

Regional Transportation Plan Policy Focus Area: Access to Transit

Transportation Policy Board
March 11, 2021



Overview

- The regional transit system is under expansion, with new and extended light rail, bus rapid transit and local bus services planned and under way
- VISION 2050 calls for growth to be focused around transit station areas
- Riders can access the system in a variety of ways:
 - Walking
 - Biking
 - From other transit services
 - Driving
 - Park and ride
 - Drop off / rideshare



Current Trends: Regional Access

- Data from the Household Travel Survey suggests that people access the system in many ways
 - Regionally around 85% walk or bike to transit and 10% drive or are dropped off
 - For every category we analyzed regionally, walking to transit was the predominant mode for accessing the transit system
- ❖ If you use transit for work, you are more likely to drive (20%) to access transit than if you are going shopping (5%)
 - ❖ Lower income households walk to transit more frequently (>90%) than higher income households (around 80%)
 - ❖ The more cars available to a household, the more likely you will drive to transit
 - The share of households with 1 car that drive to transit is around 8%, while 2 car households that drive to transit is closer to 14%



Current Trends: Context Matters

- The way people access transit differs across the region
- If you live in a townhome or multi-unit apartment, you are more likely to walk to transit than if you live in a single-family home
- If you increase accessibility to high-capacity transit, you can significantly improve the usage of the system

Transit users in Kitsap County walk about half the time when they access transit (49%) and are far more likely to drive or be dropped off at transit stations than users in the other three counties (38% vs. 8%)

- Modeling of increased access for high-capacity transit stations in the region increased overall transit usage by almost 40%
- Modeling of speed and reliability improvements for all BRT routes in the region increased ridership by about 20%



Current Activities

- Jurisdictions and transit agencies are working to improve multimodal accessibility to transit services, at all scales
- Some examples:
 - Lynnwood City Center:
 - Collaboration with Sound Transit and Community Transit to prepare for Link light rail in 2024
 - Prioritizing projects and programs that improve transit access:
 - ✓ New and improved street grids, including pedestrian crossings
 - ✓ Shared use path improvements for pedestrian and bicyclists
 - ✓ Easy transit-to-transit connections (bus-rail, bus-bus)
 - ✓ Transit Oriented Development with associated access improvements
 - ✓ Added park & ride capacity at Link station



Current Activities (continued)

- King County Metro's Renton Transit Access Study (September 2019)
 - Identified transit access needs and implementation strategies
 - Covered various transit access contexts (downtown, growing neighborhoods, industrial/employment area, etc.)
 - Transit access implementation strategies include:
 - Improvements to walking and biking environment
 - Pilot First/Last Mile services
 - Parking and parking management
 - Improved transit-to-transit connections
 - Support for easy transit access in new development/redevelopment



Breakout Session

- The board will break into three smaller groups
 - Purpose = engage in small group discussions on the topic of Access to Transit
 - What are the key messages we should include in the RTP?
 - Are there recommendations that should be included? To jurisdictions, transit agencies, PSRC, the state, USDOT?
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For members of the public, listen to a breakout session by calling:

- 1-888-475-4499, enter ID 979 1215 5578, Passcode 514727
- Switch rooms by hanging up, call in again and ask moderator to place in different room
- Tech assistance: Piset 206-971-3271

