

2027 Project Selection Process Evaluation Criteria Updates

Regional Project Evaluation Committee
August 28, 2026



Puget Sound Regional Council

Reminders from June – Background

Board direction on elements to inform project selection --

- *the **Regional Safety Action Plan** and prioritizing regional and local high injury networks*
- *the **Active Transportation Plan** and incorporating facility typologies and level of traffic stress*
- *Alignment with current state and **federal requirements** and developing new ways to address the needs of underserved communities*



Reminders from June – Regional Safety Action Plan



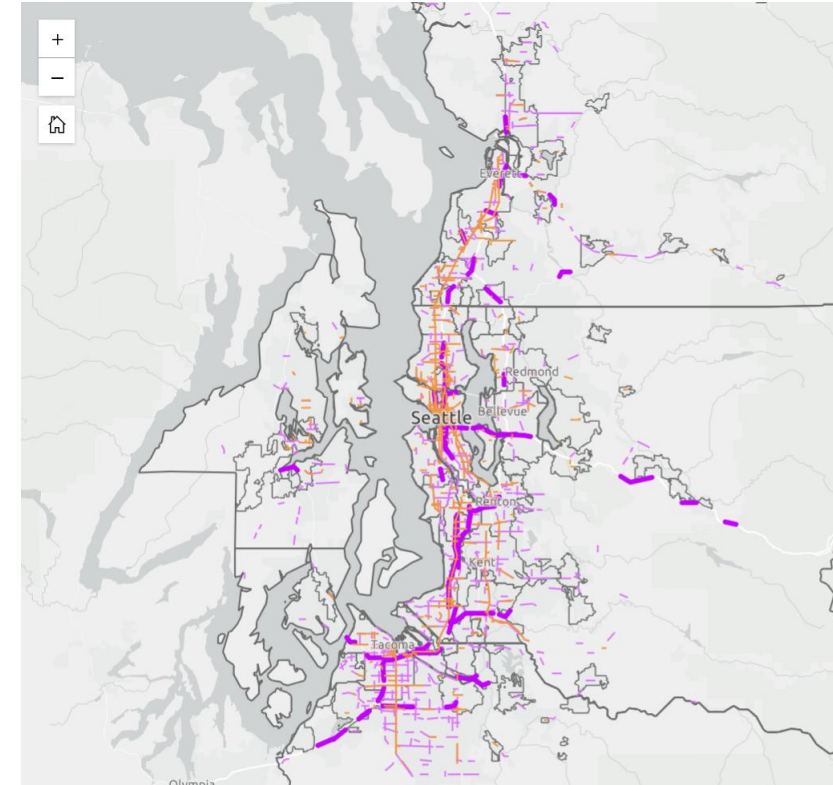
Direction for further alignment of PSRC's project selection process with the RSAP:

- Prioritizing improvements on state, regional and/or local high injury networks
- Improving safety for vulnerable roadway users
- Incorporating the Safe System Approach and proven safety countermeasures



Regional Safety Action Plan & Criteria – Draft Updates

- Safe System Approach, FHWA proven safety countermeasures, vulnerable road users already incorporated in criteria (among other elements)
- *Higher points for projects improving safety on facilities identified on a state, regional or local High Injury Network*
- *Higher points for projects improving safety on facilities identified on a state, regional or local Pedestrian / Bicycle High Injury Network*



Reminders from June – Active Transportation Plan

PSRC Pedestrian and Bicycle Facility Typology

July 2023



Bicycle Facilities

Mapping Category: Moderate Separation



Type: Striped Bike Lanes

Definition

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.

Purpose

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.

Additional Guidance

- ▶ Reference: [NACTO's Urban Bikeway Design Guide](#).
- ▶ Striped bike lanes are most helpful on streets with $\geq 3,000$ 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 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.

Local Examples

- ▶ Washington Ave in Downtown Bremerton from 5th St to Manette Bridge.
- ▶ Washington Blvd between SR 104 and Central Ave in Kingston.
- ▶ Hoyt Ave between Pacific Ave and Everett Ave in Everett.

The Pedestrian and Bicycle Facility Typology:

1. Informs PSRC's data collection and analysis work
2. Encourages 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



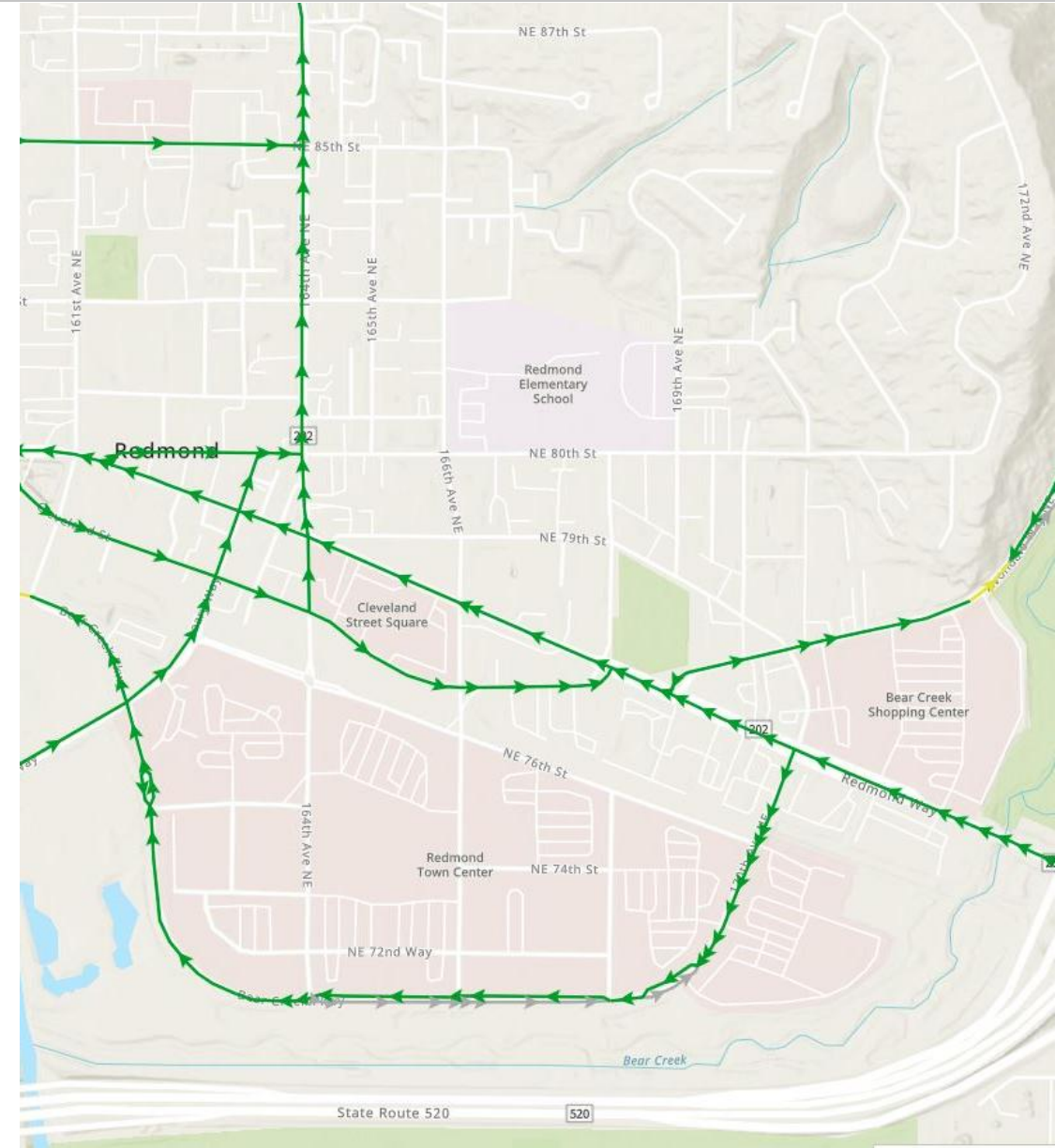
Reminders from June – Active Transportation Plan

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



Reminders from June – Active Transportation Plan

Factors used in Level of Traffic Stress (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

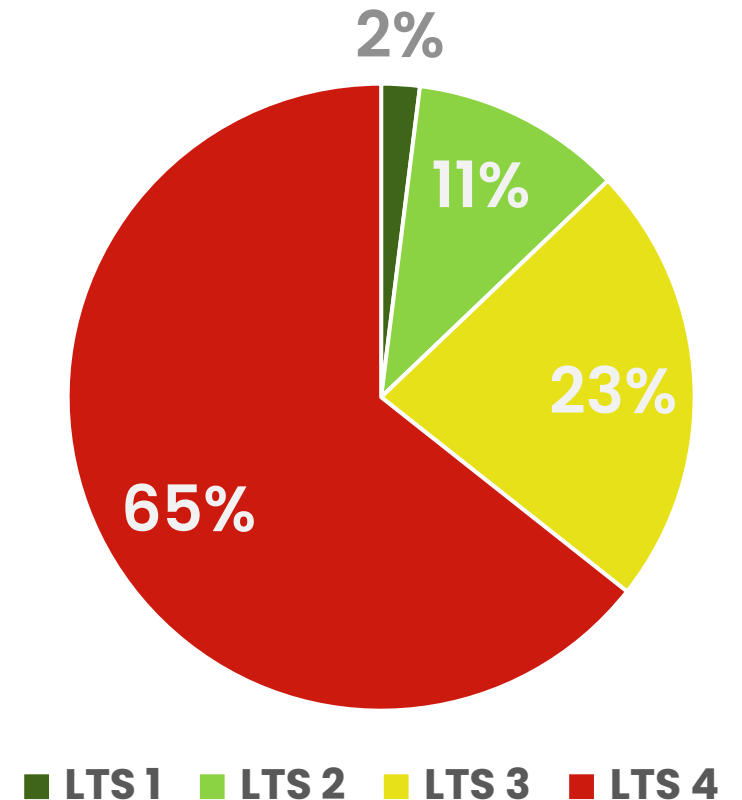
comfortable for
confident bicyclists



LTS 4

uncomfortable for
most

LTS for Principal & Minor Arterials



Active Transportation Plan & Criteria – Status Report

1. Review of pedestrian/bicycle-related project evaluation criteria underway
2. Identifying opportunities where the ATP can inform the criteria
 - ❖ *For Regional, Countywide and Nonmotorized Set-Aside processes*
3. Seeking feedback from the Bicycle Pedestrian Advisory Committee on suggested updates
4. Will share proposed improvements with RPEC and Countywide forums in September / October



Reminders from June – Opportunity Index

Purpose =

- 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
- Align with current federal, state guidance and requirements



Reminders from June – Opportunity Index

Process and Outcomes =

- New **Opportunity Index** developed in collaboration with the Equity Advisory Committee
- ***Focused on outcomes and transportation disparities rather than individual characteristics***



Reminders from June – Opportunity Index Categories



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

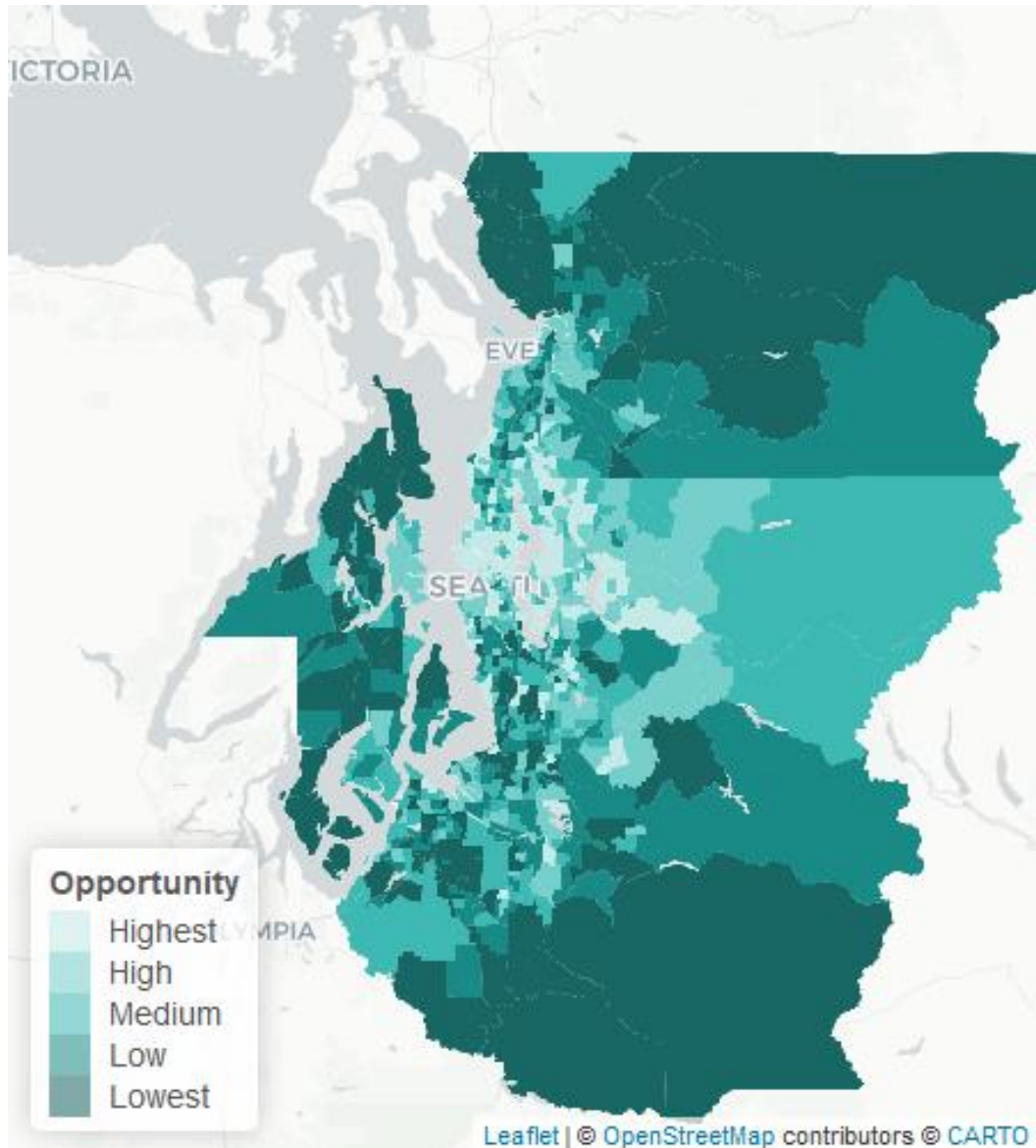


Economic

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



Reminders from June – Opportunity Index

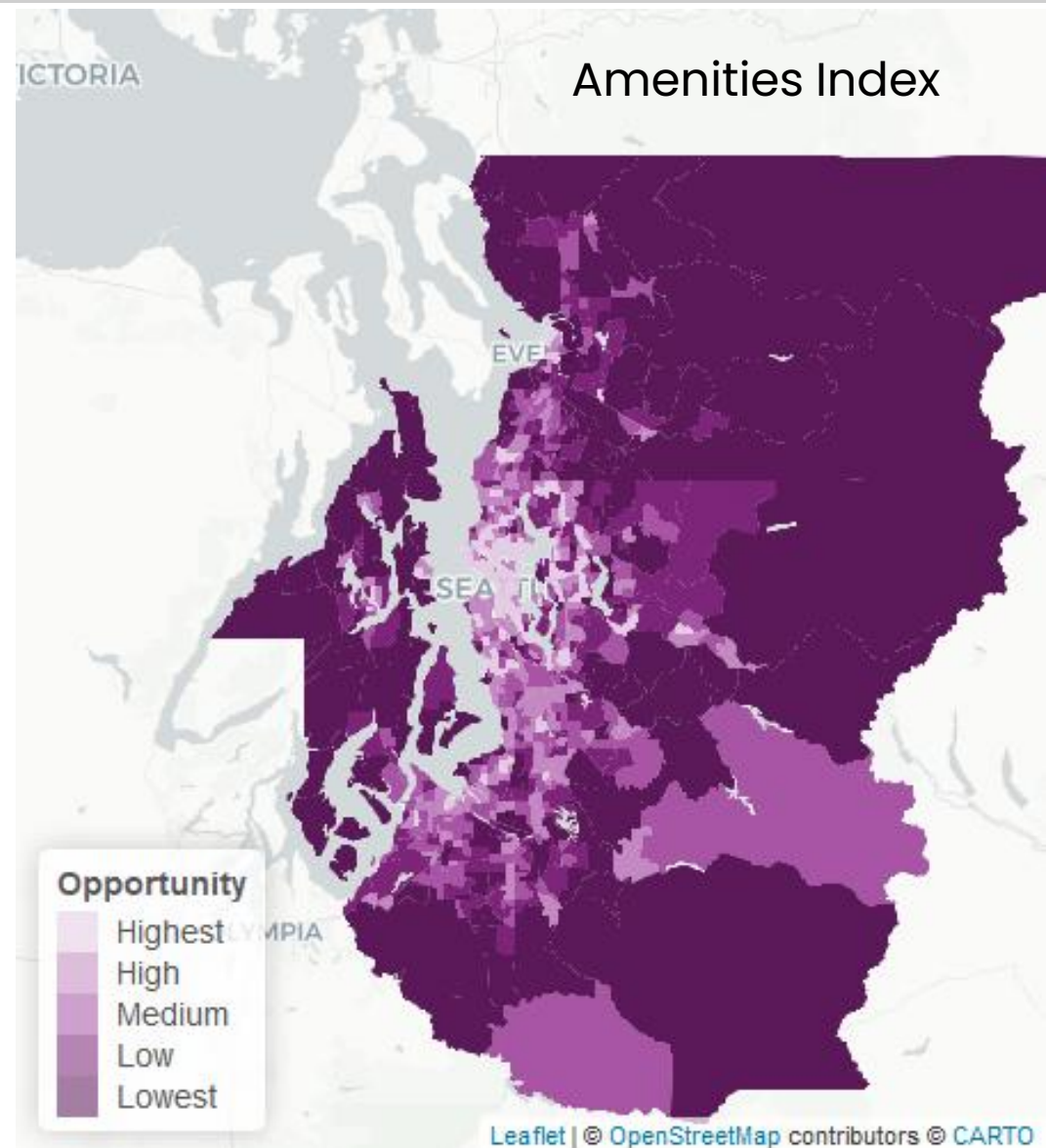
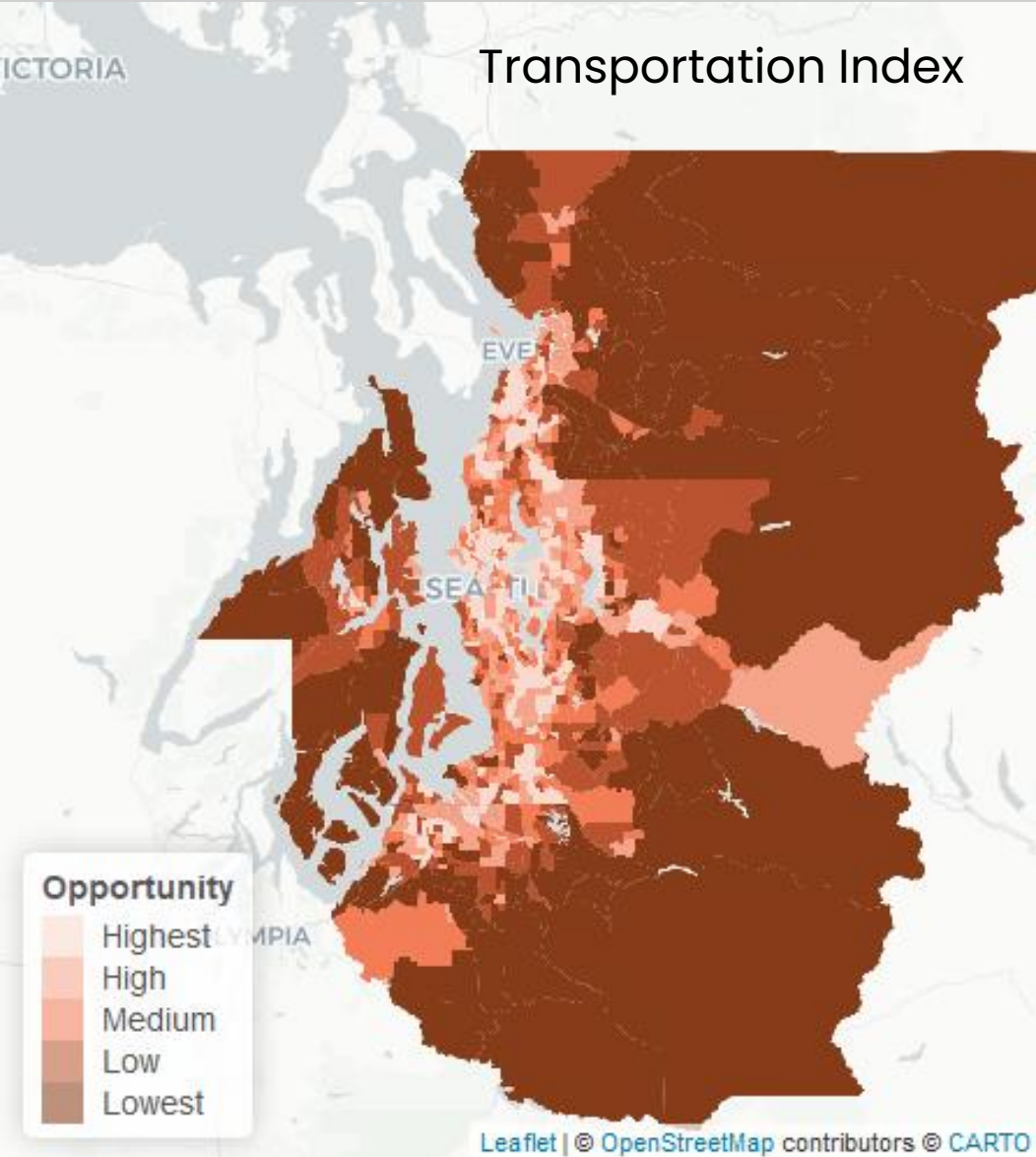


Combined Opportunity Index = summation of the recommended eighteen (18) indicators combined into one value.

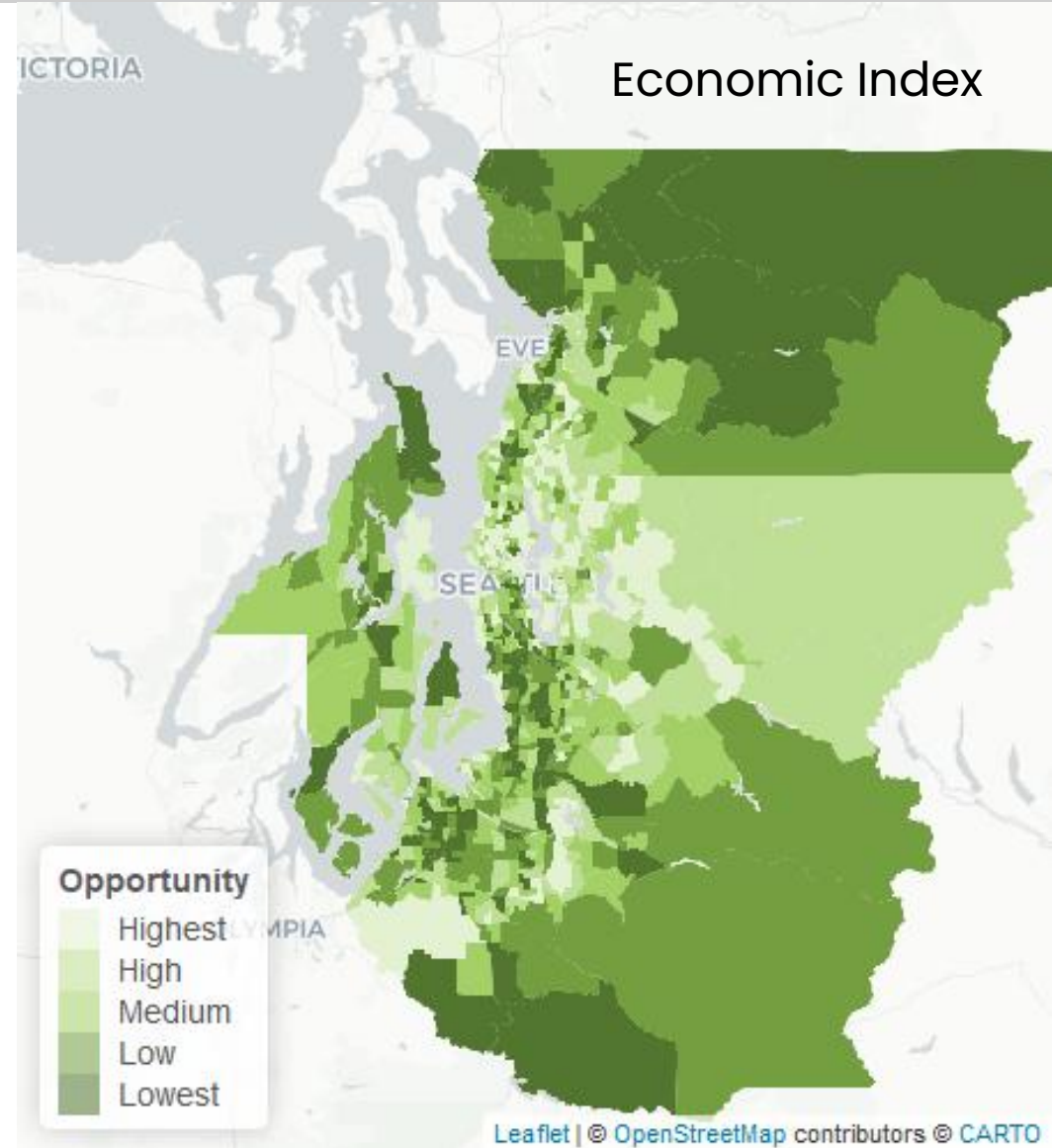
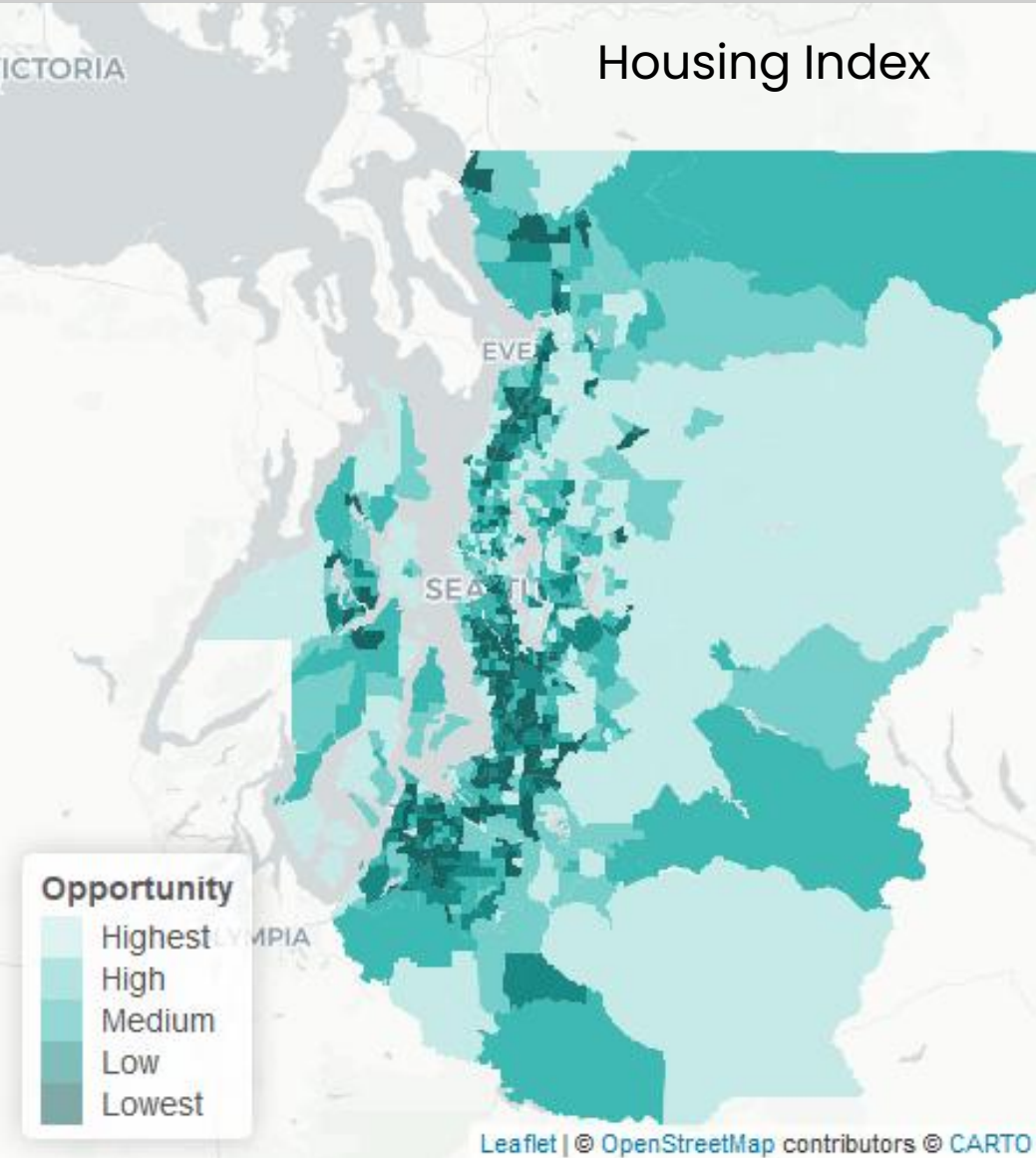
The darker the color in the map, the higher the need – *or the Lowest Opportunity*



Individual Opportunity Index Categories



Individual Opportunity Index Categories



Opportunity Index & Criteria – Draft Updates

- Per collaboration with the Equity Advisory Committee, the Opportunity Index will –
 - *be woven throughout all criteria, similar to the 2024 process*
 - *assess how projects are addressing needs / providing improvements in areas of Low/Lowest Opportunity*
 - ❖ *Same criteria questions, new tool*
 - ❖ *Higher scores for improvements for the Low/Lowest areas on the Combined Index, but points also available for Low/Lowest areas within one of the four Index categories*



Opportunity Index & Criteria – Example Updates

- Identify the **existing disparities or gaps** in the transportation system experienced by residents living in areas of low opportunity.
- Describe how the project is **addressing those disparities or gaps** and will **improve opportunity** for residents living in Low or Lowest areas in the Combined Opportunity Index or in one of the four Index Categories.

CRITERIA
Development of Centers
Circulation, Mobility and Accessibility
Outreach and Displacement
Safety
Air Quality / Climate Change



Opportunity Index & Criteria – Example Updates

Circulation, Mobility and Accessibility

Draft scoring rubric for the Opportunity Index bullet (one part of overall score for this criterion):

High

Clearly addresses **a disparity or gap** and **provides benefits** for residents living in areas of Low or Lowest Opportunity in the **Combined Opportunity Index**.

Medium

Moderately addresses **a disparity or gap** and **provides benefits** for residents living in areas of Low or Lowest Opportunity in **one or more of the four Opportunity Index categories**.

Low

Does not clearly address **a disparity or gap** or **provide benefits** for residents living in areas of Low or Lowest Opportunity.



Opportunity Index & Criteria – Example Updates

- Identify the **safety issues** currently being experienced in areas of **low opportunity**.
- Describe how the project is **improving safety** for residents living in Low or Lowest areas in the Combined Opportunity Index or in one of the four Index Categories.

CRITERIA
Development of Centers
Circulation, Mobility and Accessibility
Outreach and Displacement
Safety
Air Quality / Climate Change



Opportunity Index & Criteria – Example Updates

Safety

Draft scoring rubric for the Opportunity Index bullet (one part of overall score for this criterion):

High

Clearly addresses **a safety issue** and **improves safety** for residents living in areas of Low or Lowest Opportunity in the **Combined Opportunity Index**.

Medium

Addresses **a safety issue** and **improves safety** for residents living in areas of Low or Lowest Opportunity in **one or more of the four Opportunity Index categories**.

Low

Does not clearly address **a safety issue** or **improve safety** for residents living in areas of Low or Lowest Opportunity.



Next Steps

- Staff finalizing updates to criteria language and guidance / examples
- Continued RPEC briefings in September, into fall as needed
- Outreach to countywide forums September / October
- *New web application system under development; volunteers to be solicited for testing in Fall*



Next Steps

- Board briefing in September on overall schedule and process
- Further briefings in the Fall on the next Policy Framework for PSRC's Federal Funds
 - Adoption in January 2027
 - Call for Projects February 2027
 - *Per standard practice, tailored schedules for Regional and Countywide processes*

