Transit Service Overlay Zone

Puget Sound Regional Council

About PSRC

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

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

- 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.
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

Outline of Overlay Zone Concept

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

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

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

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

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
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

Information and Contacts

www.psrc.org

Gil Cerise, AICP
Senior Transit Planner
gcerise@psrc.org
206-971-3053
May, 2012 Transportation Master Plan Adoption

Transportation Policy Review

<table>
<thead>
<tr>
<th>Goal</th>
<th>Committee Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Multimodal Transportation System</td>
<td>• Generally supportive with layered network • How can this help with prioritization of facilities?</td>
</tr>
<tr>
<td>2. Roadway Network</td>
<td>• Important role: minimize travel time • How to make efficient use of tax dollars • Preserve existing infrastructure</td>
</tr>
<tr>
<td>3. Public Transportation</td>
<td>• Important: service throughout day • Identify underserved markets • Access key activities</td>
</tr>
</tbody>
</table>

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: 152nd Street between 1st Ave S and 4th Ave S
- Loc 2: 23rd Ave S between S 120th and S 120th Streets (north end)
- Loc 3: Roseberg Ave S between S 120th and S 120th Streets
- Loc 4: Ambulance Blvd between 122nd and 126th Streets

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

Transit Priority Routes

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

LOS E - Downtown Burien
LOS D - Vehicle Priority Roadways
LOS C - Other Roadways
Pedestrian Priority Routes and Areas

Needs:
• 17-18 miles of new sidewalks on arterials and collectors
• Wide shoulders on local streets where possible

Bicycle Priority Routes

Emphasis
• Use of local streets and selected arterial corridors
• Adequate treatments at intersections
• Limited stop frequency

Bike Boulevards: Use of Street Ends
S 132nd St and 8th Ave SW

Safe Routes To School Program

Post-TMP Improvement Program

Table B: Criteria for Project Prioritization

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multimodal Mobility</td>
<td>Meet multimodal level of service policy (for each mode: auto, truck, transit, pedestrian, bicycle)</td>
</tr>
<tr>
<td>Regional Mobility</td>
<td>Enhances travel on major arterial routes</td>
</tr>
<tr>
<td>Safety</td>
<td>Reduces vehicle and/or personal collisions</td>
</tr>
<tr>
<td>Emergency Response</td>
<td>Reduces time for emergency response</td>
</tr>
<tr>
<td>Environmental Protection</td>
<td>Protects open spaces and mitigates increases in parcel areas</td>
</tr>
<tr>
<td>Preservation</td>
<td>Supports protection of residential areas and neighborhood streets</td>
</tr>
<tr>
<td>Preservation and Maintenance</td>
<td>Improves physical conditions of city roadways</td>
</tr>
<tr>
<td>Health</td>
<td>Promotes active movements by residents and employees</td>
</tr>
<tr>
<td>Implementation</td>
<td>Level of funding commitment for project</td>
</tr>
<tr>
<td>Project Readiness</td>
<td>Degree the project already to be implemented</td>
</tr>
</tbody>
</table>
For Additional Information on Burien’s Transportation Master Plan

Charles W. “Chip” Davis, AICP
Senior Planner
Burien Community Development
(206) 248-5501
chipd@burienwa.gov
Prioritizing Pedestrian & Bicycle Improvements Along Existing Roadways

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

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

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

Identifying Existing Methodologies
- Literature Review
- Survey
- Interviews

Identifying Existing Methodologies – Literature Review

Most Common data used in prioritization analyses

Number of reviewed sources that used data item for prioritization
Identifying Existing Methodologies – Literature Review

Least Common data used in prioritization analyses

[Graph showing data distribution]

Identifying Existing Methodologies – Survey

[Chart showing relationship between data quality and prioritization]

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

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)

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

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
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

Washington APA Conference – Olympia, WA

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)

Washington APA Conference – Olympia, WA

Questions and Answers

Washington APA Conference – Olympia, WA