

Regional Transportation Plan and Project Selection Next Steps

Regional Project Evaluation Committee

June 26, 2026



Puget Sound Regional Council

Today's Briefing

- Regional Transportation Plan (RTP) action items
- RTP direction for project selection
 - *Overview of Active Transportation Plan*
- Overview of new Opportunity Index
- Next steps



unanimously adopted May 28, 2026



Regional Transportation Plan Action Items

- Transportation Finance – ongoing work program to advance transportation funding options, particularly to address local needs
- Maintenance and Preservation – continued work to improve estimation methodologies and data collection
- Climate – advance implementation of the Comprehensive Climate Action Plan; advance work to address climate impacts and vulnerabilities of the transportation system



Regional Transportation Plan Action Items

- Future system gaps – explore opportunities to address gaps in the future system, e.g. addressing transit gaps in alignment with the 2030 VISION and RTP update
- Safety – advance implementation of the Regional Safety Action Plan
- Rural transportation issues – review and analyze current and future rural transportation issues and needs, including available infrastructure, services and growth impacts



Regional Transportation Plan Action Items

- Performance measurement and monitoring – continue improving data collection, analysis and monitoring of existing and new performance measures as applicable
- Transportation technologies – monitor and advance emerging transportation technologies, as well as the challenges and evolution of current technologies

➤ *Future RPEC briefings as these work programs are developed*



Direction for Project Selection

The RTP identifies elements to inform project selection --

➤ *from the **Regional Safety Action Plan***

- Regional and local high injury networks
- Vulnerable roadway users
- Safe System Approach and proven safety countermeasures

➤ *from the **Active Transportation Plan***

- Inventories and analyses
- Typologies
- Level of traffic stress



Other Improvements and Updates for 2027

- Align project selection process with current state and **federal requirements**
 - *Develop innovative ways to assess how transportation projects are addressing the needs of underserved communities*



Active Transportation Plan



2026 Active Transportation Plan

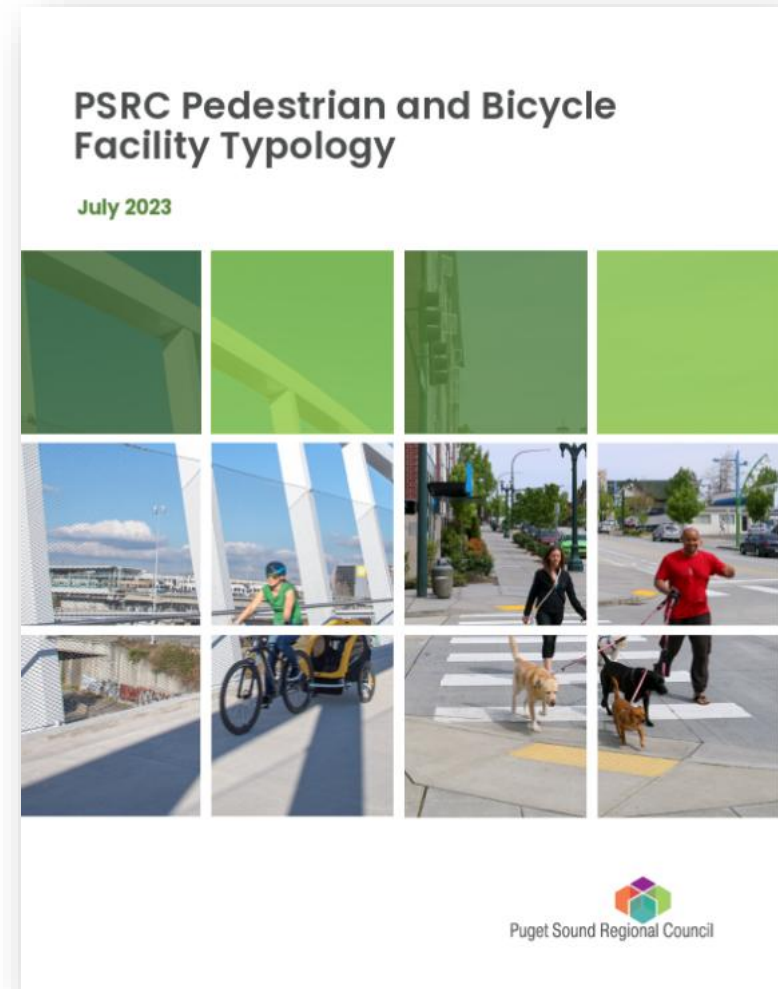
- Contains information from the current and future system reports.
- Expands on RTP information to include greater detail on ped/bike infrastructure.
- Identifies street segments with high Levels of Traffic Stress (LTS) and the Ped/Bike High-Injury Network.



2023 Pedestrian and Bicycle Facility Typology

1. Informs PSRC's data collection and analysis work
2. Encourage more consistent terminology and data collection across the region
3. Includes some contextual guidance on appropriate facilities

Compiles design guidance from NACTO, AASHTO, FHWA and WSDOT



2023 Ped/Bike Facility Typology

PSRC Staff worked with the BPAC to come to a consensus on:

- The definition and purpose
- Other names for said facility type
- Additional design guidance referenced
- Examples to highlight across the Puget Sound Region



Bicycle Facilities⁴

Mapping Category: High Separation



Type: Protected Bike Lanes

Definition

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.

Purpose

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 health and maximize social capital.

Additional Guidance

- ▶ Reference: [NACTO's Urban Bikeway Design Guide](#).
- ▶ 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

Local Examples

- ▶ 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.

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".



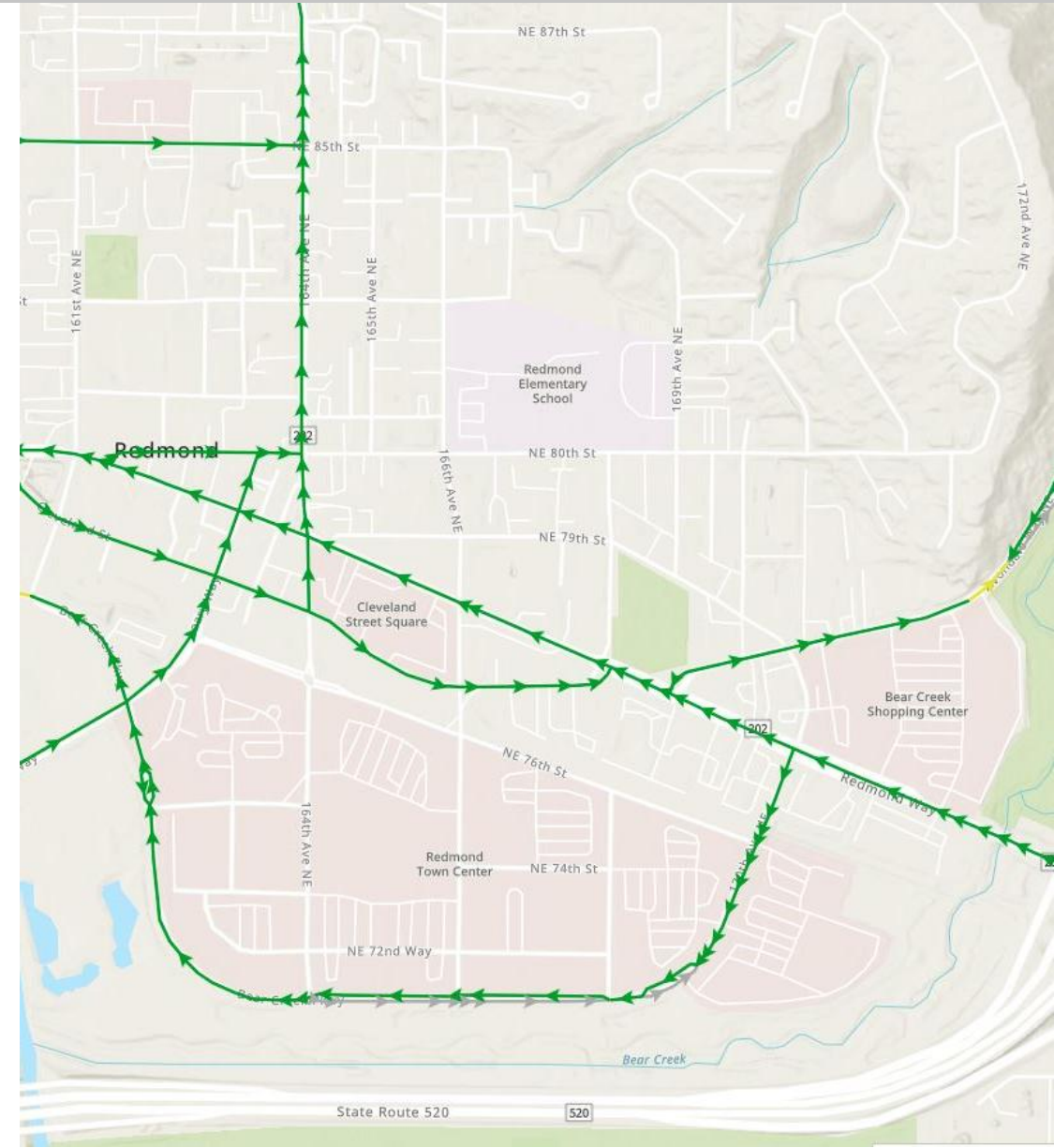
PSRC Active Transportation Data Resources

Ped/bike inventory data:

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

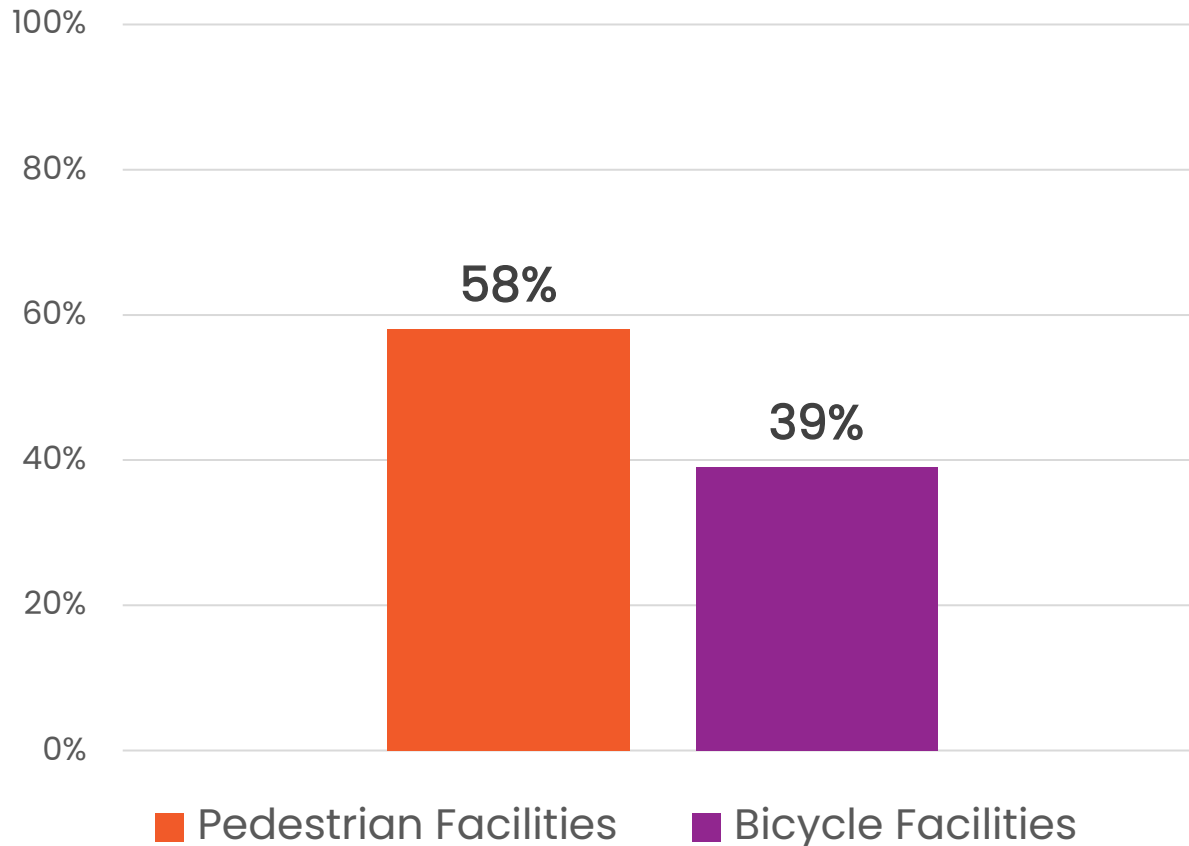
Related data and analysis:

- Household Travel Survey (HTS)
- ADA Transition Plan Inventory
- Bicycle Level of Traffic Stress (LTS)
- Facility Gap Analysis



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



Analysis in the Active Transportation Plan



Explored the mileage and coverage for:

- Four counties
- Urban and rural areas
- Regional Growth Centers
- HCT and all transit station areas
- Pedestrian/Bicycle High Injury Network
- Different demographic groups



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

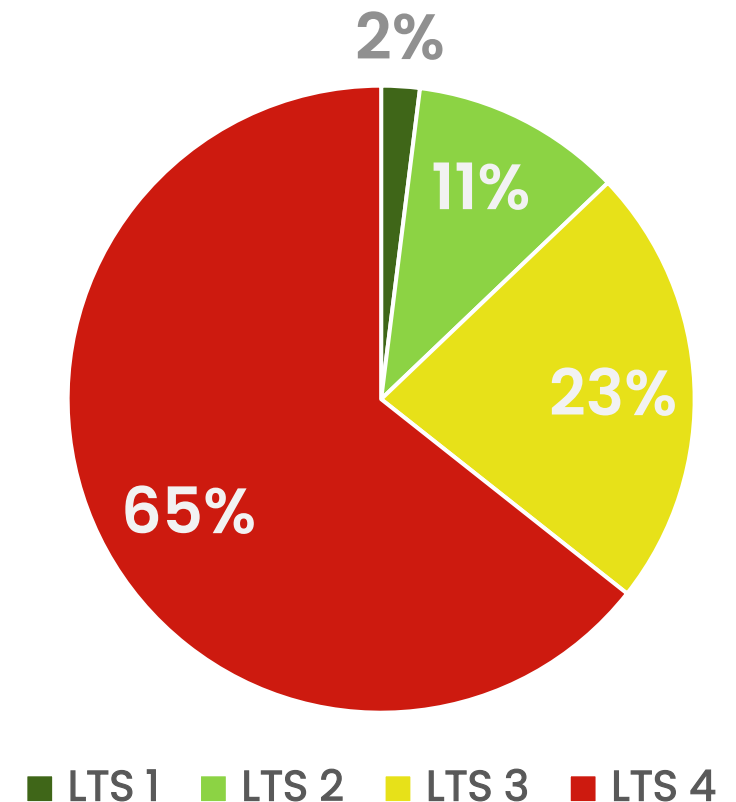
comfortable for
confident bicyclists



LTS 4

uncomfortable for
most

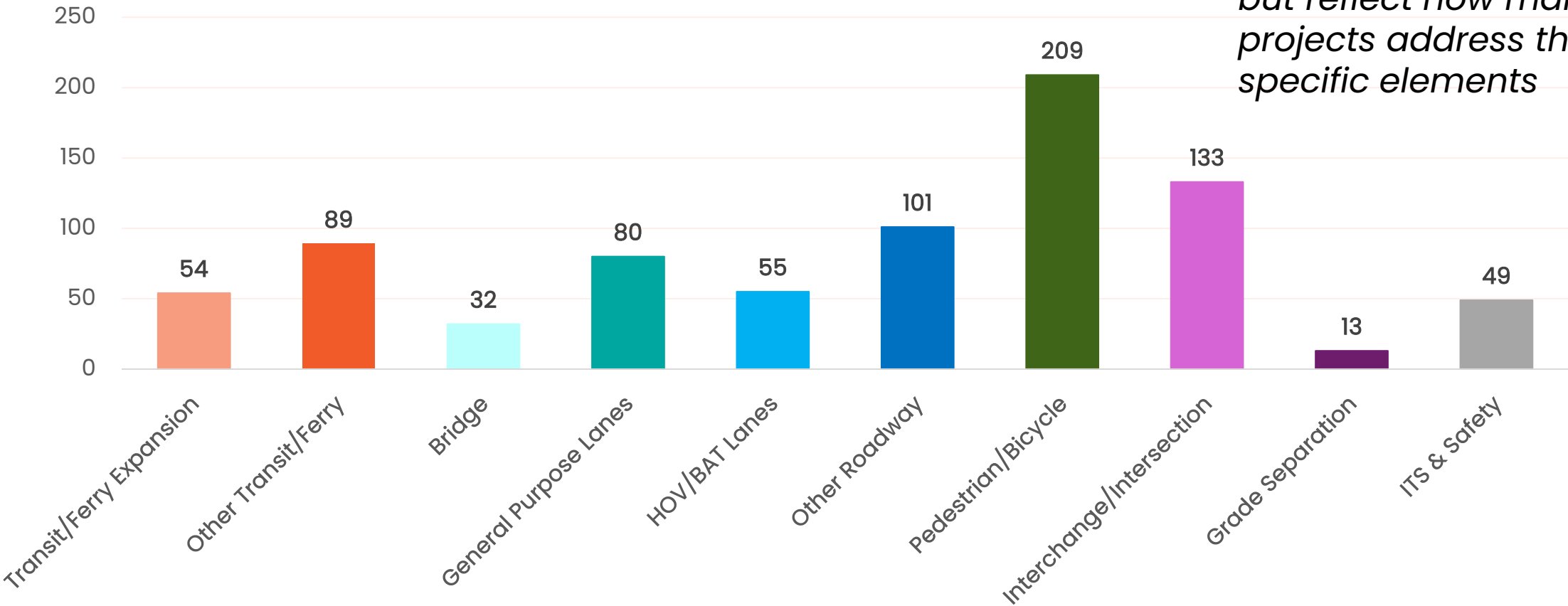
LTS for Principal & Minor Arterials



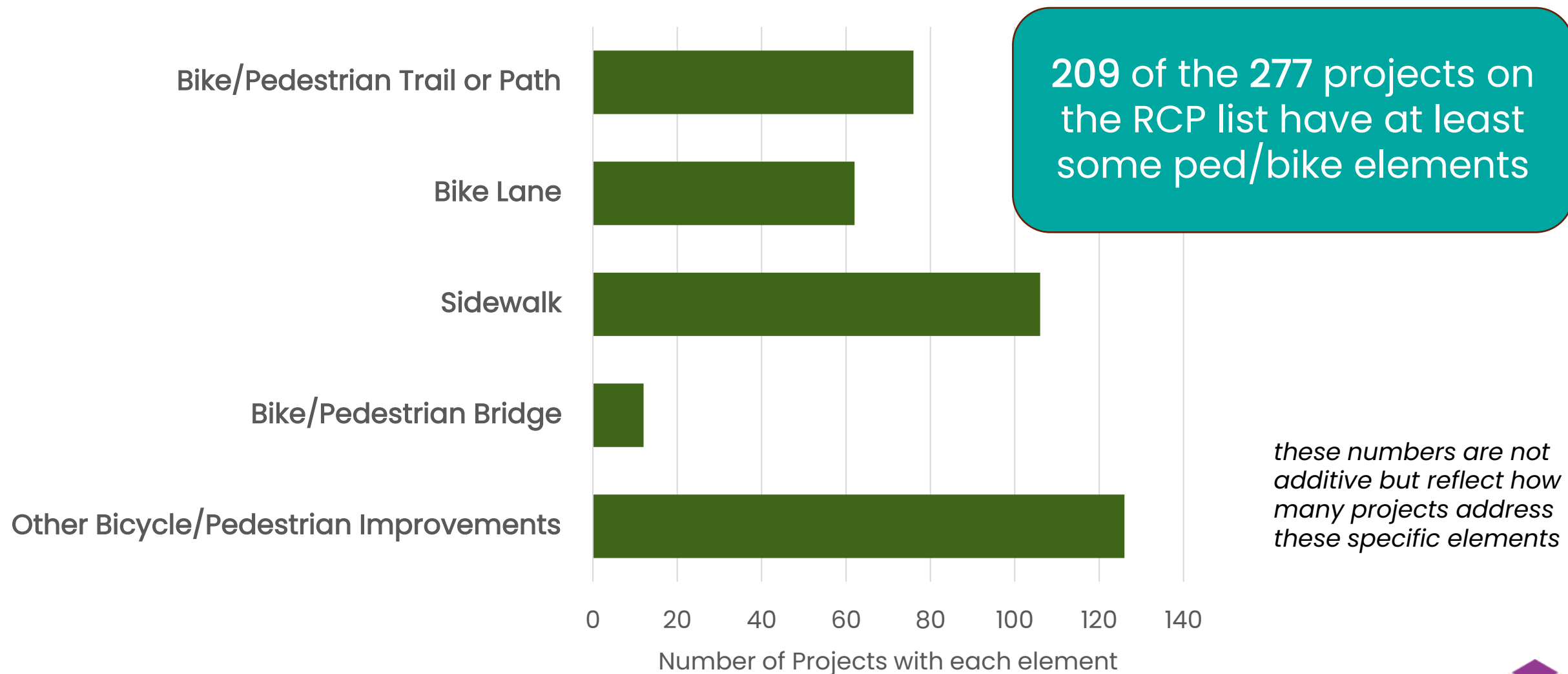
RTP Regional Capacity Projects

Number of projects including these scope elements

Individual projects do many things; these numbers are not additive, but reflect how many projects address these specific elements



Ped/Bike Regional Capacity Projects by Type



ATP and Project Selection Process – Next Steps



PSRC staff will:

1. Review ped/bike-related project evaluation criteria
2. Identify opportunities where the ATP can inform the criteria
3. Seek feedback from the Bicycle Pedestrian Advisory Committee on suggested updates
4. Bring feedback back to RPEC



Align with current requirements – Opportunity Index

- Develop innovative ways to assess how transportation projects are addressing the needs of underserved communities
- Identify locations with barriers and challenges experienced by underserved communities
 - *Focus on outcomes and transportation disparities rather than individual characteristics*
 - New **Opportunity Index** developed in collaboration with the Equity Advisory Committee



Recommended Final Indicators



Transportation System

- ▶ Access to Living Wage Jobs via Transit
- ▶ Access to a vehicle
- ▶ Sidewalk Completeness
- ▶ Historic Transportation Investments
- ▶ Access to Paratransit and ADA service



Amenities

- ▶ Proximity to Healthy Food
- ▶ Proximity to Parks
- ▶ Proximity to Medical Care
- ▶ Proximity to Libraries



Housing

- ▶ Homeownership
- ▶ Renter Cost Burden
- ▶ Housing Vouchers
- ▶ SNAP or Public Assistance Income

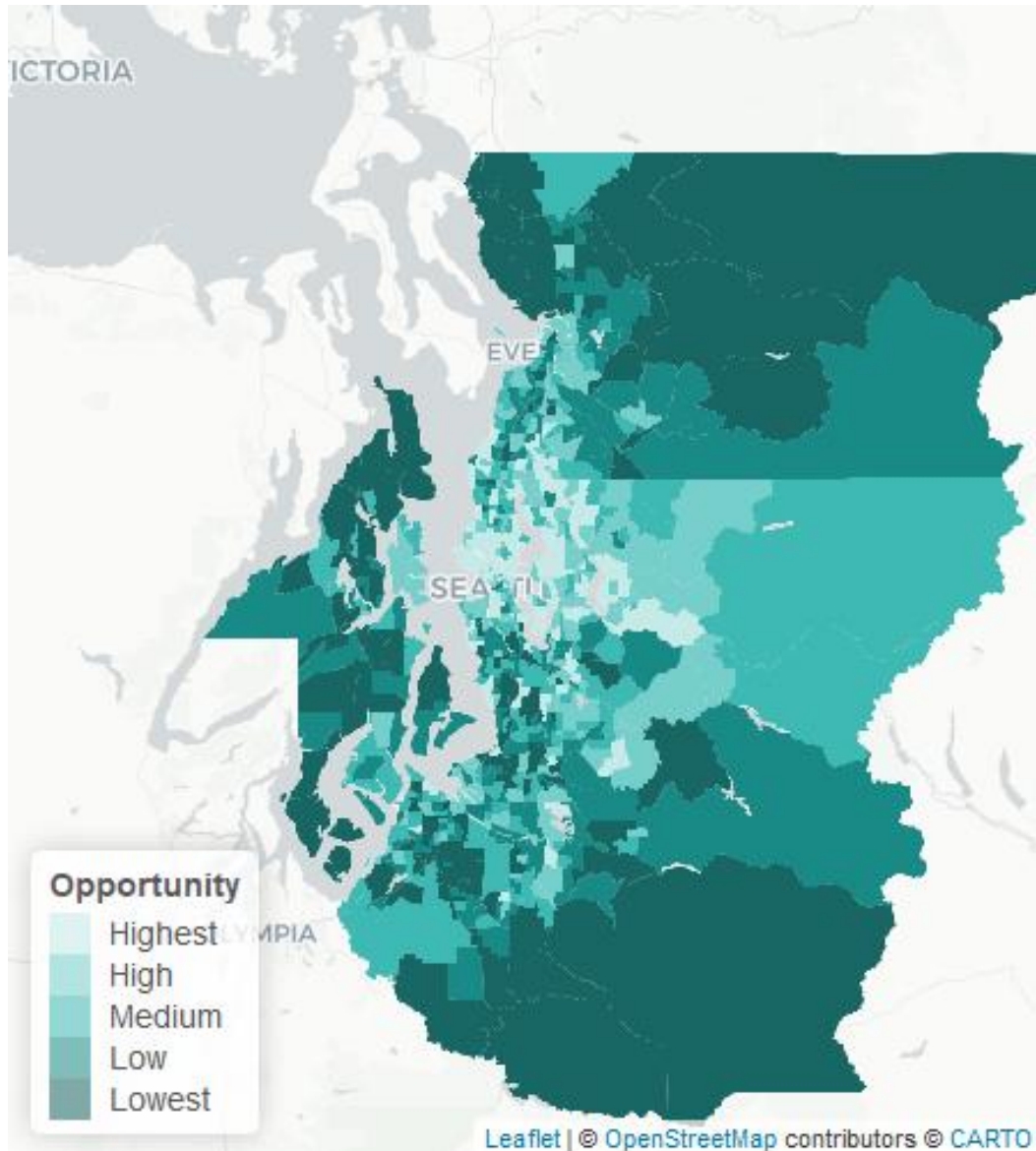


Economic

- ▶ Poverty
- ▶ Unemployment Rate
- ▶ High School Graduation Rate
- ▶ Access to the Internet
- ▶ Transportation Revenue Potential



Recommended Final Opportunity Index



The summation of the recommended eighteen (18) indicators combined into one value. **The darker the color in the map, the higher the need**

[Draft Opportunity Index Web Map](#)



Incorporating into Project Selection

- Further collaborated with the Equity Advisory Committee on incorporating the Opportunity Index into the project evaluation criteria for PSRC's FHWA funds
 - *Will be woven throughout all criteria, similar to 2024 process*
 - *Will assess how projects are addressing needs / providing improvements in areas of Low/Lowest Opportunity*



Next Steps

- Introductory discussions with PSRC advisory committees in June
- More detailed discussions and proposed criteria revisions anticipated July – September
- Board briefings in the Fall on the next Policy Framework for PSRC's Federal Funds
 - Adoption in January 2027

