



Transit Service Overlay Zone

Joint Transportation Committee

January 4, 2012

Presentation Overview

- **Legislative Proviso**
- **Advisory Committee**
- **Transit Corridor Typologies**
- **Land Use Principles**
- **Outline Transit Service Overlay Zone Concept**
- **Key Findings**
- **Next Steps**

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,
- requires this update to the JTC, and
- Requires a final report to the transportation committees of the legislature by January 31, 2012

Advisory Committee

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 between September and December
Reviewed work of technical consultants

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



Overlay Zone Objectives

Objectives for local governments, transit agencies, developers, and regional planners:

- **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

Outline of Overlay Zone Concept

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

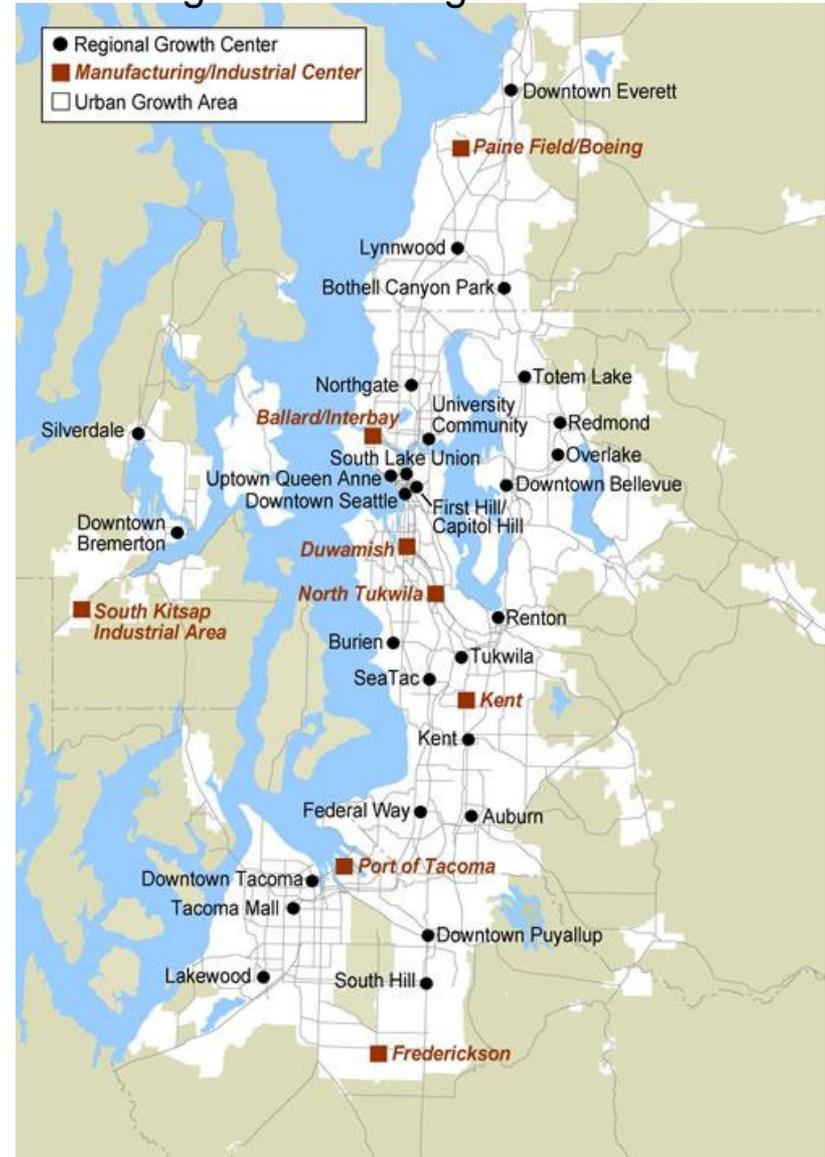


Step 1: Eligibility

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.

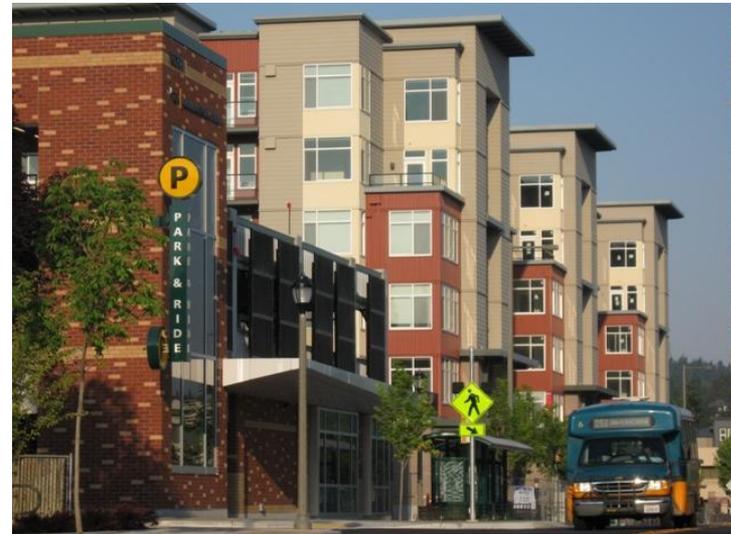
Central Puget Sound Regional Growth Centers



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



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*



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



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

Current Law vs. Changes to State Law

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.*

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

Final Report is being developed for January 31

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*





Information and Contacts



www.psrc.org

Charlie Howard
choward@psrc.org
206-464-7122

Gil Cerise
gcerise@psrc.org
206-971-3053