

LOS Standards Set By MPOs/ RTPOs for Regionally Significant (non-HSS) State Highways

Appendix 29

Level Of Service Thresholds for State Highways Set by RTPOs				
February 20, 2004				
	LOS for Non-HSS ₁		LOS for HSS ₂	
	Urban	Rural	Urban	Rural
(PSRC) Puget Sound Regional Council - TMA/MPO/RTPO				
King County	Tier 1 is Mitigated E ₄ Tier 2 is D ₄ Tier 3 is C ₄		D	C
Pierce County			D	C
Snohomish County			D	C
Kitsap County ₃			D	C
(SRTC) Spokane Regional Transportation Council - TMA/MPO/RTPO				
Spokane County	D	C	D	C
(RTC) Southwest Washington Regional Transportation Council - TMA/MPO/RTPO				
Clark County	E	C	D	C
Skamania County	E	C	D	C
Klickitat County	E	C	D	C
(TRPC) Thurston Regional Planning Council - MPO/RTPO				
Thurston County	High density corridors/core areas E ₅ Elsewhere in Urban Growth Area D ₅ Outside Urban Growth Area C ₅		D	C
(WCCOG) Whatcom Council of Governments - MPO/RTPO				
Whatcom County	D	C	D	C
(YVCOG) Yakima Valley Conference of Governments - MPO/RTPO				
Yakima County	D	C	D	C
(BFCG) Benton-Franklin Council of Governments - MPO/RTPO				
Benton County	D	C	D	C
Franklin County	D	C	D	C
Walla Walla County	D	C	D	C
(CWCOG/SWRTP) Cowlitz-Wahkiakum Council of Governments - MPO/RTPO				
Cowlitz County	D	C	D	C
Wahkiakum County	D	C	D	C
Lewis County	D	C	D	C
Pacific County	D	C	D	C
Grays Harbor County	D	C	D	C
(NCRTP) North Central - RTPO				
Chelan County	D	C	D	C
Douglas County	D	C	D	C
Okanogan County	D	C	D	C
(N.E.W. RTPO) North East Washington - RTPO				
Ferry County	D	C	D	C
Stevens County	D	C	D	C
Pend Oreille County	D	C	D	C
(Pal RTPO) Palouse - RTPO				
Columbia County	D	C	D	C
Garfield County	D	C	D	C
Whitman County	D	C	D	C
Asotin County	D	C	D	C
(PRTPO) Peninsula - RTPO				
Mason County	D	C	D	C
Jefferson County	D	C	D	C
Clallam County	D	C	D	C
Kitsap County ₃	See PSRC above	See PSRC above	D	C
(QUADCO) Quad County - RTPO				
Kittitas County	D	C	D	C
Grant County	D	C	D	C
Lincoln County	D	C	D	C
Adams County	D	C	D	C
(S/I RTPO) Skagit/Island - RTPO				
Skagit County	D	C	D	C
Island County	E	D	E	D
Notes:				
1. RTPOs have authority to set LOS Thresholds for Non HSS. LOS is based on Peak-Hour except where noted _{4, 5}				
2. LOS is based on Congestion Index 6 is approximately equal to LOS "C", 10-LOS "D", 12-LOS "E"				
3. Kitsap County belongs to both PSRC and PRTPO				
4. LOS will be measured consistent with the latest edition (preferred) of the Highway Capacity Manual and based on a one-hour p.m. peak period. <i>Tier 1:</i> For this process, the "inner" urban area is generally defined as a 3-mile buffer around the most heavily traveled freeways (I-5, I-405, SR 167, SR 520, and I-90), plus all designated urban centers (most are located in the freeway buffer already). The proposed standard for Tier 1 routes is LOS "E/mitigated," meaning that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS "E." <i>Tier 2:</i> These routes serve the "outer" urban area - those outside the 3-mile buffer - and connect the "main" urban growth area (UGA) to the first set of "satellite" UGA's (e.g., SR 410 to Enumclaw). These urban and rural areas are generally farther from transit alternatives, have fewer alternative roadway routes, and locally adopted LOS standards in these areas are generally LOS "D" or better. The proposed standard for Tier 2 routes is LOS "D." <i>Tier 3:</i> Rural routes are regionally significant state routes in rural areas that are not in Tier 2. The proposed standard for rural routes is LOS "C," consistent with the rural standard in effect for those routes once they leave the four counties in the PSRC region, such as SR 530 entering Skagit County. The LOS standards do not change within a city. For example, the change from Tier 1 to Tier 2 on SR 516 occurs at the Kent/Covington city limit boundary. http://www.psrc.org/projects/imp/los/los.htm				
5. TRPC regional goals are based on a two-hour PM peak. Urban Growth Areas are based on the Growth Management Act.				

