



## About PSRC

- Puget Sound Regional Council (PSRC): MPO, RTPPO
- Regional Growth, Economic and Transportation Planning
- Federal transportation funds to priority projects
- Regional data and forecasts
- Forum for regional issues
- Prosperity Partnership

## About PSRC

### Our Region

- 4 Counties
- 82 Cities and Towns
- Urban & Rural



### Our Members

- Cities, Counties, Ports and Transit
- State Agencies and Tribal Governments

## Background

Transit Service Overlay Zone is a tool for improving the linkage between transit and land use


- Further the implementation of multimodal concurrency
- 2011 Legislative Proviso to develop the concept

## Background

- 2011 Legislative Proviso
  - Improve the linkage of land use and transportation investment decisions
  - Improve the efficiency of transit service through encouraging transit-supportive development
  - Provide incentives for developers
  - Support integrated regional growth, economic development, and transportation plans

## Transit Corridor Type

- Frequent all-day two direction bus service
- Connects to high density employment/population centers
- Includes both:
  - Existing bus service that meet standards, or
  - Planned: in transit agency plan to meet service standards listed above.



Community Transit Long-Range Plan

**Land Use Principles**

Land use principles important to overlay zone include the following subjects:


- Mix of uses
- Street connectivity/ accessibility
- Pedestrian safety and comfort
- Density/Land use efficiency
- Parking
- Modal integration



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**Outline of Overlay Zone Concept**

- Step 1: Eligibility
- Step 2: Negotiated Local Decision to Implement
- Step 3: Local Planning
- Step 4: Implementation



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**Eligibility at Regional Level**


Step 1: Eligibility

Characteristics for eligible corridors include:

- Provide all-day frequent transit service (or in transit plan to provide that level of transit service)
- Connect to high density employment/population centers
- Meet established minimum densities for jobs/housing to support high frequency transit.

Step 2: Negotiated Local Agreement

Central Puget Sound Regional Growth Centers




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**Local Planning Process**

Step 3: Local planning process

- Land Use: existing conditions vs. planned conditions
- Efficient roadway operations on corridor for all modes
- Corridor connectivity and access
- Pedestrian comfort and safety
- Real estate market analysis
- Parking policy and demand measures
- Level of Service Standards/Concurrency provisions

Results of analysis provides a framework for implementation

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**Step 4: Implementation**

Results of planning process include implementing tools for overlay zone:

- Regulatory
- Infrastructure and Operations
- Funding Priorities and Development Incentives

Implementation would occur incrementally


- Formalized through agreements between local governments and transit agencies

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**Findings**

- Can be accomplished under existing law
- Changes to state law could provide formal legal framework
  - Bill introduced in 2012 (HB 2601)
- Concept is step in right direction for transit-land use coordination
  - Encourages regional and corridor-wide cooperation on implementing transportation infrastructure to accommodate land use plans
  - Relies upon partnerships between transit and local governments
  - Incorporates economic analysis and development incentives

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TRANSIT SERVICE OVERLAY ZONE

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Next Steps

- PSRC plans to incorporate concept into Transportation 2040
  - *Second advisory committee formed*
  - *Purpose: to further define concept and address regional eligibility criteria*
- Other Potential Actions Identified in Final Report
  - *Demonstration project on corridors*
  - *Develop templates supporting agreements and processes identified in report*
  - *Additional focus on potential state law amendments*

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Information and Contacts

[www.psrc.org](http://www.psrc.org)




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## Burien Transportation Master Plan

### Local Multimodal Network Application

October 11, 2012



#### Pre-TMP Documents

##### CITY OF BURIED DOWNTOWN AREA PARKING STUDY

March 1, 2006

PREPARED BY:

Transportation Solutions, Inc.  
8250 165th Ave NE  
Redmond, WA 98052  
425-883-4134



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#### Roadway Classification



#### Truck Routes



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#### Roadway Capacity

**Goal TR 1.1** *Mobility and Roadway Capacity*  
Provide a transportation system that serves the travel needs of Burien residents, businesses, visitors, through-travel, and freight transport.

**Objective TR 1.1.1**  
Improve conditions that affect congestion and safety concerns on Burien roadways.

**Pat. TR 1.1.1.1**  
The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways.

**Pat. TR 1.1.1.2**  
The City shall adopt the following Level of Service standards: LOS standard E for East Avenue South, LOS standard D within the urban center boundary, as shown in Figure 2.1.1.1, and for the intersection of SR 2008 Street and Anderson Boulevard; and LOS standard C for all other roadway facilities and services.

**Pat. TR 1.1.1.3**  
As indicated by state law, the City of Burien adopts an LOS of "D" for the segment of SR 2008 Street between 17th Avenue South and Burien City Limits. Despite its regional significance, no other LOS is currently adopted by the Washington State Department of Transportation.

**Pat. TR 1.1.1.4**  
The City shall consider multimodal transportation alternatives and land use coordination that benefit:

**Pat. TR 1.1.1.5**  
The City should consider mobility options (transit use, high-occupancy vehicles, shared transportation systems, access to transit and multimodal transportation modes, consistent with Consensus Trip Reduction for organizations or entities in local or sector standards and to reduce congestion.

**Pat. TR 1.1.1.6**  
If transportation improvement needed to maintain adopted LOS standards are not able to be funded, the City shall:

- Plan development consistent with the land use plan and with time that adequate resources can be identified to provide adequate transportation improvements; or
- Reassess the City's land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or
- Reassess the City's adopted LOS standards to reflect service levels that can be sustained given limited financial resources.

**Pat. TR 1.1.1.7**  
Projects shall be considered funded pursuant to Policy TR 1.1.1.6 only when:

- Transported into the adopted City budget; or
- Upstream agreement is reached.

#### Public Transportation

**Goal TR 1.2** *Public Transportation*  
Support a transit system that serves the local and regional needs of Burien.

**Objective TR 1.2.1**  
The City shall coordinate with King County METRO Sound Transit and other transit service providers to promote and enhance transit use for those living, working and traveling within or to/from Burien.

**Pat. TR 1.2.1.1**  
The City shall coordinate with transit service providers during development of transit plans to ensure that local transit stops, provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and other school programs and commercial centers.

**Pat. TR 1.2.1.2**  
The City shall coordinate with transit service providers regarding transit level of service LOS standards.

**Pat. TR 1.2.1.3**  
The City shall coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

**Pat. TR 1.2.1.4**  
The City shall promote the expansion of convenient bus routes and facilities, transit service, specifically, and transit routes connecting transit with non-motorized modes to transit facilities.

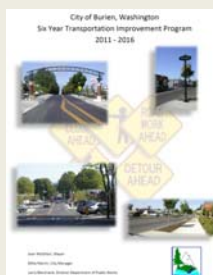
**Pat. TR 1.2.1.5**  
The City shall work to improve transit system efficiency by incorporating transit-responsive design features into its capital projects and road standards. Examples of transit-responsive design features include signal prioritization and intersection roadway designs. (Amended Ord. 447, 2008).

**Discussion:** Transit efficiency is an approach King County Metro is pursuing through programs such as the 2006 "Transit View" initiative. The basic premise is to give transit priority at all intersections to improve transit efficiency and reliability resulting in increased and more on-time transit service. (Amended Ord. 447, 2008).

**Pat. TR 1.2.1.6**  
The City shall support additional local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, the University of Washington, and other designated centers or transit hubs. (Amended Ord. 447, 2008).

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#### Pre-TMP Improvement Program



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## Communities Putting Prevention to Work: Supporting healthy eating and active living and reducing tobacco exposure in King County

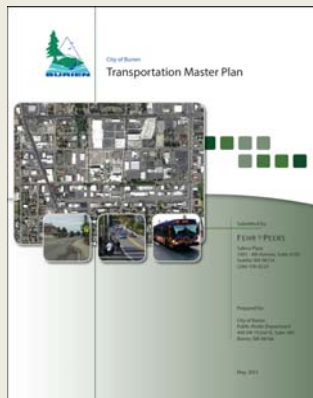
March 26, 2010



Public Health  
Seattle & King County

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## May, 2012 Transportation Master Plan Adoption



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## Transportation Policy Review

Goal	Committee Comments
1. Multimodal Transportation System	<ul style="list-style-type: none"> <li>• Generally supportive with layered network</li> <li>• How can this help with prioritization of facilities?</li> </ul>
2. Roadway Network	<ul style="list-style-type: none"> <li>• Important role= minimize travel time</li> <li>• How to make efficient use of tax dollars</li> <li>• Preserve existing infrastructure</li> </ul>
3. Public Transportation	<ul style="list-style-type: none"> <li>• Important= service throughout day</li> <li>• Identify underserved markets</li> <li>• Access key activities</li> </ul>

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## Public Outreach

- Transportation Master Plan Advisory Committee (TMPAC)
  - Cross section of city interests
  - 6 meetings
- Open Houses
  - Opportunities for public input
- Stakeholder Outreach
  - School district, hospital, other agencies

## Walking Audits Conducted October 6

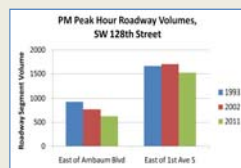
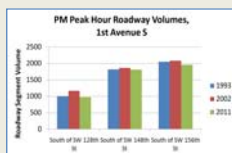
- Loc 1: 152<sup>nd</sup> Street between 1<sup>st</sup> Ave S and 4<sup>th</sup> Ave S
- Loc 2: 20<sup>th</sup> Ave S between S 128<sup>th</sup> and S 120<sup>th</sup> Streets (north end?)
- Loc 3: Roseberg Ave S between S 120<sup>th</sup> and S 128<sup>th</sup> Streets
- Loc 4: Ambaum Blvd between 122<sup>nd</sup> and 126<sup>th</sup> Streets



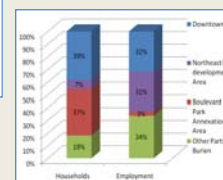
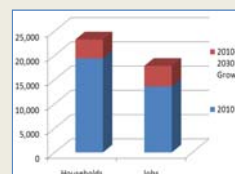
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## Trends and Conditions

Traffic  
Volumes  
haven't  
Changed  
Much



## Land Use Growth 2010-2030

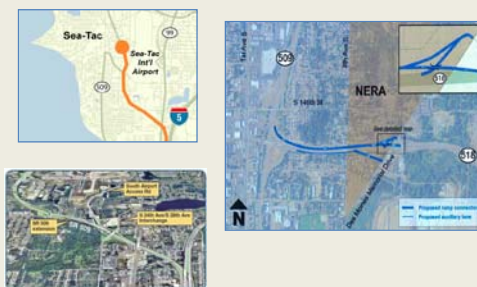


PM Peak Hour Traffic will Increase by 20-25% throughout the City (1% annually)

## Traffic Hot Spots



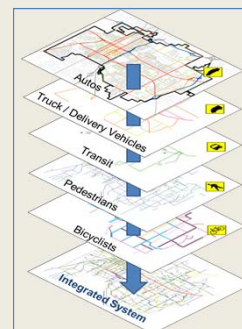
## Roadway Network Changes



## Transit Network Changes



## Multimodal Transportation System



## Auto / Truck Priority Routes

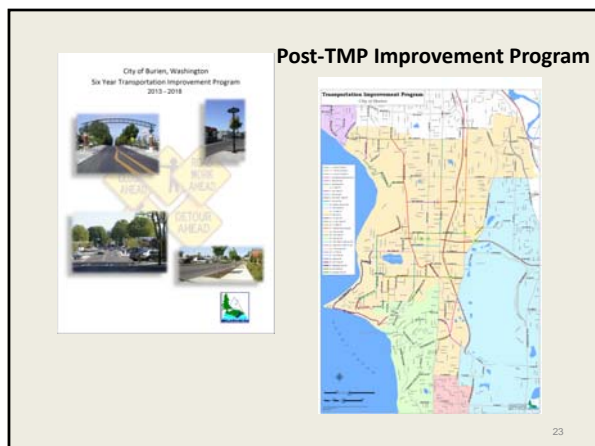
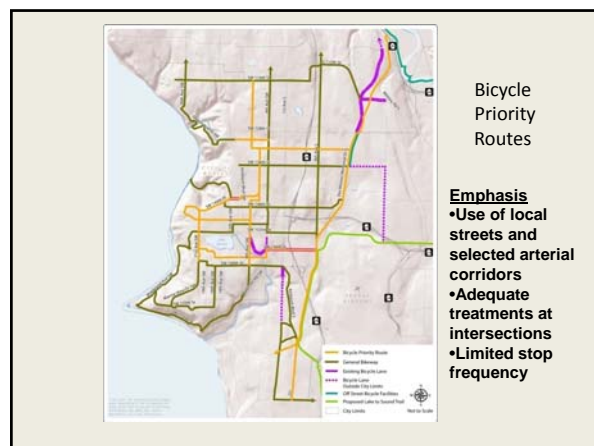
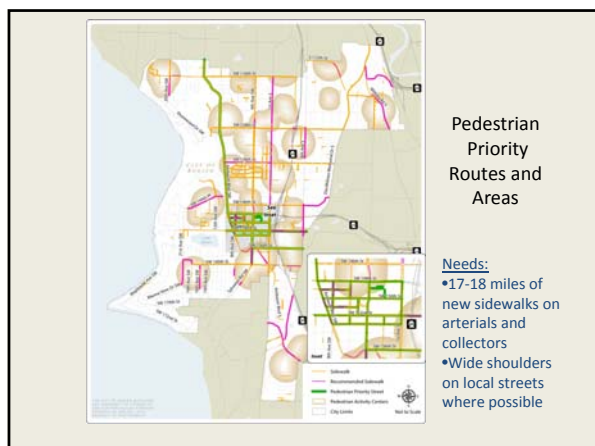


LOS E- Downtown  
Burien  
LOS D- Vehicle  
Priority Roadways  
LOS C- Other  
Roadways

## Transit Priority Routes



**Emphasis**  
•All day, frequent  
transit service  
•Transit stop  
amenities  
•Minimal transit  
delay  
•Good pedestrian  
access



**Project Prioritization**

Table 8. Criteria for Project Prioritization	
Criteria	Measurement
<b>Mobility</b>	
Multimodal Mobility	Meets multimodal level of service policies (for each mode- Auto/truck, transit, pedestrian, bicycle)
Regional Mobility	Enhances travel on major regional routes
<b>Safety</b>	
Traffic Safety	Reduces vehicle and/or personal collisions
Emergency Response	Reduces travel time for emergency response
<b>Environment</b>	
Environmental Preservation	Protects open spaces and minimizes increases to paved areas
Neighborhood Protection	Supports protection of residential areas and neighborhood streets
<b>Preservation and Maintenance</b>	
System Preservation	Improves physical condition of city roadways
<b>Health</b>	
Active Lifestyle	Promotes active movements by residents and employees
<b>Implementation</b>	
Funding	Level of funding commitment for project
Project Readiness	Degree the project is ready to be implemented

**For Additional Information on Burien's  
Transportation Master Plan**

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## TooleDesignGroup




### Prioritizing Pedestrian & Bicycle Improvements Along Existing Roadways

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## Why is Prioritization Important?


- Identifies where improvements yield greatest benefits
- Helps to ensure ped/bike improvements are considered with other transpo. projects
- Creates a "ready-to-go" list of projects



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## What is the Need?

- Achieving significant mode shift requires systematically addressing gaps in ped/ bike facilities and networks
- Safety
- Many jurisdictions do not have systems in place to effectively prioritize ped/bike improvements
- Lack of data, coordination, resources



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## Purpose of NCHRP 07-17


- Develop methodology that will enable user to:
  - Develop methods to inventory ped/bike needs
  - Develop a widely applicable framework to i.d. and prioritize needs and locations



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## Identifying Existing Methodologies

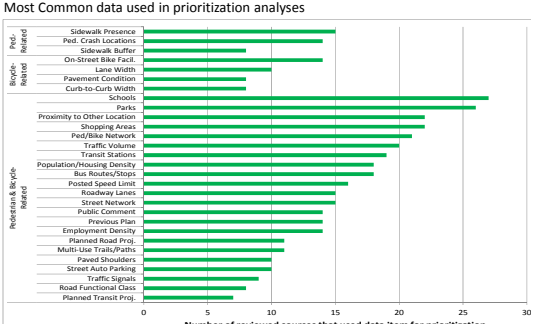
- Literature Review
- Survey
- Interviews



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## Identifying Existing Methodologies – Literature Review

Most Common data used in prioritization analyses

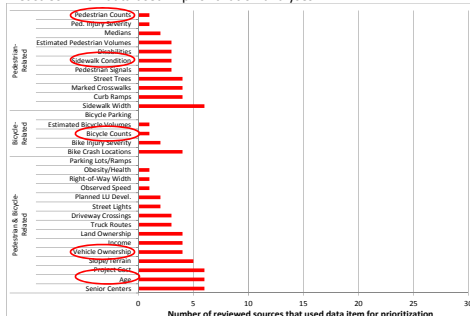


Category	Data Item	Number of reviewed sources that used data item for prioritization
Pedestrian/Bicycle Related	Sidewalk Presence	15
	Ped. Crash Locations	14
	Sidewalk Buffer	13
	On-Street Bike Facility	12
	Lane Width	11
	Pavement Condition	10
	Curb-to-Curb Width	9
	Schools	8
	Proximity to Other Location	7
	Shopping Areas	6
Other	Ped/Bike Network	22
	Traffic Volume	21
	Transit Stations	20
	Population/Housing Density	19
	Bus Routes/Stops	18
	Posted Speed Limit	17
	Roadway Lanes	16
	Street Network	15
	Previous Plan	14
	Employment Density	13
Other	Planned Road Proj.	12
	Multi-Use Trails/Paths	11
	Paved Shoulders	10
	Street Auto Parking	9
	Traffic Signals	8
	Road Functional Class	7
Other	Planned Transit Proj.	6
	Other	5

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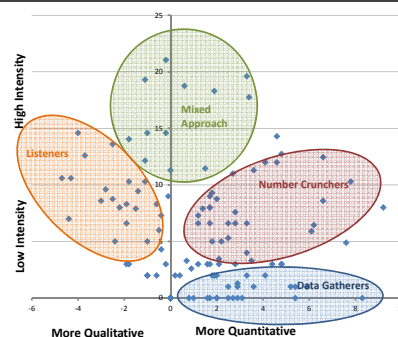
## Identifying Existing Methodologies – Literature Review

Least Common data used in prioritization analyses



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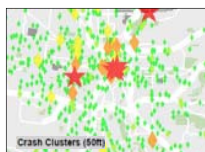
## Identifying Existing Methodologies - Survey



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## Identifying Existing Methodologies – Interviews

- Ability to collect ped/bike data influences whether an agency regularly prioritizes these types of projects
- Crash data is widely available, but primarily used by larger agencies
- Interdepartmental communication positively impacts ability to prioritize



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## Identifying Existing Methodologies – 5 Overarching Approaches

- Data-driven
- Stakeholder driven (input is quantified)
- Stakeholder driven (input not quantified)
- Combined (input quantified)
- Combined (input not quantified)



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## Identifying Existing Methodologies – Feasibility

- Constraints
  - Costs
  - Tradeoffs in level of service
  - Political support
  - Existing regulations, warrants
- Opportunities
  - Existing budgets
  - Grant sources
  - Piggy-backing
  - Private development

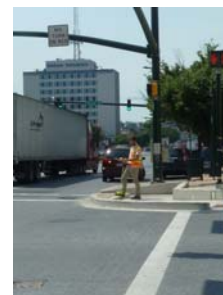


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## Developing a Recommended Methodology

### Data

- Should not require agencies to collect and analyze new datasets
- But should encourage collection ped/bike data
- Allow agencies to take advantage of emerging technologies and data sources



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## Developing a Recommended Methodology

### Prioritization

- Must be usable for a range of agency technical capabilities
- Must recognize differences between ped and bike needs
- Can be used to prioritize locations (e.g. intersections) or specific elements (e.g. curb ramps)
- Guidance on:
  - assigning weights
  - internal processes/coordination
  - evaluation



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## Developing a Recommended Methodology – Tool Development

- Spreadsheet/database
- Adaptable to GIS
- Categorize data into tiers
- Include default weights
- May tie in alternative data sources (e.g. StreetSmart Walkscore, BikeScore, OpenStreetMap)



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## Questions and Answers



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