Puget Sound Regional Council

Transportation

Passport to 2044: Comprehensive Plan Workshop

October 18, 2022

Overview

- Regional Policy Direction
- Planning for Projects
- Planning for Transit

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Regional Policy Direction

Policy Framework

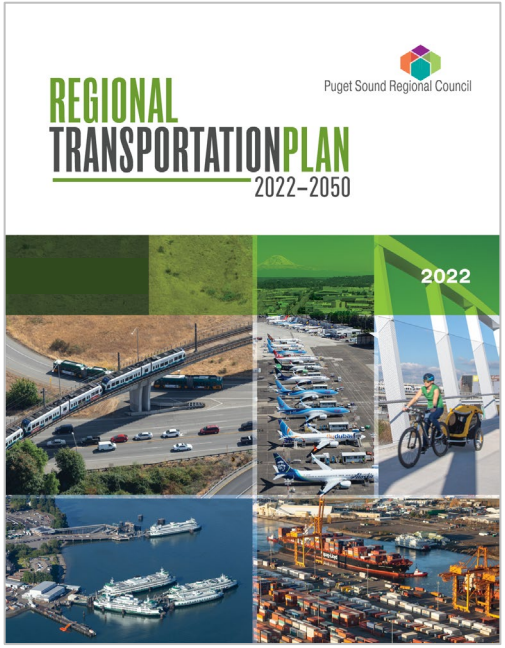
New transportation projects and programs identified in local comprehensive plan updates and demonstrated to be consistent with regional policies will be incorporated into the next Regional Transportation Plan update.

Land Use and Transportation Link

- The Regional Transportation Plan helps implement the land use plan and policies established under VISION 2050 at the regional level.
  - ✓ *The transportation element helps implement the land use plan and policies established at the local level*
- Close coordination between planning and public works staff in development of the transportation element is imperative.
  - ✓ *This ensures the land use plan, transportation strategies/investments, and financial strategy work together to achieve the jurisdiction's long-range goals*

VISION 2050 and RTP Resources

- Transportation system visualization tool that identifies multimodal transportation inventory, land use connections, existing and future conditions, and transportation investments at a regional level
- **Advancing equity through transportation**
- **Climate change**, including the region's four-part strategy for reducing emissions
- Resilience map that identifies natural hazards

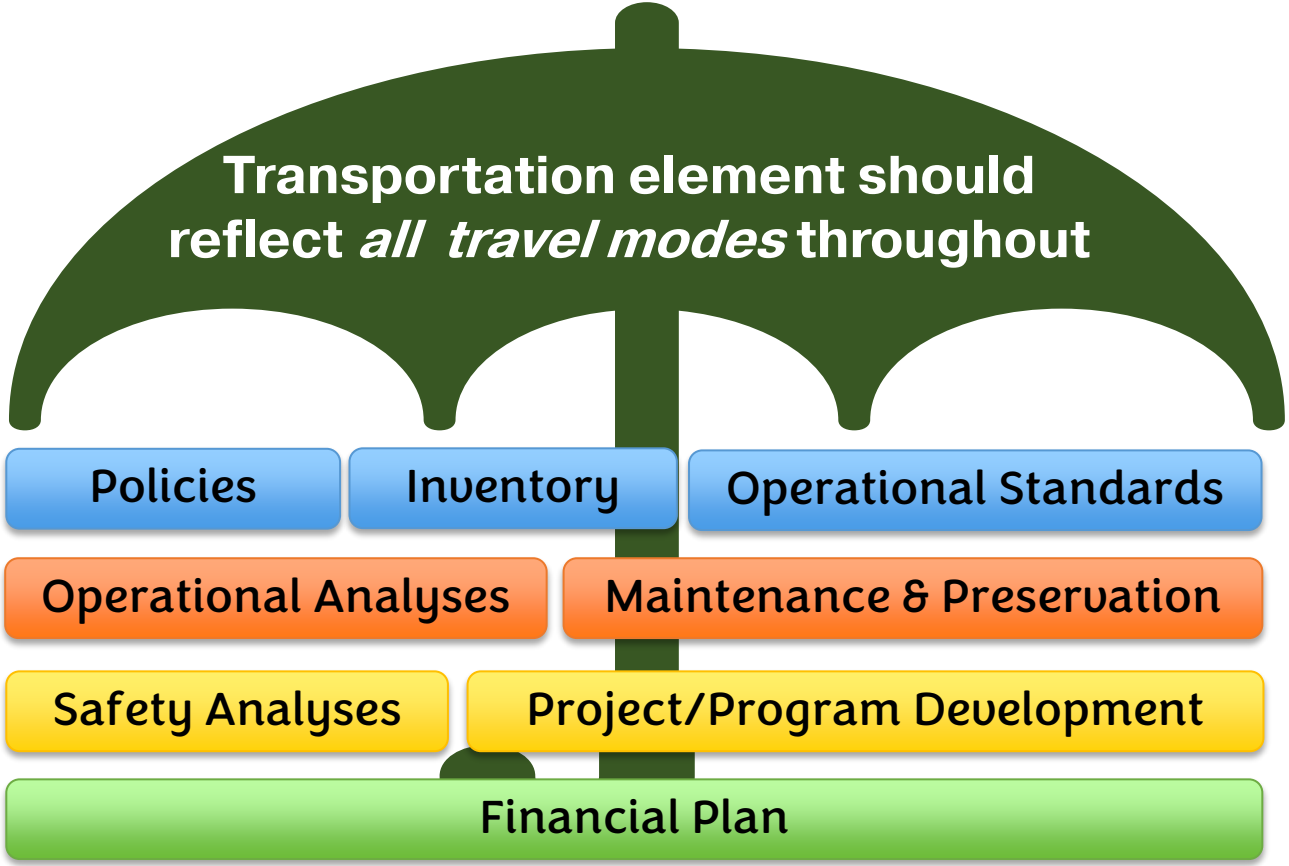


Planning for Projects

Multimodal Transportation Planning

VISION 2050 and the RTP emphasize development of a **multimodal transportation system** that encourages walking, biking, and transit, accommodates the movement of good throughout the region and to people's doors, and reduces dependence on driving alone.

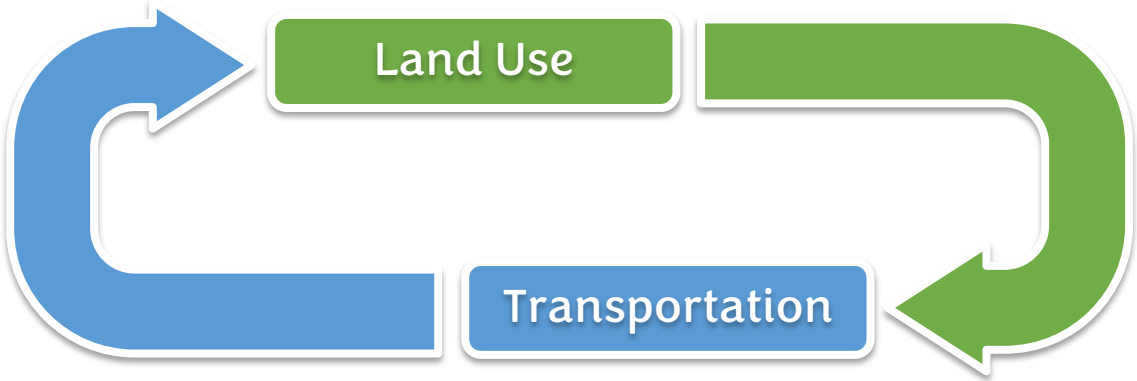
Multimodal Transportation Planning



Multimodal Transportation Planning

VISION 2050's multimodal transportation policies support the Regional Growth Strategy, which calls for growth to be focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services.

Prioritize multimodal investments to support growth in centers



Focus growth in centers and near transit

Develop land use policies and regs that support walking, biking, and transit

Multimodal Level-of-Service

To support VISION 2050's multimodal focus, agencies should develop standards by which all modes of travel are evaluated.

The purpose is to:

- facilitate explicit and proactive planning for pedestrian, bicycle, and transit modes, in addition to vehicle traffic
- provide transparency in how projects and improvements to all modes are identified and prioritized

Example of Multimodal Level-of-Service

- The City of Buckley has developed pedestrian comfort standards to identify and prioritize sidewalk projects, in addition to roadway operational standards.

TABLE 1

Pedestrian Level of Comfort Gradations

Level of Service	Pedestrian Rating
A	<40
B	40 – 50
C	50 – 70
D	70 – 90
E	90 – 110
F	>110

TABLE 3

Pedestrian Level of Service and Ratings

Road Segment	2013 LOS Rating	2035 LOS Rating	2035 Mitigated LOS Rating
1. Mundy Loss Road (112th Street East – SR 410)	D (92)	F (179)	D (90)
2. Ryan Road (Spiketon Road – Levesque Road)	D (79)	F (137)	C (72)
3. West Mason Road (Natches – Hinkleman Extension)	C (76)	F (132)	C (70)

TABLE 4

Pedestrian Mitigations and Costs

Street	Improvement	Mitigation Cost	2013 ADT	Cost per ADT
Mundy Loss (112th Street East – SR 410)	Curb, gutter, sidewalk one side	$669,000	6,230	$108
Ryan Road (Spiketon – Levesque)	Curb, gutter, sidewalk one side	$1,584,000	2,770	$572
Spiketon Road (South of Mt. View Avenue)	Curb, gutter, sidewalk one side	$588,000	1,020	$576
Total		**$2,841,000**		**$1,256**

Example of Multimodal Level-of-Service

- Normandy Park has adopted mode-specific level-of-service standards that establish sufficiency thresholds for sidewalks, bike facilities, and transit routes, in addition to roadway operational standards.

Table 4.03 – Transit Level of Service

LOS	Descriptions
n	Establish additional local transit service, including integration with planned regional high-capacity transit service and exploration of innovative, non-traditional, non-fixed route services, such as van-share programs and on-demand shuttle services
	Work with transit agencies to maintain the existing transit service
	Reduction of the current transit service

Table 4.04 – Walking Level of Service – Sidewalk Requirements

LOS	1st Avenue South	Marine View Drive	All other Secondary Arterials
n	Sidewalk with physical buffer on both sides of street	Sidewalk with physical buffer on at least one side of street	Sidewalk present on at least one side of street
	Sidewalk with physical buffer on at least one side of street	Sidewalk present on at least one side of street	
	No sidewalk	No sidewalk	No sidewalk

Note: Physical buffer includes curb/gutter or landscape strip/swale

Table 4.05 – Biking Level of Service – Facility Requirements

LOS	Along Priority Corridors
	Provides biking accommodations (e.g. bike lanes or a multi-use trail)
	No biking accommodations

CITY OF NORMANDY PARK WASHINGTON

Example of Multimodal Level-of-Service

- The City of Bellevue has adopted a multimodal concurrency system that measures "mobility units" based on person trips for vehicle, pedestrian, bicycle, and transit modes of travel.

Figure 1: Person trips to modes to MUs

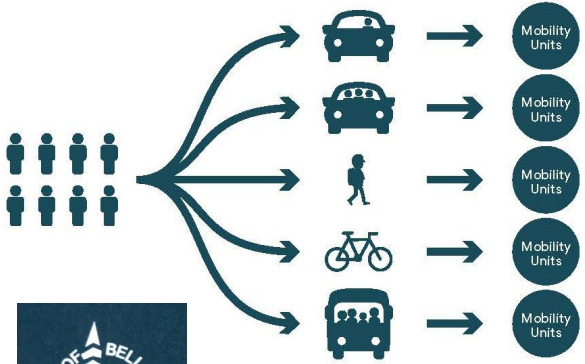


Figure 2: Mobility Unit Supply Allocation

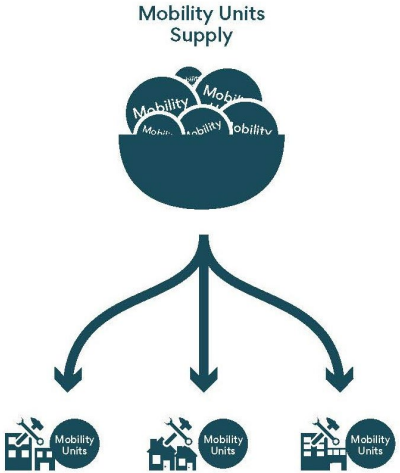
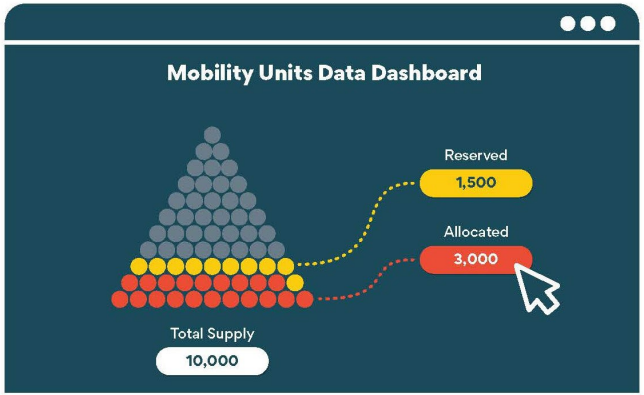
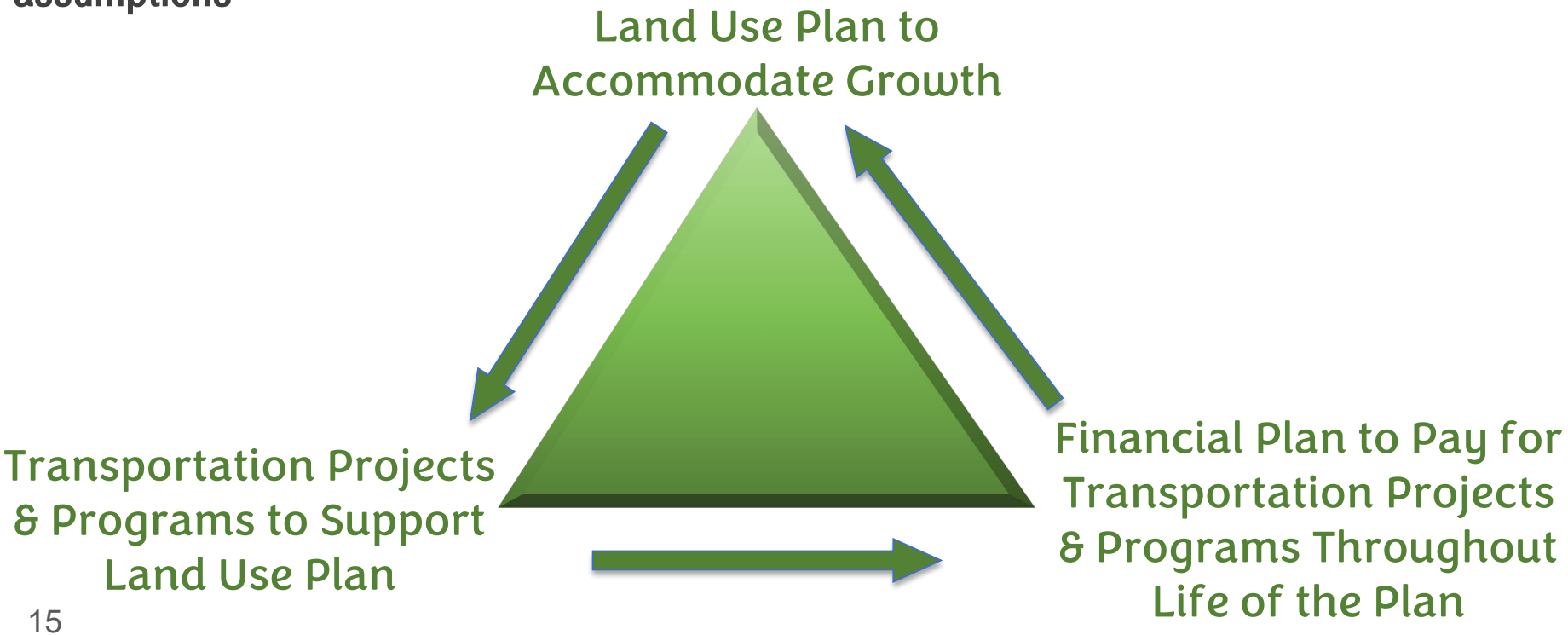


Figure 3: Mobility Unit Dashboard



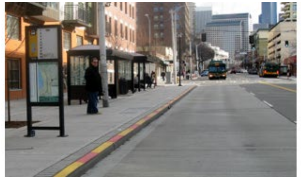
Financially-Constrained Project List

Develop clear, financially sound, and regionally-consistent project list and financial assumptions



Transportation Project List - Considerations

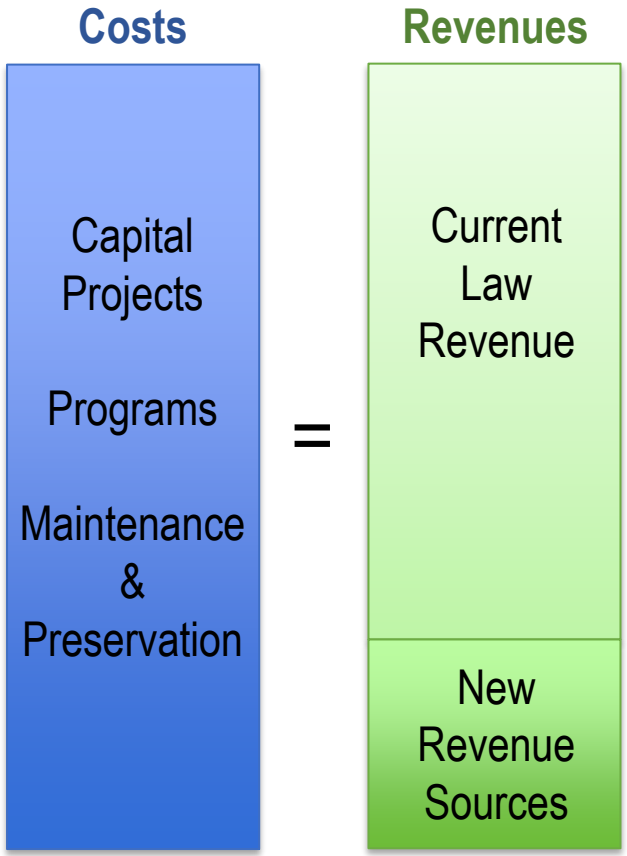
- Include <u>all</u> transportation projects/programs <u>through the life of the plan</u>, including
  - Capitol improvement projects for all modes (e.g., roadway, bike facilities, sidewalks, trails)
  - Maintenance and preservation expenditures (e.g., pavement management program, bridge rehabilitation/replacement, signal/ITS maintenance, etc.)
  - Transportation programs (e.g., ADA-transition implementation, TDM)
- Provide sufficient information regarding each project/program's scope and timing
- Be clear about each project/program's purpose and how it supports adopted policies and standards



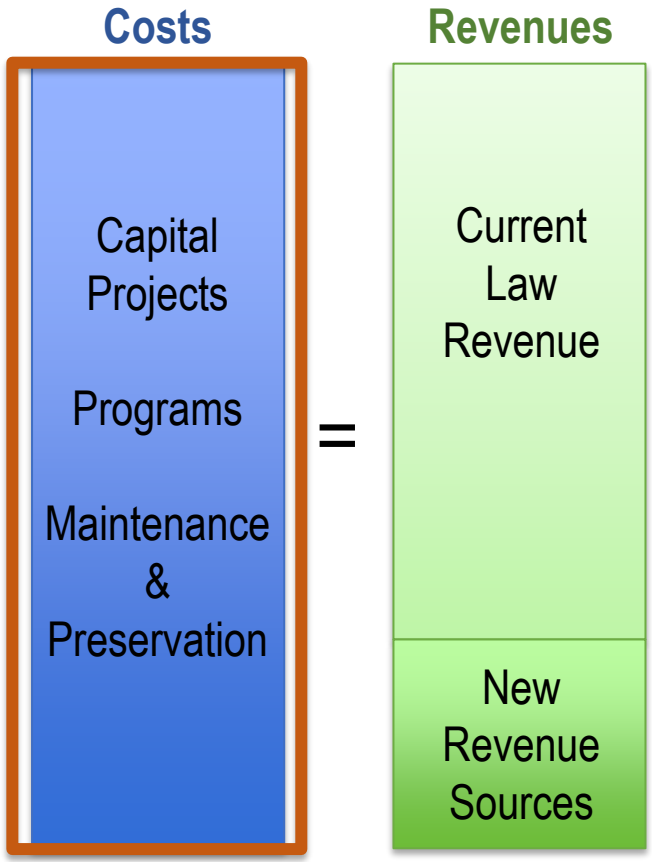
Financially Constrained Transportation Element

Apply, on the local scale, an approach that is consistent with the approach applied on a regional scale in the RTP financial strategy.



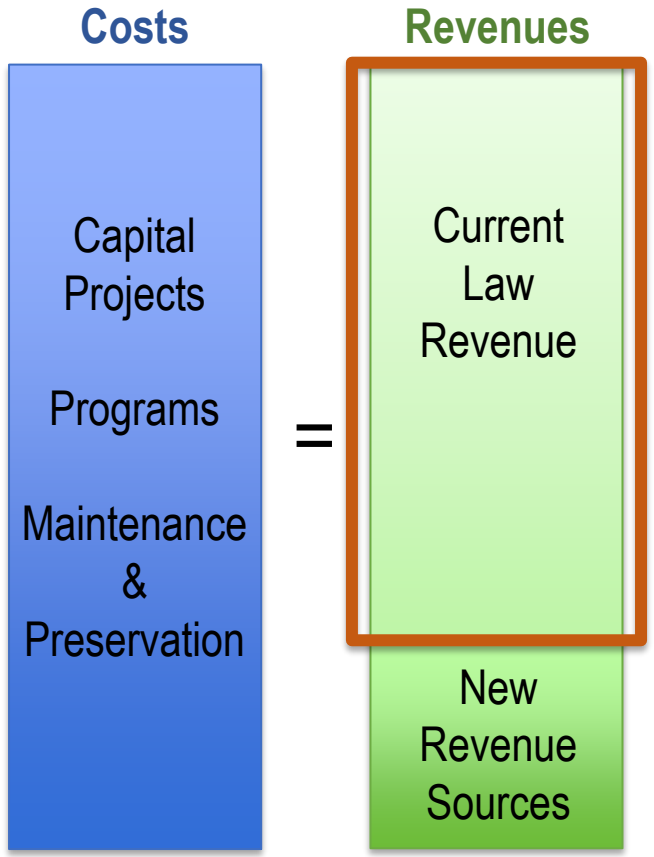
Financially Constrained Transportation Element

- Total costs include all transportation projects and programs identified to support the future land use plan, through the long-term planning horizon of the Comprehensive Plan.



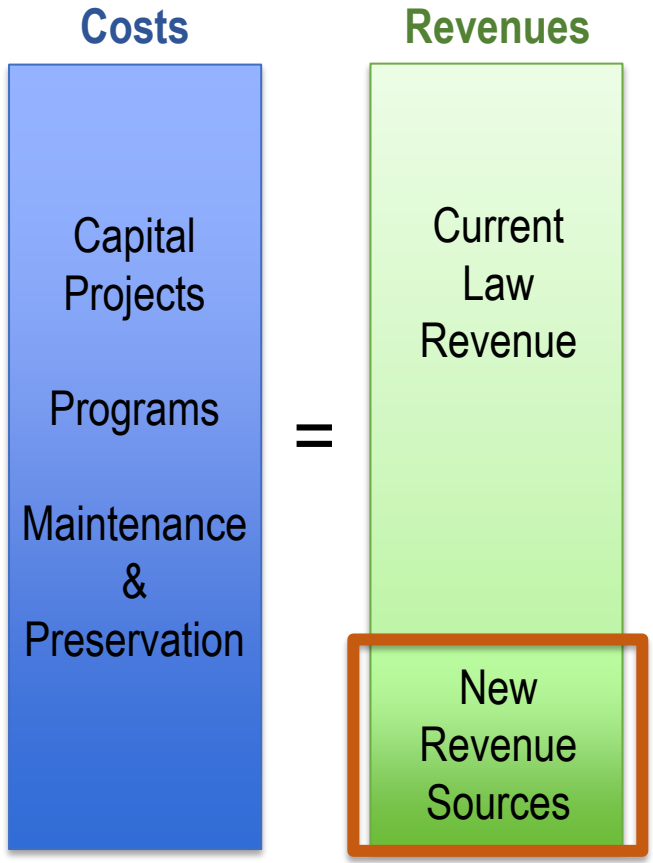
Financially Constrained Transportation Plan

- First six years of revenue should be consistent with TIP – revenue to cover costs should be accounted for within tight budgetary constraints.
- Remaining years' revenues should be accounted for:
  - via reasonable assumptions regarding revenue streams at the planning level;
  - based on historic data trends and defensible assumptions about future availability of funds.



Financially Constrained Transportation Plan

- For future unsecured funding sources, potential additional revenue sources and implementation steps should be discussed.
- Include discussion of how your jurisdiction will address potential funding shortfalls through a reassessment strategy.



Example of Financially Constrained Project List

City of Edmonds – Transportation Project Costs

Table 4-4. Transportation Improvement Plan 2016-2035

Project	2016 – 2021	2022 – 2035	Total
Annual Street Overlays	$ 12,000,000	$ 30,000,000	$ 42,000,000
Citywide Signal Improvements	25,000	75,000	100,000
Citywide Cabinet and Controller Upgrades	650,000		650,000
Puget & Olympic View Drive	500,000		500,000
238th / 100th Ave Signal Upgrades	750,000		750,000
Puget Drive / 196th St SW / 88th Avenue W	903,000		903,000
Main Street / 9th Avenue N	911,000		911,000
Olympic View Drive / 76th Avenue W		1,183,000	1,183,000
220th Street SW / SR 99	3,215,000		3,215,000
220th Street SW / 76th Avenue W	4,314,000		4,314,000
84th Avenue W, 212th Street SW - 238th Street SW (50% split with Snohomish County)		15,441,000	15,441,000
80th Avenue Sight Distance		292,000	292,000
Main St / 3rd Ave signal upgrade	375,000		375,000
212th Street SW / SR 99	2,806,000		2,806,000
216th Street / SR 99	2,335,000		2,335,000
174th Street SW / Olympic View Drive		610,000	610,000
238th Street SW / Edmonds Way (SR 104)		1,339,000	1,339,000
238th Street SW, SR104 - SR 99		3,045,000	3,045,000
228th St. SW, SR 99 – 95th Pl		10,146,000	10,146,000
SR 104 / 76th Avenue W (50% Split cost with Shoreline)		3,017,000	3,017,000
Citywide Walkway Projects	8,800,500	22,002,000	30,802,500
ADA Transition Plan	1,570,000	2,619,500	4,189,500
Citywide Bikeway Projects	160,000	395,000	555,000
Citywide Traffic Calming Program	60,000	140,000	200,000
Future Transportation Plan Updates	175,000	400,000	575,000
SR 104 Complete Streets Corridor Analysis Projects	1,172,600*	4,730,400	5,903,000

Project	2016 – 2021	2022 – 2035	Total
Debt Service for 100th Ave. W Stabilization Project	$206,000	$167,000	$373,000
Debt Service on 220th Street SW Project	242,000	82,500	324,500
4th Avenue Corridor Enhancement	4,325,000		4,325,000
SR-99 Gateway / Revitalization (Planning/Design phase only)	10,000,000		10,000,000
Audible Pedestrian Signals	25,000		25,000
Edmonds Waterfront At-Grade Crossing Alternative Study	625,000		625,000
Operational Enhancements	70,000	170,000	240,000
Upgrade to citywide Protected permissive phasing	20,000		20,000
Trackside Warning System	300,000		300,000
Arterial Street Signal Coordination	50,000		50,000
228th Corridor Improvements Project: SR 99 - 76th Ave W	1,000,000		1,000,000
212th St SW and 76th Ave W Intersection Improvements	4,347,000		4,347,000
MODIFY TOTAL	**$61,932,500**	**$95,854,400**	**$157,786,500**
Projected Revenue	**$17,096,630**	**$42,671,570**	**$59,768,200**
Shortfall, Unless Alternative Funding Identified	**$44,835,470**	**$53,182,830**	**$98,018,300**

* Note: Assumes following projects for 2016-2021: Ferry Terminal Storage, 226th Street SW, 95th Place W.

- Projects/programs identified for first 6-years and through long-range planning year
- List is comprehensive, including all transportation investments through life of plan

Example of Financially Constrained Project List

City of Edmonds – Projected Transportation Revenues

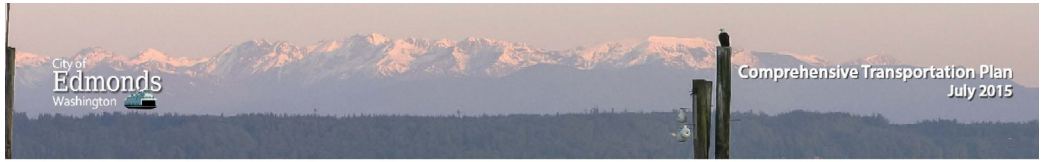


Table 4-2. Potential Transportation Revenues- Current Sources

Source	Amount
Grants (unsecured)	$18,594,500
Real Estate Excise Tax for Street Preservation	15,810,000
Transfers from General Fund for Street Preservation	11,290,000
Motor Vehicle Fuel Tax	8,000,000
Traffic Impact / Mitigation Fees	4,000,000
Stormwater Funds	1,481,900
Transfers from Capital Fund	535,800
Interest Income	56,000
TOTAL	$59,768,200

Table 4-3. Potential Transportation Revenue- Additional Optional Sources

Source	Amount
TBD License Fee (at $80 per license per year)	$ 64,000,000
TBD Sales Tax (at 0.2%)	24,000,000
Business License Fee for Transportation (at $50 per year per full-time equivalent employee)	15,000,000
Red Light Violation Fine (at $50 per violation after program costs) – must be used for safety projects.	29,200,000
Transportation Levy (at $0.20 per year)	7,600,000
Non-motorized Mitigation Fee (at 20% of project costs)	4,250,000
Local Improvement District / Roadway Improvement District	Not Estimated
REET Funds Reallocation to Transportation	Not Estimated
Additional Grants	Not Estimated
	$144,050,000

Current Law Revenue

Potential New Revenue

Coordination with Other Agencies

- Coordinate with other agencies (e.g., WSDOT, transit agencies) to account for their planned projects within and near your boundaries
- Only include projects on the financially constrained list over which your agency has jurisdiction
- Coordinate with partners in development of projects that require interjurisdictional partnerships

Planning for Transit

Coordinating Land Use and Transit

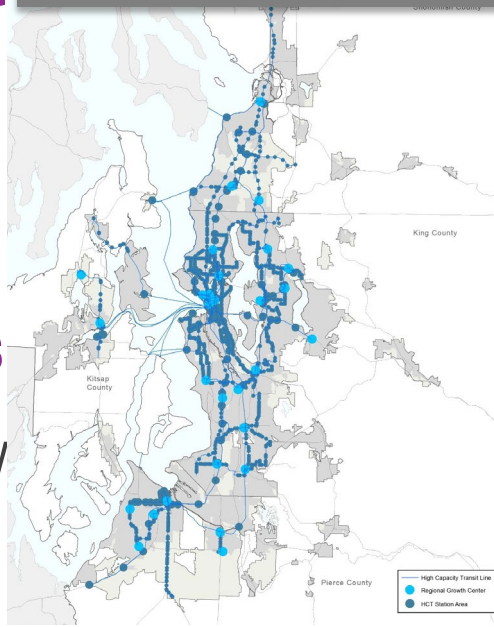
Promote compact, mixed-use development near transit

- Plan for TOD that achieves transit-supportive densities in station areas.
- Conduct station area planning.

Strategically manage parking in transit-oriented places

- Reduce minimum parking requirements in areas well-served by transit.
- Support reduced parking requirements with incentives, such as transit pass subsidies.

Regional Growth Centers and HCT Station Areas



Support Multimodal Mobility

Work closely with transit agencies

- Coordinate land use and capital improvement strategies with transit agency plans.
- Identify transit markets and transit priority corridors.
- Ensure consistency of TOD plans, programs, and strategies.

Promote and implement programs that encourage alternatives to driving alone

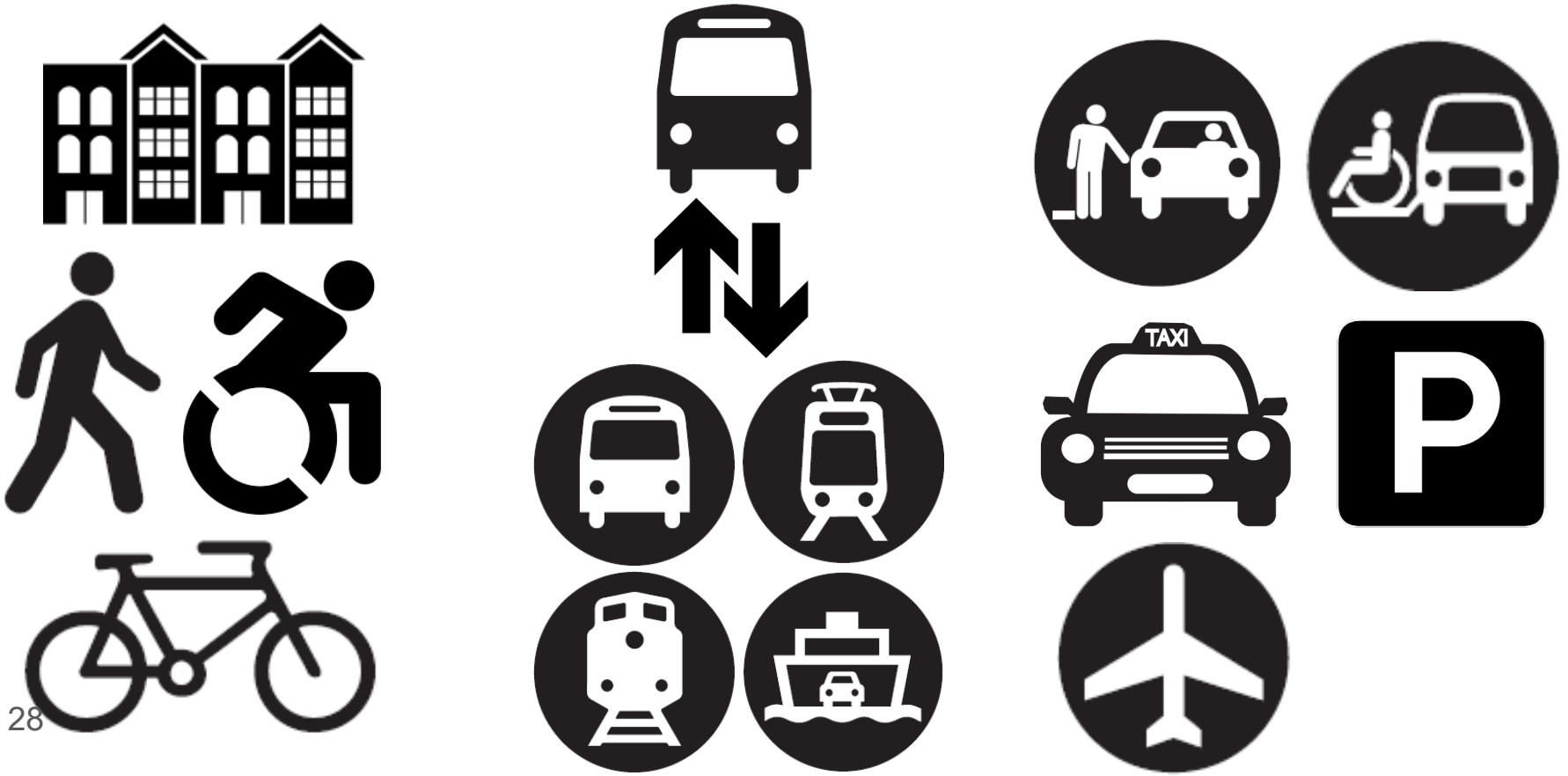
- Work with TDM implementers to identify opportunities to shift travel behavior to walking, bicycling, and transit.
- Incorporate TDM strategies in comprehensive plan to encourage multimodal travel behavior.

Support Multimodal Mobility (part 2)

Enhance transit speed and reliability

- Develop a category in the jurisdiction's street classification system for transit priority streets
- Coordinate local actions regarding planning, funding, design, and operation of transportation facilities with the needs of transit agencies
- Adopt street design standards that support transit
- Provide infrastructure that is designed to support transit speed and reliability
    - Transit signal priority
    - Dedicated transit lanes
    - Bus stop curb extensions

Connecting People to Transit



PSRC Transit Access Resources for Jurisdictions

Puget Sound Regional Council

TRANSIT 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 central 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 15 findings about transit access in the region, which were generated from a 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.

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TRANSIT 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 approaches transit access comprehensively to provide a 360-degree understanding of particular locations, and will result in a complete picture of the transit access environment.

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TRANSIT ACCESS TOOLKIT

There are many ways to increase transit access, and doing so at specific places typically involves many different and disparate types of investments. The Transit Access Toolkit identifies 60 distinct transit access improvements within the following eight strategic areas:

- Align land use and transit policies and plans
- Enhance street network connectivity
- Improve the nonmotorized environment
- Increase transit service frequency, reliability, and coverage
- Elevate the transit user experience
- Improve access via local transit and drop-off modes
- Manage transit parking demand
- Increase transit parking supply

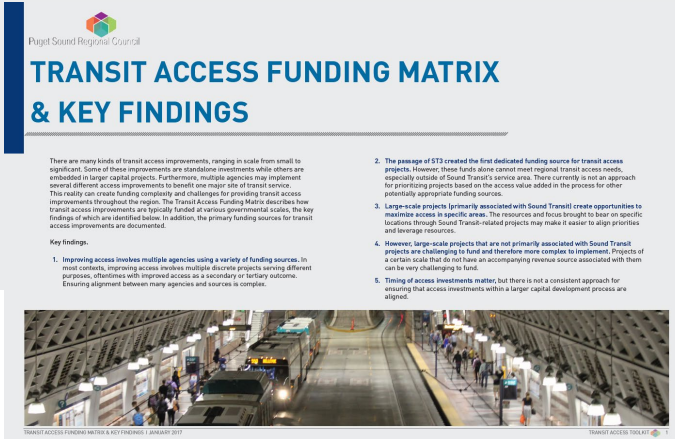
These strategic areas encompass a spectrum of approaches to increasing access to transit with some relevant in almost every case (e.g. Align land use and transit policies and plans) while others may not be considered at all in some places (e.g. Increase transit parking supply). Generally speaking, it may be straightforward which strategy or mix of strategies will be appropriate in a given context, but it may not always be clear what the best tools are to implement any particular strategy.

Within this organizing framework, the Transit Access Toolkit will:

- Help stakeholders understand the value of each strategy for increasing transit access;
- Identify the different roles played by local jurisdictions, transit agencies, and the Washington State Department of Transportation within each strategic area; and
- Document the benefits, costs, and common issues and challenges of each transit access improvement.

There is no silver bullet or one-size-fits-all approach to increasing transit access in a region as large as the central Puget Sound and with a diversity of place types ranging from the truly urban to the picturesquely rural. Increasing access depends on the particular context of a given location, and the interplay between a variety of characteristics, both existing and planned. Where the Transit Access Checklist can help stakeholders understand existing and anticipated transit access issues, needs, and opportunities in particular locations, the Transit Access Toolkit will help them understand the strategies to consider and the range of access improvements available to increase access.

In every case, multiple strategies will need to be pursued and implemented by a variety of actors, in the face of competing priorities, scarce resources, and other limitations. The Transit Access Toolkit is a resource for stakeholders to understand the range of possibilities available and to inform decision-making for increasing access to transit.



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TRANSIT ACCESS FUNDING MATRIX & KEY FINDINGS

There are many kinds of transit access improvements, ranging in scale from small to significant. Some of these improvements are standalone investments while others are embedded in larger capital projects. Furthermore, multiple agencies may implement several different access improvements to benefit one major site of transit service. This reality can create funding complexity and challenges for providing transit access improvements throughout the region. The Transit Access Funding Matrix describes how transit access improvements are typically funded at various governmental scales, the key findings of which are identified below. In addition, the primary funding sources for transit access improvements are documented.

Key findings.

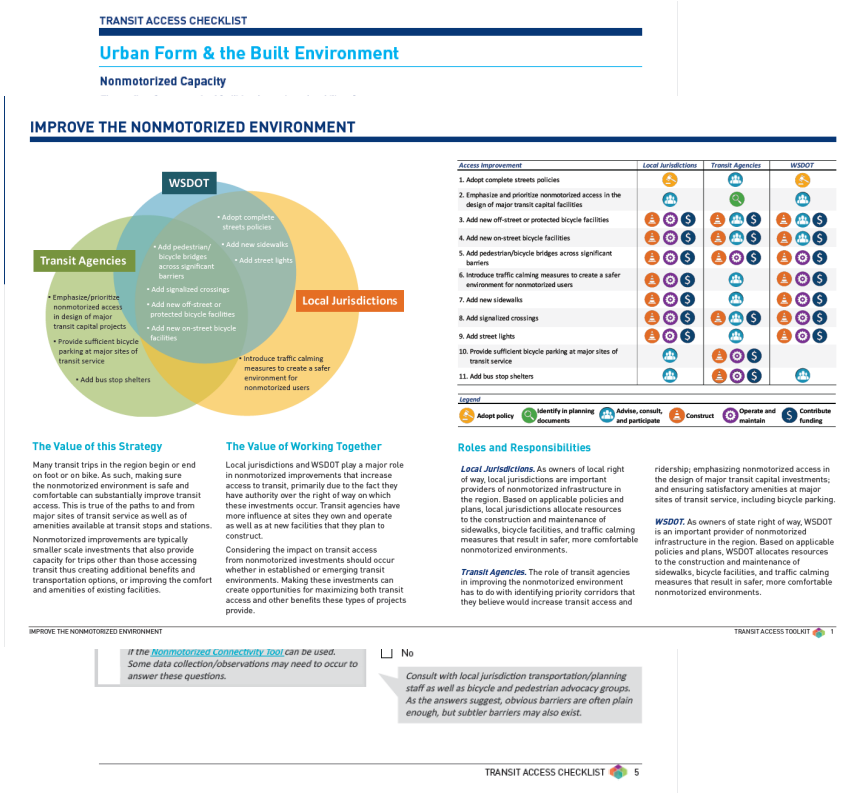
1. **Improving access involves multiple agencies using a variety of funding sources.** In most contexts, improving access involves multiple discrete projects serving different purposes, oftentimes with improved access as a secondary or tertiary outcome. Ensuring alignment between many agencies and sources is complex.
2. **The passage of ST3 created the first dedicated funding source for transit access projects.** However, these funds alone cannot meet regional transit access needs, especially outside of Sound Transit's service area. There currently is not an approach for prioritizing projects based on the access value added in the process for other potentially appropriate funding sources.
3. **Large-scale projects (primarily associated with Sound Transit) create opportunities to maximize access in specific areas.** The resources and focus brought to bear on specific locations through Sound Transit–related projects may make it easier to align priorities and leverage resources.
4. **However, large-scale projects that are not primarily associated with Sound Transit projects are challenging to fund and therefore more complex to implement.** Projects of a certain scale that do not have an accompanying revenue source associated with them can be very challenging to fund.
5. **Timing of access investments matter,** but there is not a consistent approach for ensuring that access investments within a larger capital development process are aligned.

https://www.psrc.org/our-work/transit-access

PSRC Transit Access Resources for Jurisdictions

The findings the Checklist and Toolkit address:

1. *Context matters for improving access*
2. *Roles aren't always clear for delivering access improvements*



TRANSIT ACCESS CHECKLIST

Urban Form & the Built Environment

Nonmotorized Capacity

IMPROVE THE NONMOTORIZED ENVIRONMENT

Access Improvement	Local Jurisdictions	Transit Agencies	WSDOT
1. Adopt complete streets policies	●	●	●
2. Emphasize and prioritize nonmotorized access in the design of major transit capital facilities	●	●	●
3. Add new off-street or protected bicycle facilities	● ● $	● ● $	● ● $
4. Add new on-street bicycle facilities	● ● $	● ● $	● ● $
5. Add pedestrian/bicycle bridges across significant barriers	● ● $	● ● $	● ● $
6. Introduce traffic calming measures to create a safer environment for nonmotorized users	● ● $	●	● ● $
7. Add new sidewalks	● ● $	●	● ● $
8. Add signalized crossings	● ● $	● ● $	● ● $
9. Add street lights	● ● $	●	● ● $
10. Provide sufficient bicycle parking at major sites of transit service	●	● ● $	
11. Add bus stop shelters	●	● ● $	●

Legend: Adopt policy; Identify in planning documents; Advise, consult, and participate; Construct; Operate and maintain; Contribute funding

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 — TRANSIT ACCESS TOOLKIT 1

If the Nonmotorized Connectivity Tool can be used. Some data collection/observations may need to occur to answer these questions.

☐ No

Consult with local jurisdiction transportation/planning staff as well as bicycle and pedestrian advocacy groups. As the answers suggest, obvious barriers are often plain enough, but subtler barriers may also exist.

TRANSIT ACCESS CHECKLIST 5

What's Next for Access to Transit

Regional Transportation Plan calls for:

- Centering equity and safety in transit access work.
- Reinforcing location and context in access to transit. Access improvements should be customized based upon location and context.
- Importance of land use decisions and affordable housing in improving access to transit.
- Improving access to transit is a shared responsibility that includes ongoing communication and coordination among stakeholders.

PSRC will work with stakeholders to advance this work.

Planning for Transit

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Coordinating with Transit Agencies: Long Range Plan

Coordinating with Transit Agencies: Rapid Changes

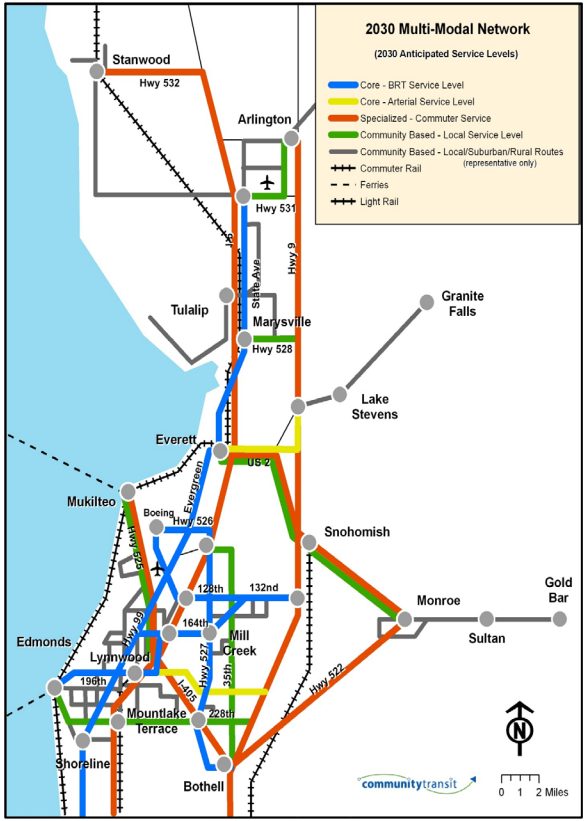
- ST Light Rail Expansion

- Microtransit

Bus Rapid Transit Expansion

Coordinating with Transit Agencies: The Big Picture

1. *Where will service change in the future*
2. *What types of land uses support different service levels or modes*
3. *Infrastructure compatibility is critical*



Coordinating with Transit Agencies: Compatibility

Thank you!

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