Overview

- Review RTP foundation and prior board discussions
- Work to date and key findings
- Next steps in work program
- 2020-2021 schedule
2018 Regional Transportation Plan

- Responds to state and federal requirements
- Develops a new Integrated Regional Transit Network
- Addresses key issues:
  - Environment
  - Innovation & technology
  - Finance
  - Performance measurement
- $197 billion plan
- 2040 horizon year
VISION 2050

• Plans for growth to 2050
• Details regional Goals, Policies and Actions
• Regional Growth Strategy integrated with current planned transportation network to 2040
• Sets the stage for 2024 comprehensive plan updates

Vision 2050 Transportation Goal

The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.
2022 Regional Transportation Plan

• Builds from VISION 2050

• Objectives:
  
  • Make progress on existing challenges, address current and future needs of the transportation system
  
    • Provide better data and analysis to support local investment planning (2024 comprehensive plans)
  
  • Plan for long-term system investments to accommodate future growth
  
    • Improve existing system, big picture thinking on future investments (aviation, rail, ferries)
Core Foundations

Regional Transportation Plan Core Elements

* Financial strategy
* Equity
* Integrated transit system
  - Network refinements
  - Access improvements
* Climate
* Regional performance measures
* Technology / shared mobility
* Safety
Key Policy Focus Areas

Building from VISION 2050, board identified key policy areas:

1. Access to transit
2. Forward thinking/future investments
3. Local agency needs
4. Safety
5. Equity

Also nods to climate, technology, funding, freight
Key Planning Work

• Expanded data collection and analysis of conditions to inform local planning
  • *In concert with existing and planned system conditions* –
    • *transit routes and stops, congestion, demographic and opportunity data, etc.*
  • Maintenance and preservation needs
  • Multimodal access to transit

• Freight inventory
• Bicycle and pedestrian facilities and counts
• ITS inventory
• TDM inventory
• Assessment of special needs providers and programs
• Technology / shared mobility trends and forecasts
Examples of Key Findings

Inventory of Local TDM Programs

TDM Programs 2015-2020

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of TDM Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>79</td>
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<tr>
<td>2016</td>
<td>81</td>
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<td>2018</td>
<td>86</td>
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<tr>
<td>2019</td>
<td>94</td>
</tr>
<tr>
<td>2020</td>
<td>94</td>
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</tbody>
</table>

Strategies

- Marketing: 80%
- Regulatory: 72%
- Trip Planning: 67%
- Financial Support: 57%
- Financial Support: 46%
- Financial Support: 43%
- Financial Support: 42%
- Financial Support: 35%
- Other: 31%
- Other: 16%

Transportation Demand Management (TDM) Programs in Central Puget Sound Region Cities

Note: All Central Puget Sound Region Cities have access to at least one TDM program and/or transit agency TDM program(s).
Examples of Key Findings

**Bicycle Facility Data**

Application of Inventory:
- All shared-use paths, sidewalks and bicycle facilities on minor arterials and above
- Presence of facility and direction
- Type of bicycle facilities

**Pedestrian Facility Data**

Jurisdictions with Data 75% (64)

Jurisdictions without Data 25%
Examples of Key Findings

Share of NHS Intersections with Signals

<table>
<thead>
<tr>
<th></th>
<th>Intersections</th>
<th>Signals</th>
</tr>
</thead>
<tbody>
<tr>
<td>All (41% Signalized)</td>
<td>6,390</td>
<td>2,560</td>
</tr>
<tr>
<td>NHS to NHS (88% Signalized)</td>
<td>680</td>
<td>628</td>
</tr>
<tr>
<td>NHS to Non-NHS (34% Signalized)</td>
<td>5,710</td>
<td>1,932</td>
</tr>
</tbody>
</table>

70% of signals along the NHS in the region are coordinated

9% of signals along the NHS in the region have Adaptive Signal Control
Beta Visualization Tools
Key Planning Work

• Visioning future system needs
  • New or expanded high capacity transit
  • Passenger only ferry study
  • Aviation needs
  • Intercity rail
  • High speed rail
• Assessment of needs and opportunities
  • Groundwork for future, more detailed investment planning
Next Steps

• Working on visualization tools for state of the system
  • Regional and local scale views, key policy areas
• Reengaging board in July and beyond – continued feedback on focus areas
  • Peer networking sessions for initial feedback
    • Access to transit, February 2020
    • Safety, July 2020
• Reviewing financial strategy
  • Summer 2020 expert review panel
  • Fall 2020 – Spring 2021 board engagement