



Bicycle and Pedestrian Advisory Committee Agenda

Date: Tuesday, March 12, 2024 from 10:00 a.m.-12:00 p.m.

Online Meeting Only: Use Zoom Connection Information Provided Below

1. Welcome and Introductions (10:00)

2. Action: Approval of Meeting Summary – November 14, 2023* (10:05)

3. Discussion: PSRC Transportation Committee Assessment* (10:10)

PSRC has been conducting an assessment of its eight current transportation committees for efficiencies and to maximize regionwide engagement opportunities. Staff will share the results of this assessment as it relates to the BPAC and discuss next steps.

4. Discussion: WSDOT Active Transportation Programs Design Guide and Calls for Projects (10:40)

Briana Weisgerber, WSDOT, will present on the recently published [WSDOT Active Transportation Programs Design Guide](#). WSDOT will also provide information on the current 2024 Call for Projects for the [Pedestrian and Bicycle](#) and [Safe Routes to School](#) grant programs, including recent changes to the programs.

5. Discussion: Recommendations and Next Steps for Connecting People to Transit Work Program* (11:00)

PSRC will share the final product developed by the Transit Access Working Group. Staff will then present a draft revision to tasks 2-5 of the regional Transit Access Work Program for committee feedback at the meeting.

6. Discussion: Updates on Regional Data Inventories (11:25)

PSRC will provide updates on regional data inventories related to active transportation, including inventories of pedestrian and bicycle facilities, Mobility on Demand (MOD) programs, and pedestrian and bicycle policies and regulations. The data collected will be used in support of the Regional Transportation Plan (2026-2050).

7. Roundtable: Announcements of Pedestrian/Bicycle Activities (11:40)

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. Next Meeting: May 14, 2024: 10:00 a.m. – 12:00 p.m.

9. Informational Item: Vision2050 Award Nomination Flyer

10. 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: November 11, 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 July 11, 2023 BPAC meeting was approved.

Discussion: Regional Safety Plan

Gary Simonson, PSRC, briefed the committee on the draft scope of work for the Regional Safety Plan. PSRC is developing the plan through funding awarded by the USDOT Safe Streets and Roads for All (SS4A) Grant Program. As next steps, PSRC will be engaging in research, analysis and other plan content development, with a target plan adoption date in the first quarter of 2025.

The presentation is available on the PSRC website [here](#)

For more information, contact Gary Simonson at gsimonson@psrc.org

Action: Regional Mobility on Demand (MOD) Work Program and Inventory

Jean Kim, PSRC, and Gary provided an update of PSRC's ongoing work program for collecting data and analyzing the performance of MOD in the region. For the initial tasks of the work program, PSRC developed a draft MOD Glossary that will be used for regional MOD inventory data collection efforts in early 2024. The committee provided feedback on the terms and potential measures in the draft MOD glossary, as well as the information that would be collected from MOD providers.

The presentation is available on the PSRC website [here](#)

For more information, contact Jean Kim at jkim@psrc.org or Gary Simonson at gsimonson@psrc.org.

Discussion: Connecting People to Transit Update

Jean and Gil Cerise, PSRC, provided an update on PSRC's transit access work program, including outcomes from the September 12th Transit Access Working Group meeting. They then shared information about the work underway to complete transit access case studies at select locations in the region. In early 2024, PSRC will produce a final report out on the initial tasks with recommendations on next steps.

The presentation is available on the PSRC website [here](#).

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

Discussion: Pedestrian and Bicycle Facility Inventory Update

Sarah Gutschow, PSRC, and Nick Johnson, PSRC, presented an update on the work program for the regional pedestrian and bicycle facility inventory update. In early November, PSRC sent out a request to jurisdictions in the region to review and provide edits to the inventory data using interactive web maps. Nick then provided the committee with a demonstration of the interactive web maps.

In early 2024, PSRC will use the feedback collected to update the current facility inventory data, followed by a final opportunity for jurisdictional review.

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:

- Shawn Phelps, Pierce County Public Works
- Thomas Noyes, WSDOT

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**

Genevieve Rigler, WSDOT; Kent Vaughan, City of Kenmore; Lisa Watson, Public Health-Seattle & King County; Mary L'Heureux, City of Redmond; Ryan Packer; Stela Abed, City of Bellevue

PSRC: Alexa Leach, Gil Cerise, Sarah Gutschow, Nick Johnson, Jean Kim, Gary Simonson

**All attendees were present via remote participation.*

BPAC Attendance Roster (Members and Alternates represented)

Date: November 14, 2023 10:00am - 12:00pm

Jurisdiction		Name	Jurisdiction		Name
King County			Snohomish County		
County (2)	x	John Vander Sluis (Roads)	County (1)	x	Aaron Lee (Public Works)
		Peter Dane (Parks)			VACANT (Alt.)
		Jennifer Knauer (Roads) (Alt.)	Metro City: Everett (1)	x	Christina Curtis
	x	Max Hepp-Buchanan (Parks) (Alt.)			Sarah Superville
Metro City: Seattle (1)	x	David Burgess	Other Cities/Towns (2)		Jesse Hannahs (Marysville)
		Christiana Farrell (Alt.)			VACANT
Metro City: Bellevue (1)		Stela Nikolova			VACANT (Alt.)
		Mackenzie Allan (Alt.)			VACANT (Alt.)
Other Cities/Towns (6)	x	John Larson-Friend (Issaquah)	Other Agency Representation		
		Tobin Bennett-Gold (Kenmore)	State		
		VACANT	Urban Mobility/Access or Multimodal Planning (1)	x	Thomas Noyes (WSDOT, Vice Chair)
	x	Kimberly Scrivner (Kirkland)			Matthew Kenna (Alt.)
		Erik Preston (Kent)	NW and Olympic Regions (1)		Kenneth Loen
		James Webb (Auburn)			Ashley Carle (Alt.)
		VACANT (Alt.)	Transit		
		VACANT (Alt.)	Regional Transit - ST (1)		VACANT
		VACANT (Alt.)			Janine Sawyer (Alt.)
		VACANT (Alt.)	Local Transit (2)		Malva Slachowitz (King County Metro)
	VACANT (Alt.)			Eric Goodman (Community Transit, Chair)	
	VACANT (Alt.)	x		Rashid Dolor (Alt.)	
				VACANT (Alt.)	
Kitsap County			Public Health		
County (1)		David Forte (Public Works)	Public Health (2)		Jennifer Halverson-Kuehn (Tacoma-Pierce County Health Department)
	x	Melissa Mohr (Public Works) (Alt.)		x	Megan Moore (Kitsap Public Health District)
Metro City: Bremerton (1)		Chris Dimmitt			VACANT (Alt.)
		Vicki Grover (Alt.)		Richard Gelb (Public Health Seattle/King County) (Alt.)	
Other Cities/Towns (1)	x	Chris Wierzbicki (Bainbridge Island)	Tribes		
		Anthony Burgess (Poulsbo) (Alt.)	Muckleshoot Tribal Cncl (1)		VACANT
Pierce County					VACANT (Alt.)
County (1)	x	Shawn Phelps (Public Works)	Puyallup Tribe (1)		Robert Barandon
		Brienne Blackburn (Parks) (Alt.)			VACANT (Alt.)
Metro City: Tacoma (1)		Liz Kaster	Suquamish Tribe (1)		VACANT
		Jennifer Kammerzell (Alt.)			VACANT (Alt.)
Other Cities/Towns (2)	x	Jack Ecklund (University Place)	NON-VOTING		
		VACANT	King County (1)		Dr. Jocelyn Enabulele (Roni LifeWorks)
		Michael Kosa (Sumner) (Alt.)	Kitsap County (1)		Brian Watson (BicycleTeacher)
	Jeremy Metzler (Edgewood) (Alt.)	Pierce County (1)	x	Larry Leveen (ForeverGreen Trails)	
		Snohomish County (1)	x	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)	
				Don Willott (North Kitsap Trails Association)	

as of 8/2023



Puget Sound Regional Council

DISCUSSION ITEM

March 5, 2024

TO: Bicycle and Pedestrian Advisory Committee

**FROM: Gil Cerise, Program Manager
Sarah Gutschow, Senior Planner**

SUBJECT: PSRC Transportation Committee Assessment

PSRC has been assessing its eight current transportation committees for efficiencies and to maximize regionwide engagement opportunities. At the March 12th meeting, staff will share the results of this assessment as it relates to the Bicycle and Pedestrian Advisory Committee (BPAC) and discuss next steps.

DISCUSSION

PSRC currently administers and supports eight standing transportation committees. Over the past few months, PSRC has been reviewing each committee to assess how it advances key regional transportation work program goals and objectives, including how PSRC can best engage stakeholders for each committee topic area.

Some key findings from this review include:

- Administration and support for this number of committees, along with their individual committee work programs, represents a substantial workload for staff.
- Several committees, particularly those associated with long-range planning-related transportation topics, have vague provisions in their purpose statements. This appears to lead to “scope creep” for committees, adding work for PSRC staff for limited regional value.
- Some committee members represent their agencies on multiple committees, providing overlaps in representation. In addition, there is substantial committee member turnover and meeting attendance is lacking.
- There are multiple ways and formats to engage stakeholders on important transportation planning topics beyond standing committees.

These findings led to changes to committees that PSRC will be rolling out over the coming months. These changes include updates to the BPAC to help ensure that the committee most effectively advances PSRC’s active transportation work program. For a first step, PSRC has worked to better define the committee’s role in support of PSRC’s transportation planning efforts, including a clearer committee purpose statement and an

associated statement for the committee's ongoing work program (see Attachment A). As part of this, PSRC is proposing to rename committee to the Pedestrian and Bicycle Advisory Committee (PBAC) to better reflect the more common travel mode in the region.

The purpose statement and work program in Attachment A will provide the basis for a revised committee operating procedures document. The operating procedures document will identify membership and meeting cadence that follows the scope of the purpose and work program.

NEXT STEPS

PSRC will share initial thoughts on updates to membership, meeting cadence, and other committee administrative and operating considerations at the March BPAC meeting. Following the March committee discussion, PSRC will provide a draft committee operating procedures document at the May BPAC meeting.

For more information, contact Gil Cerise at gcerise@psrc.org or (206) 971-3053 or Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.

Attachment A: Committee Purpose and Work Program

Attachment A: Committee Purpose and Work Program

Committee Purpose

The Pedestrian and Bicycle Advisory Committee (PBAC) provides technical guidance and subject matter expertise to the Puget Sound Regional Council (PSRC)'s planning work program related to regional pedestrian and bicycle infrastructure and supportive facilities that encourage people to walk, bike, and roll in increasing numbers, as called for in the VISION 2050 Regional Growth Strategy.

General Work Program

In alignment with the committee purpose, the PBAC provides technical guidance that is reflected in PSRC's planning products and guidance, including but not limited to:

- Providing support for the development of the active transportation elements of the Regional Transportation Plan.
- Sharing technical guidance on pedestrian and bicycle data collection efforts and other planning products in support of the Regional Transportation Plan.
- Analyzing data and developing tools that identify priority gaps in the pedestrian and bicycle infrastructure and networks.
- Supporting the implementation of Regional Transportation Plan and the priority strategies identified in the regional Coordinated Mobility Plan.
- Helping incorporate the perspectives of active transportation users into PSRC's planning products and guidance.

PSRC Transit Access Recommendation Report (DRAFT)

February 2024

Introduction

Transit is an essential component of the regional transportation system, connecting people to jobs, schools, friends and family, and essential destinations. Transit access refers to the ability of people to easily get to and use transit. The [VISION 2050](#) Regional Growth Strategy calls for PSRC to provide and encourage alternatives to driving alone and ensure access to and availability of reliable transit options. The region is served by nine transit agencies that provided over 221 million boardings in 2018. More than 80% of the trips to access transit were made by active transportation modes (walking and bicycling). The remainder of the trips were either made by private vehicles or a variety of pick-up/drop-off modes, including ADA Paratransit, community shuttles, and Mobility On Demand (MOD) services, among others.

In 2016–2017, PSRC completed a multi-year assessment of transit access and published tools to assist local jurisdictions and transit agency stakeholders in improving transit access in the region, including the Transit Access Checklist, Toolkit, and Funding Matrix published in 2017, on the PSRC website at: <https://www.psrc.org/our-work/transit-access>. These tools were intended to be used with one another to help increase transit access at any location and used by jurisdictions, transit agencies, and other agencies to coordinate and collaborate on the assessment of transit access needs and opportunities across the region.

Existing PSRC Transit Access Tools

Transit Access Checklist is intended for use by stakeholders to provide a framework for conducting a comprehensive assessment of existing transit access conditions at any given location, framing questions under key characteristics such as urban form, transit service, and parking. It also includes suggested data sources that local agencies can use to complete the checklist.

Transit Access Toolkit identifies 60 distinct transit access improvements 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 regional examples of all access improvements identified.

The **Transit Access Funding Matrix** is intended to assist stakeholders in identifying potential funding opportunities for transit access strategies identified in the Toolkit.

To better connect people to transit, the Regional Transportation Plan (RTP) specifically calls for developing and updating tools and resources to help identify where access to transit can be improved in the region. With the anticipated expansion of the regional transit network, it is projected that active transportation access to transit will rise from the current 83% to reach 90% of all trips accessing transit by 2050. In addition, jurisdictions, transit, and other responsible agencies will need to collaborate in their planning to facilitate various transit access modes around future station areas.

During the early project scoping phase, relevant committees identified potential ways for PSRC to support local jurisdictions and transit agencies as they work to improve transit access, including:

- **Clarifying stakeholder roles and responsibilities** throughout the process.
- **Providing data, tools, and resources** to support transit access work by local agencies.
- Seeking ways to improve **access to and from historically marginalized and underserved communities**.
- **Developing regional metrics** for tracking transit access improvements.

As part of the RTP implementation and in response to committee input, PSRC developed a transit access work program that began with a review of existing tools and resources in conjunction with updated data to help identify potential improvements to regional transit access assessments.

Ad Hoc Transit Access Working Group

To assist staff with technical expertise and lived experience, PSRC recruited an ad hoc working group to support the review and evaluation of existing tools, resources, and data through the development of case studies. PSRC's committee leadership assisted staff in identifying potential working group members with specific expertise and perspectives across the region. As a result, PSRC recruited stakeholders from diverse fields as described below:

- **Local jurisdiction staff** with expertise in land use planning, development, and infrastructure in the public rights-of-way, including sidewalks, bicycle facilities, and other facilities supporting access to transit, MOD, specialized transportation, and other modes.
- **Transit agency staff** with expertise in transit station and/or stop access and management of parking at park-and-rides.
- **Developers/architects** with expertise in Transit-Oriented Development (TOD) and place-making.
- **System users** who can provide lived experiences to inform the transit access work, including mobility device users.
- **Additional perspectives** include public health and state perspective (WSDOT) on improving access to transit in the region.

The working group was charged with reviewing existing tools, developing a recommendation report, and providing input and guidance on future transit access tasks. The working group convened four times between May 2023 and January 2024, with input via email between meetings.

This report documents the findings from the meetings and case study work and outlines recommendations for the next steps of the transit access work program.

Transit Access Case Studies

As noted in the previous section, the purpose of the case studies was to assess PSRC's existing transit access tools, pinpoint areas for potential improvements, and develop the next steps of the work program. This section highlights findings from the literature review and a summary of the case studies.

Literature review summary

Before delving into the case studies, PSRC conducted a review of recent studies and resources to build on the existing transit access literature review and to identify key characteristics that influence transit access. The review reaffirmed the use of previously identified key characteristics: urban form, transit service, and parking. It also identified additional details to these characteristics, such as the availability of MOD services and considerations of equity and safety as crucial elements for assessing transit access. The full literature review document can be found at: <https://www.psrc.org/sites/default/files/2023-11/2023transitaccess-literaturereviewfindings.pdf>.

Case Study Site Selection

PSRC sought potential case study locations by reaching out to various committees comprising stakeholders with vested interests in transit access. Then PSRC consulted with working group members to finalize the sites. Staff provided a preliminary review of potential sites, and the working group helped select five locations across the region that represent different contexts and transit access challenges. Based upon further working group feedback, the [Opportunity Score](#) and the availability of MOD programs were also considered. The following are the sites selected for the case study:

- Wheaton Way Transit Center in Bremerton.
- Pacific Avenue and S 72nd Street in Tacoma.
- Tukwila International Boulevard Station in Tukwila.
- Judkins Park Station in Seattle (future light rail station under construction).
- Mariner Station in Unincorporated Snohomish County (future light rail station under consideration).

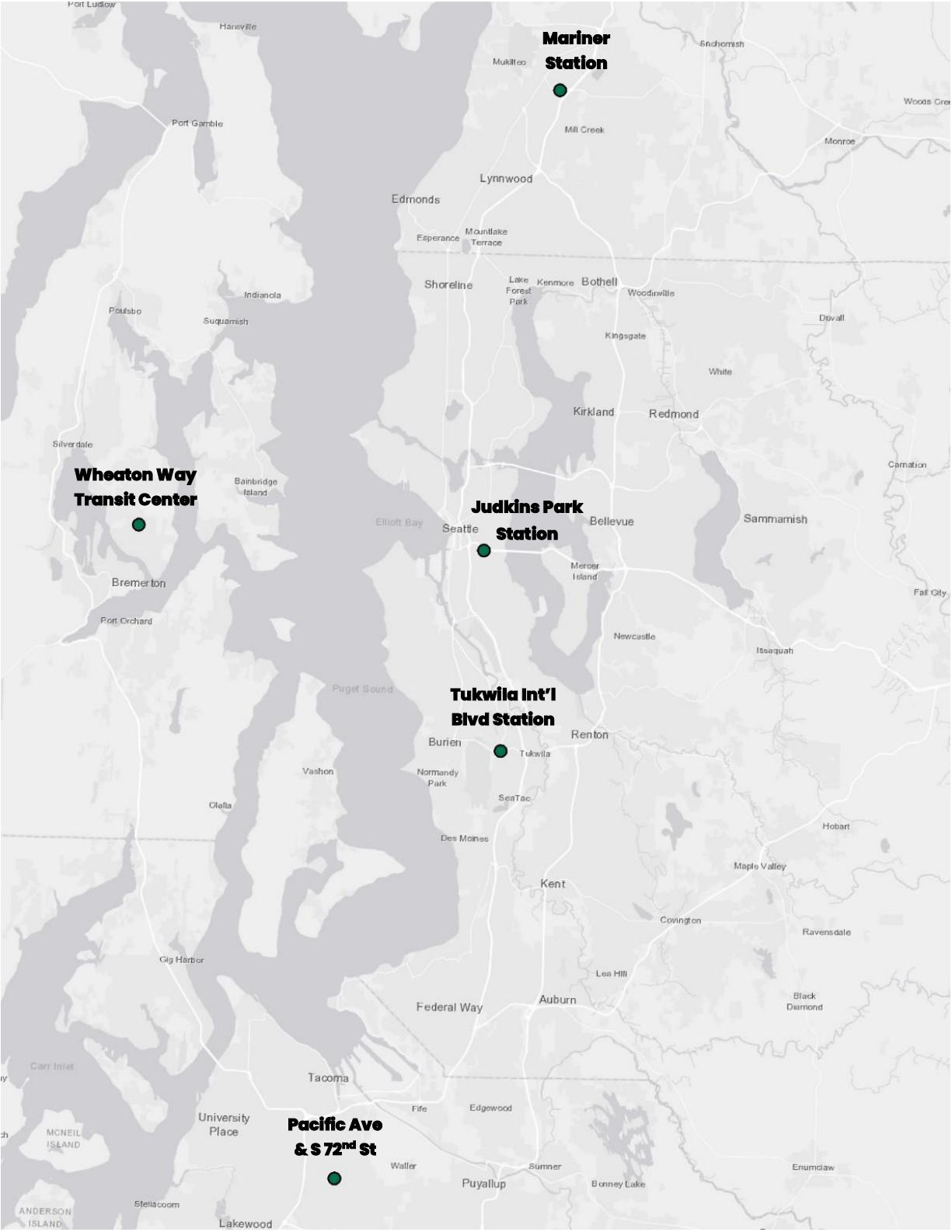


Figure 1 Transit Access Case Study Sites

Methodology

For the case study, PSRC staff initially filled out the Transit Access Checklist using readily available resources. Staff made note of the questions that required further information or data. Then, PSRC submitted data requests to pertinent agencies, including jurisdictions and transit agencies. PSRC used the data and feedback provided by these agencies to complete a checklist review of each site and then used the resources to connect access challenges with strategies described in the Transit Access Toolkit.

Summary of findings

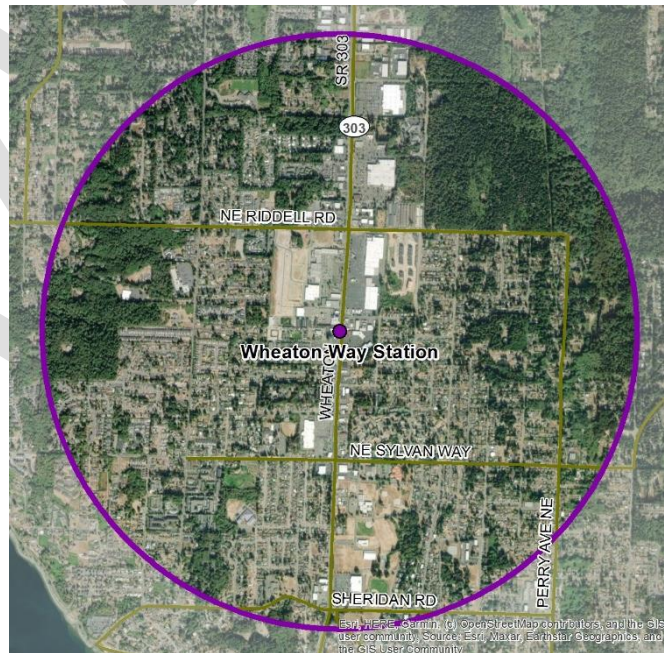
Case Studies

Selected sites include both existing and future potential station areas across the region, served by a variety of transit options, including local bus, bus rapid transit (BRT), light rail, transit agencies' MOD programs, complementary ADA paratransit, and other transportation options. Below are the key findings from each case study site:

Wheaton Way Transit Center, Bremerton

Context Derived from Checklist:

- **Urban Form:** The area is characterized by superblocks. Immediate land uses are predominantly commercial, while some higher-density residential complexes surround the station outside of the commercial area. Frequent congestion affecting bus travel time is observed at this location due to the transit center being located mid-block, with access limited to Wheaton Way/SR 303. The area has incomplete pedestrian and bicycle facilities in the vicinity of the station.
- **Transit Service:** The site is served by seven bus routes including three commuter and one express service connecting riders to other transit stations and a ferry terminal in Bremerton. This site provides covered waiting areas.
- **Parking:** 162 dedicated park-and-ride spaces are available at a 40% utilization rate.



Transit Access Improvement Strategies: based on the Checklist review, relevant transit access solutions can be found under the “Enhance street network connectivity” strategy in the Toolkit.

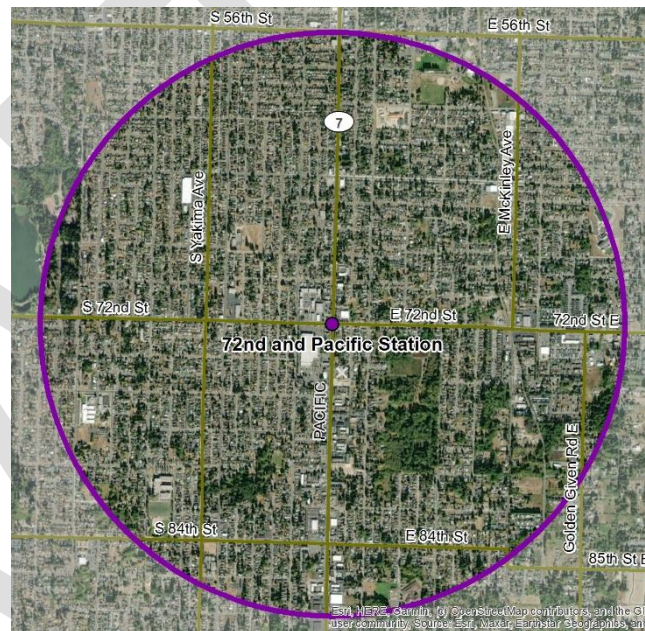
Key Stakeholders:

- Kitsap Transit
- City of Bremerton
- WSDOT

Pacific Avenue and S 72nd Street, Tacoma

Context Derived from Checklist:

- **Urban Form:** Located at the intersection of superblocks, the site experiences frequent heavy congestion. Although the station area has sidewalks, there are some gaps, and it lacks bicycle facilities. The Pacific Avenue and nearby superblock commercials create an access barrier for transit users. Moreover, Pacific Ave itself is a significant barrier for pedestrians and bicyclists attempting to access bus stops due to wide roads and lack of safe active transportation facilities. Based on the review of WSDOT Crash Data, the station area experienced several fatal and serious collisions involving pedestrians and bicyclists in the past five years.
- **Transit Service:** Currently two bus routes serve this location, offering riders access to transit centers and major destinations in Tacoma and Lakewood. However, the current environment seems to present challenges for transit users, particularly regarding rider information. It appears that customer information and wayfinding at the bus stops in this station area could be improved.
- **Parking:** While ample surface parking is available near commercial properties, there are no dedicated parking or park-and-ride facilities near the station. Agencies have indicated that paratransit, shuttles, or taxis use adjacent parking lots for pick-up and drop-off.



Transit Access Improvement Strategies: based on the Checklist review, relevant transit access solutions can be found under the “Improve active transportation environment” and “Elevate the transit user experience” strategies in the Toolkit.

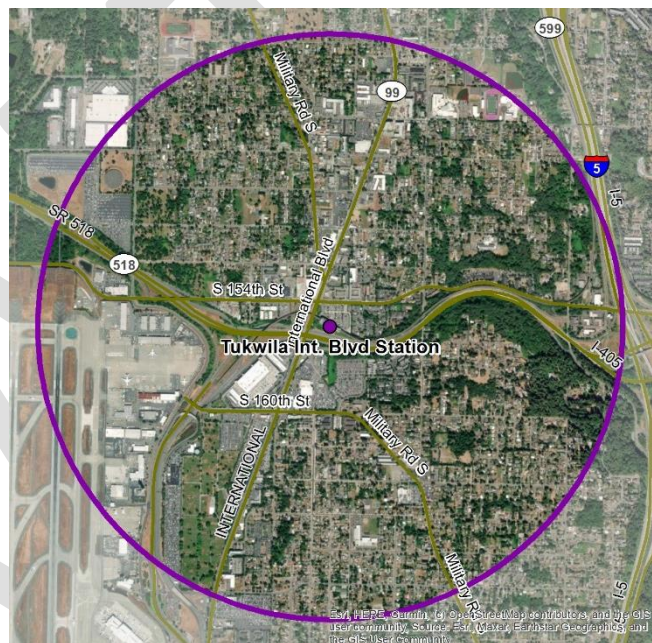
Key Stakeholders:

- Pierce Transit
- City of Tacoma
- WSDOT

Tukwila International Boulevard Station, Tukwila

Context Derived from Checklist:

- **Urban Form:** The station area experiences a high volume of vehicles with consistent congestion during the PM peak, typically on weekdays. Some major thoroughfares have sidewalks, although they may be incomplete and narrow. No protected bicycle connections are available around the station.
- **Transit Service:** Four bus routes and light rail offer transportation to various regional destinations including Downtown Seattle and major cities in South King. Metro provides Metro Flex, a Mobility On Demand service in this area, averaging 28 rides per day. Metro and Sound Transit identified the station area as the primary transfer point. Improving customer information is necessary as there is currently no real-time arrival information for the light rail.
- **Parking:** There are approximately 600 parking stalls available, with a utilization rate consistently at or above 95%. Transit agency staff noted that the parking lots usually reach full capacity by 8:30 am. However, a relatively high percentage of riders appear to be accessing this station using a variety of modes other than personal vehicles as well.



Transit Access Improvement Strategies: based on the Checklist review, relevant transit access solutions can be found under the “Improve active transportation environment” and “Elevate the transit user experience” strategies in the Toolkit.

Key Stakeholders:

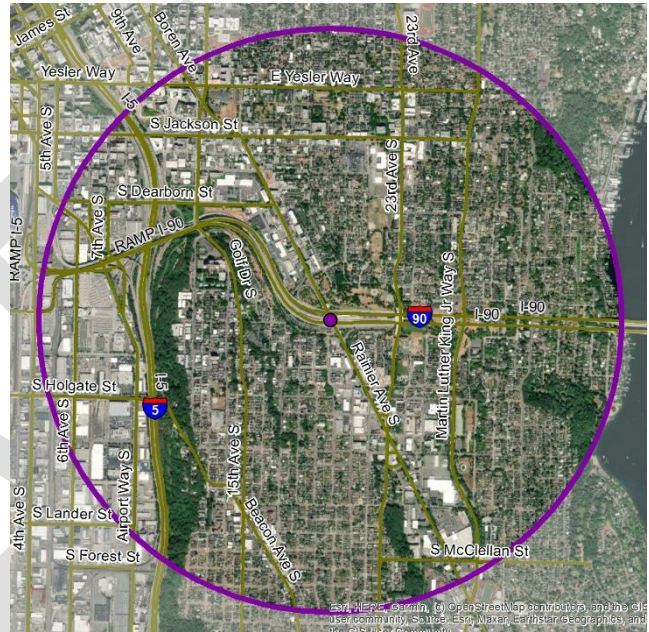
- Sound Transit
- King County Metro
- City of Tukwila
- City of SeaTac
- WSDOT

Judkins Park Station (Future Station), Seattle

This station is under construction, with a planned opening date in 2025 as part of Sound Transit’s East Link Extension. Located in the heart of I-90, it benefits from nearby bus stops, encouraging convenient transfers between local buses and the light rail.

Context Derived from Checklist:

- **Urban Form:** The area encompasses a variety of land uses. By 2050, the area is projected to experience substantial population growth, estimated at 58% increase, alongside a significant increase in employment opportunities, expected to rise by 80%. There is a gap in the sidewalks north of the station on Rainier Ave S.
- **Transit Service:** Current bus routes connect riders to many key destinations in the greater Seattle area. King County Metro suspects that there are medium to high levels of pick-up/drop-off usage in the station area, and they identified the station as a primary transit route transfer point.
- **Parking:** There is no dedicated parking lot for the current station. Sound Transit is working closely with nearby communities to minimize potential parking impacts to surrounding neighbors and businesses, as the new station is expected to bring increased demand for parking in the area.



Transit Access Improvement Strategies: based on the Checklist review, relevant transit access solutions can be found under the “Improve active transportation environment” and “Elevate the transit user experience” strategies in the Toolkit.

Key Stakeholders:

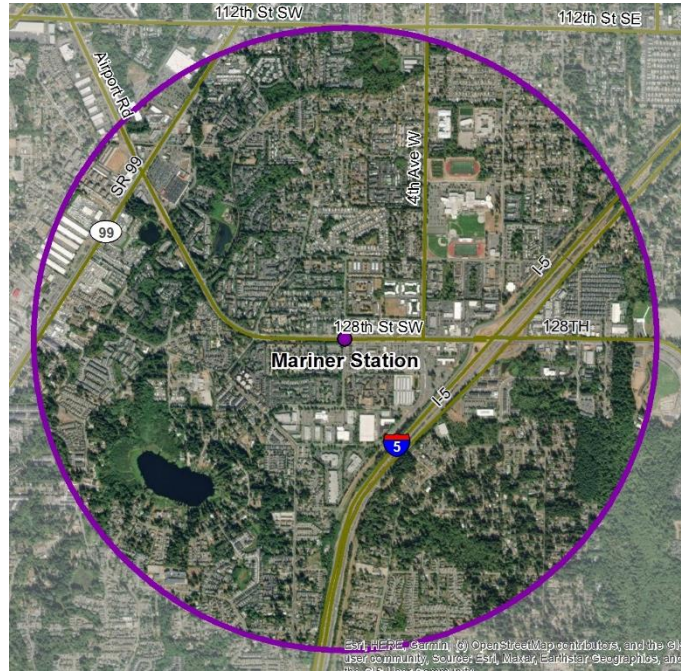
- Sound Transit
- King County Metro
- City of Seattle
- WSDOT

Mariner Station (Potential Future Station), Everett

Mariner Station is one of the potential light rail station locations Sound Transit is considering for their Everett Link extension project (expected to open for service 2037–2041).

Context Derived from Checklist:

- **Urban Form:** The site is situated within a commercial area, with residential properties nearby. Currently, the bicycle lanes along 128th and Airport Road lack protection or buffering. According to the WSDOT’s Crash Data Portal, there have been several collisions involving bicyclists and pedestrians within the immediate station area over the past five years. Per local staff, there is a fair amount of people crossing the arterial mid-block or away from marked or signalized crossings along 128th.
- **Transit Service:** Currently, at Mariner Park and Ride (which serves as a proxy for this future site), there are fewer than 1,000 average weekday boardings with minimal transfer or drop-off activity observed. There is a Swift Bus Rapid Transit Station (connecting Blue & Green lines) within a mile distance from this site. It is anticipated that ridership demand will increase with the start of Link light rail.
- **Parking:** Private commercial parking lots are available near the station area. Mariner Park and Ride (serving as a proxy to the site), offers 653 parking stalls with a relatively low utilization rate.



Transit Access Improvement Strategies: based on the Checklist review, relevant transit access solutions can be found under the “Improve active transportation environment” and “Improve access via local transit and drop-off modes” strategies in the Toolkit.

Key Stakeholders:

- Sound Transit
- Community Transit
- Snohomish County

Staff collected feedback from local agencies on using the Checklist to assess transit access needs and context of each site and providing data for PSRC to complete the assessment. Here are some highlights heard from local staff:

- It is **difficult to answer** some checklist questions due to a lack of reliable and/or relevant data. Some agencies expressed difficulty determining the availability of data resources, accessing recent and accurate datasets, and which agency is responsible for providing data for which checklist questions.
- While the existing checklist seems to ask relevant questions, some local staff suggested including **additional questions**, to consider equity considerations or MOD-related components and/or new technologies when evaluating transit access needs.
- There are many questions in the checklist and many answers in the checklist that **require additional notes and explanations**.

The ability to facilitate collaboration between agencies is the key benefit of using existing transit access tools. PSRC identified the following as areas for potential improvement in these tools:

- Existing tools are lengthy and static, requiring significant staff time and effort to use and they are not fully interconnected. For example, data is often difficult to access or cumbersome to request from jurisdictions and transit agencies. Also, it is difficult to identify the key characteristics of each site as the **Transit Access Checklist** does not provide the context review results automatically.
- The **Transit Access Checklist** can lead generally to strategies in the **Transit Access Toolkit**, but which strategies are highlighted can be subjective and open to interpretation.
- The **Transit Access Toolkit** does not provide further guidance or assistance to develop shared transit access responsibilities among stakeholders.
- The **Transit Access Funding Matrix** is outdated, and the connection between the matrix and other elements of the PSRC transit access tools is unclear.
- None of the tools fully address key topics like equity, safety, and new technologies. Also, the tools do not provide a clear method to evaluate the transit access needs of future station locations. Tools are unable to distinguish the most impactful transit access improvements.

Recommendations

VISION 2050 Regional Growth Strategy includes a goal to attract 65% of residential growth and 75% of employment growth to regional growth centers and within walking distance of high-capacity transit station areas by 2050. The RTP adopted in May 2022 identifies improving access to transit as one of the key policy focus areas and further calls for the region to develop and update tools and resources to help identify where access to transit can be improved with an emphasis on active transportation access. Creating convenient and safe connections, particularly for pedestrians and bicyclists, will be critical for ensuring that transit is a viable choice for many communities as the region grows and the transit system expands. By 2050, more than half of households in the region will be located within a walkable distance of an integrated, high-capacity transit system, with transit ridership anticipated to triple the current levels.

Summary of recommendations

As noted in the case study findings, transit access tools can help local agencies better coordinate and share responsibilities to improve transit access needs in any given area. Based on the working group discussion and committee outreach, below is the summary of recommendations for next steps:

- **Develop clear and comprehensive information on the roles and responsibilities of agencies.** This could be achieved by facilitating a regional dialogue, enabling transit access stakeholders to address shared responsibilities and overlapping roles, and exploring opportunities for collaboration. Through such discussions, the region can develop guidance on how to determine roles and responsibilities early in the planning process. Agencies can collaborate to determine the most effective approach for implementing transit access solutions based on the unique characteristics (e.g. urban form, transit service, parking) of different transit locations. While agencies share transit access best practices, challenges, solutions, and resources, PSRC can facilitate the coordination and provide technical assistance, like data sharing or developing a model agreement for local agencies, to encourage regional collaboration.
- **Automate and streamline the tools to help local agencies more easily assess transit access needs and opportunities.** There is potential to enhance the interactivity and user-friendliness of transit access tools by creating a web-based tool. This work could benefit local agencies in accessing and utilizing PSRC's regional transit, active transportation, and demographic data for their local planning work. One promising suggestion for automation would be to develop a transit access context typology and an automated tool, similar to the PSRC's [Housing Opportunities by Place](#) tool. This automated tool would direct users to a subset of transit access improvement solutions tailored to their specific transit access context, making the process more efficient and impactful.

- **Integrate new emerging themes, including equity, safety, and new technologies to transit access tools.** These topics can be incorporated into transit access work in a variety of ways if adequate data is available. If the data is not readily available, ongoing efforts to develop and gather data pertinent to these topics would be needed. Furthermore, identifying key metrics related to these various topics will be a crucial step. PSRC will engage stakeholders to discuss and explore the best ways to integrate these new themes into the tools. Also, the tools can refer to the latest PSRC resources like the [Opportunity Mapping Index](#), [Displacement Risk Mapping](#), or [Transportation System Visualization Tool](#) in addition to other agencies' resources. These will help assess transit access needs more easily without contacting multiple agencies for data.
- **Develop guidance on equitable engagement and outreach for transit access.** This can build upon PSRC's existing [Equitable Engagement Guidance](#). A key outcome of this effort is to explore the question of "who" in relation to transit access, ensuring that riders representing people with accessibility needs, as well as communities of color, are actively involved and derive benefits from transit access improvements. The guidance on transit access engagement will support agencies in effectively engaging communities that have traditionally not been part of the planning and decision-making processes. Also, agencies can strengthen their current process of reaching diverse transit users and implement transit access solutions that meet their needs.

In addition to the above list, the working group expressed interest in exploring opportunities to prioritize funding for projects that do the most to improve transit access in areas identified with the most need. This could be achieved in various ways building upon the recommendations noted above.

Next steps

As a regional convener and data hub, PSRC is in a unique role to provide technical assistance in support of local agencies working to achieve regional transit access goals. The above recommendations will help PSRC to develop the next steps of the transit access work program and roll them into the regional transit access needs assessment to get ready for the next Regional Transportation Plan (RTP) work for further implementation. Transit access planning work incorporated into the adopted RTP can influence future project selection processes and implementation to achieve the goals of VISION 2050.

Recommendations of this report will be shared with PSRC's committees and boards to provide an update to PSRC's Transit Access work program, including elements to be included in the RTP.

VISION 2050 AWARDS



Puget Sound Regional Council

Call for Nominations 2024

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2024.

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 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

New this year: PSRC will only be accepting nominations directly from its [membership](#). Firms seeking to nominate projects can do so through the member jurisdiction in which the project is located.

Nominations must be for projects, programs, plans or partnerships within the four-county region of King, Kitsap, Pierce and Snohomish counties that help achieve VISION 2050. More information about the goals and themes of VISION 2050 can be found at psrc.org/vision.

All nominated projects must be completed and open, plans must be adopted by their jurisdictions, programs must be in operation and partnerships must be formally working together.

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, 2024 – Nominations due
- April-May 2024 – Awards Selection Committee composed of PSRC board members will select the award winners
- Summer/Fall 2024 – Awards presented on location around the region

