



## Transit Service Overlay Zone

Washington Transportation Commission

March 20, 2012

# Presentation Overview

- About PSRC
- Background
- Transit Corridors and Land Use
- Transit Service Overlay Zone Concept
- Key Findings/Next Steps



# About PSRC

Puget Sound Regional Council  
**PSRC**

# What We Do

ABOUT PSRC

BACKGROUND

TRANSIT CORRIDORS  
AND LAND USE

TRANSIT SERVICE  
OVERLAY ZONE  
CONCEPT

KEY FINDINGS AND  
NEXT STEPS

- Regional Growth, Economic and Transportation Planning
- Federal transportation funds to priority projects
- Regional data and forecasts
- Forum for regional issues
- Prosperity Partnership



# Who We Represent

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## Our Region

- 4 Counties
- 82 Cities and Towns
- Hundreds of Special Districts



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## Our Members

- Cities, Counties, Ports and Transit
- State Agencies and Tribal Governments



# Projects We Plan

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- State highways, HOV, ferries, rail, freight
- Regional highways, transit, aviation, freight
- Local streets, roads and transit
- Bicycle and pedestrian facilities
- Operations and system management
- Travel demand strategies

# Funding We Distribute



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Federal funds flow from the Highway Trust Fund to each state by formulas

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**PSRC distributes**

**\$160 million**

annually to projects in the region's long-range transportation plan



# Background

# Legislative Proviso

Further the implementation of multimodal concurrency practice through transit service overlay zone to be implemented at the local level.

The overlay zone approach must:

- 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

The Proviso also:

- Provides direction on the make-up of advisory committee, and
- Required a final report to the transportation committees of the legislature by January 31, 2012

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# Advisory Committee



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## Professional staff with expertise in transit and land use:

- Transit agencies -- Community Transit and King County Metro
- Representatives of Local Government
- A Developer
- Economic Development
- Affordable Housing Expert
- A State Legislator - Rep. Deb Eddy
- House Transportation Committee staff - David Munnecke

**Met 4 times September – December 2011**  
**Reviewed work of technical consultants**



# Overlay Zone Objectives

- **Local Governments:** Better predictability that new trips from growing communities can be accommodated with increased transit service
- **Transit Agencies:** Better assurances that high-productivity service will be reinforced by land use patterns that increase transit ridership
- **Developers:** Improved predictability and incentives for in-fill development that will implement transit oriented development within transit corridors
- **Regional Planning Agencies:** Locally identified areas for targeting future growth that can be served well by transit and better integration of land use and transit planning
- **People in Overlay:** Improved mobility choices

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# Transit Corridors and Land Use

# Transit Corridor Type Studied

- Frequent all-day two direction bus service
- 15-minute frequencies or better
- Connects to high density employment/population centers
  - This connection provides an employment anchor
  - Connecting to other destinations along the corridor allow for other non-work trips to occur
- Existing bus service meet standards, or in plan to meet service standards listed above.

## Community Transit Long-Range Plan



# 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



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# Transit Service Overlay Zone Concept

# Outline of Overlay Zone Concept



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

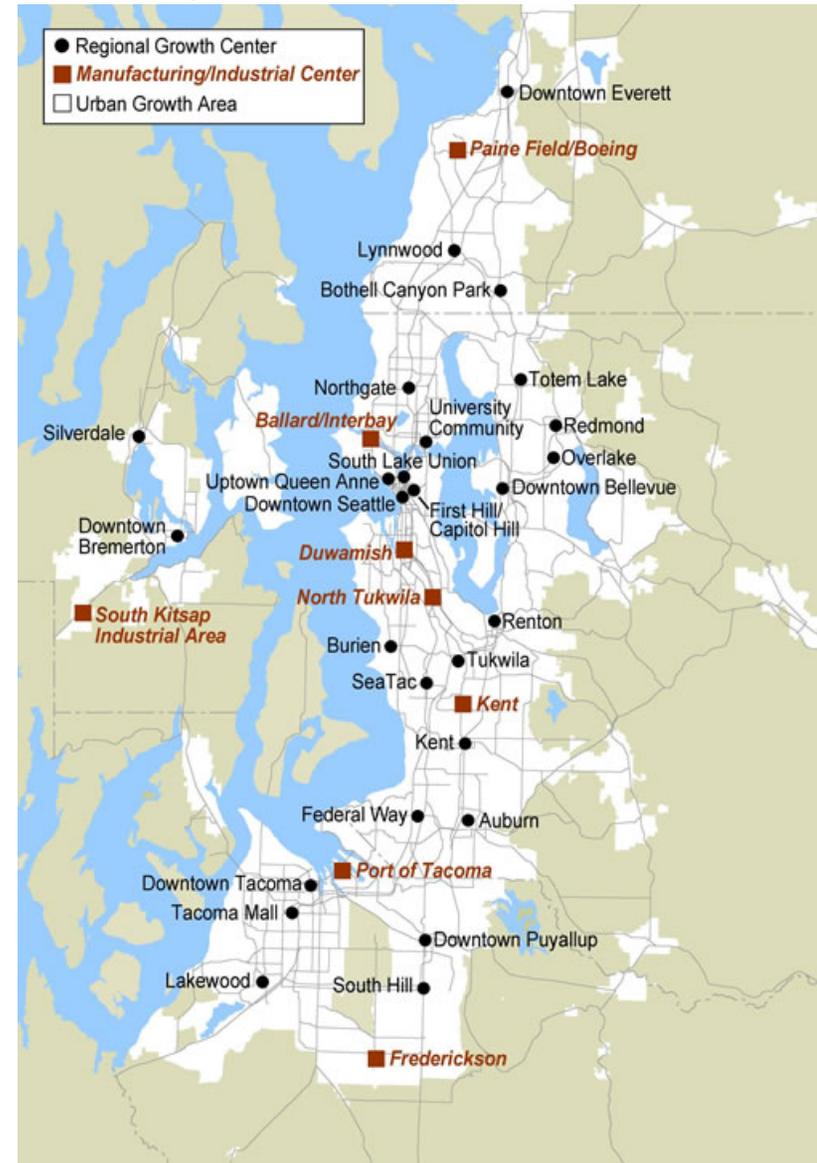


# Step 1: Eligibility

## Characteristics for eligible corridors include:

- Provide all-day frequent transit service
  - Existing service or
  - In a transit agency's long range plan (future service)
- Connect to high density employment/population centers
- Meet established targets for minimum density of jobs/housing to support high frequency transit.

## Central Puget Sound Regional Growth Centers





# Step 1: Eligibility

## Eligible corridors to be identified in regional plans

- In central Puget Sound region, Transportation 2040
- Eligible corridors added, removed, or modified through regional plan amendment process
- Location in regional plan elevates importance of what may otherwise appear to be a local transit route

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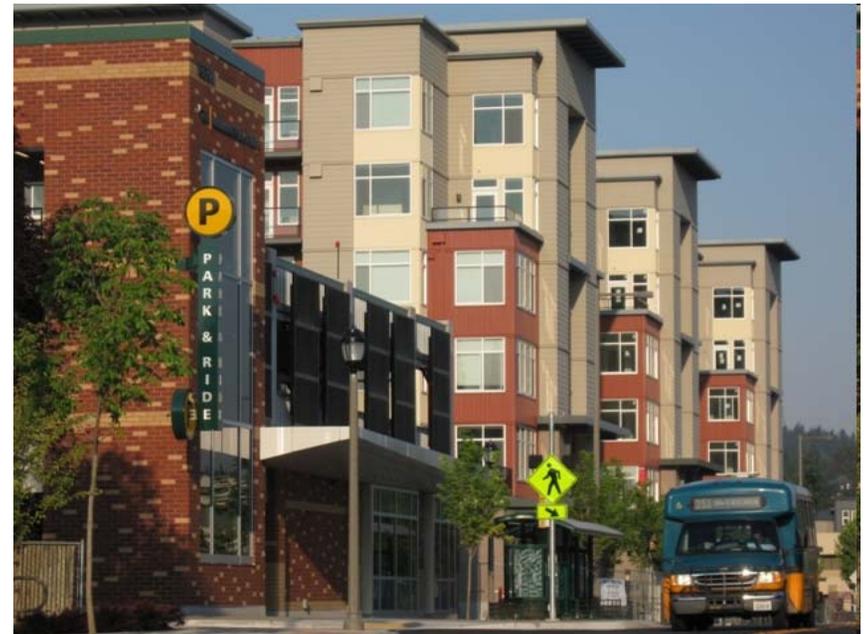
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## Step 2: Negotiated Local Agreement

To move an eligible corridor to an active transit service overlay zone, a negotiated local agreement must be completed. The agreement must:

- *Be signed by:*
  - *Transit agency providing service on the corridor*
  - *jurisdictions with land use authority within the corridor planning area*
- *Commit signatories to doing the planning necessary to implement the overlay zone*



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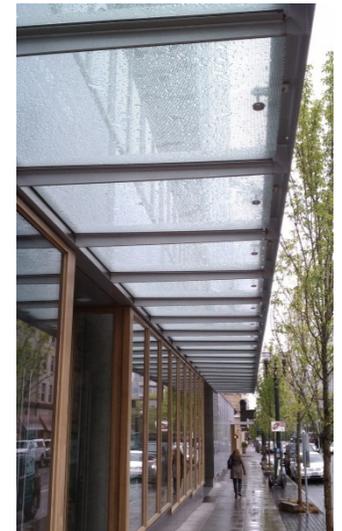
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## Step 3: Local Planning Process

- Identify shape of overlay zone and how it will grow to support transit
  - *Study area consists of area within walking distance to transit along corridor*
  - *Identify portions of study area appropriate for active overlay zone*
  - *Final overlay zone must have enough planned intensity of uses to support productive frequent all-day transit service*
- Planning process led by local jurisdictions
  - *Transit agencies involved in planning process*
- Level of analysis would allow implementation of a planned action or other upfront SEPA technique.



## Step 3: Local Planning Process

- Local planning process addresses
  - *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



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## Step 4: Implementation

Results of planning process include series of implementing tools for overlay zone:

- Regulatory
- Infrastructure and Operations
- Funding Priorities and Development Incentives

Implementation would occur through an agreement signed by local governments and transit agencies

- Implementation anticipated to occur incrementally



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# Key Findings and Next Steps



# Current Law vs. New Legislation

Transit Service Overlay could be accomplished under current law

- *Voluntary agreement between jurisdictions and transit agencies*
- *Little incentive for overlay zone approach*

- **Changes to State Law**

- *Would provide a formal legal framework for overlay zones*
- *Jurisdictions and transit agencies would still need to take action to implement*
- *Legal framework can provide more certainty for public and private sector.*
- *Could also be changes to law relating to LOS standards, Impact fees, and SEPA that would provide added incentives.*

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# Key Findings

- Overlay Zone is a step in the right direction for transit-land use coordination
- Concept achieves shared objectives, including more efficient use of infrastructure investments
- Key Components:
  - *Sub-regional partnerships*
  - *Development incentives*
  - *Common LOS and concurrency platform*
- Encourages regional cooperation on implementing transportation infrastructure to accommodate land use plans
- Amendments to state law could add value and incentives

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# Next Steps

- Demonstration Projects on corridors:
  - *Existing core transit service*
  - *Planned core transit service*
- Develop templates supporting concept:
  - *Interlocal agreements*
  - *Planning process*
  - *Multimodal LOS standards and concurrency methods*
- Additional focus on potential amendments to state law to facilitate concept
  - *Timing assist with preparation for 2015 Comp Plan updates*



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# Information and Contacts

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