

Regional Transit Access Tool

Webinar

June 17, 2026



Puget Sound Regional Council

Today's Presentation

- Introduction: Regional Transit Access Assessment and Tool
- Story Map and Tool
- Transit Access Strategy Areas
- Next Steps
- Discussion/Questions



Introduction to Speakers

- Gil Cerise, Program Manager, Transportation Planning, PSRC
- Sydney Segal, Senior Transportation Planner, Fehr & Peers
- Marissa Baxter, Project Manager, Fehr & Peers
- Gary Simonson, Senior Planner, Transportation Planning, PSRC
- Craig Helmann, Director of Data Department, PSRC



Regional Transportation Plan (2022) call to Action:

“...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.
- Develop clear and comprehensive information on the **roles and responsibilities** of agencies.
- **Integrate new emerging themes**, including safety, equitable engagement, and new technologies to transit access tools.
- Develop guidance on **equitable engagement and outreach** for transit access.



Transit Access Components

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

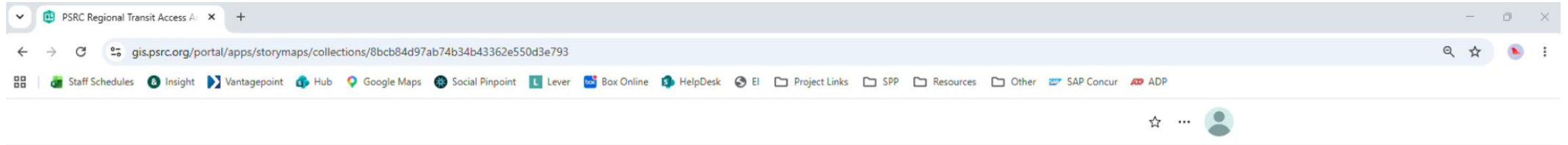


Principles for this work

- 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



Navigating the Tool



This slide originally contained an embedded video. To view this video, please see the webinar recording linked below.

[Regional Transit Access Toolkit Webinar – Navigating the Tool](#)

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Get started

Welcome to the PSRC Regional Transit Access Analysis Tool. This interactive GIS tool builds on PSRC's foundation of transit planning work by making it easier for communities, agencies, and partners to assess the overall transit access



4 Guidance for Project Development



5 PSRC's VISION 2050



6 Wrap Up



Analysis Framework

- How do people access transit (walk, bike, roll, drive), and what infrastructure gaps exist?
- Where is transit service available, and what areas lack service?
- How can transit access strategies address unique needs of communities?



Four Key Metrics for Access to Transit

Pedestrian and Bicycle Safety

> 15% of arterials in the block group are on the regional Pedestrian & Bicycle HIN

PSRC's regional Pedestrian and Bicycle HIN

Pedestrian Network Completion

< 80% of arterials in the block group have complete sidewalks/pedestrian network

*PSRC's sidewalk dataset
PSRC's arterial network*

Assessment of Bicycle Comfort

Average LTS on arterials in the block group > 3

PSRC Level of Traffic Stress for bicycles

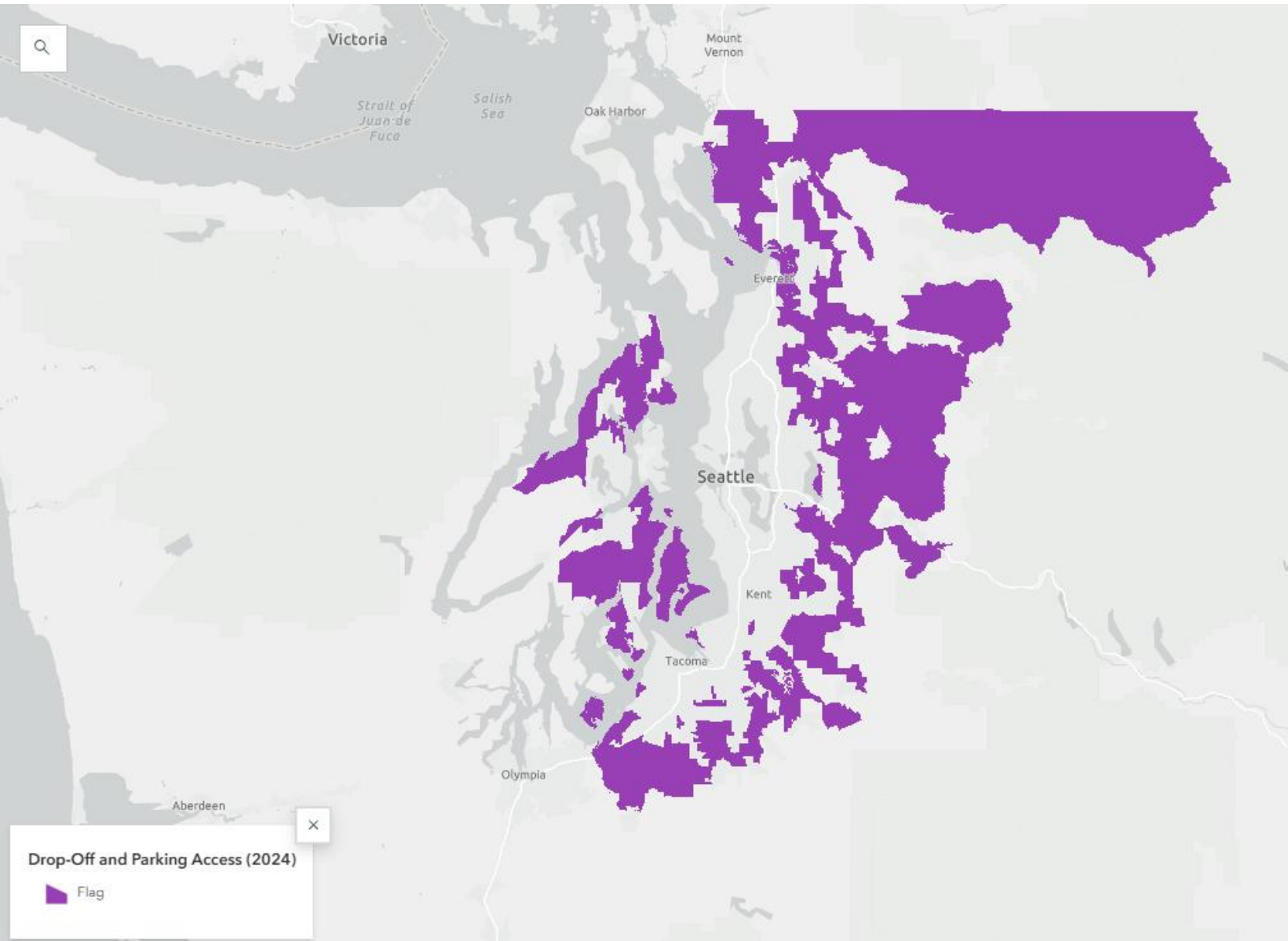
Direct Pathways to Transit Stops & Stations

Average direct pathways to transit stops/stations index of the block group > 2

Route Directness Index Ratio



Drop-off and Parking



Areas where people generally live more than 1 mile and less than three miles from transit



Land Use Alignment with Transit Service

Minimum Land Use; No Transit Service

Census Block Groups where density meets PSRC's guidelines but has no transit service.

Minimum Land Use; Warrants More Transit Service

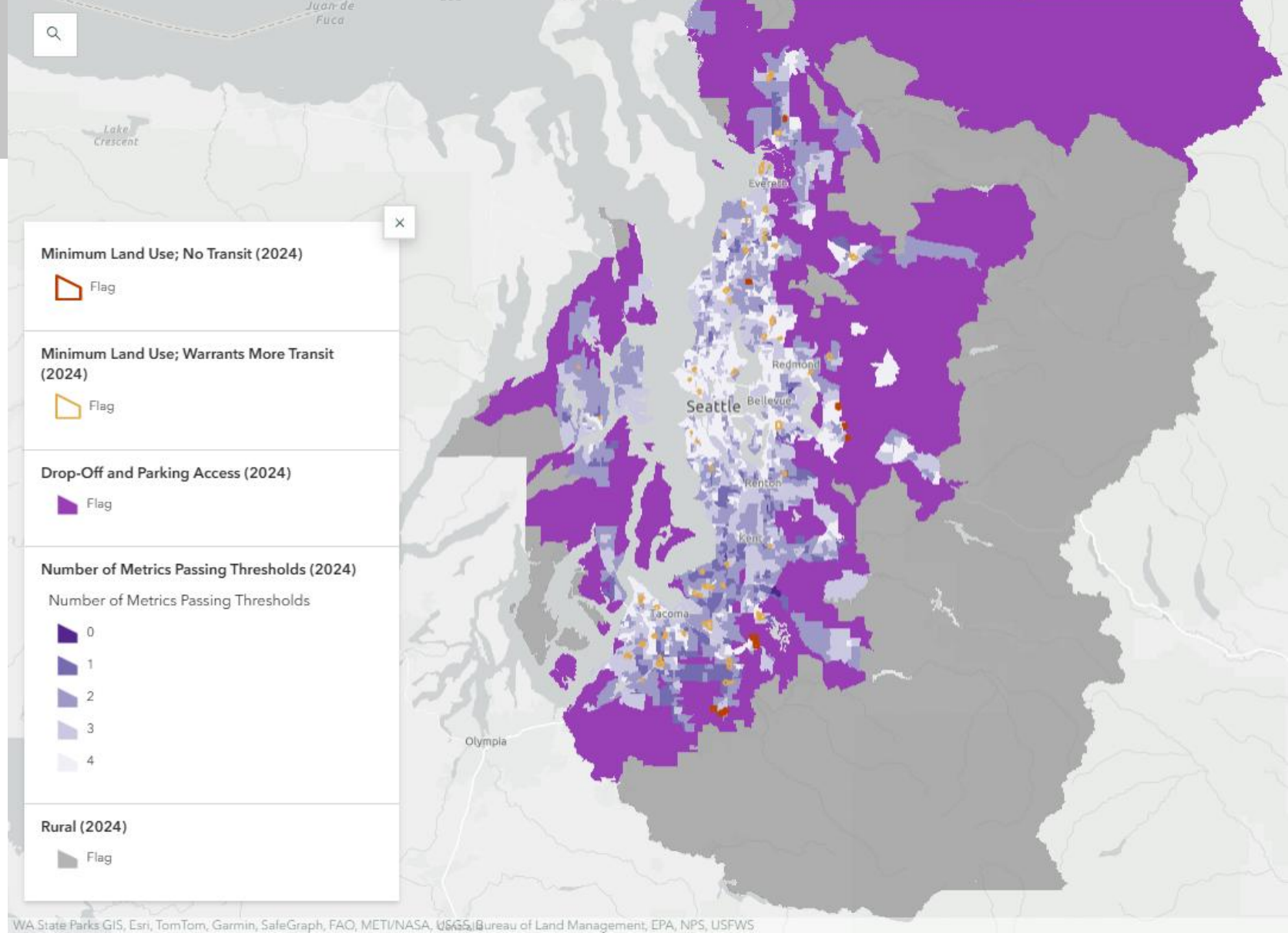
Census Block Groups where density exceeds PSRC's guidelines but recommended to have higher level of transit service.



Overall Findings

Summary of People & Jobs in the Region

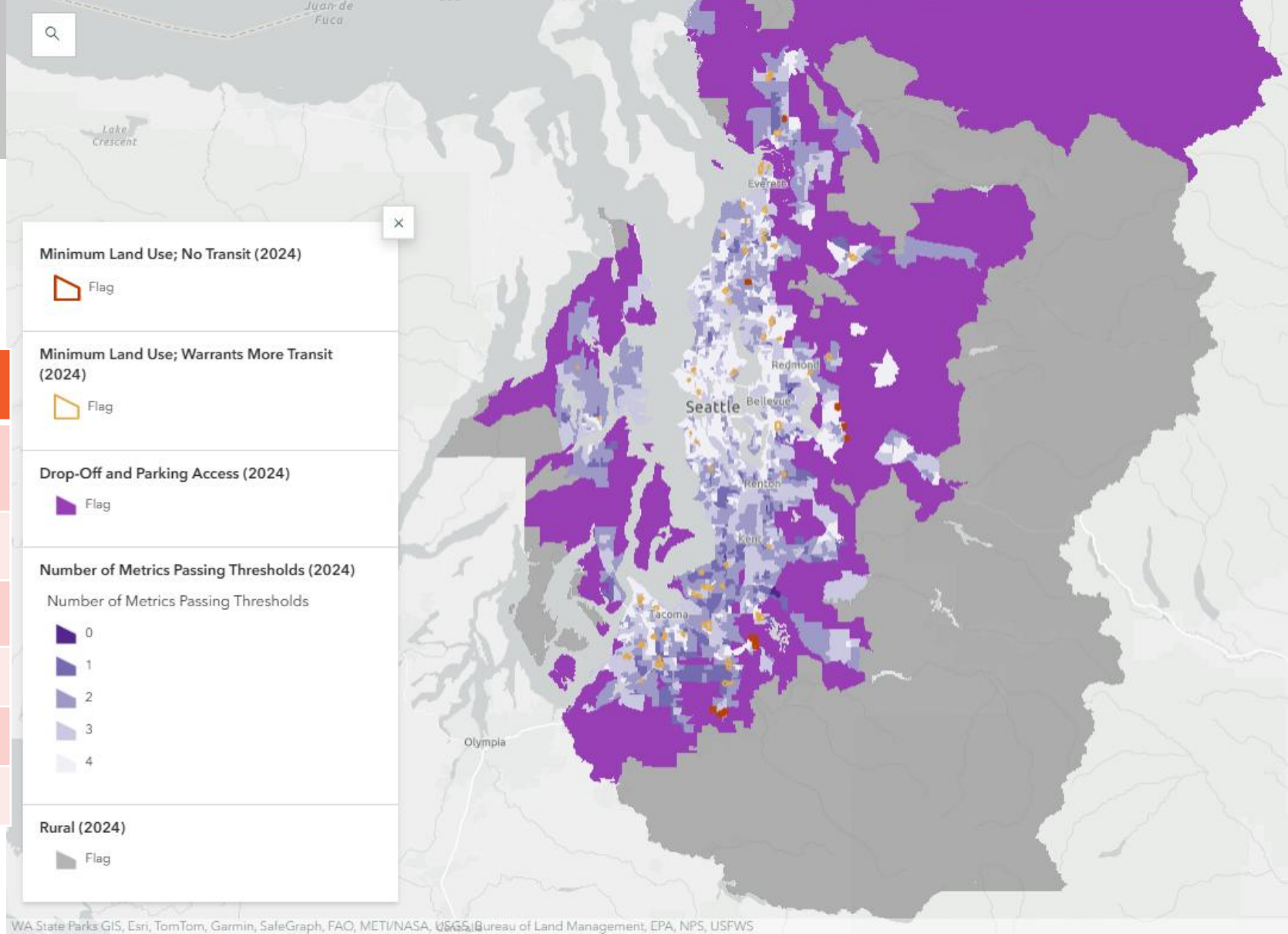
| Metric | Today |
|---|-------|
| Lacks Complete Pedestrian Infrastructure | 45% |
| Lacks bicycle infrastructure | 47% |
| Areas with identified pedestrian and bicycle safety needs | 35% |
| Lacks direct pathways to transit stops or stations | 3% |



Overall Findings

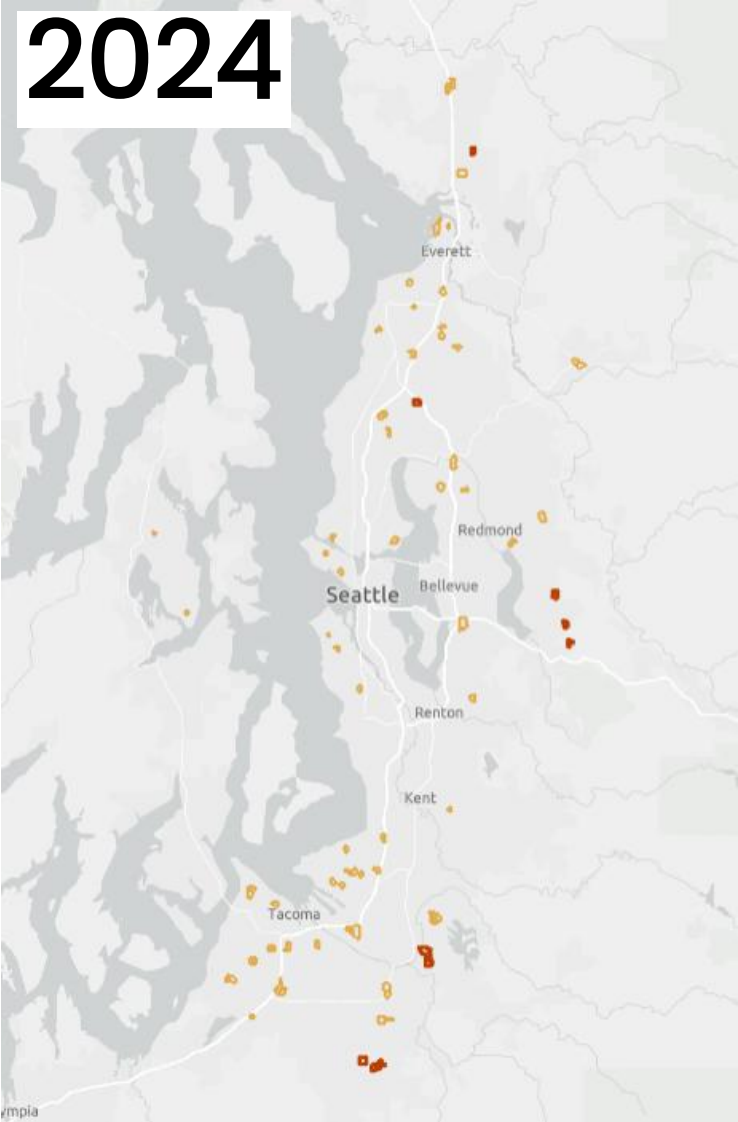
Lacks Complete Pedestrian Infrastructure

| Regional Geography | Today |
|-----------------------------------|-------|
| Metropolitan Cities | 16% |
| Core Cities | 42% |
| High-Capacity Transit Communities | 63% |
| Cities and Towns | 70% |
| Urban Unincorporated Areas | 85% |
| Rural Areas | 94% |



Land Use and Transit Service Needs Over Time

2024



Minimum Land Use; No Transit



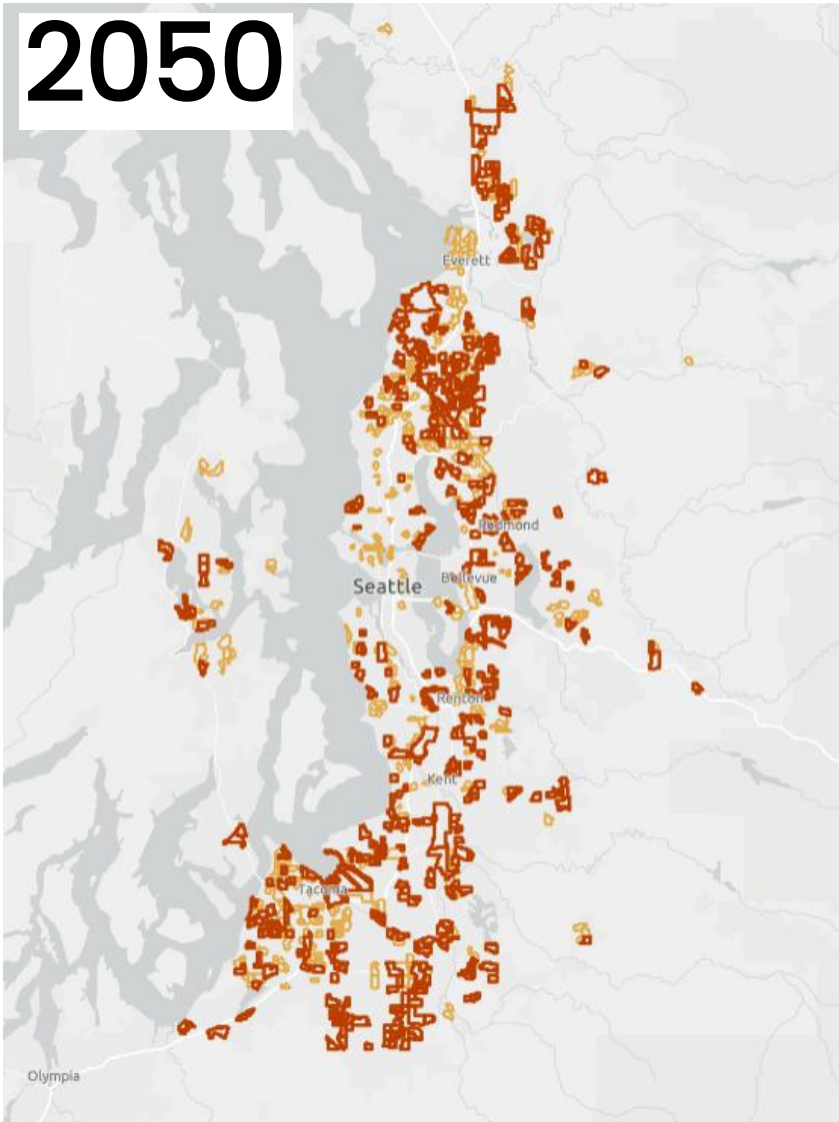
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Minimum Land Use; Warrants More Transit

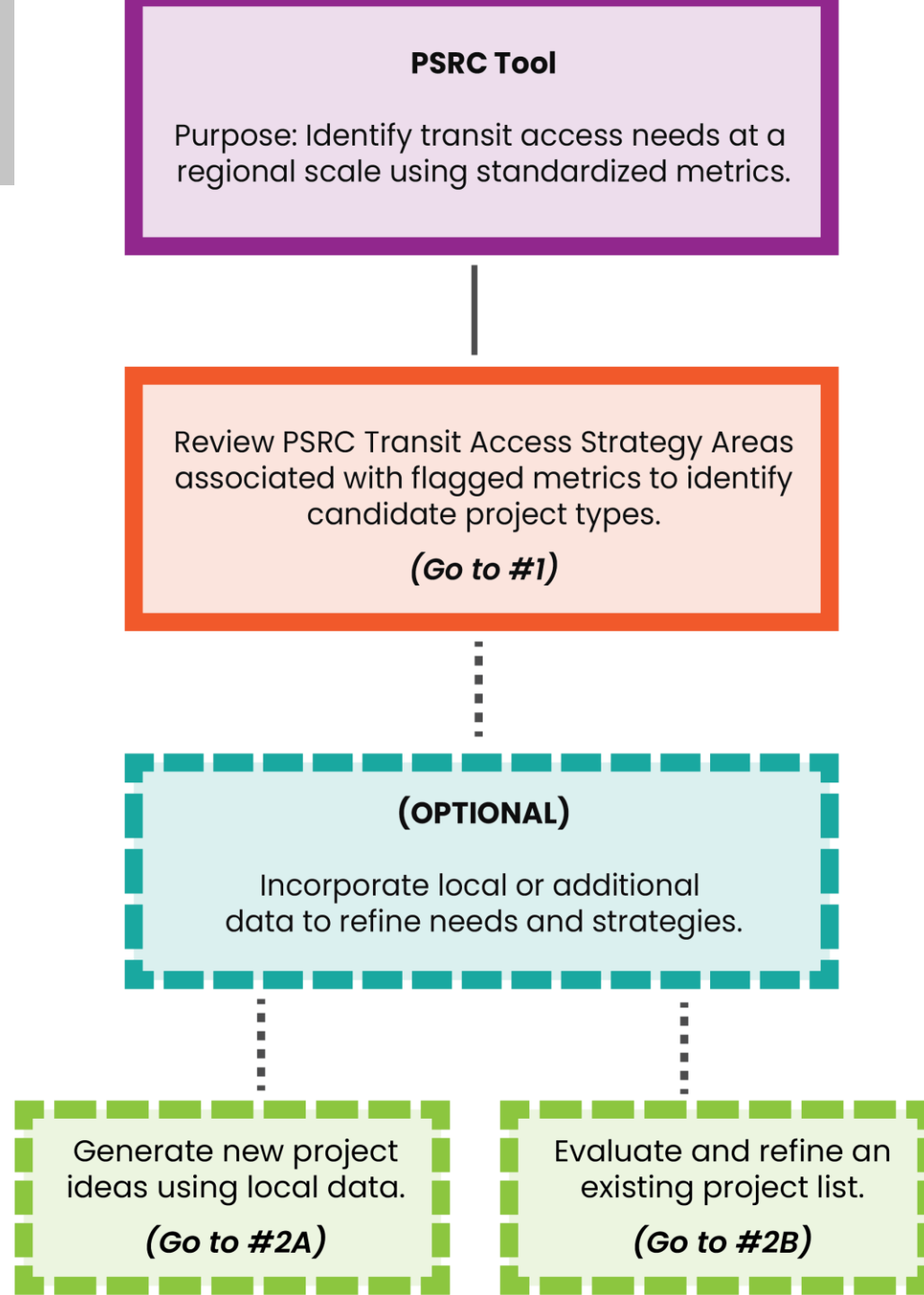


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2050



Local Applications



Downloading the Data

Regional Transit Access Toolkit Webinar – Downloading the Data'. Below the text box, there are two buttons: 'Adjustable Map' and 'Consolidated Data (2024) Download'. The main content area shows a map of the Seattle region with a legend on the left. The legend includes 'Drop-Off and Parking Access (2024)' with a purple flag, 'Number of Metrics Passing Thresholds (2024)' with a color scale from 0 (dark purple) to 4 (light purple), and 'Rural (2024)' with a grey flag. The map shows various geographic features and data points. The bottom right corner of the map area says 'Powered by Esri'."/>

PSRC Regional Transit Access Analysis

Urban Form and Connectivity | Drop-Off and Parking Access | Transit Service Improvements

Interpreting the Results

By presenting the results in this way, the visualization highlights where physical infrastructure barriers overlap and helps identify areas where physical infrastructure could have the greatest impact on transit access. Users can view a summary along with the block-group-level data and individual metric scores for each of PSRC's four transit access strategic areas offers the most appropriate starting point for improving access in their community.

To toggle layers on/off, click the link below for the full-screen adjustable map:

[Adjustable Map](#)

To download the "Consolidated Data (2024)" dataset, click the link below:

[Consolidated Data \(2024\) Download](#)

This slide originally contained an embedded video. To view this video, please see the webinar recording linked below.

[Regional Transit Access Toolkit Webinar – Downloading the Data](#)

Drop-Off and Parking Access (2024)

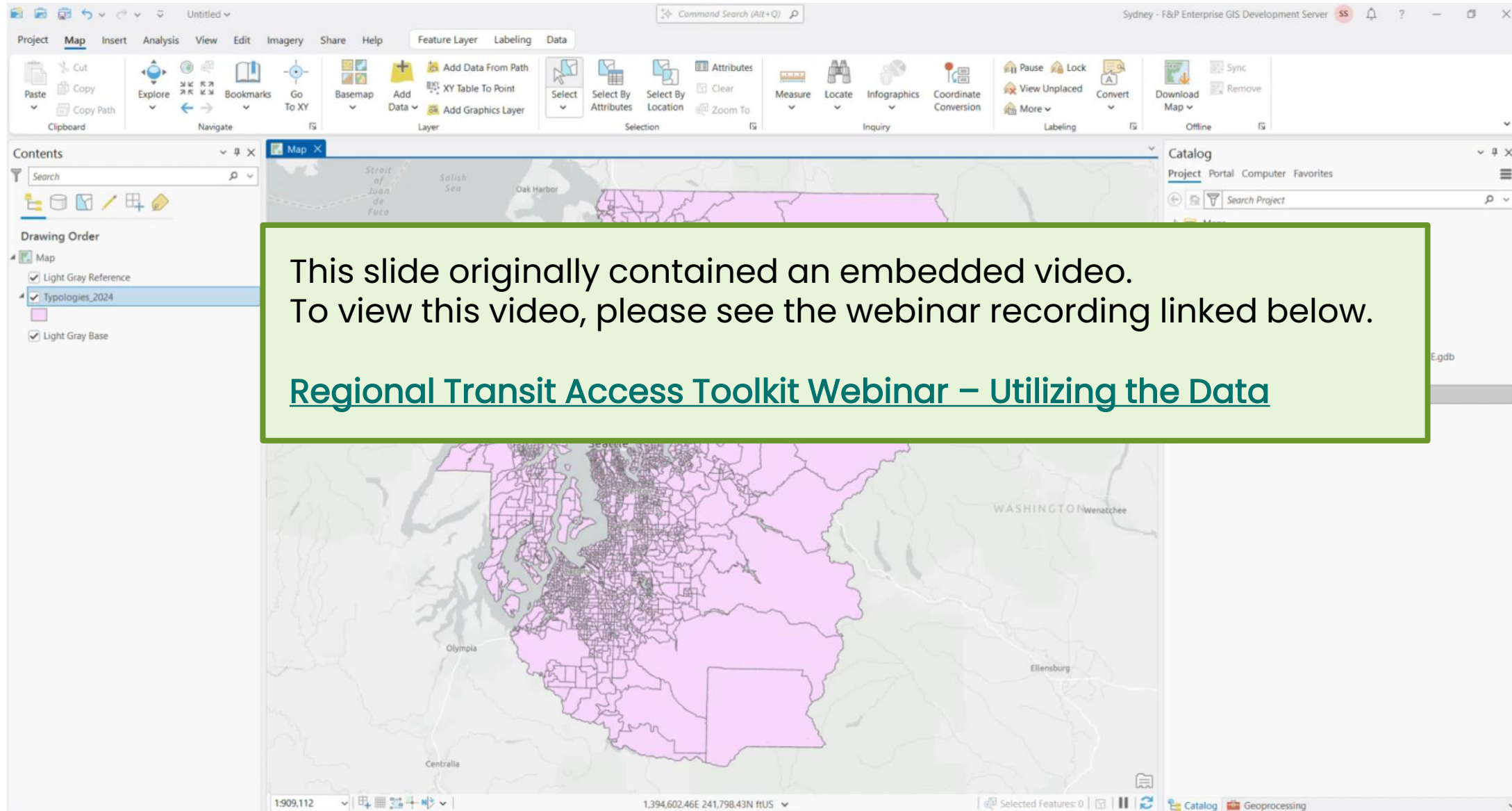
Number of Metrics Passing Thresholds (2024)

Rural (2024)

Powered by Esri



Utilizing the Data



Transit Access Strategies

- Story map links to menu of strategies to address the transit access needs identified through the tool
- Tool points to a strategic area where they can choose a specific strategy based on local context/data
- Compared to previous version, strategies have been pared back to focus on the core elements
- Several of the previous planning and policy strategies are now included as considerations at the end of the document



Transit Access Strategies – Key Information

- Description of strategy
- Benefits – How it improves transit access
- Implementation considerations:
 - roles & responsibilities,
 - challenges, and
 - other pertinent information
- Regional examples to illustrate how it has been implemented



Transit Access Strategic Areas/Structure

- **Urban Form and Connectivity :**
 - Pedestrian Network Completion
 - Bicycle infrastructure and Level of Traffic Stress
 - Direct pathways to transit stops
- **Improve Drop-off & Parking Access**
 - Accommodate Drop-Off/Pick-up Modes
 - Address Parking Needs
- **Transit Service**
 - Add/Improve Transit Service



Transit Access Strategic Areas/Structure

- Document includes safety strategies to be deployed in conjunction with ped/bike strategies implemented on High-Injury Network (HIN)
- Different considerations based on Regional Geographies are also included:
 - Regional Growth Centers
 - Manufacturing Industrial Centers
 - Rural Areas
 - High-Capacity Transit Station Areas
 - Countywide Growth Centers
- Other local planning, policy and regulatory considerations are highlighted



Next Steps

- Finalize the Transit Access Tool
- Release Tool for public use (August 2026)
- PSRC members encouraged to make use of the tool
 - Encourage feedback through PSRC website
- Updates to data and method aligning with RTP development cycle
 - Next update for release in 2030



Questions?

Are there any questions about:

- the online tool
- transit access strategy areas and/or
- intended use of the tool

Initial reactions and reflections from participants

Any suggestions for a potential use case study that would allow PSRC to test version 1 of the tool?



An aerial photograph of a coastal city, likely Everett, Washington. The city is built on a peninsula and is surrounded by water. A large bridge, the Everett-Lynn Haven Bridge, spans across the water, connecting the city to the mainland. The city features a mix of residential and commercial buildings, a marina with many boats, and a large industrial area with a shipyard. In the background, there are mountains and a clear blue sky.

Thank you!

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