

Updating Multimodal Level of Service Standards

May Coordinating Committee

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February 12, 2026

Key points

- Overview of the project – what we are doing, why
- Current standards
- Interim guidance
- Anticipated changes from interim guidance to draft guidance
- When to expect to hear more

What we're doing

- Updating **MMLOS Standards for Highways of Statewide Significance** for purposes of:
 - Development review through SEPA
 - Comprehensive plan analysis of state facilities
- Goal: applicable at regional, local level
- Standards will be in Highway System Plan through amendment

Why we are updating standards

- Originally started with update to the Highway System Plan
- Since then, there have been changes:
 - RCW 36.70A.070(6) - Comp plans transportation element
 - New tools available
 - Complete Streets
- Requests from local agencies for guidance

Current standards

- For Highways of Statewide Significance (HSS) including the ramp intersections, the LOS is set by WSDOT (RCW 47.06.140):
 - Urban Areas: LOS “D”
 - Rural Areas: LOS “C”
- For non-HSS
 - The LOS thresholds adopted by the local MPO/RTPO shall apply. In the absence of an adopted LOS threshold, the LOS for HSS shall apply. Where there is a specific inter-local agreement with WSDOT, the applicable LOS threshold levels are established by the agreement.

Previous guidance


- Highway System Plan draft in 2023 – appendix D
 - Outlined approach we planned to take for MMLoS
 - Alternatives considered
 - Local agency engagement
- Interim guidance - published Aug 2024
 - Shared our overall approach
 - Setting standard by mode (as opposed to combined)
 - Incorporate land use context as key to standard
 - Using level of traffic stress as a key metric for active modes

What we are hearing

- LTS 2 is realistic in only certain locations, but important to connect with Complete Streets
- We need metric for active mode crossing experience
- Accepting a lower LOS for vehicles makes sense in some contexts
- Exploring what non-HCM based standard might look like for vehicles
- Explore what incorporating safety would look like

Anticipated draft guidance

- Changing how we classify land use to match rest of WSDOT
- Using land use to help make tradeoffs on prioritization
- Defining where LTS 2 is the standard
- Still exploring
 - alternative vehicle metrics
 - establishing useful transit metrics for LOS
 - Considering safety – not typically part of LOS



Incorporate
feedback

Adoption

Engagement with local agencies

- Two-month period
- Begin engaging tribes, cities, counties, RTPOs
- Attend existing meetings for decision makers, practitioners
- Opportunities for group feedback, offer for 1:1



Engagement start

Adoption

Incorporate feedback, begin final draft

- Incorporate and record feedback from local agencies & tribes
- Depending on scope of changes, test and finalize



Engagement start

Incorporate
feedback

Begin adoption

- Public engagement as part of Highway System Plan amendment
- Incorporation into other WSDOT policy
- Begin implementation - guidance, training, connections to other work

Contact information

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