Research Work: Overview

Objectives

Basic Multimodal Concurrency

Multimodal Concurrency Overview

Objectives

Components of a Basic Multimodal Concurrency Program
Multimodal Concurrency Overview
What is Multimodal Concurrency?

Ensure that transportation infrastructure supports development as it occurs according to local standards

Transportation infrastructure = multimodal transportation networks

✓ Roads
✓ Transit Routes
✓ Pedestrian Sidewalks & Paths
✓ Bicycle Network

Source: LSL Planning, Inc.
Growth Management Act

**RCW 36.70A.070(6)**
Comprehensive plan minimum requirements

**RCW 36.70A.108**
Concurrence programs may include multimodal transportation improvements or strategies.

**WAC 365-196-840 - Concurrency**
(4) (b) In urban areas, the department recommends counties and cities adopt methodologies that analyze the transportation system from a comprehensive, multimodal perspective, as authorized by RCW 36.70A.108.
VISION 2040

**MPP-DP-54** – Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

**MPP-DP-55** – Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

**MPP-DP-56** – Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.
Challenges

• Bike, ped more about presence, safety

• How to account for existing deficiencies?

• Transit about presence in some areas, capacity in others

• Transit service operated by transit agencies, transit capital facilities built by transit agencies or local jurisdiction

• Old issues: pass-through traffic, exempted state facilities
Peer Networking Brown Bag – Multimodal Concurrency

Relationships

- Transportation impact fees
- SEPA mitigation
- Complete streets policies
- Transportation Improvement Programs
- Grant funding opportunities
- Interjurisdictional coordination

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Basic Multimodal Concurrency
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Puget Sound Regional Council

Options for Making Concurrency More Multimodal

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December 2006
Overall Objectives

- Ensure that public infrastructure supports development as it occurs
- Affect the timing of development
- Support transportation system funding
- Focus development in the desired geography
Multimodal Objectives

• Support development where transportation alternatives exist

• Support transportation demand management and expanded travel options

• Ensure program leads to building or funding multimodal improvements
Components of a Basic Multimodal Concurrency Program
Develop Methodology

Develop method to evaluate levels-of-service for:

- Autos
- Transit
- Bicycles
- Pedestrians
Adopt Level-of-Service Standards

Adopt standards for transportation performance

- Balance community goals, funding, and planned growth
- Tailor to subareas
- Flexibility

Develop Methodology

Adopt Standards

Identify Deficiencies

Address Deficiencies
Identify Deficiencies

Identify facilities and services below standards

- Existing deficiencies
- Future needs
Address Deficiencies

*Develop projects and strategies to address deficiencies*

- Identify projects
- Identify funding
- Develop mitigation program (optional)
  - Concurrency-based mitigation
  - SEPA mitigation
  - Impact fees

Develop Methodology

Adopt Standards

Identify Deficiencies

Address Deficiencies