

**SULTAN PLANNING BOARD  
AGENDA ITEM COVER SHEET**

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ITEM NO: D-2  
DATE: March 16, 2010  
SUBJECT: Transportation Element Goals and Policies  
CONTACT PERSON: Deborah Knight, City Administrator

**ISSUE:**

Review the Transportation Element goals and policies and make recommended changes.

**STAFF RECOMMENDATION:**

Review and make recommended changes to Goal TR-1 Create and Effective Transportation Network.

- TR 1.1 Transportation Network
- TR 1.2 Classification
- TR 1.3 Highway Access
- TR 1.4 Standards
- TR 1.5 Transportation concurrency
- TR 1.6 Capital Improvements
- TR 1.7 Demand Management

**SUMMARY:**

The planning board received a complete package of background of materials on the Transportation Element at the February 2, 2010 meeting in preparation for discussion.

The intent is to review the proposed amendments to the goals and policies prepared by city staff and make additional changes as the board recommends.

Planning board members may also want to review the Puget Sound Regional Council's draft Transportation 2040 Plan on-line at <http://www.psrc.org/transportation/t2040>. Transportation 2040 is a part of Vision 2040 and the multi-county planning policies.

## What's Next

Proposed changes to the housing element are in the queue for advanced review on April 6, 2010.

### **BACKGROUND:**

- November 24, 2009. Comprehensive Plan Small Group Meeting on transportation policy questions.
- February 2, 2010. The planning board received the transportation goals and policies for an advanced review.
- March 2, 2010. The planning board received an introduction to the transportation element and briefly discussed the process to review staff proposed changes to the goals and policies.

## How to Review Proposed Changes to the Goals and Policies

The review and recommended changes begin with the goals and policies adopted in the 2008 Revisions (2008 Revisions) to the 2004 Comprehensive Plan (adopted October 2008).

In order to track changes and provide an efficient review, the land use goals and policies are numbered TR = Transportation with headings and subheadings to differentiate goals and policies (e.g. TR 1 is a goal, TR 1.3 is a policy)

Using common editing functions deleted text from the 2008 Revision is shown as ~~strikethrough~~, added text is underlined. Existing text is unchanged.

City staff have provided four attachments to assist in reviewing proposed changes to the goals and policies:

1. Attachment A – Proposed changes to the transportation element goals and policies
2. Attachment B – Summary small Group comments on the transportation policy questions
3. Attachment C - Vision 2040 Multi-County Transportation Planning Policies
4. Attachment D – Draft Countywide Transportation Planning Policies (12-28-2009)

## DISCUSSION:

Under the Growth Management Act, the city is required to align the goals and policies in the Comprehensive Plan with Vision 2040 multi-county planning policies (MPP) and countywide planning policies (CPP). Following is a summary of the transportation goals for Vision 2040 and the Countywide Planning Policies.

The planning board will want to carefully review these guiding goals and policies and ensure the city's transportation goals and policies are consistent.

### **Vision 2040 Transportation Goal - Supporting the Growth Strategy**

Vision 2040 provides a framework for long-range transportation planning in the region by integrating freight, ferries, highways, local roads, transit, bicycling, and walking. The regional perspective for transportation recognizes the critical link between transportation, land use planning, economic development and environment.

In Vision 2040, the regional growth strategy focuses on preserving and developing compact urban communities, directing employment and housing growth into centers, and redeveloping underutilized urban land.

- MPP T-9. Coordinate state, regional and local planning efforts.
- MPP T-10. Promote coordination among transportation providers and local governments.
- MPP T-11. Prioritize investments that support compact, pedestrian and transit-oriented densities.
- MPP T-12. Make transportation investments to support economic vitality.
- MPP T-14. Ensure the safety of all users.
- MPP T-15. Improve local street patterns for walking, bicycling and transit.
- MPP T-16. Promote and incorporate bicycle and pedestrian travel by providing facilities and connections.
- MPP T-17. Ensure the freight system meets the region's needs.
- MPP T-20. Design transportation facilities to fit the built or natural environment.
- MPP T-22. Implement transportation programs in ways that prevent or minimize negative impacts to low-income, minority and special needs populations.

### **Countywide Transportation Planning Policies**

In order to achieve the long-term growth management goals established by Snohomish County Tomorrow the following overarching principles should guide implementation of the countywide planning policies for multi-modal transportation.

- Provide a wide range of choices in transportation services to ensure all citizens have the ability to travel regardless of age, sex, race, income, disability or place of residence.
- Pursue sustainable funding and informed decision-making that recognizes economic, environmental, and social context of transportation.
- Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to vehicle-moving capacity
- Implement efficient levels-of-service for the various surface transportation modes (i.e. roadways, bikeways, transit and freight) that are applied effectively to serve different intensities of land development.

The draft Countywide Transportation Planning Policies (December 2009) are provided in Attachment D.

### **City of Sultan Transportation Element**

The City of Sultan Transportation Element consists of goals, policies, recommendations, and implementation plans to guide the development of the city's transportation system in support of the city's land use element and vision for the future.

The Transportation Element is intended to ensure that the city's transportation infrastructure and its management meet the needs of the city's residents and economy for safe, efficient, and economical local movement and access to regional transportation facilities and services. The Transportation Element is intended to:

1. Support, coordinate and integrate with the plans of the other elements of the comprehensive plan.
2. Establish a framework for transportation system planning, development and management processes.
3. Meet level of service, concurrency, and related elements of the Growth Management Act.
4. Emphasize cost-effective, environmentally sound, and safe transportation systems which promote and enhance the quality of life for Sultan residents and visitors.
5. Promote a connection between housing, employment, and commercial centers to create alternatives to driving.
6. Address transportation facilities, services, and strategies for providing practical alternatives to the single-occupancy vehicle.
7. Coordinate with transit, municipal, regional and state governments as well as the private sector to develop and operate efficient and economic transportation systems and services.

## Topic Headings

The staff proposed revisions to the transportation policies create new policies for maintenance, management and safety; sustainable transportation; transportation concurrency and capital improvements. Adding these policies will align the city's goals and policies with the multi-county goals and countywide planning policies. Under Vision 2040, the Transportation section is divided into 4 topic headings:

1. TR-1. Supporting the Growth Strategy **New for Sultan**
  - TR 1.1 Transportation Network
  - TR 1.2 Classification
  - TR 1.3 Highway Access
  - TR 1.4 Standards
  - TR 1.5 Transportation concurrency
  - TR 1.6 Capital Improvements
  - TR 1.7 Demand Management
2. TR-2 Greater Options and Mobility
3. TR-3 Maintenance, Management and Safety **New for Sultan**
4. TR-4 Sustainable Transportation **New for Sultan**

### STAFF RECOMMENDATION:

Review and make recommended changes to Goal TR-1 Create and Effective Transportation Network.

### ATTACHMENTS:

A– Transportation Element by Goal “Topics”

B – Transportation Policy Questions Small Group Discussion November 24, 2009

## Purpose

The Transportation Element consists of goals, policies, recommendations, and implementation plans to guide the development of the city's transportation system in support of the city's land use element and vision for the future.

The Transportation Element is intended to ensure that the city's transportation infrastructure and its management meet the needs of the city's residents and economy for safe, efficient, and economical local movement and access to regional transportation facilities and services. The Transportation Element is intended to:

1. Support, coordinate and integrate with the plans of the other elements of the comprehensive plan.
2. Establish a framework for transportation system planning, development, management, and maintenance processes.
3. Meet level of service, concurrency, and related elements of the Growth Management Act.
4. Address transportation facilities, services, and strategies for providing practical alternatives to the single-occupancy vehicle.
5. Emphasize cost-effective, environmentally sound, and safe transportation systems which promote and enhance the quality of life for Sultan residents and visitors.
6. Promote a connection between housing, employment, and commercial centers to create alternatives to driving.
7. Coordinate with transit, municipal, regional and state governments as well as the private sector to develop and operate efficient and economic transportation systems and services.

## Vision 2040 Transportation Goal

The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.

## Organization

Under Vision 2040, the Transportation section is divided into 4 topic headings:

1. TR-1. Supporting the Growth Strategy **New for Sultan**
  - TR 1.1 Transportation Network
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  - TR 1.6 Capital Improvements
  - TR 1.7 Demand Management
2. TR-2 Greater Options and Mobility
  3. TR-3 Maintenance, Management and Safety **New for Sultan**
  4. TR-4 Sustainable Transportation **New for Sultan**

## TRANSPORTATION GOALS AND POLICIES

### **TR-1 Goal: Create an effective road-transportation network**

Promote a balanced, affordable, reliable and efficient transportation system to support the city's land use plan.

~~Complete a road network grid, establish class and function, improve standards and resolve parking and access conflicts for the Sultan planning area.~~

#### TR 1.1 Road-Transportation network

Create a transportation network to connect residential and commercial neighborhoods together and allow people to move about the city without accessing US2

TR1.1.1. Develop the north-south arterial street system across US 2 and east-west across the plateau area within the Sultan Urban Growth Area.

TR 1.1.2 Provide for improved traffic circulation by connecting arterial streets together into a transportation network to limit the likelihood of cut-through traffic in residential areas.

TR 1.1.3 Define a collector transportation system that provides methods for traversing neighborhoods, industrial and commercial districts, and other places within Sultan without overly congesting or depending on the arterial system – particularly between the valley floor and plateau. Editor's Note: Moved from TR1.2 Classification

TR 1.1.4 Discourage dead-end cul-de-sacs. Connect neighborhoods together with roadways, sidewalks, trails and bicycle paths.

TR1.1.5 Work with Snohomish County and the Washington State Department of Transportation to complete ~~development-construction~~ of improvements at key intersections and US-2 serving residential and commercial neighborhoods an arterial road grid serving the Sultan planning area, especially north-south corridors across SR-2.

#### TR 1.2 Classification

~~Establish-Maintain~~ a functional classification system, consistent with state and federal classifications, that defines each road's principal purpose and protects the road's functional viability.

~~Define a collector road system that provides methods for traversing the neighborhoods, industrial and commercial districts, and other places within Sultan without overly congesting or depending on the arterial system—particularly between the valley floor and plateau. Editor's Note: Move to TR 1.1.4~~

~~Define arterial, collector, and local access road standards that are equivalent to the standards being enacted by Snohomish County in the urban/rural transition area. Editor's Note: Move to TR 1.4.1~~

### TR-1.3 ~~Order~~ Highway Access

~~TR 1.3.1 Control land use development and local street access patterns about SR 2 intersections to protect Cooperate with the Washington State Department of Transportation to plan and implement transportation improvements about US 2 that support the functional viability of the highway during major commuting periods and the city's transportation network.~~

~~TR 1.3.2 Control Plan local street connections, curb cuts, on and off-street parking areas, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices on US 2 to enhance the city's transportation network and pedestrian safety.~~

~~protect the functional viability, and traffic-carrying capacity of the major arterial network and SR 2. Editor's Note: Moved to 1.3.1~~

~~TR1.3.3 Determine effective road, traffic, and parking interfaces between present and eventual circulation patterns at US 2 intersections.~~

~~*TR 1.3.4 Work cooperatively with the Washington State Department of Transportation to develop a long-range road and channelization design, signal, and signing plan to resolve traffic and safety conflicts on US 2 and promote compatible land use development within the downtown core and adjacent neighborhoods.*~~

### TR 1.4 Standards

~~Implement effective right of way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices for major arterial, collectors and residential streets. Coordinate with Snohomish County and the Washington State Department of Transportation to improve major arterial roads in the planning area, including SR 2, Sultan Basin Road, 229th Avenue/Old Owen Road, and Harvey Mann Road to provide effective level of service for all transportation modes (see Appendix B).~~

### TR 1.4 Standards

Define arterial, collector, and local access road standards that consider the needs of all transportation system users including cars, trucks, transit buses, cyclists and pedestrians.

TR 1.4.1 Implement effective right-of-way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices for major arterial, collectors and residential streets.

TR 1.4.2 Upgrade existing roadways built to rural standards to city urban street design standards.

TR 1.4.3 Consider the need for transit stops, sidewalks, and bike lanes, parking pockets and traffic calming designs in all design standards.

TR 1.4.4 Consolidate access points on arterial streets such as Sultan Basin Road and Rice Road to reduce congestion and improve roadway operations.

TR 1.4.5 Cooperate with public transit providers and the Washington State Department of Transportation to develop transit and ride sharing road improvements such as bus pull outs, high-occupancy vehicle lanes, high occupancy vehicle priority treatment at major intersections, and preferential treatment for high occupancy vehicles.

*TR 1.4.6 Work with property owners of the Sultan downtown business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and financing assistance appropriate to the problem's resolution.*

TR 1.4.7 Incorporate non-motorized friendly design in transportation projects, using a variety of design and traffic control techniques.

TR 1.4.8 Encourage parking facilities for securing bicycles at centers of activity throughout the city.

TR 1.4.9 Ensure new development and redevelopment projects address non-motorized transportation in site planning.

TR 1.4.10 Incorporate special gateway/entrance signs which support the identify of Sultan and encourage patronage of Sultan businesses

TR1.4.11 Design transportation projects to prevent or minimize negative impacts to low-income, minority and special need populations.

Editor's Note: Duplicates 1.1.2

### TR-1.5 Conflicts

Determine effective road, traffic, and parking interfaces between present and eventual circulation patterns at SR-2 intersections. Develop a long-range road and channelization design, signal, and signing plan that resolves traffic and safety conflicts and that promotes compatible land use

~~development within the downtown core and adjacent neighborhoods. Editor's Note: Moved to TR 1.3.4~~

#### ~~TR 1.6 Retail area enhancements~~

~~Work with property owners of the Sultan downtown business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and financing assistance appropriate to the problem's resolution. Editor's Note: Moved to TR 1.4.6~~

### **TR 1.5 Transportation Levels of Service and Concurrency (New)**

**Establish level of service standards to ensure development meets Growth Management Act transportation and concurrency requirements. (CPP TR-8)**

TR 1.5.1 Establish transportation level of service standards to evaluate the performance of the transportation system. Level of service standards should:

1. Give priority to overall transportation system performance over individual locations,
2. Reflect development patterns and objectives for different land uses,
3. Account for the availability of alternative means of transportation,
4. Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development, and
5. Support the City's concurrency standard that defines acceptable levels of service for roadway segments and intersections throughout the City.

TR 1.5.2 Require that the transportation impacts of land use development actions do not reduce the Level of Service standards established in the Zoning Code.

1. The City may identify intersections exempt from level of service standards when improvements to remedy level-of-service deficiencies are not financially or environmentally feasible as determined by the City.
2. When level-of-service standards cannot be met, consider other mitigating measures such as modifying the proposal to reduce the transportation impact or constructing corrective transportation improvements.

TR 1.5.3 Consider other modes of transportation, in addition to single-occupant vehicles, in making concurrency determinations.

TR 1.5.4 Cooperate with neighboring cities, Snohomish County, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and level-of-service requirements. (CPP TR-7)

TR 1.5.5 Coordinate data collection with adjacent local jurisdictions and transit agencies to determine transportation level-of-service and other transportation information related to travel demand and system operations. (CPP TR-7)

TR 1.5.6 Develop interlocal agreements with neighboring jurisdictions to mitigate significant impacts to Sultan's transportation system. (CPP TR-1)

TR 1.5.7 Consider level-of-service guidelines for transit when making transportation decisions. (CPP TR-7)

### Capital Improvements (New)

**TR 1.6 Establish programs and mechanisms for the sound financial development and management of the transportation system.**

TR 1.6.1 Coordinate transportation plan improvements to be consistent with the Capital Facilities Plan and the goals and policies of the Comprehensive Plan.

TR 1.6.2 Prepare a 6-year Transportation Improvement Program (TIP) that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.

TR 1.6.3 Prioritize and finance transportation improvements for the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.

TR 1.6.4 Consider first the most cost-effective and most readily implemented improvements within the prioritization policies of the CIP programming process to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered.

TR 1.6.5 Identify and pursue a long-term strategy for obtaining grant funding which matches project objectives with revenue sources so as to maximize opportunities for grant awards.

TR 1.6.6 Identify resources to effectively compete in regional, state, and federal grant funding programs.

TR 1.6.7 Consider impact fees and user-based fees as a source of funding for transportation improvements.

TR 1.6.8 Pursue creative and technologically advanced solutions that are economically viable and appropriate to reduce congestion and improve roadway operations.

TR 1.6.9 Consider participation in public partnerships with private, public and state development to optimize and leverage funds.

TR 1.6.10 Consider the delivery and transport of goods and services projects within the TIP.

### TR 1.7 Transportation Demand Management

Develop a transportation demand management program to provide for a more efficient utilization of the transportation system by reducing the demand for single occupancy vehicle

TR 1.7.1 Work cooperatively with other agencies to conduct public awareness programs and projects promoting van-pooling, ride-sharing, joint parking management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands.

#### TR 1.7.2 Utilize Transportation Demand Management techniques to:

1. Help increase the person-carrying capacity of the transportation system.
2. Reduce peak period traffic congestion.
3. Encourage the use of high-occupancy vehicles, and
4. Increase use of public transportation.

TR 1.7.3 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

TR 1.7.4 Provide support to smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.

TR 1.7.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.

TR 1.7.6 Encourage new development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.

**TR 2 Encourage Modal Balance. Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.**

TR 2.1 Air services:

#### *Support the movement of freight, commuters and tourists using airport facilities.*

2.1.1 Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the Sultan planning area.

2.1.2 ~~In particular, s~~Support continued operation and development of ~~Harvey Airfield in Snohomish, Arlington Airport in Arlington, and Paine Field in Everett as local~~ general-purpose airfields capable of providing commercial, charter, and recreational flights in the local area.

2.1.3 Continue to support development of ~~SeaTac Airport~~international airports with facilities capable of providing national and international freight and passenger services.

## TR 2.2 Railroad

Facilitate the movement of freight, commuters, tourists and non-motorized traffic using the railroad system and rights-of-way.

TR 2.2.1 Improve Burlington Northern & Santa Fe Railway Company (BNSF) service to improve local freight and material hauling needs within the Sultan planning area, possibly providing a spur line to the industrial uses located within the employment district.

TR 2.2.2 Consider the feasibility of expanding heavy rail commuter service to include Sultan and the surrounding region.

TR 2.2.3 Support development of a narrow gauge rail line serving the Western Heritage Center - and potentially other areas of the city.

TR 2.2.4 If feasible, heavy rail service could be expanded to include recreational service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities.

TR 2.2.5 Coordinate with Burlington Northern & Santa Fe Railway Company to improve and maintain existing railway rail crossings in order to ensure access within Sultan's transportation system.

### TR 2.2.6 Light Rail (New)

**Editor's Note: Do we want to adopt policies for light rail?**

## Transit

## TR 2.3 Transit

Improve and increase use of public transit, commuter rail, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector

TR 2.3.1 Improve ~~Community~~ Transit service to satisfy local needs within the Sultan planning area, particularly between residential and major commercial and employment districts in the surrounding region.

TR 2.3.2 Coordinate with transit agencies to promote service throughout the city and connections between residential areas, retail and commercial centers and industrial areas.

TR 2.3.2.1 Increase opportunities for access to public transit, particularly in the developing areas north of the historic downtown, and in the plateau area north of US 2.

TR2.3.3 Promote and encourage coordination between transit service and new development to facilitate transit use.

TR 2.3.3.1 Provide expansion of existing transit routes and/or additional routes to ensure a viable ¼ mile walk access to transit stops in developing areas. (CPP TR-17)

TR 2.3.4 Cooperate with transit agencies to increase service from more developed portions of Sultan by extending existing transit routes or creating new routes.

TR 2.3.5 Cooperate with transit agencies to establish one or more transit centers in Sultan to facility transit options for local and regional travel, increase service frequency to shift dependence away from single occupancy vehicle automobile travel.

TR2.3.6 Locate park-n-ride lots in areas that are accessible to transit routes and local residential collectors, but don't unnecessarily congest arterial roads or SR-2 intersections.

TR2.3.7 In joint efforts with Community Transit, create attractive Work with transit providers to develop park-and-ride lots that attract transit riders and also serve as off-peak period parking areas for recreational and downtown shopper retail facilities.

TR 2.3.8 Locate park and ride lots along major transit corridors and near areas when high density residential development is planned to intercept trips close to their origin.

TR 2.3.9 Encourage transit providers to improve existing park and ride lots to maximize use. This includes bicycle facilities, security, lighting, and lot expansion where appropriate.

TR 2.3.10 Support expansion of transit service to provide direct service to downtown Seattle and University District

TR-2.3.11 Support regional efforts to expand the Public Transportation Benefit Area (PTBA) and Regional Transit Area (RTD) to include Sultan

TR 2.4 Trails—Non-Motorized Travel. Promote non-motorized travel and ensure its safety, convenience, and comfort. (CPP TR-21)

*TR 2.4.1 Take measurable steps toward the goal of improving quality of life by creating a safe walking and biking environment to promote healthy lifestyles.*

TR 2.4.2 Plan and construct non-motorized facilities for commuter and recreation use to increase the desirability of Sultan as a place to live and work.

TR 2.4.3 Develop an integrated system of regional and local oriented multipurpose trails that provide designated routes for bicyclists, hikers and walkers, casual strollers, shoppers, tourists, and joggers, and equestrians.

TR 2.4.4 Designate routes that access local parks, schools, commercial areas, and other alignments that provide unique environmental experiences and/or functional traveling connections with surrounding residential neighborhoods.

TR 2.4.5 Create a separated system of walking and ,biking, and horseback riding trails that will connect residential areas and destinations in locations outside of major vehicular traffic corridors.

TR 2.4.6 Cooperate with adjacent jurisdictions and public agencies to seek and develop appropriate trail links between unincorporated Snohomish County, Monroe, Gold Bar and Index.

TR 2.4.7 Encourage employers to provide bike facilities and amenities such as bike lockers.

~~Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters. Editor's Note: Move to disaster preparedness.~~

**TR2 Goal: Encourage Modal Balance.**

~~Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency. Editor's Note: Combine with TR-1~~

~~TR 2.5 Transportation Demand Management~~

~~Conduct public awareness programs and projects promoting van pooling, ride sharing, joint parking management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands.~~

**TR-3 Maintenance and Preservation (NEW) (MPP T-1)**

TR-3.1 To the extent permitted by maintenance funding, provide for routine maintenance of roads, pedestrian and bicycle facilities including patching and/or sweeping paved shoulders to extend pavement life and improve safety.

TR-3.1.1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services.

T-3.1.2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

T-3.1.3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

**TR 3.2 Safety (NEW) (MPP T-4) Improve safety of the transportation systems**

TR-3.2.1 Work cooperatively with the Sultan School District to ensure the safety of children traveling to school by foot or bicycle:

TR-3.2.2 Coordinate with the Washington State Department of Transportation to provide safe pedestrian crossings on US 2 to connect business and residential areas on both sides of the highway.

**TR-4 Sustainable Transportation (NEW)**  
**(MPP T-5 through MPP T-7)**

TR-4.1 Establish a safe, balanced and efficient multi-model transportation system serving all segments of the community, preserving the city's small town character and quality of life, and planning for anticipated growth.

TR-4.2 Develop a transportation system that allows people to easily accomplish basic needs using active transportation such a bicycling or walking rather than having to drive for every trip.

TR-4.3 Integrate land uses, such as retail, office, residential, open space and schools to reduce vehicle miles of travel and greenhouse gas emissions.

TR-4.4.1 Measure the success of the transportation system by the movement of goods and people rather than merely the movement of vehicles.

### **3.3 Disaster Preparedness (NEW) (MPP T-8)**

TR 3.3.1 Coordinate with Burlington Northern & Santa Fe Railway Company, state and county agencies to develop a disaster preparedness plan for evacuation of residential and commercial areas in case of a train derailment involving dangerous freight.

TR 3.3.2 Coordinate with Snohomish County, the Washington State Department of Transportation, and other emergency service providers to develop a disaster preparedness plan for evacuation of residential and commercial areas in case of an accident involving dangerous freight.

TR 3.3.3 Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.

**2011 COMPREHENSIVE PLAN UPDATE  
CITIZEN INVOLVEMENT TOPIC GROUP MEETING  
November 24, 2009 – Transportation Element**

This is a summary of the comments received at the third of the four scheduled initial topic group meetings.

The purpose of the meetings is to introduce interested citizens to the update process and to the various standards that the City must meet for this update and to explain and gather input on the options related to those standards.

Based on the input received, staff will review policies of the existing Comprehensive Plan and construct draft revised policies. These will be brought back to the work group for feedback before moving on in the update process.

At the November 24th meeting, the **Mission Statement** and **Transportation Element** policies were reviewed by the whole group. Changes to the mission statement and questions brought to the group are listed below with the responses and options recorded during the meeting.

The group spent the discussion time answering the first question. City staff recommend revisiting the transportation element in January/February 2010. Draft changes to the transportation element based on the limited feedback will be provided for future discussion.

**1. What are the transportation challenges, opportunities and/or threats facing Sultan?**

- US 2 is a blessing and a curse
- Bridges at both ends of town must be widened to accommodate future traffic levels. Expensive projects with state in the lead role.
- Develop pedestrian access across US 2 especially between the business areas east of the historic downtown region.
- Limited job opportunities force residents to drive to work for employment.
- US 2 is both a state highway and local access street for residents to get from one part of town to another.
- A future challenge may include possible tolling on US 2. May be opportunity if it encourages residents to shop in Sultan. Threat may include further isolation and economic growth opportunities.
- Connecting walking and biking trails can attract outside visitors.

**2. There is a strong connection between land use and transportation. The transportation system must serve the designated land use – big box retail requires a larger transportation system than small mom and pop stores. How should the city balance the need for roadway connections to serve future development with the need to fund transportation improvements?**

**2011 COMPREHENSIVE PLAN UPDATE  
CITIZEN INVOLVEMENT TOPIC GROUP MEETING  
November 24, 2009 – Transportation Element**

- 3. Should new development be required to provide sidewalks, trails and bike lanes to connect neighborhoods to each other and to retail and cultural centers even if it increases the cost of new development?**
- 4. How should the city protect the taxpayer's investment in the existing roadway system to maintain and preserve the system that is already in place?**
- 5. Since tax dollars don't support developing new roadways, how should the city protect the transportation system against disaster and ensure residents can safely evacuate the city when necessary?**
- 6. What role should the city play in regional transportation planning (e.g. US 2 Safety Coalition) – active leadership, active support, passive support, no role?**
- 7. How should our transportation system serve the young, elderly and disabled?**



## Transportation

***Overarching Goal:** The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.*

*VISION 2040 provides a framework for long-range transportation planning in the region by integrating freight, ferries, highways, local roads, transit, bicycling, and walking. The regional perspective for transportation recognizes the critical link between transportation, land use planning, economic development, and the environment.*

*A safe and efficient transportation system is essential to the quality of our lives, supports the Regional Growth Strategy, and serves as the backbone of the region's economy. Improving mobility, while growing to a region of five million people with changing travel needs, will be a challenging task. VISION 2040 establishes the long-range regional direction for meeting this challenge and provides a basis for the more detailed planning and investment strategies in the region's Metropolitan Transportation Plan.*

Rapid population and employment growth in the region over the last several decades has led to substantial increases in travel, straining our transportation system. Since the late 1970s, there has been an increase in the number of people per household commuting to work. Land use patterns evolved in a manner that further separated housing from jobs and other locations, including shopping, schools, and other activities — increasing the need for more daily travel and lengthening trip distances. This pattern of urbanization has made walking, bicycling, and transit use less convenient and has increased the use of automobiles for meeting our daily needs.

Quality transportation is about personal mobility and the movement of freight and goods. It places a priority on an effective system, rather than on a specific mode of transportation. Cars, buses, bicycles, streetcars, and trains are modes of transportation. Developing particular facilities should not be the end goal; rather, the result should be improved mobility and accessibility. VISION 2040 addresses the goal of providing transportation in our region: improving mobility and creating a user-oriented transportation system. Convenience, safety, travel time, flexibility, options, and cost are key features of a user-oriented transportation system. A user-oriented system combines modes, routes, transfer facilities, and management into a system centered on the need for mobility.

**Transportation, the Environment, and Climate.** The operation of vehicles and the construction of transportation infrastructure affect both the natural and built environment. In particular, transportation has a direct relationship with the production of the greenhouse gases that are related to climate change. Currently, the way we travel relies primarily on a finite natural resource: fossil fuel, particularly oil. That reliance has significant environmental and economic consequences. Half of the sources of greenhouse gas in the central Puget Sound region are related to transportation, primarily through the burning of gasoline and diesel fuel. There is a growing urgency in the region, the nation, and internationally to reverse this trend. Changes in fuels, technologies, and travel patterns are all needed to meet the region's greenhouse gas reduction goals.

Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods, and services, with attention to health and safety. It includes the design of walkable cities and bikable neighborhoods, as well as using telework and other travel options. Sustainable transportation minimizes the environmental impacts of transportation activities, including reducing air pollutants and greenhouse gases. It relies on cleaner, renewable resources for energy and on dependable financing mechanisms.

Protecting and enhancing the environment, promoting energy conservation, and improving the quality of life must be considered as part of the transportation planning process. If transportation programs and projects are to support

social and economic activity, they must also contribute to the health and vitality of human and natural environments. Innovative design and construction — as seen in *green streets* — can minimize environmental impacts.

**Section Overview.** VISION 2040's transportation section is structured around three broad areas: (1) *Maintenance, Management, and Safety*, (2) *Supporting the Growth Strategy*, and (3) *Greater Options and Mobility*. These policy areas address getting more out of current systems and past investments, the critical link between transportation and land use, and an approach to improving mobility through a variety of viable travel choices.

The continued development and support of centers is a core component of the region's growth strategy. *Regional growth centers* are the focal points of cultural, civic, and economic activities within urban areas and are connected to other centers by frequent and fast high-capacity transit and other transportation infrastructure. Communities and neighborhoods surrounding centers should have easy access to the regional system through transit, improved roadways, sidewalks, trails, and paths.

VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From the materials we use in our jobs to the food we eat, the goods we transport use a complex system of roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one of the world's global gateways and a major entry point into North America, the freight system in the Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private ownership.

To implement the *Regional Growth Strategy*, improvements and programs need to focus on establishing a more sustainable, user-oriented, and balanced transportation system, along with maximizing existing system capacity and managing demand on the system.

To develop and support a comprehensive transportation system, the region needs to concentrate on transportation facilities and services, as well as on the factors that affect how travel choices are made. These factors include a greater regional understanding of the true costs of transportation at the personal, regional, and environmental levels. Finally, VISION 2040 supports improvements to roads, ferries, transit centers and lines, walkways, bike facilities, and other infrastructure to increase mobility and support different travel options.

VISION 2040 and the *Metropolitan Transportation Plan* are designed to address the region's transportation challenges in compliance with federal and state transportation, air quality, and growth management legislation. VISION 2040

### **Green Streets**

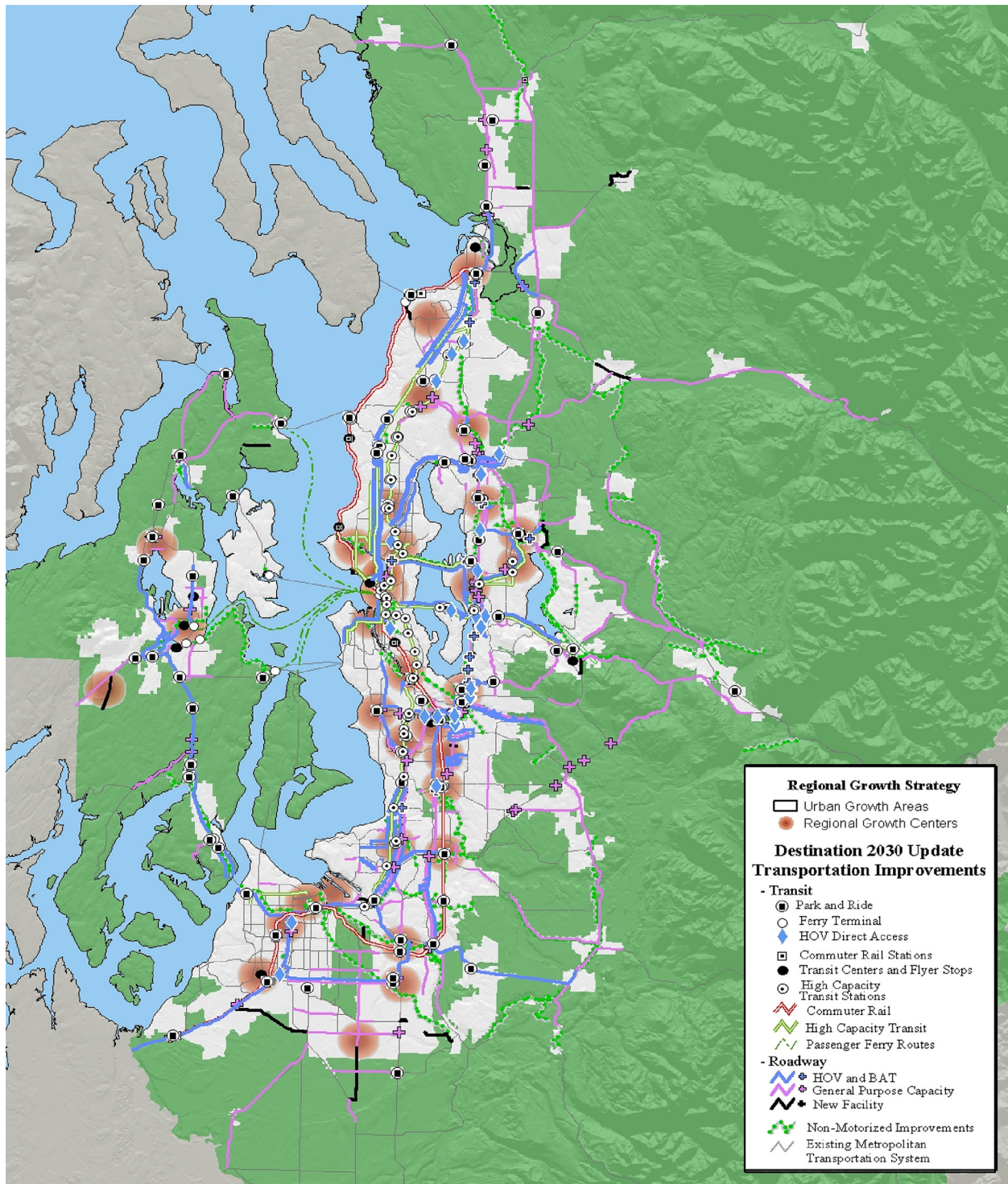
*Green streets feature enhanced landscaping, pervious and decorative paving, and other features that increase their attractiveness to pedestrians, calm traffic, and help to retain and purify stormwater in passive systems. Many green streets are primarily designed to integrate innovative stormwater management techniques into the right-of-way of a road. Green streets create street tree canopies and other "green infrastructure" that can add to the aesthetics of a community, as well as mitigate temperature and contribute to improving air quality.*

### **The Metropolitan Transportation Plan**

*The region's Metropolitan Transportation Plan (Destination 2030) provides a long-range strategy for regional transportation and serves as the functional transportation plan for VISION 2040. Developed and maintained to meet federal and state transportation planning requirements, it defines a metropolitan transportation system made up of major roadways, nonmotorized transportation, regional and local transit systems, passenger-only and passenger-auto ferries, aviation, and freight facilities. It is supported by system management and demand management facilities and programs. The Metropolitan Transportation Plan's guiding policy framework is established in VISION 2040 multicounty policies.*

*The Metropolitan Transportation Plan addresses emerging transportation requirements of the region's adopted growth strategy. This includes system preservation, managing congestion, improving personal mobility, improving system efficiencies, addressing safety and security, sustaining a healthy environment, and providing for the special needs of particular population groups. The plan supports a globally competitive and prosperous economy and addresses the distinct requirements of freight movement. Transportation systems should be financed in a manner that maintains facilities and services over time.*

## Central Puget Sound Region Metropolitan Transportation System



provides the policy framework and long-range direction for the region's functional transportation plan. That plan identifies priorities and action steps for the region's major investment decisions. Together, these long-range policy and action documents provide the mechanism through which the region coordinates its approach to transportation planning and makes challenging, fiscally constrained decisions about priorities and trade-offs.

### **PSRC Federal Funds Competitive Process**

*Since the mid-1990s, the Regional Council has maintained a policy framework for evaluating grant applications for PSRC's federal Surface Transportation Program, Congestion Mitigation and Air Quality program, and certain Federal Transit Administration transportation funds. Policies guiding those regional competitions have put a priority on projects that serve and connect designated regional growth centers and manufacturing/ industrial centers, and promote alternatives to single-occupancy vehicle travel. Policy direction in VISION 2040 is used as a basis for developing the policy framework and project selection criteria for each competitive process.*

## **Maintenance, Management, and Safety**

VISION 2040 emphasizes efficient maintenance and management of the transportation system. Efficient management of existing transportation facilities and services can affect how well the region's transportation system performs. Federal transportation law and state transportation policy emphasize making maintenance, preservation, safety, and optimization of existing transportation infrastructure and services a high priority. These types of projects and programs are often the most cost-effective — and help to ensure that current assets continue to function properly, in order to sustain regional mobility into the future.

System management strategies influence how different travel modes operate. They can increase the capacity of transportation facilities without adding major new infrastructure. Transportation system management activities include ramp-metering, priority lane access for transit and other high-occupancy vehicles, traveler information, incident management, traffic signal optimization, road or lane pricing, and advanced system technology. The Regional Council's *Congestion Management Process*, developed in response to federal requirements, looks at where the region plans to grow, identifies congested and other problem areas, evaluates different approaches to providing relief, and provides input for developing solutions.

*Transportation demand management* is the term for strategies that influence how and when we travel. Specifically, demand management strategies aim to increase transit ridership, vehicle occupancy, walking, and bicycling, and reduce the duration of some trips — often by moving them to off-peak periods or eliminating them altogether. Demand management reduces the rate of growth — as well as the overall number — of people

driving alone. This results in less traffic congestion, fewer vehicle emissions, and less fuel consumption.

The region has been at the forefront of using demand management strategies since the 1970s. Central Puget Sound boasts the largest vanpool program in the nation. This is supplemented with preferential treatment for vanpools and carpools on ferries, which reduces the space required for transporting cars, as well as vehicle traffic at both ends of the trip. The region's ride-matching system, which helps people form and maintain carpools and vanpools, has been expanded to serve the entire state. The region is confronted with a growing population and the increasing costs of road construction. At the same time, the region is working to achieve goals for clean air, scenic beauty, and reduced fuel consumption. Strategies that reduce demand for drive-alone travel will continue to become even more important in the future.

The state's *Commute Trip Reduction* program continues to be the primary transportation demand management strategy in the region. The program targets commutes in high-traffic areas, and includes strategies such as employee parking management and incentives for commuting by means other than driving alone.

Nationally, we are witnessing for the first time in decades a reduction of vehicle miles traveled per capita, according to *Federal Highway Administration* data. Analysts attribute this reduction to expanded public transportation, redevelopment and infill in urban areas, changing demographics, and increases in gas prices.

VISION 2040 emphasizes safety of the transportation system. Federal transportation planning guidelines call for increasing the safety and security of the transportation

system for motorized and nonmotorized users. Washington state has implemented programs to encourage safety and security statewide and throughout the region.

Safety issues address the design and operation of the system, as well as threats from harmful acts and natural disasters. Areas of primary concern are vehicle-related deaths and injuries, as well as pedestrian and bicyclist deaths and injuries. A safe and secure regional transportation system pays careful attention to design and operation of facilities, as well as multiagency coordination and communication. VISION 2040 also addresses transportation activities and how they impact the natural and built environment and human health.

## **MAINTENANCE, MANAGEMENT, AND SAFETY GOAL AND POLICIES**

**Goal:** As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.

**MPP-T-1:** Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

**MPP-T-2:** Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

**MPP-T-3:** Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

**MPP-T-4:** Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.

### **Sustainable Transportation**

**MPP-T-5:** Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

**MPP-T-6:** Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

**MPP-T-7:** Develop a transportation system that minimizes negative impacts to human health.

**MPP-T-8:** Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

## **Supporting the Growth Strategy**

The *Regional Growth Strategy* integrates planning for land use and transportation. Land use patterns that support a variety of travel choices contribute significantly to improving accessibility and mobility. Supportive land use patterns include the appropriate placement, intensity, configuration, and proximity of housing, jobs, stores, and schools. Land use patterns are also shaped by and include the roads, pathways, trails, sidewalks, and other public travel infrastructure. Locating stores, offices, and services near homes, along with building sidewalks to bus stops, are effective ways to promote walking, bicycling, and transit use. These land use strategies, which support *transit-oriented development*, can relieve pressure on regional transportation systems for nonwork trips.

According to the *Federal Transit Administration*, transit-oriented development contributes to a significant reduction in vehicle trips, vehicle miles traveled, and travel times for trips. Additional benefits include slowed deterioration of air quality and greater pedestrian

### ***Transit-Supportive Densities***

*Extensive national research has shown that residential densities exceeding 7 or 8 homes per gross acre support efficient and reliable local transit service. Household densities should reach, at minimum, 10 to 20 dwelling units per gross acre close to transit stations. Residential densities exceeding 15 to 20 homes per acre, as well as employment areas with densities of 50 jobs per acre and higher, are preferred targets for the higher frequency and high-volume service provided by high-capacity transit.*

### **Complete Streets**

*Federal policy guidance for street design, also known as “routine accommodation.” Complete streets are designed and operated to enable safe and convenient access for all road users, while accommodating the movement of freight and goods. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities can safely move along and across a complete street. By designing and operating streets to be complete, transportation agencies increase capacity, avoid expensive retrofits, encourage physical activity, and help create walkable communities.*

### **Context-Sensitive Design**

*This is a collaborative, interdisciplinary approach for addressing the design and construction of transportation projects to fit within the specific community in which they are located. Projects are tailored to be harmonious with their surroundings. Emphasis is placed on preserving the visual, aesthetic, historic, cultural, and environmental resources of the community, while maintaining safety, accessibility, and mobility.*

### **Freight Initiatives**

*The Puget Sound region’s Freight Action Strategy for the Everett-Seattle-Tacoma Corridor (FAST Corridor) has been a landmark public-private partnership, bringing together the region’s railroads, ports, local jurisdictions, counties, and private shippers. These partners identify and contribute to some of the most important freight mobility projects in the Puget Sound region. Since 1998, they have identified and assembled \$568 million of public and private funding to build nine strategic infrastructure improvements and start four more. The partnership continues to work to secure resources to complete the remaining 15 most important FAST Corridor projects, and to identify additional freight needs.*

*The region also has a nationally recognized Regional Freight Mobility Roundtable, a public-private forum to define and recommend actions serving freight mobility needs in and through central Puget Sound. Members of the regional roundtable meet regularly with the state’s Freight Mobility Roundtable to identify ways to influence freight transportation planning at regional, state, and national levels.*

*In addition to policies T-17, T-18, and T-19, other policies related to freight and goods movement and manufacturing/industrial centers are located in the Development Patterns and Economy sections: DP-12, DP-15, DP-16, DP-17, DP-51, Ec-4, Ec-6, and Ec-17.*

movement. VISION 2040 calls for investments in transit and nonmotorized transportation facilities to serve the preferred land use patterns in the *Regional Growth Strategy*.

The *Regional Growth Strategy* is built around the concept that additional transportation infrastructure and services are to be provided to areas that accept an increased share of the region’s growth. The strategy focuses on preserving and developing compact urban communities, directing employment and housing growth into centers, and redeveloping underutilized urban land.

The region’s designated centers are the most visible examples of progress in integrating land use and transportation policy. The centers strategy is devised to achieve multiple growth management goals, including the creation of an efficient transportation system that supports travel options by all modes and maximizes the benefits of system investments. Transit and nonmotorized travel modes can reduce the number and length of automobile trips and are, in general, supported by higher concentrations of development and activity. Because of their potential to dramatically impact their surroundings, transportation facilities should be carefully designed to fit within and enhance the context of the built or natural environments in which they are located.

Transportation infrastructure and services that support reliable freight and goods movement are also important to implementing the *Regional Growth Strategy*. Efficient transportation is key to maintaining a strong regional economy. This means investing in strategic projects and programs that support the movement of freight and goods, as well as facilities and services that improve access to job locations and residential access to nearby goods and services.

## **SUPPORTING THE GROWTH STRATEGY GOAL AND POLICIES**

**Goal:** The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.

### **Coordination**

**MPP-T-9:** Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

**MPP-T-10:** Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

### **Centers and Compact Communities**

**MPP-T-11:** Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

**MPP-T-12:** Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.

**MPP-T-13:** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

**MPP-T-14:** Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.

**MPP-T-15:** Improve local street patterns — including their design and how they are used — for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

**MPP-T-16:** Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

### **Freight**

**MPP-T-17:** Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.

**MPP-T-18:** Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.

**MPP-T-19:** Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

### **Context and Design**

**MPP-T-20:** Design transportation facilities to fit within the context of the built or natural environments in which they are located.

**MPP-T-21:** Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.

**MPP-T-22:** Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

## Greater Options and Mobility

To provide for the future mobility of the growing number of people living and working in the region, VISION 2040 prioritizes transportation projects and services that produce greater efficiency, reduce trips, and provide more choices — such as transit, ferry services, trails, bicycle lanes, passenger rail, and additional airport capacity. VISION 2040 recognizes that strategic capacity expansion also is needed, particularly in centers and in providing efficient transportation between centers. Capacity expansion should take place after efforts have been made to optimize capacity and use of existing facilities. With continued expansion of international trade and local increases in the movement of freight, goods, and services, there is also a need for additional port capacity, rail capacity, and freight access — especially to manufacturing and warehousing areas.

The region's aggressive, long-range growth management and transportation goals depend on providing more efficient and effective public transportation services. Achieving these goals also requires better access to these services. Evolving from an automobile-dependent region to a region where numerous travel options are available and attractive requires ongoing investment in fixed-route, rideshare, and demand-response systems and services. One such step in that direction was taken with the initial investment in the regional high-capacity transit system that Sound Transit provides.

Additionally, numerous service changes and facility improvements by local transit operators and Washington State Ferries have been implemented. Others are on the horizon. Making sure that all of these investments in transit facilities and services are working toward the region's long-range land use and transportation objectives requires extensive coordination.

According to the *Federal Transit Administration*, nearly one-third of the population in the United States does not drive a car. The estimate is similar for the central Puget Sound region. Included are those who simply do not want to drive, seniors who no longer have licenses, people with disabilities who depend on transit or other transportation services, lower-income people who cannot afford a car, and children under the driving age.

The region will continue to experience an increase in elderly residents as the baby-boomer generation ages.

The number of children under the age of 16 will also continue to grow. An increase in the overall number of people living in poverty will also have implications for a greater need for transit service for those without access to automobiles.

While the region has invested in public transportation as a practical mobility option, segments of the special needs population cannot rely on fixed-route transit as a primary mode of travel. These individuals rely on alternative forms of public transportation, such as paratransit or community-based services. VISION 2040 calls for ongoing work to coordinate disparate funding programs and services and prioritize goals and implementation strategies to improve transportation options for special needs populations.

Infrastructure for improved mobility takes many forms, depending upon need, demand, location, and environmental, financial, and other constraints. Providing additional transportation choices throughout the region should take the form of a variety of local, regional, national, and international public transportation services. This includes local transit, light rail, bus rapid transit, intercity passenger rail, and other methods of efficiently and conveniently moving large numbers of people.

Improving mobility requires funding — and funding is limited. VISION 2040 calls for the region to consider its investments carefully, prioritize its needs, and concentrate funding where it brings the greatest net benefits in supporting the *Regional Growth Strategy*. The nature of facilities and services can vary. For example, in the region's densest urban areas, mobility is improved by expanding the region's transit system and pedestrian and bicycle networks. In rural areas, transportation capacity expansion is limited and contingent on having local land use provisions in place to prevent unplanned growth.

Missing links in the region's bicycle, pedestrian, and local street networks should be completed to improve local and regional connections. Relatively inexpensive projects that provide connections between existing facilities can increase capacity and ease of use for a variety of transportation modes on surrounding streets, sidewalks, and trails. Improvements to existing bottlenecks — such as substandard exits, on-ramps, and interchanges — can optimize the use of existing highway facilities. All transportation projects and programs need to consider impacts to the natural environment, public health, and

the climate, as well as to the communities in which they are located.

In addition to targeting the right projects and programs to the right situations, the region must develop a sustainable funding system. Less revenue is available from the traditional gas tax source due to fuel efficiency increases, the use of alternative fuels, and erosion of real buying power due to inflation. New public and private partnerships are needed, along with different ways of collecting revenue to reflect the changing use of the region's transportation systems.

### **GREATER OPTIONS AND MOBILITY GOAL AND POLICIES**

**Goal:** The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

**MPP-T-23:** Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

**MPP-T-24:** Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

**MPP-T-25:** Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

**MPP-T-26:** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

**MPP-T-27:** Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

**MPP-T-28:** Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

**MPP-T-29:** Promote the preservation of existing rights-of-way for future high-capacity transit.

**MPP-T-30:** Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.

**MPP-T-31:** Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.

**MPP-T-32:** Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

**MPP-T-33:** Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.

### **The Regional Bicycle and Pedestrian Implementation Strategy**

*The nonmotorized component of the Metropolitan Transportation Plan outlines actions the region should take to implement improvements to bicycle and pedestrian infrastructure and programs. It specifies areas of responsibility for city, county, regional, and state agencies, as well as private and nonprofit organizations. State law now requires communities to include a bicycle and pedestrian component in the transportation element of comprehensive plans. (RCW 36.70A.070(6)vii)*

### **Variable Pricing**

*An innovative approach for transportation management and finance is to provide incentives and disincentives for traffic on our roads. This can improve traffic flow, as well as help pay for roads and transit. Transportation agencies could allow people to choose to buy into the use of a faster lane, or charge fees on roads at peak hours when they are most clogged, while making sure that everyone can also choose among many different ways to reach their destination. This is known as variable pricing or time-of-day tolling. This type of innovation can manage existing roadways more efficiently, reduce costs for all, and provide more funding to build, operate, and maintain critical transportation infrastructure and services.*

## VISION 2040 Transportation Actions

The following VISION 2040 actions have been developed to help implement the transportation policies. Detailed information on specific measures that will be used to monitor implementation and performance is contained in *Part IV: Implementation*.

### REGIONAL TRANSPORTATION ACTIONS

#### Updating the Metropolitan Transportation Plan (Destination 2030): T-Action-1

The Puget Sound Regional Council will update the Metropolitan Transportation Plan to be consistent with and implement VISION 2040.

- Short-term / overarching goal and subsection goals
- Results and Products: *update to Destination 2030 scheduled for completion in 2010*

#### Congestion Relief and Mobility Strategies: T-Action-2

The Puget Sound Regional Council will continue to advance strategies for congestion relief, including identifying the location and causes of congestion, integrating land use and transportation planning, managing demand, improving efficiency (with both system and economic solutions), and expanding roads and transit service.

- Short-term, ongoing / MPP-T-3
- Results and Products: *recommendations for regional congestion relief strategies*

#### System Performance Strategies: T-Action-3

The Puget Sound Regional Council will pursue new technologies and innovative strategies to ease congestion and improve travel times, including intelligent transportation systems, congestion pricing, and planning for operations and management.

- Short-term, ongoing \ MPP-T-1, 3
- Results and Products: *reports and recommendations on new technologies and innovative strategies*

#### Regional Mobility Plan for Special Populations: T-Action-4

The Puget Sound Regional Council, together with the region's transportation and human services providers, will develop and regularly update the regional *Coordinated Transit-Human Services Transportation Plan*. The Regional Council will provide examples for addressing mobility and accessibility for low-income and special needs populations (including youth, seniors, and disabled persons) in local transportation planning efforts.

- Mid-term, ongoing \ MPP-T-25
- Results and Products: *(1) update(s) to the Coordinated Transit-Human Services Transportation Plan, (2) examples and best practices*

#### Safety Trends and Data: T-Action-5

The Puget Sound Regional Council will report on safety trends for all modes of travel using data provided by the state and local jurisdictions within the region to monitor the regional progress of the Washington State Strategic Highway Safety Plan.

- Short-term, ongoing \ MPP-T-4
- Results and Products: *report(s) to the Transportation Policy Board and Executive Board*

#### Freight Mobility Coordination and Planning: T-Action-6

The Puget Sound Regional Council will continue to:

1. Identify the Regionally Significant Freight and Goods Transportation System in the Metropolitan Transportation Plan (*Destination 2030*). (Identification and designation of the system will describe critical freight intermodal sites and corridors and priorities for operation and investment for elements of the system.)
  2. Provide guidance for including the system in the transportation elements of local plans.
  3. Identify freight mobility investments that support the movement of goods and services and link to regional growth centers and regional manufacturing/industrial centers.
- Mid-term \ MPP-T-17, 18, 19
  - Results and Products: *(1) report and recommendations to the Transportation Policy Board on freight, goods, and services transportation, (2) updated description of the Freight and Goods Movement component of the regionally defined Metropolitan Transportation System in the Metropolitan Transportation Plan*

### Coordinated Transit Planning: T-Action-7

The Puget Sound Regional Council will work with member jurisdictions and transportation providers to strengthen the coordination of local and regional planning for transportation, growth management and economic development. Use the Regional Council as a forum to coordinate transit agency planning and projects.

- Short-term / MPP-T-9, 10, 23, 29
- Results and Products: *(1) guidance for local comprehensive plans regarding transit, (2) strengthened relationships among transit agencies, and between transit agencies and local governments, (3) guidance and recommendations for transit agency long-range plans regarding growth management and the regional vision, (4) guidance for prioritizing funding to those transit projects that best integrate growth management plans and the regional vision*

### Long-Range Regional Ferry Service Planning: T-Action-8

The Puget Sound Regional Council will take a leadership role to coordinate development and implementation of a long-range regional ferry service plan, ensuring vehicle and passenger-only ferry service is integrated with transit and roadway investments.

- Mid-term / MPP-T-32
- Results and Products: *an integrated regional ferry service plan that: (a) identifies ferry investments to make service more viable, (b) identifies the role that ferry terminals play as subregional centers and intermodal hubs, and (c) addresses relationships with other travel modes*

### Certification Update: T-Action-9

The Puget Sound Regional Council will update the process for certifying the transportation-related provisions of local comprehensive plans required under the Growth Management Act, in cooperation with member jurisdictions, the Washington State Department of Community Trade and Economic Development, and the Washington State Department of Transportation.

- Short-term / MPP-T-9
- Results and Products: *revised provisions for the Policy and Plan Review Process*

### Aviation Systems Planning: T-Action-10

The Puget Sound Regional Council will regularly assess the regional airport system and, as needed, update the Regional Airport System Plan, Strategic Plan for Aviation, Regional Airport Ground Access Plan, and Regional Air Cargo Strategy, in cooperation with member jurisdictions, airport sponsors, state agencies, and the Federal Aviation Administration.

- Ongoing / MPP-T 31
- Results and Products: *(1) report(s) on the airport system to the Transportation Policy Board and Executive Board, (2) plan updates as needed*

### Commute Trip Reduction: T-Action-11

The Puget Sound Regional Council will provide regional coordination for planning and implementation of Commute Trip Reduction (CTR) programs and will consider *Growth and Transportation Efficiency Centers* as priority areas for service and facility investments, according to state law. The Regional Council will continue to support the development and implementation of Transportation Demand Management programs throughout the region.

- Short-term, ongoing / MPP-T-3, 23, 24
- Results and Products: *(1) recommendations for CTR programs to PSRC boards and member jurisdictions, (2) recommendations and example provisions for transportation demand management*

#### **Growth and Transportation Efficiency Centers (GTECs)**

*GTECs are to be identified under the state Commute Trip Reduction Act (RCW 70.94.996). In the central Puget Sound region, they are a subset of the designated regional growth centers.*

### Disaster Planning: T-Action-12

The Puget Sound Regional Council will identify and define its role in disaster response and recovery. This task needs to address transportation considerations, as well as issues related to other critical infrastructure — for both natural and human-caused disasters. The Regional Council will also address disaster planning factors in the review of transportation projects and programs.

- Short-term / MPP-T-8
- Results and Products: *(1) report and recommendations to the Transportation Policy Board and Executive Board, including mobility plans to provide transportation to emergency shelters in the region, (2) develop provisions for the emergency use of the regional transportation system during a disaster event, including major storms*

#### **Compliance with Regional Plans: T-Action-13**

The Puget Sound Regional Council will continue to carry out a project selection process for PSRC funding that reflects clear policy direction from VISION 2040, *Destination 2030* and the *Regional Economic Strategy* — that is, to fund or prioritize projects and programs in centers or connecting centers.

- Short-term \ MPP-T-9
- Results and Products: *updated criteria for PSRC funding processes*

#### **Program and Project Selection Criteria: T-Action-14**

The Puget Sound Regional Council will update its programming and project selection criteria to address health impacts and reduction of greenhouse gas emissions.

- Short term \ MPP-T-5, 6
- Results and productions: *updated criteria for PSRC programs*

#### **Ensure Consistency with Growth Management Planning: T-Action-15**

The Puget Sound Regional Council will evaluate major transportation proposals in terms of their impacts on local transportation plans and consistency with Growth Management Act goals and make appropriate recommendations.

- Ongoing / Subsection goal — supporting the Growth Strategy
- Results and Products: *updated criteria for the review of transportation proposals*

#### **Coordinate Planning with State Agencies: T-Action-16**

The Puget Sound Regional Council will take a leadership role to work with state agencies responsible for transportation planning and programming to ensure that state projects address the regional vision and local growth management planning goals and objectives.

- Ongoing / Subsection goal — supporting the Growth Strategy
- Results and Products: *(1) correspondence and follow-up with WSDOT and other state agencies regarding goals and policies of the regional vision, (2) lobbying the state Legislature as needed*

#### **Transportation Funding Sources: T-Action-17**

The Puget Sound Regional Council, together with its member jurisdictions, shall investigate existing and new sources of funding for transportation facilities and services to assist local governments and transportation agencies for maintenance and operations, as well as for facilities and services to serve future development in a manner consistent with the vision.

- Short-term / Subsection goal — greater options and mobility
- Results and Products: *new or expanded funding for transportation*

#### **Notification of Revised Transportation Funding Criteria: T-Action-18**

The Puget Sound Regional Council will relay the goals and objectives of the regional vision to state agencies and the Legislature, in order to address useful changes in funding criteria to ensure that investments in transportation facilities and services advance the vision, particularly projects in or connecting centers.

- Short-term / Subsection goal — supporting the Growth Strategy
- Results and Products: *letter (or other reporting) to Legislature and state agencies*

#### **Nonmotorized Planning: T-Action-19**

The Puget Sound Regional Council will work with member jurisdictions and others to establish a safe and efficient regional nonmotorized network that provides connections to and within centers and along corridors connecting centers.

- Short-term \ MPP-T-9, 14, 15, 16, 23, 24)
- Results and Products: *(1) update regional bicycle/pedestrian network to reflect local and state plans, address missing links, and document changes in status of projects, (2) develop guidelines and criteria for local jurisdictions in developing bicycle and pedestrian components of comprehensive plans, (3) identify, catalog, and centralize existing data on bicycling and walking, (4) develop a regional bicycle network signage program, (5) update the Regional Bicycle and Pedestrian Implementation Strategy*

## ~~Policies for~~ Transportation

These transportation policies have been prepared under the authority of RCW 36.70A.210 (3) (d) which states that "A countywide planning policy shall as a minimum, address the following... (d) Policies for countywide transportation facilities and strategies;"... They apply to designated, countywide transportation facilities and services, which are those that serve travel needs and have impacts beyond the particular jurisdiction(s) within which they are located.

Transportation and land use are profoundly interrelated. The type, intensity, and timing of land development will influence the mode of transportation provided, its effectiveness in moving people and goods and the travel behavior of people using the land. Distinctions need to be made between the types and levels of transportation services provided to urban areas and rural areas. People living in low-density areas traveling to employment dispersed throughout the county tend to use the automobile over other modes of transportation.

It is very difficult to serve these types of trips with traditional, fixed route, public transportation (i.e., bus or rail). Public transportation is most effective in moving people where population and employment are concentrated in denser neighborhoods and activity centers. Site design features need to accommodate public transportation allowing efficient access and circulation of transit vehicles.

In order to achieve the long-term growth management goals established by Snohomish County Tomorrow the following overarching principles should guide implementation of the countywide planning policies for multimodal transportation.

- Provide a wide range of choices in transportation services to ensure that all citizens have the ability to travel regardless of age, sex, race, income, disability or place of residence.
- Pursue sustainable funding and informed decision-making that recognizes the economic, environmental, and social context of transportation.
- Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to vehicle-moving capacity.
- Implement efficient levels of service for the various surface transportation modes (i.e., roadways, bikeways, transit, and freight) that are applied effectively to serve different intensities of land development.

~~A balance among various modes of travel should be created so that we can maximize person-carrying capacity, as opposed to vehicle-moving capacity. We will need to decide what level of service we want from our various transportation modes (i.e., roadways, bikeways, bus transit, rail transit and demand-responsive transit). Various levels of service need to be applied to different intensities of land development. For example, urban, suburban and rural land uses could be served by different levels of roadway capacity and frequency of bus and rail services. Bikeways could be provided as separate recreation facilities or as transportation routes on major roadways. We need to achieve a balance or effective proportion of high-occupancy vehicle lanes versus general-purpose lanes on our roadways. Providing a wide range of choices in transportation services can ensure that all citizens have the ability to travel freely regardless of age, sex, race, income, disability or place of residence.~~

Policies related to level of service, transportation location and design need to be consistent coordinated across state, regional and local agencies to ensure effective and efficient

transportation. We need to ensure that our countywide transportation systems are adequate designed to serve support the level of land development we allow and forecast while at the same time recognizing and responding to the context in which those systems are located.

The Countywide Planning Policies presented here are intended to guide transportation planning by the county and cities within Snohomish County and to provide the basis for regional coordination with the Washington State Department of Transportation (WSDOT), the Puget Sound Regional Council (PSRC) and transportation operating agencies.

*[Editor's Note: The Transportation Goal comes from Allan Giffen at the request of the editing committee because this chapter, unlike most others, did not have a goal statement. It is being added to the 12/28/09 version of the CPPs for consideration at a future CPP subcommittee meeting.]*

**Transportation Goal:**

The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient multi-modal transportation system that supports the regional growth strategy and local comprehensive plans.

- TR-1** Establish agreements and procedures for jointly mitigating traffic impacts, including provisions for development and design review and sharing of developer impact mitigation.
- a. Interlocal agreements among the cities and county will be used in UGAs and areas proposed for annexation, to define procedures and standards for mitigating traffic impacts, sharing improvement and debt costs for transportation facilities, and addressing maintenance and funding for future transportation facilities and services.  
These interlocal agreements may also include transit agencies where mitigation includes transportation demand management (TDM) strategies or transit related improvements, such as park and ride facilities, bus rapid transit (BRT) stations or high-occupancy lanes.
  - b. Joint development and plan review teams will be formed for major projects having impacts that extend across jurisdictional boundaries.
  - c. Development impact mitigation will be shared where a project's impacts extend across jurisdictional boundaries.
  - d. Local comprehensive plans and long range transit agency plans will provide policies that encourage private sector investment in transportation services and facilities.
  - e. Local land use regulations will provide for integrated design of transportation facilities in designated urban growth centers to encourage transit-oriented land uses and non-motorized modes of travel.

- TR-2** Designate transportation service areas that provide the geographic basis for joint projects, maintenance, level of service methods, coordinated capital and mitigation programs and finance methods for transportation facilities and services. Within these transportation service areas, WSDOT, the county, cities and transit agencies will coordinate future land use, transportation, and capital facilities planning efforts to ensure consistency between jurisdictional comprehensive plans and long-range transit agency plans.

- TR-3** In support of Vision 2040, establish ~~Establish~~ agreements and procedures for setting priorities, programming, ~~maintaining~~ and financing for countywide, regional and state transportation facilities and services consistent with GMA and current federal transportation legislation.
- a. The county and cities, in coordination with public transit agencies, agree to develop consistent methodologies to determine transportation needs and their estimated costs in terms of capital, operations, preservation and maintenance.
  - b. Transportation needs will be prioritized based upon the extent to which they fulfill the objectives of the adopted regional growth strategy, local comprehensive plans, long range transit agency plans, ~~and the adopted regional growth strategy~~ and transportation policies.
  - c. The PSRC, WSDOT, county and cities will maintain an ongoing and coordinated six-year program that specifies the financing of immediate transportation improvements consistent with the regional growth strategy.
  - d. The financing of transportation systems and improvements should reflect the true costs of providing service, reflecting the costs and benefits attributable to those who use the system as well as those who benefit from it. Revenues to finance transportation should come from traditional measures (e.g., fuel taxes, property taxes and impact mitigation fees), but also from other innovative measures (e.g., high occupancy tolls, Vehicle Miles Travelled [VMT] assessments and private-sector contributions). Importantly, impacts of transportation system choices and funding decisions on climate change must be considered as part of this process.

- TR-4** Provide transportation facilities and services that support the land use elements of the county and cities' comprehensive plans, particularly including roadway capacities and nonmotorized options together with public transportation services appropriate to the designated land use types and intensities.
- a. Maintain and improve existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes.
  - b. Provide ~~Allow for~~ a network of ~~interconnected multimodal arterials roadways~~ based on a consistent classification system and appropriate sets of design standards that will improve connectivity, circulation and reduce vehicle miles of travel.
  - c. The PSRC, county and cities ~~will mutually agree to~~ use land use projections based on the regional growth strategy and implemented through local comprehensive plans to identify and plan for adequate roadway, pedestrian, bicycle and transit services to meet travel needs.
  - d. The county and cities ~~will mutually agree to~~ review land use designations where roadway capacity and/or transit service capacity cannot adequately serve or expect to achieve concurrency for development allowed under the designation.
  - e. Adequate access to and circulation for public service and priority for public transportation vehicles will be part of the planning for comprehensive plan land use designations and subsequent development as appropriate.
  - f. The county and cities will consult with transit agencies when planning future land use within designated transit emphasis corridors and in the area of high capacity transit stations for consistency with long-range transit agency plans and to ensure that the land use and transit services are mutually supported.

- TR-5** Develop consistent transportation design standards for urban and rural areas throughout the County that address public transportation, roadways, ferries, walkways, bikeways and access for people with disabilities, low-income and special needs populations, and that recognize differences among communities.
- a. Identify major travel routes needing additional public transportation, pedestrian, or bicycle-related improvements to increase people-carrying capacity.
  - b. Coordinate local comprehensive plans to develop or complete a system of interconnected walkways and bikeways.
  - c. Multimodal ~~T~~ransportation facility design, level of service standards and site plan design standards will address the movement of goods and services to enhance the well being of the economy and public health.
  - d. Implement context-sensitive solutions that recognize the variety of functions of transportation facilities and that promote compatibility with adjoining land uses and activities and that create high quality public spaces.

- TR-6** Prepare consistent rules and procedures among affected jurisdictions and transit agencies for locating and designing transportation facilities and services to minimize and mitigate their adverse impacts on the natural environment-designated critical areas. Depending on the jurisdiction, these may include:
- a. design standards and consistent methods to minimize adverse impacts on shorelines, water resources, drainage patterns and soils,
  - b. location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas, ~~and~~
  - c. cooperation with the Puget Sound Clean Air Agency, PSRC, and local jurisdictions to ensure consistency with the transportation control measure requirements of the 1990 Clean Air Act Amendments, and
  - d. measures to reduce emissions that contribute to climate change.

- TR-7** Employ ~~consistent and~~ professionally accepted methodologies for determining transportation levels of service that consider different development intensities for urban centers, other urban areas ~~versus and~~ rural areas, high-occupancy vehicle use and community values as reflected by the city and county comprehensive plans, and transit agency long range plans.

The county and cities ~~mutually agree will, in coordination with transit agencies, to~~ use a consistent technique in calculating transportation level of service on a systems basis that:

- a. incorporates different levels of service depending on development form, mix of uses and intensity/density of land use, availability and adequacy of transit service, and the availability and adequacy of bicycle and pedestrian facilities in accordance with local comprehensive plans and long range transit agency plans;
- b. employs consistent data collection and processing in determining travel demand and system operations along with the Puget Sound Regional Council (PSRC), adjacent local jurisdictions and transit agencies, and

- c. monitors level of service and concurrency on a routine basis on those critical transportation facilities and services that serve as indicators of ~~the quality of~~ system operation.

- TR-8** ~~Establish~~ Achieve concurrency requirements for land development by considering transportation levels of service and available financial resources to make needed transportation improvements.
- a. The goals, policies and objectives of local comprehensive plans shall be the basis for making interpretations of development concurrency with transportation.
  - b. Level of service will be used as a growth management tool to limit development in rural areas and offer incentives for more intense development within existing urban areas.
  - c. The impact of alternate modes of travel (e.g., pedestrian, bicycle, carpools, vanpools, buses, rail, etc.), as well as single-occupant vehicles, will be considered in making local concurrency determinations.
  - d. Recognize there are transportation services and facilities that are at their ultimate capacity.
  - e. The county and cities will reconsider land use designations where it is evident transportation facilities and services ~~cannot ean not~~ be financed or provided in sufficient time to maintain concurrency with land development.

- TR-9** Establish common policies and technical procedures for transportation system management (TSM) and transportation demand management (TDM) programs that reduce trip making, total miles traveled, and the climate change and air quality impacts associated with development, and improve the efficiency of the transportation system.
- ~~a. The PSRC, county and cities mutually agree to establish baseline values for commute trip vehicle miles of travel and single-occupant vehicles to determine consistent commute trip reduction goals.~~
  - ~~b. The county and cities mutually agree to coordinate implementation of trip reduction measures for employer trip reduction programs to ensure consistency and equity.~~
  - ~~c. Trip reduction surveys and monitoring practices will be consistent for county and city planning efforts.~~
  - a. The WSDOT, PSRC, county and cities will establish consistent commute trip reduction, vehicle-miles-of-travel and single-occupant vehicles goals and consistent methods of measuring progress to ensure consistency and equity.
  - b. The county and cities will coordinate with transit agencies and with each other for the implementation of employer and residential trip reduction programs.

- TR-10** Collaborate with federal, state, and regional agencies, and adjacent counties, cities, and transit agencies to prepare uniform criteria for locating and mitigating the impacts of major countywide and regional transportation facilities and services ~~(e.g., high-capacity transit).~~ These agencies will mutually agree to:
- a. designate transportation facilities of countywide and regional significance,
  - b. prepare criteria for locating park-and-ride lots, transit stations, and similar components of a regional transportation system, and
  - c. coordinate studies that look at alternative sites with affected public agencies and impacted neighborhoods.

**TR-11** Establish an education program utilizing state, county, transit agency, ~~and~~ city transportation resources and local school districts that encourages ~~reliance on use of~~ public transportation. ~~a. The county and cities, in cooperation with Community Transit and Everett Transit transit agencies will also establish an ongoing public awareness program for ridesharing and public transportation.~~  
~~b. The county and cities, in cooperation with Community Transit and Everett Transit agencies will sponsor workshops for community and business groups to identify desirable enhancements to public transportation and to promote high-occupancy vehicle use.~~

**TR-12** Each local jurisdiction served by transit shall, in cooperation with transit agencies, map designate the general locations of planned major transit facilities in on their comprehensive plans maps and shall enact appropriate transit-oriented policies and development standards for such locations. ~~Further, each local jurisdiction that either has or anticipates Regional Transit Authority (RTA) service and/or RTA facilities shall designate the general locations of planned RTA facilities on their comprehensive plan maps and shall enact appropriate development standards to accommodate applicable RTA modes (regional express bus and/or commuter rail) and their attendant facilities.~~ Where appropriate, transit-oriented development should encompass the following common elements:  
a. be located to support the development of designated growth centers and existing or planned transit emphasis corridors,  
~~a.b. include~~ pedestrian-scale neighborhoods and activity centers to stimulate use of transit and ridesharing,  
 c. plan for appropriate intensity and mix of development- including both employment and housing options – that support transit service,  
 d. provide safe, pleasant and convenient access for pedestrians and bicyclists,  
 e. provide safe and convenient access and transfer between all forms of transit and other modes of travel local transit, auto, and RTA service, and  
 f. promote pricing or regulatory mechanisms<sup>18</sup> to encourage transit use and reduce reliance on the automobile employment-intensive land uses and shared parking.

~~TR-13 The current Regional Transit Authority (RTA) plan, Sound Move, does not include light rail in the Snohomish County subarea. However, as part of a future plan, the RTA, together with local jurisdictions and other affected agencies shall determine the location of a future light rail corridor within the Snohomish County RTA District. After the identified corridor has been adopted and designated on comprehensive plan maps, the RTA and other affected agencies, together with local jurisdictions, should endeavor to preserve the appropriate right-of-way in the future light rail corridor.~~

TR-13 The county, cities and transit agencies, within the Southwest Urban Growth Area (UGA), will collaborate with Sound Transit to ensure planning and right-of-way preservation for a future phase of light-rail corridor development that will extend from King County to the Everett Regional Growth Center as soon as possible. towards the year 2030. Planning for light-rail transit will:

<sup>18</sup> Such as metered parking and tolling.

- a. be compatible with Sound Transit’s Sound Move II Plans for King and Snohomish County, which includes commitments for stations in Lynnwood and Mountlake Terrace.
- b. recognize and be compatible with local land use planning and urban design objectives within the Southwest UGA.
- c. include consideration and evaluation of additional transit services to major employment centers within the Southwest UGA.

TR-14 In order to improve transit service throughout the county, cities, the county and transit agencies should evaluate the potential to expand the Public Transportation Benefit Area (PTBA) and/or the Regional Transit District (RTD) to urban growth areas beyond the current boundaries within Snohomish County. This effort should consider the following:

- a. Revenues to be generated from the expanded areas;
- b. Potential transit service improvements in the expanded PTBA and RTD;
- c. Benefits to communities to be added to the PTBA and RTD from improved transit services;
- d. Overall countywide benefit to implementing the regional growth strategy and the objectives of city and county comprehensive plans by improving countywide and regional transit services;
- e. Roles countywide and regional agencies will assume in providing transit services; and
- f. Other relevant factors pertaining to the countywide and regional transportation system.

TR-15 Maintain, preserve and operate the cities’ and county’s existing transportation systems in a safe and usable state. The county and cities will collaborate on maintenance, management, predictable funding and safety practices that will:

- a. maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services,
- b. protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs,
- c. reduce the need for some capital improvements through investments in operations; pricing programs; demand management strategies, and system management activities that improve the efficiency of the current system,
- d. improve safety of the transportation system and, in the long term, pursue the goal of zero deaths and disabling injuries,
- e. protect the transportation system against disaster by developing prevention and recovery strategies and coordinating emergency responses, and
- f. assess and plan for adaptive transportation responses to potential threats and hazards arising from climate change.

TR-16 The county and cities, in cooperation with transit operating agencies and the WSDOT, will plan strategically to integrate concepts related to sustainability and climate change in transportation planning. This will be performed in order to:

- a. develop and coordinate transportation plans that support land use and other plan elements and contribute to a flexible, holistic and long-term approach to promote sustainability and mitigate impacts contributing to climate change;
- b. maximize efficiency of existing transportation investments and pursue measures to reduce vehicle miles of travel and greenhouse gas emissions;
- c. foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on climate and natural environment;
- d. develop and implement transportation modes, fuels and technologies that are energy-efficient and reduce negative impacts on the environment;
- e. invest in non-motorized transportation improvements within and between urban centers;
- f. promote convenient and low-impact alternatives to single-occupancy vehicles; and
- g. develop a transportation system that minimizes negative impacts to human health.

- TR-17 The county and cities will collaborate with WSDOT and transit operating agencies in order to designate transit emphasis corridors that will allow effective and integrated planning of land use and transportation. Transit emphasis corridors, as delineated by local comprehensive plans, should:
- a. be served, or planned to be served, by public transportation;
  - b. provide for transit-compatible and transit-oriented land uses and densities within transit emphasis corridors that recognize and reflect appropriate activity zones and walking distances, generally within ¼ to ½ mile of the corridor;
  - c. connect all designated mixed-use urban centers;
  - d. conform to urban design and infrastructure standards that accommodate and enhance the operations of transit services;
  - e. be planned for compact, mixed-use commercial and residential development that is designed to be transit-oriented;
  - f. include programs to implement vehicle access management measures that preserve capacity, maintain level of service standards and promote traffic safety;
  - g. include transportation control measures (TCM), transportation demand management (TDM) programs and transportation system management (TSM) programs to reduce travel delay and vehicle-miles of travel, and
  - h. ensure consistency between county, city, WSDOT and transit agency long-range transportation plans.

- TR-18 The county and cities, in cooperation with WSDOT and port authorities, should plan and implement projects and programs to ensure that freight mobility and access needs are addressed through:
- a. coordinated design and construction of regional and local transportation facilities that support manufacturing and international trade,
  - b. traffic operations measures and capital improvements that minimize the impacts of freight movement on other modes of travel,
  - c. maintenance, preservation and expansion of freight rail capacity,

- d. establishment of interjurisdictional programs aimed at preserving rail rights-of-way, and
- e. special efforts to ensure any ongoing conflicts and other needs are planned for and resolved to the greatest extent possible.

TR-19 Prepare compatible rules and procedures among affected jurisdictions and transit agencies for locating transportation facilities and services to minimize and mitigate potential adverse impacts on low income, minority, and special need populations.

TR-20 The county and cities, in cooperation with transit agencies, WSDOT and port authorities, should plan and design transportation facilities and services to efficiently interface with waterborne and air transportation terminals and facilities. It is intended that these efforts would:

- a. promote a seamless transportation system for all modes of travel,
- b. emphasize multi-modal intersection points at efficiently designed terminals,
- c. lead to coordinated fare and ticketing systems,
- d. benefit local transportation systems by reducing traffic volumes or improving traffic flows,
- e. accommodate and complement existing and planned local land use patterns.

TR-21 The county, WSDOT and cities will cooperate in planning, designing programming and constructing nonmotorized transportation facilities in Snohomish County. The county and affected cities recognize a need for:

- a. bikeway and walkway standards that are compatible among affected jurisdictions,
- b. joint planning to achieve continuous and/or direct bicycle routes between cities and major centers in Snohomish County and the Region,
- c. joint planning for a safe system of bicycle and pedestrian facilities that link residential areas, schools, recreational areas, business districts and transit centers and facilities, and
- d. new development to accommodate nonmotorized transportation facilities in its site planning.

TR-22 The county and cities, in cooperation with WSDOT and transit operating agencies, should preserve existing freight and passenger railroad rights-of-way for continued rail transportation use.

TR-23 The county, along with affected cities, will cooperate in efforts to acquire and/or purchase abandoned railroad right-of-way in order to preserve options for alternative transit corridors, such as commuter rail, between growth centers within or adjacent to Snohomish County.<sup>19</sup> The county and affected cities recognize that:

- a. interim or co-existing uses, such as freight rail, nonmotorized transportation and recreational activities need to be considered and planned in conjunction with commuter rail service,

<sup>19</sup> One example is a potential link between the cities of Woodinville and Snohomish.

- b. compatible land use types and densities need to be strategically planned at key locations to support the rail corridors, and
- c. impacts on resource lands, the natural environment and the community shall be considered with regard to preservation and use of abandoned railroad rights-of-way.

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