

## **APPENDIX E-2: CONSISTENCY WITH TRANSPORTATION 2040**

State planning law requires countywide planning policies and the transportation-related provisions in local comprehensive plans to be consistent with the adopted regional transportation plan. Together, VISION 2040 and its functional transportation plan, Transportation 2040, adopted in May 2010, provide the policy and planning framework for transportation planning in the central Puget Sound region.

VISION 2040 is the region's long-range integrated strategy for environmental, growth management, economic development, and transportation planning. The multicounty planning policies in VISION 2040 provide the full policy framework for both Transportation 2040 and the Regional Economic Strategy (which is also a functional plan of VISION 2040). Because VISION 2040 provides this framework, consistency with the adopted regional transportation plan incorporates many of the factors discussed in Appendix A-1.

Transportation 2040 is organized into seven chapters: (1) *Toward a Sustainable Transportation System*, (2) *A Strategic Approach to Regional Mobility*, (3) *A Sustainable Environment*, (4) *A Sustainable Financial Framework*, (5) *Regional Programs and Projects*, (6) *Monitoring Implementation and System Performance*, and (7) *Future Planning, Programming, and Implementation*. Each chapter is briefly summarized below, along with guidance on how Transportation 2040 applies to countywide planning efforts, local comprehensive planning, and other agency planning.

### **Toward a Sustainable Transportation System**

This chapter establishes three integrated strategies for addressing (1) congestion and mobility, (2) the environment, and (3) transportation funding. Investments are prioritized for centers and compact urban communities. Transportation 2040 calls for a transportation system that is safe, secure, and efficient. This includes moving people and goods in ways that support a healthy environment and a strong economy. Sustainable transportation means relying on cleaner and renewable sources of energy, as well as more environmentally friendly design and construction to reduce impacts. Transportation sets the region on a course to reduce greenhouse gas emissions. It also takes steps toward sustainable financing.

#### **⇒ for *Countywide Planning Policies***

- Provide guidance for countywide and local transportation planning efforts, consistent with the objectives of Transportation 2040, to address:
  - Prioritization for developing centers.
  - Safety, security, and efficiency.
  - Transportation that supports a healthy environment and strong economy.
  - Clean and renewable sources of energy.
  - Environmentally friendly transportation design and construction practices.
  - Reduction of greenhouse gas emissions.
  - Sustainable transportation financing.

#### **⇒ for *Local Comprehensive Plans, including Cities with Designated Centers***

- Ensure that local transportation planning provisions advance regional planning objectives, including:

- Prioritization for developing centers.
- Safety, security, and efficiency.
- Transportation that supports a healthy environment and strong economy.
- Clean and renewable sources of energy.
- Environmentally friendly transportation design and construction practices.
- Reduction of greenhouse gas emissions.
- Sustainable transportation financing.

⇒ ***for Transit Agencies and Other Agency Planning, including Special Districts***

- Ensure that agency transportation provisions advance regional planning objectives, including:
  - Prioritization for developing centers.
  - Safety, security, and efficiency.
  - Transportation that supports a healthy environment and strong economy.
  - Clean and renewable sources of energy.
  - Environmentally friendly transportation design and construction practices.
  - Reduction of greenhouse gas emissions.
  - Sustainable transportation financing.

Physical Design Guidelines

A set of 10 guidelines have been established to address design principles and site development characteristics that advance the mutually supportive relationship between land use and transportation. The physical design guidelines are specifically directed to designated regional centers and high-capacity transit station areas. However, they have applicability to all types of centers and compact urban development within the region. The physical design guidelines include:

1. Encourage a mix of complementary land uses.
2. Encourage compact growth by addressing density.
3. Link neighborhoods, connect streets, sidewalks and trails.
4. Integrate activity areas with surrounding neighborhoods.
5. Locate public and semipublic uses near stations.
6. Design for pedestrians and bicyclists.
7. Provide usable open spaces.
8. Manage the supply of parking.
9. Promote the benefits of on-street parking.
10. Reduce and mitigate the effects of parking.

⇒ ***for Countywide Planning Policies***

- Provide additional detail and specificity for addressing the physical design guidelines at the local level, especially for various types of centers and high capacity transit station areas.

⇒ *for Local Comprehensive Plans*

- Apply the physical design guidelines to planning for high capacity transit station areas. Also, work with the guidelines in other aspects of comprehensive planning, including development review, to create compact urban communities that are walkable and transit-oriented.

⇒ *for Cities with Designated Centers*

- For each designated regional growth center and high-capacity transit station area, demonstrate that the ten physical design guidelines in Transportation 2040 have been addressed. For manufacturing/industrial centers, develop design standards to mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas.

**Physical Design Guidelines**

*For further guidance and information, see the Design Guidelines Manual (2003) on-line at: <http://www.psrc.org/assets/254/designmanual.pdf>*

⇒ *for Transit Agencies and Other Agency Planning, including Special Service Districts*

- Address the physical design guidelines in planning efforts and decision-making for regional growth centers and high-capacity transit station areas.

**A Strategic Approach to Regional Mobility**

This chapter addresses mobility and congestion relief through (1) land use planning, (2) managing system demand, (3) transportation system management and operations, and (4) strategically adding capacity to the transportation system.

⇒ *for Countywide Planning Policies*

- Provide additional detail and specificity to guide countywide and local planning for:
  - Land use planning – including planning for centers and compact communities, and ensuring that in rural areas new highways or major roads expansions are avoided.
  - Managing system demand.
  - Transportation system management and operations.
  - Strategically adding capacity to the transportation system.
  - Developing “complete streets” provisions for making roadways better serve all users, including motorists, transit, bicyclists, and pedestrians.

⇒ *for Local Comprehensive Plans*

- Incorporate provisions and strategies for improving accessibility and mobility through:
  - Land use planning, including prioritizing centers, developing more compact urban communities that are walkable and more transit-friendly, and avoiding new highways and road expansions in rural areas
  - Advancing a full array of demand management strategies. Examples include ridesharing, telecommuting, alternatives to driving alone, flexible work schedules.

- Advancing a complete array of system management strategies. Examples include traffic signal coordination, transit prioritization treatments, parking management.
- strategically adding capacity to the transportation system in a manner consistent with adopted regional policy and local comprehensive planning objectives.
- Developing a “complete streets” programs for evolving roadways into multimodal transportation facilities that better serve all users, including motorists, transit, bicyclists, and pedestrians. Consider developing a typology of different kinds of complete street approaches for different types of roadways and streets.

⇒ ***for Cities with Designated Centers***

- Incorporate provisions and strategies for improving accessibility and mobility in centers through:
  - Land use planning, including developing plans and actions for transit-oriented development in regional growth centers, as well as related provisions and strategies to improve walking, bicycling, and access to transit – including complete street design for centers.
  - Managing system demand, including parking management planning.
  - Transportation system management and operations.
  - Strategically adding capacity to the transportation system in a manner consistent with mode split goals established for each designated center.

⇒ ***for Transit Agencies and Other Agency Planning, including Special Districts***

- Incorporate provisions and strategies for improving accessibility and mobility in centers through:
  - Land use planning, including transit system planning focused on centers, route planning that serves compact urban communities, partnering with local jurisdictions to develop plans and actions for transit-oriented development, focusing rural service to connecting towns in the rural area.
  - Managing system demand.
  - Transportation system management and operations.
  - Strategically adding capacity to the transportation system in a manner consistent with adopted regional policy and local comprehensive planning objectives.

Mobility for Those with Special Needs

Special needs transportation services provides a range of mobility options for those who cannot or do not drive. Community and private operators provide mostly demand response services. Student transportation services may be provided by public transportation agencies or by school districts.

⇒ ***for Countywide Planning Policies***

- Provide additional detail and specificity to guide countywide and local planning to serve the mobility and accessibility needs of those who cannot or do not drive.

⇒ *for Local Comprehensive Plans, including Cities with Designated Centers*

- Incorporate provisions and strategies for improving the mobility of those who do not or cannot drive by addressing barrier-free accessibility in the built environment, improved opportunities for walking, bicycling, and using transit, and siting schools and facilities housing public services in locations more central to the populations being served.

⇒ *for Transit Agencies and Other Agency Planning, including Special Districts*

- Identify opportunities to increase frequency of all-day core transit service.
- Regularly update paratransit plans to serve the needs of a growing and changing population.
- Regularly review and, as needed, revise programs for demand response service.

**Coordinated Transit-Human Services  
Transportation Plan**

*For further information, see Appendix K in  
Transportation 2040 –or – go on-line to:  
[www.psrc.org/transportation/special-needs/](http://www.psrc.org/transportation/special-needs/)*

**A Sustainable Environment**

Transportation 2040 addresses the relationship between transportation and the environment. The plan was developed with a focus on reducing the potential environmental impacts of transportation infrastructure and operations. Transportation 2040 speaks to (1) maintaining and improving air quality, (2) reducing greenhouse gas emissions, (3) improving water quality, and (4) improving and promoting health.

⇒ *for Countywide Planning Policies*

- Provide additional detail and specificity to guide countywide and local planning to reduce transportation-related impacts on air quality and climate, water quality and habitat, and on public health, including exposure to pollutants and noise, as well as improving opportunities for walking and bicycling.

**Four-Part Greenhouse Gas Reduction Strategy**

*A variety of strategies and tools will be required to effectively reduce greenhouse gas emissions from transportation. Transportation 2040 discusses a four-part strategy:*

- **Land Use** – continue to develop compact urban communities
- **User Fees** – transition over time to a roadway pricing system to reduce vehicle miles traveled
- **Choices** – continue to provide more options to driving alone
- **Technology** – improvements in fuel efficiency and the transition to alternative forms of energy

⇒ *for Local Comprehensive Plans, including Cities with Designated Centers*

- Incorporate provisions and strategies, including construction practices and for transportation operations, that measurably improve air quality, water quality, and habitat.
- Develop “green street” programs and strategies that integrate innovative stormwater management practices for roads and other transportation facilities, as well as provide for enhanced landscaping and vegetation along thoroughfares and other streets.
- Develop a jurisdictional-level greenhouse gas reduction strategy that addresses (1) land use, including the development of compact, walkable communities, (2) user fees,

including parking fees, (3) improved choices for alternatives to driving alone, and (4) technology, including the use of more fuel-efficient vehicles in the jurisdiction's fleet.

- Address public health in planning for and operating transportation, including creating improved opportunities for walking and bicycling, and reducing the public's exposure to air, water, and noise pollution from transportation facilities.
- Develop factors for addressing health impacts and emissions reductions in transportation decision-making

⇒ *for Transit Agencies and Other Agency Planning, including Special Districts*

- Incorporate provisions and strategies, including construction practices and for transportation operations, that measurably improve air quality, water quality, and habitat.
- Develop programs and strategies that integrate innovative stormwater management practices, as well as provide for enhanced landscaping and vegetation.
- Work with regional agencies and local jurisdictions to continue to develop viable alternatives to driving alone.
- Develop factors for addressing health impacts and emissions reductions in transportation decision-making.

**A Sustainable Financial Framework**

Transportation 2040 advances a financing strategy designed to address the challenges associated with funding transportation investments. The strategy envisions local actions to adjust levy rates, impact and development fees, and parking pricing. State efforts are needed to identify additional local option taxes, secure transit funding, and distribute state transportation revenues in a manner that supports best practices. Tolls and other user fees would also become a more prominent part of funding transportation.

⇒ *for Countywide Planning Policies*

- Provide guidance for transportation investments at the countywide and local level, based on Transportation 2040 financing strategy and overall transportation objectives.

⇒ *for Local Comprehensive Plans*

- Demonstrate that local transportation improvement programs and related investments commit to maintenance and preservation of local transportation facilities and services.
- Show that local investment strategies prioritize transportation improvements in centers – including regional growth centers and locally identified centers.
- Develop parking management plans that include strategies for parking pricing.
- Maximize efforts to support investments through levies, impact and development fees, and other local financing options.

⇒ *for Cities with Designated Centers*

- Prioritize investments in regional growth centers and manufacturing/industrial centers.
- Strategically leverage investments in regional growth centers to support the development of housing.
- Consider establishing improvement districts to pay for infrastructure and other investments in centers.

⇒ *for Transit Agencies and Other Agency Planning, including Special Districts*

- Demonstrate that agency programs commit to maintenance and preservation of transportation facilities and services.
- Show that local investment strategies prioritize transportation improvements in centers and high-capacity transit station areas.
- Maximize efforts to stabilize funding for transit infrastructure and service.

**Regional Programs and Projects**

This chapter describes programs and projects that have been identified to implement the region's transportation strategy. Two broad categories of investments are presented: (1) constrained and (2) unprogrammed. Constrained investments in the plan's financial strategy are funded through currently available and/or reasonably expected new revenue sources. The unprogrammed portion needs additional funding or financial analysis.

⇒ *for Countywide Planning Policies*

- Provide guidance to ensure that programs and projects identified in countywide and local transportation planning are consistent with adopted regional policy and included in Transportation 2040.

⇒ *for Local Comprehensive Plans, including Cities with Designated Centers*

- Demonstrate strategies and actions to maintain and preserve local streets, roads, sidewalks, and pathways to serve mobility and the movement of goods.

⇒ *for Transit Agencies and Other Agency Planning, including Special Districts*

- Maximize efforts to reliably finance transit operations and capital replacements.

**Monitoring Implementation and System Performance**

Transportation 2040 includes a commitment to regularly report on how the region is doing to take the steps necessary to implement VISION 2040 and Transportation 2040. While VISION 2040 includes an integrated approach to measuring both implementation of regional goals and performance in achieving a broad range of desired policy outcomes, Transportation 2040 discuss the monitoring of mobility and accessibility, mode split for various travel options, addressing the reduction of greenhouse gas emissions, preserving water quality, the application of tolling and user fees, and expenditures for transportation.

⇒ *for Countywide Planning Policies*

- Provide guidance for ensuring compatibility among regional, countywide, and local monitoring and reporting efforts.

⇒ *for Local Comprehensive Plans*

- Provide data and information needed to support regional, countywide, and local monitoring efforts.
- Provide the outcomes of monitoring to local officials to help inform decision-making processes.

⇒ *for Cities with Designated Centers*

- Establish mode-split goals for designated regional centers, and regularly report on travel by driving alone, ridesharing (including carpools and vanpools), transit, and nonmotorized travel.

⇒ *for Transit Agencies and Other Agency Planning, including Special Districts*

- Regularly report on transit ridership and cooperative planning efforts for transit-oriented development.

**Future Planning, Programming, and Implementation**

Transportation 2040 is designed to be a planning document that continues to evolve. It includes implementation actions, information on amending the plan, a discussion of corridor planning, and descriptions of the region’s transportation improvement program (TIP) and plan review process.

⇒ *for Countywide Planning Policies*

- Provide guidance for implementation of Transportation 2040 at the countywide level and locally.

⇒ *for Local Comprehensive Plans, including Cities with Designated Centers*

- As regional transportation planning efforts evolve, local comprehensive plans should be regularly reviewed and routinely updated to reflect changes and new provisions in VISION 2040 and Transportation 2040.

⇒ *for Transit Agencies and Other Agency Planning, including Special Districts*

- As regional transportation planning efforts evolve, local comprehensive plans should be regularly reviewed and routinely updated to reflect changes and new provisions in VISION 2040 and Transportation 2040.