

King County Metro Transit

Access to Transit Study Work Plan

February 19, 2014

Prepared for:
King County Council

Prepared by:



**Department of Transportation
Metro Transit Division
Service Development Section**
King Street Center, KSC-TR-0415
201 S Jackson St.
Seattle, WA 98104
www.kingcounty.gov/metro

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Introduction

Ordinance 17641, adopted in August 2013 to update the King County Metro Strategic Plan for Public Transportation, includes a requirement to develop a work plan for undertaking a study of access to transit infrastructure. As laid out in the following work plan, the Access to Transit study will assess the role that capital infrastructure plays in facilitating access to transit and will explore options for regionally coordinated approaches to assessing and tracking needs, managing, and funding access infrastructure. The study will also consider model policy language, including potential updates to Metro's Strategic Plan to clarify the role, measurement and funding of transit access infrastructure. The results of the study could help inform policy, facility management, performance measurement and investment decisions.

Background

Access to transit is a pressing concern. With increasing crowding at park-and-rides, high costs to expand park-and-ride capacity, concern over last-mile connections, growing interest in walking and biking to transit, and continued need to address accessibility for all mobility levels, the region is faced with the questions of how best to assess, provide and enhance transit access.

Metro has traditionally measured access to transit as living or working within ¼ mile of a bus stop or within two miles of a park-and-ride. Transit accessibility is more complex than simple proximity, however. A number of agencies in the region are undertaking studies related to transit access to better understand the factors that influence transit accessibility and how to cost-effectively enhance access. Sound Transit and the Washington State Department of Transportation (WSDOT) have initiated studies of park-and-ride lots. Sound Transit is also partnering with Metro to look at nonmotorized access improvements. At the same time, the Puget Sound Regional Council (PSRC) is developing an Active Transportation Plan and a Regional Transportation Demand Management (TDM) Action Plan as part of the Transportation 2040 update.

Metro's long-range planning efforts

Metro's Access to Transit study will be an important component of Metro's long-range planning efforts. As directed by strategy 6.1.2 in the 2013 update of the Strategic Plan for Public Transportation, Metro will develop a long-range plan over the next two years to identify the service and capital elements of a future Metro transit network. The long-range plan will consider existing and future service markets, develop service scenarios, and identify the capital elements needed to support service. Founded upon Metro's Strategic Plan and Service Guidelines and reflective of local plans, the long-range plan will define and communicate a vision for how Metro's service will evolve over time in order to provide a foundation for coordination between Metro and others in the region.

As part of scoping efforts already underway, Metro is interviewing agencies across the country about their long-range planning efforts. Metro is also working with the PSRC to look at different potential model outputs based on Vision 2040 and to develop a toolkit to help local jurisdictions incorporate transit-supportive elements into their planning.

Related King County Metro Objectives and Strategies

Objective 3.2: Address the growing need for transportation services and facilities throughout the county.

Objective 3.4: Support economic development by using existing transportation infrastructure efficiently and effectively.

Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.

Strategy 3.2.3: Work with transit partners, WSDOT and others to manage park-and-ride capacity needs.

Strategy 3.3.1: Encourage land uses, policies, and development that lead to communities that transit can serve efficiently and effectively.

Strategy 3.3.2: Support bicycle and pedestrian access to jobs, services, and the transit system.

Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.

Work Plan Overview

The Access to Transit Study Work Plan was developed with input from representatives from cities, partner agencies of WSDOT, Sound Transit and PSRC, County Executive and legislative staff, and private-sector representatives.

Elements of the work plan

Per Ordinance 17641, the work plan includes the timeline, milestones, lead agency or jurisdiction and scope to define:

- the role of park-and-rides and other community infrastructure related to access to transit;
- industry best practices and innovative approaches to improve access to transit capacity including but not limited to parking management, technology, nonmotorized corridors, and transportation demand management;
- options for regional needs reporting and funding of access to transit infrastructure;
- model policy language that supports access to transit through transit-oriented communities and infrastructure; and
- potential updates to the Strategic Plan for Public Transportation and Metro Service Guidelines to clarify the role, measurement and funding of access to transit as they relate to the King County Metro transit system.

Project structure

The Access to Transit study will occur in two phases, with a report due at the end of each phase.

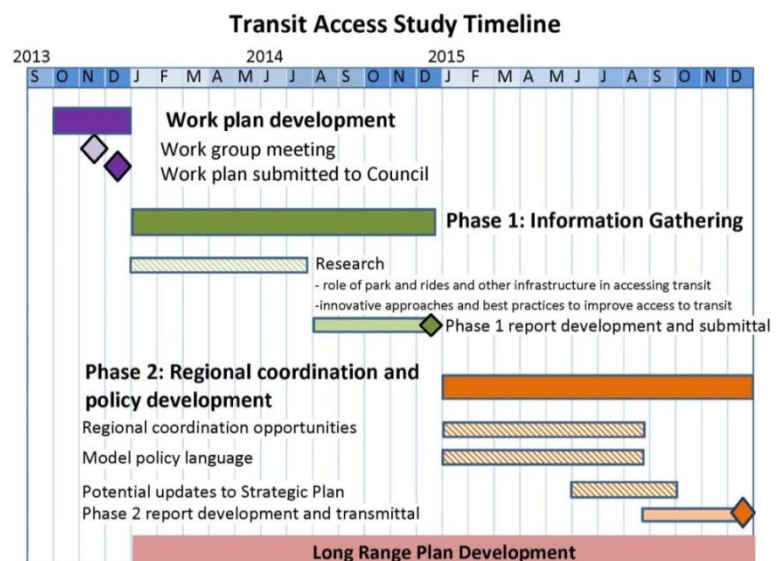
- **Phase 1:** Information gathering (elements a and b)
- **Phase 2:** Regional coordination and policy development (elements c, d and e)

Project leads

Metro and the PSRC will each lead portions of the study. Metro and the PSRC will co-lead the information gathering phase (Phase 1). The PSRC will be the primary lead for the regional coordination and policy development phase (Phase 2) as a component of their federally funded work program. Metro will track the overall study efforts and ensure that the requirements of the ordinance and work program are met. Metro will also develop the required reports for the Regional Transit Committee and King County Council and will be involved as a resource for the entire project. Other transportation agencies (WSDOT, Sound Transit) as well as city and private sector representatives will also be resources at different stages of the project.

Timeline

The study is scheduled to occur over two years. This timeline may be adjusted, however, in the event of major Metro service reductions.



Work Plan Development Process

The work plan was developed with input from other transportation agencies, city staff, Executive and legislative staff, and private sector representatives. Metro staff members visited a number of existing forums and groups in the region to raise awareness of the transit access study and to solicit input. Metro staff members also reached out to staff members from other agencies that are leading related studies and planning efforts, to coordinate and share information.

1. Forums and agencies contacted:

- Transportation Demand Management Steering Committee
- Bicycle-Pedestrian Advisory Committee (BPAC)
- Transit Operators Committee (TOC)
- King County Project Evaluation Committee (KCPEC)
- Transit Integration Group (TIG)
- Puget Sound Regional Council staff
- Washington State Department of Transportation (WSDOT)
- Internal King County working group
- Sound Transit

Related studies *(See Appendix 1 for more information)*

- Maximize efficiency and increase person occupancy at overcrowded park-and-rides, WSDOT and Sound Transit
- Parking Management Pilot, Sound Transit
- Nonmotorized Access Study, Metro and Sound Transit
- Park-and-Ride Pricing in Multifamily Developments, Metro

Related planning efforts *(See Appendix 1 for more information)*

- Transportation 2040 Update – 2014
 - Active Transportation Plan
 - Regional Transportation Demand Management (TDM) Action Plan
- Transportation 2040 Update – 2018
 - Regional household survey with oversampling for transit
 - Evolution of Growing Transit Communities work
 - Development and assessment of regional transit access needs

2. Work group meeting

Metro hosted one well-attended meeting on November 15, 2013. Staff members from cities, agencies (WSDOT, Sound Transit and PSRC), the King County Executive's Office and legislative office, and representatives of large employers who provide transit service were all invited. Discussion at the meeting informed the development of the work plan. A number of topics and desired products were identified at the meeting that would depend on regional coordination and would logically build on the Access to Transit study. These items are listed in Appendix 3.

The agenda, list of attendees and meeting notes from the work group meeting can be found in Appendix 2.

Scope of Work

The scope of the transit access study reflects existing resources, and is expected to occur in two phases over two years. Metro’s Long-Range Plan will be informed by and potentially build upon the access study. Feedback received during the work plan development phase identified interest in a range of products and outputs, some of which would be logical next steps to build on findings of this and other related efforts in the region. These are listed in Appendix 3 as potential future work items that could be addressed as part of separate planning and research efforts in the region.

Phase 1: Information Gathering

Purpose: To understand the role of infrastructure, including park-and-rides and bicycle and pedestrian facilities, in facilitating access to transit, and to identify best practices for increasing access to transit through a range of practices and approaches.

Deliverable: Report due December 31, 2014 on the role of community infrastructure related to access to transit, and industry best practices and innovative approaches to improve access to transit capacity.

A. The role of park-and-rides and other community infrastructure related to access to transit

Tasks	Resources	Primary Lead/ Co-lead
Task A.1. Define “Access”, including a literature review and best practices of how jurisdictions and transit agencies define access	Metro PSRC Industry research and reports Cities Stakeholders	Metro/PSRC
Task A.2. Literature review of the use of facilities to access transit, including but not limited to park-and-rides and nonmotorized facilities	Metro staff, PSRC, industry research and reports; potential sources include American Public Transportation Association (APTA), Transit Cooperative Research Program (TCRP)	Metro
Task A.3. Coordination with and incorporation of other regional studies on access to transit <ul style="list-style-type: none"> • Sound Transit Parking Management Pilot • WSDOT park-and-ride study • King County/Sound Transit nonmotorized study 	Metro staff, other transportation agencies in the region (Sound Transit, WSDOT, PSRC)	Metro/PSRC
Task A.4. Compile existing information on current access to transit habits. Examples include: <ul style="list-style-type: none"> • King County Rider-Nonrider Survey • PSRC Household Survey • Employer data, including Commute Trip Reduction (CTR) sites 	Metro PSRC Employers, including UW, CTR worksites	Metro/PSRC

Task A.5. Identify and review existing ongoing transit infrastructure reporting efforts. Examples include park-and-ride utilization tracking, draw area studies, regional parking inventory.	Metro staff, other transportation agencies in the region (Sound Transit, WSDOT, PSRC)	Metro/PSRC
Task A.6. Report development	Metro staff	Metro

B. Industry best practices and innovative approaches to improve access to transit capacity including but not limited to parking management, technology, non-motorized corridors, and transportation demand management

Tasks	Resources	Primary Lead/ Co-lead
Task B.1. Literature review of infrastructure investments that have been shown to improve transit access Including but not limited to: <ul style="list-style-type: none"> walking/bike pathways wayfinding and user information passenger amenities technology investments including real-time information, simplified fare payment parking management and pricing at park-and-rides Review expansion of leasing and shared parking arrangements near transit Review of options for underutilized Park and Rides (e.g. sale/ relocation, improving transit connections) last mile connections, including bike share, car share multi modal design treatments for stations/transit centers/park-and-rides 	Metro staff; PSRC Industry research and reports, such as American Public Transportation Association, Transit Cooperative Research Program Cities Stakeholders	Metro/PSRC
Task B.2. Review existing regional and local plans addressing related topics <ul style="list-style-type: none"> PSRC Transportation Demand Management (TDM) Action Plan City transit planning documents Active Transportation Plan 	PSRC, cities, other transportation agencies	Metro
Task B.3. Compile results from local studies on transit access infrastructure <ul style="list-style-type: none"> Sound Transit parking management pilot WSDOT parking efficiency maximization King County/Sound Transit Nonmotorized Access Transportation planning documents from institutions of higher learning, corporations, and other regional entities 	Metro staff, Sound Transit, WSDOT, King County staff	PSRC/Metro
Task B.4. Phase 1 report development	Metro staff	Metro

Phase 2: Regional Coordination and Policy Development

Purpose: To present and consider options for regionally coordinated tracking, measurement and policy that would support and enhance access to transit infrastructure.

Deliverable: Report due December 31, 2015 on the findings of Phase II.

C. Consider options for regional needs reporting and funding of access to transit infrastructure

Tasks	Resources	Primary Lead/ Co-lead
Task C.1. Explore best practices for tracking and measuring transit access and identifying deficiencies	Industry research and reports, other agencies	PSRC/Metro
Task C.2. Consider opportunities to adapt and expand existing reporting efforts	Stakeholders, PSRC staff, Metro staff	PSRC/Metro
<ul style="list-style-type: none"> Review existing reports in the region per Task A.3 to identify opportunities for modification and expansion to provide more transit access data 		
Task C.3. Consider options to develop an assessment of regional transit access needs that could be used to identify potential recommendations to incorporate into the 2018 update of Transportation 2040	PSRC, cities, regional transportation agencies	PSRC

D. Develop model policy language to support and enhance access to transit through infrastructure and transit oriented development

Tasks	Resources	Primary Lead/ Co-lead
Task D.1. Review literature and other agency plans to identify example policy approaches	PSRC staff, Metro staff	PSRC/Metro
Task D.2. Review best practices related to transit-supportive and transit-oriented development (TOD) policy , including approaches to measurement, tracking, reporting and policy development	PSRC staff, Metro staff	PSRC/Metro
Task D.3. Identify best practices for transit agencies, and cities, to help enhance access to transit. Findings could inform an access to transit toolkit for jurisdictions	PSRC, Metro, stakeholders	PSRC/Metro

E. Identify potential updates to Metro’s Strategic Plan and Guidelines related to access to transit infrastructure, including language to clarify role, measurement and funding

Tasks	Resources	Primary Lead/ Co-lead
Task E.1. Review model policy language, best practices and recommended actions to improve access to transit	Metro, PSRC, peer agencies, industry research and reports	Metro
Task E.2. Draft potential Metro policy updates to Metro’s Strategic Plan and Service Guidelines, based on model policy language, best practices, other study findings, and recommendations	PSRC, Sound Transit, WSDOT	Metro

Appendix 1: Other Studies and Related Efforts Underway

Ongoing Studies

An overview of some of the projects underway on topics related to the King County Metro Transit Access Study.

1) **Parking Management Pilot, *Sound Transit***

- Parking permits: High-occupancy vehicle (HOV) and single-occupancy vehicle (SOV) permit parking
- Rideshare collaboration: partnerships with rideshare providers to relocate non-bus- or train-rider vanpools away from crowded facilities. Promote formation of vanshare/vanpool access to transit facilities.
- Real-time parking availability monitoring

2) **Maximize the Efficiency and Increase Person Occupancy at Overcrowded Park-and-Ride Lots, *WSDOT, Sound Transit***

A study of several of the most crowded park-and-ride lots in the region that will seek better understanding of how the park-and-ride lots are currently used and to learn about attitudes toward potential parking management options.

Park-and-rides included in the study: South Everett Freeway Station, Lynnwood Transit Center, Overlake Transit Center, Eastgate Transit Center, Issaquah Highlands Park-and-Ride, Issaquah Transit Center, Mercer Island Transit Center, Federal Way Transit Center, Auburn Station, Tacoma Dome, Puyallup Station, Sumner Station.

3) **Non-Motorized Connectivity Study, *Metro and Sound Transit***

The completed project will provide an assessment of potential and priority locations where right-of-way improvements can increase walk/bike access to bus stops for RapidRide and other major transit routes in King County Regional Growth Centers and Sound Transit stations and transit centers.

4) **Park-and-Ride Pricing in Multifamily Developments, *Metro***

The goal of the project is to demonstrate strategies to make available and price underutilized parking in multifamily developments near high-capacity transit corridors.

5) **Growing Transit Communities, *PSRC***

A grant-funded effort to encourage high-quality, equitable development around transit in the region.

Related Efforts

PSRC

- 1) Transportation 2040 Update (2014)
 - Active Transportation Plan
 - Regional Transportation Demand Management (TDM) Action Plan
- 2) Transportation 2040 Update (2018)
 - Development of an optimized future transit network
- 3) Federally funded work program items (5307 work program)
 - Regional household travel survey with oversample for transit
 - Evolution of Growing Transit Communities work
 - Develop an assessment of regional transit access needs

Appendix 2: Work Plan Development Meeting

The work plan development meeting was held November 15, 2013. This section contains the agenda, list of attendees, presentation material and meeting highlights.

1. Agenda

II. Welcome and introductions	10:00
III. Transit access study overview and requirements	10:15
IV. Other efforts underway a) Sound Transit Parking Management Pilot –Rachel Wilch, Sound Transit b) WSDOT Maximize efficiency and increase person occupancy at overcrowded park-and-rides – Janice Helmann, WSDOT c) King County - Dan Rowe, King County Metro a. Nonmotorized access study b. Multifamily housing d) PSRC regional planning efforts – intersection with access to transit –Alex Krieg, PSRC	10:25
V. Questions and facilitated discussion 1) What does access to transit mean to you? 2) What should we do as a region about transit access infrastructure? 3) How can we best coordinate with and leverage other efforts in the region?	10:50
VI. Wrap up and next steps	11:45

2. Attendees

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Jim Ishimaru	KCDOT-Roads	jim.ishmaru@kingcounty.gov
Rand Stamm	Sound Transit	Randall.stamm@Soundtransit.org
Dave Bond	City of Bothell	david.boyd@ci.bothell.wa.us
Jason Beloso	WSDOT	belosoj@wsdot.wa.gov
Mike Bergman	Sound Transit	mike.bergman@soundtransit.org
Brian Brooke	Sound Transit	brian.brooke@soundtransit.org
Joe Welsh	Auburn	JWelsh@auburnwa.gov
Rick Perez	Federal Way	rick.perez@cityoffederalway.gov

Gary Prince	Metro	gary.prince@kingcounty.gov
Janice Helman	WSDOT	hlemanj@wsdot.a.gov
Ann Sutphin	SDOT	ann.sutphin@seattle.gov
Chester Knapp	Redmond	cknapp@redmond.gov
Paul Roybal	Metro	paul.roybal@kingcounty.gov
Bill Bryant	SDOT	bill.bryant@seattle.gov
Alicia McIntyre	Shoreline	amcintire@shorelinewa.gov
Emily Yasukochi	Sound Transit	emily.yasukochi@soundtransit.gov
Rachel Wilch	Sound Transit	rachel.wilch@soundtransit.org
Christine Jensen	KC Councilmember Lambert	christine.jensen@kingcounty.gov
Nina Rivkin	Redmond	nrivkin@redmond.gov
David Hull	KC Accessible Services	david.hull@kingcounty.gov
Jessica Powers	Amazon	powerj@amazon.com
Lauren Mathisen	Metro	lauren.mathisen@kingcounty.gov
Daniel Rowe	Metro	daniel.rowe@kingcounty.gov
Celeste Gilman	UW	cgilman@uw.edu
Michelle Zeidman	UW	mdz@uw.edu
Jim Moore	Sound Transit	jim.moore@soundtransit.org
Rachel Smith	Sound Transit	Rachel.smith@sountransit.org
Kim Becklund	Bellevue	kbecklund@bellevuewa.gov
Gil Cerise	PSRC	gcerise@psrc.org
Alex Krieg	PSRC	akrieg@psrc.org
Matthew Johnson	Tukwila	matthew.johnson@tukwilawa.gov
Kevin McClain	Metro	kevin.mcclain@kingcounty.gov

3. Meeting notes (transcribed flip charts)

- What current environment at P&R?
 - o Capacity – who uses?
 - o Safe access
- Service levels impact on access choice
- Topography impacts
- Better estimates of demand – Be honest about mode split expectations
- Should transit access assumptions align with other Regional Policies & Goals, e.g. GHG
- Metro must consider all assets we use, not just own. e.g. Tukwila Int’l Station – More bus activity than rail
- Consider street facilities not just infrastructure at stations
- Keep all “links” in mind
- Who will study consider rural and special needs Access?
- Consider both constrained and unconstrained futures
- Consider bus capacity serving park-and-rides & stations. Stalls are not the only constraint on transit access
- How will you provide access to single family homes (SFH). They will continue to be an important/large need

- How will people access trains – STEX or/and Metro’s reduced services?
- Work plan must be coordinated with all Providers/Stakeholders – Regional Coordination
- Lots of people don’t have access to “local” bus service so they can’t access Regional Services/Regional Destinations
- Don’t say Metro isn’t the right entity, rather facilitate regional coordination to get it done
- Work plan needs to consider bicycle access – bikes to buses
- Leverage data sources – UW access to destinations & social services and demographics
- Work plan should consider needs of older residents
- Will there be a needs assessment to support long-range transit needs? – What is the relationship between Guidelines-identified needs and Long-Range Plan needs?
- Work plan needs to consider not just residential end of transit access but also employment/destinations – coordinate with employers, cities, etc. to get policies that may enhance access to destinations
- Consider change in demand due to reductions & financial implications of charging for parking – especially in rural areas
- Work plan needs to consider near-term needs as well as long-term
- Consider partnerships with private & others to fund capital infrastructure
- Coordinate partners to make grant funding more competitive
- Getting riders to High Capacity Transit Hubs is a shared challenge – want to intercept SOV trips as early as possible. Cuts will reduce access to HCT Facilities
- Identify need to be able to “intercept” SOV travel will inform total cost
- Could we cash in underutilized Access facilities – some south County park-and-ride lots.
- Work plan should consider CTR sites specifically
- Access needs to consider all providers including PT, ST, CT
- Consider bicycle facilities
- Consider small park-and-ride facilities along transit corridors or commercial parking uses that could provide access to transit and consider commercial uses at/around park-and-rides that create other activity not just parking
- Work plan should result in a comprehensive list of Access needs that could help coordinate progress
- Consider UW as a reliable/willing partner even if it just for data.
- Work plan should not just focus on park-and-rides.
- How can cities become more transit friendly – Develop a tool kit to help cities know how to plan for transit. Make it useable. Highlight tradeoffs – SFH = What for transit access
- Tolls need to be adaptable for changing conditions; tolling will impact transit demand, including demand at park-and-ride along/near tolled corridors
- Think outside the box regarding potential funding for transit access needs. Maybe a TBD for transit access infrastructure
- Hold joint meetings with other partners to coordinate efforts – respect cities by talking to them first
- Other considerations –tolling, technology, demand management
- Develop/Agree upon analysis framework upfront to limit unnecessary political influence. Project needs to be data-driven and include appropriate metrics

- Consider alternatives to huge park-and-rides. Access to transit is a big concern among suburban jurisdictions. They all get it. This is a problem that needs no introduction
- Use PSRC's TDM Report
- Other resources? PSRC, ETP? UW – students, Microsoft?, Seattle Foundation, King County Public Health
- Create a place where Accessible Services could input identified access barriers to help prioritize/create needs.
- Identify opportunities for influencing the development of the Work Plan
 - o Decision points
 - o Who do we provide comments to
- Work plan should have different funding levels
- Work plan should specify how stakeholders will be involved in the completion of the work
- Change name ACCESS vs. Access. Maybe accessing Transit? Removing barriers to transit

Appendix 3: Potential Future Transit Access Work Items and Products

The process to develop the proposed King County Metro Access to Transit Work Plan solicited input from King County cities, staff members from agencies (Sound Transit, WSDOT, PSRC, County Executive's Office and legislative office, and Metro; and private sector representatives. During this process, Metro staff members heard interest in a number of topics and products related to transit access. Some of those items were seen as logical next steps that could build on Metro's Access to Transit Study and the other related efforts in the region. These items are listed below.

They could potentially be considered in identifying work items for other planning efforts such as the development of Metro's Long-Range Plan or the update to the region's transportation plan, Transportation 2040. In many cases, the work to develop these products might be most appropriately coordinated at a regional level. For example, PSRC is considering work items as part of a future work program that would address items 1-3 on the list. These work items could inform the 2018 update of Transportation 2040.

- 1) Prioritized list of transit access needs.** The work group expressed a strong interest in the development of a coordinated, prioritized list of transit access needs. The development of an actual list of transit access projects could build upon the work started with Metro's access study. The transit access study will begin exploring how to measure, track and identify access needs. The next steps to establishing and maintaining a list of transit access projects would be adopting a regionally agreed upon methodology for assessing, identifying and prioritizing needs and developing an evaluation framework. A coordinated countywide or regional effort is necessary to develop performance measures to prioritize a list of transit access needs including motorized and non-motorized infrastructure. Such a list which would require regional coordination which might be appropriate for an agency such as PSRC.
- 2) Regional transit access needs monitoring and reporting.** Fundamental to the development of a prioritized list of needs is the identification of the infrastructure needs and gaps in the system. The establishment of a needs assessment for the region is a major undertaking that may be appropriate as a long-term regional effort, potentially as part of future updates to Transportation 2040. The results of Phase I and Phase II of Metro's Access Study can inform the process and the evaluation metrics for developing and prioritizing such a list. The list development and ongoing administration would require resources and regional coordination beyond the scope of this study.
- 3) Transit access toolkit.** City staff members expressed interest in a toolkit to help jurisdictions better understand and improve access to transit, particularly from a facility perspective. Findings from this study could inform the development of a toolkit that identifies context-appropriate transit access strategies for different types of communities and transit nodes. The actual development and production of a toolkit would take additional resources. This toolkit could help jurisdictions understand what different types of development and urban form support different types of access infrastructure. This could help jurisdictions understand what types of investment support their existing communities, but also encourage jurisdictions to think about future development and what types of access they would like to strive for. The toolkit would complement service network development conversations that could take place as part of the long-range plan development. This toolkit could either expand upon the existing toolkit that is under development by PSRC or it could be a separate toolkit.

- 4) **Framework for coordinated studies.** With all the studies underway related to transit access, it would be valuable to establish a framework or forum for coordinating these efforts. Study coordination could potentially be an element of the PSRC work program.
- 5) **Origin-destination study.** An updated origin-destination analysis would help the region better understand how and from where people are accessing transit and where the travel markets are. A better understanding of the travel markets could inform the development of a more efficient transportation network.
- 6) **Expanded application of studies currently underway.** A number of studies are underway in the region. These studies could be applied on a wider basis to expand the research base.
- 7) **Development of regional policy regarding transit access infrastructure.** A coordinated regional approach to identifying, tracking, managing, planning, designing and funding transit-related infrastructure would provide a consistent framework in the region.

Appendix 4: Policy Guidance

excerpt from Ordinance 17641 (August 2013):

SECTION 3. A.I. By December 31, 2013, the executive shall transmit to the council and the regional transit committee, for acceptance by motion, a work plan to identify potential updates to the King County Metro Transit Strategic Plan for Public Transportation 2011-2021, related to park-and-rides and other infrastructure supporting access to transit.

2. The executive shall convene a work group, including representation from the Puget Sound Regional Council, Washington state Department of Transportation, Sound Transit, the transit division, executive and legislative branch staff, individual cities and private-sector representatives, to develop the work plan.

3. The work plan shall include the timelines, milestones, lead agency or jurisdiction and scope to identify:

- a. the role of park-and-rides and other community infrastructure related to access to transit;
- b. industry best practices and innovative approaches to improve access to transit capacity including but not limited to parking management, technology, non-motorized corridors, and transportation demand management;
- c. options for regional needs reporting and funding of access to transit infrastructure;
- d. model policy language that supports access to transit through transit-oriented communities and infrastructure; and
- e. potential updates to the Strategic Plan for Public Transportation and Metro Service Guidelines to clarify the role, measurement and funding of access to transit as they relate to the King County Metro transit system.

4. The work plan shall be filed in the form of a paper original and electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers and members of the regional transit committee.

B. A report on the subjects described in subsection A.3.a. and b. of this section shall be transmitted by December 31, 2014, for consideration by the regional transit committee and receipt of the report shall be acknowledged by the council by motion. The report shall be filed in the form of a paper original and electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers and members of the regional transit committee.

C. A report or reports on the subjects described in subsection A.3. c., d. and e. of this section shall be transmitted by December 31, 2015, for consideration by the regional transit committee and receipt of the report or reports shall be acknowledged by the council by motion. The report or reports shall be filed in the form of a paper original and electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers and members of the regional transit committee.

New Strategy 6.1.2: Establish and maintain a long-range transit service and capital plan developed in collaboration with local comprehensive and regional long-range transportation planning.

To implement the vision for public transportation, as established in the Strategic Plan for Public Transportation, King County shall establish and maintain a long-range plan that: (1) reflects regional transit service and capital plans identified through Sound Transit's adopted long-range plan and incorporates transit service needs identified through adopted local comprehensive and other transportation plans; (2) uses, as a starting point, today's transit network and needs as defined by the King County Metro Service Guidelines; and (3) remains consistent with the policies and values of the Strategic Plan for Public Transportation. The Metro transit long-range plan, adopted by the King County Council, should include the unmet transit service needs throughout King County as identified by the existing Metro Service Guidelines, as well as the service and capital elements of a future Metro transit network at various funding levels that support local jurisdiction and regional plans. The plan shall take into consideration the Puget Sound Regional Council's economic, growth management, and transportation plans.

King County shall develop the long-range plan in coordination with local jurisdictions and regional transit agencies. Development of the long-range plan shall be based on the principle that jurisdiction comprehensive and transportation plans inform the long-range plan and the long-range plan informs jurisdiction comprehensive and transportation plans. The specific approach to coordination shall be subject to the financial and staffing constraints of Metro as specified at the time of developing or updating the plan. In order to provide a realistic funding framework for addressing existing unmet and future system needs, this plan shall reflect resource availability and financial estimates of the total Metro transit need to support regional and local comprehensive and other transportation plans.

This strategy shall be implemented within the approved financial, staffing and policy framework of King County Metro, especially as it pertains to inputs from other plans and jurisdictions. Nothing in this strategy is intended to infer a responsibility for jurisdictional planning beyond King County's direct authority.

Other related objectives and strategies from Metro's Strategic Plan

Objective 3.2: Address the growing need for transportation services and facilities throughout the County.

Objective 3.4: Support economic development by using existing transportation infrastructure efficiently and effectively.

Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.

Strategy 3.2.3: Work with transit partners, WSDOT and others to manage park-and-ride capacity needs.

Strategy 3.3.1: Encourage land uses, policies, and development that lead to communities that transit can serve efficiently and effectively.

Strategy 3.3.2: Support bicycle and pedestrian access to jobs, services, and the transit system.

Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.

Appendix 5: Federal Transit Administration-funded Regional Work Program (5307 Work Program) – Related Topics

There are items identified in the PSRC’s regional work program, funded with 5307 funds, that relate to Metro’s Access to Transit study. These are listed below.

Regional transit-supportive corridor and transit access assessment

This work program consists of several interrelated topics associated with improving transit operations and access along existing and planned transit corridors within the region. Activities include:

- Work collaboratively with local jurisdictions and transit agencies to identify transit supportive infrastructure needs and incorporate them into transportation, capital facilities, and other elements of comprehensive plans as part of the 2015-2016 comprehensive plan updates. Needs may include, but are not limited to, anticipated speed and reliability improvements, and other infrastructure needs associated with future transit operations
- Develop an assessment of regional transit access needs and identify any potential recommendation to incorporate into the 2018 update of Transportation 2040. Transit access assessment would include but not be limited to park-and-ride, bicycle, and pedestrian. This effort will build upon existing work and collaborate with current efforts already underway, including the Sound Transit pilot project on transit access and the PSRC Active Transportation Plan and other efforts by transit agencies and local jurisdictions.

Regional Transit-Supportive Corridor and Transit Access Assessment	\$320,000	\$80,000	\$400,000	1.25	N/A
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