Presentation Outline

• Define terms & set premises

• Transit Access Assessment (2016), Checklist & Toolkit

• Next steps

• Discussion
Access: Defining Terms

"Access"  =  The ability to get to and use transit

"Transit access"  =  Any thing (e.g. policy, plan, program, operational change, capital project, etc.) that makes it easier to get to and use transit

"Access to transit"  =  The ability to get to and use transit

"Access improvement"  =  Any thing (e.g. policy, plan, program, operational change, capital project, etc.) that makes it easier to get to and use transit

"Increasing/improving access to transit"  =  The ability to get to and use transit
1. Access to transit is really important, and increasingly so

2. There are many ways to increase access to transit
People Access Transit in Many Ways
PSRC Work: Transit Access Assessment

- Completed in 2016
- Built off existing work in the region
- Supported by a staff working group
- Best practices review, interviews with local electeds, and 8 case studies
- Identified findings and recommended next steps for PSRC
Transit Access Toolkit

- Create a transit access toolkit that gives transit agencies and local jurisdictions the ability to assess transit access needs and help to apply tools and strategies to improve access based on existing and anticipated needs throughout the region.
  - Produce a report on transit access funding across the region and recommend improvements for how access investments can be funded.
  - In consultation with the Transportation Operators Committee, consider developing a regional transit access policy as part of the update for Transportation 2040 that includes an access hierarchy and station typology to provide a framework for identifying transit access emphasis and priority investments.
PSRC Work: Transit Access Checklist & Toolkit

TRANSPORT ACCESS
CHECKLIST & TOOLKIT: EXECUTIVE SUMMARY

Transit access refers to the ability of people to easily get to and use public transportation. Making sure that as many people as possible can easily get to and use transit will be fundamental to the success of the policy and planning decisions and major capital and operational investments in transit that the region (Puget Sound region) has made and will continue to make over the coming years.

The Puget Sound Regional Council (PSRC) has been engaged in transit access work for the past several years, culminating in the release of a Transit Access Assessment in early 2016. The Transit Access Assessment identified 14 findings about transit access in the region, which were generated from best practices and literature review, interviews with local elected officials from throughout the region, and the completion of case studies that examined transit access issues at eight major sites of transit service.

The Transit Access Assessment called for PSRC to create products that give all regional stakeholders the ability to assess transit access conditions and help to apply tools and strategies to improve access based on existing and anticipated needs throughout the region. The Transit Access Checklist and Toolkit are these products.

This Executive Summary describes the problems the Transit Access Checklist and Toolkit will help solve, introduces each product, and identifies next steps to use the Checklist and Toolkit and ultimately improve transit access across the central Puget Sound region.

TRANSPORT ACCESS
CHECKLIST

When it comes to increasing access to transit, context matters. Understanding the various characteristics—both existing and planned—that influence transit access and how they interact are necessary for identifying the needs, challenges, and opportunities for improving everyone’s ability to get to and use transit.

The Transit Access Checklist provides a consistent framework for stakeholders—including local jurisdictions, transit agencies, WSDOT, and others—to assess transit access in and around major sites of transit service. The Checklist sets a comprehensive framework to provide a 360-degree understanding of particular locations, and will result in a complete picture of the transit access environment.

TRANSPORT ACCESS FUNDING MATRIX
& KEY FINDINGS

There are many instances of transit access improvements, strategies, and outcomes that would benefit from dedicated funding. However, these various programs and local and regional capital investment activities are typically difficult to align and fund as a whole.

The Transit Access Funding Matrix highlights potential funding strategies that can be leveraged to support transit access improvement projects. The matrix is based on interviews with key stakeholders who shared their perspectives on the funding strategies that they have used or would like to see used to support transit access projects.

Key Findings:

1. Limited number of transit access projects are traditionally supported by dedicated funding.

2. Lack of transparency in funding transit access projects is a barrier to identifying potential savings or identifying best practices.

3. Key funding strategies include dedicated funding for Transit Access projects. Increased transparency and accountability are required to better understand the financial implications of transit access projects.
The findings the Checklist and Toolkit address:

1. Context matters for improving access

2. Roles aren’t always clear for delivering access improvements
The Value of this Strategy

Many transit trips in the region begin or end on foot or on bike. As such, making sure the nonmotorized environment is safe and comfortable can substantially improve transit access. This is true of the paths to and from major sites of transit service as well as of amenities available at transit stops and stations.

Nonmotorized improvements are typically smaller scale investments that also provide capacity for trips other than those accessing transit thus creating additional benefits and transportation options, or improving the comfort and amenities of existing facilities.

The Value of Working Together

Local jurisdictions and WSDOT play a major role in nonmotorized improvements that increase access to transit, primarily due to the fact they have authority over the right of way on which these investments occur. Transit agencies have more influence at sites they own and operate as well as at new facilities that they plan to construct.

Considering the impact on transit access from nonmotorized investments should occur whether in established or emerging transit environments. Making these investments can create opportunities for maximizing both transit access and other benefits these types of projects provide.

Roles and Responsibilities

Local Jurisdictions. As owners of local right of way, local jurisdictions are important providers of nonmotorized infrastructure in the region. Based on applicable policies and plans, local jurisdictions allocate resources to the construction and maintenance of sidewalks, bicycle facilities, and traffic calming measures that result in safer, more comfortable nonmotorized environments.

Transit Agencies. The role of transit agencies in improving the nonmotorized environment has to do with identifying priority corridors that they believe would increase transit access and ridership, emphasizing nonmotorized access in the design of major transit capital investments; and ensuring satisfactory amenities at major sites of transit service, including bicycle parking.

WSDOT. As owners of state right of way, WSDOT is an important provider of nonmotorized infrastructure in the region. Based on applicable policies and plans, WSDOT allocates resources to the construction and maintenance of sidewalks, bicycle facilities, and traffic calming measures that result in safer, more comfortable nonmotorized environments.
## IMPROVE THE NONMOTORIZED ENVIRONMENT

<table>
<thead>
<tr>
<th>Access Improvement</th>
<th>Description</th>
<th>Access Benefits</th>
<th>Agency Roles</th>
<th>Timing</th>
<th>Costs &amp; Funding</th>
<th>Common issues &amp; Challenges</th>
<th>Regional Examples</th>
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</thead>
<tbody>
<tr>
<td>9. Add street lights</td>
<td>Street lights provide a feeling of safety and security and could induce additional nonmotorized trip making.</td>
<td>Improved safety and comfort for nonmotorized users.</td>
<td>Typically implemented by local jurisdictions, with varying levels of participation by transit agencies and WSDOT.</td>
<td>Timing can vary depending on scale, but typically requires a few months to implement.</td>
<td>$5-$5</td>
<td>Costs relate to scale of investment, potential right of way needs, and any utility/electrical needs associated with the project.</td>
<td>Beyond right of way issues, few issues arise from these types of projects. Sometimes street lights are included as part of corridor construction projects (e.g. 23rd Ave project in Seattle).</td>
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<td>10. Provide sufficient bicycle parking at major sites of transit service</td>
<td>Sufficient and secure bicycle storage can attract additional bicyclists to major sites of transit service, especially where there is good nonmotorized infrastructure in the vicinity.</td>
<td>Increased ridership, improved nonmotorized access, safety, and comfort.</td>
<td>Typically under the purview of the owner/operator of the transit facility in question.</td>
<td>If a new facility, sufficient parking should be provided upon opening. Otherwise, adding new parking typically takes several months.</td>
<td>$5-$5</td>
<td>Depends on the amount and quality of bicycle parking. There is potential revenue associated with secure bicycle parking as well.</td>
<td>Common issues are around whether the bicycle parking provided is sufficient and secure enough to meet demand.</td>
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<td>11. Add bus stop shelters</td>
<td>Bus stop shelters provide a place for riders to wait with some protection from the elements.</td>
<td>Improved safety and comfort for transit riders.</td>
<td>Transit agencies have primary responsibility and must work with the relevant local jurisdiction where a new shelter is considered, and potentially with other transit agencies if it is a shared stop.</td>
<td>Timing can vary depending on scale, but typically requires a few months to implement.</td>
<td>$5</td>
<td>Depends on number and features associated with bus stop shelters. Potential right of way issues may increase cost. There will be ongoing maintenance costs.</td>
<td>Beyond right of way issues, few issues arise from these types of projects. Typically new shelters are added in corridors seeing improvements in service quality (e.g. new RapidRide and Swift lines).</td>
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PSRC Work: Transit Access Funding Matrix

- Identifies five key findings
- Overall finding: funding access improvements is complex
- Wide variation in type, scale, cost, roles, and timing of investments
- Trade-offs inherent and no framework for prioritizing which improvements to fund
Next Steps: T2040 Update

• Direction to develop “a regional access and parking strategy” in adopted work program

• Leverage existing work on broader topic of transit access

• Address specific parking issues:
  ✓ Supply
  ✓ Demand
  ✓ Innovations
Thank you.

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