

The Regional Transportation Plan — 2018

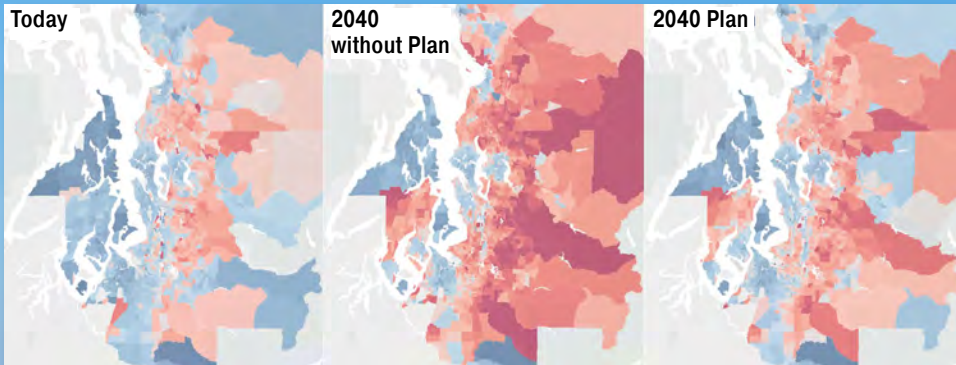
Executive Summary




An Action Plan for the Central Puget Sound Region

The central Puget Sound region is growing. Since 2010, over 375,000 new residents call the region home. Over 330,000 new jobs have also been created in a technology driven boom. This rate of growth has outpaced the ability of the region's housing market

and transportation system to keep pace — resulting in growing housing costs and increased traffic congestion.



Maps show how the plan impacts expected travel delay with an additional one million people by 2040.

0.00  10.00
Delay per Capita per Day (minutes)

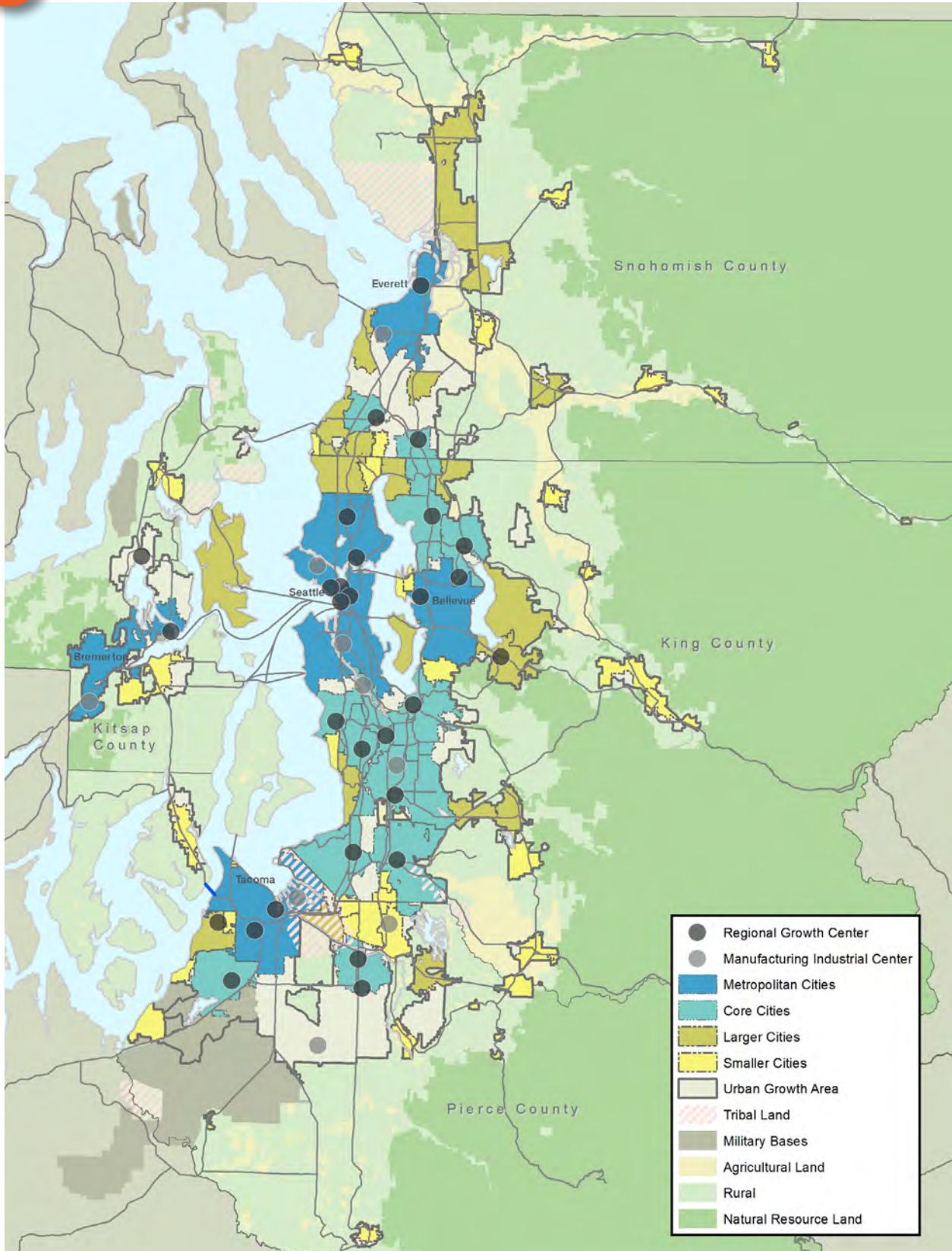


The Regional Transportation Plan shows how the region intends to catch up and keep pace with expected growth. It outlines unprecedented investments the region is making to improve highway, transit, rail, ferry, bicycle and pedestrian systems to support the safe and efficient movement of people and goods.

It maps how the region's transportation system will be sustained and improved — to better connect housing with employment centers, major military installations and freight hubs — and provide equitable access to the region's spectacular natural landscape, recreation, sporting and cultural assets.



VISION 2040 Regional Growth Strategy



The region has a plan for growth — VISION 2040 — that supports a vibrant economy, protects environmentally sensitive areas, farms, resource lands and open spaces, and calls for transportation and other infrastructure investments to support existing communities, the region’s ports and other economic engines, and future growth. Improved roadways, and more walkable and bikeable neighborhoods connected by an expansion of transit to job centers are part of the plan. In 1990, about 30 percent of growth was occurring in rural areas. Today, with implementation of the region’s growth plans, that number has fallen to 4 percent, protecting the natural and resource areas that are so highly valued. The region’s growth centers are attracting an increasing share of urban growth, creating thriving urban neighborhoods that support transit and greater access to opportunity.

What is a Regional Transportation Plan?

A comprehensive document that states the objectives and actions for the region to meet its mobility needs.



The region has gotten serious about transportation. The central Puget Sound region has been one of the most aggressive in the country in securing new transportation investment. Major new transportation infrastructure has been delivered, and more is expected soon. Light rail from SeaTac airport has been extended north to Capitol Hill and the University District, and south to Angle Lake. A new Highway 520 floating bridge across Lake Washington opened in 2016, and the SR 99 tunnel is nearing completion under downtown Seattle, creating a new route to replace the damaged Alaskan Way Viaduct. Reconstruction of I-5 through Tacoma is underway, with new HOV lanes, a better Highway 16 interchange, and an alternate route to Granite Falls. Kitsap County’s new Fast Ferry connects Bremerton and Seattle, cutting the previous travel time in half.

Highways fixes are coming. In addition to what’s underway today, in 2015 the Washington State Legislature approved *Connecting Washington*, a long-sought transportation funding package that will support the region’s growth and economic strategies. Construction will soon

be underway to construct I-5 improvements in support of Joint Base Lewis-McChord, extend Highway 167 to the Port of Tacoma, and complete Highway 509 south of SeaTac Airport. The notoriously bad Interstate 405 interchange with 167 will be rebuilt, and lanes added on I-405 between Renton and Bellevue. I-5 interchanges in Snohomish County will be rebuilt to handle more traffic, and the interchange at I-90 and Highway 18 will be improved.

More mass transit is on the way. In 2016, the region’s voters approved Sound Transit’s game-changing package of light rail, commuter rail, and express bus extensions. As part of the largest commitment to new mass transit in the nation, light rail will connect Everett to Seattle, with extensions south to Tacoma, east to downtown Redmond and Issaquah, and to Seattle’s booming Ballard and West Seattle neighborhoods. Community Transit has approved new SWIFT Bus Rapid Transit service, and Metro Transit has embarked on an ambitious program of 20 new Rapid Ride Bus Rapid Transit lines. With the launch of Kitsap County’s new Fast Ferry connection between Bremerton and Seattle, the region’s waterways are already carrying more people, and additional routes are coming to Kingston and Southworth.

These transformative, multimodal transportation projects will provide fast, reliable connections between regional centers and surrounding communities, connect the region’s ports to distribution networks, improve travel times for trucks and cars in key corridors, and maintain the safety and security of the region’s transportation infrastructure.

People are changing, and so is technology. It’s an exciting time for transportation technology. People are driving less, and walking, biking and taking transit more. The population is aging, and with it comes changing travel demand and increased need for special transportation services. Transportation choices have increased with new rideshare services, bikeshare options, and more integrated, real-time information for transit users. Cars are changing too — with technologies such as side-swipe prevention and automatic braking already available today — but also longer term, with potential for safe, self-driving, automated cars and trucks. Vehicles are getting cleaner too — with new fuel economy standards and alternative fuels, they will burn less gas and diesel, and create less air pollution. The transition to electric vehicles seems assured, with major manufacturers such as Ford,



Volvo, and General Motors committed to phasing out internal combustion engines from their fleets. The region is moving forward with policy and infrastructure to support this future, including expansion of fast charging stations and support from regional utilities through innovative concepts in energy storage, metering and customer tools. The region is actively engaging with national, state and regional efforts to accelerate the EV future in the Puget Sound region.

King County Investments – Examples



Highway Projects

- 1 WSDOT – SR 99 Central Waterfront Viaduct Replacement (2019)
- 2 WSDOT – I-90 SR 18 Interchange (2023)
- 3 WSDOT – SR 520 I-5 to Floating Bridge (2029)
- 4 WSDOT – SR 169 Widening (2040)
- 5 WSDOT – SR 509 with I-5, Phase I (2030)
- 6 WSDOT – I-405 Renton to Bellevue Improvements (2024)

Transit Projects

- 7 Sound Transit – Link Extension Downtown Seattle to Ballard (2035)
- 8 Sound Transit – Link Extension Downtown Seattle to West Seattle (2030)
- 9 Sound Transit – I-405 Bus Rapid Transit (2024)
- 10 Sound Transit – Kirkland to Issaquah (2040)
- 11 King County Metro Transit – Renton to Auburn via Kent (2022)
- 12 King County Metro Transit – SODO to Burien via Delridge (2020)
- 13 King County Metro Transit – Bothell to UW via Kenmore (2023)

Local Roadway and Trail Projects

- 14 Seattle – South Lander Street Grade Separation (2020)
- 15 Seattle – Burke-Gilman Trail Extension (2022)
- 16 Port of Seattle – Sea-Tac South Access Expressway (2032)
- 17 Bellevue – Bel-Red Regional Connectivity (2030)
- 18 Kent – S. 212th BNSF Railroad Grade Separation (2025)
- 19 Bothell – SR 522 Stage 3 (2021)
- 20 Bellevue – Mountains to Sound Greenway Trail (2030)

Map depicts selected multimodal projects. For the full list of regional capacity projects, see the Regional Transportation Plan webmap.



Cities of Bellevue, Yarrow Point and Hunts Point

Kitsap County Investments – Examples

Highway Projects

- 1 WSDOT – SR 305 Winslow Ferry to Poulsbo (2023)

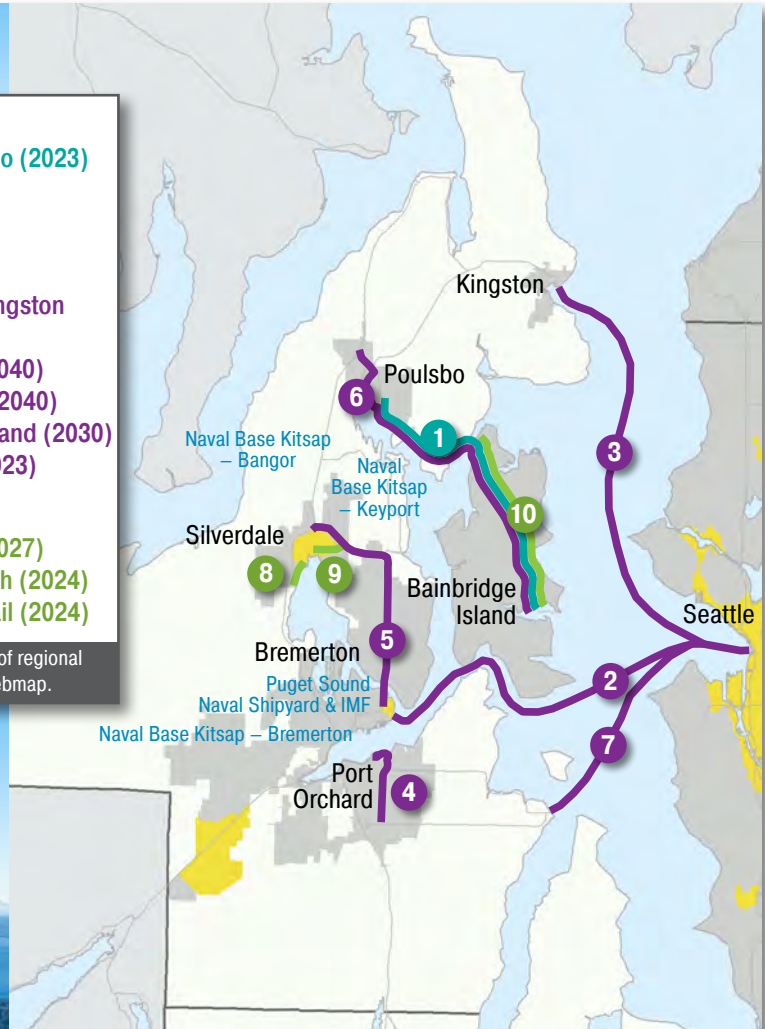
Transit Projects

- 2 Kitsap Transit – Fast Ferry, Bremerton to Downtown Seattle (2017-2022)
- 3 Kitsap Transit – Passenger Only Ferry, Kingston to Downtown Seattle (2017-2022)
- 4 Kitsap Transit – Port Orchard to Bethel (2040)
- 5 Kitsap Transit – Bremerton to Silverdale (2040)
- 6 Kitsap Transit – Poulsbo to Bainbridge Island (2030)
- 7 Kitsap Transit – Southworth to Seattle (2023)

Local Roadway and Trail Projects

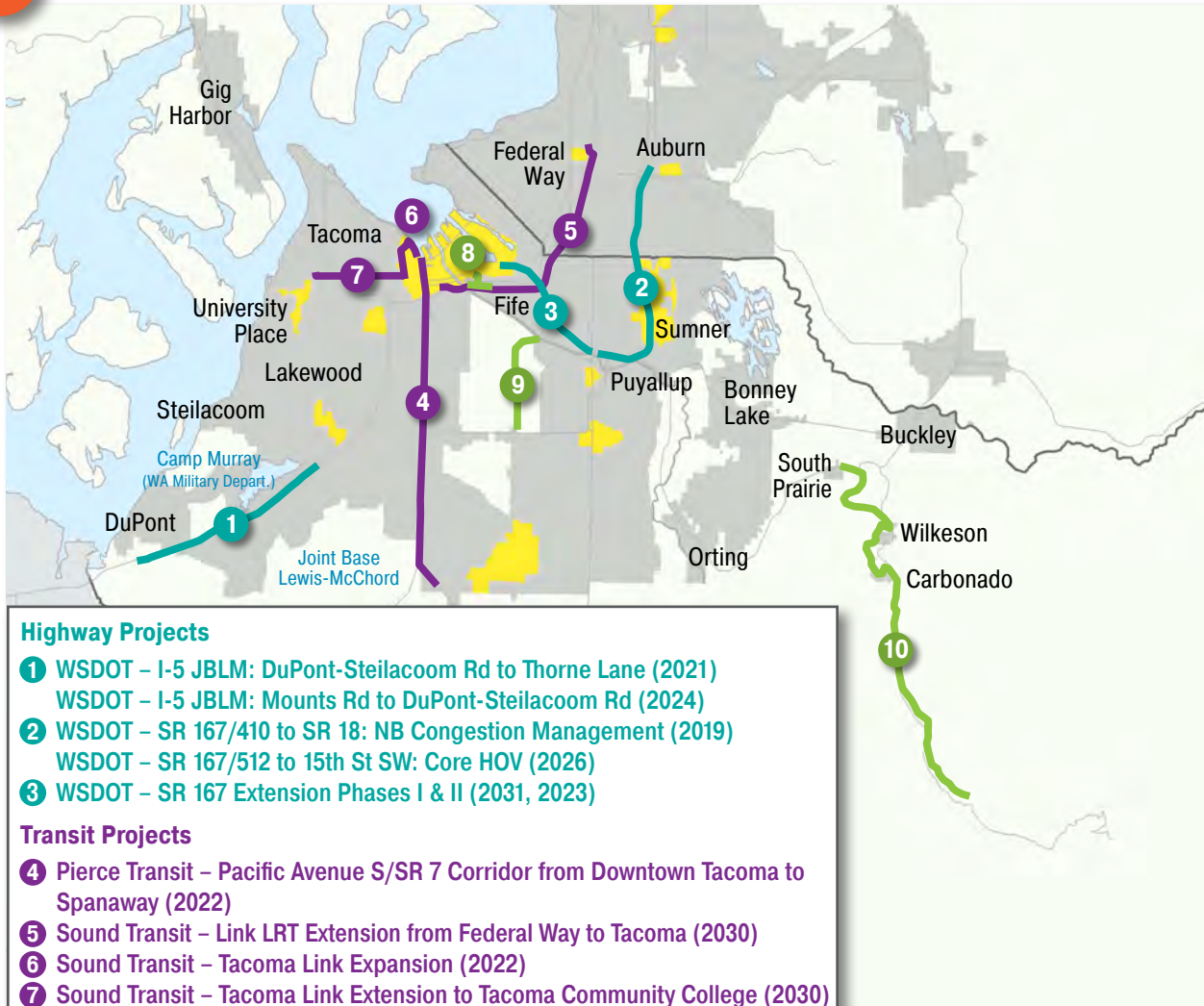
- 8 Kitsap County – Silverdale Way (2018 & 2027)
- 9 Kitsap County – Ridgetop Boulevard South (2024)
- 10 Bainbridge Island – Sound to Olympic Trail (2024)

Map depicts selected multimodal projects. For the full list of regional capacity projects, see the Regional Transportation Plan webmap.



City of Bainbridge Island

Pierce County Investments – Examples



Highway Projects

- ① WSDOT – I-5 JBLM: DuPont-Steilacoom Rd to Thorne Lane (2021)
WSDOT – I-5 JBLM: Mounts Rd to DuPont-Steilacoom Rd (2024)
- ② WSDOT – SR 167/410 to SR 18: NB Congestion Management (2019)
WSDOT – SR 167/512 to 15th St SW: Core HOV (2026)
- ③ WSDOT – SR 167 Extension Phases I & II (2031, 2023)

Transit Projects

- ④ Pierce Transit – Pacific Avenue S/SR 7 Corridor from Downtown Tacoma to Spanaway (2022)
- ⑤ Sound Transit – Link LRT Extension from Federal Way to Tacoma (2030)
- ⑥ Sound Transit – Tacoma Link Expansion (2022)
- ⑦ Sound Transit – Tacoma Link Extension to Tacoma Community College (2030)

Local Roadway and Trail Projects

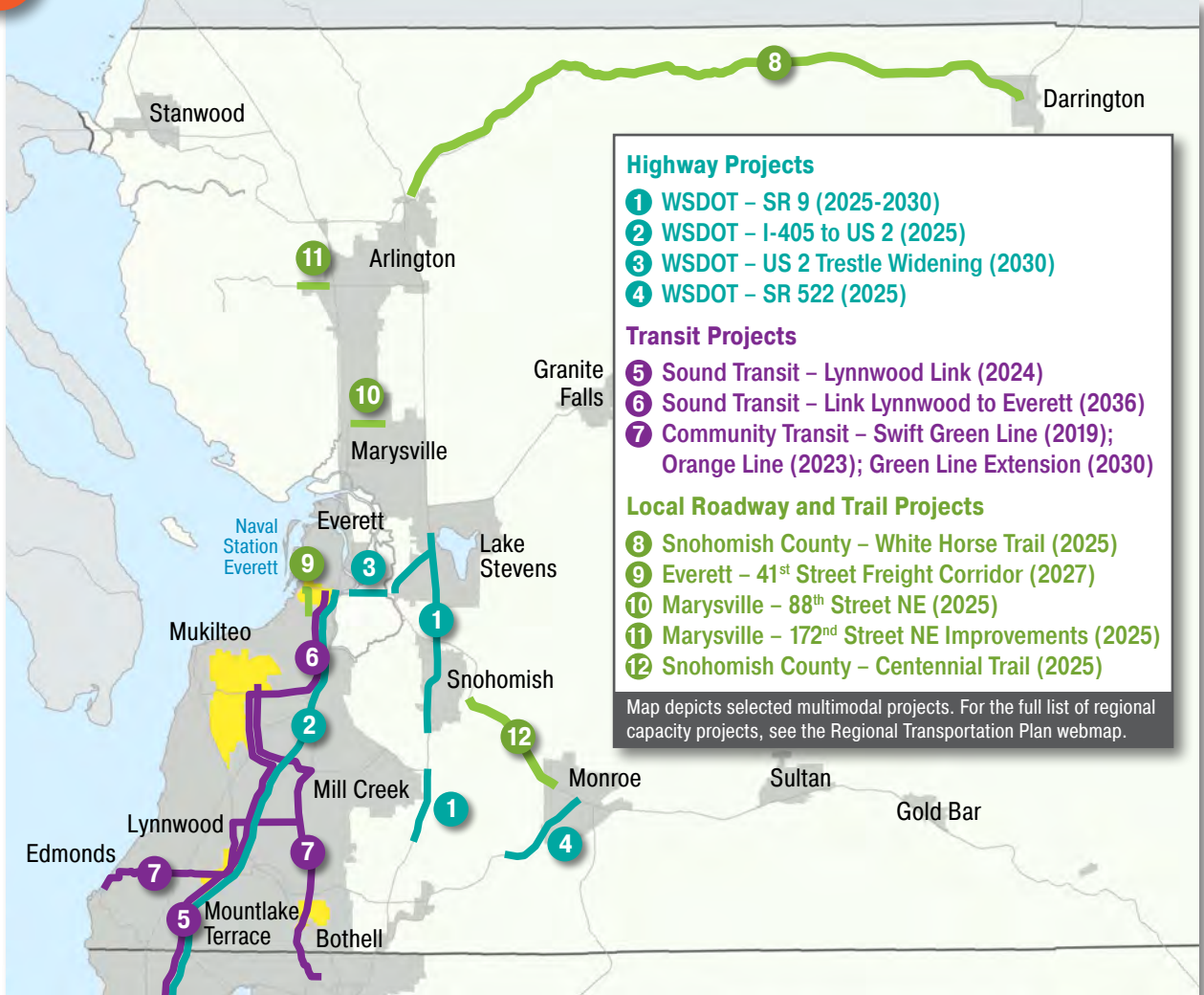
- ⑧ Fife – Port of Tacoma Rd. Interchange (2020)
- ⑨ Pierce County – Canyon Road Freight Corridor Improvements (2020-2027)
- ⑩ Pierce County – Foothills Trail (2040)

Map depicts selected multimodal projects. For the full list of regional capacity projects, see the Regional Transportation Plan webmap.



Tacoma Narrows Bridge

Snohomish County Investments – Examples



Sauk River, Snohomish County

But the region can do more. With a large portion of highway and regional transit investments in the Regional Transportation Plan funded and under construction, it's a good time to reassess what's next. Some actions will take more time, but the groundwork can be laid today. Short term actions can make a real difference:

- **Accelerate local roadway and transit improvements.** Local roadways and transit are critical for providing access and successfully achieving local growth and economic development plans. While the region has made progress in new statewide and regional transportation investments, the plan recognizes the need for new funding approaches — both short- and long-term — to fund and deliver important local investments.
- **Fix the HOV lanes.** High Occupancy Vehicle lanes on the region's highway system have long provided a reliable commute for transit and carpools. Recent data shows that 10 of 14 HOV lanes are so congested that they no longer provide the time advantage they did in the past. The plan commits the region to work with WSDOT to ensure that these lanes can continue to function for a new generation of commuters.
- **Smarten-up the system.** The plan applies new technology and smart multimodal operational strategies to key commute and travel corridors to carry more people efficiently.
- **Ensure transit systems continue to work together.** As mass transit comes on line, the region's transit vision ensures that all transit investments and services are integrated into one, easy-to-use network that makes regional and local destinations convenient to get to, and best serves the public.
- **Build transit communities.** With unprecedented investments in mass transit, now is the time to make sure that the region takes advantage of great transit access, and works to develop neighborhoods around transit station areas as complete and equitable communities. The plan calls for a strategic focus on transit-oriented development, a thoughtful mix of uses, and special attention to affordability and increased access to opportunity that will make sure that we leverage and get the most out of our tax dollars.
- **Pursue an I-5 strategy.** WSDOT is working to identify and implement operational improvements to address congestion on I-5.
- **Keep the system moving.** Support freight and goods movement through completion of the Puget Sound Gateway Program's critical connections to ports and airports, roadway-rail grade separations, and strategic positioning for the \$4.5 billion available through the new Nationally Significant Freight and Highway Projects program.
- **Maintain and preserve assets.** Resources to maintain and preserve existing transportation infrastructure remain underfunded, and the backlog of needs continues to grow. The plan identifies new revenue sources to maintain and preserve the existing transportation system.

Get ahead on key issues. The plan lays the groundwork for structural changes to the transportation system to better protect the environment, prepare for potentially disruptive technology, and transition to a new way to pay for transportation.



- **Protect the environment.** A key focus of the plan is to protect and improve the region's environmental health. This includes ensuring that the region has healthy air that meets all standards, ensuring that transportation projects improve the handling of stormwater runoff to protect Puget Sound and other surface waters, and addressing transportation's role in reducing greenhouse gas emissions and adapting to climate change. The plan includes a specific strategy to address greenhouse gas reduction. The four-part strategy includes Land Use, Pricing, Choices, and Technology, and shows the potential to reduce greenhouse gases by as much as 75 percent by 2040 with key local and regional actions.
- **Support innovation and new technology.** Technology is changing the landscape of transportation and mobility. While new and emerging technologies such as vehicle electrification, automated and connected vehicles, and the advancement of shared mobility will continue to reshape our future, existing technology is in use today that provides operational efficiencies and mobility improvements for a variety of users. These include Intelligent Transportation Systems such as freeway ramp metering, adaptive signals, coordination of traffic signals, transit signal priority, and other tools to improve traffic flow and safety for cars, buses, bicyclists, and pedestrians. The region's plan supports these investments, and includes specific projects such as managed lanes on the interstates, express toll lanes, hard shoulder running operations, and other innovative methods of managing travel flow. The overall goal is to make the best use of rapidly-evolving technologies in the near-term

and to forge a path for leveraging benefits, minimizing disruptions, and aligning with regional policy goals in the long term. Both established and emerging technologies are critical and will likely become increasingly intertwined in the coming years.

- **Finance transportation investments.** Adequate funding is required to keep the region's transportation systems safe and reliable. Federal law requires that the region's long-range transportation plan is based on reasonable revenue assumptions. Across America, long-range planners are now challenged by forecasts of major disruptions in traditional revenue streams, including the fuel tax, due to technological advances and electrification within the next 20 years. The Regional Transportation Plan identifies a potential road user charge to replace existing fuel taxes. In Washington State, the timing and policies associated with any new road user charge is at the discretion of the state legislature. Washington's state legislature has advanced a federally funded statewide pilot study to better understand the practicalities of a switch and the policy implications of potential road user charges — to ensure the state is ready, should a replacement revenue source be necessary. Similar efforts are underway in Oregon and California. While relying on traditional funding sources in the early years of the plan, over time the region would transition to a new funding structure based on user fees, something that can only happen if the state legislature advances supporting policies. New funding sources identified to support investments include tolled express lanes, facility and bridge tolls, and road usage charges to replace the gas tax — all of which require the blessing of the state legislature on facilities the state owns and operates.
- **Measure what matters.** PSRC uses a performance-based evaluation program based on how well we achieve the environmental, social, and economic outcomes adopted in VISION 2040. Through the development of The Regional Transportation Plan, new ways to look at social equity, access to opportunity, and health were also considered to assess how well projects implement regional goals. These measures are also used to help inform other stages of transportation planning, such as project funding.

The Regional Transportation Plan: a strategy for mobility and choice. The plan was designed to meet the central Puget Sound region's current transportation needs, and to prepare for the future. The plan makes significant progress in supporting VISION 2040 and the regional growth strategy, enhancing accessibility and mobility choices, improving reliability, safety and security, improving air quality and reducing greenhouse gases, and providing equitable benefits and access to opportunity for all the region's communities.

Regional Values and Objectives Shaped the Plan

- *Maintain **Air Quality** and reduce **Climate Change** emissions*
- *Serve existing and new populations in **Centers***
- *Provide transportation **Choices***
- *Support **Freight** mobility*
- *Promote **Health***
- *Increase access to **Jobs***
- *Maintain and Preserve the transportation system*
- *Preserve **Puget Sound Land and Water***
- *Create a **Safe and Secure** transportation system*
- *Advance **Social Equity and Access to Opportunity***
- *Improve **Travel Time and Reliability***

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Puget Sound Regional Council