



Appendix I-G: Multicounty Planning Policies from the 1995 VISION 2020 Document

This appendix lists the Multicounty Planning Policies for the central Puget Sound region, adopted in May 1995 by the General Assembly of the Puget Sound Regional Council, in the 1995 update of VISION 2020.

Washington's Growth Management Act requires "multicounty planning policies" (MPPs) in adjacent counties having populations of 450,000 or more (Chapter 36.70A.210(7), Revised Code of Washington). This provision applies to the central Puget Sound region. Such policies are to provide a common regional "framework" from which county and city comprehensive plans are developed and adopted.

The Act identifies eight policy areas – at a minimum – to be addressed. The following is a list of the topic areas for the multicounty planning policies included in the 1995 VISION 2020 document:

- Urban Growth Areas (RG)
- Contiguous and Orderly Development (RC)
- Regional Capital Facilities (RF)
- Housing (RH)
- Rural Areas (RR)
- Open Space, Resource Protection, and Critical Areas (RO)
- Economics (RE)
- Transportation (RT)

These eight areas address topics that are closely related and interconnected. For example, a given policy area, such as *implementing urban growth areas*, may appropriately include policies that also refer to other issue areas, including *transportation facilities and strategies*, *affordable housing*, and/or *economic development and employment*. In the 1995 VISION 2020 document, each of the eight topic areas contains one overall "framework policy," followed by more specific policies.



Multicounty Planning Policies – 1995 VISION 2020

URBAN GROWTH AREAS

RG-1 Locate development in urban growth areas to conserve natural resources and enable efficient provision of services and facilities. Within urban growth areas, focus growth in compact communities and centers in a manner that uses land efficiently, provides parks and recreation areas, is pedestrian-oriented, and helps strengthen communities. Connect and serve urban communities with an efficient, transit-oriented, multimodal transportation system.

Identify and Maintain Urban Growth Areas

RG-1.1 Identify urban growth areas sufficient in size and densities to accommodate the urban growth projected to occur, according to requirements of state law, for the succeeding 20-year period.

RG-1.2 Ensure that urban growth area and land use designations near jurisdictional borders are compatible.

Support Compact Urban Communities

RG-1.3 Preserve and enhance existing, vital neighborhoods and communities in urban areas that are compact, provide choices in housing types, and encourage travel by foot, bicycle or transit.

RG-1.4 Promote design that preserves community character and livability, creates lively and people-oriented areas, and supports transit, pedestrian and bicycle access.

RG-1.5 Promote compact and functional land use patterns and investments in existing urban communities:

- a. Provide for conveniently located, pedestrian-oriented businesses and services, such as small stores and transit stops, appropriate in scale and character to serve existing neighborhoods,
- b. Encourage redevelopment or revitalization of underused commercial areas before establishing new areas,
- c. Provide for more choices in housing type and moderate density increases through such actions as addition of accessory units and other forms of infill housing, and
- d. Encourage development of convenient and safe bicycle routes and footpaths with connection to stores, schools and other activity areas. Improve transportation connections, particularly transit and bike, between nearby communities.

RG-1.6 Support the transformation of low-density auto-oriented transportation corridors to higher-density mixed-use urban transportation corridors when redevelopment would not detract from centers or compact communities. Corridors that offer potential include those that are located near significant concentrations of residences or employment, and have the potential to support frequent transit service and increased pedestrian activity. Encourage the redevelopment of these arterials through:

- a. Addition of transit facilities, pedestrian-oriented retail, offices, housing, and public amenities,
- b. Building design and placement, street improvements, parking standards, and other measures that encourage pedestrian and transit travel, and
- c. Provision of pedestrian and bicycle connections between transportation corridors and nearby neighborhoods.

RG-1.7 When new development occurs, encourage conversion of large, undeveloped urban areas in a manner that is pedestrian- and transit-supportive, resource-efficient, and that promotes a sense of community.



Encourage a diversity of lot sizes and housing types for rental and ownership by people with different needs. Provide a network of connected streets serving transit, pedestrians, bicycles and automobiles which supports efficient travel and connects developing and established areas. Include stores, transit stops and other neighborhood-oriented uses within walking distance of most residential areas.

RG-1.8 As large undeveloped areas within the urban growth area are converted to urban uses, encourage the use of master planning to address land use, design, and development standards (including streets) to ensure coordination over time and among developers, service providers and other affected interests.

Focus Growth in Centers

RG-1.9 Encourage growth in compact, well-defined urban centers which: (1) enable residents to live near jobs and urban activities; (2) help strengthen existing communities; and (3) promote bicycling, walking and transit use through sufficient density and mix of land uses. Connect and serve urban centers by a fast and convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented, multi-modal transportation system.

RG-1.10 Provide opportunities for creation of town centers in urban areas that: (1) serve as focal points for neighborhoods and major activity areas; (2) include a mix of land uses, such as pedestrian-oriented commercial, transit stops, recreation and housing; and (3) encourage transit use, biking and walking through design and land use density.

RG-1.11 Recognize, preserve and provide for existing major manufacturing/industrial centers within urban growth areas that include an intensive concentration of manufacturing, industrial or advanced technology uses.

RG-1.12 Encourage development of enhanced comprehensive subarea plans and comprehensive environmental review for centers to expedite subsequent project-level review and approval.

CONTIGUOUS AND ORDERLY DEVELOPMENT

RC-2 Coordinate provision of necessary public facilities and services to support development and to implement local and regional growth planning objectives. Provide public facilities and services in a manner that is efficient, cost-effective, and conserves resources. Emphasize interjurisdictional planning to coordinate plans and implementation activities and to achieve consistency.

Encourage Strategic Location of Growth

RC-2.1 Encourage the location and phasing of growth within urban growth areas in a manner that supports development of urban centers and manufacturing/industrial centers, makes use of existing public facility and service capacity, and is consistent with capital facility planning, while reinforcing cities as primary locations for growth.

RC-2.2 Encourage annexation proposals that conform to an orderly expansion of city boundaries within the urban growth area and provide for a contiguous development pattern. When proposed annexations are near county borders, the process should include collaboration and proposal review by the neighboring county to ensure proper expansions and interjurisdictional cooperation.

RC-2.3 Identify and develop changes to regulatory, pricing (such as parking fees, mileage based fees and tolls), taxing and expenditure practices within the region to encourage concentrated rather than dispersed development.

Provide Services in a Coordinated and Effective Manner

RC-2.4 Ensure that the public facilities and services necessary to support development are adequate, and are provided in a coordinated, efficient and cost-effective manner which supports local and regional growth planning objectives.



RC-2.5 Promote efficient service delivery in urban growth areas by encouraging efforts to reduce the number of special districts providing urban governmental services and discouraging the creation of new special districts.

RC-2.6 Give high priority to protecting and enhancing the natural environment and public health and safety when providing services and facilities.

RC-2.7 In coordinating growth management for urban development with natural resource planning, promote urban development solutions that conserve water, energy, and land resources and protect air quality.

RC-2.8 Integrate land use and transportation planning to encourage health and human services facilities to locate near transit and other services (such as day care, retail and legal) and to promote service delivery at affordable costs.

Coordinate Planning and Implementation Activities to Achieve Consistency

RC-2.9 Coordinate planning efforts among jurisdictions, agencies and federally recognized Indian tribes where there are common borders or related regional issues to facilitate a common vision, consistency and effective implementation of planning goals. Encourage meaningful and ongoing public participation in planning efforts.

RC-2.10 Establish and maintain equitable allocations of public costs and revenue among the region's jurisdictions.

RC-2.11 Certification of transportation elements in local comprehensive plans will be based on conformity with the Growth Management Act and consistency with the adopted Metropolitan Transportation Plan, including the established regional guidelines and principles in the Plan.

All transportation elements must reflect the established regional guidelines and principles by December 31, 1996. Jurisdictions are required to identify transportation facility and service needs in their transportation elements for certification. If this identification of needs includes implementation measures, such as the listing of specific transportation projects, these measures are only examined to establish whether the overall transportation element addresses Growth Management Act requirements and consistency with the Metropolitan Transportation Plan.

Individual transportation projects themselves are not certified in the review of the transportation element. Rather, transportation projects shall be evaluated in the Regional Council's Transportation Improvement Program. Once certified, local jurisdictions' transportation elements remain certified until amended or updated.

RC-2.12 Monitor implementation of VISION 2020 to evaluate the region's success in achieving regional growth management, economic and transportation objectives, including:

- a. Efficient urban growth areas with growth focused in compact communities and centers,
- b. Efficient provision of public services and facilities,
- c. An affordable and diverse supply of housing,
- d. Preservation of rural areas, protection of the natural environment, and conservation of resources,
- e. A strong, stable and diverse economy, and
- f. An efficient, multimodal transportation system.

Coordinate regional and county performance monitoring activities to minimize data gathering and duplication of effort.



REGIONAL CAPITAL FACILITIES

RF-3 Strategically locate public facilities and amenities in a manner that adequately considers alternatives to new facilities (including demand management), implements regional growth planning objectives, maximizes public benefit, and minimizes and mitigates adverse impacts.

RF-3.1 Invest in major public facilities and urban amenities in a manner that supports the development of urban centers and manufacturing/industrial centers.

RF-3.2 Develop a process for planning for and siting regional public facilities significant to two or more counties and needed to support regional growth and planning objectives. Consider alternatives to new regional capital facilities, including demand management.

RF-3.3 Site specifically defined regional capital facilities in a manner that (1) reduces adverse societal, environmental and economic impacts on the host community; (2) equitably balances the location of new facilities; and (3) addresses regional growth planning objectives. Regionally share the burden and provide mitigation to communities impacted by regional capital facilities.

RF-3.4 Regional capital facilities proposed to be located in rural areas must either demonstrate that a non-urban site is the only appropriate location for the facility (for example, a dam) or (in the case of urban facilities) demonstrate that no urban sites are feasible as determined by siting processes. If rural siting is necessary, measures should be taken to mitigate adverse impacts and prohibit development incompatible with rural character.

HOUSING

RH-4 Provide a variety of choices in housing types to meet the needs of all segments of the population. Achieve and sustain an adequate supply of low-income, moderate-income and special needs housing located throughout the region.

RH-4.1 Promote fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability.

RH-4.2 Achieve and sustain a fair, equitable and rational distribution of low-income, moderate-income and special needs housing throughout the region consistent with land use policies and the location and type of jobs. Transportation facilities and other services should be provided to support a balance of jobs and housing. Provide a diversity of housing types to meet the housing needs of all segments of the population.

RH-4.3 Promote interjurisdictional cooperative efforts, including land use incentives and funding commitments, to ensure that an adequate supply of housing is available to all segments of the population.

RH-4.4 Preserve existing low-income, moderate-income and special needs housing and where appropriate serve it with transit. Promote development of institutional and financial mechanisms to provide for affordable housing, particularly housing located in and near urban centers and transportation corridors.

RH-4.5 Consider the economic implications of private and public regulations and practices so that the broader public benefit they serve is achieved with the least additional cost to housing.



RURAL AREAS

RR-5 Preserve the character of identified rural areas by protecting and enhancing the natural environment, open space and recreational opportunities, and scenic and historic areas; supporting small-scale farming and forestry uses; and permitting low-density residential living and cluster development maintained by rural levels of service. Support cities and towns in rural areas as locations for a mix of housing types, urban services, cultural activities, and employment that serves the needs of rural areas.

Preserve Rural Land Uses and Development Patterns

RR-5.1 Rural lands should be identified on a long-term basis and should support rural uses such as farming, forestry, mining, recreation, and other rural activities, and permit a variety of low-density residential uses which preserve rural character, and can be sustained by rural service levels.

RR-5.2 Promote clustering residential development and other techniques which protect and enhance significant open spaces, natural resources, and critical areas, and contribute to more efficient use of land. Clustering should not increase residential housing units in the overall area designated as rural, and should be consistent with desired rural densities. Development clusters should contain rural levels of service that meet health, safety and environmental standards, and should be designed, scaled and sited in a manner consistent with rural character.

RR-5.3 Support cities and towns in rural areas as locations of employment, urban services, a mix of housing types, and cultural activities for rural areas. Unincorporated rural activity areas should primarily function as locations for service needs such as grocery stores, shopping, and community services, and small-scale cottage industries for the surrounding rural area.

Establish and Maintain Rural Levels of Service

RR-5.4 Rural level-of-service standards should address sewage disposal, water, transportation and other appropriate services, be consistent with rural development patterns and densities, and support long-term preservation of rural areas. When services need to be extended to solve isolated health and sanitation problems, they should be designed for limited access so as not to increase the development potential of the surrounding rural area.

RR-5.5 When major infrastructure facilities that pass through rural areas are constructed or improved to increase their carrying capacity, they should be designed to neither negatively impact rural character, nor provide new opportunities for increased development in rural areas.

Conserve Small-Scale Natural Resource Uses in Rural Areas

RR-5.6 Promote the conservation of non-designated natural resource lands in rural areas and accommodate small-scale farming, forestry and resource-based cottage industries.

RR-5.7 Rural areas should contain low density buffers adjacent to designated natural resource lands.

OPEN SPACE, RESOURCE PROTECTION AND CRITICAL AREAS

RO-6 Use rural and urban open space to separate and delineate urban areas and to create a permanent regional greenspace network. Protect critical areas, conserve natural resources, and preserve lands and resources of regional significance.

Conserve and Protect Natural Resources and Critical Areas

RO-6.1 Conserve and enhance the region's natural resources and environmental amenities while planning for and accommodating sustainable growth.

RO-6.2 Promote regional air and water quality protection in conjunction with comprehensive plan development and implementation.



RO-6.3 Protect critical areas and other aspects of the natural environment, including wetlands, water recharge areas, fish and wildlife habitat conservation areas, flood plains, steep slopes and geologically hazardous areas.

RO-6.4 Conserve natural resources by maintaining and enhancing designated farm, forest, and mineral lands; and establish best management practices which protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.

RO-6.5 Preserve significant regional historic, visual and cultural resources including views, landmarks, archaeological sites and areas of special locational character.

RO-6.6 Encourage the use of environmentally sensitive development practices to minimize the effects of growth on the region's natural resource systems.

Develop a Regional Greenspace Network

RO-6.7 Identify, preserve, and enhance, through interjurisdictional planning, significant regional networks and linkages of open space, regional parks and recreation areas, wildlife habitats, critical areas, resource lands, water bodies and regional trails. RO-6.8 Frame and separate urban areas by creating and preserving a permanent network of urban and rural open space, including parks, recreation areas, critical areas, and resource lands. Also, within urban areas, promote development of parks and recreation areas.

RO-6.9 Develop a regional greenspace strategy that incorporates planning efforts of cities, counties, state agencies, non-profit interest groups and land trusts in the region. The strategy should identify opportunities for linkages and recommend ways to preserve a system of regional greenspaces.

ECONOMICS

RE-7 Foster economic opportunity and stability, promote economic well-being, and encourage economic vitality and family wage jobs while managing growth. Support effective and efficient mobility for people, freight, and goods that is consistent with the region's growth and transportation strategy. Maintain region-wide information about past and present economic performance. Assess future economic conditions that could affect the central Puget Sound region.

Support Retention and Expansion of the Region's Employment Base and Encourage Diversification of the Region's Economy

RE-7.1 Support and encourage region-wide coordination between public institutions and private businesses to identify the full range of public infrastructure investment and space needs necessary to promote a sustainable regional economy.

RE-7.2 Support balanced regional and local economic growth by: working with economic development agencies and major institutions to provide information about sites and services; supporting the initiatives undertaken by these agencies to develop and nurture businesses that contribute to the needs of the regional economy; encouraging the location of new or expanded economic activity in areas with public services that support proposed activities; and promoting new economic activity and employment growth that creates family wage jobs in centers such as Tacoma, Everett, and Bremerton.

RE-7.3 Strive to retain existing and nurture emerging employment and employers in the region by: minimizing obstacles to their continued operation; facilitating their expansion through coordinated capital investment in public infrastructure; and balancing the needs and requirements of commercial and industrial enterprises with the region's growth management and transportation policies.

Promote Viability and Sustainability of Centers and Compact Communities

RE-7.4 Support the economic viability of centers by encouraging collaborative review by all stakeholders of the access, design, and development needs of centers.



RE-7.5 Recognize that the long-term economic health of centers requires a range of housing alternatives for households of all income levels; employment opportunities that match the skills and background of the labor force; and a transportation system that is economical and efficient.

RE-7.6 Promote economic opportunity by encouraging employment growth in all centers, and foster strength and sustainability by supporting centers-based economic strategies identified in local comprehensive plans and countywide planning policies.

RE-7.7 Support investments in community services, infrastructure, and amenities that promote sustainable economic activity within centers and foster the development of compact communities.

RE-7.8 Develop and support a region-wide industrial strategy that promotes the use and reuse of existing manufacturing/industrial centers and, when necessary, the development of new centers by: discouraging unrelated and nonsupportive uses within and near established industrial areas; providing adequate access to the infrastructure necessary to sustain and develop these areas; and supporting reuse, redevelopment or revitalization of underused industrial areas before establishing new ones.

RE-7.9 Support industrial clusters consisting of related industries and businesses that export outside the region, have strong multipliers, have the potential for future growth and are on the leading edge of international competition.

RE-7.10 Support viable economic growth and development opportunities in cities and towns in rural areas that recognize their distinct character and economic potential, and maintain the infrastructure necessary to support natural resource industries such as fisheries, agriculture, forestry and mineral extraction.

RE-7.11 Foster renewable resources in unincorporated rural areas and designated natural resource lands by establishing and promoting management practices that protect the long-term integrity of the natural environment and assure that the long-term productivity of designated resource lands are preserved.

Sustain and Enhance Accessibility of Centers and Promote the Flow of Goods and Services In and Through the Region

RE-7.12 Through broad participation of the private sector and major institutions, identify transportation requirements and improvements necessary to sustain and enhance existing economic activity in the region and promote accessibility to and within all centers for people, information, and goods.

RE-7.13 Identify the transportation requirements of leading and emerging sectors of the regional economy, and develop a multi-modal transportation system that recognizes the distinctive needs of all business sectors of the regional economy to move goods, people and information within and through the region.

RE-7.14 Coordinate investments in transportation infrastructure with the needs of the private sector to maximize the development of current and future industrial sites, including existing ports, and to enhance the movement of goods, information and services within and between manufacturing/industrial centers.

RE-7.15 Maintain and enhance the economic viability of centers and compact communities by improving accessibility to commercial and retail sector activities and promoting circulation of goods and people.

Provide for Regional Data and Information Management Systems

RE-7.16 Work collaboratively with member jurisdictions, local governments, other public agencies and the private sector to prepare and adopt region-wide and subarea economic and demographic forecasts to comply with federal transportation and environmental planning requirements; and reconcile these forecasts with the state Office of Financial Management's countywide projections and locally derived subarea allocations prepared under provisions of the state's Growth Management Act.

RE-7.17 Develop and maintain a regional database that provides policymakers in the public and private sector with information about land use, transportation and economic conditions throughout the region.



Coordinate information provided in the regional database with the need for monitoring the implementation and performance of plans and policies developed under federal and state legislation, and provide the necessary data for continuous review and evaluation of the region's ability to achieve sustainable economic activity consistent with long-term growth management goals.

TRANSPORTATION

RT-8 Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

Optimize and Manage the Use of Transportation Facilities and Services

RT-8.1 Develop and maintain efficient, balanced, multi-modal transportation systems which provide connections between urban centers and link centers with surrounding communities by:

- a. Offering a variety of options to single-occupant vehicle travel; b. Facilitating convenient connections and transfers between travel modes;
- c. Promoting transportation and land use improvements that support localized tripmaking between and within communities;
- d. Supporting the efficient movement of freight and goods.

RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

RT-8.3 Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational, and/or cultural resources.

RT-8.4 Maximize multimodal access to marine ferry routes through:

- a. Coordinated connections to land-based transit service;
- b. Safe and convenient bicycle and pedestrian linkages;
- c. Preferential access for high-occupancy vehicles, and freight and goods movement on designated routes.

RT-8.5 Encourage public and private sector partnerships to identify freight mobility improvements which provide access to centers and regional facilities, and facilitate convenient intermodal transfers between marine, rail, highway and air freight activities, to and through the region.

RT-8.6 Promote efficient multimodal access to interregional transportation facilities such as airports, seaports, and inter-city rail stations.

RT-8.7 Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural zoning 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.

RT-8.8 Support transportation system management activities, such as ramp metering, signalization improvements, and transit priority treatments, to achieve maximum efficiency of the current system without adding major new infrastructure.

RT-8.9 Develop and periodically update regional transportation system performance standards to assist in the development of level-of-service standards for state owned and/or operated transportation facilities which seek to assure effective coordination and mutual benefit between local and state transportation systems.



RT-8.10 Support the retrofit of existing roadways and other transportation facilities to control and reduce noise, polluting runoff and barriers to fish passage.

Manage Travel Demand Addressing Traffic Congestion and Environmental Objectives

RT-8.11 Promote demand management and education programs that shift travel demand to non-single occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investments in surface, marine and air transportation.

RT-8.12 Support transportation system management programs, services, and facility enhancements which improve transit's ability to compete with single-occupant vehicle travel times.

RT-8.13 Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high-occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers. Such goals should be set for 5- to 10-year periods and periodically updated in consultation with local jurisdictions, transit agencies and WSDOT.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers. RT-8.15 Develop a public dialogue and seek broad public support for implementation of transportation pricing strategies which can reduce subsidies for less efficient travel and manage travel demand. Pricing strategies are intended to assist in achieving growth management and economic development goals and policies, and should also support objectives for energy conservation, air quality improvement and congestion management.

RT-8.16 Support opportunities to use advanced transportation and information technologies which demonstrate support for regional growth and transportation strategies.

Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns

RT-8.17 Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.

RT-8.18 Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.

RT-8.19 Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.

RT-8.20 Encourage a mix of land uses and densities at major transit access points to meet passenger needs and offer an opportunity to reduce vehicle trips.

RT-8.21 Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

RT-8.22 Support the establishment of high capacity transit stations that advance regional growth objectives by:

- a. Maximizing opportunities to walk, bike or take short transit trips to access regional transit stations;
- b. Locating stations within urban centers and at sites supporting development of concentrated urban corridors;
- c. Providing direct, frequent and convenient regional transit service between urban centers; and
- d. Providing system access to urban areas in a manner that does not induce development in rural areas.



RT-8.23 Regional high capacity transit station area guidelines should be developed by the Puget Sound Regional Council in cooperation with the Regional Transit Authority, WSDOT, local transit agencies, and local jurisdictions to establish regionally consistent expectations of appropriate development in the vicinity of high capacity transit stations (including rail, major bus, and ferry) that best support and assure effective utilization of the regional transit system.

RT-8.24 The regional high capacity transit station area guidelines should be addressed by the Regional Transit Authority, transit agencies and WSDOT in conducting planning activity through interlocal agreements to be developed with local jurisdictions for station area planning. Such planning shall set forth conditions for development and access around high capacity transit stations. Consistency with transit station area guidelines, in conjunction with other regional policies, should be addressed in developing the regional transit system within corridors.

RT-8.25 Local jurisdictions that are or will be directly served by the high capacity transit system identified in the Metropolitan Transportation Plan should develop specific station area plans as part of their comprehensive planning efforts that provide for development, services and facilities sufficient to support efficient transit service commensurate with the regional investment in transit. Local station area plans should be consistent with regional high capacity transit station area guidelines, and at a minimum address land use and density, transit-supportive development regulations, urban design, parking, and nonmotorized and motorized access.

Expand Transportation Capacity Offering Greater Mobility Options

RT-8.26 Upon potential achievement of broad public support, regional transportation pricing strategies should be considered as a method to assist in financing the costs for development, maintenance and operation of the regional multimodal transportation system in order to reflect a more direct relationship between transportation system costs and benefits.

RT-8.27 Promote an interconnected system of high-occupancy vehicle lanes on limited access freeways that provides options for ridesharing and facilitates local and express transit services connecting centers and communities. Assure safe and effective operation of the HOV system at intended design speed for transit vehicles while also enabling the region to assure attainment and maintenance of federal and state air quality standards.

RT-8.28 Support the design and development of components of the regional high-occupancy vehicle (HOV) system which improve transit access and travel time relative to single-occupant vehicle travel.

RT-8.29 Promote and support the development of arterial HOV lanes and other transit priority treatments in urban areas to facilitate reliable transit and HOV operations.

RT-8.30 Promote and assist in coordinated development and operation of higher speed intercity rail corridor services and facilities connecting the Puget Sound region with effective interregional and interstate transportation mobility which may reduce highway and air travel demands in such corridors.

RT-8.31 Support effective management and preservation of existing regional air transportation capacity and ensure that future air transportation capacity and phasing of existing airport facilities needs are addressed in cooperation with responsible agencies. Coordinate this effort with long-range comprehensive planning of land use, surface transportation facilities for effective access, and development of financing strategies.

RT-8.32 Ensure adequate capacity to serve cross-Sound travel demands that focuses on foot-passenger travel and freight and goods movement. Promote convenient connections for foot-passengers to the regional transit network.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.



RT-8.34 Support the development of roadways when they are needed to provide more efficient connections for a comprehensive road network to move people and goods when such roads will not cause the region to exceed air quality standards.

RT-8.35 Support appropriate development of freight access improvements for greater reliability and efficiency in the movement of freight and goods. Such improvements may include but are not limited to consideration of exclusive freight access facilities and/or preferential freight access where appropriate.

RT-8.36 Transportation investments in major facilities and services should maximize transportation system continuity and be phased to support regional economic development and growth management objectives.

RT-8.37 Improve intermodal connections between high capacity transit stations, (including ferry terminals, rail stations, and bus centers), major transfer points, and the communities they serve, primarily through more frequent and convenient transit service.

RT-8.38 Support opportunities to redevelop the road system as multi-modal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.

RT-8.39 Develop a high-capacity transit system along congested corridors that connects urban centers with frequent service sufficient to serve both community and regional needs.

RT-8.40 Encourage, when possible, the use of local labor when building regional transportation systems and components which could generate new economic and employment opportunities.

