

# Regional Transportation Plan Development

## Current Transportation System: Transit and Active Transportation

February 13, 2024



Puget Sound Regional Council



*We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.*

[psrc.org/equity](https://psrc.org/equity)

# Today's Presentation

- Deeper dive into the current transportation system, focused on:
  - Transit & ferries
  - Specialized transportation services
  - Mobility on demand
  - Bicycle and pedestrian facilities
- Upcoming meeting topics



# Transit



# Highlights of the **Transit** System today

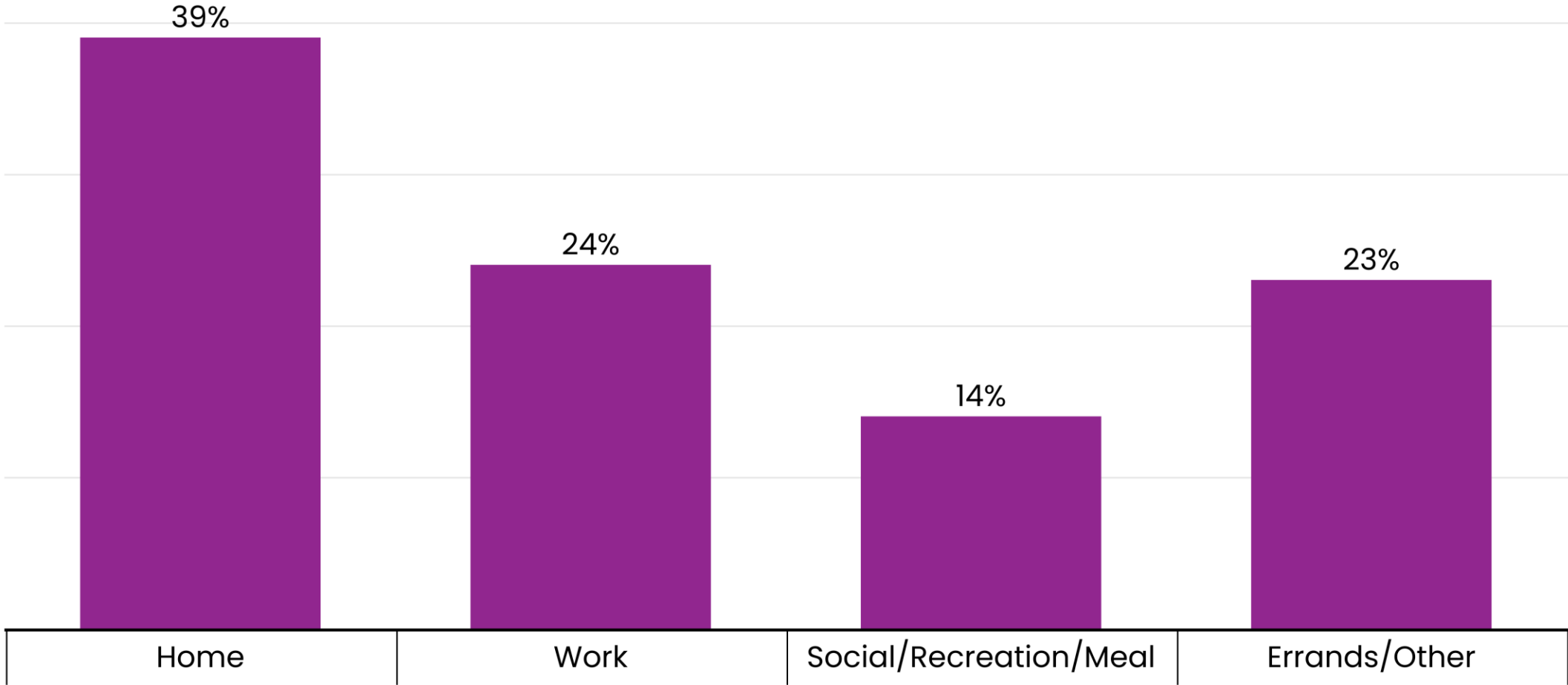
Transit is experiencing:

- Continued recovery from the pandemic
  - 75% of 2019 ridership
  - 90% of 2019 service provided
- People rely upon transit for a variety of needs, peak hour commuting is a smaller market today.
- Link light rail expansion has helped fuel ridership recovery for that mode.



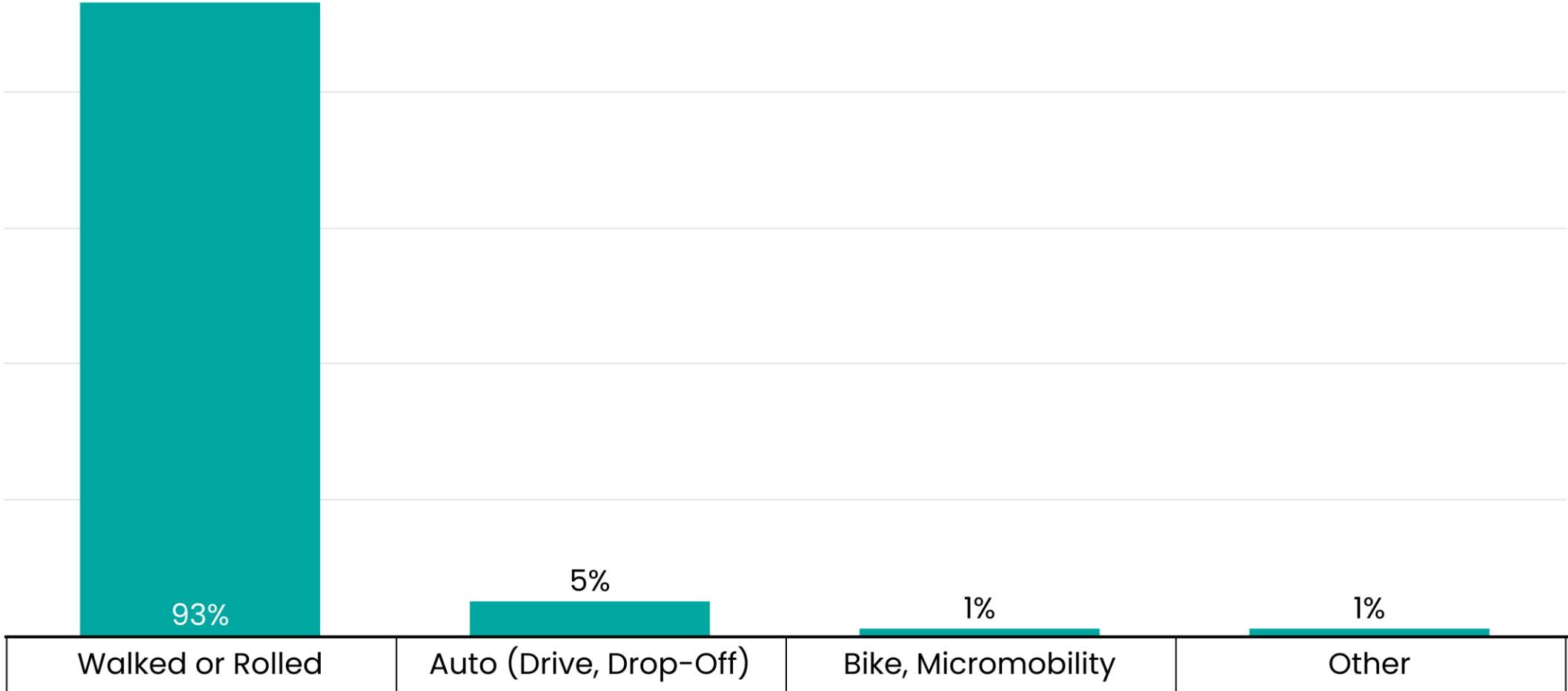
# Transit riders use the system for many purposes

## Trip Purposes for Transit Riders: Spring 2023



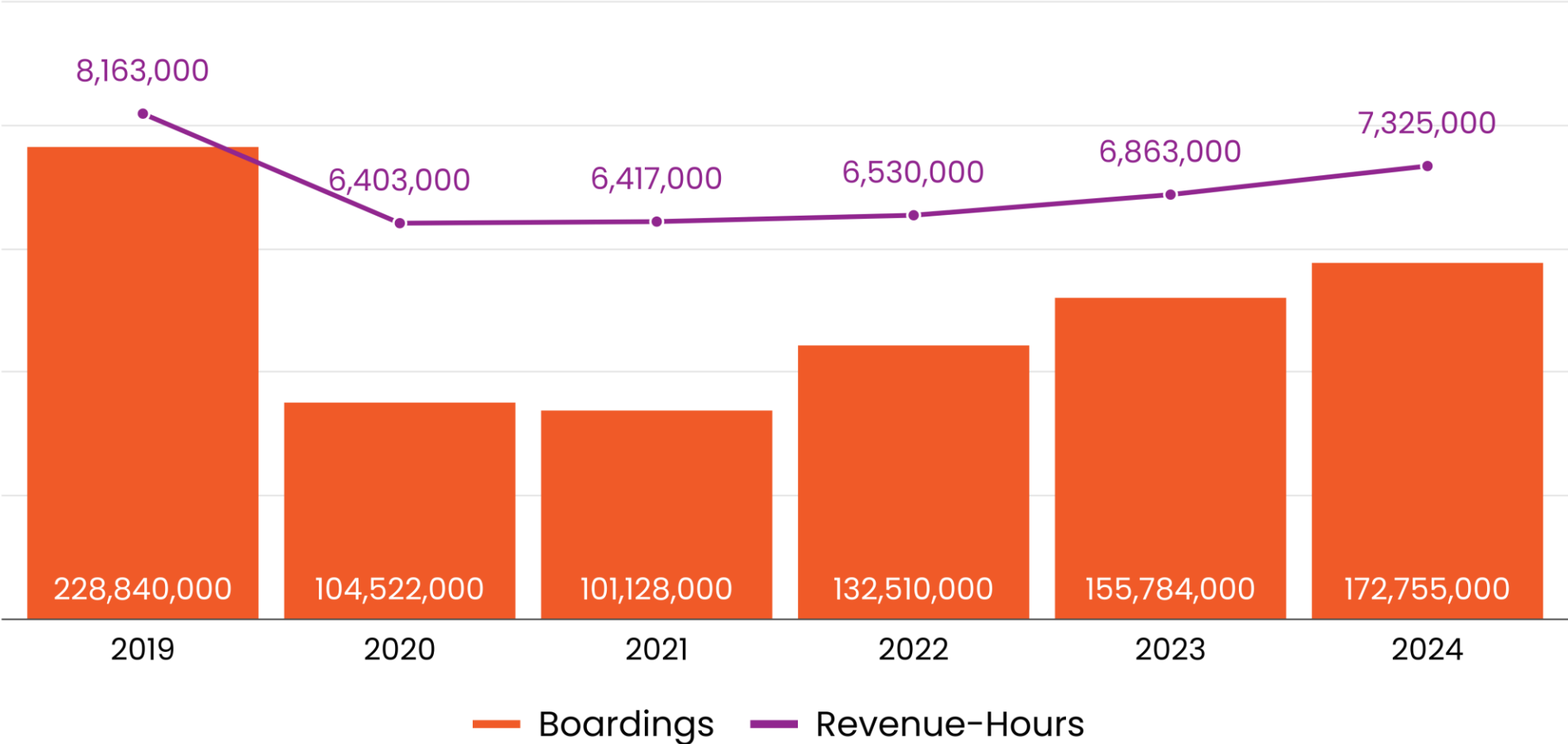
# Most transit riders walk or roll to transit

## Access Mode for Transit Riders: Spring 2023



# 2024 Boardings were 75% of 2019 levels with 90% of the hours

## Annual Transit Boardings & Revenue-Hours



# The RTP will analyze gaps in areas with supportive densities

## Transit Service & Densities

Density	Frequency & Span	Transit Service
at least 7 people + jobs per acre	Service with at least 2 trips per hour between 6am and 8pm	Local Transit
at least 15 people + jobs per acre	Service with at least 3 trips per hour between 4am and 10pm	All Day Service
at least 25 people + jobs per acre	Service with at least 5 trips per hour between 6am and 6pm	Frequent Service
at least 40 people + jobs per acre	BRT, Light Rail, Commuter Rail or Ferry	High-Capacity Transit

All analysis will include details for:

- Equity Focus Areas
- Counties
- Regional Geography
- Regional Centers





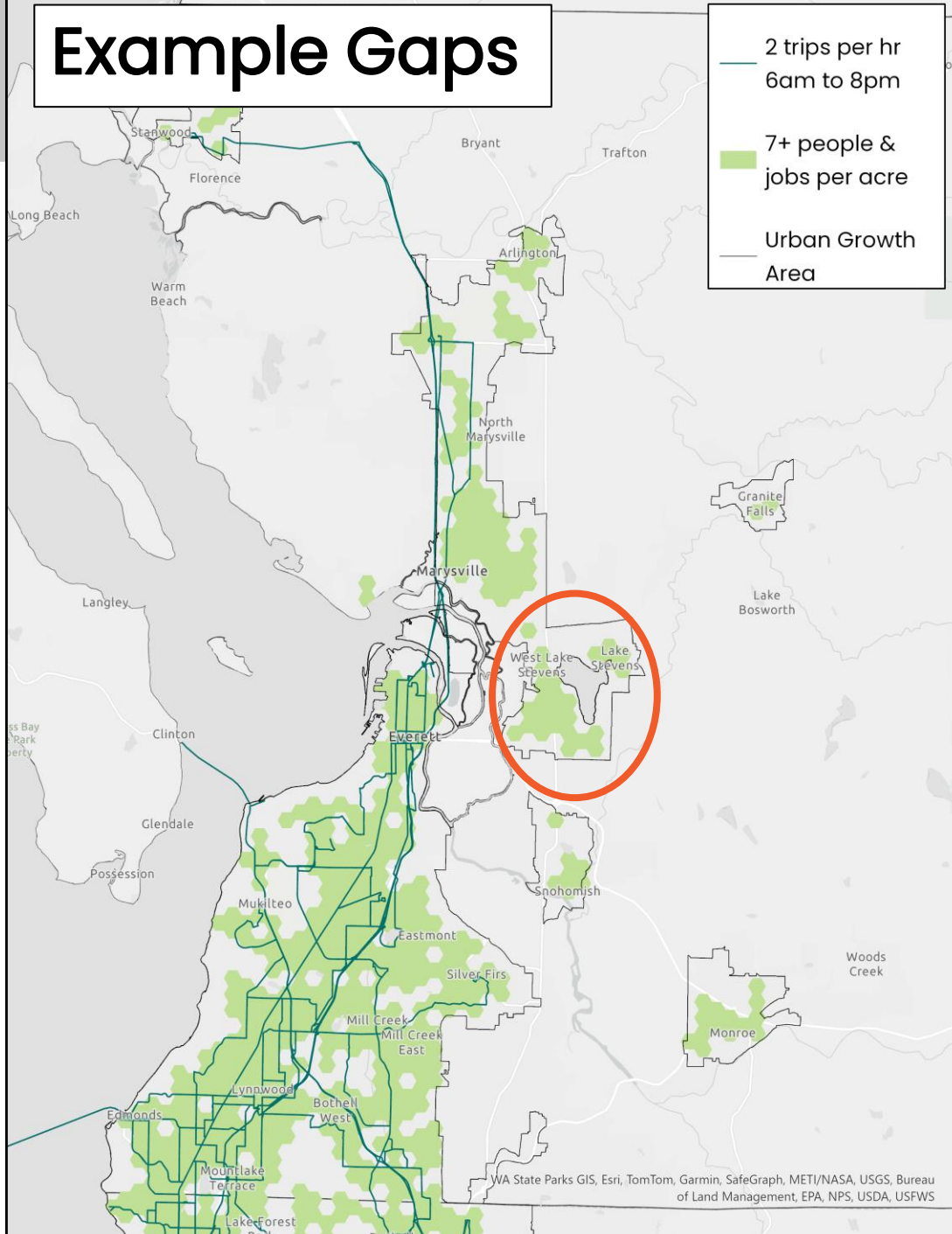
# Gaps for Local Transit: 2024

## Access to Local Transit Service: 2024

Density	# of People in these areas without service
<b>People</b> in areas with 7 or more people & jobs per acre with service with at least 2 trips per hour between 6am and 8pm ( <b>Local Transit</b> )	524,000 (18%)

Source: OFM Small Area Estimates, ACS 5yr Data & Fall 2024 GTFS by Agency

The Equity Focus analysis highlighted larger gaps in areas with higher shares of households with children under 18



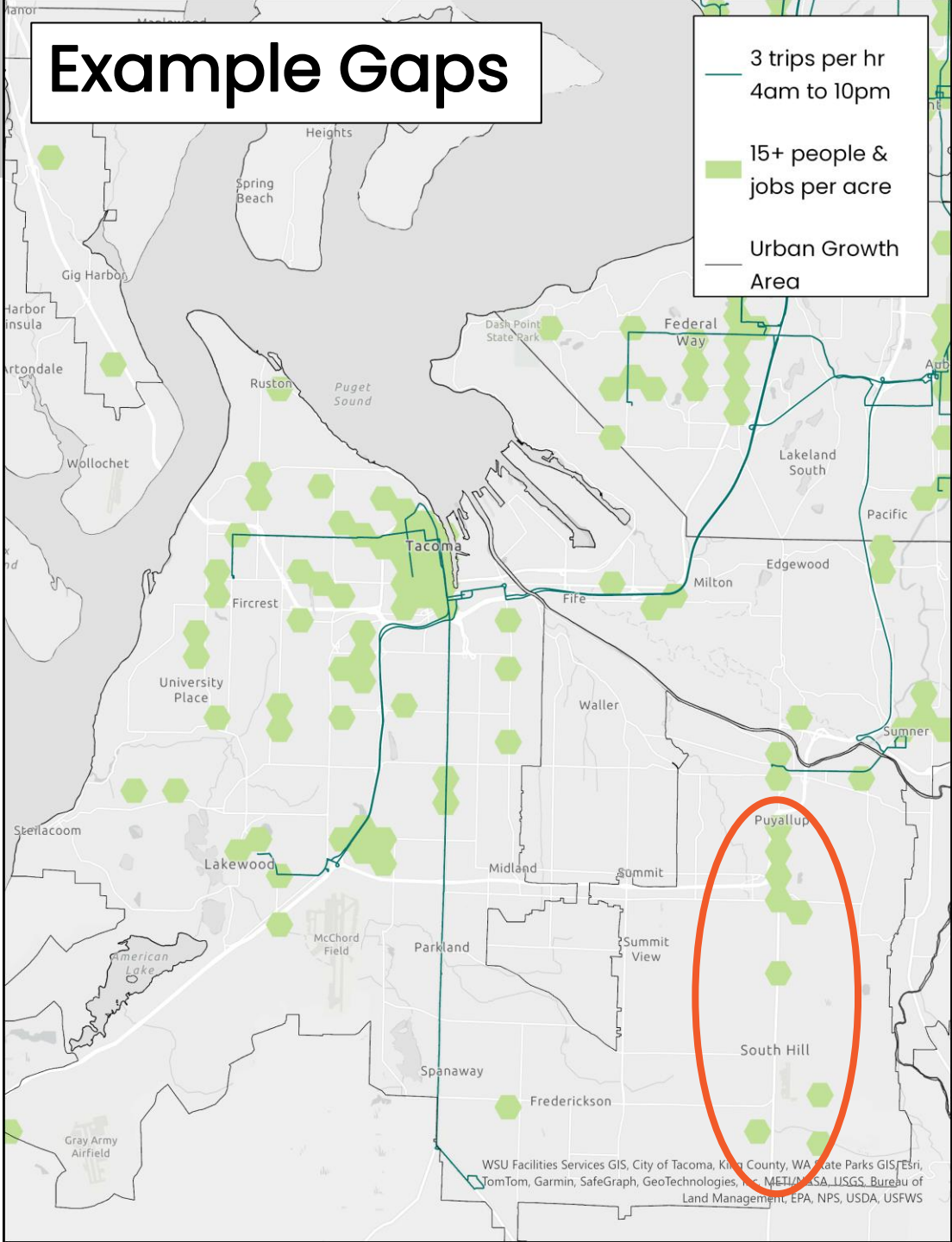
# Gaps for All Day Transit: 2024

## Access to All Day Transit Service: 2024

Density	# of People in these areas without service
<p><b>People</b> in areas with 15 or more people &amp; jobs per acre with service with at least 3 trips per hour between 4am and 10pm (<b>All Day Transit</b>)</p>	<p>234,000 (18%)</p>

Source: OFM Small Area Estimates, ACS 5yr Data & Fall 2024 GTFS by Agency

The Equity Focus analysis highlighted smaller gaps in areas with higher shares of households with Limited English proficiency



# Gaps for Frequent Transit: 2024

## Access to Frequent Transit Service: 2024

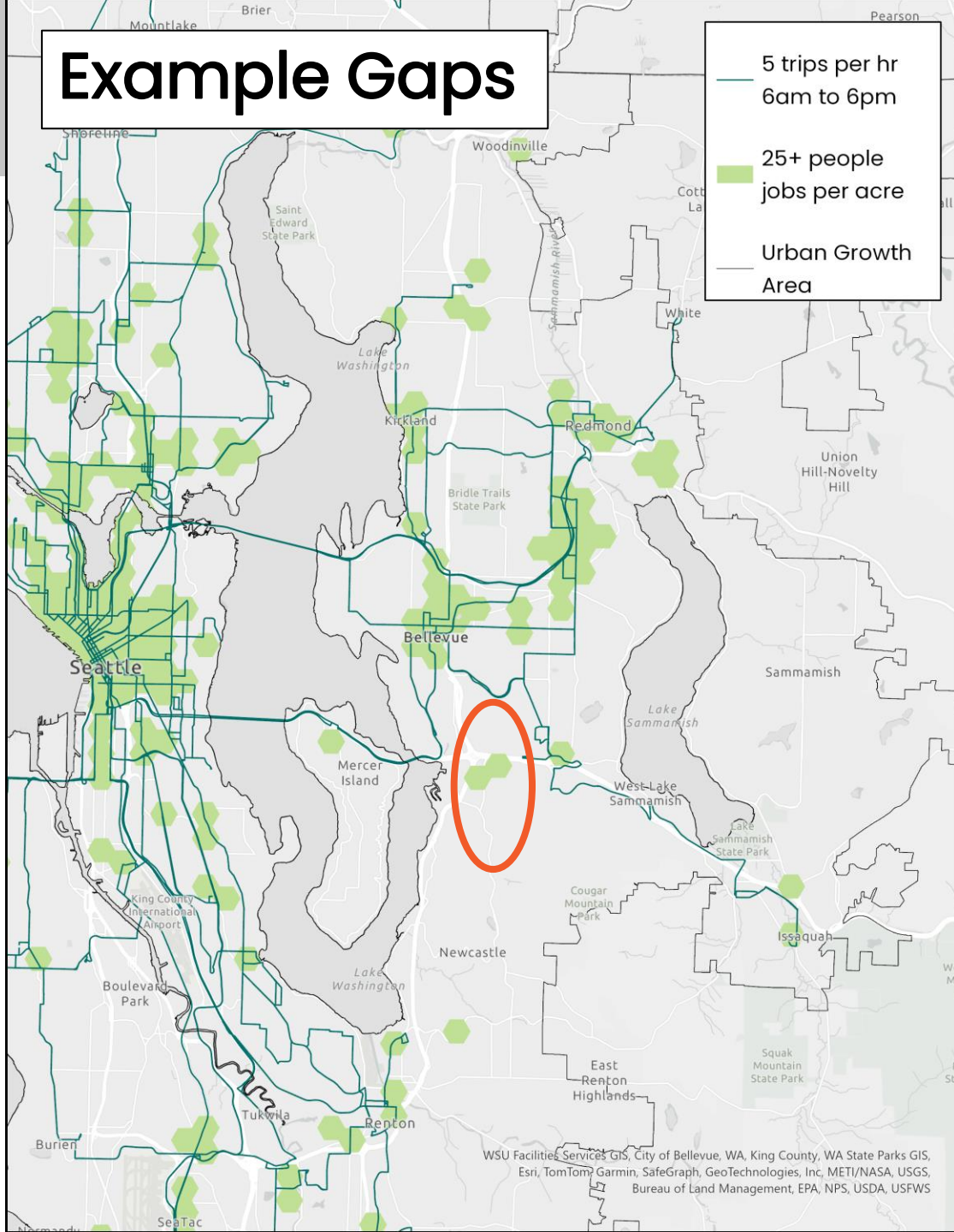
Density	# of People in these areas without service
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**People** in areas with 25 or more people & jobs per acre with service with at least 5 trips per hour between 6am and 6pm (**Frequent Transit**)

42,000 (7%)

Source: OFM Small Area Estimates, ACS 5yr Data & Fall 2024 GTFS by Agency

The Equity Focus analysis highlighted larger gaps in areas with higher shares of households with Lower Incomes



# Gaps for HCT Transit: 2024

## Access to HCT Transit Service: 2024

Density	# of People in these areas without service
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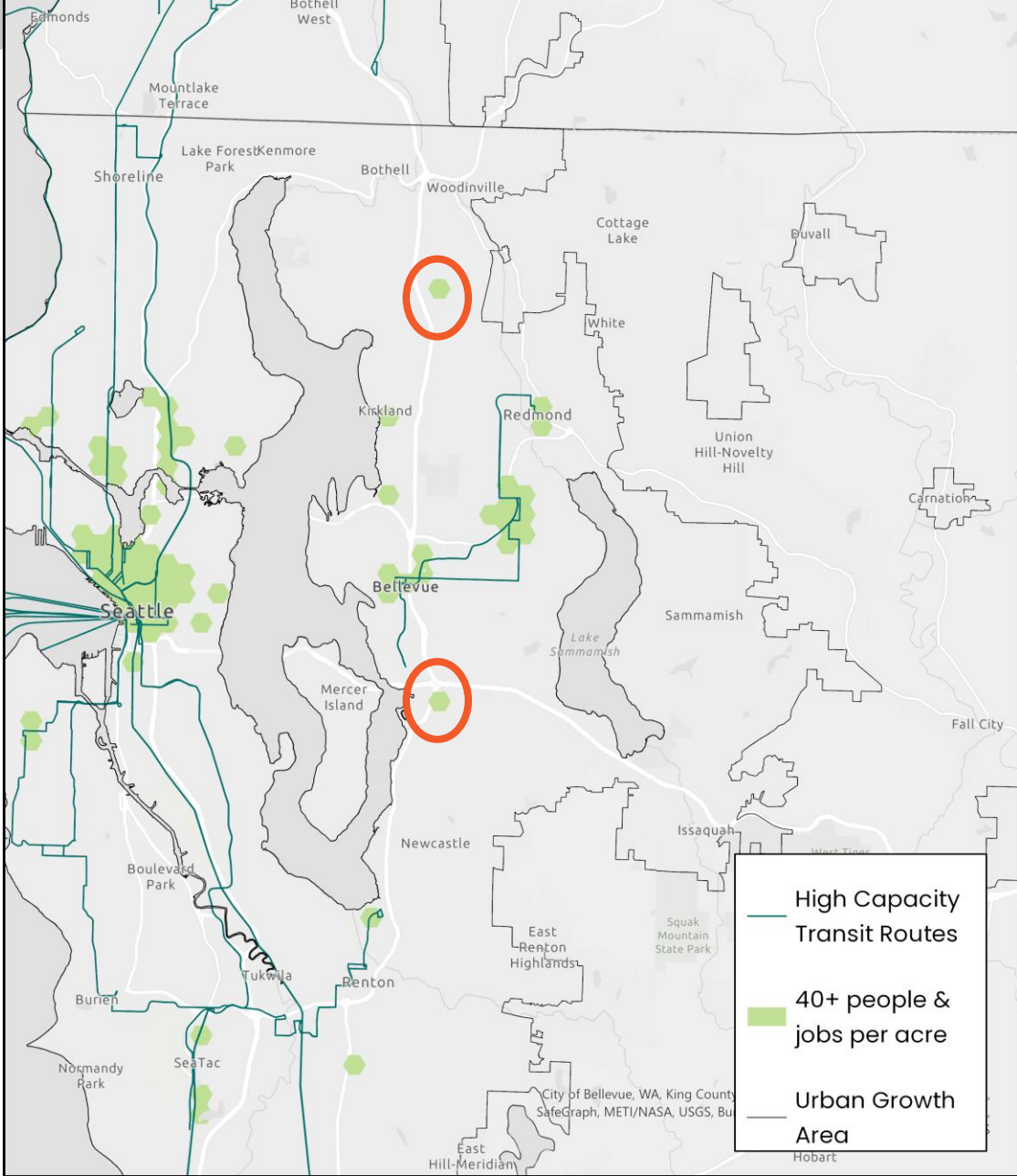
**People** in areas with 40 or more people & jobs per acre with BRT, Light Rail, Streetcar, Commuter Rail or Ferry  
**(High-Capacity Transit)**

38,000  
 (12%)

Source: OFM Small Area Estimates, ACS 5yr Data & Fall 2024 GTFS by Agency

The Equity Focus analysis highlighted larger gaps in areas with higher shares of households with Older Adults

## Example Gaps



# Current **Transit** System Summary

- Transit ridership is recovering
- People take transit for more reasons than just to get to work
- There are gaps for all span & frequency combinations, based on where people and jobs are today
- Places with a higher share of people under 18 tend to have a larger gap than the entire region



# Ferries



Washington State Ferries



King County Water Taxi

Pierce County Ferries

Kitsap Transit Fast Ferry



# Highlights of the **Ferry** System today

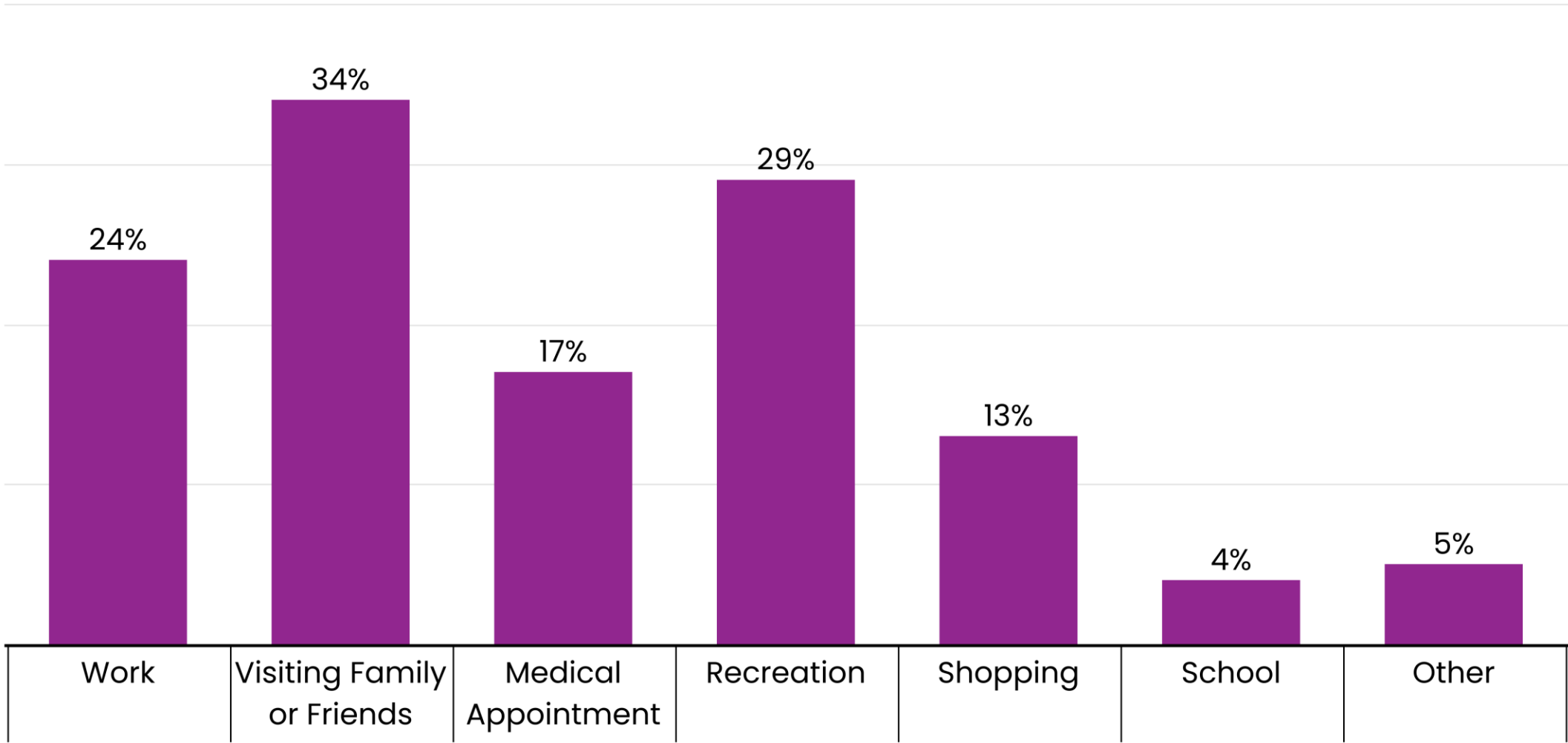
Ferries are experiencing :

- 18.1 Million ferry boardings in 2023
- 95% ridership recovery from 2019 for passenger only ferries in 2023
- 36% increase in service for passenger only ferries from 2019 to 2023



# Ferry riders use the system for many purposes

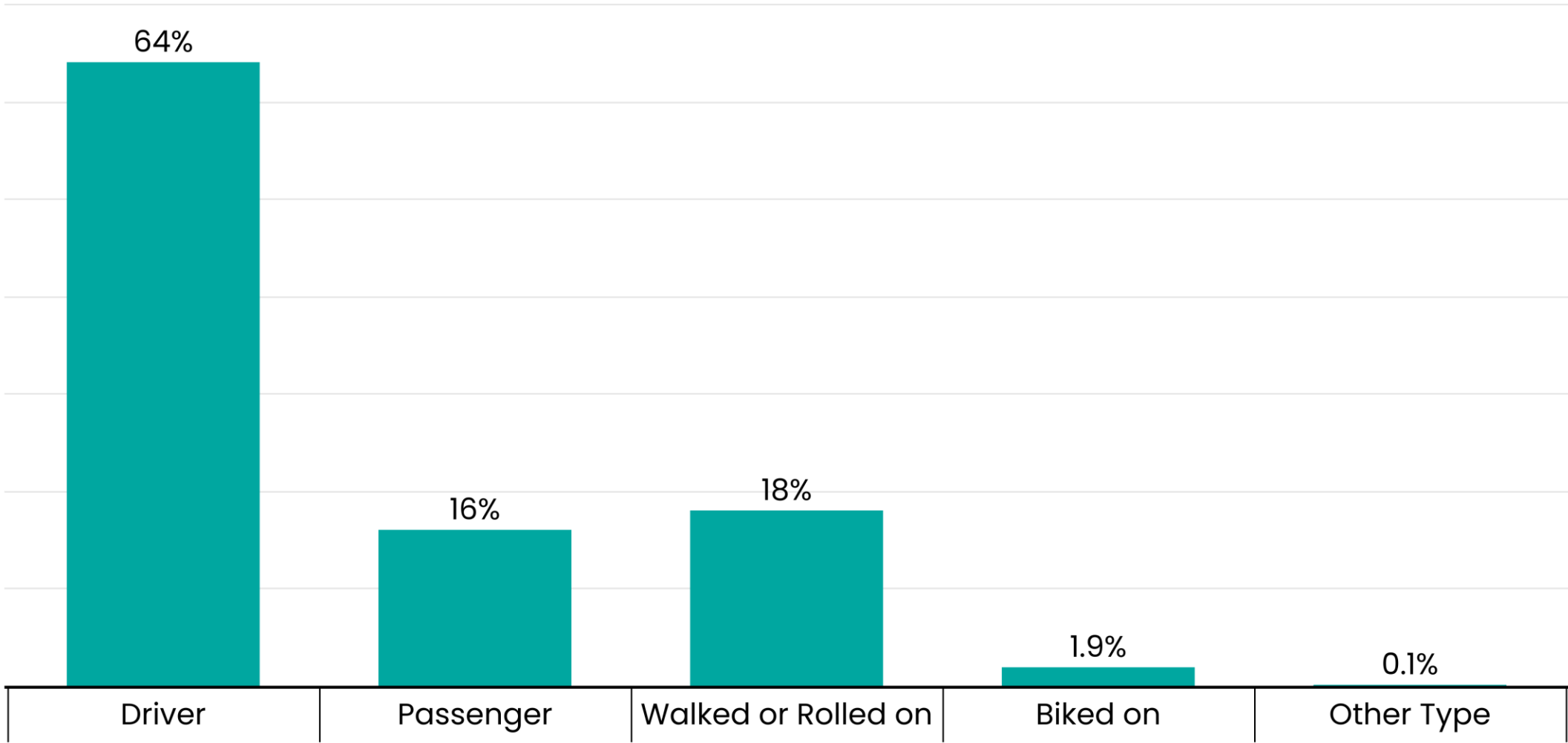
## Trip Purposes for WSF Ferry Riders: Fall 2023





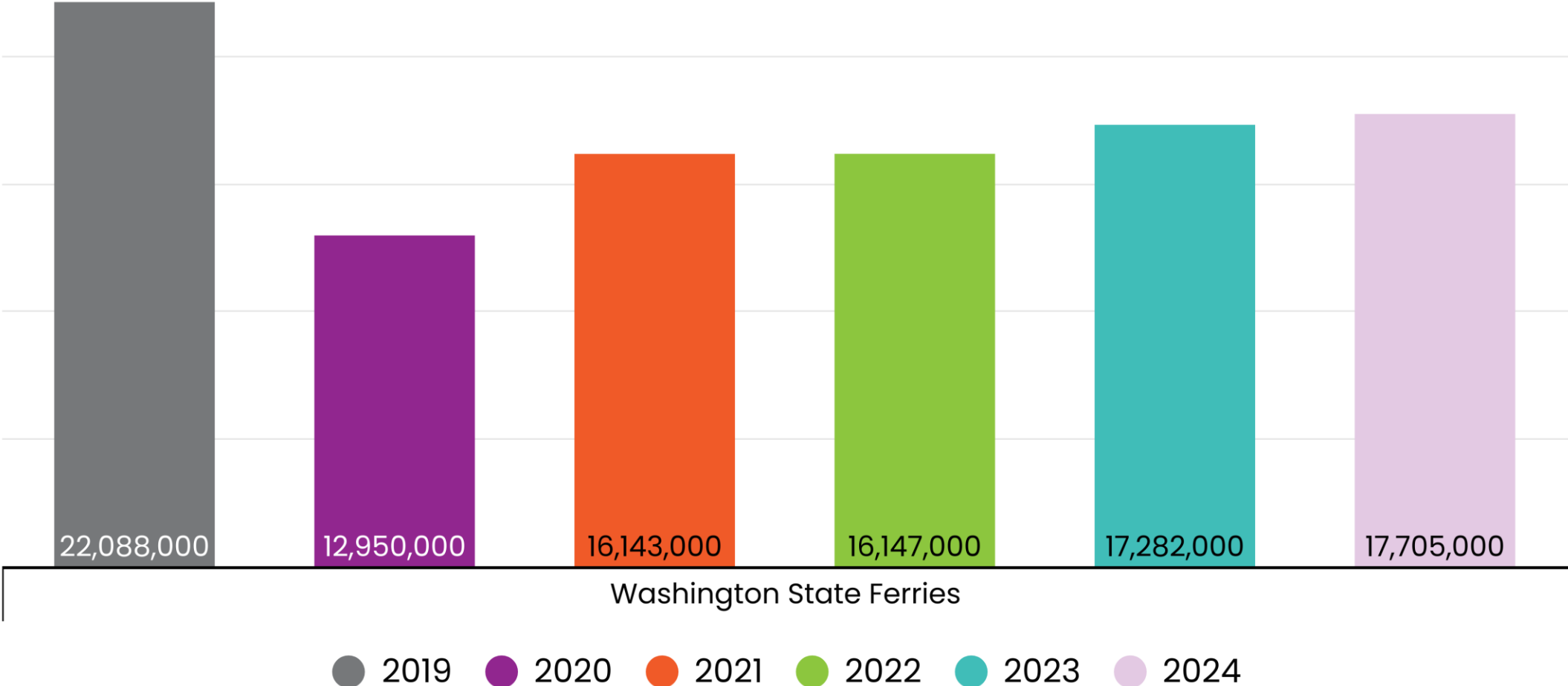
# 20% of passengers walked or biked to the ferry

## Passenger Type for WSF Ferry Riders: Fall 2023



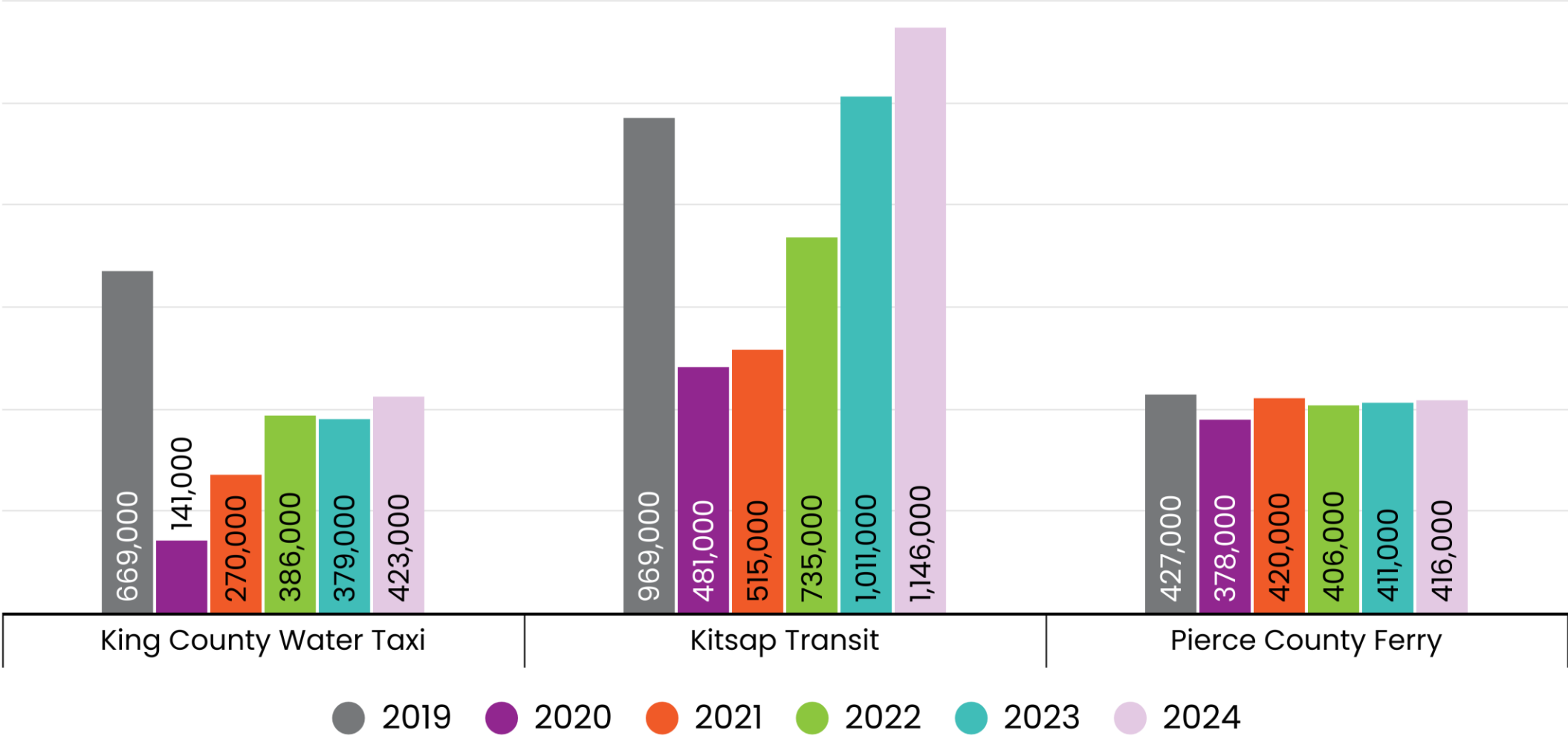
# Ridership on WSF ferries in 2024 was 80% of 2019 levels

## January to November: Washington State Ferries Boardings



# Ridership on County ferries in 2024 was 96% of 2019 levels

## January to November: Non-WSF Ferry Boardings



# Current **Ferry** System Summary

- Riders use ferries for a diverse set of reasons
- Ferries ridership has recovered faster than other forms of transit
- Multimodal ferries are still recovering in ridership and revenue hours
- More information on ferries to be provided in April as part of **maintenance and preservation** discussion



# Specialized Transportation



# Coordinated Mobility Plan's Priority Populations

**Individuals with mobility and accessibility needs due to their age, income, or ability including:**

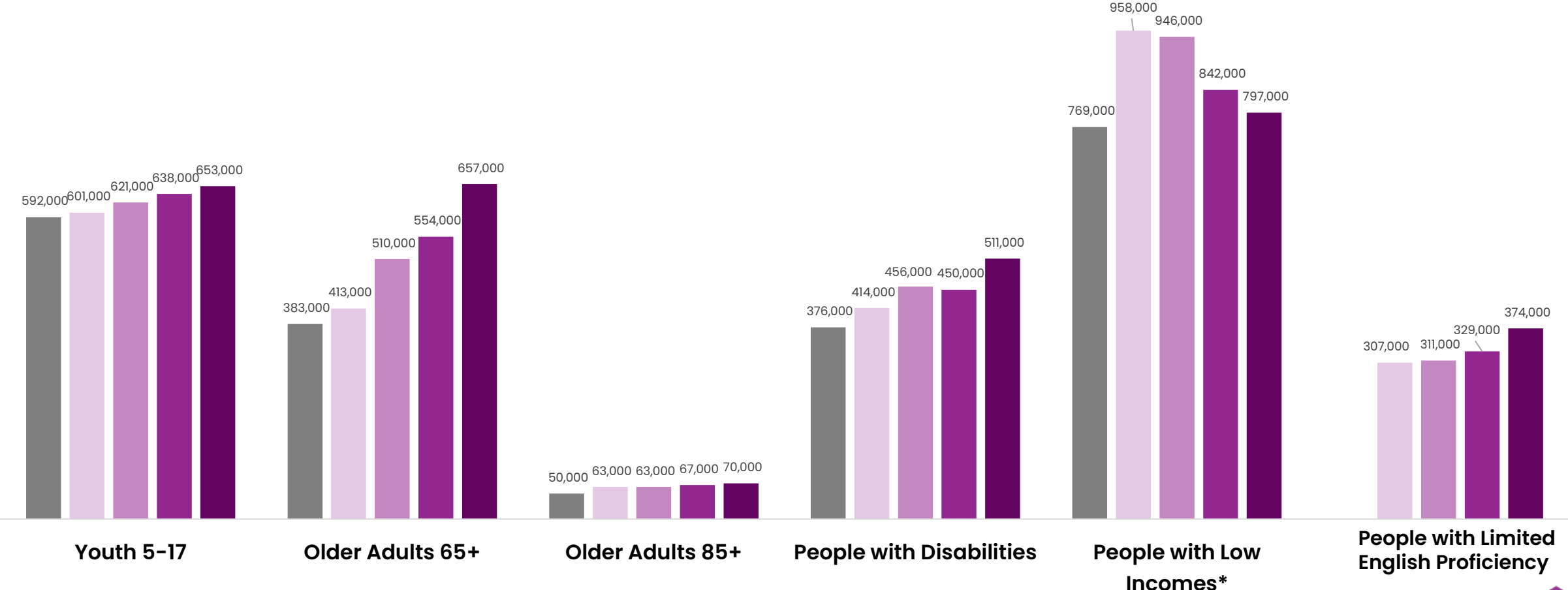
- Older Adults
- Youth
- People with Low Incomes
- People with Disabilities
- People with Limited English Proficiency



# Priority populations in our region are growing

## Coordinated Mobility Plan's Priority Populations Changes, 2008–2023

■ 2008 ■ 2011 ■ 2015 ■ 2019 ■ 2023



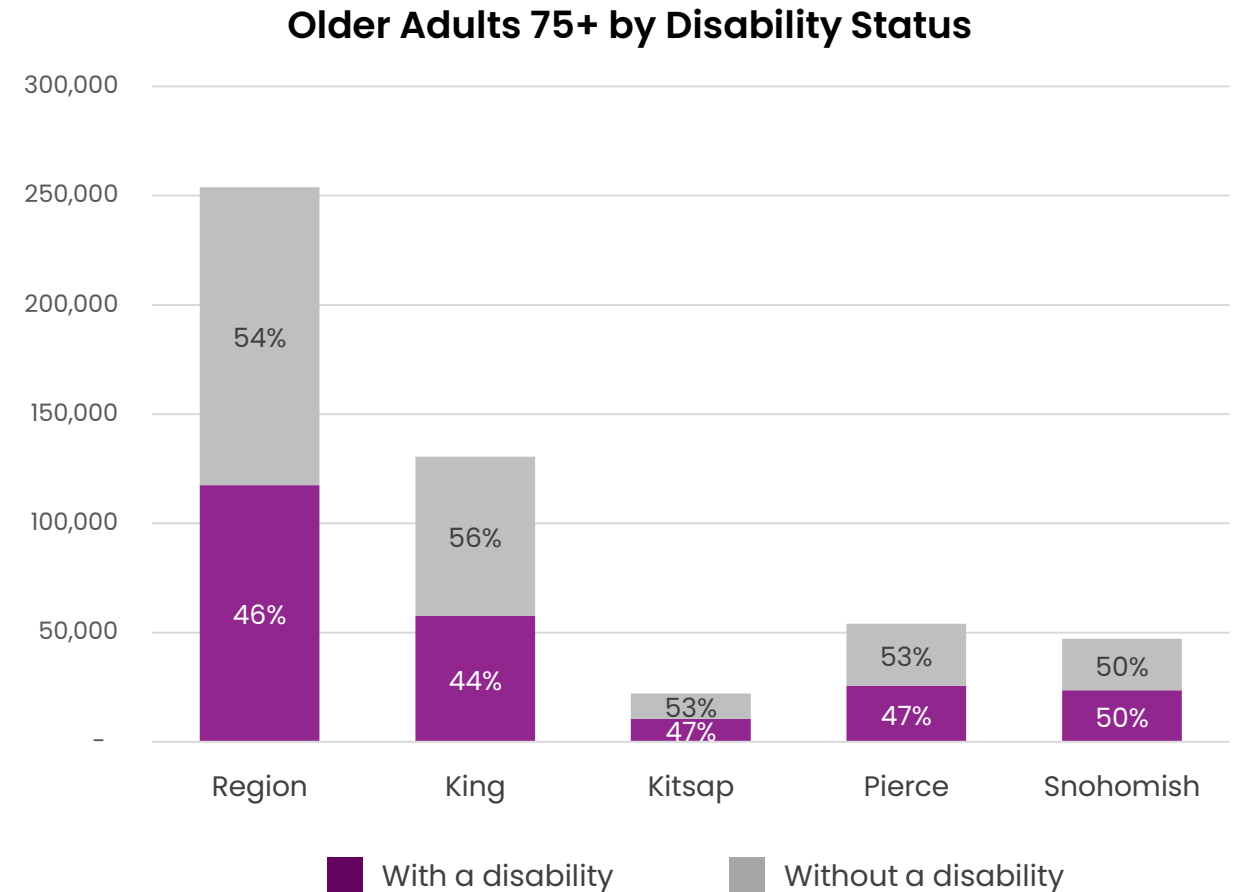
\*People with Low Incomes defined as people with incomes at or below 200% of the Federal Poverty Level



# Older adults are more likely to have a disability than the general population

**Regionwide, 31% of adults aged 65 and older have a disability, compared to 12% of the overall population.**

- Nearly half (46%) of adults aged 75+ are living with a disability.





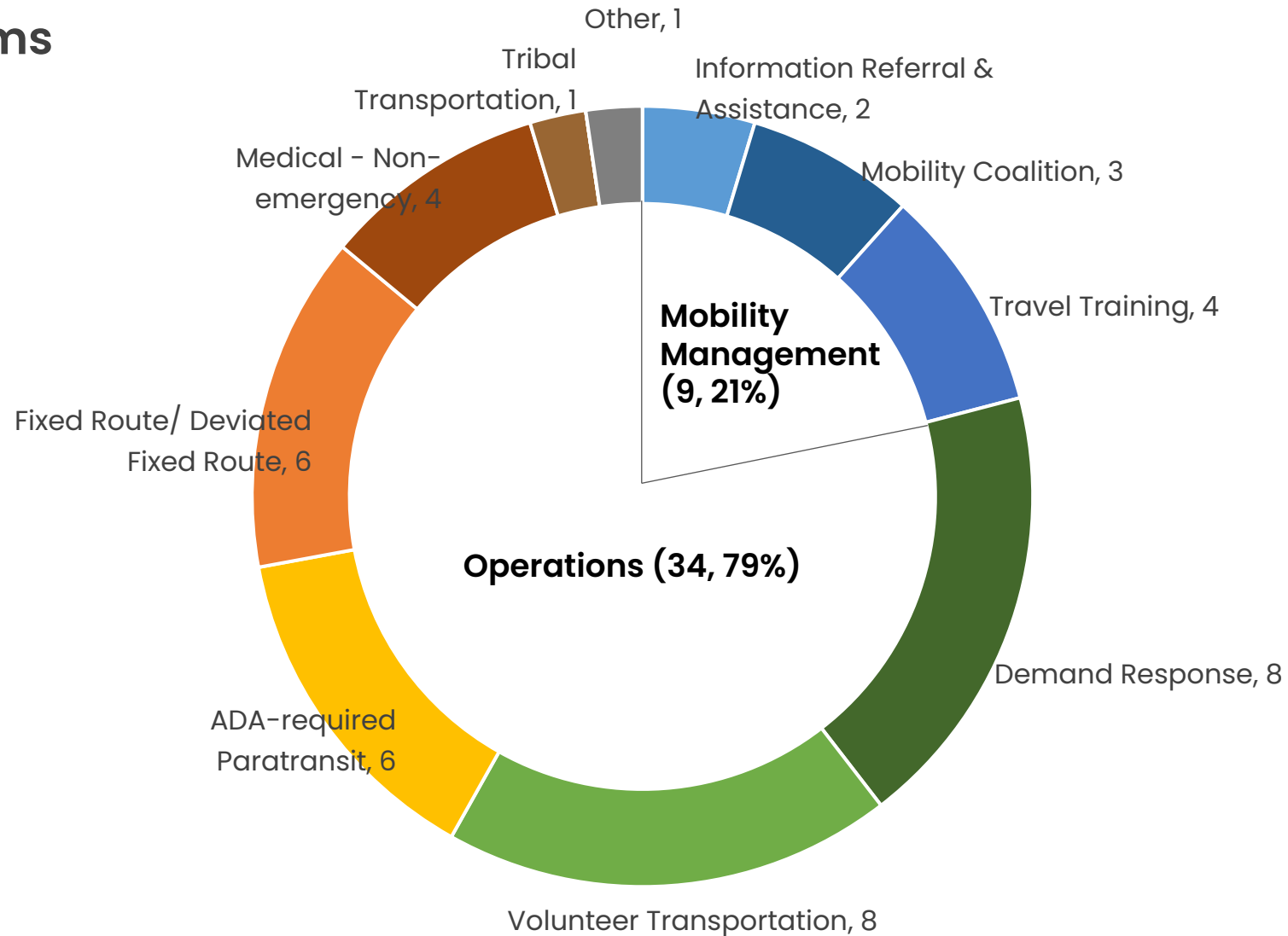
# 2024 Coordinated Mobility Plan Inventory Survey

- **Purpose:** Inform the next Coordinated Mobility Plan
- **Data Collected:**
  - Basic program information
  - Service areas
  - Additional data
  - Top trip origins and destinations
  - Other information (volunteer driver locations, mobility needs and priorities)



# Specialized Transportation Services

Total: 44 programs

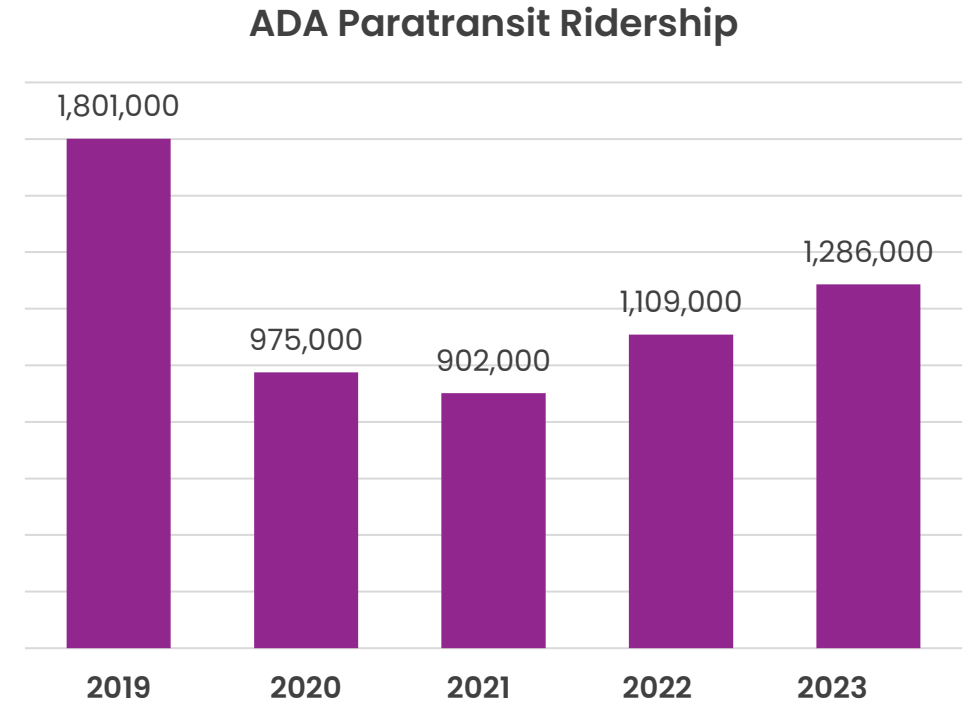


Source: Coordinated Mobility Plan Survey



# Highlights of ADA-Complementary Paratransit today

- Ridership has been steadily rebounding from the pandemic:
  - 71% of 2019 paratransit ridership
- Paratransit operation costs increased by 40% compared to 2019.
- Gaps in service coverage:
  - 13% of people with disabilities (64,500 individuals) live outside of ADA paratransit boundaries.



Source: Transit Agencies



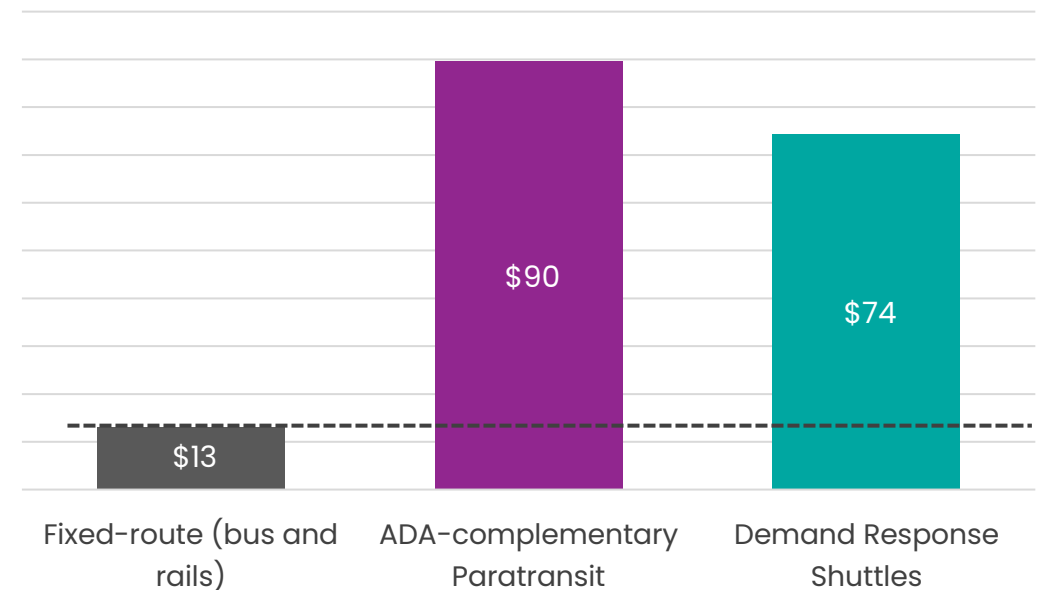
# Demand Response Shuttles

**Demand response shuttles serve riders not well served at times or locations by ADA-complementary paratransit.**

## **Examples:**

- Transportation Assistance Program
- Snoqualmie Valley Transportation
- Hyde Shuttle
- Beyond the Borders

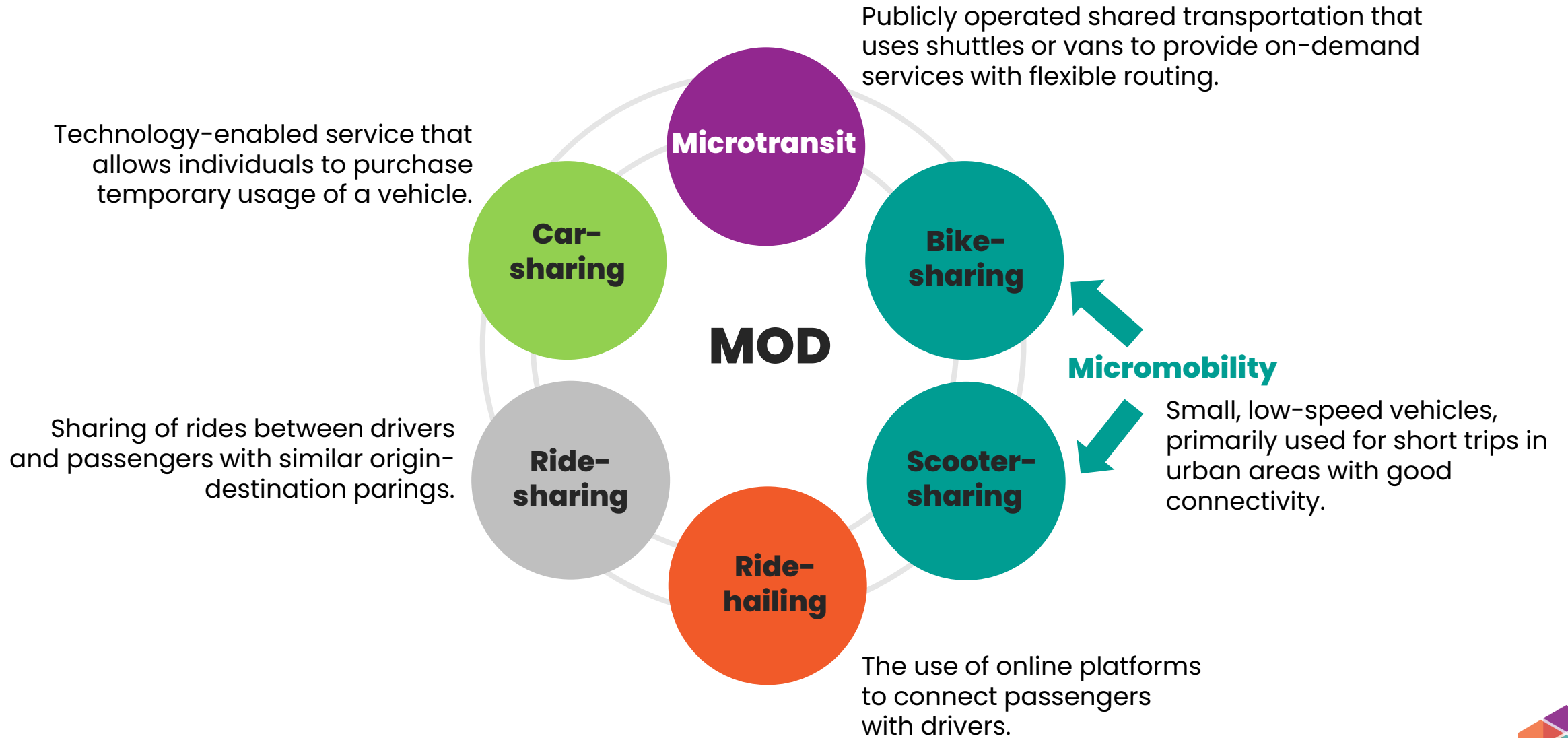
Average Operating Cost per Ride (2022)



# Mobility on Demand (MOD)



# MOD: Transportation Options on an As-Needed Basis



# Highlights of the **Mobility On Demand** Today

- MOD options are expanding to offer context-appropriate services.
- **Micromobility**, such as bike-share and scooter-share, are available in four jurisdictions.
  - The average trip duration for micromobility ranges from **8 to 12 minutes**, covering distances between **0.7 and 1.5 miles**.
- Transit agencies across the region provide a variety of **microtransit** programs.
- **Car-sharing** services are available for those who need access to a vehicle.



# Walk, Bike & Roll





# Highlights of the Pedestrian/Bicycle System Today

- Over 90% of existing transit access is in the form of walking.
- Inventory found small increases in pedestrian and bicycle facilities from 2019 to 2023, as projects were completed.
- Analysis using safety data shows higher amounts of sidewalk coverage as compared to bicycle facilities.
- Emerging analysis of level of traffic stress of bicycle facilities.



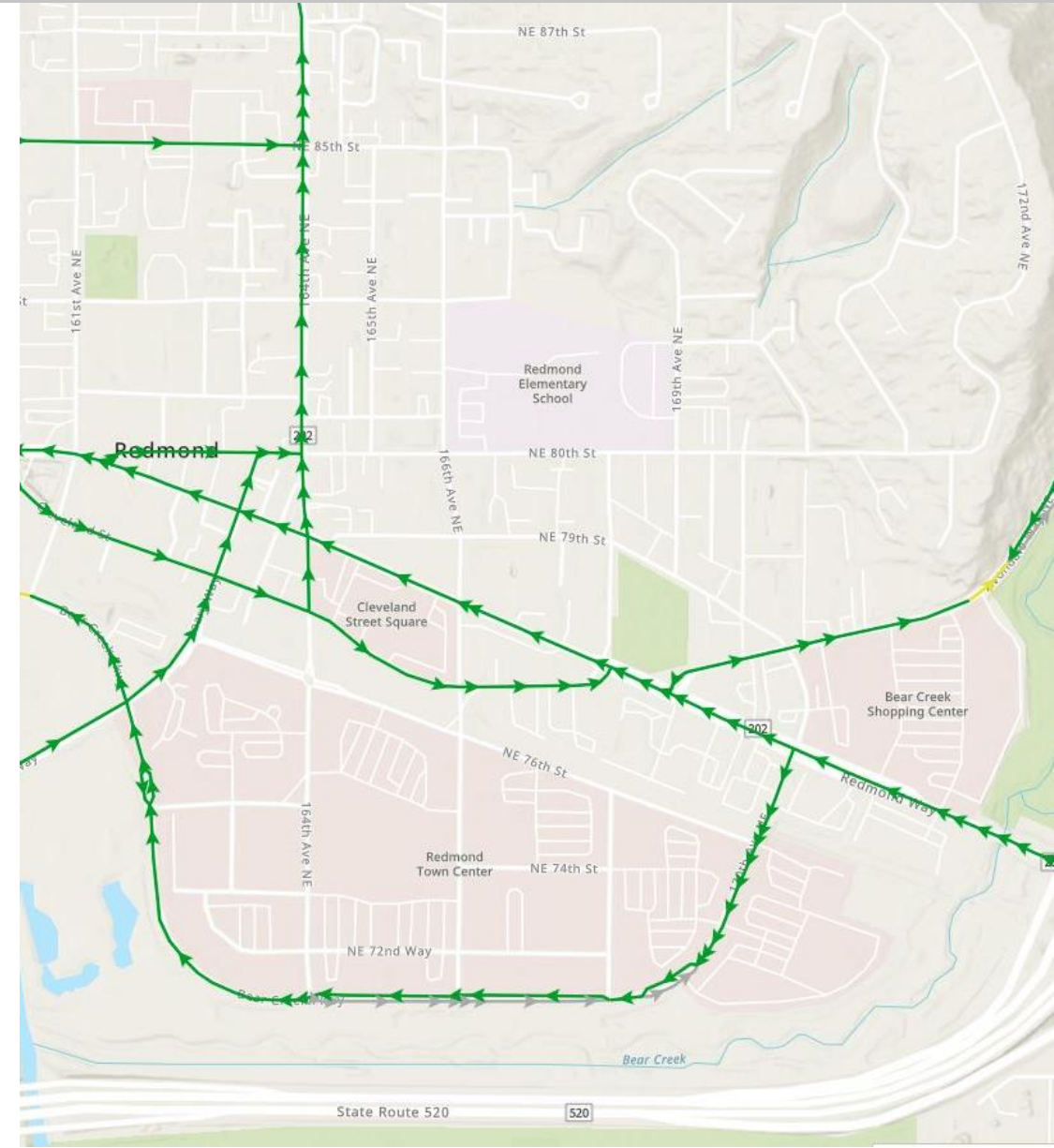
# PSRC Active Transportation Data Resources

## Ped/bike facility inventory data:

- ✓ Sidewalks/bicycle facilities on arterials:
  - Completeness,
  - Bicycle facility type
- ✓ Regional shared use paths

## Data analysis:

- Summary Statistics
- Bicycle Level of Traffic Stress (LTS)
- Facility Gap Analysis



# 2023 Ped/Bike Facility Inventory Update

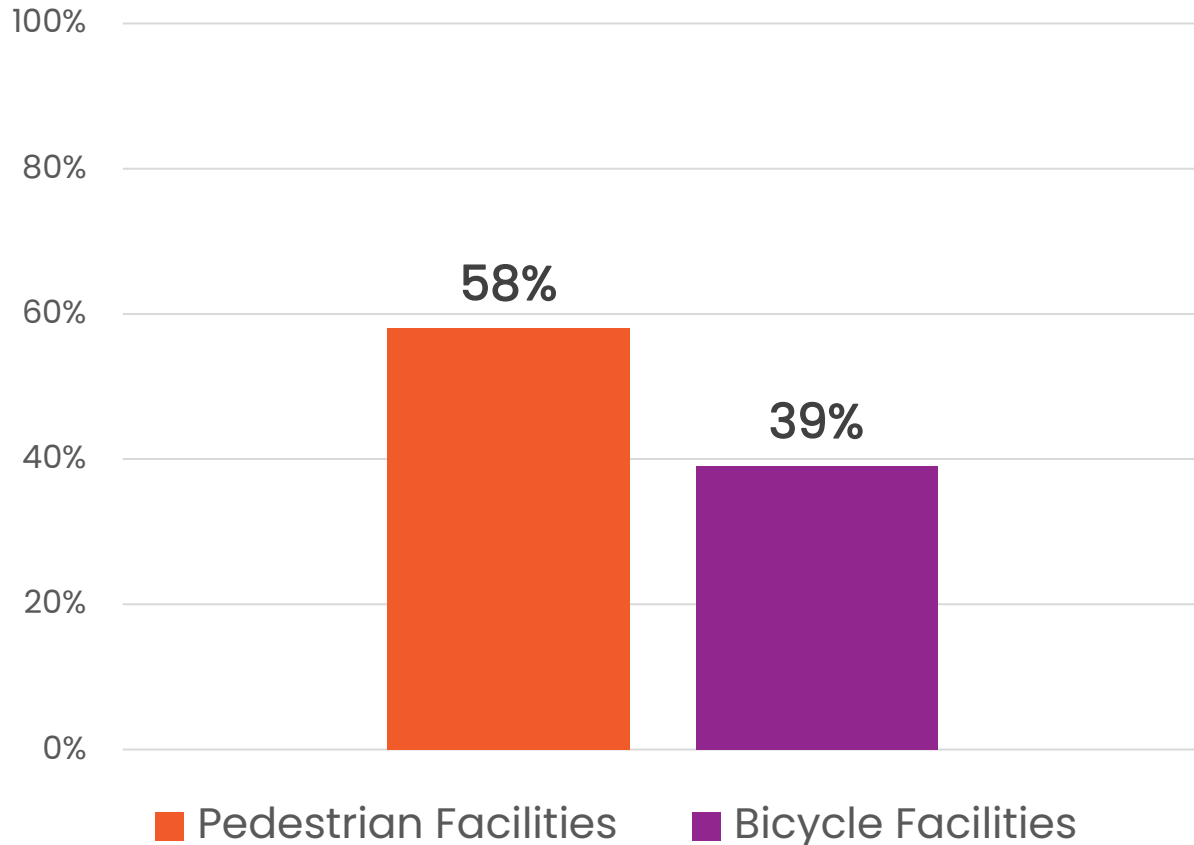
## Inventory Update Process:

- 1) Gather edits from local partners on the 2019/2020 inventory using an interactive web map.
- 2) Update the facility inventory using the edits we received.
- 3) Share the updated facility inventory with jurisdictions for a final review.



# Facility Coverage

## Percent of Facility Coverage on Arterials



## Facility Coverage:

The mileage of complete or partial ped/bike facilities divided by the mileage of roadway facilities in the given geography.

## Arterials and Above:

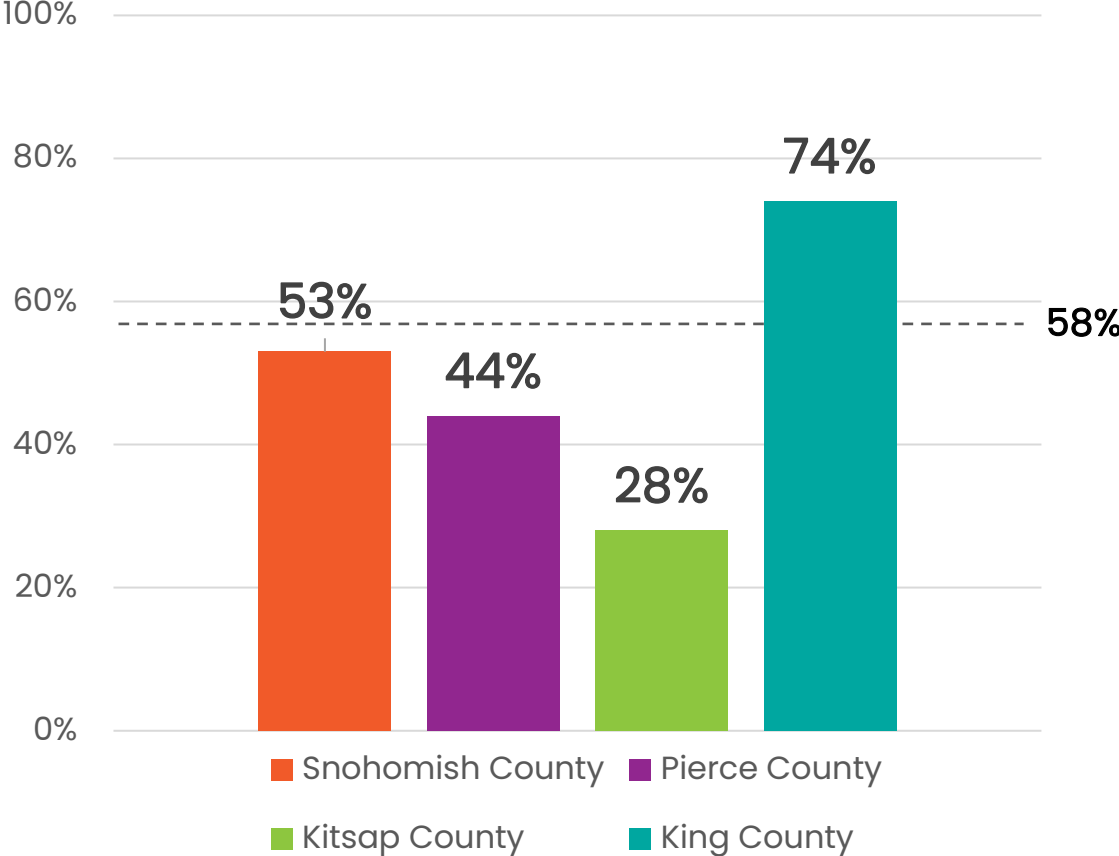
Principal and Minor Arterials with a small selection of Urban Expressway facilities along SR 99



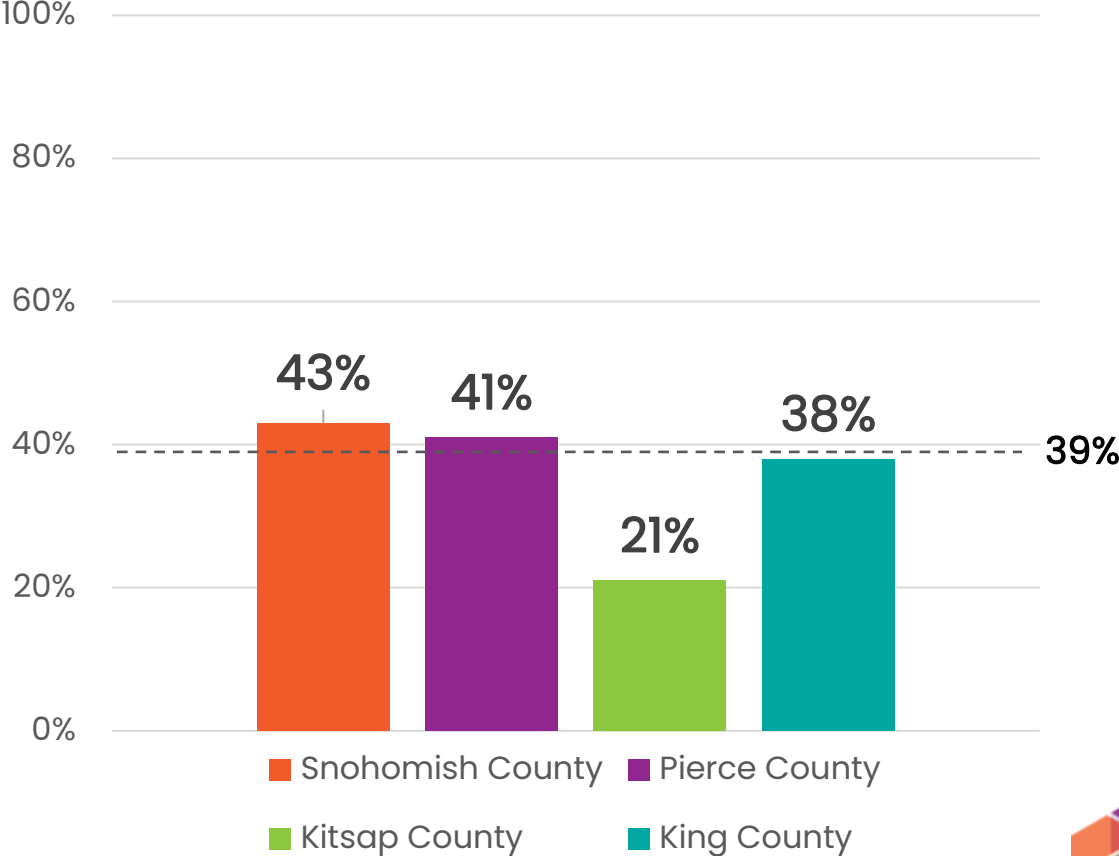
# Facility Coverage

## Percent of Facility Coverage by County

### Pedestrian Facilities

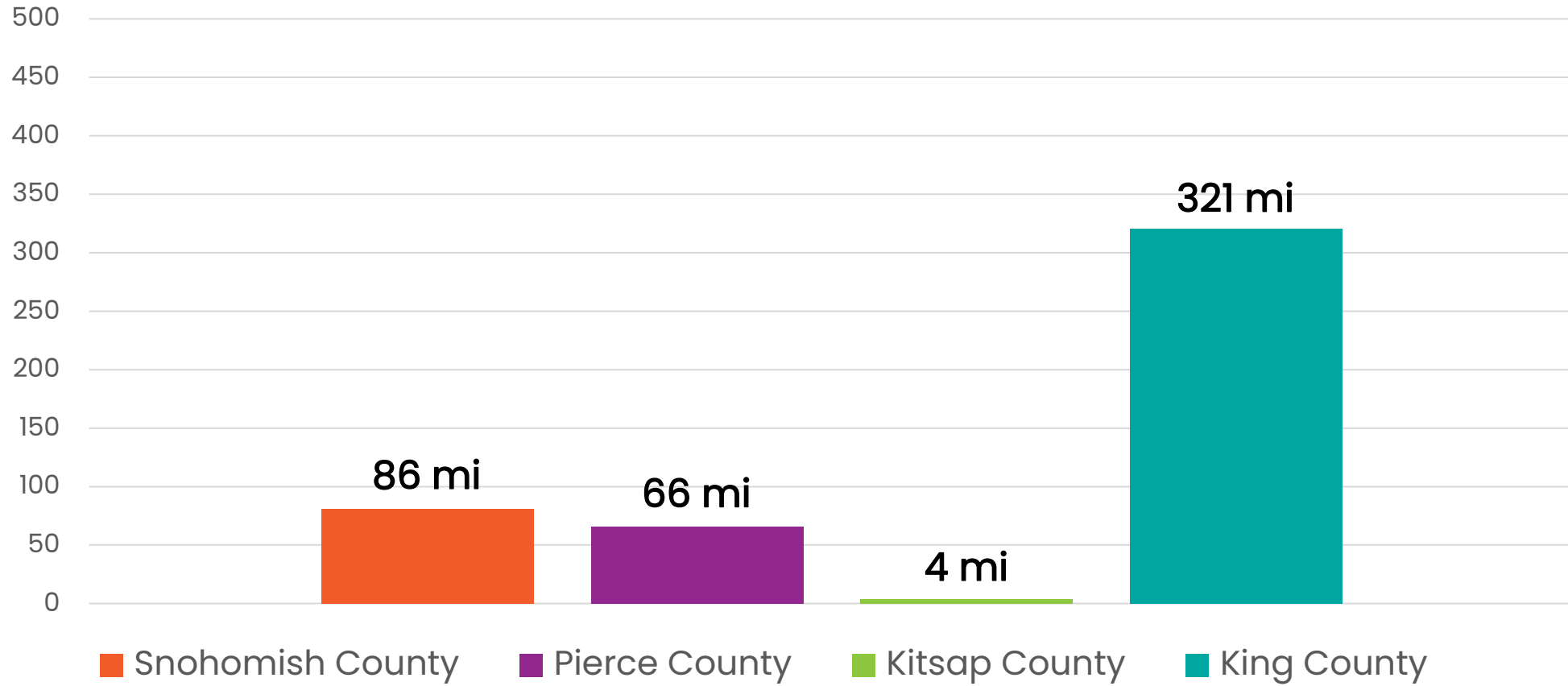


### Bicycle Facilities



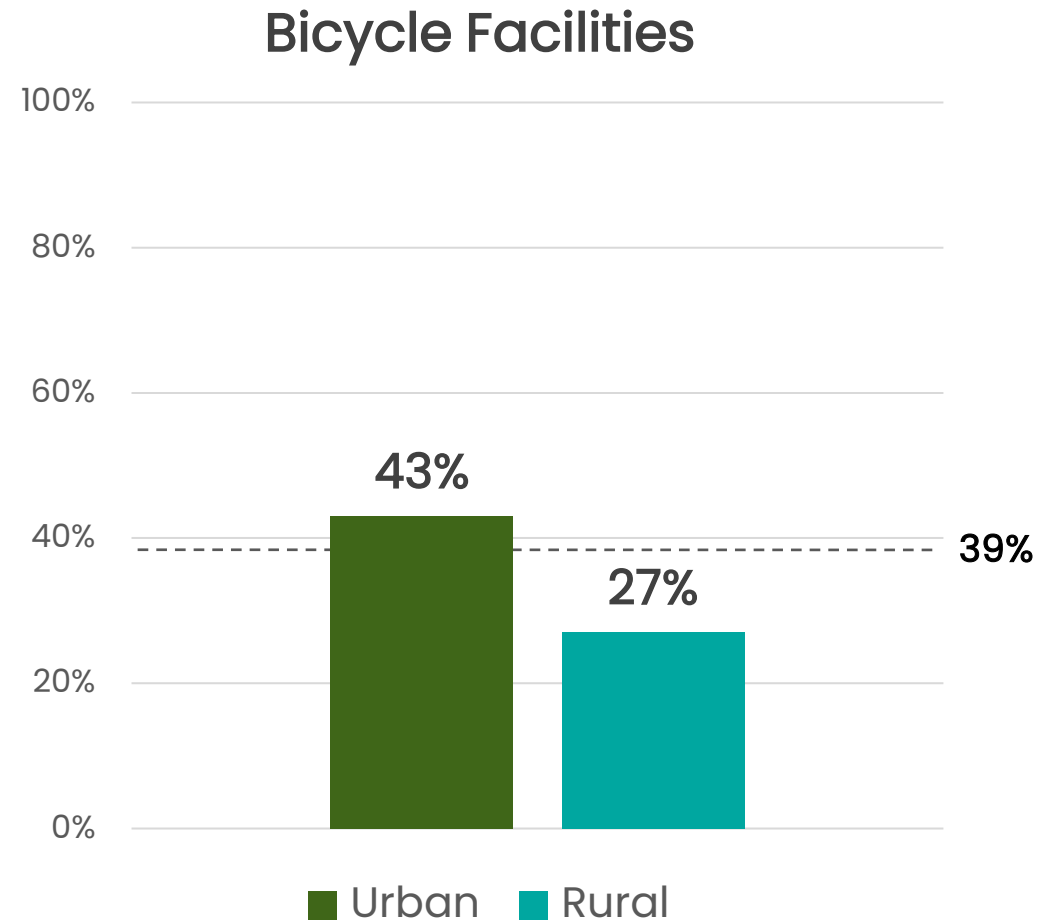
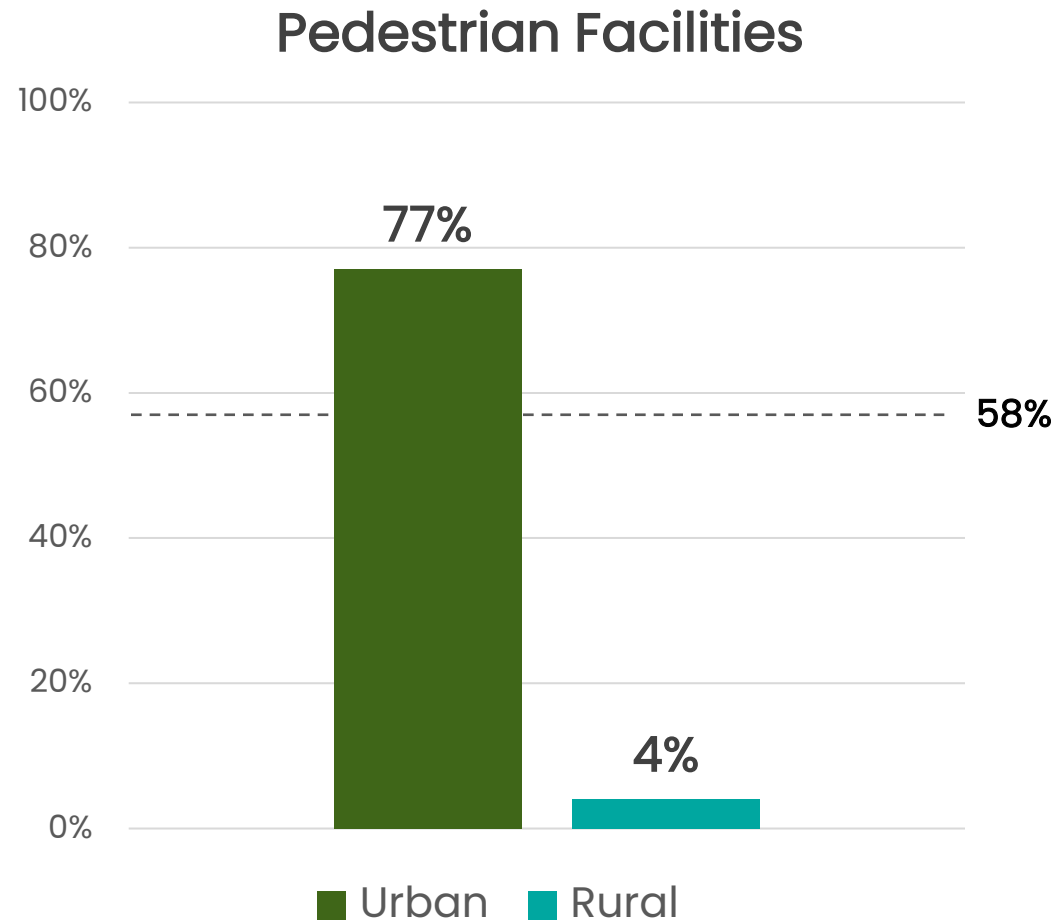
# Facility Coverage – Shared Use Path Facilities

## Shared Use Paths by County



# Facility Coverage – Urban vs. Rural

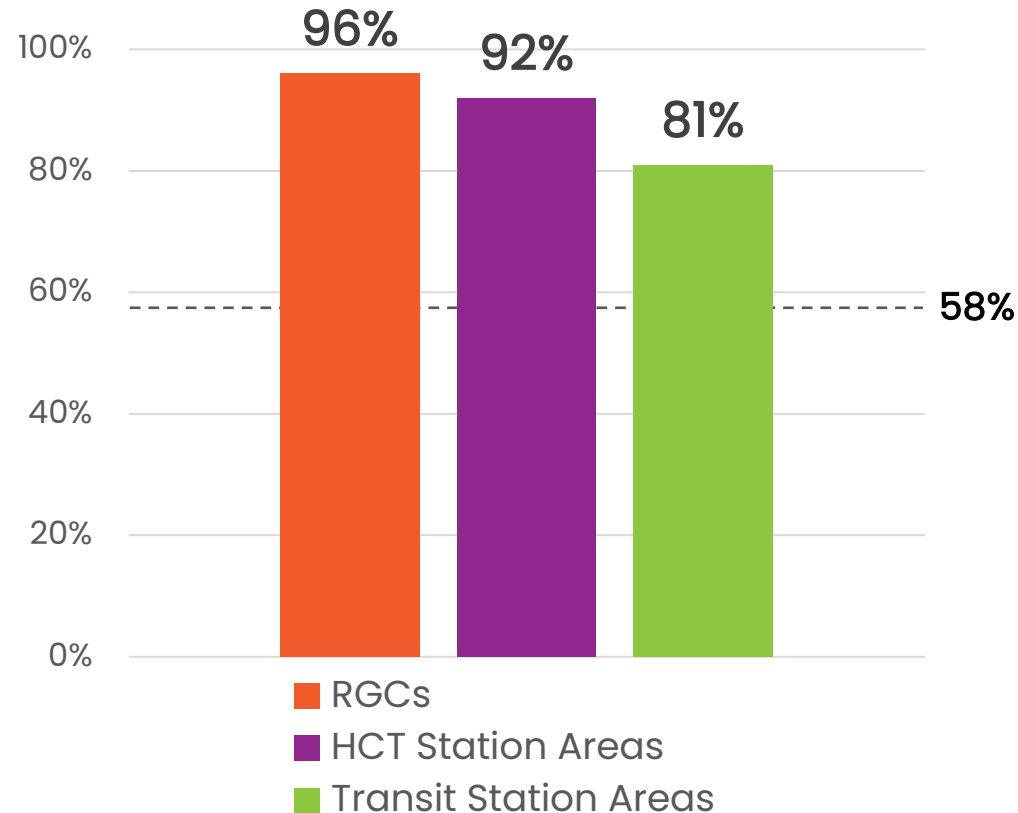
## Percent of Coverage in Urban and Rural Areas



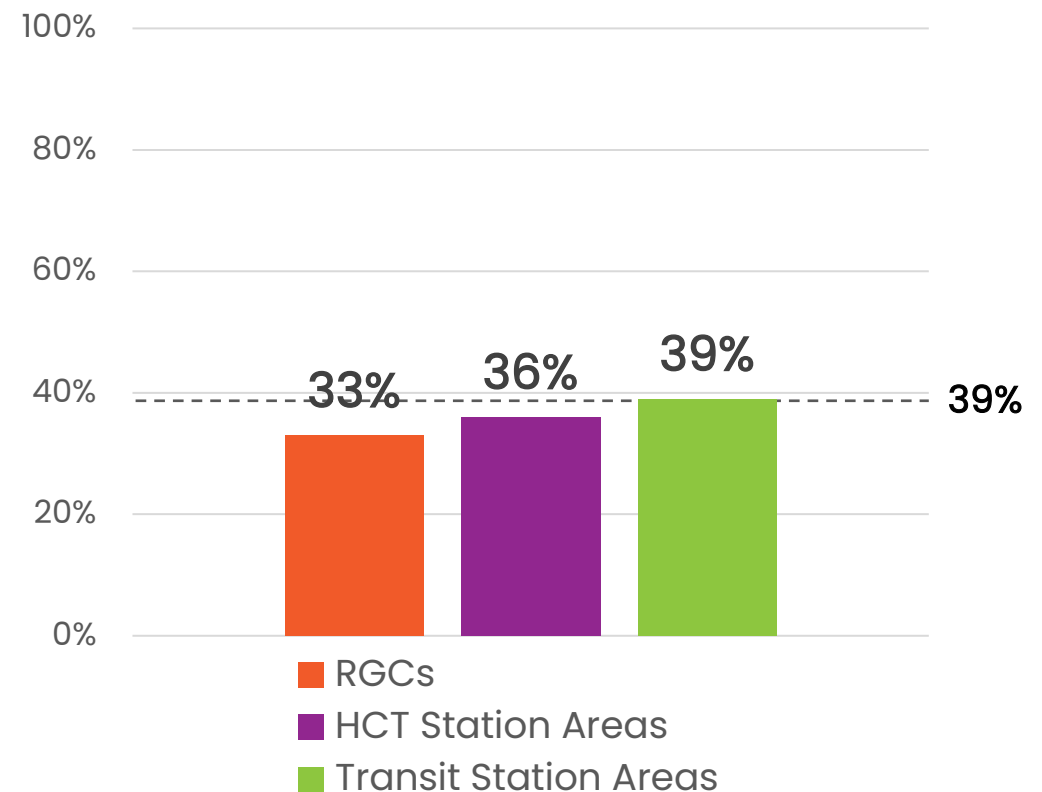
# Facility Coverage – Regional Geographies

## Coverage in Regional Growth Centers, High-Capacity Transit and general Transit Station Areas

### Pedestrian Facilities



### Bicycle Facilities

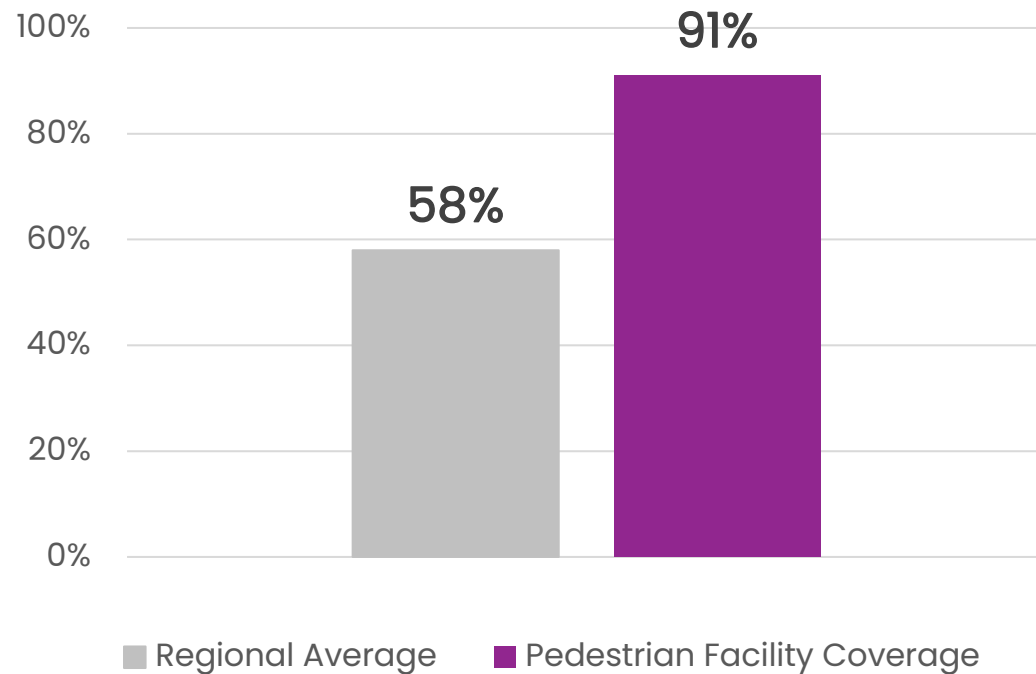




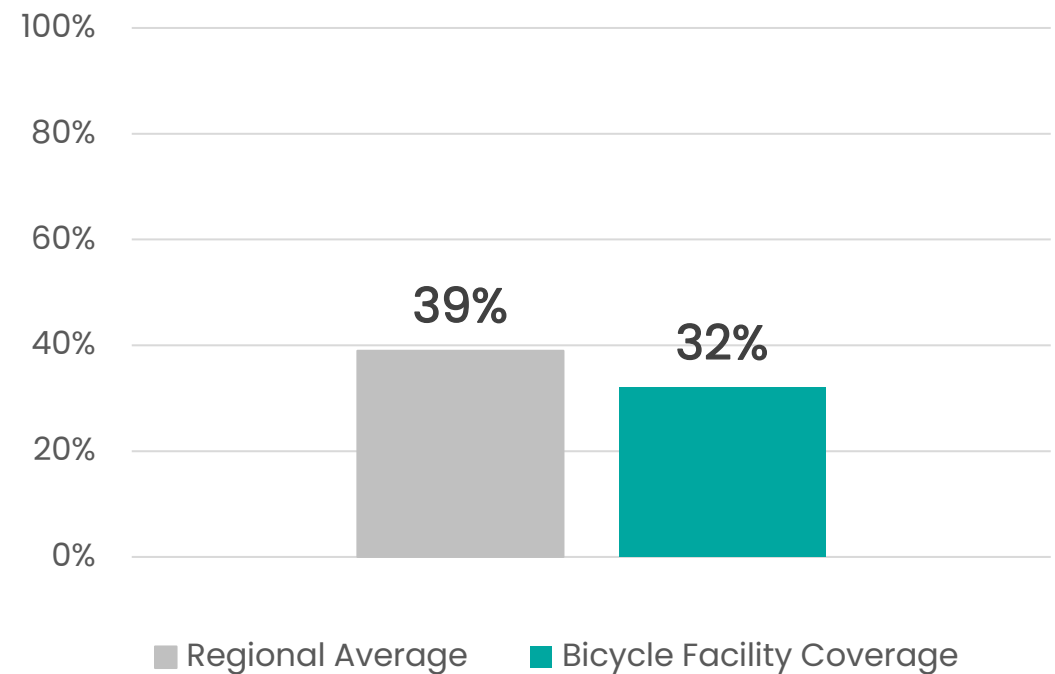
# Safety – Pedestrian and Bicycle Facilities

This analysis shows facility coverage in areas where we've seen higher rates of collisions involving pedestrians and bicycle users.

## Coverage of Pedestrian Facilities

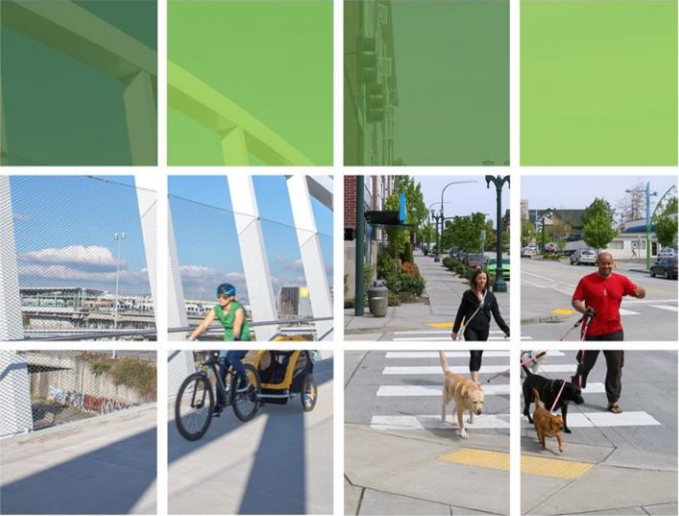


## Coverage of Bicycle Facilities



# Bicycle Facility Types

**PSRC Pedestrian and Bicycle Facility Typology**  
July 2023



Puget Sound Regional Council

**Protected Bike Lanes**



**33 Miles**

**Buffered Bike Lanes**



**19 Miles**

**Striped Bike Lanes**




**440 Miles**

**Shared Lane Markings**



**90 Miles**

**Paved Shoulders**



**519 Miles**



# Bicycle Level of Traffic Stress (LTS)

## Factors used in LTS Analysis:

- Roadway Speed
- Number of Lanes
- Bicycle Facility Type (or lack thereof)
- Slope of the Roadway



LTS 1

comfortable for all ages and abilities



LTS 2

comfortable for most adults



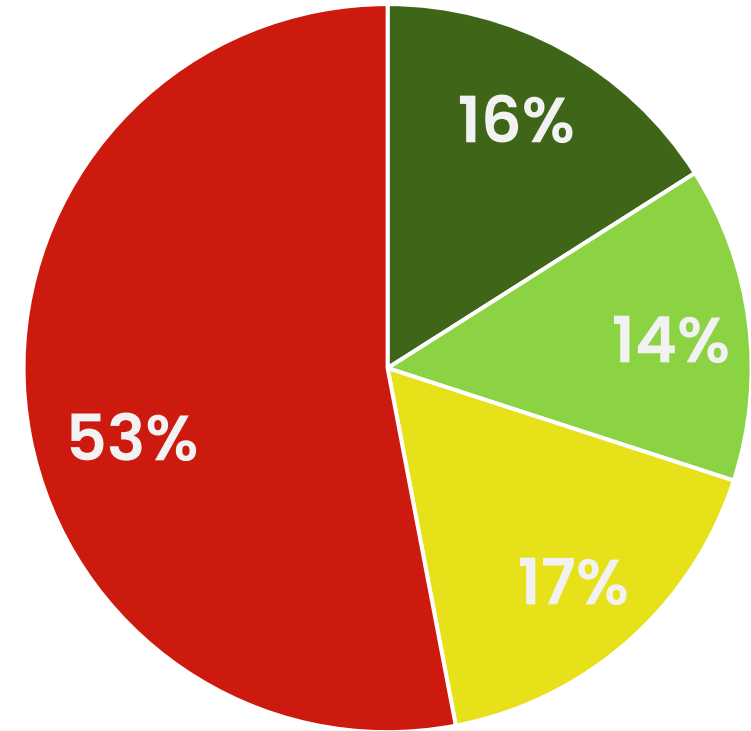
LTS 3

comfortable for confident bicyclists



LTS 4

uncomfortable for most



■ LTS 1 ■ LTS 2 ■ LTS 3 ■ LTS 4



# Bicycle and Pedestrian System Gap Analysis

CATEGORY	ROADWAY DEFINITION
1	<ul style="list-style-type: none"> <li>• Has No or Partial Facilities</li> <li>• AND is on the High-Injury Network for Ped/Bike Collisions</li> <li>• AND is in an Equity Focus Area*</li> </ul>
2	<ul style="list-style-type: none"> <li>• Has No or Partial Facilities</li> <li>• AND is on the High-Injury Network for Ped/Bike Collisions</li> </ul>
3	<ul style="list-style-type: none"> <li>• Has No or Partial Facilities</li> <li>• AND is in an Equity Focus Area*</li> </ul>
4	<ul style="list-style-type: none"> <li>• Has No or Partial Facilities</li> </ul>
5	<p>For Bicycle Facilities <b>only</b></p> <ul style="list-style-type: none"> <li>• Has Complete Facilities</li> <li>• AND has a High Level of Traffic Stress</li> </ul>

## Pedestrian Facility Gaps

Miles of Gaps by Category	
1	27
2	5.5
3	882
4	785

## Bicycle Facility Gaps

Miles of Gaps by Category	
1	100
2	17
3	1,222
4	806
5	614

\*For this analysis, EFA only Includes People of Color and People with Low-Incomes



# Summary and Discussion

- Identified coverage and gaps in transit, bicycle / pedestrian and related services in the current system
- Upcoming meetings will cover other elements of the current transportation system (March – April)
- To the extent feasible, an assessment of the future system will be conducted once proposed investments are identified (May – June)
  - *Including board discussion and direction on needs of the system moving forward, what to include / identify in the RTP*

***Board feedback on inventory data and gap analysis?***



# Thank You!



Puget Sound Regional Council