Multimodal LOS and Concurrency: Regional and Local Importance

- PSRC, counties, cities, transit, others
- Auto, transit, bicycle, walking, ferry
- Sustainable transportation strategy
  - Enhanced mobility for people and goods
  - Air quality and climate change
- Align with and support land use vision
  - Prioritize multimodal investments
  - Address travel needs in urbanized settings
State Requirements

• Transportation element shall include LOS standards for arterials and transit and address planning level concurrency - RCW 36.70A.070 (6)(a)

• Requirement for regulatory concurrency - RCW 36.70A.070 (6)(b)

• Integrated multimodal transportation approach will address concurrency in regional growth centers, including “measure of vehicle LOS for off-peak periods and total multimodal capacity for peak periods.” - RCW 47.80.030 (1)(f)

• Agency guidance on concurrency for multiple modes of travel - WAC 365-196-840 and Your Community’s Transportation System (Dept. of Commerce, 2009)
Regional Policies

VISION 2040: Multicounty Planning Policies

• “Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.” – MPP-DP-54

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

• “Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.” – MPP-DP-56
GMA comprehensive plan updates in 2015-16 with PSRC review and certification:

• Approximately 1 out of 4 jurisdictions have documented full MMLOS in their comprehensive plans
• Local approaches to defining and measuring LOS across modes varied
• Other plans contain policies that point to future work to develop MMLOS measures
• ...and to apply MMLOS to concurrency management
• PSRC recommended further work on multimodal LOS

Looking ahead, recent planning work supports MMLOS:

• Long-range transit agency service plans
• Local bike-ped plans
Public Transit

Challenges
• Transit is not something local jurisdictions have direct control over

Transit Agency Long Range Plans
• All transit agencies now have them or are updating them
• Better assessment of transit needs

Opportunities
• Communicate with public transit agency staff
• Collaborate with transit agencies to incorporate transit needs into MMLOS
People who walk and bike

Challenges
• Data collection to address bike and pedestrian LOS can be daunting

Opportunities
• Locally adopted bicycle and pedestrian plans include inventories and future networks/investments
• Opportunity to prioritize and better align with land use and development

Outcomes Focused
• Some simple solutions can have the same outcome as a more complicated method: shortening trips, safer speeds, many users, better health outcomes, economically viable streets, safety
Objectives for Session

- Review legal, policy, and conceptual frameworks for multimodal level of service and concurrency
- Highlight best practices in the region
- Address most pressing questions
- Identify local and regional next steps to further implementation and improve effectiveness

See agenda...and let’s get started!
Thank you.

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