



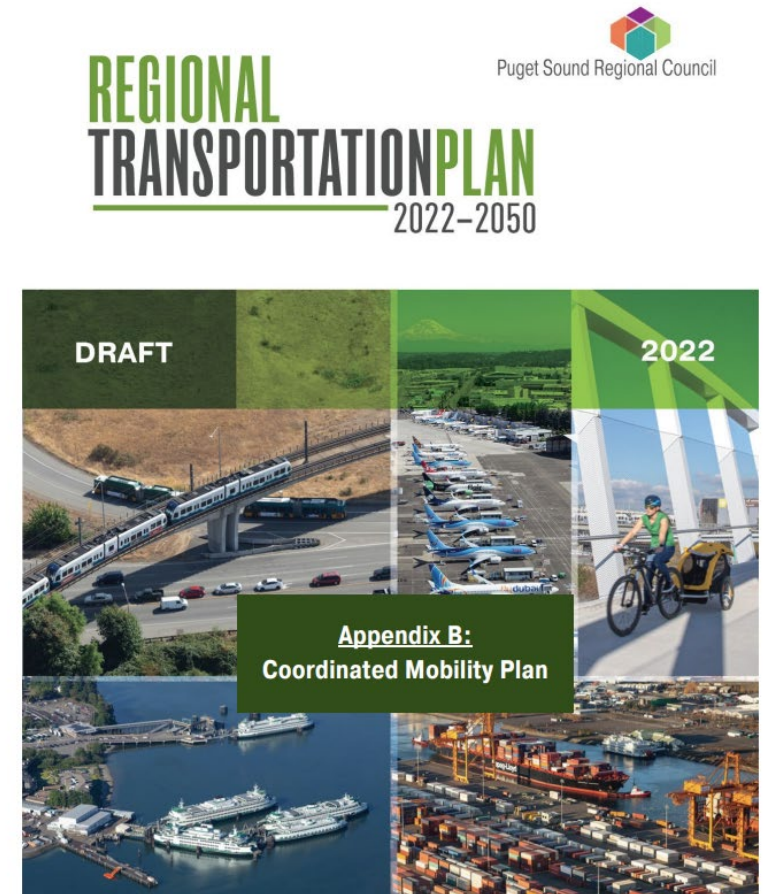
Coordinated Mobility Plan

Equity Advisory Committee • March 3, 2022



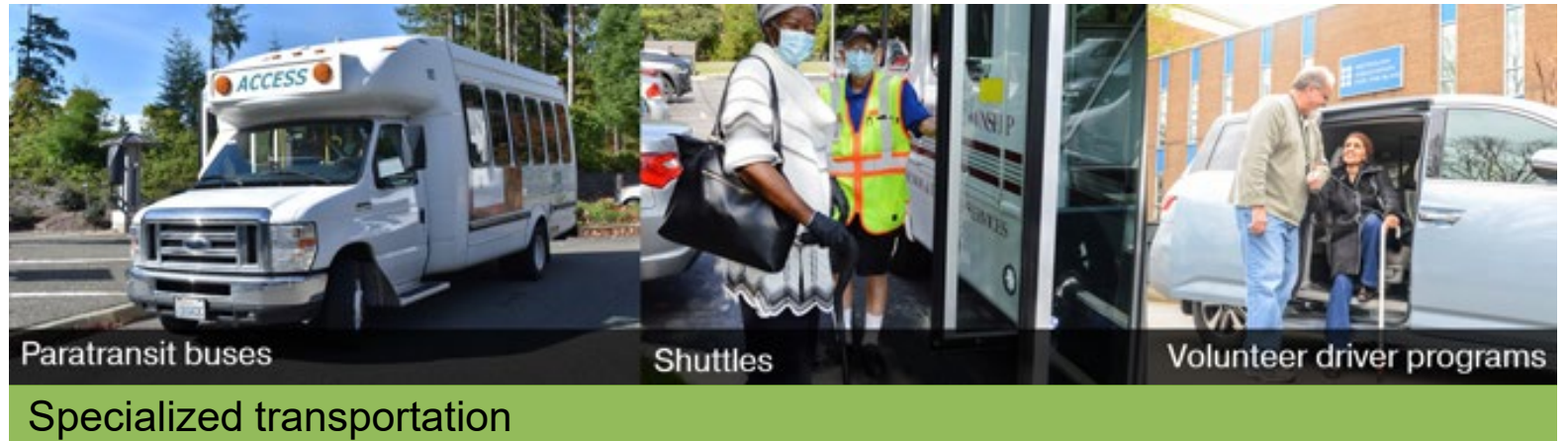
Today's Presentation

- **Overview of Coordinated Mobility Plan**
- **Public outreach highlights**
- **Key mobility needs and prioritized strategies**
- **Next steps**



Terminology

- **Specialized transportation services** are transportation options for people who have difficulty transporting themselves due to age, income, or ability.

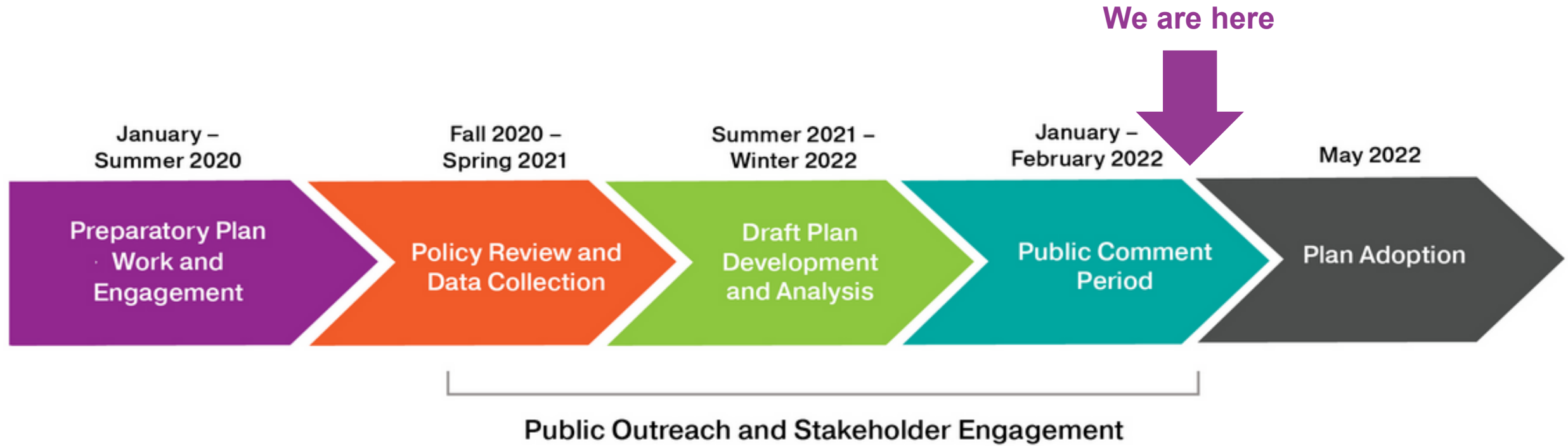


- **People with special transportation needs** include youth, older adults, people with disabilities, and people with low incomes.

PSRC's Role

- Planning for transit and specialized transportation services
- Development of the Coordinated Mobility Plan
- Distribution of FTA funding for transit (including ferries)
- Distribution of regional priority rankings for specialized transportation programs (WSDOT's Consolidated Grant)

Schedule



Coordinated Mobility Plan

- Includes information on **population trends** and **existing services**
- Addresses **mobility needs** of the population with mobility challenges due to their age, income, or ability
- Outlines **prioritized strategies**

Older Adults 65+



Youth Aged 5-17



Persons with Disabilities



People with Low Incomes



Equity & Inclusion in the Coordinated Mobility Plan

The Coordinated Mobility Plan addresses equity and inclusion by:

- Incorporating people of color in conjunction with age, income, and ability
- Providing data on the race and ethnicity of people within each population group addressed in the plan
- Addressing mobility needs of the marginalized and underserved communities



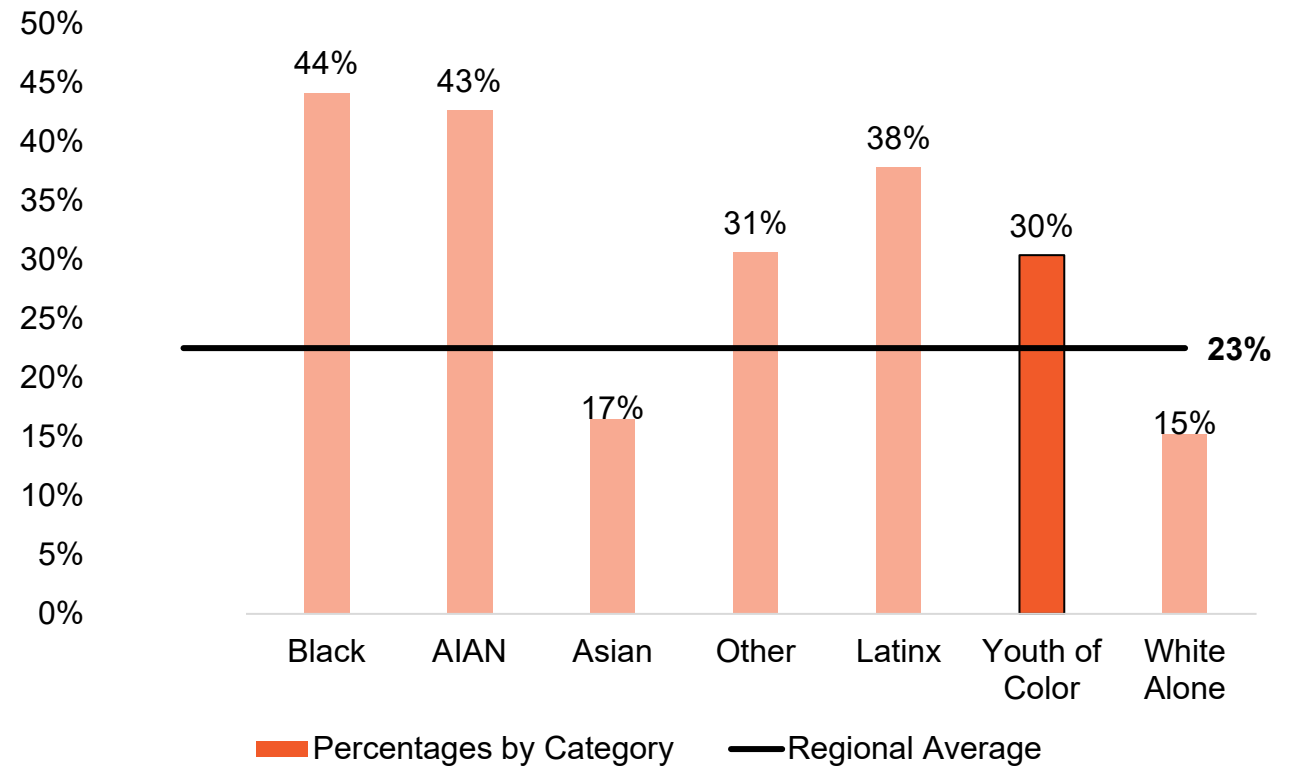
Source: <https://www.gse.harvard.edu/news/18/08/building-inclusive-campus>

Demographic Highlights

Youth (age 5-17)

- Youth make up 15% of the region's total population and almost half (48%) of them are youth of color
- Youth of color are more likely to be low-income (30%) than the population at large (23%)

Percentages of Youth of Color with Low Incomes by Race/Ethnicity, 2019



*AIAN: American Indian, Alaskan Native

Source: 2019 ACS 1-Year PUMS Estimates

Demographic Highlights

Older Adults

- Older adults 65+ make up 14% of the region
- Regionwide, **20% of the people with limited English proficiency** are over the age of 65
- Older adults 65+ will grow from 15% today to **over 20%** of the 2050 population
- Older adults 85+ are projected to grow at the **fastest rate (+296%)**



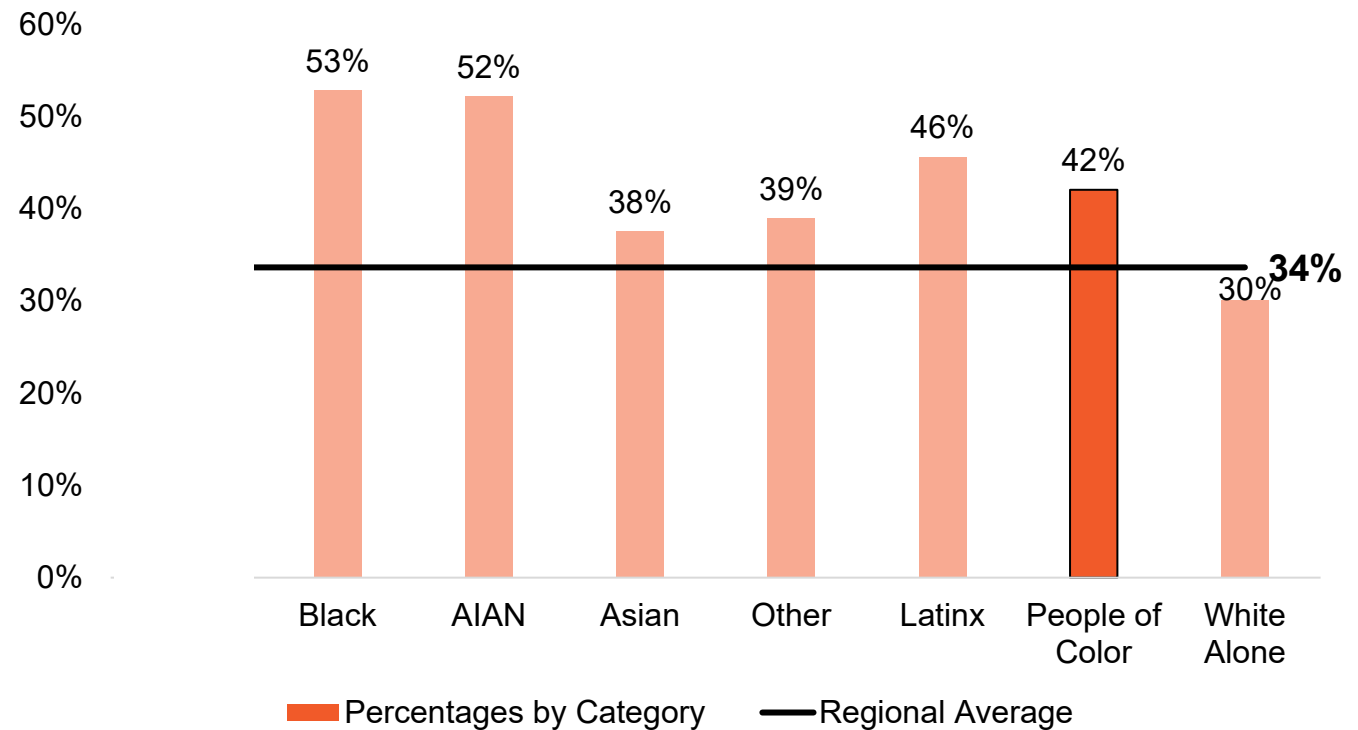
Source: NADTC Photo Gallery

Demographic Highlights

People with Disabilities

- 10% of the regional population are people with disabilities and 34% are low-income
- People with disabilities who are people of color have low incomes at higher rates than the regional average of 34%

Percentages of People with Disabilities who have Low Incomes by Race/Ethnicity, 2019



*AIAN: American Indian, Alaskan Native

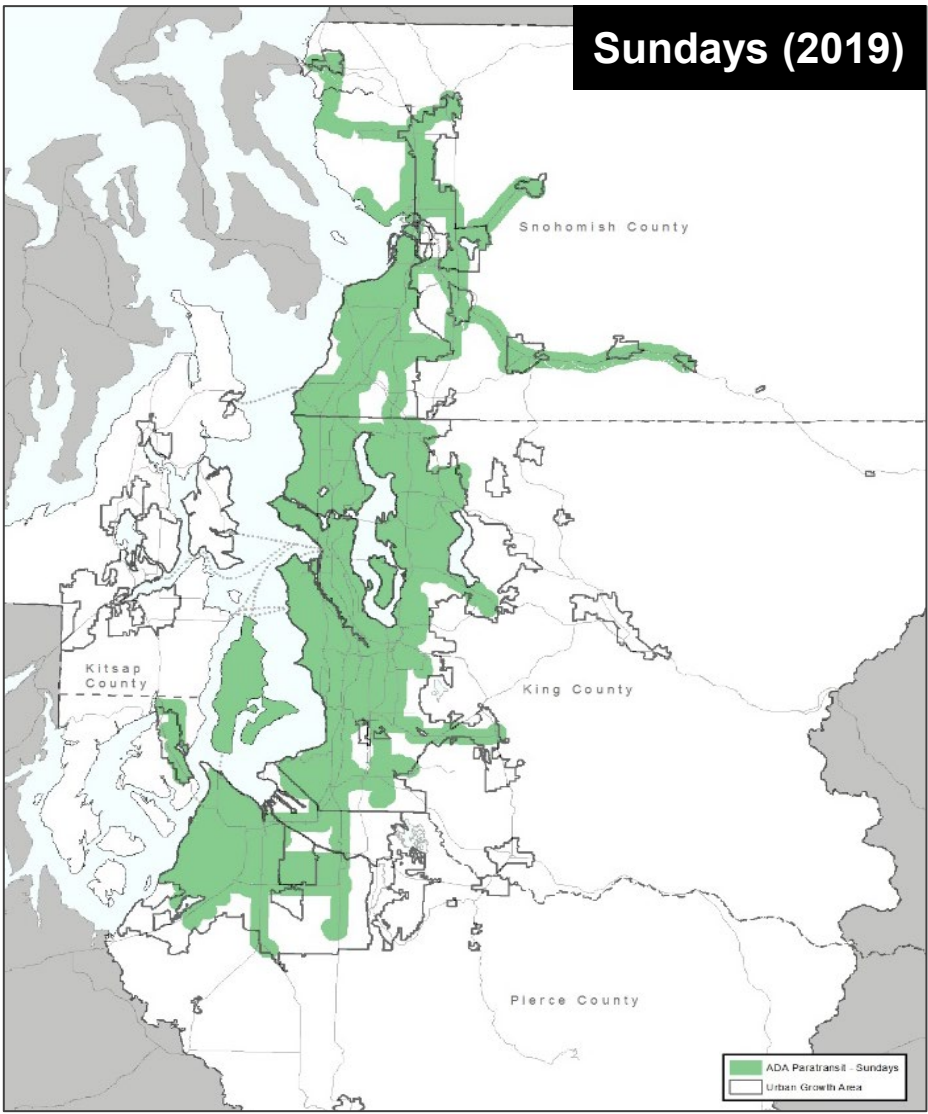
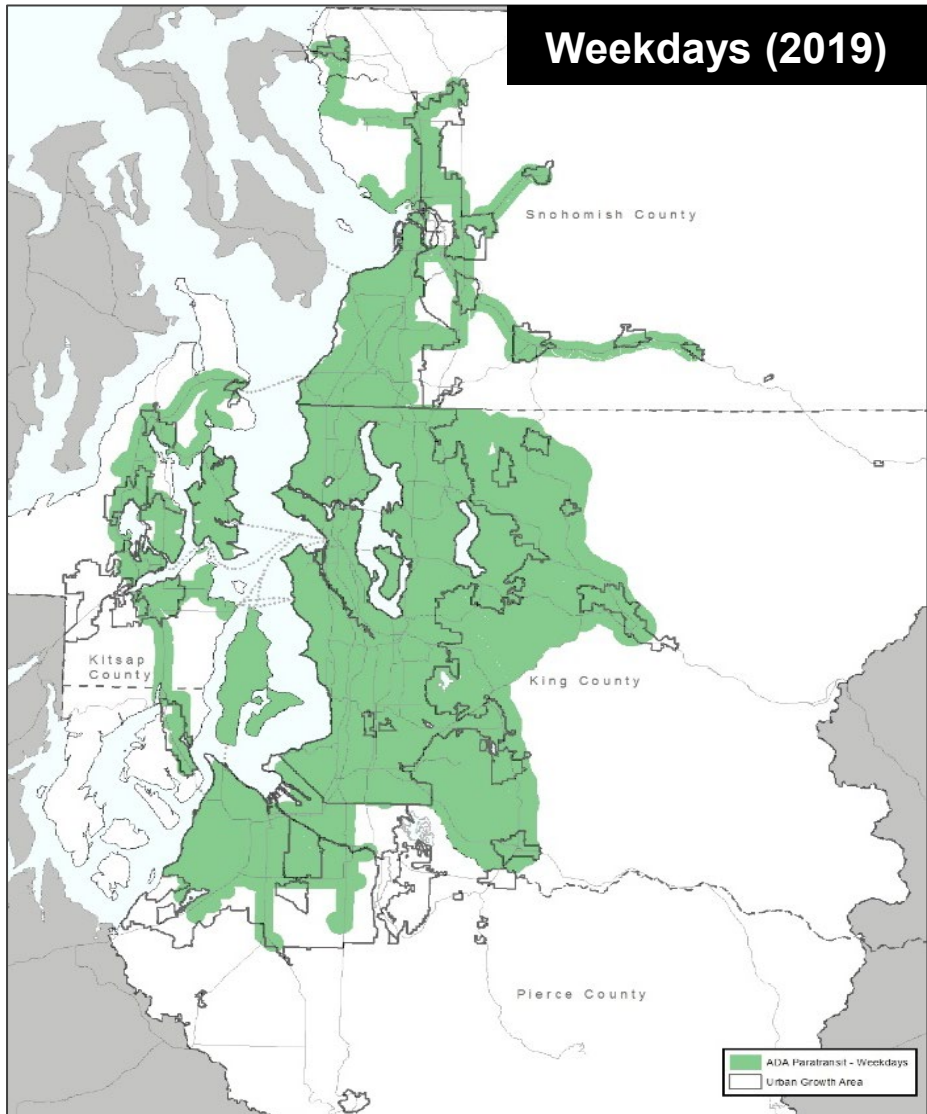
Source: 2019 ACS 1-Year PUMS Estimates

Mobility Options for People with Special Transportation Needs

- Regular Transit (Bus, Ferry, Rail)
- Specialized Transportation
 - ADA Paratransit
 - Other Specialized Transportation
- Other (walking/biking, strolling, etc.)



ADA Paratransit Service Coverage

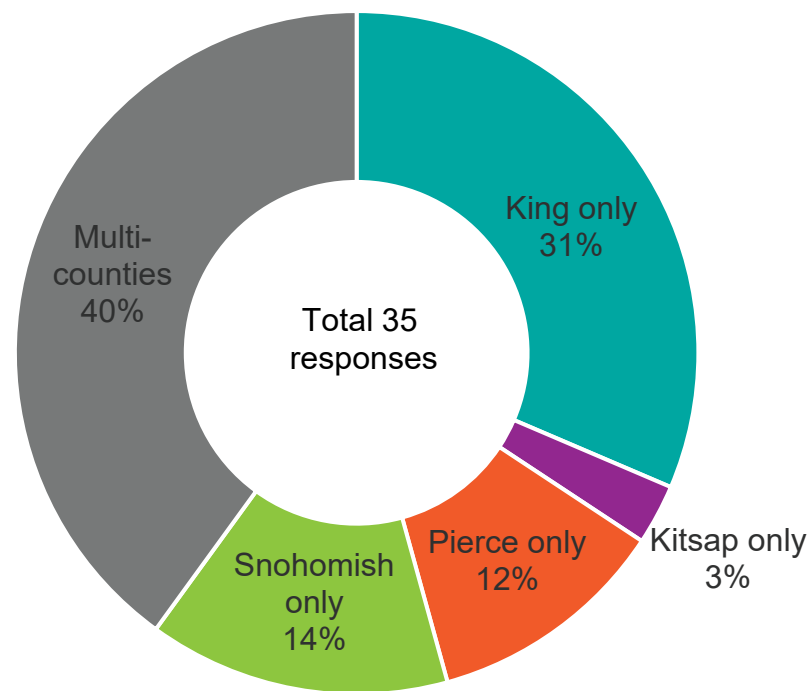


NOTE: Service coverage on the above figures reflects weekday and Sunday maximum coverage and should be used only for long-range planning purposes

Specialized Transportation

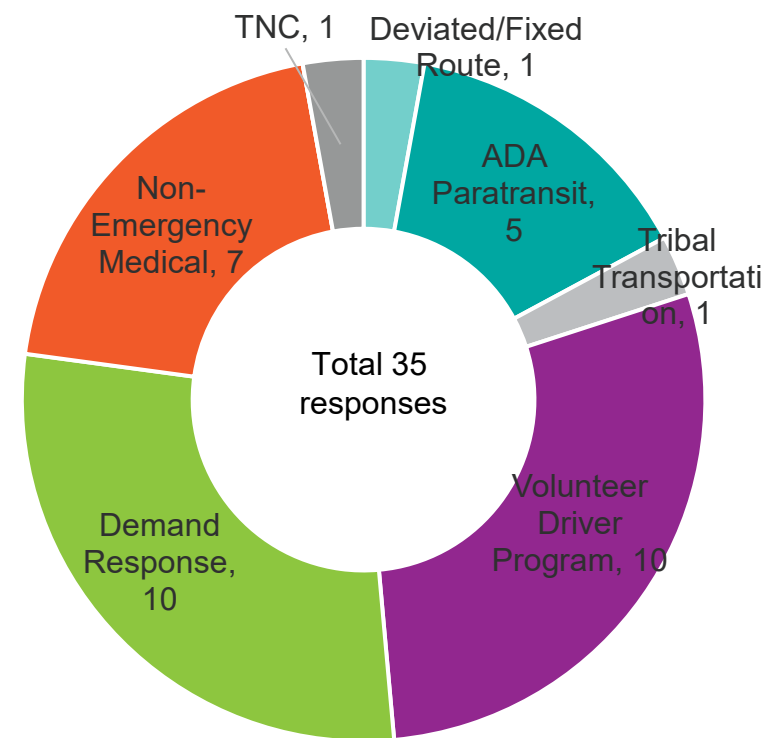
Regional Specialized Transportation Provider Survey (2019-2020)

Specialized Transportation by County



Source: Regional Specialized Transportation Inventory Survey, 2019

Specialized Transportation by Program Type



Source: Regional Specialized Transportation Inventory Survey, 2019

Coordinated Mobility Plan Outreach



Phase I (Spring 2021)



Reviewed feedback and data to
assess **regional mobility needs**

Phase II (Summer/Fall 2021)

Developed and prioritized
strategies based on findings

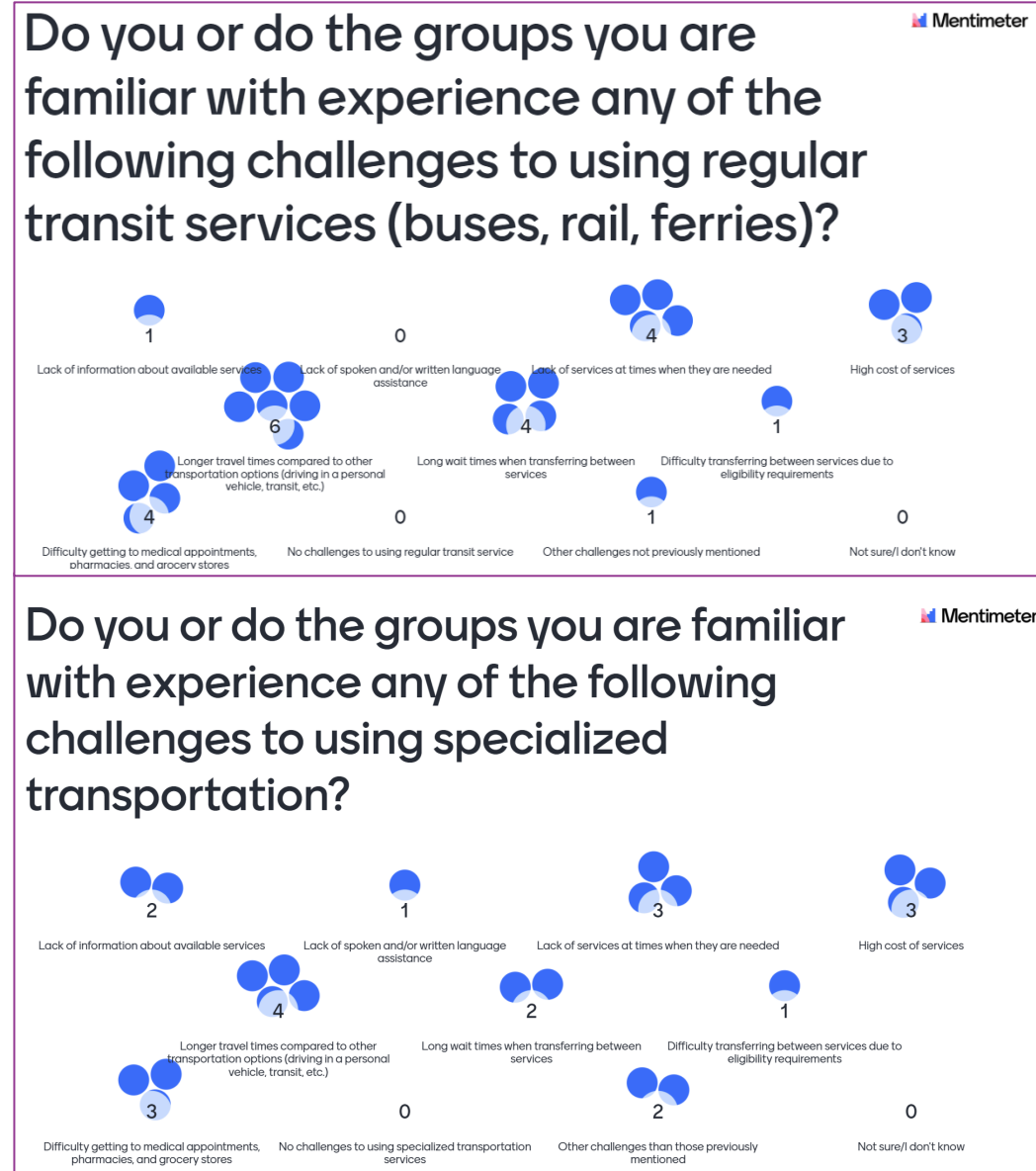
Outreach continued

Outreach Overview

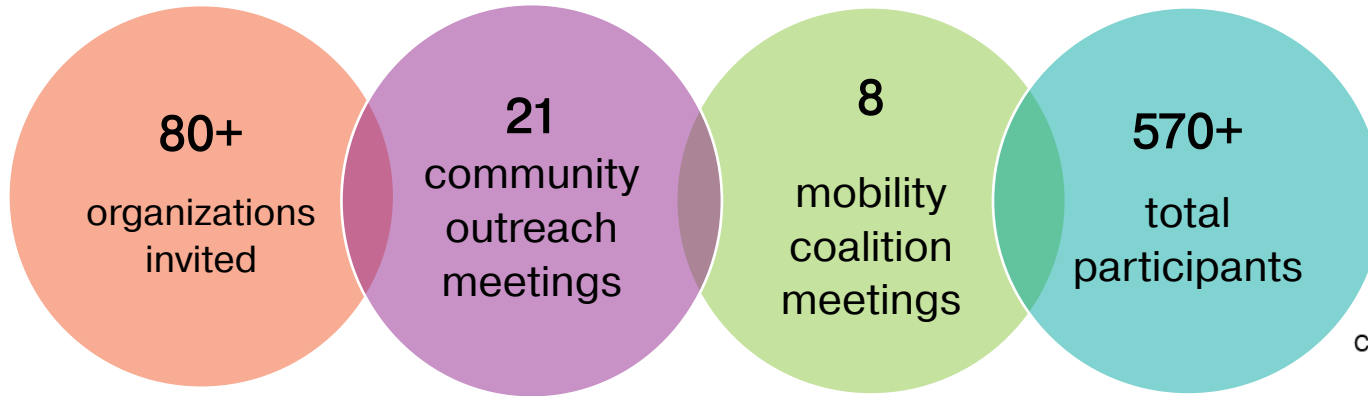


Virtual Activities:

- Presentation on RTP followed by an interactive poll and/or engagement session
- Engagement session to identify mobility needs and priorities of the communities with special transportation needs

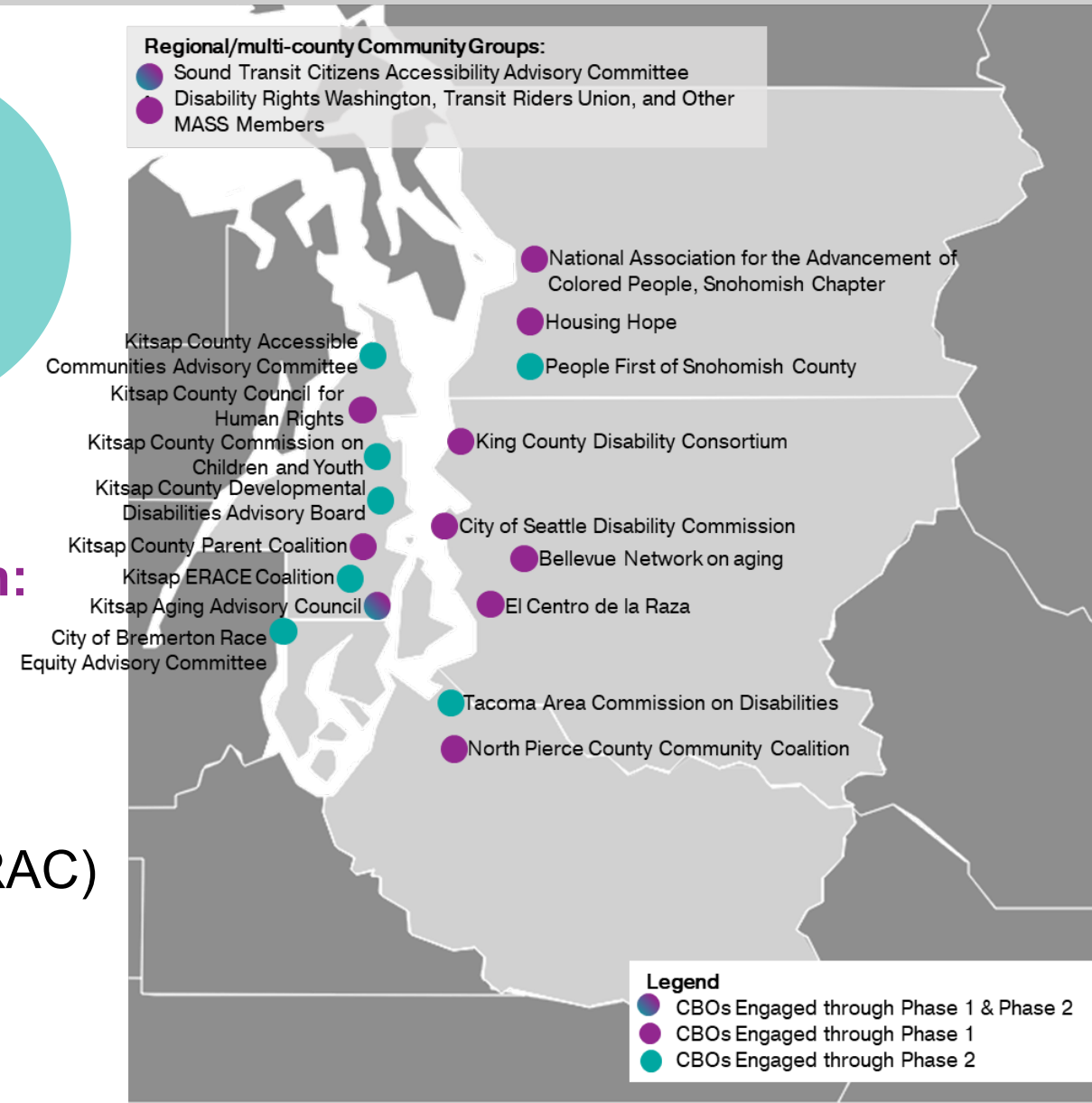


Virtual Outreach



Mobility coalitions engaged through outreach:

- King County Mobility Coalition (KCMC)
- Pierce County Coordinated Transportation Coalition (PCCTC)
- Snohomish County Mobility Coalition (SNOTRAC)
- Regional Alliance for Resilient and Equitable Transportation (RARET)



Youth Outreach



All four counties

- Met with four local youth committees

Virtual Activities:

- Mapping exercise
 - **Destinations:** parks, friends' houses, commercial centers
 - **Barriers:** location of bus service, perceived safety, difficulty parking
- Visioning transportation in 2050



Community Focus Groups

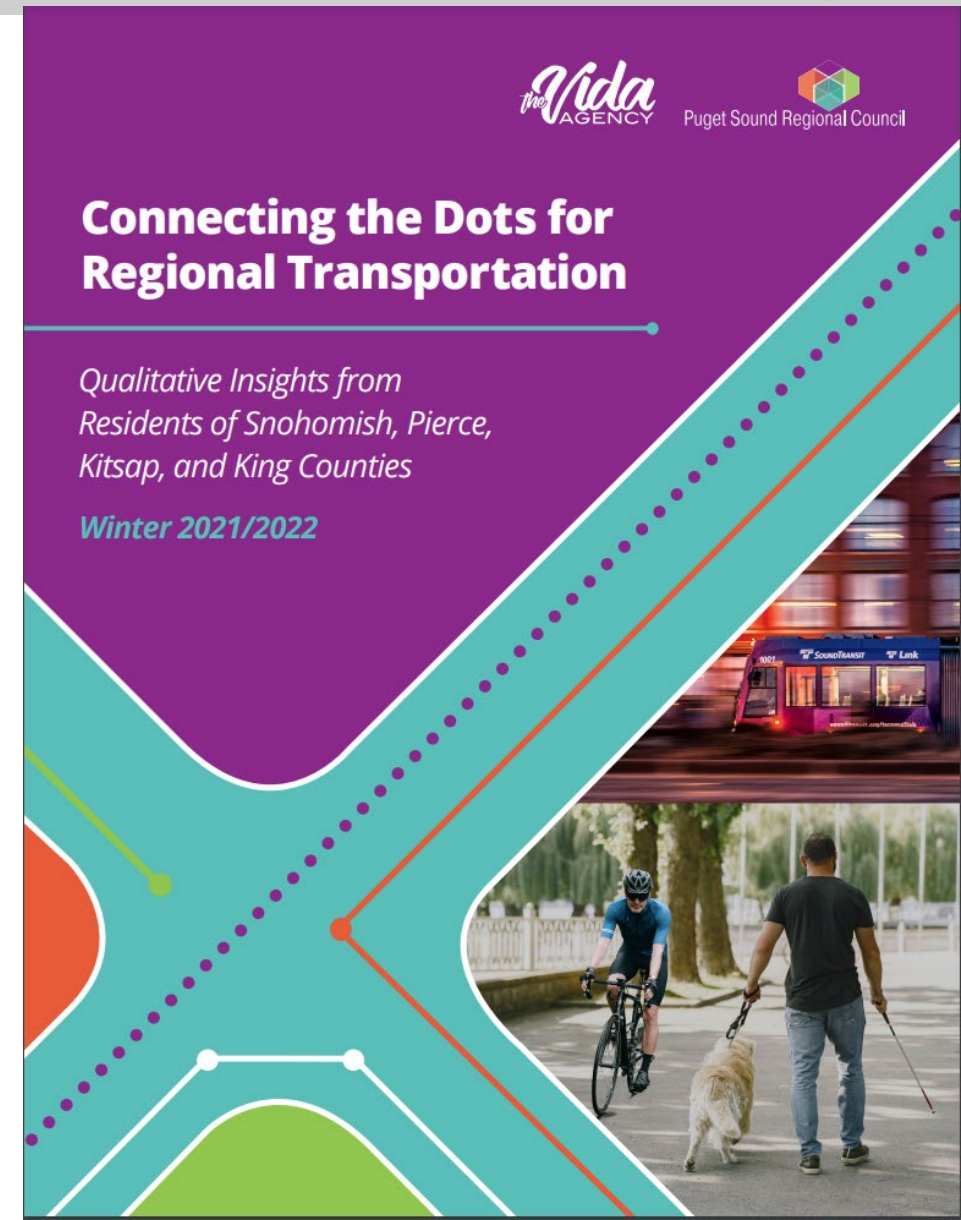


December

- Hosted five virtual focus groups
- BIPOC, lower income, younger respondents
- Members compensated for their time
- Report available in February 2022

Purpose

- Understand more about the needs of community members
- Increase representation



Engagement Website & Stories Tool

engage.psrc.org



Jo Ann's transportation story

6 months ago

"In order to travel to Evergreen Hospital in Kirkland to see my neurologist, I would have to take TAP, transfer to Dart and then transfer to King County Access." This would be completely exhausting; especially since it involves three transfers. It is so easy just to walk out to the garage and put your keys in the ignition and go. Jo Ann says, "If I could drive, it would only take 20 minutes."

Jo Ann lives in Bothell, Washington. She uses TAP Transportation around town, which is offered through Homage Senior Services. TAP takes her to the grocery store, LA...

[Continue reading](#)



My transportation story

by Leigh , 7 months ago

I am a woman who walks with crutches. I live independently, and I work part-time in Snohomish County. I don't drive because of my disability, so I have to rely on public/paratransit transportation to get around. While this does allow me to get out, and participate in my community, there are limitations.

Paratransit is described as an accessible form of transportation that aligns with a fixed route bus system within each County. Here in Washington State (Western Washington, specifically), the paratransit bus systems have agreements to arrange for cross-county travel. This has allowed me to travel to work, grocery shopping...

[Continue reading](#)

Coordinated Mobility Plan Prioritized Strategies

Mobility Need	Strategy	Prioritization
1. Shorter travel times when taking regular transit or specialized transportation	1.1 - Promote increased coordination between transportation providers to provide cross-jurisdiction and/or cross-agency transportation that reduces the need for long transfer wait times.	High
	1.2 - Improve on-time reliability and timeliness of transportation services for people with special transportation needs.	Other
	1.3 - Continue to identify and implement ways to increase flexibility in scheduling return trips for ADA paratransit and other demand response service trips.	Other
2. More transportation services at times when they are needed.	2.1 - Expand service levels to provide regular transit and specialized transportation services at times they are needed, especially within equity focus areas.	High
	2.2 - Develop partnerships to support context-appropriate, flexible, and/or feeder-to-fixed route transportation services in areas not well served by regular transit, like rural areas.	Other

Coordinated Mobility Plan Prioritized Strategies

Mobility Need	Strategy	Prioritization
3. More information about available services	3.1 - Conduct and tailor mobility management programs, such as travel training, mobility coalition, and information referral and assistance, to meet the needs of potential riders, including people with limited English proficiency (LEP).	High
	3.2 - Coordinate to develop a comprehensive trip planning tool, like a One-Call/One-Click platform, to help riders with special transportation needs navigate and use available services, keeping in mind language, cultural, technological, and accessibility needs.	High
4. Better access to health and wellness destinations	4.1 - Strengthen and coordinate partnerships between healthcare and transportation providers to better understand and address patients' unmet transportation needs and ensure that patients understand their transportation options.	High

Coordinated Mobility Plan Prioritized Strategies

Mobility Need	Strategy	Prioritization
5. Affordable transportation services	5.1 - Review and adjust fare structures and reduced fare programs to ensure they are fully accessible to low-income communities within service areas.	High
	5.2 - Simplify processes to apply for and renew reduced fare options like ORCA LIFT, ORCA Youth, the Regional Reduced Fare Permit (RRFP), and subsidized annual passes.	Other
6. More connected ADA-accessible infrastructure	6.1 - Build connected, ADA-accessible facilities, especially around/within health and wellness destinations, transit stations, and equity focus areas.	High

Coordinated Mobility Plan Prioritized Strategies

Mobility Need	Strategy	Prioritization
7. Better regional coordination to meet growing mobility needs	7.1 - Improve regional coordination based on the federal example of the Coordinating Council on Access and Mobility (CCAM).	High
	7.2 - Define regional roles and responsibilities before, during, and after emergencies, especially for transportation providers, emergency management agencies, and jurisdictions.	Other
	7.3 - Coordinate with the state to develop a transit asset management (TAM) framework for specialized transportation projects/programs, including those seeking capital grants, and provide technical assistance, as needed.	Other

March-April 2022

- Board review of public comments and recommendation to General Assembly
- Update and incorporate feedback received on the draft plan

May 2022

- General Assembly action on the plan
- Final Coordinated Mobility Plan adopted as part of RTP





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