

Regional Centers Framework Update

Transportation Operators Committee • April 26, 2017



Puget Sound Regional Council



Process



Process

Stakeholder Working Group

- Develop alternatives for the Growth Management Policy Board
- Develop other recommendations

Growth Management Policy Board

- Discuss alternatives and recommendations
- Recommend Centers Policy Framework document

Regional Staff Committee

- Provide technical assistance to board, other assistance as requested




Comment Period

- Solicit comments on framework prior to GMPB recommendation

Executive Board

- Action on Centers Policy Framework



	APR	MAY	JUN	JULY	SEP	OCT	NOV	DEC	
GMPB	Purpose + Objectives	Growth Centers Military Facilities	Industrial Centers Countywide Centers	Framework Development	Framework Development <i>Release for comment</i>	Comments	Final recommendation 		
Regional Staff Committee	Technical Assistance – <i>Comments</i>	Technical Assistance as needed							
Executive Board	Project Briefing			Project Briefing				GMPB Transmittal 	

Working Group Report

Tiered Criteria



What are the characteristics of the center? Where does the center fit in with the broader system of centers?

Alt A. Regional Growth Center Tier 1

- Existing activity 30 au/ac minimum
- Planned activity 85 au/ac minimum
- Existing or **planned** light rail, commuter rail, ferry, or other HCT with same service quality as light rail. Service quality defined as either frequent and all-day (<15-minute headways, **18-hours per day on weekdays**) – or – high capacity (e.g., ferry, commuter rail, regional bus, BRT). Evidence the area serves as major transit hub and has high quality/high capacity existing or **planned** service.



Working Group Report

Tiered Criteria



What are the characteristics of the center? Where does the center fit in with the broader system of centers?

Alt A. Regional Growth Center Tier 2

- Existing activity 18 au/ac minimum
- Planned activity 45 au/ac minimum
- Transit service, including existing or **planned** fixed route bus, regional bus, BRT, or other frequent and all-day bus service. May substitute high capacity transit mode for fixed route bus. Services quality is defined as either frequent (< 15-minute headways) and all-day (operates at least **18 hours per day on weekdays**) – or high-capacity.



Working Group Report

Tiered Criteria



What are the characteristics of the center? Where does the center fit in with the broader system of centers?

Alt B. Regional Growth Center

- 3 Tier differentiation based on levels of transit service, and existing HCT service compared to planned. Regional Tier 1 and Regional Tier 2 centers must meet following threshold:
 - Existing or **planned** light rail, commuter rail, streetcar, ferry, Bus Rapid Transit, or similar type of high capacity transit service. Evidence the area serves as major transit hub and has high quality/high capacity existing or **planned** service.
- Regional Tier 3 centers must have local or express bus service.



Planned Service

Tiered Criteria



What are the characteristics of the center? Where does the center fit in with the broader system of centers?

Options include:

- Planned and funded
- Included in the constrained portion of the Transportation 2040 Plan
- Included in an adopted long range transit plan



Span of Service

Tiered Criteria



What are the characteristics of the center? Where does the center fit in with the broader system of centers?

Options include:

- 18 hours on weekdays
- 16 hours on weekdays
- “Frequent” defined as a route with at least 15-minute frequency at mid-day (not dependent on span of weekday service)



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Thank you.

