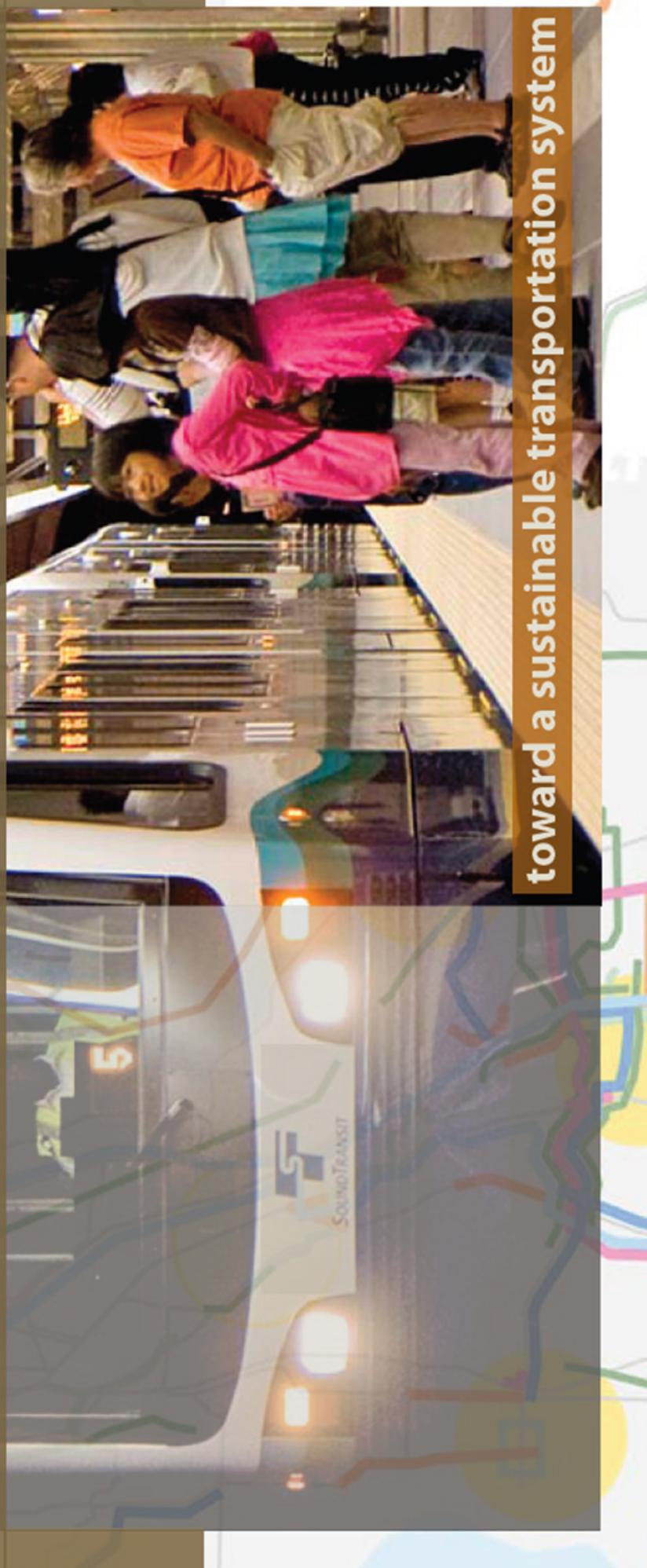


Transportation 2040



toward a sustainable transportation system

T-2040 Prioritization

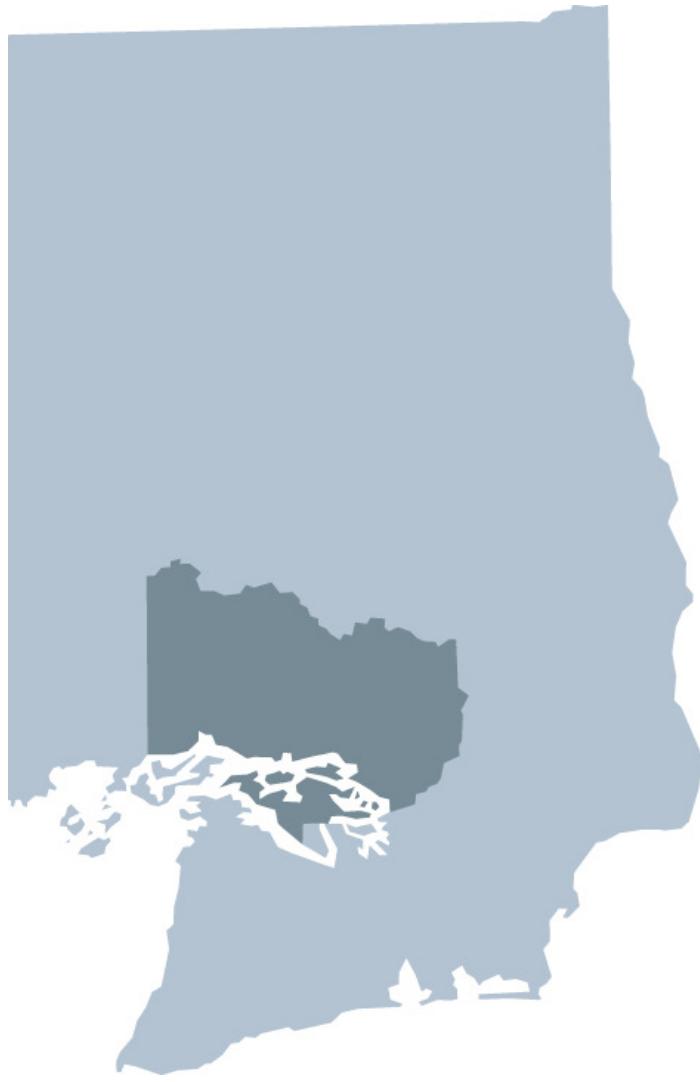
Walk 21 Symposium

Robin Mayhew, AICP

October 5th, 2011

Puget Sound Regional Council

Who We Represent:



Our Region

- 4 counties
- 82 cities and towns
- Urban and rural

Our Members

- Cities, counties, ports, and transit
- State agencies and tribal governments

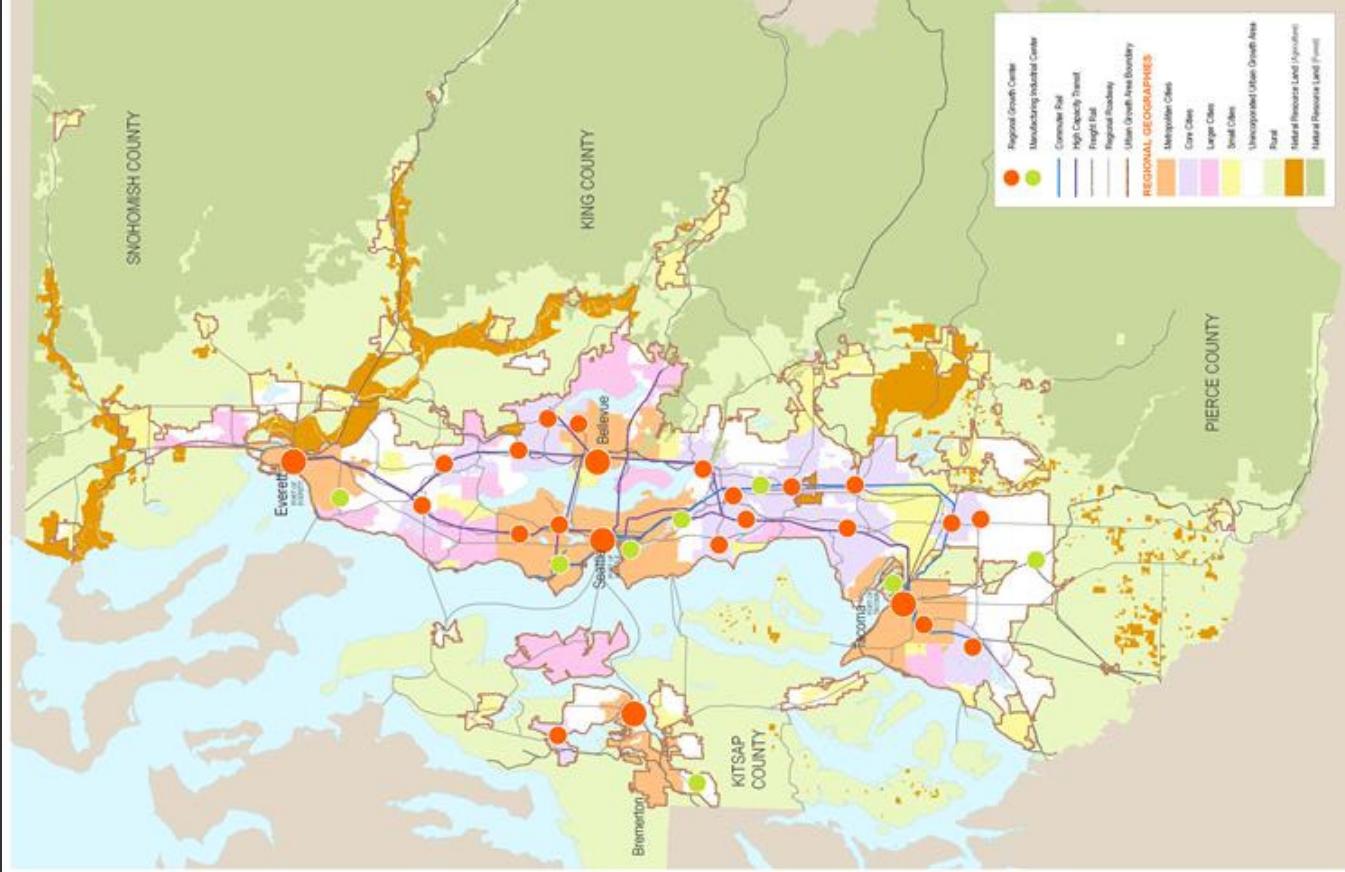
Growth Planning: Vision 2040

- Adopted April 2008
- Multicounty planning policies under State Growth Management Act
 - Regional coordination
 - Updated regional policy direction for
 - growth management
 - transportation (*Transportation 2040*)
 - economic prosperity (*Regional Economic Strategy*)
 - environment

Urban Growth Area:

• 980 square miles

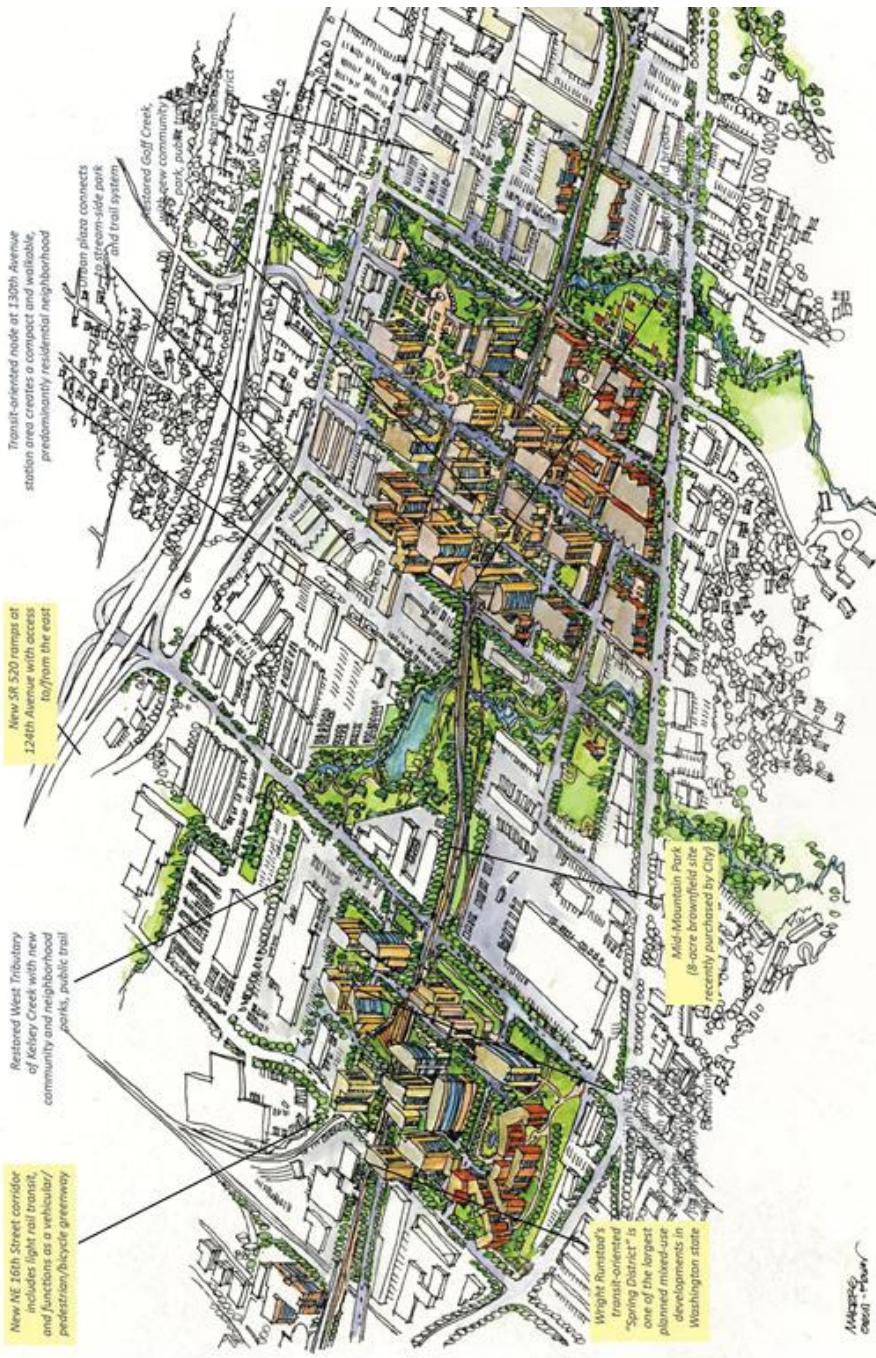
• 16% of total land area of 4-county region



Transportation 2040: Adopted 2010

Land Use

Supporting a more concentrated development pattern that is more walkable, bikeable, easier to support with transit, and that balances jobs and housing.



Efficiency

Efficient transportation starts with fully maintaining and operating a system that is safe, secure and manages facilities to achieve their optimum performance.

Pricing

Begins moving from traditional forms of funding to a more sustainable user based funding that improves mobility and the environment.

Strategic Investments

Moves the region from single focused investments to integrated strategies that are more cost effective and support all forms of travel.

Transportation 2040 Plan Direction



The procedures developed should utilize a common evaluation framework where possible, and should explicitly assess key VISION 2040 policy areas including but not limited to:

1. Support for the regional growth strategy, including focusing growth in regionally designated centers inside the Urban Growth Area
2. Reducing greenhouse gases
3. Reducing vehicle miles traveled
4. Freight mobility
5. Sustainable funding
6. Equity and environmental justice
7. Reducing impacts on Puget Sound water quality
8. Addressing congestion and mobility
9. Promoting economic activity and employment growth
10. Achieving a jobs-housing balance
11. Health/Active Living (**added at 6/10/2010 TPB meeting**)

T2040 Prioritization Mission Statement

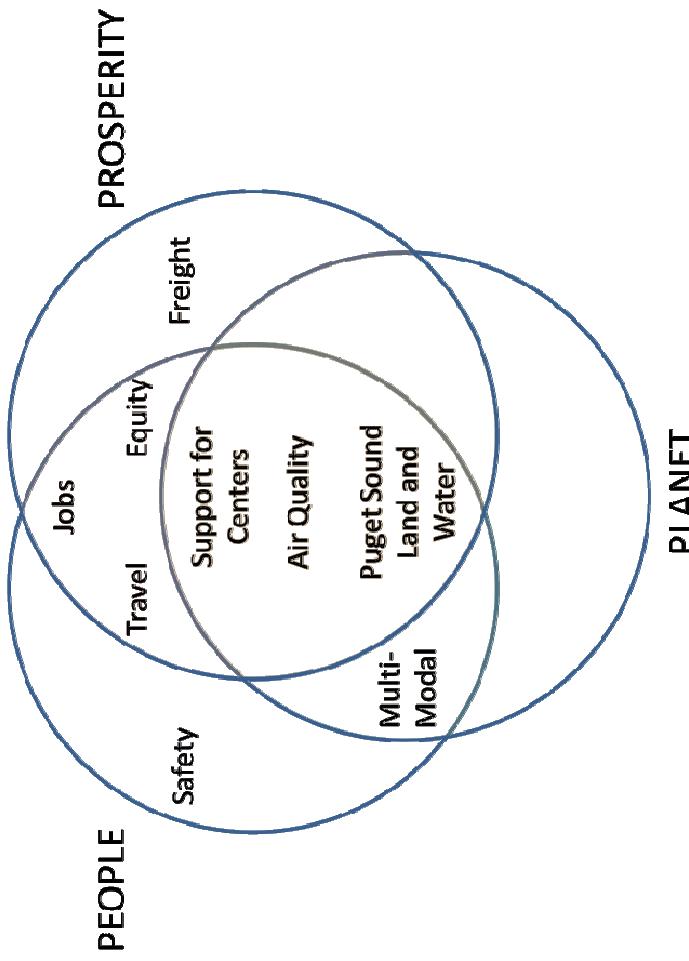
“To prioritize transportation projects in a manner that **reinforces and implements** **VISION 2040**. This will include the development and application of an evaluation process to prioritize projects/programs that are **within the plan** as well as the means for **allowing projects to be entered, modified or removed.**”

Approved
December 2010



T 2040 Prioritization Measures

- Support for Centers
- Jobs
- Travel
- Multimodal
- Equity
- Safety
- Freight
- Air Quality
- Puget Sound Land & Water



T2040 Prioritization Evaluation Method

Evaluation Method: Utilizing the most appropriate tools and units for evaluating projects within investment categories – to provide information for the decision

- **Bicycle, pedestrian and complete streets**

- Efficiency and safety (TDM/TSM&O)
- Special Needs
- Arterial and State Routes
- Highway and Transit Expansion

Advisory committee
scoring

Advisory committee
scoring with
information from
Travel Demand
Model

Continued

TRANSPORTATION 2040 - PRIORITIZATION - BICYCLE SCORECARD RESULTS

PROJECT	BICYCLE SCORECARD				COST
	SUPERIOR PARK CENTERS	JOBS	FREEIGHT	TRAVEL SAFETY	
Interurban Trail	●	○	●	●	\$ 700,000
Burke-Gilman Trail extension	●	●	●	●	\$ 945,000
Puyallup Riverfront Trail	●	○	●	●	\$ 1,645,000
BPA Trail	●	●	●	●	\$ 1,596,000
Interurban Regional Trail, missing link	●	○	●	●	\$ 800,000
Cushman Trail, phase 2	○	○	●	●	\$ 4,900,000

● beneficial
 ○ somewhat beneficial
 ○ neutral
 ○ somewhat detrimental
 ● detrimental

B **SB** **N** **SD** **D**

Scoring symbols:

T-2040 PRIORITIZATION - SCORECARD - HIGHWAY PROJECTS EXAMPLE

PROJECT	SCORING SYMBOLS:	beneficial	somewhat beneficial	neutral	somewhat detrimental	detrimental	NET BENEFIT	BC RATIO		
I-5 auxiliary lanes (Fort Lewis to Thorre Lane)	●	●	●	○	●	●	7	\$ 36	\$ 357	10.0
I-405 widening (SR 169 to I-90)	●	●	●	○	●	●	7	\$ 503	\$ 2,474	4.9
SR 162 widening (SR 410 to 96th St E)	○	○	●	○	○	●	3	\$ 34	\$ 127	3.7
SR 520 interchange (SR 520 @ 124th Ave NE)	●	●	○	○	●	●	2	\$ 259	\$ 310	5.2

All dollar values are in millions and represent totals in present terms.

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Scoring symbols:

Regional Bicycle & Ped Peer Review

11

Peer Review Matrix		MPO Regions							
		Portland (Metro)	San Francisco (MTC)	Denver (DRCOG)	Nashville (NMPD)	Washington DC (MWCOG)	Seattle (PSRC)		
Transportation Planning									
Standalone bike plan and/or implementation strategy < 5 years old?	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Regional and/or statewide Complete Streets ordinance/law?	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No
Regional funds dedicated specifically to bike/ped projects?	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes
Regional efforts at data collection standardization for bike/ped data?	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Benchmarks for bike/ped planning and outcomes?	Yes	Yes	No	No	*	Yes	No	Yes	No
Explicit connections to land-use and bike/ped planning?	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Prioritization									
One major priority that informs bike/ped program?	Yes	No	No	Yes	No	No	No	No	No
MPO fund bike/ped projects directly?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
If yes, detailed scoring structure for evaluating bike-ped projects?	*	Yes	Yes	Yes	*	No	Yes	*	No
Scoring criteria include land-use considerations?	Yes	Yes	Yes	No	No	No	No	Yes	No
Multiple MPO-administered funding sources for bike/ped projects?	No	Yes	No	No	No	No	No	No	No
Non-infrastructure programs/projects eligible for funding?	No	Yes	No	No	Yes	No	Yes	No	Yes
Performance measures part of criteria for receiving funding?	*	Yes	No	Yes	Yes	No	No	No	No
Health and Active Living									
Bike plan directly addresses health and active living?	No	No	No	No	No	No	Yes	No	No
Otherwise addressing health and active living at regional level?	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Consider health impacts/outcomes when prioritizing projects?	No	No	No	No	No	No	Yes	No	No
Performance measures related to health and active living?	No	No	No	No	No	*	No	No	No
Benchmarks related to health and active living?	No	No	Yes	No	*	No	No	No	No
Active regional involvement in Safe Routes to School?	No	Yes	Yes	No	Yes	No	No	No	No

* - In development



Peer Review – Health and Active Living

Health and Active Living	
Bike plan directly addresses health and active living?	No No Yes No No No Yes No Yes No Yes No No Yes Yes Yes
Otherwise addressing health and active living at regional level?	Yes Yes No Yes Yes Yes No Yes Yes No Yes Yes Yes Yes Yes Yes
Consider health impacts/outcomes when prioritizing projects?	No No No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
Performance measures related to health and active living?	No No No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
Benchmarks related to health and active living?	No No No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
Active regional involvement in Safe Routes to School?	No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes

* - In development

Information and Contacts



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