

Comprehensive Plans, TOD, and the State Transportation System

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WSDOT Strategic Plan

VISION

Washington travelers have a safe, sustainable and integrated multimodal transportation system.

MISSION

We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.

VALUES

• Safety • Engagement • Innovation • Integrity • Leadership • Sustainability

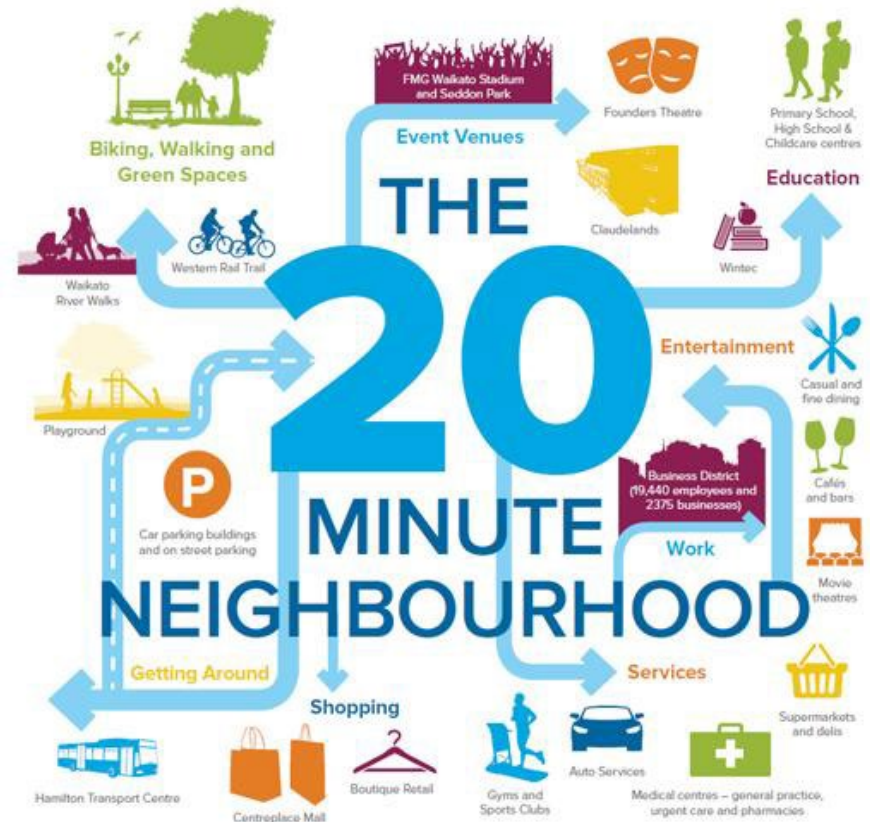
GOALS

• Diversity, Equity, and Inclusion • Resilience • Workforce Development



Transportation Efficient Communities – WSDOT's Comprehensive Plan Priorities

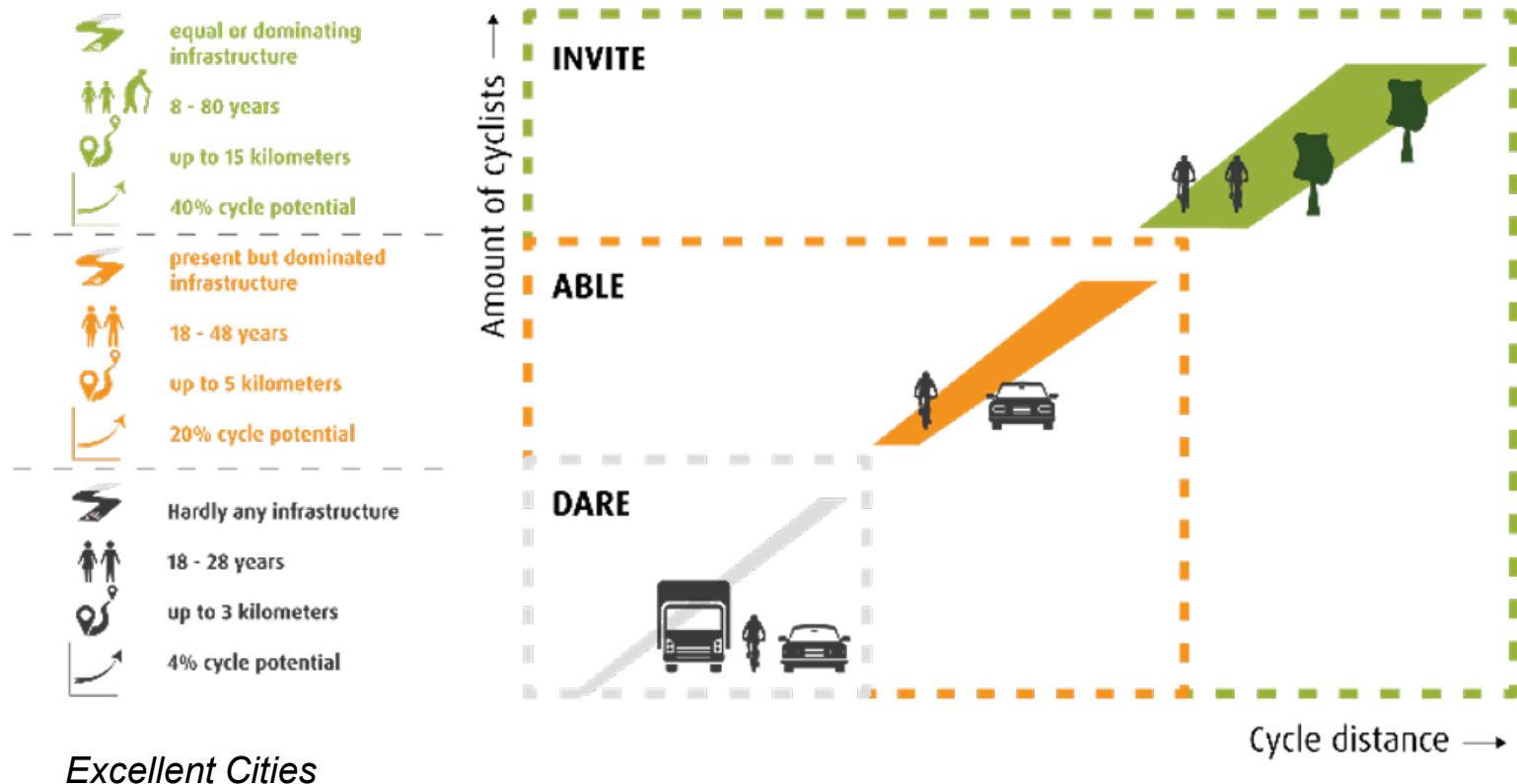
- Make land use changes that can bring people and destinations closer together.



City of Hamilton, New Zealand

Transportation Efficient Communities – WSDOT's Comprehensive Plan Priorities

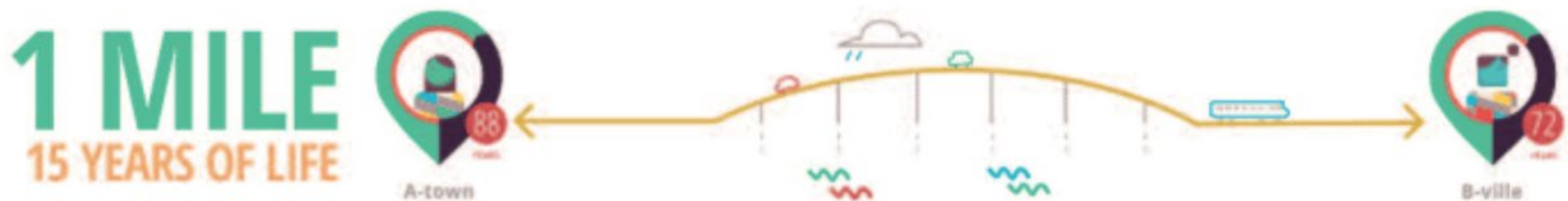
- Improve the presence, quality, and connectivity of active transportation and transit networks.



Transportation Efficient Communities – WSDOT's Comprehensive Plan Priorities

- Advance environmental justice by identifying and addressing environmental health disparities in overburdened communities and vulnerable populations.

Where you live shouldn't determine how long you live, but it does.



Building Healthy Communities

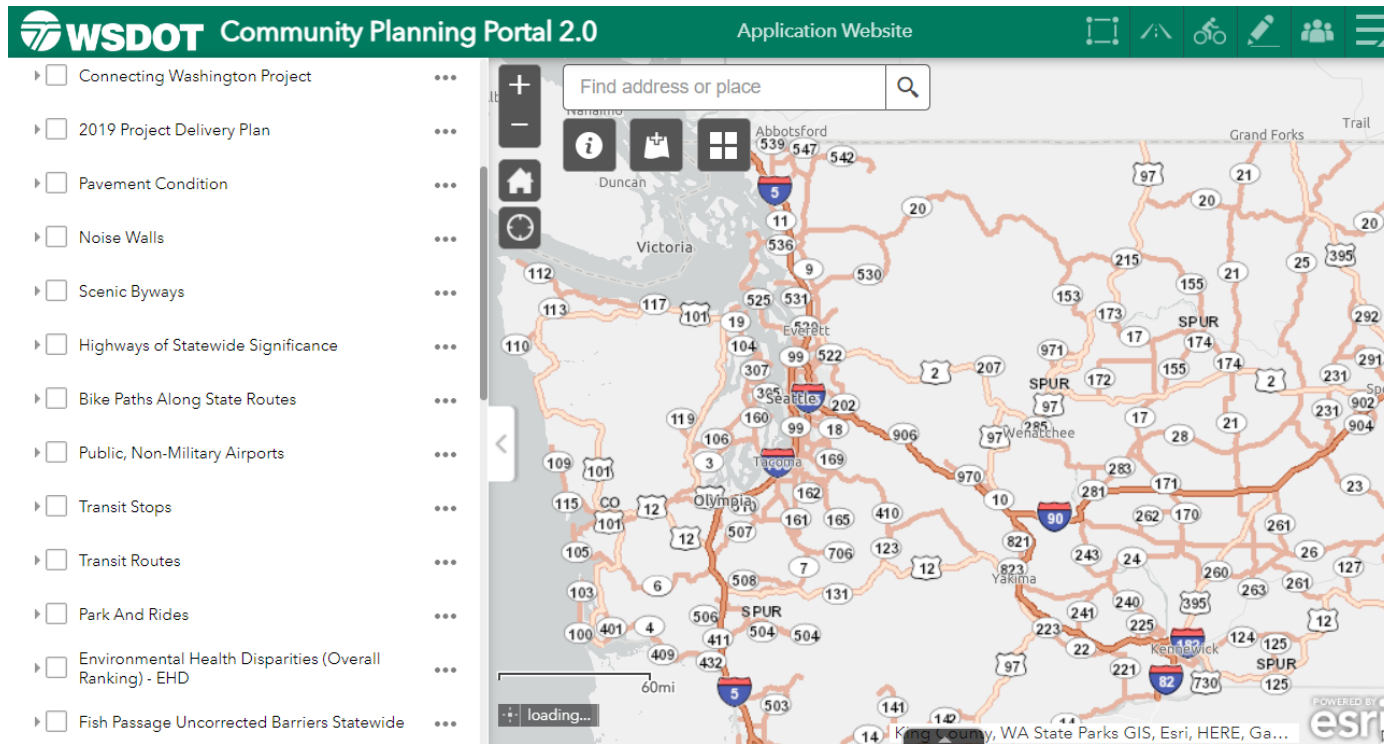
Transportation Efficient Communities – WSDOT's Comprehensive Plan Priorities

- Appropriately manage the character of roadways, keeping economic and community activity away from high-speed roadways, and slowing speeds and calming traffic to improve the visibility and safety of human activity on streets with a mix of destinations.



WSDOT's Comprehensive Plan Resources

- Realistic assumptions about [future highway capacity](#)
- [Transportation Systems Management and Operations](#)
- GIS data through the [Community Planning Portal](#)



WSDOT's Comprehensive Plan Resources

- [Transportation efficient communities \(including funding sources\)](#)
- [Land use and transportation](#)
- [Active transportation plan](#)
- [Land use around airports](#)
- [Truck parking](#)
- [Commute trip reduction](#)
- [Transportation demand management](#)
- [Public transportation plan](#)
- [Target zero](#)
- [and Commerce's guidebook for transportation elements](#)

Complementary Efforts

- Complete Streets for state highways
- Design guidance for state highways in high capacity transit station areas
- Changes to Level of Service methodology
- VMT reduction proviso
- Kingsgate transit oriented development pilot

Complete Streets Requirement

Added to Chapter 47.24 RCW - CITY STREETS AS PART OF STATE HIGHWAYS

Purpose: “(1) In order to improve the safety, mobility, and accessibility of state highways, it is the intent of the legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users, notwithstanding the provisions of RCW 47.24.020 concerning responsibility beyond the curb of state rights-of-way.”

Applies to “state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more”



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path,”

No Sidewalk

NOT COMPLETE

SR 99



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path,”

ADA Accessible Sidewalks



COMPLETE

US 2

Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that do not have bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path,**”



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that do not have bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path,**”



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... that have such facilities on a state route within a population center that has a posted speed in excess of 30 miles per hour and no buffer or physical separation from vehicular traffic for pedestrians and bicyclists”

No Buffer with Speed over 30 MPH

NOT COMPLETE

SR 527



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that have such facilities on a state route within a population center that has a posted speed in excess of 30 miles per hour and no buffer or physical separation from vehicular traffic for pedestrians and bicyclists**”

Buffered Shared Use Path

COMPLETE

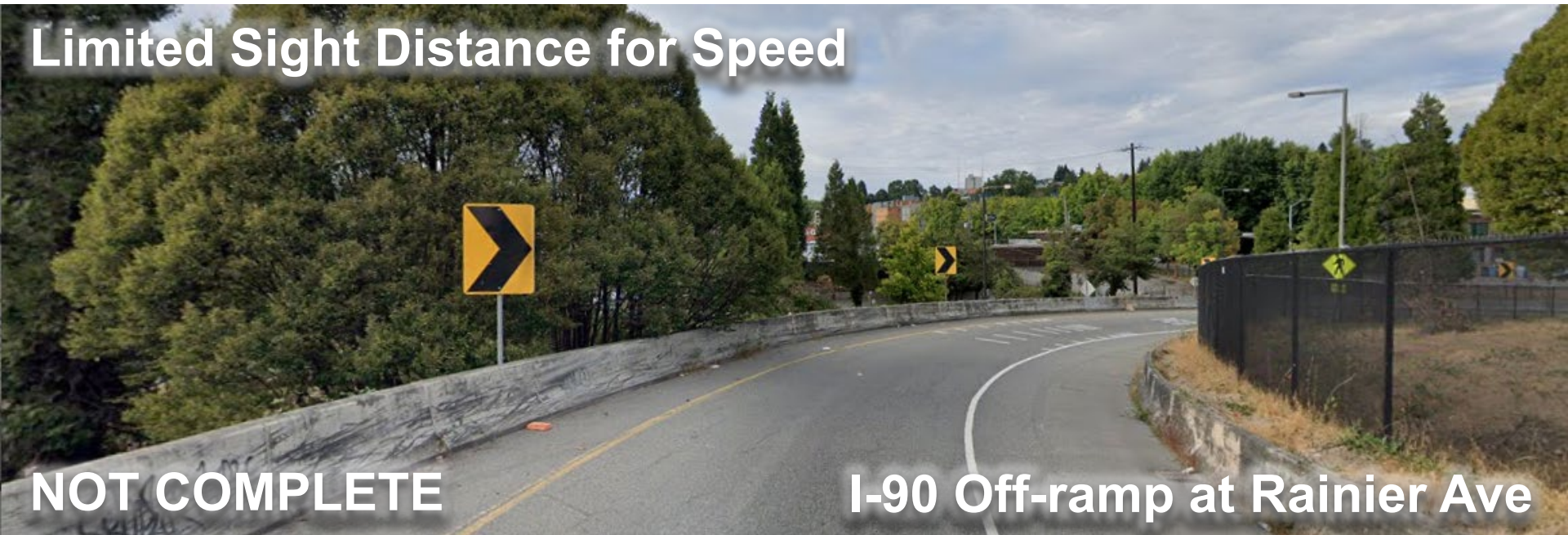
SR 99



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that have a design that hampers the ability of motorists to see a crossing pedestrian with sufficient time to stop given posted speed limits and roadway configuration;**”

Limited Sight Distance for Speed



NOT COMPLETE

I-90 Off-ramp at Rainier Ave

Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... that have a design that hampers the ability of motorists to see a crossing pedestrian with sufficient time to stop given posted speed limits and roadway configuration;”

Good Crosswalk Visibility



COMPLETE

SR 171

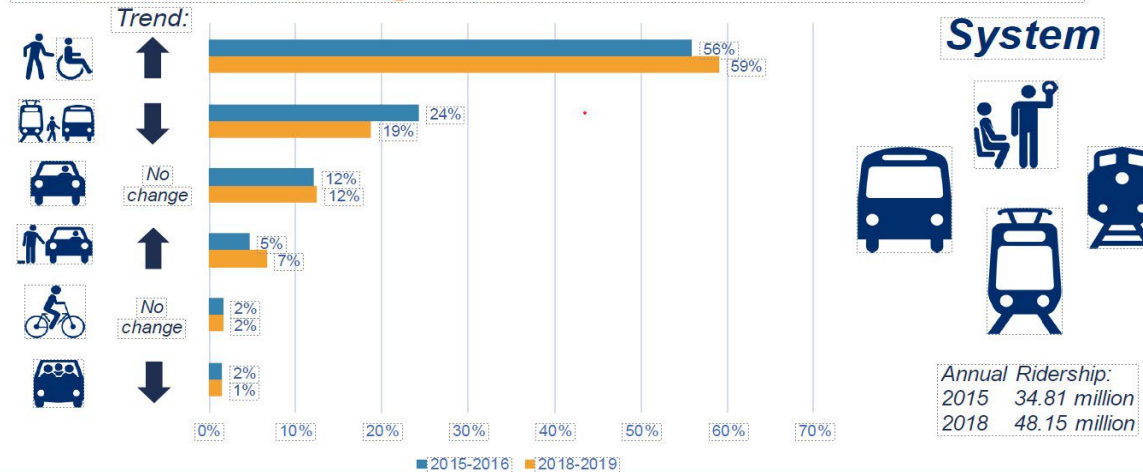
Complete Streets for State Highways



Addressing highway barriers to high capacity transit access

Access & Existing System Performance

Mode of Access/Egress



13

SOUNDTRANSIT

Parking – ST3 Plan \$1 billion on new parking facilities for 1% of riders (2040)
 – not a cost-effective means of building ridership

Level of Service



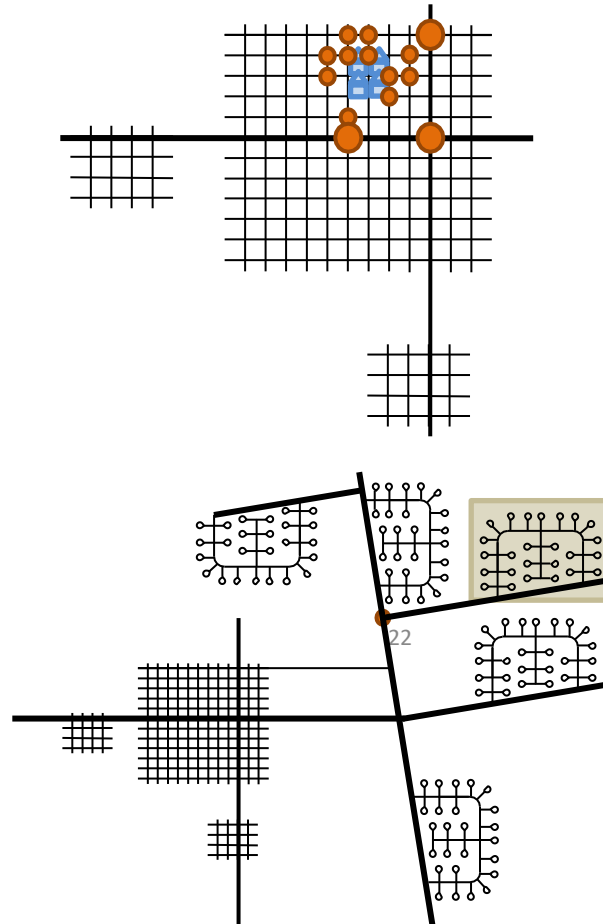
LOS
A

LOS
F

Problems with HCM Auto LOS as a Measure of Transportation Impact

1. Punishes last-in, inhibits infill, pushes development outward
2. “Solves” local congestion, exacerbates regional congestion
3. Inhibits transit
4. Inhibits active transport
5. Measures mobility, not access; shows failure when we succeed
6. Measures mobility poorly; fails to optimize network even for autos
7. Forces more road construction than we can afford to maintain
8. Hard to calculate and inaccurate

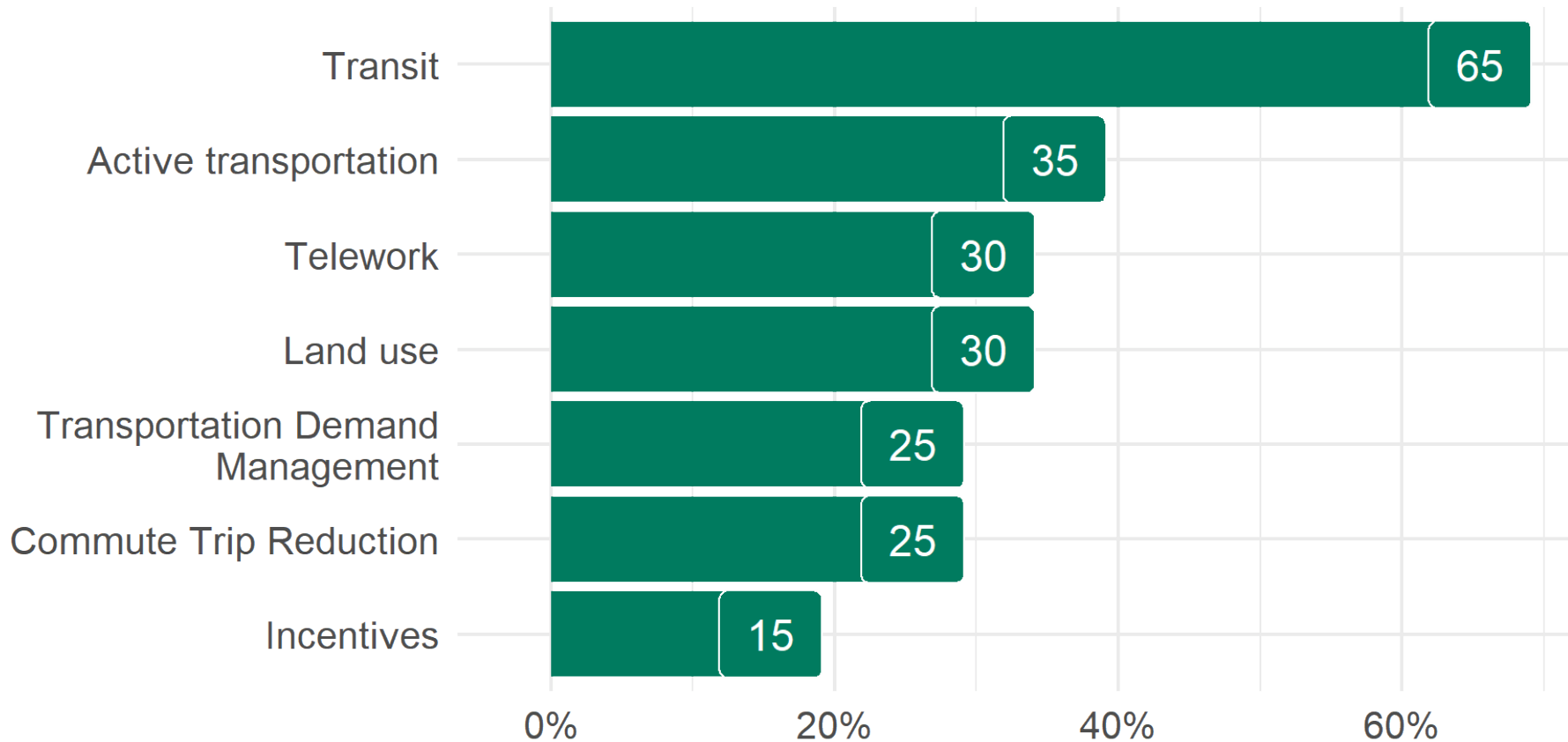
Source: CA Office of Planning and Research, Feb 2016
<https://opr.ca.gov/ceqa/updates/sb-743/>



New Performance Measures



VMT Reduction Proviso survey & interviews—successes



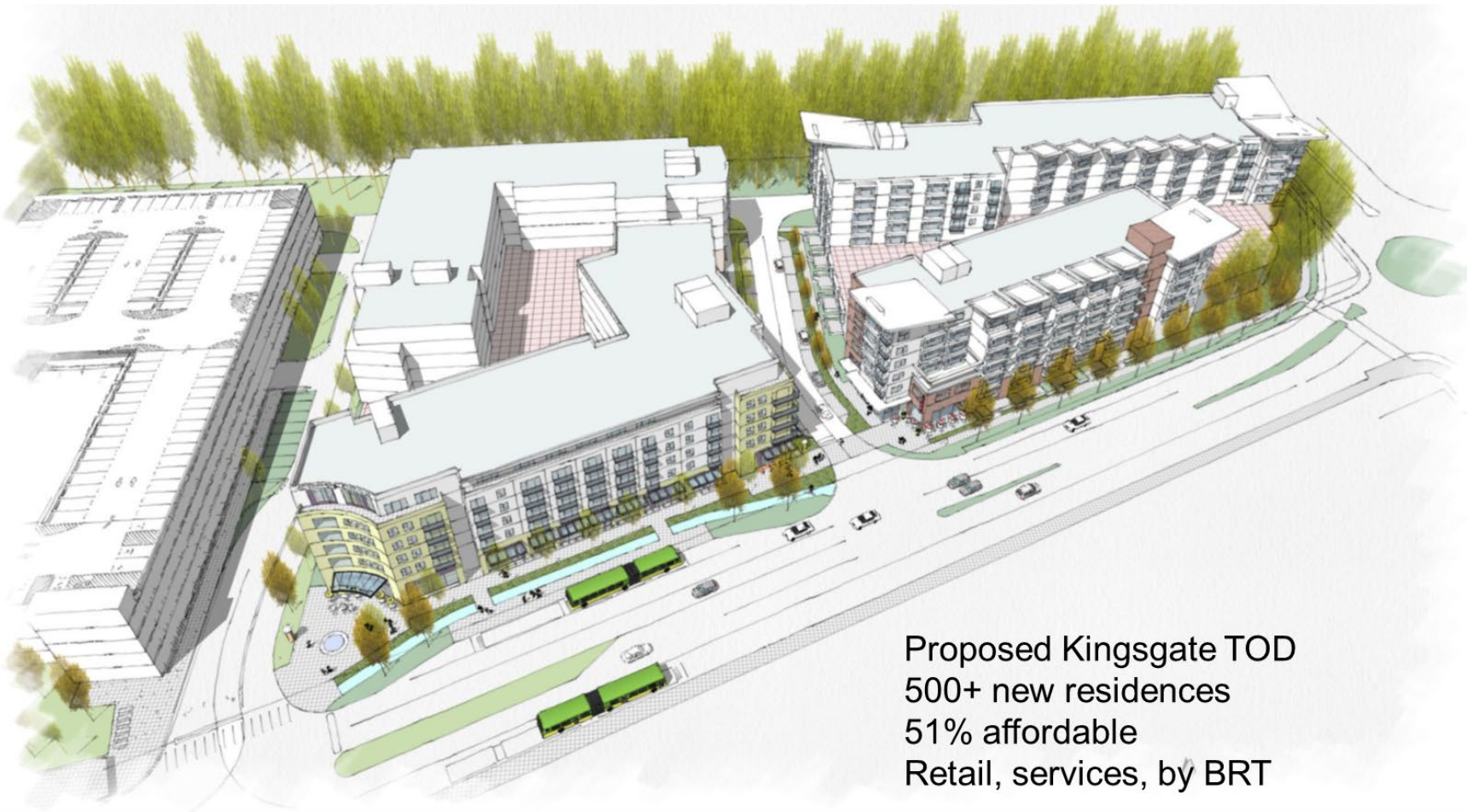
VMT webinar June 28

- City of Olympia
- City of Redmond
- City of Spokane
- City of Stanwood
- WSDOT

The screenshot shows the MRSC website interface. At the top, there is a navigation bar with links for 'Contact Us', 'Partners', and 'Rosters'. A search bar is present with a 'GO' button and a green 'Ask MRSC' button. Below the navigation bar, there is a blue header with tabs for 'RESEARCH TOOLS', 'EXPLORE TOPICS', 'STAY INFORMED', 'TRAINING' (which is selected), 'PUBLICATIONS', and 'ABOUT MRSC'. The main content area shows the breadcrumb path: 'Home > Training > Upcoming Webinars > Increasing Transportation Options and Access: Local Success in Washington's Cities'. There are social media sharing icons for Twitter, Facebook, LinkedIn, and Print. The webinar title is 'Increasing Transportation Options and Access: Local Success in Washington's Cities'. The date and time are 'Tuesday, June 28, 2022, 11 AM - 12 PM'. The cost is '\$35' and credits are 'CM, CML'. A green 'REGISTER' button is prominently displayed. Below the button, there is a note: 'Registration closes on Monday, June 27 at 5 PM. This webinar will also be recorded and all registrants will receive a link to view this recording.' A section titled 'Webinar Overview' follows, containing two paragraphs of text about the webinar's focus on VMT reduction and local success stories.

<https://mrsc.org/Home/Training/Upcoming-Webinars/Increasing-Transportation-Options-and-Access.aspx>

Kingsgate – TOD Pilot



Proposed Kingsgate TOD
500+ new residences
51% affordable
Retail, services, by BRT

How does Commerce support Transit-Oriented Development ?



Washington State
Department of
Commerce

\$2.5 M in TODI grants in 2021 for Transit-Oriented Development & Implementation

Jurisdiction	
Auburn	Redmond
Bothell	Renton
Burien	Seattle
Fife	Spokane
Lynnwood	Tacoma
Olympia	

Most communities were developing sub-area plans and environmental review for high-capacity transit station areas.

Grant required substantial opportunity for increased housing. Technical assistance includes peer meetings, web site of examples.

HB 1220: Changes to the Growth Management Act (GMA) Housing Goal and Housing Element

Changed GMA housing goal:

- **“Plan for and accommodate** ~~encourage the availability of affordable housing~~ **affordable** to all economic segments.”

Requires Commerce to provide projected housing need to local governments:

- For moderate, low, very low, and extremely low-income households
- For permanent supportive housing, emergency housing and emergency shelters (referred to as special housing needs)

Local housing element to:

- Identify sufficient capacity of land for identified housing needs including multifamily and moderate density housing options (duplexes, triplexes, and townhomes)
- Consider housing locations in relation to employment locations
- Review past racial discrimination and exclusion in housing, and prevent displacement as development occurs.

Grant funding available in PSRC region

1. Periodic update grants for every county, city and town.
2. Optional grants of up to \$100,000 for middle housing work
 - Must consider middle housing types on 30% of lots
 - Must conduct racial equity and displacement analysis

“Middle housing types” include duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, courtyard apartments, cottage housing, and stacked



Duplex



Fourplex



Courtyard Apartments



Cottage Housing



Townhouses



Web links:

www.commerce.wa.gov



www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/

www.commerce.wa.gov/serving-communities/growth-management/growth-management-grants/

Contact

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