Puget Sound Regional Council

Bicycle and Pedestrian Advisory Committee Agenda

Date: Tuesday, July 11, 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 – May 9, 2023* (10:05)**

3. **Discussion: Getting to Know Committee Members (10:10)**

   The committee will receive a short presentation from Kristin Kinnamon on the current work of the BIKES Club of Snohomish County and Sharing Wheels Community Bike Shop.

4. **Action: Pedestrian and Bicycle Facility Typology* (10:20)**

   PSRC staff will present the final version of the pedestrian and bicycle facility typology, as shown in the attachment. The committee will review the updated draft, then take action to recommend the final typology. The typology's primary purpose is to serve as a data dictionary for the regional pedestrian and bicycle facility inventory update.

5. **Discussion: Connecting People to Transit* (10:40)**

   PSRC staff will provide an update on the agency's regional transit access work program. The goal of this briefing is to share information on PSRC's existing transit access tools, resources, and data, and to obtain feedback on studies conducted on transit access since 2014. PSRC will also obtain feedback on potential locations that would make a good case study to test the existing transit access tools and data.

6. **Discussion: ADA Transition Plan Inventory Briefing* (11:10)**

   Per the Regional Transportation Plan, PSRC has been conducting research on Americans with Disability Act (ADA) transition planning in the region. Staff will share findings from this preliminary research and the results of the regional inventory survey of local ADA transition plans and board feedback on this topic.

7. **Discussion: Safety Summit (11:30)**

   PSRC staff will share a brief overview of the Safety Summit held on June 29th, which will help kick off development of the Regional Safety Plan and next steps.

8. **Discussion: TAP and RTCC Funding Competitions (11:45)**
   PSRC staff will provide an update on the Transportation Alternatives Program (TAP) and Rural Town Centers and Corridors (RTCC) funding competitions currently underway. Additional detailed information is available here: https://www.psrc.org/our-work/funding
9. **Roundtable: Announcements of Pedestrian/Bicycle Activities (11:50)**
   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.
10. **Information Item:** Save the Date – From Pandemic to Prosperity: Downtowns Reimagined
11. **Next Meeting: September 12, 2023: 10:00 a.m. – 12:00 p.m.**
12. **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/89863006900?pwd=ajNSb2l5Y3lhWVdxQUkzUFdvOUJLUT09

To join via cellphone (1-touch dial):
One tap mobile
8335480276,,89863006900#,,,,*973462# US Toll-free
8335480282,,89863006900#,,,,*973462# US Toll-free

To join via phone:
833 548 0276 US Toll-free
833 548 0282 US Toll-free

Meeting ID: 898 6300 6900
Passcode: 973462

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: May 09, 2023
Location: Online/Remote Only

Welcome and Introductions

Eric Goodman, Chair (Community Transit), 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 March 14, 2023 BPAC meeting was approved.

Action: Pedestrian and Bicycle Facility Typology Update

Sarah Gutschow and Nick Johnson, PSRC, presented the updated draft of the pedestrian and bicycle facility typology, as detailed in the agenda packet. The committee discussed the updated version and provided several additional suggestions for edits to the draft. Some members also commented that certain facility types should not be included in analyses of regional facilities. Sarah said that PSRC would work with the committee on future work for analyzing and reporting on the facility data.

Given the number of suggested edits provided at the meeting, the committee requested a final opportunity to provide further comment on the draft after the meeting. The committee would then take action to recommend the final version of the typology before or at the next BPAC meeting, including resolving any outstanding questions on substantive changes to the inventory.

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: Pedestrian and Bicycle Facility Inventory Work Program

Sarah presented the planned work program for the upcoming pedestrian and bicycle facility inventory update, as further detailed in the agenda packet. The purpose of the update would be to ensure the inventory data remains accurate and current.

PSRC staff will be collecting data for facilities that meet the regional thresholds of pedestrian and bicycle facilities on arterial roadways and shared use facilities on separate rights-of-way providing connections between destinations. Some committee members asked questions regarding why the inventory does not include data for facilities on local roads. Sarah responded that the regional thresholds used for the inventory are consistent with the thresholds set for the Regional Capacity Project list and other regional planning work. Local pedestrian and bicycle facility data can be collected by local jurisdictions at the appropriate level of data for local planning.

The first inventory update work program tasks would begin in Summer 2023. Once completed, the updated inventory would be used to provide baseline data for informing regional planning and identifying needs and gaps in the facility network.

The presentation is available on the PSRC website here.

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

Discussion: Repackaged Active Transportation Plan

Sarah provided a brief update on the repackaged PSRC Active Transportation Plan (ATP). The development of the ATP from existing Regional Transportation Plan (RTP) content was called for as an amendment to the RTP. Following the March BPAC meeting, staff asked the committee for feedback on the draft ATP and then made several revisions. The final version of the PSRC Active Transportation Plan was then posted to the PSRC website. The committee did not have any further feedback on the repackaged ATP.

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:

- Eric Goodman, Community Transit
- Shawn Phelps, Pierce County
- Christina Curtis, City of Everett
- Malva Slachowitz, King County Metro
- Jeremy Metzler, City of Edgewood
- Don Willott, North Kitsap Trails Association
- Sarah Gutschow, PSRC

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**

Stela Abed, City of Bellevue; Max Hepp-Buchanan, King County Parks; Crystal Koch, Kitsap Public Health District; Keri Moore, Snohomish County Health Dept; Ryan Packer, The Urbanist; Lisa Watson, Public Health – Seattle & King County; Rose Weiker

PSRC: Alexa Leach, Gil Cerise, Sarah Gutschow, Nick Johnson, Erin Hogan

**All attendees were present via remote participation.*

BPAC Attendance Roster (Members and Alternates represented)

Date: May 09, 2023 10:00am - 12:00pm

Jurisdiction		Name
King County		
County (2)	x	John Vander Sluis (Roads)
	x	Peter Dane (Parks)
		Jennifer Knauer (Roads) (Alt.)
		Max Hepp-Buchanan (Parks) (Alt.)
Metro City: Seattle (1)	x	David Burgesser
		Christiana Farrell (Alt.)
Metro City: Bellevue (1)		Stela Nikolova
		Mackenzie Allan (Alt.)
Other Cities/Towns (6)		John Larson-Friend (Issaquah)
		Tobin Bennett-Gold (Kenmore)
		Doug McIntyre (Sammamish)
		Kimberly Scrivner (Kirkland)
	x	Erik Preston (Kent)
	x	James Webb (Auburn)
		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)
		VACANT
		Michael Kosa (Sumner) (Alt.)
	x	*Jeremy Metzler (Edgewood) (Alt.)*

Jurisdiction		Name
Snohomish County		
County (1)		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)		Thomas Noyes (WSDOT, Vice Chair)
		Matthew Kenna (Alt.)
NW and Olympic Regions (1)	x	Kenneth Loen
		Ashley Carle (Alt.)
Transit		
Regional Transit - ST (1)		VACANT
		Janine Sawyer (Alt.)
Local Transit (2)	x	Malva Slachowitz (King County Metro)
	x	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)		Dr. Jocelyn Enabulele (Roni LifeWorks)
Kitsap County (1)	x	Brian Watson (BicycleTeacher)
Pierce County (1)		Larry Leveen (ForeverGreen Trails)
Snohomish County (1)		Kristin Kinnamon (Sharing Wheels Comm. Bike Shop/BIKES Club of Snohomish County)
State/Region (1)		Vicky Clarke (Cascade Bicycle Club)
At-Large (2)		Phillip Miller (UW Transportation Services)
	x	Don Willott (North Kitsap Trails Association)

as of 2/2023

PSRC Pedestrian and Bicycle Facility Typology

July 2023

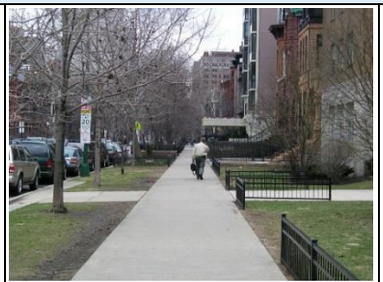
The Puget Sound Regional Council (PSRC)'s Regional Pedestrian and Bicycle Facility Typology serves to inform PSRC's pedestrian and bicycle[1] facility data collection and analysis work. Additionally, the typology is intended to help guide and inform local pedestrian and bicycle planning and encourage more consistent terminology and data collection across the region.

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 pedestrians, bicyclists and other active transportation users. Facility categories and definitions are compiled primarily from state and national design guidance resources produced by the National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), and Washington State Department of Transportation (WSDOT).

The typology overviews both pedestrian and bicycle facility and treatment types, including street, crossing and intersection design elements. PSRC's regional pedestrian and bicycle facility data inventory (see pages 16-29 of the PSRC Regional Transportation Plan Appendix A) only includes pedestrian and bicycle facilities on minor and principal arterials and shared use paths on separate rights-of-way that provide for connections between destinations, rather than internal circulation. All other data can be collected at the local level but does not meet thresholds for inclusion in the regional inventory. The purpose of providing this additional information on other facility and treatment types is to help inform and encourage consistency in local pedestrian and bicycle planning and data collection efforts.

There are five subcategories of facility and treatment types, including pedestrian facilities, bicycle facilities, shared use facilities, street design elements, and intersection and crossing design elements. The table includes basic information on the definition and purpose for each facility type and treatment, as well as selected implementation guidance and hyperlinks to the relevant resource(s) used for the descriptions. The tables also feature illustrative images and local examples from the PSRC region for each facility and treatment type. The descriptions and guidance provided in this typology are not intended to give a complete overview of how these facilities and treatments should be implemented in the region. Instead, this information is intended to give a basic understanding of each facility and treatment type. 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. The linked resources provide additional guidance for anyone seeking more thorough information on the design and implementation of each type of infrastructure.

[1] For purposes of this typology, the terms "pedestrian and bicycle" and "active transportation" encompass travel by walking, cycling, mobility device (wheelchair or power scooter) and small personal devices, such as foot scooters. This includes both traditional and electric assist devices.

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
Pedestrian Facilities[3]					
Sidewalks		The sidewalk is an accessible pathway that runs parallel to the street. The sidewalk should have a minimum cross-section of 5 feet, exclusive of other amenities, to be large enough for two people walking and/or rolling 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 (including walkers and people using wheelchairs) have a safe and adequate place to walk and/or roll. As conduits for pedestrian movement and access, they enhance connectivity and promote walking and/or rolling. 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. • On more rural or suburban roads, a walkway or shared-use path adjacent to the main roadway can serve as a substitute for a sidewalk. • In Washington State, bicyclists are allowed to ride on sidewalks despite these facilities being designed for exclusive pedestrian use. Bicyclists must yield to pedestrians when using a sidewalk or crosswalk. (RCW 46.61.261)	• Colby Ave north of Pacific Ave in Everett. • Greenwood Ave N, between NE 117th and NE 125th St, in Seattle. • 5th Ave in Downtown Seattle.

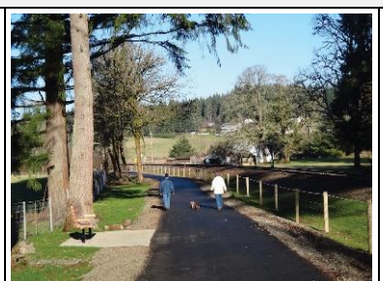
[2] All referenced definitions from the "Bicycle Facilities" and "Pedestrian Facilities" sections can be found in NACTO's *Urban Bikeway Design Guide* or *Urban Street Design Guide.*
[3] PSRC's regional inventory only includes information for sidewalks on minor and principal arterials. Data for sidewalk facilities on local and collector roads may be collected at the local level.

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
Bicycle Facilities[4]					
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. Protected bike lanes may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. Protected bike lanes are also known as Cycle Tracks, Separated Bikeways, and On-Street Bike Paths.	By separating bicyclists from motor traffic, protected bike lanes 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. • Protection can come in the form of raised medians, on-street parking, flexible delineators, bollards, or grade separation. • Vertically separated protected bike lanes are called Raised Bike Lanes. These may also allow for both one and two-way 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.[5]	• 2nd Ave in Downtown Seattle from Denny Way to South Main St. • Raised Bike Lane on East 64th Street in Tacoma. • Green Lake Outer Loop in Seattle. • Westlake Ave N in Seattle.
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.	Striped bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. They also facilitate predictable behavior and movements between bicyclists and motorists.	• Striped bike lanes are most helpful on streets with ≥ 3,000 motor vehicle average daily traffic and with a posted speed ≥ 25 mph and/or streets with high transit vehicle volumes. • If sufficient space exists, separation should be provided between bike lane striping and	• Washington Ave in Downtown Bremerton from 5th St to Manette Bridge. • Washington Blvd between SR 104 and Central Ave in Kingston.

[4] PSRC's regional inventory only includes information for bicycle facilities on minor and principal arterials. Data for bicycle facilities on local and collector roads may be collected at the local level.

[5] The Designing for All Ages & Abilities Guide produced by NACTO further explains the design conditions needed for facilities to be identified as "All Ages and Abilities".

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
				parking boundary markings to reduce door zone conflicts. • Varieties of striped bike lanes include Contra-Flow Bike Lanes and Left-Side Bike Lanes. • Can be considered an **"All Ages and Abilities"** facility when vehicle volumes and speeds are low.[5]	• Hoyt Ave between Pacific Ave and Everett Ave in Everett.
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. They can also encourage bicyclists to ride outside of the door zone when the buffer is between parked cars and the bike lane.	• 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. • Can be considered an **"All Ages and Abilities"** facility when vehicle volumes and speeds are low.[5]	• SE Newport Way in Bellevue from Somerset Blvd SE to Factoria Blvd SE. • Roy St between 1st Ave N and 5th Ave N in Seattle. • Madison St between the Interurban Trail and Sievers-Duecy Blvd in Everett.
Mapping Category: No 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. • Generally, shared lane marking are not appropriate on streets with a speed limit above 35 mph.	• 76th Ave north of 196th St in Lynnwood. • Hoyt Ave between 19th and Everett Ave in Everett.

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
Neighborhood Greenways		Neighborhood Greenways, sometimes called Bicycle Boulevards, 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 commonly known as Neighborhood Greenways in the Pacific Northwest, but terminology varies within the region.	Neighborhood Greenways discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.	• Neighborhood Greenways should be considered where local streets offer a continuous route along low-traffic streets and should follow a desire line for bicyclists. • Neighborhood greenways 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 should 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.[5]	• North Seattle Neighborhood Greenway. • Rainer Valley Neighborhood Greenway in South Seattle.
Shared Use Facilities[6]					
Mapping Category: Shared Use					
Shared Use Paths[7] *(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 active transportation users and may include, but are not limited to, bicyclists; pedestrians (including walkers and people	SUPs can serve a variety of purposes, including providing shortcuts that increase route directness; commuting routes between residential areas and job centers or schools; and recreational opportunities. Shared use paths can also provide active transportation access to areas that are otherwise served only by limited-access highways.	• Typically, widths range from 10-14 ft, with 8 feet. acceptable in some defined circumstances. • Sidepaths (p. 4-7) are a specific type of shared use path that run adjacent to the roadway. Sidepaths should satisfy the same design criteria as shared use paths in independent rights-of-way.	• Interurban Trail in King, Snohomish and Pierce counties. • Lowell Riverfront Trail in Everett. • Burke Gilman Trail from Ballard to the City of Bothell. • Chief Sealth Trail in Seattle. • Foothills Trail in Pierce County.

[6] PSRC's regional inventory only includes information for shared use paths that provide for connections between destinations, rather than internal circulation. Data for other shared use paths may be collected at the local level.
[7] 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[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
		using wheelchairs); skaters and scooter users.		• 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.	• Finn Hill Rd between Olhava Way and Rhododendron Ln in Poulsbo.
Paved Shoulders[7] *(page 4-7 of the linked guide)*		Paved shoulders are most often used as shared-use facilities on rural roadways. They differ from bike lanes and other shared use facilities in that they are not exclusively travel lanes.	Adding or improving paved shoulders on busier or higher-speed rural roads can improve mobility and comfort for bicyclists and pedestrians and reduce crashes.	• 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. • Shoulders are not an exclusive active facilities and may also be used by parked or slow-moving vehicles. • Rumble strips are not recommended on shoulders used by bicyclists unless there are minimum clear paths for bicycle travel.	• Lowell Snohomish River Rd in Snohomish County. • Vashon Island Highway.

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
Advisory Shoulders[8]		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.	• These function well within rural and small town traffic and land use contexts. • 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. • 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).	• Elk Hill Dr and Silver Lake Dr in Everett.
Street Design Elements					
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.	• N 41st St and Stone Way N in Seattle. • Colby Ave at Hewitt Ave in Everett.

[8] Definition and image were sourced from the *Small Town and Rural Design Guide* (FHWA, 2016).

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
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, Speed Cushions, and Raised Crossings and Intersections.	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.	• 9th Ave SW between SW Portland St and SW Henderson St in Seattle.

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
Bicycle Parking[9] *(page 6-1 of the linked guide)*		The wide variety of bicycle parking devices available is generally grouped into two classes, long-term and short-term. The needs for each differ in terms of their design and level of protection. In many locations, a combination of short- and long-term options may be appropriate.	Providing bicycle parking facilities is an essential element in a multi-modal transportation system. Unlike motor vehicles, most bicycles are not equipped with locks or anti-theft devices and do not require a key to operate. In addition to helping prevent theft, installing well-designed bicycle parking facilities in appropriate locations can contribute to a more orderly and aesthetic appearance of sidewalks and building sites.	• Bicycle parking should be provided at all public facilities, should be incorporated into roadway and streetscape projects, and should be an integral aspect of land development and redevelopment processes. • Bicycle parking should, therefore, be conveniently placed in a location that is highly visible and as close to the building entrance as practical. • Bicycle parking should be easy to locate, simple to use, and able to accommodate different types of bikes.	• Everett Station. • University of Washington, Seattle.
Intersection and Crossing Design Elements[10]					
Crosswalks and Crossings[11]		Marked 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 crossing treatments such as medians, hybrid or	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 and median refuge islands can be applied to reduce exposure time.	• Aurora Ave N and 92nd Street in Seattle. • Pike Street and 1st Ave in Downtown Seattle.

[9] Definitions for these are sourced from the *Guide for the Development of Bicycle Facilities* (AASHTO, 2012) and the image was sourced from the *Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines* (APBP, 2010).
[10] Some of the facility types and treatments included in the typology currently require Interim Approval by the FHWA. More information is available here: https://mutcd.fhwa.dot.gov/res-interim_approvals.htm
[11] For purposes of this typology, this definition only refers to marked crosswalks and crossings.

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
		rapid flashing beacons, or raised crossings and intersections. Crossings can also be applied midblock where there is significant pedestrian travel.		• Raised crossings can increase visibility, improve yielding behavior, and create a safer crossing environment. • Active warning beacons can be used to enhance active transportation users' visibility. • Title II of the Americans with Disabilities Act (ADA) requires that newly constructed or altered street level pedestrian walkways contain curb ramps or other sloped areas at intersections to streets, roads, or highways. (28 CFR 35.151(i)).[12]	
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 can include: • Bike boxes • Intersection crossing markings • Two-stage turn queue boxes • Through bike lanes • Combined bike lane/turn lane • Protected bike lane intersection approach • Protected Intersections • Leading Bike Intervals	• South 21st St & Fawcett Ave in Tacoma. • Pacific Ave and Burwell St in Bremerton.

[12] More information on ADA requirements for curb ramps available here: U.S. Department of Justice. (2010). *2010 ADA Standards for Accessible Design.* https://www.ada.gov/law-and-regs/design-standards/2010-stds

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
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.	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 active transportation users and buses to create a more multi-modal cross-section, signal timing influences delay, compliance, safety, and mode choice.	Pedestrian signals at intersections can include: • Fixed and actuated signalizations • Leading Pedestrian Intervals (LPI) • Hybrid beacons (including HAWK signals) • Pedestrian scrambles • Accessible Pedestrian Signals (p. 1330-27)	• 46th Ave S and S Henderson St in Seattle. • RRFBs at Hewitt Ave/Pine St in Everett.
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 crossing traffic, and the configuration 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.	• 2nd Ave in Downtown Seattle. • 6th St and Washington Ave in Bremerton. • Bike signal at California St/Broadway in Everett.

Type[2]	Image	Definition	Purpose	Additional Guidance	Local Examples
Pedestrian and Bicycle Bridges and Tunnels[13]		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. • Grand Ave Park Bridge in Everett.

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

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Summary of May 2023 BPAC Feedback and PSRC Responses

BPAC Suggestions (incorporated)	PSRC Responses
Multiple members suggested we include Raised Bike Lanes as a sub-type of Protected Bike Lanes rather than a separate facility type.	Given the comments received, PSRC staff decided to group raised bike lanes within the broader category of Protected Bicycle Lanes, as the NACTO definition of Protected Bicycle Lanes encompasses facilities protected by vertical separation. Further information on Raised Bike Lanes can now be found at the hyperlink in the additional guidance.
A member suggested we include “and/or roll” after references to walking. Another suggestion was to make the bicycle facility guidance inclusive of electric scooters as applicable.	Edits and a footnote were added to clarify what is included under the definition of pedestrian and bicycle travel.
A member requested we add volume and speed-related information to the Shared Lane Markings guidance.	PSRC staff added language from NACTO on suggested maximum speed limits for streets where Shared Lane Markings are appropriate.
A member requested we remove the language around Neighborhood Greenways only being known as Bicycle Boulevards outside of the PNW.	Since some jurisdictions in the region use other terms for this facility type, we edited this text to acknowledge this information.
Multiple members suggested we use the term “active transportation” instead of “nonmotorized” throughout the typology.	Staff updated “nonmotorized” to “active transportation” throughout the typology to remain consistent with contemporary terminology.
A member requested we include raised crosswalks under the Vertical Speed Control elements type.	This was already included under the Crosswalks and Crossings type, though we also added a reference to them in the Vertical Speed Control Elements type. Additionally, raised intersections were added as a subtype of both.
Several members requested we specify whether the Crosswalks and Crossings definition referred to marked or unmarked crosswalks, and also further strengthen the language for marked crosswalks.	Edits to the definition and a footnote were added to clarify this.
A member noted that the curb ramp guidance in the Crossings and Crosswalks section could be improved to more accurately reflect ADA requirements.	PSRC staff added new language from the 2010 ADA Standards for Accessible Design to improve the accuracy of this bullet point.

A member suggested we include some additional information in the Bike Parking guidance.	PSRC staff adapted some language from the referenced AASHTO guidance to address the recommended inclusions.
A member requested we add Leading Bicycle Intervals to the Bicycle Intersection Treatments type.	PSRC staff included this.
Committee members had a debate on whether to include a note on bicyclists using sidewalks in the sidewalk definition.	PSRC staff included a short bullet detailing that bicyclists can use the sidewalk under state law, though the sidewalk is not designed for bicycle use.
A member suggested moving active warning beacons to Crosswalks and Crossings because they are specifically meant to be conspicuity enhancements rather than signals.	This change was made.
A member asked if we should include details about certain treatments needing interim approvals.	PSRC staff added a footnote on FHWA Interim Approval requirements and a link for more information.
Members requested changing the photos for Shared Lane Markings and Bicycle Intersection Treatments.	These were changed to photos that better captured common regional examples of these treatment types.
Members suggested additional local facility examples and corrections to current local examples of facility types and treatments.	PSRC staff made these additions and edits.
Members suggested a variety of minor edits and corrections to clarify but not alter the substance of some wording.	PSRC staff made these corrections and edits.
BPAC Suggestions (not incorporated)	**PSRC Responses**
A member suggested we remove Shared Lane Markings from the typology. At the May meeting, the committee also discussed moving Shared Lane Markings to the Street Design Elements section, rather than being defined as bicycle facility type.	The committee has had ongoing discussions on whether to include Shared Lane Markings in the typology, with disagreement on whether they should be considered facility types. Per previous poll results, a majority of committee members want to retain Shared Lane Markings as a facility type. PSRC staff therefore kept this type in the typology but will work with the committee in the future on how to accurately describe these facilities when reporting out on the regional facility inventory.

A member suggested we remove references to the PSRC regional inventory at this time.	Reference to the scope of the regional inventory scope was included to make clear that though the typology includes definitions for a broad range of facility and treatment types, only pedestrian and bicycle facilities on arterials and shared use paths on separate rights-of-way are included in the regional facility inventory. We are therefore retaining this information to clarify the relationship between the typology and the regional inventory.
Multiple members suggested moving Neighborhood Greenways to the Shared Use subcategory, rather than the Bicycle Facilities subcategory.	PSRC staff kept Neighborhood Greenways under the Bicycle Facilities subcategory, as current NACTO and AASHTO guidance definitions for this facility type are only focused on bicycle users. This can be revisited as part of future typology updates.
A member requested we use the speed and volume requirements from NACTO's All Ages and Abilities design guide instead of the speed and volume guidance from the NACTO Urban Street and Urban Bikeway Design guide.	The purpose of this typology is to provide basic definitions for identifying facility and treatment types, with some more specific information for how facility types can be considered "all ages and abilities" under NACTO guidance. Based on this, staff used definitions that more broadly define facility types rather than only identifying which facilities meet "all ages and abilities" standards. PSRC will therefore continue to use the more general guidance on speed and volume requirements from the NACTO Urban Street and Bikeway design guides.
A member requested we remove flexible delineators as a valid form of protection for Protected Bicycle Lanes.	PSRC staff researched this issue and found no specific guidance that flexible delineators were not a valid form of protection for protected bicycle lanes. Given this and the results of a previous BPAC poll that affirmed a preference for using NACTO's guidance on protection types, PSRC staff did not remove flex posts from the list of viable protection types. This question can be revisited the next time the typology is updated.
A member suggested we include a line of text saying "paved shoulders are not a facility type and should not be considered a substitute for a shared use path, bike lanes, cycle tracks, or other separation treatments".	This suggested inclusion is in conflict with national and state design guidance. Further, previous committee survey results affirmed that a majority of members prefer to keep paved shoulders in the typology. PSRC staff therefore did not include this note.

Members suggested including information and edits to the typology in anticipation of updated state guidance.	The primary purpose of this typology is to inform PSRC's pedestrian and bicycle facility data collection and analysis work, rather than to prescribe specific design standards for facilities in the region. Further, the WSDOT Design Manual was developed for state facilities and may not be appropriate for all county roads or city streets that are not state highways. Given that the typology describes facility definitions rather than requirements and is also meant for non-state facilities, staff determined it does not need to strictly align with state design guidance (although it can be helpful to reference the state context where relevant).
A member requested we move the guidance on minimizing door zone conflicts from the Striped Bike Lane type to the Buffered Bike Lane type.	This line of text was retained as it was taken directly from NACTO's Striped Bike Lane Guidance, and refers to the space between the bike lane and parked vehicles rather than a marked buffer between the bike lane and general purpose travel lane.
A member clarified that FHWA is no longer accepting requests to experiment with Advisory Shoulders.	PSRC staff appreciate the clarification, but did not add this information as that circumstance may change prior to the next typology update. It also goes beyond the scope of providing basic facility definitions.
A member suggested that we add information on Advisory Shoulders in urban contexts.	PSRC staff were unable to find guidance on Advisory Shoulders in urban contexts. For now, staff feel it is more appropriate to only describe their role in rural contexts for consistency with national guidance.
There were some suggested edits where reviewers did not provide explanations for why they should be made, or further references to design guidance resources that would justify the change.	PSRC staff did not make changes to the typology where the reasons for the suggested edits were not clear. Staff also did not make changes if the suggested edits were not referenced, or in conflict with the referenced design guidance resources. Additionally, some suggested additions were already included in the typology.

Puget Sound Regional Council

DISCUSSION ITEM July 11, 2023

TO: **Bicycle and Pedestrian Advisory Committee**

FROM: **Gil Cerise, Program Manager**
Jean Kim, Senior Planner

SUBJECT: **Connecting People to Transit Update**

IN BRIEF

The committee will discuss and provide feedback on how active transportation is characterized in existing work and next steps in the review of existing transit access tools and resources in conjunction with updated data to identify potential improvements to transit access assessments.

DISCUSSION

At the March BPAC meeting, PSRC staff shared its work program developed from the Regional Transportation Plan's call to "…develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians."

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 a review of existing tools, such as the PSRC Transit Access Checklist and Transit Access Toolkit, found on the PSRC website at this link: https://www.psrc.org/our-work/transit-access. These work products were the result of a multi-year effort to examine transit access needs in the region, published in 2016-2017.

One key feature of this work included the comprehensive nature of defining and addressing transit access via conducting a Transit Access Assessment. Among the key overarching findings from PSRC's initial Transit Access Assessment were:

- **Context matters.** The quality of transit access depends on the interplay between urban form and the built environment, transit service, and parking characteristics that vary widely from place to place and are variable and dynamic over time. There currently is no consistent, comprehensive, and transparent framework for understanding the transit access context at existing or planned major sites of transit service in the region.

- **Many actors, unclear roles.** In any given context, there will be multiple actors involved in the delivery of transit access investments. However, roles are not always clearly defined, which means that stakeholder policies, priorities, and even capital projects are not always aligned.

Three work products were created to help address these two overarching findings. They form the basis of PSRC's existing transit access tools and were intended to be used with one another to help increase transit access at major transit sites in the region:

- **Transit Access Checklist** was intended for use by stakeholders to provide a framework for conducting a 360-degree assessment of existing transit access conditions at any given location, framing questions under characteristics such as urban form, transit operations, and parking. The Checklist also included relevant data sources and transit agency and PSRC contacts.
- **Transit Access Toolkit** identified 60 distinct tools for improving transit access and organized them across eight strategic areas. The Toolkit was designed to help stakeholders understand how each strategic area increases access to transit and the roles played by various stakeholders in implementing access improvements. The Toolkit also documents benefits, costs, common issues and challenges, and provides regional examples of all 60 access improvements identified.
- The **Transit Access Funding Matrix and Key Findings** were intended to assist stakeholders in identifying potential funding opportunities for transit access strategies identified in the Toolkit.

Since the above tools were created, PSRC has collected new data (such as regional sidewalk data), compiled with existing data sources, and created a visualization tool (see: https://www.psrc.org/planning-2050/regional-transportation-plan/transportation-system-visualization-tool). Other tools, resources, and data may also be available.

ACTIVE TRANSPORTATION IN EXISTING TRANSIT ACCESS TOOLS

The Transit Access Assessment focused on major sites of transit service: transit centers, park and rides, light rail stations, Sounder stations, ferry terminals, and high-frequency transit corridors. Transit access was defined as the ability of people to easily get to and use public transportation. It was further defined as infrastructure, facilities, and services that support a person's ability to easily reach major sites of transit service.

The transit access tools described above incorporated active transportation, particular under the urban form and built environment component key characteristics that influence transit access. Specifically, identifying things like the street network characteristics and "nonmotorized capacity."

The Transit Access Checklist incorporated active transportation through questions relating to walking distances between places and addressing the relationship between comfortable active transportation environments and block size, vehicle volumes and traffic speeds. Questions relating to "nonmotorized capacity" addressed quality of

active transportation facilities (sidewalks and bicycle facilities), which help determine the ability of people to easily get to or from major sites of transit service on foot or by bicycle. Other sections of the Transit Access Checklist also included elements related to active transportation, such as how far and direct a walk was between transit services when considering transfers.

The Transit Access Checklist encouraged collaboration between local jurisdiction staff and transit agencies and included suggestions for data relating to active transportation. The checklist acknowledged that active transportation data is not always available at every geography. For example, one suggested tool, the Nonmotorized Connectivity Tool, was only available at select locations in the region. This tool is likely now outdated and continues to have limited geographic scope.

The Transit Access Toolkit included several ways to increase transit access, with one strategic area that particularly spoke to active transportation: "Improve the nonmotorized environment." This strategic area included 11 transit access improvements that focused on completing street networks, improving crossing environment for pedestrians, and creating a safer and more comfortable active transportation experience through lighting, traffic calming, and similar measures.

PSRC staff will present key features from the Transit Access Checklist, Transit Access Toolkit, and Transit Access Funding Matrix at the July 11 BPAC meeting.

DISCUSSION QUESTIONS

At the July BPAC meeting, PSRC staff will engage the committee in answering the following questions:

- Do you have feedback on how active transportation was characterized in the existing Transit Access Checklist and Transit Access Toolkit?
- Are you aware of any recent studies or literature on transit access that PSRC should be aware of in our work on transit access?
- PSRC anticipates using case studies to help assess existing transit access tools. Do you have any suggestions for existing or future high-capacity transit (HCT) station areas that would be good candidates to provide an assessment of existing transit access tools?

NEXT STEPS

PSRC has recruited an ad hoc Transit Access Working Group (see Attachment A for working group roster). During the working group's first meeting on July 11, PSRC will provide a deeper dive into existing transit access tools and resources for the group and share PSRC advisory committee feedback to-date. We anticipate updating our literature review on transit access as well as moving forward to identify potential case study locations to test existing tools and data.

For more information or to provide further feedback, contact Gil Cerise at gcerise@psrc.org or (206) 971-3053 or Jean Kim at jkim@psrc.org or (206) 971-3052.

Attachment A: Transit Access Working Group roster (as of June 21, 2023).

PSRC Transit Access Working Group Roster

Name	Representing	County/Region	Transit Access Expertise
Local Jurisdiction			
Saraday Long	City of Federal Way	King	•Land use planning •Transit priority
Wesley Rhodes	City of Tacoma	Pierce	•Land use & development (TOD plan) •Transit service •Transit station/stop
Chris Dimmitt	City of Bremerton	Kitsap	•Pedestrian & bicycle •Other local jurisdiction infrastructure
Mary L'Heureux	City of Redmond	King	Infrastructure (prioritizing transit and other)
Nathan Howard	Snohomish County	Snohomish	•Land use planning •Pedestrian & bicycle •Transit priority
Transit			
Alex Krieg	Sound Transit	Region	•Multi-modal transit access •Transit service •Transit station/stop •Parking
Sophie Luthin	Community Transit	Snohomish	•Transit service •Transit station/stop
Ed Coviello	Kitsap Transit	Kitsap	•Transit service •Transit station/stop
Brian Van Abbema	King County Metro	King	•Transit data and tools
Tina Lee	Pierce Transit	Pierce	•Transit service
Developers/Similar			
Erin Christensen Ishizaki	Mithun	Private	•TOD •Place-making •Land use planning •Pedestrian & bicycle •Public health
Bree Nicolello	African Community Housing & Development	King	•TOD •Place-making
System User			
Dorene Cornwell	Advocate	King	System user (provides persons with low vision/blind perspective)
Leigh Spruce	Wheelchair User	Snohomish	System user (provides wheelchair users perspective)
Other			
Phil Harris	WSDOT	State	•Land use planning •Infrastructure (multiple modes) •Transit service •Transit station/stop •Parking
Richard Gelb	Seattle-King County Public Health	King	•Public health •Pedestrian & bicycle

Last updated: 6/28/2023

Puget Sound Regional Council

Puget Sound Regional Council

DISCUSSION ITEM July 11, 2023

To: Bicycle and Pedestrian Advisory Committee

From: Jean Kim, Senior Planner, Transportation Planning

Subject: **ADA Transition Plan Inventory Briefing**

IN BRIEF

At its July 11th meeting, PSRC staff will brief the BPAC on findings from the preliminary research conducted on Americans with Disability Act (ADA) Transition Plans and the results of the regional inventory survey conducted in April 2023.

DISCUSSION

The Regional Transportation Plan calls on PSRC to "[e]levate the work and needs of ADA transition planning, including monitoring the progress and supporting the development and analysis of local plans." As a first step to accomplish this action, PSRC staff conducted background research on ADA transition planning (elements related to public rights-of-ways and/or pedestrian facilities) and completed a regional inventory survey to help inform board direction on this work.

Title II of the ADA requires all public entities to conduct a self-evaluation or an assessment of current programs, facilities, policies, and practices to become compliant with the ADA. If structural changes are necessary for achieving program accessibility, an ADA transition plan is required for public entities with 50 or more employees. ADA transition plans are required to summarize the agency's planned efforts to remove barriers, such as physical obstacles in the public right of way that limit the accessibility of people with disabilities. The plan should be updated periodically to ensure the ongoing needs of the community continue to be met.[1]

The Department of Justice, which has the ultimate enforcement authority for ADA compliance, has delegated enforcement responsibility to several Federal executive agencies, including the Department of Transportation and its operating administrations,

[1] Federal Highway Administration (2022), *Questions and Answers About ADA/Section 504*, Retrieved from: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm#q13

such as the Federal Highway Administration (FHWA). In Washington State, FHWA requires the Washington State Department of Transportation (WSDOT) to monitor and enforce compliance with the ADA of any entity receiving state and/or federal funding through WSDOT.[2]

To gather comprehensive information from agencies on their transition planning status, PSRC created an online survey and reached out to all member jurisdictions in the region in April 2023. Key questions included the main contacts for ADA planning efforts, the status of each agency's self-evaluation and ADA transition plan, and a link to the completed plan(s), if available.

Of the 80 total jurisdictions that responded to the survey (4 counties and 76 cities and towns), 55 jurisdictions have more than 50 employees and thus are required to produce transition plans. Among the 55 jurisdictions:

- 39 jurisdictions (71%) reported that they have completed an ADA transition plan;
- 11 jurisdictions (20%) indicated their plan is in progress; and
- 5 jurisdictions (9%) said that they have not yet started the planning process.

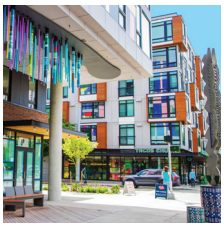
PSRC briefed the Transportation Policy Board at its June 8th meeting on this work. Per board direction, PSRC will continue monitoring the region's ADA transition plan-related processes and partner with WSDOT on information-sharing for jurisdictions in the region.

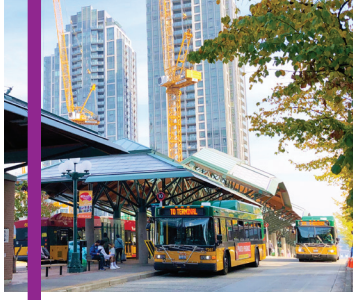
For additional information, please contact Jean Kim at jkim@psrc.org or (206) 971-3052, or Nick Johnson at njohnson@psrc.rog or (206) 464-7890.

[2] WSDOT (June 2022), *Local Agency Guidelines*, Retrieved from: https://www.wsdot.wa.gov/publications/manuals/fulltext/M36-63/LAG.pdf

Puget Sound Regional Council

FROM PANDEMIC TO PROSPERITY: Downtowns Reimagined





SAVE THE DATE

Friday, September 29, 2023

Part 1

9:00 a.m. – 12:00 p.m.

Zoom – Virtual Panels

Part 2

1:30 p.m. – 3:30 p.m.

In Person Walking Tour

(location coming soon)

The COVID 19 pandemic disrupted downtowns and urban cores in unforeseen ways that now provide opportunities to revitalize these places to better serve all people. Join industry and community leaders to explore cutting edge data analysis, innovative techniques, and best practices to reimagine downtowns for our shared prosperity.

Free to attend. Online registration opens soon.