

Regional Transit Access Tool

Regional Project Evaluation Committee

August 28, 2026



Puget Sound Regional Council

Today's Discussion

- **Background on Regional Transit Access Tool**
- **Overview of the Tool**
- **Next steps**



2022 Regional Transportation Plan called for PSRC to:



“...Develop and update tools and resources to **help identify where access to transit can be improved**, particularly for bicyclists and pedestrians. ”

Transit access in RTP:

- Transit-Oriented Development (TOD)
- Walk, Bike, and Roll
- Transit Service
- Drop-off/Pick-up Modes
- Parking



Current Transit Access Tools: Checklist

- The Checklist provides a framework for conducting a **comprehensive assessment of existing transit access conditions** at any given location.
- It also includes relevant data sources and transit agency and PSRC contacts.



Current Transit Access Tools: Toolkit

- The Toolkit identifies **various tools for improving transit access and organizes them** across eight strategic areas.
- The Toolkit was designed to help stakeholders understand how each strategic area increases transit access and the roles played by various stakeholders.



2023 Transit Access Assessment Recommendations

- **Automate and streamline the tools** to help local agencies more easily assess transit access needs and opportunities.
- **Integrate new emerging themes**, including safety, equitable engagement, and new technologies to transit access tools.
- Develop clear and comprehensive information on the **roles and responsibilities** of agencies.
- Incorporate guidance on **equitable engagement and outreach** for transit access.



Transit Access Components

- **Urban form and connectivity**
 - Walk, Bike, Roll access
- **Transit service**
- **Drop-off and Parking:**
 - Curb space for drop-off modes (microtransit, TNC, specialized, etc.)
 - Parking (auto & bike) – including management of existing spaces & new spaces



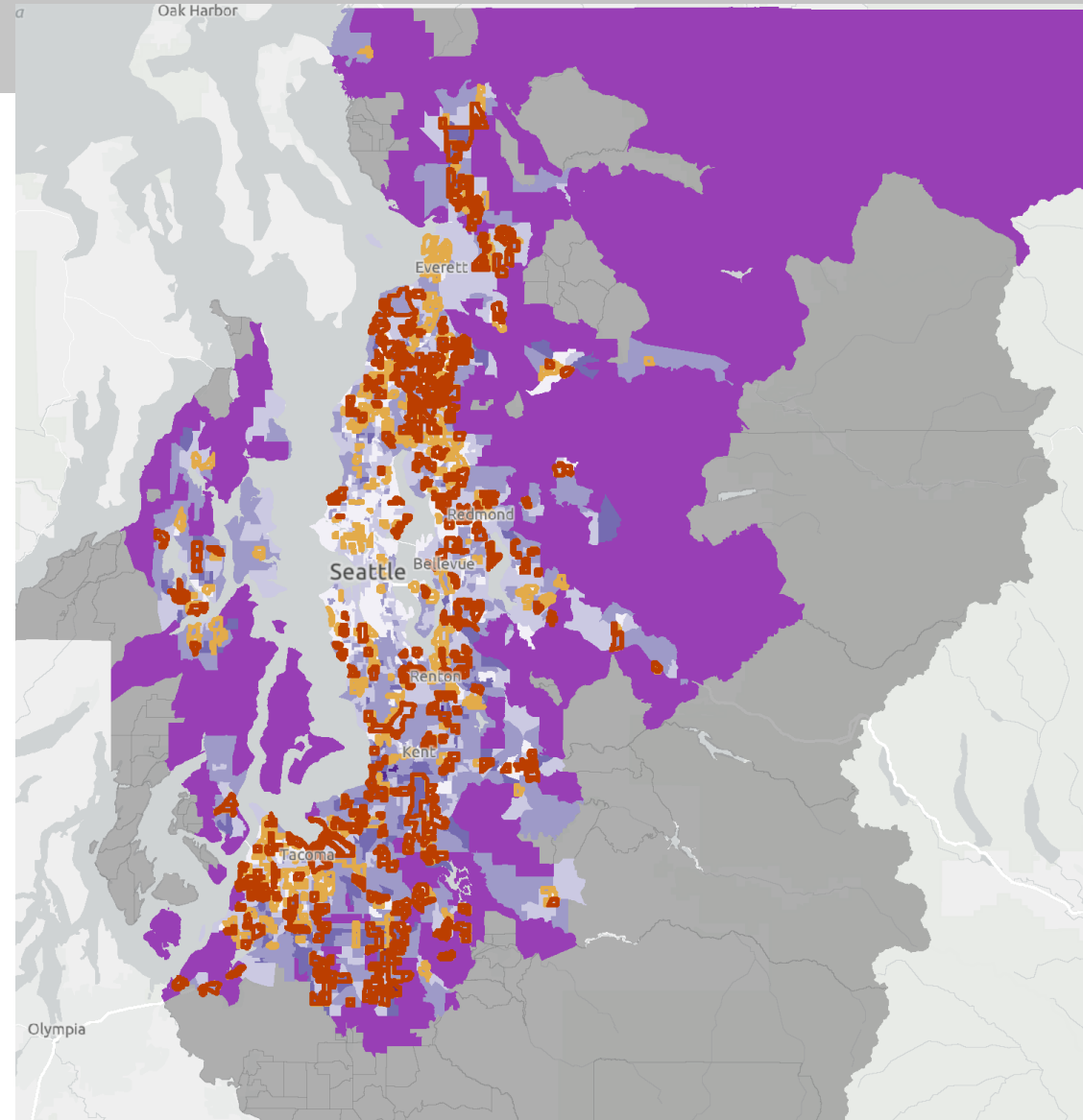
Principles for this work

- Use regional data sources that PSRC has access to and can update
- Method/analysis based on transit access components from PSRC's previous work
- Include updates accounting for elements, like microtransit, that were not as prevalent in past work



Methodology

- Every Census Block Group in region analyzed
- Analysis using regional data sources based on transit access components
- Thresholds used to determine applicable transit needs



Transit Access Analysis

- **Urban form and connectivity:** includes
 - Pedestrian Network Completion
 - Bicycle Level of Traffic Stress
 - Direct pathways to transit stops
 - Pedestrian & Bicycle Safety
- **Transit service**
 - Based on activity unit density thresholds in the RTP
- **Drop-off and Parking**

Transit Service Type	Density Threshold
Limited Service	under 7 activity units per acre
Local Service	7 to 15 activity units per acre
All Day Service	15 to 25 activity units per acre
Frequent Service	25 to 40 activity units per acre
High-Capacity Transit	more than 40 activity units per acre



Transit Access Story Map

- **Transit Access Background**
 - Definition, Overview & Context
- **Current System Tool (2024)**
 - Identifies transit access needs today
- **Future System Tool (2050)**
 - Identifies transit access needs in future
- **Guidance for Using Tool**
 - Application of local data
 - Suggestions on interpretation with multiple needs
- **Transit Access Strategies**
 - Potential solutions based upon needs
- **Contact**
 - For help or more information



Application of Tool – Federal Way Example

Pedestrian Network Completion

Ped Network Completion Pass	Yes
Ped Network Completion Percent	98.5%
Ped Network Completion Threshold	80% or more complete

Bicycle Network & Level of Traffic Stress

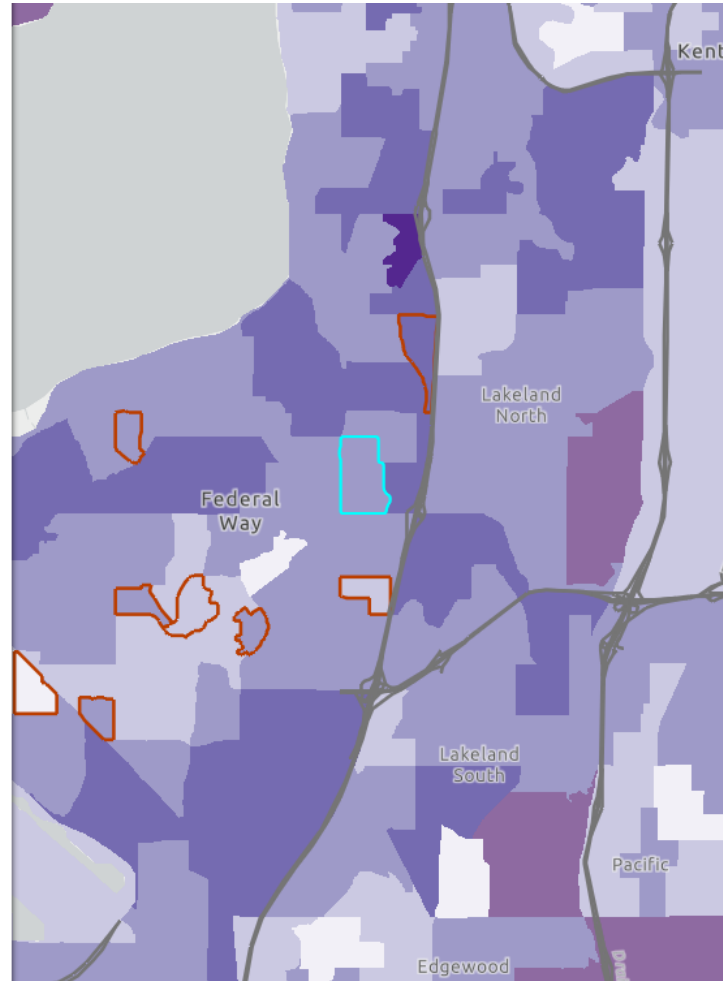
Bike LTS Average Pass	No
Bike LTS Average	4
Bike LTS Threshold	Average LTS3 or less

Direct Pathways to Transit Stops & Stations

RDI Pass	No
RDI Score	1.53
RDI Threshold	RDI is equal to 2 or less

Pedestrian & Bicycle Safety

Bike Ped HIN Pass	No
Bike Ped HIN Coverage Percent	44.7%
Bike Ped HIN Threshold	Less than or equal to 15% of roadways



STRATEGY (EXAMPLE – draft form)

Bicycle-accessible transit facilities: Prioritize bicycle access – including secure bicycle parking and parking for micromobility services – in the design, construction, and retrofit of stations and other transit facilities.

Access Benefits: Prospective bicycle users are more likely to bike to a transit facility if adequate access and secure bicycle parking are provided.

Implementation Considerations: Station amenities like bicycle parking are typically implemented by transit agencies. Challenges may include ensuring that bicycle parking supply can meet demand and that it is easy to find and use.

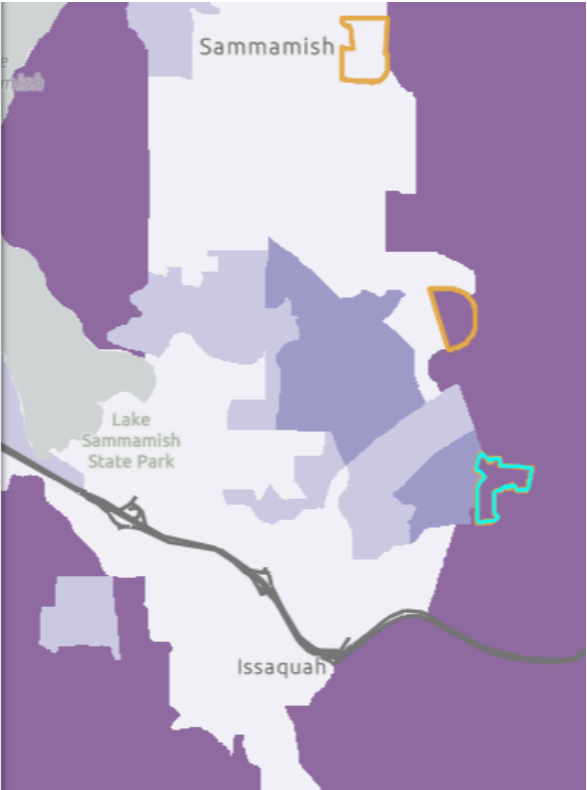
Regional Example: The new Seattle Ferry Terminal at Colman Dock features a specific bicycle entry and holding area so bicyclists do not have to queue with cars, in addition to a secure bicycle corral and parking area.



Application of Tool – Issaquah Highlands Example

Other Information

Drop-Off and Parking Access Flag	Yes
Rural Transit Access Flag	No
Minimum Land Use No Transit Flag	Flag
Minimum Land Use Warrants More Transit Flag	Flag
Regional Growth Centers	No
Countywide Growth Centers	No
Manufacturing Industrial Centers	No
Total Land Acres	87.46
Land Use Density	10



STRATEGY (EXAMPLE – draft form)

Facilitate Mobility on Demand (MOD) access: Ensure there is adequate curb space at transit facilities for drop-off/pick-up across a range of MOD options, including microtransit and ride hailing.

Access Benefits: Ensuring that microtransit and ride hailing have adequate space for drop-off/pick-up at transit facilities improves the transfer experience between fixed-route transit and MOD services and prevents delays and traffic conflicts.

Implementation Considerations: Challenges may include space constraints at transit facilities and right-of-way acquisition. Where possible, prioritize a drop-off/pick-up location for specialized transportation services that has a clear, ADA-accessible pathway from the drop-off point to the destination. Ensure drop-off/pick-up points are clearly marked using universal symbols and legible for everyone.

Regional Example: Lynnwood City Center station, owned by Sound Transit, includes dedicated drop-off/pick-up space for Community Transit’s Alderwood Zip Shuttle service.



Discussion and Next Steps

Round of Outreach to Committees and TPB:

- September advisory committee meetings
- September 10 TPB

Completion of Regional Transit Access Tool (v.1.0):

- Will share release to all committees
- Will seek opportunities to test to tool and alignment with strategies (share your applicable projects/transit access needs)

Questions?





Thank You!

Gil Cerise

Program Manager
gcerise@psrc.org

June Quick

Assistant Planner
jquick@psrc.org



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