

Regional Transportation Plan Development

Regional TOD Committee • March 21, 2025



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

Overview

Reminder on RTP Schedule

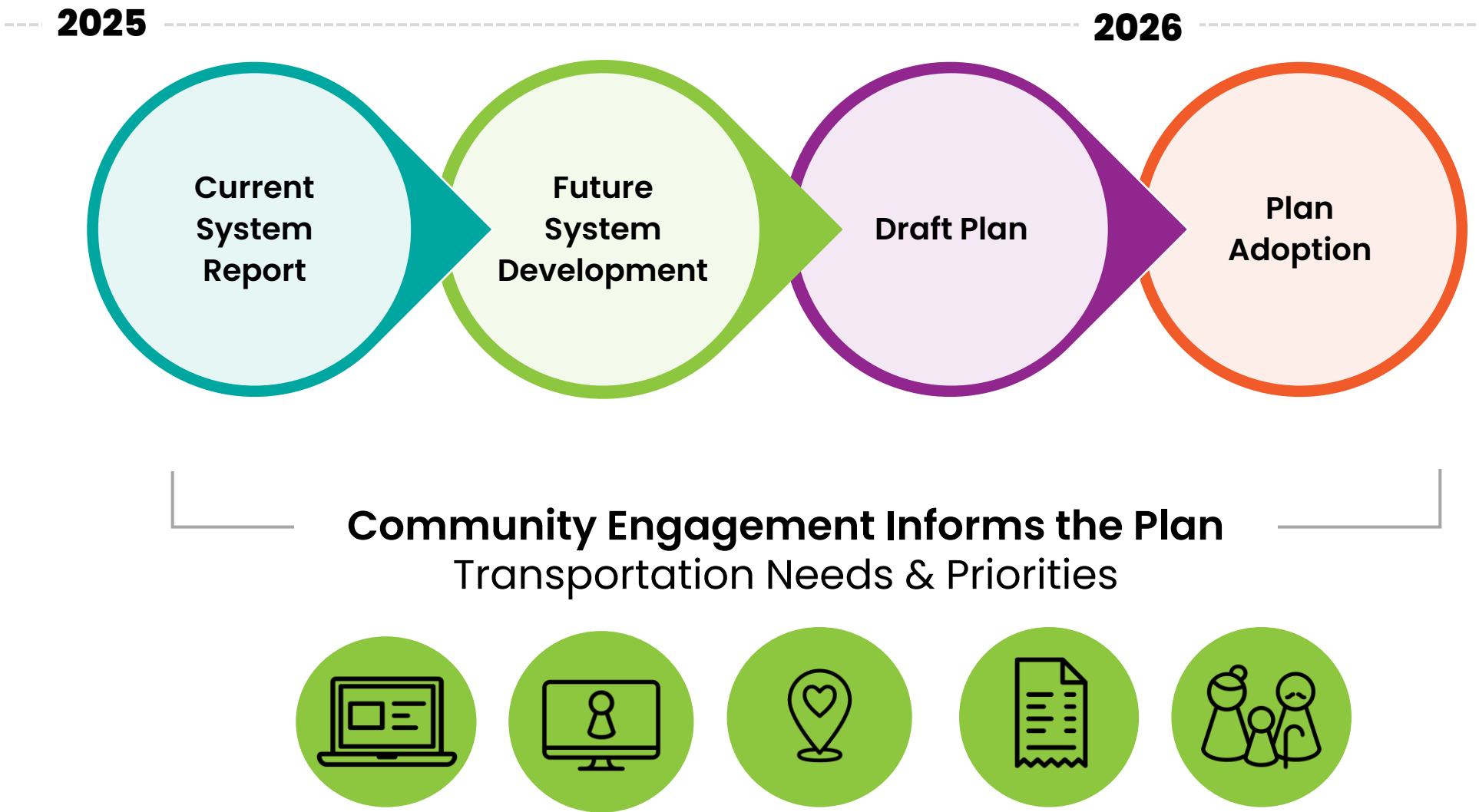
Provide an update on work to-date developing a RTP Current Transportation System Report

Focus on:

- Transit
- Mobility On Demand
- Pedestrian and Bicycling



Regional Transportation Plan Update Process



Current Transportation System

Deeper dive into the current system:

- Transit – including ferries, specialized transportation, MOD, TDM, etc.
- Pedestrian and bicycle
- Streets and highways – including ITS
- Freight
- Maintenance and preservation



Current Transportation System – Transit Access



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

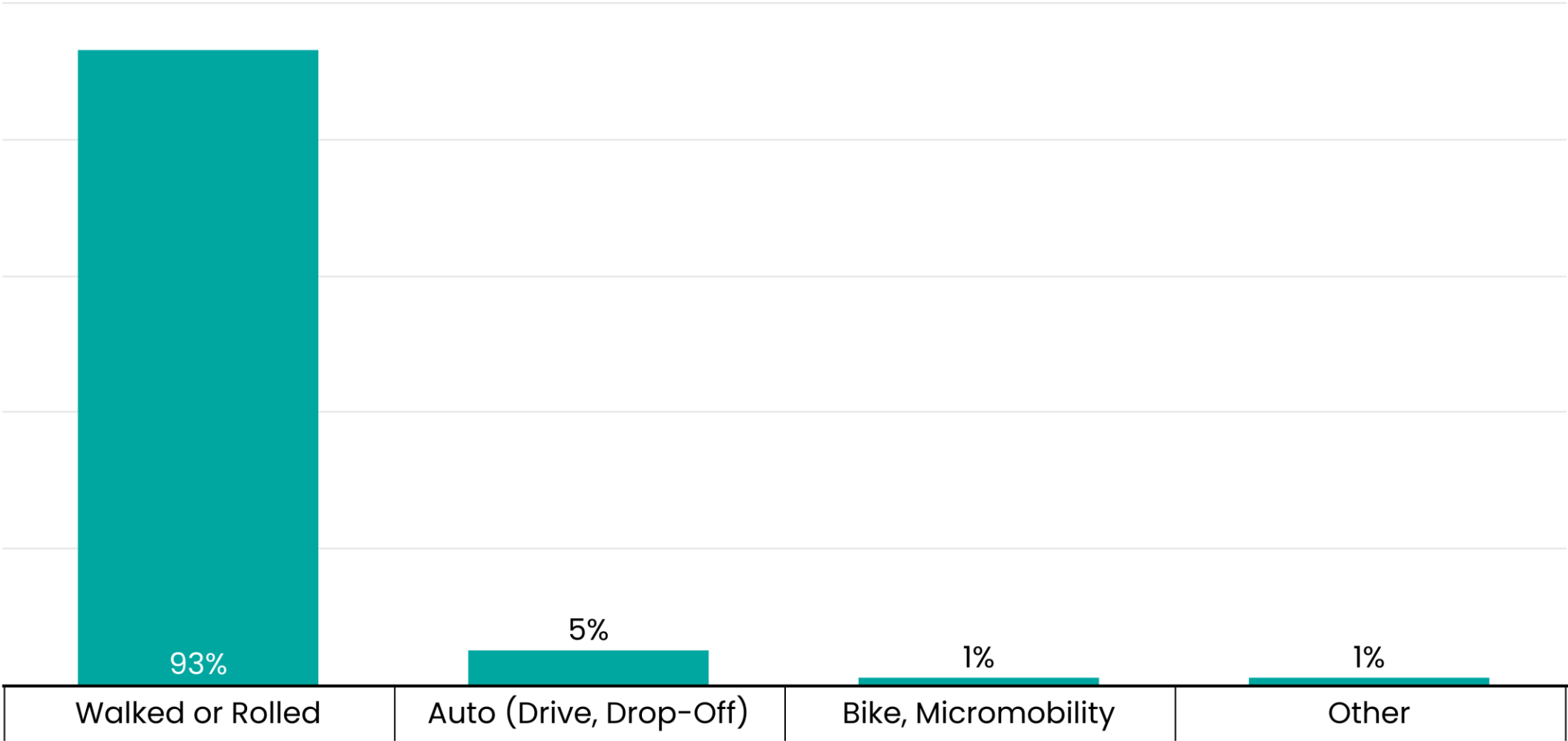
Transit access in RTP:

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



Most transit riders walk or roll to transit

Access Mode for Transit Riders: Spring 2023



Highlights of the Transit System today

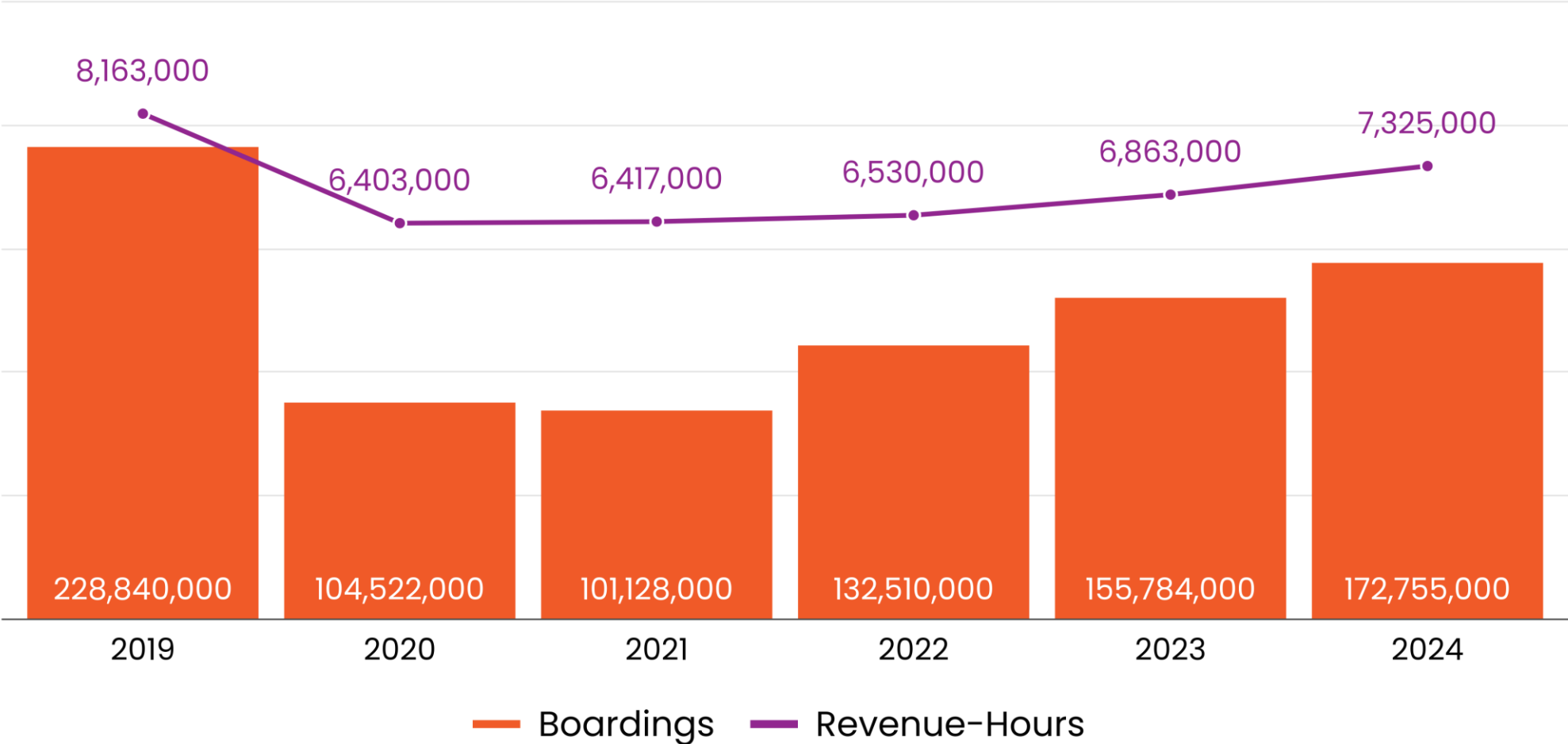
Transit is experiencing:

- 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.



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

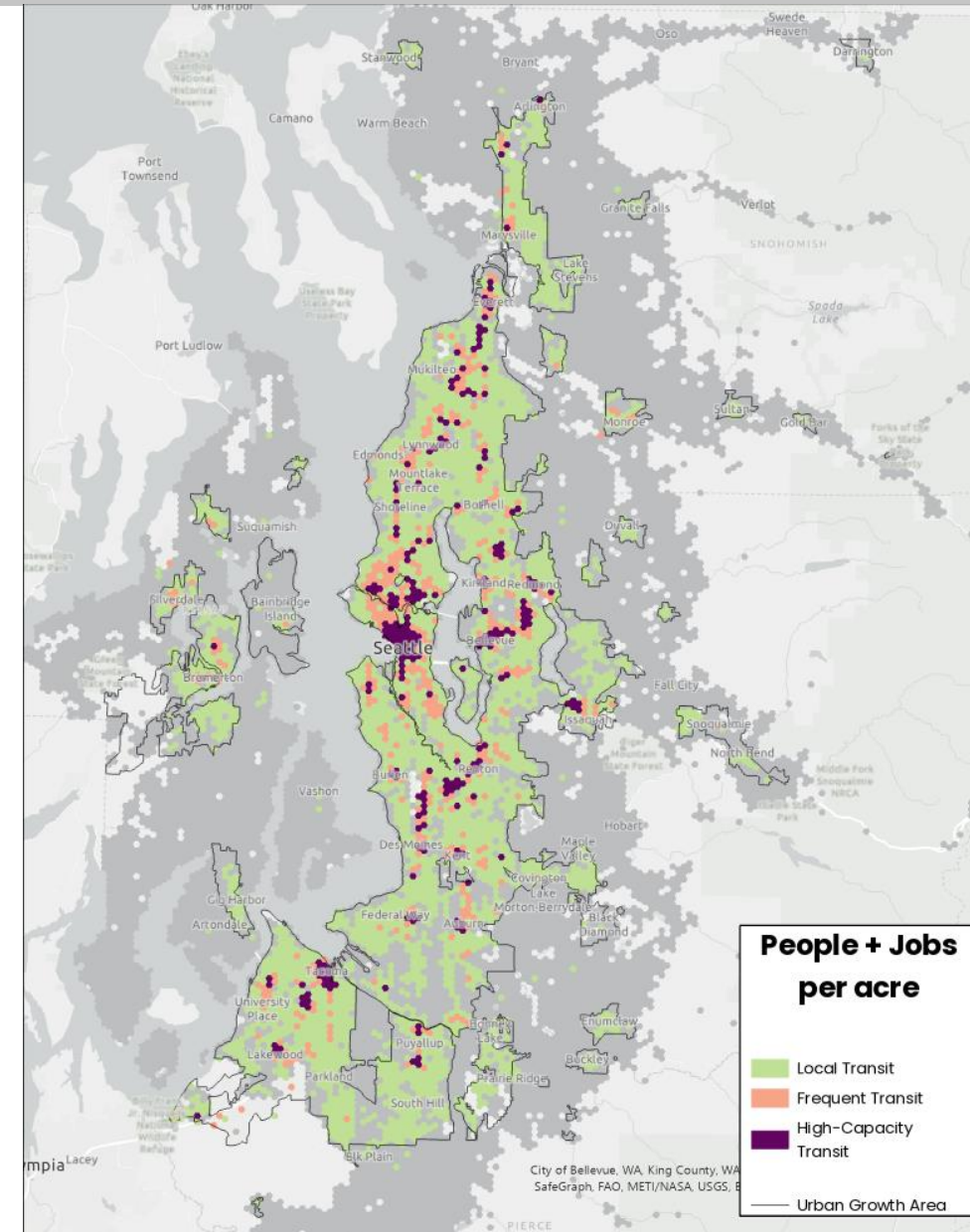
Annual Transit Boardings & Revenue-Hours



Current Transportation System

The Regional Transportation Plan will:

- Look at **where people & jobs are** today and planned for 2050 – at varying densities.
- Identify potential gaps in the transportation system supporting those places.



Current Transportation System – Transit Example

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 5 am and 10pm	All Day Service
at least 25 people + jobs per acre	Service with at least 4 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



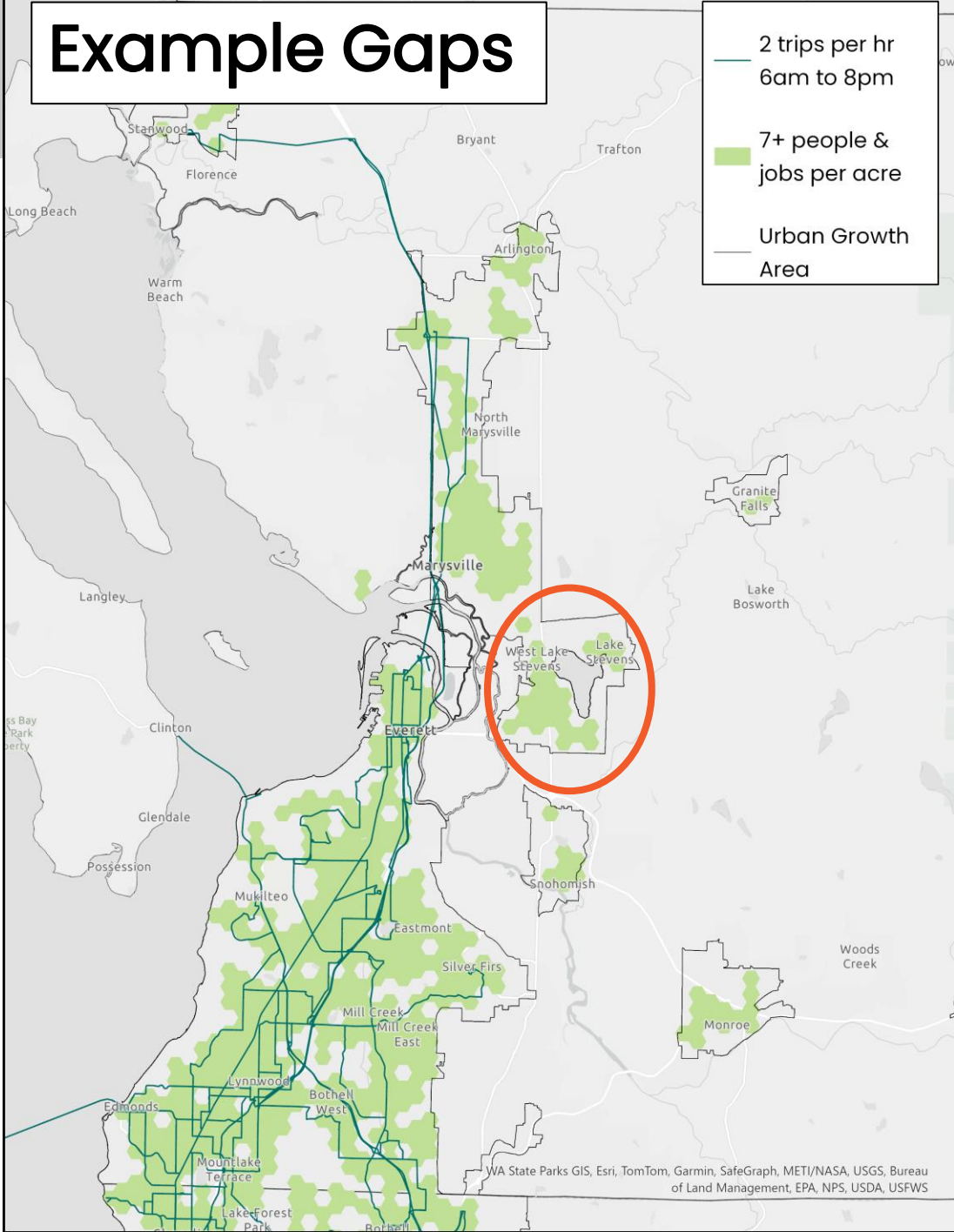
Gaps for Local Transit: 2024

Access to Local Transit Service: 2024

Density	# of People in these areas without service
People in areas with 7 or more people & jobs per acre with service with at least 2 trips per hour between 6am and 8pm (Local Transit)	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



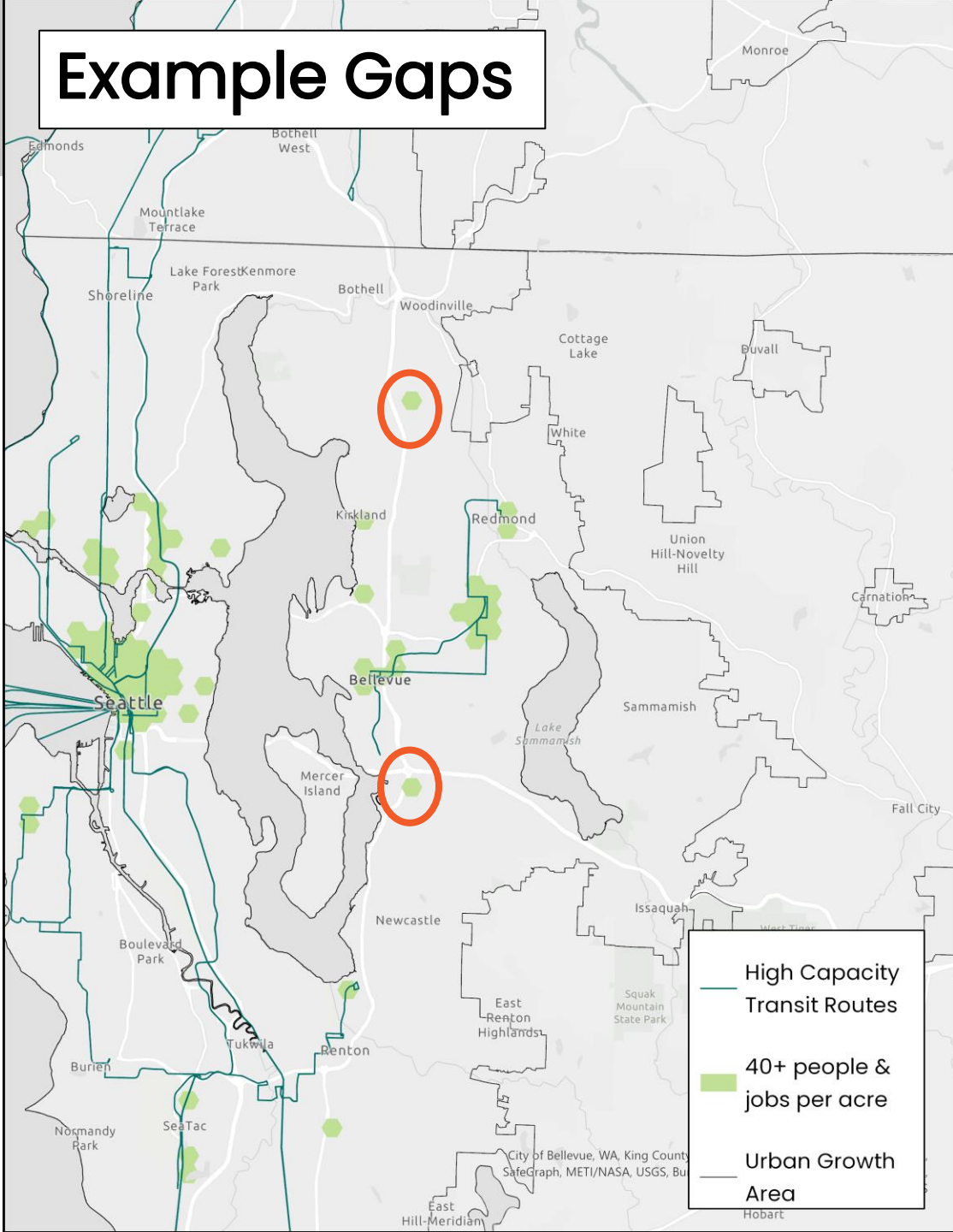
Gaps for HCT Transit: 2024

Access to HCT Transit Service: 2024

Density	# of People in these areas without service
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

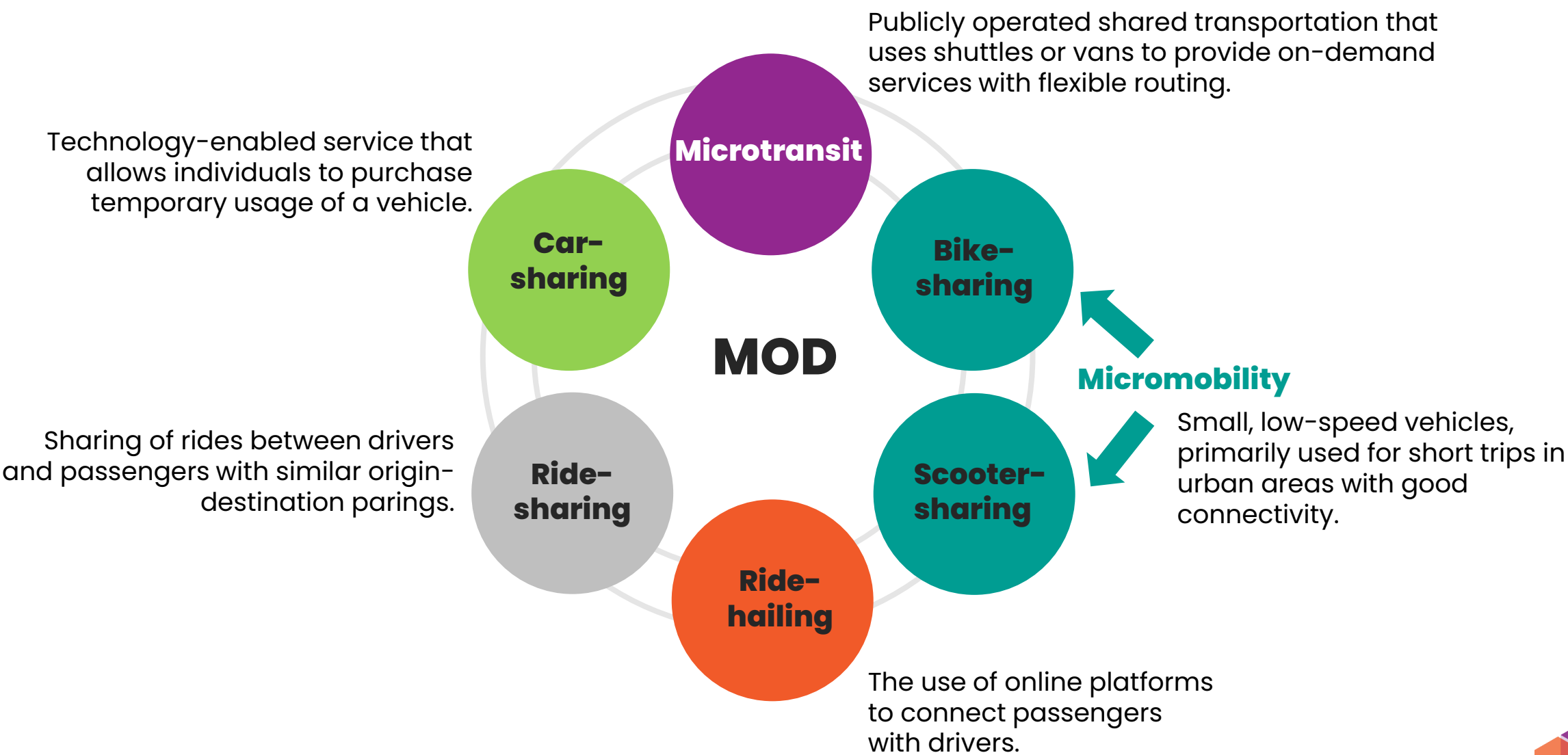


Current **Transit** System Summary

- 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



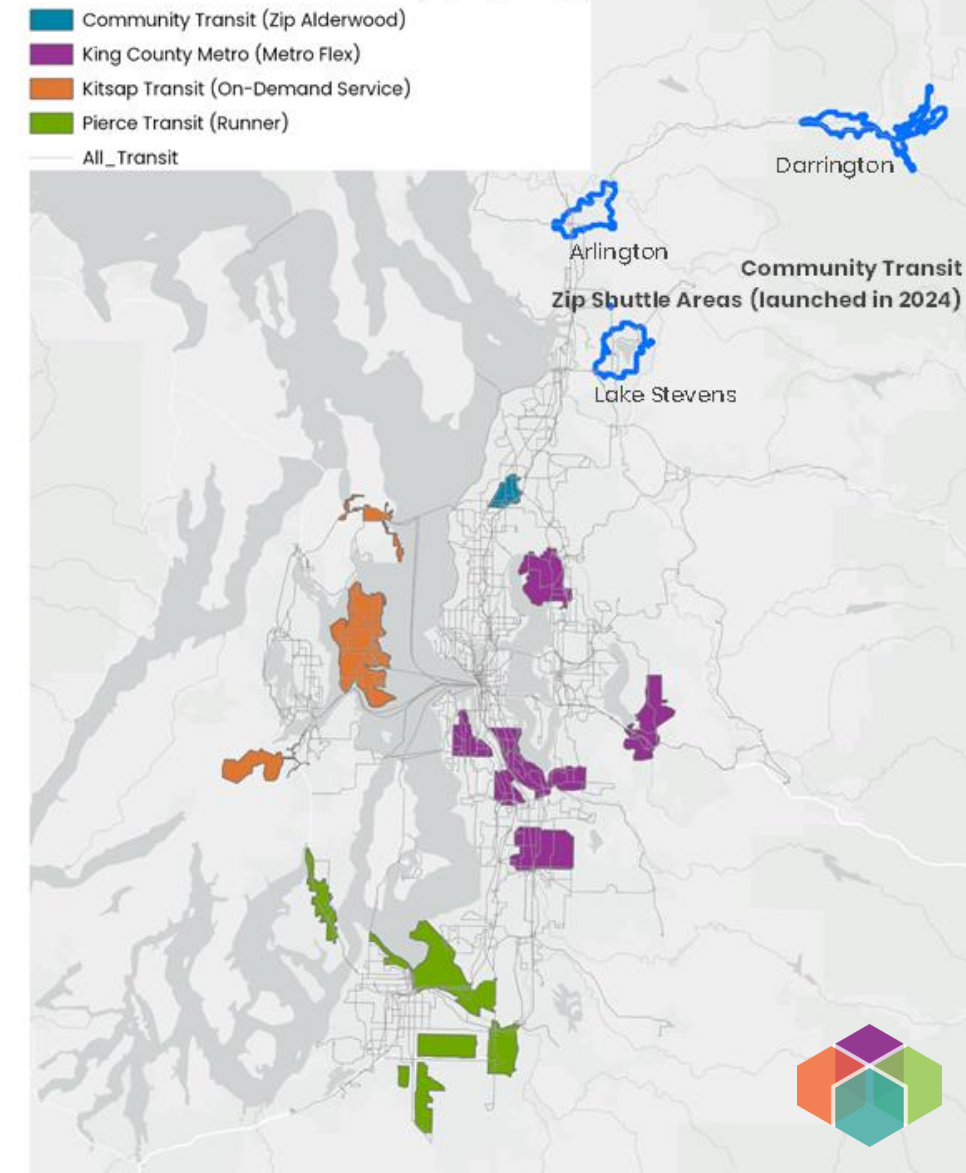
Current Transportation System – Mobility on Demand



Highlights of the Mobility On Demand Today

- MOD options are expanding to offer context-appropriate services.
- 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 (see Map).
- **Car-sharing** services are available for those who need periodic access to a vehicle.

Microtransit Service Areas (By Agency)



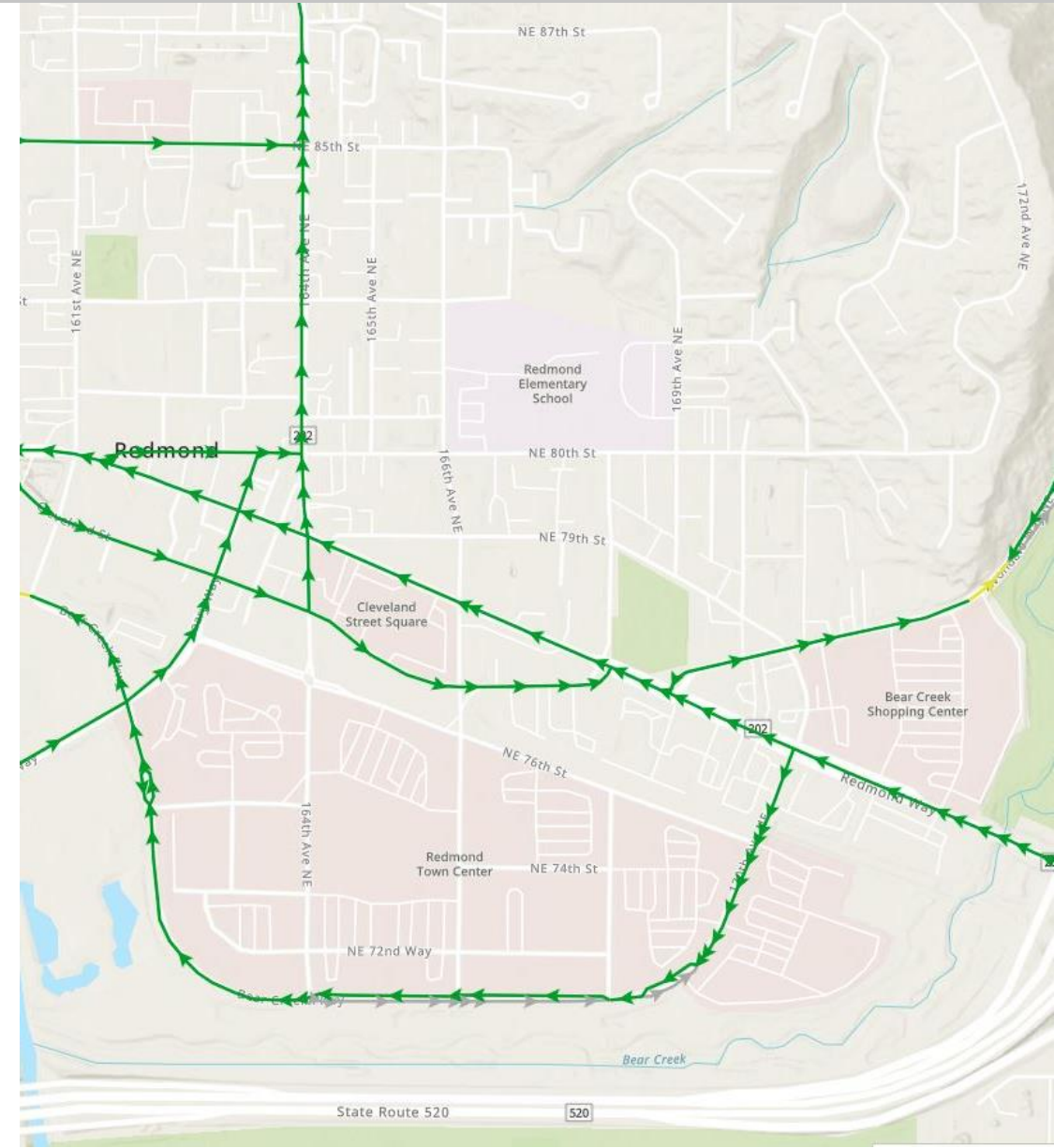
Current Transportation System – Ped / Bike Example

Ped/bike facility inventory data:

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

Data analysis:


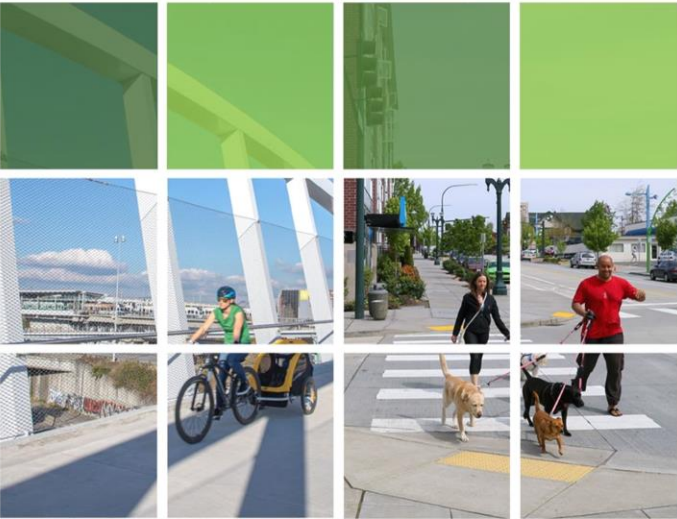
- Summary Statistics
- Bicycle Level of Traffic Stress (LTS)
- Facility Gap Analysis



Bicycle Facility Types

PSRC Pedestrian and Bicycle Facility Typology

July 2023



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



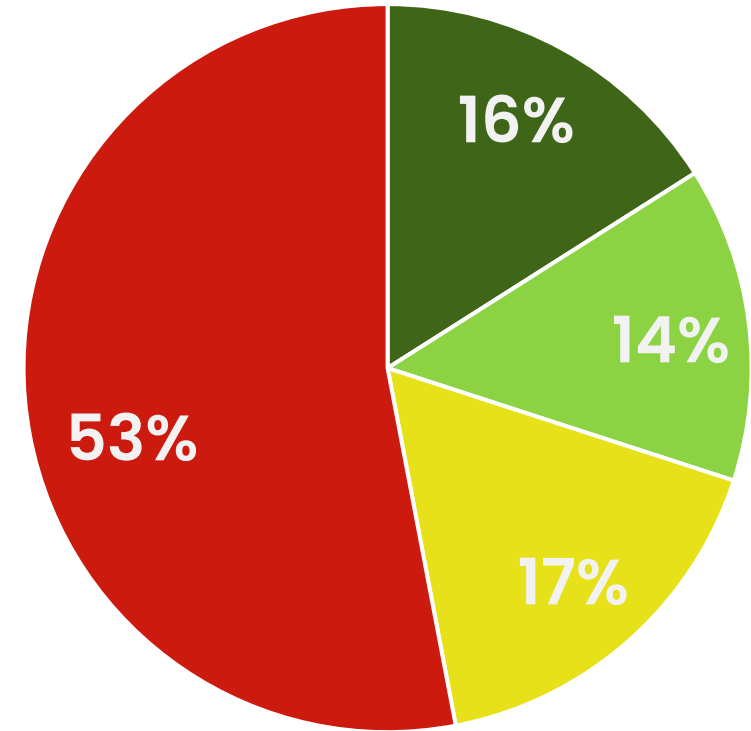
LTS 3

comfortable for
confident bicyclists



LTS 4

uncomfortable for
most



■ LTS 1 ■ LTS 2 ■ LTS 3 ■ LTS 4

Source: Alta Planning + Design, August 2017



Bicycle and Pedestrian System Gap Analysis

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

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



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.



Next Steps

April 2025: Current Transportation System Report

- Interim report released in late April.
- Analysis of current system will feed into discussion of future systems and investments.

Summer 2025: Future System Development

Winter 2025: Draft plan released for public comment

May 2026: Regional Transportation Plan (2026–2050)

Transit Access Assessment

June 2025: Method for assessing transit access need and existing system assessment

September 2025: Future system assessment





Thank You!

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