facility type and treatment, as well as hyperlinks to the relevant resource(s) used for the descriptions. The table also features illustrative images and local examples from the PSRC region for each facility/treatment type. The linked resources provide additional guidance for anyone seeking more thorough information on the design and implementation of each type of infrastructure.

Finally, the table notes whether each facility type is currently included in the regional bicycle and pedestrian facility data inventory, as further described here (see pages 16-29). Bicycle and shared use facilities included in the inventory are further classified under the "Mapping Categories" of shared use, low separation, moderate separation and high separation. These categorizations relate to how PSRC groups facilities in our Activity-Based Travel Model, further described here. As a note, the typology includes minimal criteria for facilities to be identified under each category, but local implementers are encouraged to go above and beyond these most basic requirements when designing facilities and treatments.

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
Bicycle Facilities						
Mapping Category: Low Separation						
Shared Lane Markings		Shared Lane Markings, or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles.	Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.	• The shared lane marking is a pavement marking with a variety of uses; it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits.		✓
Mapping Category: Moderate Separation						
Striped Bike Lanes		A striped bike lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. These are also referred to as conventional bike lanes or simply bike lanes.	Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists.	• Bike lanes are most helpful on streets with ≥ 3,000 motor vehicle average daily traffic. • Bike lanes are most helpful on streets with a posted speed ≥ 25 mph and/or streets with high transit vehicle volumes. • Varieties of striped bike lanes include Contra-Flow	• Washington Ave in Downtown Bremerton from 5th St to Manette Bridge.	✓

[1] All referenced definitions from the "Bicycle Facilities" and "Pedestrian Facilities" sections can be found in NACTO's *Urban Bikeway Design Guide* or *Urban Street Design Guide.*

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
				Bike Lanes and Left-Side Bike Lanes.		
Buffered Bike Lanes		Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.	Buffered bike lanes provide greater distance between motor vehicles and bicyclists than conventional bike lanes and appeal to a wider cross-section of bicycle users.	• These are typically applied anywhere a standard bike lane is being considered or on streets with extra width. • The buffer shall be marked with 2 solid white lines. If at or wider than 3 feet, these should have interior diagonal cross hatching or chevron markings.	• SE Newport Way in Bellevue from Somerset Blvd SE to Factoria Blvd SE.	✓
Neighborhood Greenways		Neighborhood Greenways are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. These streets can be enhanced using a range of design treatments tailored to existing conditions and desired outcomes. These are also known as Bicycle Boulevards outside of the Pacific Northwest.	Neighborhood Greenways discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.	• A bicycle boulevard should be considered where local streets offer a continuous route along low-traffic streets and should follow a desire line for bicyclists. • Bicycle boulevards should meet strict targets of fewer than 3,000 motor vehicles per day (1,500 preferred) and a speed of no more than 25 mph. • Neighborhood Greenways can utilize vertical and horizontal speed control elements for traffic calming. • Can be considered an **"All Ages and Abilities"** facility when vehicle volumes and speeds are low.[2]	• North Seattle Neighborhood Greenway. • Rainer Valley Neighborhood Greenway in South Seattle.	✓

[2] Facility types were identified as "All Ages and Abilities" based on NACTO's *Designing for All Ages & Abilities.*

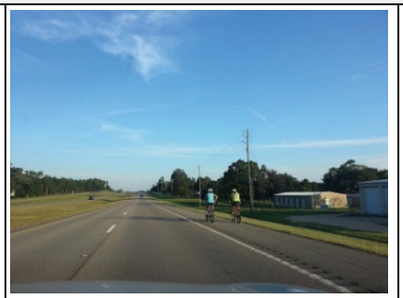
Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
Mapping Category: High Separation						
Protected Bike Lanes		Protected bike lanes are physically separated from motor traffic and distinct from the sidewalk. They provide space that is intended to be exclusively or primarily used for bicycles and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. Protection can come in the form of raised medians, on-street parking, bollards, or grade separation. Protected bike lanes are also known as Cycle Tracks, Separated Bikeways, and On-Street Bike Paths. Protected bike lanes may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level.	By separating bicyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.	• Protected bike lanes are most helpful on streets with parking lanes, high levels of bicyclist stress, and/or high volumes of bicycle travel. • Conflicts at intersections can be mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments. • These are considered **"All Ages and Abilities"** facilities.	• 2nd Ave in Downtown Seattle from Denny Way to South Main St.	✓
Raised Bike Lanes		Raised bike lanes are bicycle facilities that are vertically separated from motor vehicle traffic. Many are paired with a furnishing zone between the bikeway and general purpose travel lane and/or pedestrian area. A raised bike lane may allow for one-way or two-way travel by bicyclists.	Raised bike lanes can offer an additional level of protection from motor vehicles and improve bicyclist comfort.	• These can visually reduce the width of the street when provided adjacent to a travel lane. • With new roadway construction, a raised cycle track can be less expensive to construct than a wide or buffered bicycle lane. • These are considered **"All Ages and Abilities"** facilities.	• East 64th Street in Tacoma.	✓ Mapped as Protected Bike Lanes
Pedestrian Facilities						

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
Sidewalks		The sidewalk is an accessible pathway that runs parallel to the street. The sidewalk should have an absolute minimum cross-section of 5 feet, exclusive of other amenities and large enough for two people walking side by side. Sidewalk Zones have four components: 1. Frontage Zone 2. Pedestrian Through Zone 3. Street Furniture/Curb Zone 4. Enhancement/Buffer Zone	The sidewalk ensures that pedestrians have a safe and adequate place to walk. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. Safe, accessible, and well-maintained sidewalks are a fundamental and necessary investment for urban areas and have been found to enhance general public health and maximize social capital.	• Sidewalks should be 5–7 feet wide in residential settings and 8–12 feet in downtown or commercial areas. • Sidewalk design should go beyond the bare minimum in width and amenities. Pedestrians and businesses thrive where sidewalks have been designed at an appropriate scale, with sufficient lighting, shade, and street-level activity. • Sidewalks should be delineated by a vertical and horizontal separation from moving traffic to provide adequate buffer space and a sense of safety for pedestrians.		✓
Shared Use Facilities						
Mapping Category: Shared Use						

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
Pedestrian and Bicycle Bridges and Tunnels[3]		Pedestrian and bicycle bridges and underpasses separate pedestrians and bicyclists from vehicular traffic and allow for safe, uninterrupted pedestrian and bicycle traffic flow. They are most appropriate for crossing a freeway or other high-speed, high-volume arterial street or rail-line.	Pedestrian and bicycle bridges and tunnels are sometimes appropriate to improve street or route connectivity or provide routes over or under roadways. Overpasses and underpasses are most appropriate when people would otherwise be forced to cross freeways or major multi-lane, high-speed arterial streets to travel. There are also situations where pedestrian signals are not warranted and/or feasible and overpasses and underpasses may be useful during these times.	• Bridges are best suited in areas where the topography allows for a structure without ramps. • Underpasses work best when they can be designed to feel open, well-lit, and safe. • Both bridges and underpasses should be accessible to all pedestrians, including those in wheelchairs.	• John Lewis Memorial Bridge in Seattle. • Union Street Pedestrian Bridge in Seattle. • Amgen Helix Pedestrian Bridge in Seattle.	
Shared Use Paths[4] *(page 5-1 of the linked guide)*		Shared use paths (SUPs) are linear corridors that are physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Path users are generally non-motorized and may include, but are not limited to, bicyclists; pedestrians (including walkers and people using wheelchairs); and skaters and scooter users. Typically, widths range from 10-14 ft, with 8 feet.	SUPs can serve a variety of purposes, including providing shortcuts through neighborhoods; commuting routes between residential areas and job centers or schools; and recreational opportunities. Shared use paths can also provide nonmotorized access to areas that are otherwise served only by limited-access highways.	• Hard, all-weather pavement surfaces are generally preferred, but unpaved surfaces may be appropriate in some circumstances. Unpaved pathways should be constructed of materials that are firm and stable. • These are considered **"All Ages and Abilities"** facilities.	• Interurban Trail in King and Pierce counties. • Lowell Riverfront Trail in Everett. • Burke Gilman Trail from Ballard to the City of Bothell. • Chief Sealth Trail in Seattle.	✓

[3] Definition was sourced from the *National Center for Safe Routes to School Guide* (SRTS, 2015).

[4] Definitions for these are sourced from the *Guide for the Development of Bicycle Facilities* (AASHTO, 2012) and images are sourced from the *Small Town and Rural Design Guide* (FHWA, 2016).

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
		acceptable in some defined circumstances.				
Sidepaths[3] *(page 5-8 of the linked guide)*		Sidepaths are a specific type of shared use path that run adjacent to the roadway, where right-of-way and other physical constraints dictate. Sidepaths should satisfy the same design criteria as shared use paths in independent rights-of-way.	Sidepaths should be used where the adjacent roadway has relatively high-volume and high-speed motor vehicle traffic, and there are no practical alternatives for either improving the roadway or accommodating bicyclists or pedestrians on nearby parallel streets.	• Sidepaths can function along highways for short sections, or for longer sections where there are few street and/or driveway crossings. • The minimum recommended distance between a path and the roadway curb or edge of traveled way is 5 ft. Where the separation is less than 5 ft, a physical barrier or railing should be provided between the path and the roadway. • These are considered **"All Ages and Abilities"** facilities.	• Foothills Trail in Tacoma.	✓ Previously mapped as Bicycle Facilities
Mapping Category: Low Separation						
Paved Shoulders[3] *(page 4-7 of the linked guide)*		Paved shoulders on busier or higher-speed rural roads improve mobility and comfort for bicyclists and pedestrians and reduce crashes.	Adding or improving paved shoulders can greatly improve bicyclist and pedestrian accommodation on roadways with higher speeds or traffic volumes, as well as benefit motorists.	• The best use of paved shoulders as bicycle and pedestrian facilities is on rural roadways that connect town centers and other major attractors. • Paved shoulders should be at least 4 ft wide. Additional shoulder width is desirable on roadways with high motor vehicle speeds (over 50 mph; high numbers of large vehicles; or if static obstructions exist.		✓ Previously mapped as Bicycle Facilities

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
				• Shoulders are not an exclusive nonmotorized facility and may also be used by parked or slow-moving vehicles.[5] • Rumble strips are not recommended on shoulders used by bicyclists unless there are minimum clear paths for bicycle travel.		
Advisory Shoulders[6]		Advisory shoulders create usable shoulders for bicyclists and pedestrians on roadways that are otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic. Advisory Shoulders are also known as Edge Lane Roads or Advisory Bike Lanes.	Roads with advisory shoulders accommodate low to moderate volumes of two-way motor vehicle traffic and provide a prioritized space for bicyclists and pedestrians with little or no widening of the paved roadway surface.	• Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to the substantial body of international experience. • These function well within a rural and small town traffic and land use context. • In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Section 1A.10 of the Manual on Uniform Traffic Control Devices (MUTCD).	• Everett will be installing one near Silver Lake in the future.	
Street Design Elements						

[5] FHWA. (2016). *Use of Freeway Shoulders for Travel*. FHWA. https://ops.fhwa.dot.gov/publications/fhwahop15023/fhwahop15023.pdf
[6] Definition was sourced from the *Small Town and Rural Design Guide* (FHWA, 2016).

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
Curb Extensions		Curb extensions are horizontal speed control elements that visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. Curb extension is an umbrella term that encompasses several different treatments and applications, including Gateways, Pinchpoints, Bus Bulbs and Chicanes.	Curb extensions serve as a visual cue to drivers that they are entering a neighborhood street or area.	1. Gateways, or Bulb-outs, are curb extensions installed at the entrance to a residential or low-speed street. 2. Pinchpoints, or Chokers, are applied midblock to slow traffic speeds and add public space. 3. Bus Bulbs are curb extensions that align the bus stop with the parking lane. 4. Chicanes are offset curb extensions that slow traffic speeds considerably.		
Vertical Speed Control Elements		Vertical speed control elements manage traffic speeds and reinforce pedestrian-friendly, safe speeds through grade separation treatments. These include Speed Humps, Speed Tables, and Speed Cushions.	Vertical speed control has been shown to slow traffic speeds, creating a safer and more attractive environment.	• Streets with speed limits of 30 mph and under are good candidates for vertical speed control. • Vertical speed control elements should be applied where the target speed of the roadway cannot be achieved with conventional traffic calming elements. • Vertical speed control elements are most effectively implemented at a neighborhood level, rather than by request on a single street.		
Intersection Design Elements						

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
Crosswalks and Crossings		Crosswalks should be applied where pedestrian traffic is anticipated and encouraged. Where vehicle speeds and volumes are high and pedestrian access is expected at regular intervals, signalized crossings preserve a safe walking environment. Where anticipated pedestrian traffic is low or intermittent, or where vehicle volumes are lower and pedestrian crossings shorter, designers may consider the use of unsignalized crossing treatments such as medians, hybrid or rapid flash beacons, or raised crossings. Crossings can also be applied midblock where there is significant pedestrian travel.	Safe and frequent crosswalks support a walkable urban environment. While application of crosswalk markings alone is not a viable safety measure in all situations, crosswalks benefit and guide pedestrians.	• On streets with higher volume (>3000 ADT), higher speeds (>20 mph), or more lanes (2+), crosswalks should be the norm at intersections. • At schools, parks, plazas, senior centers, transit stops, hospitals, campuses, and major public buildings, marked crosswalks may be beneficial regardless of traffic conditions. • Pedestrian safety islands can be applied to reduce pedestrian exposure time. • Raised crossings can increase visibility, improve yielding behavior, and create a safer crossing environment.		
Bicycle Intersection Treatments		The configuration of a safe intersection for bicyclists may include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use.	Designs for intersections with bicycle facilities should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, denoting a clear right-of-way, and facilitating eye contact and awareness with competing modes. Intersection treatments can resolve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.	Intersection treatments for bicycles include: • Bike boxes, • Intersection crossing markings, • Two-stage turn queue boxes, • Median refuge island, • Through bike lanes, • Combined bike lane/turn lane, • Protected bike lane intersection approach. • Protected Intersections		

Type[1]	Image	Definition	Purpose	Implementation Guidance	Local Examples	In PSRC Inventory
Pedestrian Signals		There are many types of pedestrian signals. In general, fixed-time signals are the standard in urban areas for reasons of regularity, network organization, predictability, and reducing unnecessary delay. In certain, less-trafficked areas, actuated signals (push buttons, loop detectors) may be appropriate.	The operation of a traffic control system should closely mirror a city's policy goals and objectives. Managing traffic signals is important because signals directly impact the quality of the transportation system. While geometric enhancements to a corridor may demarcate space for bikes and buses and create a more multi-modal cross-section, signal timing influences delay, compliance, safety, and mode choice.	• A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. • Fixed vs. Actuated Signalization • Active warning beacons and hybrid beacons are also used to facilitate both bicycle and pedestrian travel. • Pedestrian scrambles (p. 92) can be used to improve intersection safety.		
Bicycle Signals		Bicycle signals and beacons facilitate bicyclist crossings of roadways. Bicycle signals are traditional three lens signal heads with green-yellow and red bicycle stenciled lenses that can be employed at standard signalized intersections and Hybrid Signal crossings. Flashing amber warning beacons are utilized at unsignalized intersection crossings. Push buttons, signage, and pavement markings may be used to highlight these facilities for both bicyclists and motorists.	Bicycle signals make crossing intersections safer for bicyclists by clarifying when to enter an intersection and by restricting conflicting vehicle movements.	• Determining which type of signal or beacon to use for a particular intersection depends on a variety of factors. These include speed limits, average daily traffic (ADT), anticipated bicycle crossing traffic, and the configuration of planned or existing bicycle facilities. • Signal detection and actuation is critical for alerting the signal controller of bicycle crossing demand on a particular approach • Bike scrambles are also sometimes used to mitigate intersection conflicts.		

References

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Attachment B: PSRC Response to BPAC Feedback

Category	Suggestions and Questions posed by BPAC	PSRC Response
Raised for BPAC discussion	Should “Sidepaths” be removed as a category? Does the Shared Use Path definition adequately cover both types?	To be discussed at committee meeting
	Should Shared Lane Markings/ Sharrows be removed as a category? They could be referenced under other bicycle facility types instead.	To be discussed at committee meeting
	We need to better define the viable forms of protection for Protected Bike Lanes. Specifically, whether flex-posts are a form of protection for PBLs. To further this discussion, we should also consider whether the typology should suggest preferable forms of protection (e.g., "flex posts are better where bicyclists may need to change lanes for left-turns or to avoid hazards", "concrete barriers are preferred on streets over a certain speed").	To be discussed at committee meeting
	Should paved shoulders be considered a facility type? If so, should there be a delineation between paved shoulders in urban areas vs rural areas?	To be discussed at committee meeting
	Should we consider including guidance on, or a reference to alternative walkways?	To be discussed at committee meeting
	Should the typology link to additional guidance/ readings suggested by commenters? If so, which resources should be included?	To be discussed at committee meeting
	Should bicycle parking be added as a facility type?	To be discussed at committee meeting

Revisions made based on feedback	Change Bicycle Boulevards to Neighborhood Greenways.	To conform with regional practice, the name of this facility type was changed.
	Add references to pedestrian refuge islands and horizontal deflection.	References added under “Crosswalks and Crossings”.
	Add a type overviewing Pedestrian Signals and Bike Signals.	Added “Bicycle Signals” category and expanded LPI definition to broadly cover pedestrian signals.
	Include horizontal speed control elements	To reduce confusion about whether these treatments were included, we specifically call out treatments such as curb extensions as “horizontal speed control elements”.
	Add references to raised crosswalks, bike boxes, two-stage turn boxes and protected intersections.	All of these suggested inclusions from BPAC seemed relevant to PSRC staff for inclusion as sub-types under broader facility types. When guidance was available, links were added for further implementation and design guidance.
	Change the name of "conventional bike lane" to "striped bike lane".	PSRC staff agreed with several comments that we should reevaluate the naming of “conventional bike lanes”; after consideration, we decided to go with “striped bike lanes”.
	Add more detailed information to the "Crossings and Crosswalks" type	Additional details were added to this facility type, while linking to more detailed guidance that better explains the nuances of these.
	Change "Street Design Elements" to "Pedestrian Facilities"	We made this change to better reflect the titling conventions of other sections.
	Add links to each facility/treatment type with more links included when available for sub-types.	The typology relies on links to design guidance to provide a more complete overview of each facility or treatment type. While there isn’t space in this typology for every detail we would like to include, we hope this allows the reader to explore the guidance further.

	Update the picture for Buffered Bike Lanes to better match the description.	The prior picture of a buffered bike lane included dashed lines instead of the more typical solid lines. While the photo wasn't technically incorrect, to minimize confusion we replaced the photo with a clearer image of a buffered bike lane.
	Remove left-side and contra-flow bike lanes as distinct facility types.	Based on BPAC feedback, PSRC staff decided that these facility types could be included as sub-types of other bicycle facilities without a meaningful loss in information.
	Add Pedestrian and Bicycle Bridges and Tunnels.	PSRC staff decided that this would be a meaningful inclusion to the typology.
	A variety of minor language revisions.	Committee members offered a wide variety of suggested edits that were minor enough not to overview in detail but still contributed to an improvement of the typology content.
	Additional guidance on other users of paved shoulders and rumble strip design.	Additional details were added to this facility type, while linking to more detailed guidance that better explains the nuances of these.
Additional suggestions not incorporated at this time	There was a suggestion to add "no right turn on red" as a facility/treatment type.	PSRC staff determined this was beyond the scope of the typology as it is more of a policy improvement suggestion than a treatment type.
	The typology is generally silent on issues of safety. It could include a safety ranking system for facility types (or inclusion of a crash modification factor/ degree of mitigating risk of injury).	PSRC staff feels this work would be better addressed by our current safety planning efforts.
	There was a suggestion to add "low-speed neighborhood streets".	PSRC staff decided not to include this as low-speed streets are roadway types not exclusively meant for active transportation users.
	Suggestion to add details on "intermodal and transit access".	PSRC staff feels this work would be better addressed by our current transit access planning efforts.

	Suggestion to add pedestrian protection for Flashing Yellow Arrow (FYA) left-turn signals.	PSRC staff determined this was beyond the scope as it applies more to roadway signalization improvements.
	“Door zone bike lanes” were suggested as a facility type to include.	PSRC staff determined this was beyond the scope as it is not a facility or treatment type identified in national guidance. However, the committee will be asked to provide further input at the meeting on bike lane separation guidance.
	Add pedestrian lighting.	PSRC staff determined this was beyond the scope as lighting is not exclusively for active transportation users.
	Add "bikeway traveling through a pedestrian stop".	PSRC staff did not include this because guidance on conflicts between modes went beyond the scope of providing basic facility definitions and implementation guidance. However, it might be useful to add a link to further guidance from NACTO’s *Don’t Give Up at the Intersection* for more information on bicycle and pedestrian conflicts.
	Include information about ADA Transition Plans.	PSRC staff determined this this work would be better addressed by our current ADA transition plan research efforts.
	Include roundabouts/traffic circles.	PSRC staff determined this was beyond the scope of the typology as these are roadway facilities not exclusively meant for active transportation users.
	Include "tactical urbanism" type applications.	PSRC staff determined this was beyond the scope as it is an implementation strategy, not a specific facility or treatment type.
	We received a variety of comments asking to include content that was already included in the typology draft we shared in the January meeting.	PSRC staff attempted to make some of these items clearer or more distinct.
Ongoing questions	How does PSRC resolve differences between guidance resources? How does PSRC resolve differences between BPAC suggestions and national/state guidance resources?	
	How will this typology be updated as design guidance is updated?	

	Is there value in including facility types that we don't collect for our inventory?
	How can the typology incorporate clear standards while still supporting innovative bicycle and pedestrian infrastructure?

Puget Sound Regional Council

Memorandum

March 14, 2023

To: Bicycle and Pedestrian Advisory Committee

From: Gil Cerise, Program Manager

Subject: **Transit Access Work Program and Ad Hoc Working Group**

IN BRIEF

At the March 14 meeting, PSRC staff will share a draft work program addressing an action called for in the Regional Transportation Plan to improve work on transit access in the region. Staff will also share a plan for standing up an ad hoc working group to assist in guiding progress on this work program between updates to PSRC advisory committees.

DISCUSSION

The Regional Transportation Plan calls on PSRC to "…develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians." PSRC staff have developed a work program (see Attachment A) that addresses the many facets of transit access and builds upon past work in this topic area.

The work program starts with a review of existing transit access tools and resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps. This initial task will begin with review of tools, such as the PSRC Transit Access Checklist and Transit Access Toolkit, found on the PSRC website at this link. Data available that can help with assessment of transit access needs will also be reviewed. This includes data available on the PSRC Transportation System Visualization Tool.

The initial work (Task 1) will provide findings or recommendations to inform future tasks by providing a more refined identification of needs and gaps associated with assessing transit access improvements.

Ad Hoc Transit Access Working Group Recruitment

In order to assist PSRC with technical expertise and lived experience, we are planning to recruit an ad hoc working group to assist in review and evaluation of existing tools, resources and data through use of several case studies representing different contexts and transit access challenges within the region.

The working group will be charged with addressing Task 1 on the work program found in Attachment A, and possibly providing input and guidance on other tasks on the work program, as needed. PSRC anticipates that the working group will be convened four times between May and November 2023, with potential for input via email between meetings.

As described in the Regional Transportation Plan, transit access comes in many different forms. It covers:

- Transit-Oriented Development (TOD).
- Active transportation modes like walking, bicycling, and rolling.
- Transit service, provided by regular fixed-route transit (rail, bus, ferry).
- Transportation services of varying sorts provided transit, human service agencies, and private providers that drop-off and pick-up of transit passengers without requiring them to park at the transit station (generally categorized as Mobility On Demand [MOD] or specialized transportation).
- Parking, such as at a park & ride.

As such, PSRC is recruiting stakeholders with specific expertise and perspectives that will inform this work. These include:

- **Local jurisdiction staff** with knowledge and expertise in:
    - Land use planning, development and place-making.
    - Infrastructure in the public rights-of-way, including design and operation of rights-of-way that prioritize various modes and curb space management. This includes:
        - Pedestrian infrastructure and prioritizing pedestrian access and comfort.
        - Bicycling infrastructure and prioritizing bicycle access and comfort.
        - Prioritizing access and reliability for transit vehicles.
        - Curb management for transit, Mobility On Demand, specialized transportation, etc.
- **Transit agency staff** with knowledge and expertise in:
    - Transit service as a form of access, including both regular fixed-route transit (rail, ferry, bus) and flexible, MOD-types of services.
    - Transit station/stop access, including physical station infrastructure that melds with the surrounding public rights-of-way controlled by local jurisdictions.
    - Management of parking at park & rides.
- **Developers and similar professionals** with knowledge and expertise in:
    - Transit-Oriented Development
    - Place-making
- **Perspectives of a variety of system users** and others who can provide lived experiences to inform this work, including:
    - People with mobility challenges (e.g., people with disabilities, older adults, youth, people with low incomes, or people with limited English proficiency).
    - People of Color who are experiencing accessibility needs.
    - Caregivers.

The list of expertise noted above is intended to be representative and not all-inclusive. In order to keep the working group to a manageable size to schedule meetings and facilitate work progress, PSRC plans to limit the size of this group to fifteen people, providing a core set of complementary expertise needed to conduct this work.

PSRC will provide periodic progress updates to advisory committees throughout 2023.

LEAD STAFF: For more information, please contact Gil Cerise at gcerise@psrc.org or 206-971-3053.

A – DRAFT Transit Access Work Program

ATTACHMENT A:

PSRC DRAFT Work Program
Improving Transit Access

RTP Regional Action: "Develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians."

Task 1: Review existing transit access tools/resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps

The intent of this task is to review and build off of existing transit access tools and resources, both those developed by PSRC, as well as relevant information provided by other agencies.

Resources to review/consider:

- PSRC Transit Access resources available at: https://www.psrc.org/our-work/transit-access
- Data resources available for the region at a scale that is useful for assessing access improvements
- Transit access policies, strategies, and resources provided by the region's transit agencies and WSDOT

Deliverable: a draft report providing an analysis of existing transit access tools and data, along with a recommendation for next steps in Tasks 2-5.

Task 2: Identify potential improvements to assessment of pedestrian and bicycle connectivity near existing and planned transit stations.

Based upon the findings from Task 1, PSRC will consider ways of improving assessment of pedestrian and bicycle connectivity near transit facilities. Given constraints of time and resources, prioritize existing and planned transit facilities that do or will move the most people.

Deliverable: This task and its deliverable will be updated based upon findings from Task 1.

Task 3: Review and assess Mobility On Demand (MOD)/Microtransit and other flexible transit services in providing transit access.

Inventory existing and past microtransit or MOD services within the region. Build on existing inventories of specialized transportation services found in Coordinated Mobility Plan and other resources. Assess the role that these services provide in transit access within the region and assess transit agency plans for expanding these services over time.

Deliverable: Inventory of MOD/microtransit services and their characteristics. Assessment of the role of MOD/microtransit in future transit plans for use in RTP update.

Task 4: Update PSRC's existing transit access resources

Based upon findings from Tasks 1-3, make updates to the PSRC Transit Access Assessment, and the Transit Access Checklist and Toolkit. Incorporate any updated findings relating to equity, safety, and other relevant work.

Task 5: Work with stakeholders to develop regional transit access needs assessment and potential recommendations for addressing those needs.

Building on work of previous tasks, work with stakeholders to explore development of regional transit access needs assessment and/or identification of recommendations to better assess transit access needs in the future.

INFORMATION ITEM

Subject: Public Participation Plan

IN BRIEF

PSRC staff have been working with the Equity Advisory Committee to update the Public Participation Plan. A draft version is being reviewed by PSRC boards this month with the goal of releasing the plan for public comment from March 23 to May 8, 2023.

DISCUSSION

The Puget Sound Regional Council maintains a Public Participation Plan to establish consistent procedures to ensure people have reasonable opportunities to be involved in the regional planning process and provides examples of the types of tools and techniques the agency may use to communicate with the public. Public Participation Plans are a federal requirement for Metropolitan Planning Organizations. PSRC's Public Participation Plan was last updated in 2018.

The new draft Public Participation Plan has an enhanced focus on equity, updated goals, desired outcomes and guiding principles, as well as a suite of new techniques and tools for engagement. Past versions of the Public Participation Plan have been focused on the Regional Transportation Plan and the Regional Transportation Improvement Program, since the mandate for the plan is derived from PSRC's MPO planning requirements. The new plan features an expanded emphasis on public participation related to VISION 2050 and the Regional Economic Strategy.

The draft Public Participation Plan is available for on our website.

For more information, contact Michele Leslie at mleslie@psrc.org or Noah Boggess at nboggess@psrc.org.

VISION 2050 AWARDS

Puget Sound Regional Council

Call for Nominations 2023

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2023.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work by jurisdictions, Tribes, nonprofit organizations, businesses, and other groups in the region to create a better future for central Puget Sound.

We welcome nominations in the following categories:

On the Ground

Projects that show VISION 2050 in action today, including housing, mixed-use development or redevelopment, expanding access to opportunity, open space preservation, and transportation investments.

Planning Ahead

Comprehensive or subarea plans, economic development plans, climate action plans, equity initiatives, design guidelines, outreach programs, and other similar efforts that are shaping a positive future for the region.

Working Together

Cross-jurisdictional or public/private partnerships focused on solutions or working together to tackle tough problems and advance VISION 2050. Examples include multijurisdictional work on housing affordability, environmental and climate initiatives, corridor transportation planning, or other similar efforts to face long-term regional challenges.

The region's vision for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at www.psrc.org

Eligibility

Nominations must be for projects, programs, plans and partnerships in the four-county region (King, Kitsap, Pierce and Snohomish counties) that are developed in the public or private sectors, or through public/private partnerships. Any individual, business, agency, Tribe, organization or jurisdiction may submit a nomination.

Submit a Nomination!

Nominations must be submitted online through the VISION 2050 Awards Nomination Form

Learn more at: www.psrc.org

Scan the code for the nomination form

Schedule

- **April 1, 2023 – Nominations due**
- **April-May 2023 – Awards Selection Committee composed of PSRC board members will select the award winners**
- **Summer/Fall 2023 – Awards presented on location around the region**