

VISION 2020

1995
UPDATE

GROWTH MANAGEMENT, ECONOMIC AND TRANSPORTATION STRATEGY FOR THE CENTRAL PUGET SOUND REGION

Puget Sound Regional Council

Policy guidance for the 1995 Update to VISION 2020 was provided by the Regional Council's Growth Management and Transportation Policy Boards and the Executive Board.

Funding for this report was provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

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VISION 2020, 1995 Update

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For information regarding use of the illustrations, contact (206)464-7532.

Additional copies of this report may be obtained by contacting:

Puget Sound Regional Council • Information Center

1011 Western Avenue • Suite 500

Seattle, Washington 98104-1035

(206)464-7532 • FAX (206)587-4825 • infoctr@psrc.wa.com

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George White Location Photography

Introduction AND OVERVIEW

VISION 2020 is the long-range growth management, economic and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce and Snohomish counties. It combines a public commitment to a growth management vision with the transportation investments and programs and economic strategy necessary to support that vision. VISION 2020 also identifies the policies and key actions necessary to implement the overall strategy.

The vision is for diverse, economically and environmentally healthy communities framed by open space and connected by a high-quality, multimodal transportation system that provides effective mobility for people and goods. VISION 2020 calls for locating development in urban growth areas so services can be provided efficiently, and farmlands, forests and other natural resources are conserved. Within urban areas, it supports creation of com-

pact communities with employment and housing growth focused in centers. The strategy is designed to ensure that development in our communities makes it easier to walk, bicycle and use transit. VISION 2020 also aims to preserve rural areas by supporting rural lands for farming and forestry, low-density housing, and other uses consistent with rural character.

In adopting VISION 2020, the elected officials that make up the Regional Council recognize that jurisdictions in the region are increasingly interdependent. The decisions we make regarding how we accommodate growth, the kind of transportation system we provide, and our economy, are inextricably linked. VISION 2020 is an integrated regional growth management, economic and transportation strategy which addresses issues that cannot be comprehensively addressed within a single jurisdiction.

Central Puget Sound Region

August 1995



Note: February 28, 1996 scheduled as official date of incorporation for Edgewood and Lakewood.

Relationship of VISION 2020 to Federal and State Requirements

State laws, including the Growth Management Act, and federal laws, including the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and 1990 Clear Air Act Amendments, require the central Puget Sound region to have a regional growth management, economic and transportation strategy and a regional transportation plan. The VISION 2020 strategy for managing growth, the economy and transportation contains the following eight parts: urban growth areas; contiguous and orderly development; regional capital facilities; housing; rural areas; open space, resource protection and critical areas; economics; and transportation. Together, these eight parts constitute the Multicounty Policies for King, Kitsap, Pierce and Snohomish counties and meet the multicounty planning requirements of the Growth Management Act (RCW 36.70A.210).

The Metropolitan Transportation Plan (MTP) provides the more explicit transportation component of VISION 2020 required by ISTEA. It defines long-term transportation strategies and investments for the Metropolitan Transportation System of

King, Kitsap, Pierce and Snohomish counties. For state planning purposes, the MTP is the region's Regional Transportation Plan and meets requirements governing Regional Transportation Plans in RCW 47.80.

VISION 2020 and Other Planning Efforts

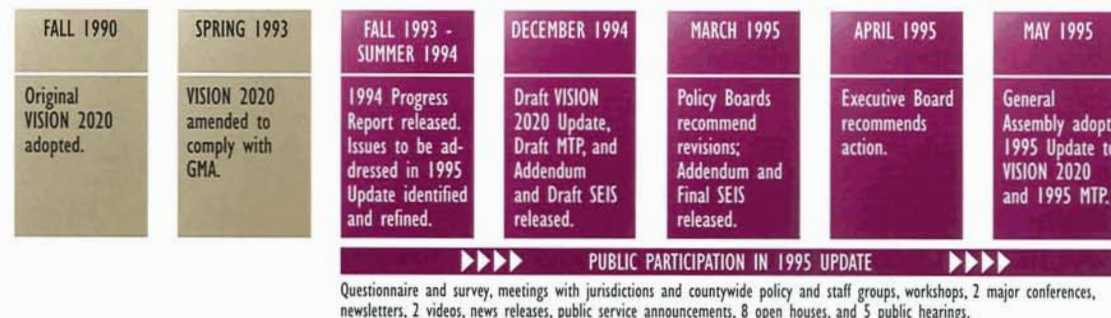
The 13 goals of the Growth Management Act provide broad statewide direction for planning and implementation. VISION 2020 provides a regional framework for achieving these goals that builds upon and supports local, countywide, regional and state planning efforts. Countywide planning policies in each of the counties supply the local framework and provide additional detail for county and city comprehensive plans. The policies in VISION 2020 reflect broad directions agreed to by member jurisdictions and agencies, and are not meant to necessarily convey regional responsibility for implementation. Many of the policies reflect and will be implemented through local comprehensive plans, and transit agency and state transportation plans and programs, as well as regional efforts.

SUMMARY OF GROWTH MANAGEMENT ACT GOALS

- *Encourage development in urban areas where public facilities and services exist or can be efficiently provided.*
- *Reduce urban sprawl.*
- *Encourage efficient, multimodal transportation systems.*
- *Provide affordable housing for citizens of all income levels, promote a variety of housing densities and types, and preserve the existing housing stock.*
- *Promote economic opportunity consistent with the capacities of the state's natural resources and public services and facilities.*
- *Respect private property rights.*
- *Provide timely, fair and predictable permit review processes.*
- *Conserve and enhance natural resources.*
- *Retain open space, conserve fish and wildlife habitat, increase access to natural resource lands and water, and provide recreational opportunities.*
- *Protect the environment and enhance the state's high quality of life.*
- *Encourage citizen participation in the planning process and ensure coordination among jurisdictions.*
- *Ensure that public facilities and services are adequate.*
- *Preserve historic and archaeological resources.*



VISION 2020 and Metropolitan Transportation Plan - Planning Process



The VISION 2020 Planning Process

VISION 2020 is the result of a planning process initiated in 1987. This initial process included detailed analysis of alternative growth and mobility scenarios which were documented in an environmental impact statement (EIS) and supplementary technical reports. The process also included broad participation by local government technical staff, the region's policymakers, and the public. In 1990, the Puget Sound Council of Governments adopted VISION 2020. The Council's successor, the Puget Sound Regional Council, reaffirmed this regional commitment by adopting VISION 2020 through its Interlocal Agreement in 1991, and amending VISION 2020 in 1993 to comply with requirements of the Growth Management Act.

Work on the 1995 update to VISION 2020 and Metropolitan Transportation Plan was initiated in the fall of 1993. At that time, the Regional Council's Executive Board and Growth Management and Transportation Policy Boards directed that the update should reinforce VISION 2020 as adopted public policy while incorporating appropriate work from local comprehensive plans, countywide planning policies, and regional and state transportation plans for the area. The Boards identified issues to be addressed in the update; these were discussed and refined through work by Regional Council staff committees, a questionnaire, meetings with jurisdictions, workshops on specific issues, and open houses in each county in July 1994.

The Regional Council also provided speakers for community meetings and produced newsletters, draft reports, and other materials, including two videos and public service announcements that were televised throughout the region, to encourage public comment. And, the Council conducted two major conferences to discuss specific issues related to the update of VISION 2020 and the Metropolitan Transportation Plan.

In December 1994, the Executive Board released the Draft VISION 2020 Update and Draft Metropolitan Transportation Plan for public review and comment. An Addendum and Draft Supplemental Environmental Impact Statement, which covered both draft documents, was also released in December. Public comment on the draft documents included letters from citizens, local jurisdictions and agencies; comments from open houses held in each county in January 1995; and testimony from a public hearing in February. In March 1995, the Addendum and Final Supplemental Environmental Impact Statement was released and the Growth Management and Transportation Policy Boards recommended revisions to the Draft Update based on public comment.



In April, a public hearing was held in each county, a second Addendum to the Final Supplemental Environmental Impact Statement was distributed, and the Executive Board recommended action on an update to VISION 2020 and Metropolitan Transportation Plan to the General Assembly. On May 25, 1995, the region's elected officials gathered at the Assembly meeting of the Puget Sound Regional Council and adopted the 1995 Update to VISION 2020 and the 1995 Metropolitan Transportation Plan.

VISION 2020 — Overview of the Regional Growth Management, Economic and Transportation Strategy

The attractive features of the central Puget Sound region, including mountains and waterways, abundant natural resources, and economic opportunities, have drawn people to this region for years. Growth has contributed to the diversity and vitality of the region. Growth has also been marked by the conversion of open space to urban sprawl, inadequate amounts of affordable housing, and overloaded roadways.

Prior to 1990, Washington's land use and environmental laws were a patchwork enacted over 100 years — a constitution written to address the prob-

lems of the 1880s, planning enabling laws adopted in the 1930s, and environmental acts passed in the 1970s. In 1990, the state Legislature adopted the Growth Management Act as the framework for managing growth in a manner that is coordinated and comprehensive. At about the same time, the central Puget Sound region adopted VISION 2020 as the region's first, integrated long-range growth and transportation strategy.

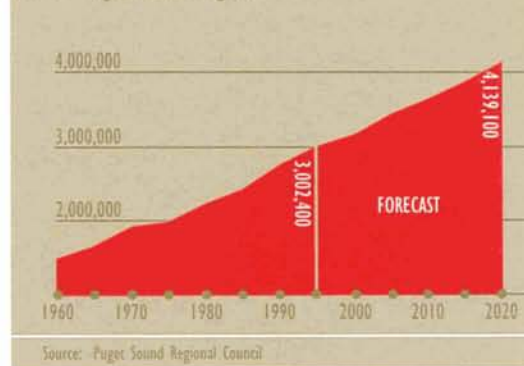
VISION 2020 responded to the region's need for a shared vision of what we want for the future, what we want to preserve, and what we need to improve. VISION 2020 stressed the importance of better mobility, environmental protection and economic prosperity. It has provided the framework for local and regional planning. (For a summary of these efforts see the VISION 2020 Update Progress Report, May 1994.)

Many challenges remain, however. Forecasts predict that the central Puget Sound region will grow by another 1.4 million residents from 1990 to 2020.

- *How can we provide adequate and affordable housing?* In 1990, the proportion of households paying 30 percent or more of their income for housing increased to nearly a third and home ownership declined to 57 percent.

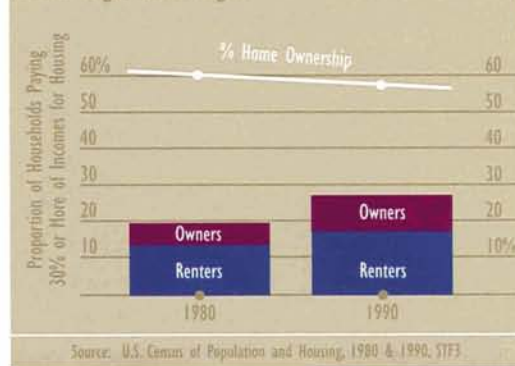
Population Projections

Central Puget Sound Region



Housing Cost and Ownership

Central Puget Sound Region



- *Where will the new residents find family-wage jobs?* Since the late 1980s, nearly 70 percent of the new jobs in the region have been in services; many of these jobs are not high-wage.
- *How will people get where they need to go?* With another 1.4 million people, the amount of delay on our freeways and arterials could be more than three times what it is now.
- *How can we pay for the needed services and facilities?* The cost of just maintaining and preserving the region's transportation system over the next 25 years is expected to be \$36 billion.
- *How will we protect our natural environment?* From 1984 to 1992, approximately 45,000 acres of natural and open space areas were developed as residences, businesses and streets.



URBAN AREAS

VISION 2020 responds to these challenges by seeking to contain much of the region's projected growth within defined urban growth areas, creating compact urban communities and vibrant centers of activity. The crux of the strategy is to restore connections between where we live, work and recreate, and create an urban environment that is amenable to walking, bicycling and using transit. In existing communities, small-scale stores and transit stops can be added to neighborhood centers near residences. Newly developed areas are to include stores and other services within walking distance of most residences. The strategy promotes redevelopment of selected low-density commercial corridors to include housing, locally-oriented retail, and sidewalks.

The strategy seeks to focus a significant share of employment and housing growth in approximately 20 urban centers connected and served by fast and frequent high capacity transit service. These centers are the focal points of many of the region's major cities, intended to attract residents and businesses to high quality transit service, proximity to services and jobs, well-designed housing, and other advantages. Though less dense, town centers are to serve a similar role for smaller cities and activity areas,

providing services and housing that support vital and active communities. VISION 2020 also stresses preservation of existing manufacturing/ industrial centers as locations for intensive manufacturing, industrial and related uses.

HOUSING

VISION 2020 calls for communities to provide a greater variety of housing choices, expanding alternatives to include single-family homes on small lots, accessory units, and townhouses as well as homes on larger lots. Ensuring that we have enough housing regionwide that is affordable for households of different incomes and needs is also a key part of the strategy.

RURAL AREAS

The region's rural lands offer a landscape filled with wooded areas, small-scale farms, and lakes and streams. In recent years, suburban growth has consumed large amounts of rural lands and services have become over used. VISION 2020 aims to preserve rural lands on a long-term basis by ensuring that proposed development is consistent with rural character. The strategy supports use of rural



Swedish Health Services

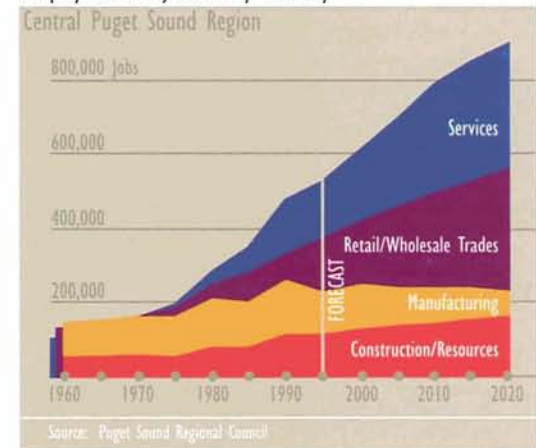
lands for farming and forestry, recreation, cottage industries, and low-density housing maintained by rural services. Cities and towns in rural areas will provide services and jobs for rural residents as well as higher density housing. Portions of these rural areas, together with natural resource lands, critical areas and other lands, are to contribute to a regional greenspace network to separate urban areas and preserve permanent regional connections of open space.

ECONOMY

VISION 2020 promotes a sustainable and stable regional economy to provide economic vitality and family wage jobs while managing growth and sup-

porting compact communities and centers. Historically, the region's rate of economic growth has fluctuated greatly due to the influence of aerospace and natural resource based industries. Recently, the growth of high technology, healthcare and other trade and service-sector businesses has helped diversify the region's economy. The VISION 2020 strategy emphasizes that continued economic stability and diversity are dependent upon public and private sector collaboration to identify needs, such as infrastructure and land, and to invest in services that will promote economic activity. The strategy also stresses the importance of developing sound economic data and other information to monitor and evaluate our progress.

Employment Projections by Industry





SERVICES AND FACILITIES

VISION 2020 promotes strategic investment in services and facilities, such as schools, utilities, and transportation, to support the proposed growth pattern. Examples of strategic investments include improving streets and sidewalks to encourage development in urban centers, and improving freight and goods movement to and from manufacturing/ industrial centers, ports, and other key locations. VISION 2020 emphasizes use of existing and planned facility capacity and investing in facilities and services that reinforce cities as primary locations for growth. VISION 2020 also stresses that new public facilities, whether landfills or libraries, need to be located in a manner consistent with the proposed growth pattern and that is equitable, minimizes adverse impacts, and maximizes benefits.

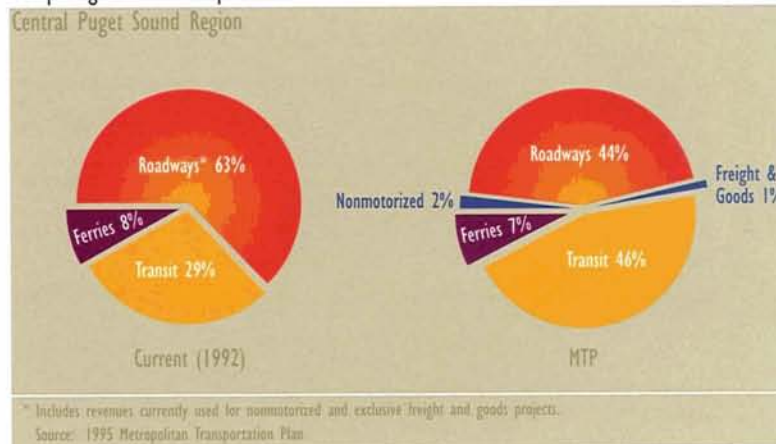
TRANSPORTATION

One of the most important factors influencing the region's development pattern is our transportation system. Decades of federally funded road construction programs have provided the United States with the most extensive road system in the world. These investment decisions and the resulting mobility have come at a cost, however. Regional travel trends continue to show more cars on the road, more trips

per person, and increases in the number of people driving alone. The region's traffic is already estimated to be among the 10 worst in the country. The consequences of continued increases in delay on people being able to get to and from work, shopping, and other destinations, and on our economy from delays in freight and goods movement, are significant.

The transportation component of VISION 2020 establishes the regional direction for responding to these trends and provides the basis for the more detailed planning and investment decisions in the Metropolitan Transportation Plan. Together, VISION 2020 and the MTP promote a multimodal transportation system that is integrated with and supported by the growth management and economic strategy. Transportation improvements and programs are balanced to establish a more efficient transportation system, shifting emphasis from highways and vehicle movement to travel options that support the movement of people and goods. This balanced system will provide opportunities for selecting among different travel options, including private automobile, transit, ridesharing, walking, and biking, to move around and throughout our communities.

Comparing Uses of Transportation Funds



To develop and support a transportation system that provides a variety of travel options, the region will focus both on transportation improvements as well as on influencing individual travel choices by increasing the attractiveness of alternatives to automobiles. Together, VISION 2020 and the Metropolitan Transportation Plan provide a four-part transportation strategy:

- *Improve efficiency through effective transportation system management.*

The strategy places the highest priority on maintenance and preservation of all elements of the transportation system — roads, transit, ferries, freight and goods, and nonmotorized.



- *Use transportation demand management measures to reduce travel demand, provide new sources of revenue, and help meet environmental objectives.*
In the short term, the region will pursue incentives to encourage transit use, ridesharing, bicycling, walking, and telecommuting. In the long term, the region will study and consider transportation pricing strategies to generate revenue for system improvements, provide incentives for travel outside of peak periods, and discourage the growth of driving alone.
- *Focus transportation investments to support transit and pedestrian-oriented land use patterns.*
Serving compact communities with high quality transit service and locating bus stops near residences are examples of effective ways to reduce the need for motor vehicle use.
- *Add transportation capacity where appropriate to provide alternatives to automobile travel, enhance safety and access, and improve freight and goods mobility.*

The strategy stresses the importance of system planning for nonmotorized and transit facilities and services, so that these enhancements can be programmed similar to street and highway improvements rather than occurring in a piecemeal fashion. Improvements to the road network to provide a more comprehensive and connected roadway system are also called for.

Together, VISION 2020 and the Metropolitan Transportation Plan reflect this region's commitment to plan for the future in a way that preserves our communities, conserves our natural and financial resources, and maintains our quality of life. VISION 2020 and the MTP also reflect our commitment to work together as a region to address regional issues. Many of the policies will be implemented through local comprehensive plans as well as transit agency and state transportation plans. Implementation will also occur through the Regional Council's work with local jurisdictions, agencies, the private sector and others to review plans and policies for consistency, develop the transportation improvement program, and monitor and evaluate progress toward achieving VISION 2020's objectives.

VISION 2020

STRATEGIES AND POLICIES

URBAN GROWTH AREAS

In the central Puget Sound region, urban areas account for 1,170 square miles and are home to 88 percent of the population. Many of these urban areas are characterized by intensity of development and diversity, offering goods and opportunities not available in rural locations. The region's urban areas are also the location of major investments in business, housing, public facilities and services.

The character and development pattern of the region's older urban communities were shaped in part by reliance on streetcars and walking as the primary modes of transportation. Streets were laid out in a grid style to accommodate streetcars and other forms of transit. Residences were located relatively close together near jobs, stores, and parks.



URBAN GROWTH AREAS

The Growth Management Act requires counties to designate and encourage growth in urban growth areas of sufficient size and density to accommodate the urban growth projected to occur in the county for the succeeding 20-year period. The Act is intended to reduce sprawl and direct development to urban areas where public facilities and services exist or can be efficiently provided. (RCW 36.70A.110) Countywide and multicounty planning policies are required to implement these provisions. (RCW 36.70A.210)

Since the mid-1940s, land development patterns changed in part due to increased automobile ownership. Jobs and stores were often in one location, homes on expansive lots in another, schools and parks someplace else. Wide streets with infrequent crosswalks and shopping malls surrounded by parking lots were designed to accommodate cars, not people. This pattern of low-density development contributed to increased loss of forests and farms, and made it increasingly expensive to extend water, sewer, streets and other services. It also favored single-family homes on large lots or complexes of apartment buildings, providing few choices in housing types. This pattern did not support walking, bicycling or use of transit to meet daily needs, leading to the overburdening of our present highway system and loss of regional mobility.

The Washington State Growth Management Act is intended to reduce sprawling, low-density development, and to ensure that growth occurs in urban growth areas to preserve rural lands, conserve natural resources, and enable efficient provision of services and facilities. The Act was passed partially in response to the recognition that our natural and financial resources are limited. In order to provide adequate facilities, services and housing, and maintain economic health, we need to change the way we accommodate growth. This does not mean that all new urban development will be high density.

In fact, in many cases, existing low density locations will not change significantly. What it does mean is taking small and big steps to better integrate the locations where we work, shop, live and recreate in a manner that uses our resources — public and private — more efficiently.

STRATEGY

Building on the base provided by the Growth Management Act, countywide planning policies, and local comprehensive plans, the VISION 2020 strategy for urban growth areas includes three parts: (1) identify and maintain urban growth areas, (2) support compact communities, and (3) focus growth in centers. Taken together, these three parts encourage a more compact development pattern that conserves resources and creates additional transportation, housing, and shopping choices.

GROWTH AREA IDENTIFICATION AND MAINTENANCE

The VISION 2020 strategy is designed to contain urban growth within designated urban growth areas, defined and separated from surrounding urban areas by farms, forest lands and other open spaces. The strategy emphasizes coordination among counties in the region to achieve compatible urban growth area designations.

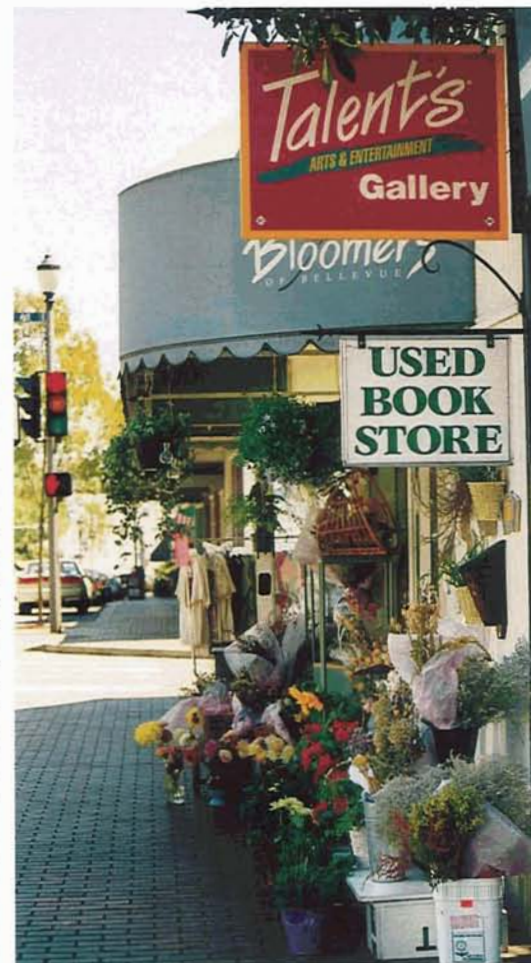
COMPACT COMMUNITIES

Compact communities are urban locations which offer transportation, housing, and shopping choices that reduce the need for automobile travel and support an efficient development pattern. The VISION 2020 strategy is to support communities that currently have these qualities, add these characteristics to locations that offer few choices, and develop vacant urban land when necessary in a manner that supports transit, conserves resources, and builds communities. The strategy also supports redevelopment of selected low-density commercial corridors to make them more transit and pedestrian oriented.

Support Existing Compact Communities. In many of the region's older communities, residents are able to walk or bicycle to neighborhood stores. Streets are laid out in a grid pattern rather than cul-de-sacs, supporting efficient transit operations. Typically a variety of housing types are included, such as single-family homes on smaller lots and small apartment buildings. The VISION 2020 strategy emphasizes preservation of these communities, as well as the addition of enhancements such as parks.

Increase Choices In Communities. VISION 2020 encourages the addition of features of older communities to locations that offer few choices. Accessory units, townhouses, and single-family houses on smaller lots can be incorporated to provide a greater variety of housing types that suit a range of ages and incomes. Small-scale stores, parks and recreation facilities, and transit stops can be located in neighborhood centers near residences to reduce travel distances. Safe, accessible sidewalks and bike paths can be provided to improve mobility within neighborhoods, and to adjacent neighborhoods and nearby centers. Certainly, all of these features will not be added to all communities. The idea is to take steps to gradually reduce dependence on automobiles and offer greater housing choices while maintaining community character.

Develop Large Areas Of Vacant Urban Land Into Communities. When new development occurs, VISION 2020 encourages conversion of large, undeveloped urban areas into compact communities with a mix of land uses, rather than residential



areas separated from jobs, stores and other services and unable to support transit. This means locating most residences within walking distance of transit stops, stores, parks and other major destinations to reduce dependence on automobiles. This includes providing a variety of housing types, such as single-family homes on small and large lots, as well as apartments, townhouses and accessory dwelling units. And it involves designing streets and possibly alleys to form networks that serve transit, pedestrians, and bicyclists as well as automobiles.

To coordinate the development of large undeveloped areas within urban growth areas, the strategy encourages the use of master planning. Through development and adoption of a master plan, a city or county can work with multiple land owners, developers, utility providers, and others to specifically define how a given area is to be developed over time. For the local jurisdiction, master planning provides a means of working with stakeholders to specifically define land uses, densities and necessary improvements for a given area. For property owners and developers, master planning provides predictability and consistency. Master planning also enables more detailed and comprehensive environmental review to be completed

upfront so that subsequent project-level review and approval can occur more efficiently.

Redevelop Selected Urban Transportation Corridors.

The VISION 2020 strategy for growth along major urban transportation corridors is to promote greater land use intensity and mix to make certain types of corridors more transit- and pedestrian-compatible and reduce the domination of auto-oriented uses. In general, corridors that offer the greatest opportunities for redevelopment are those that (1) link and would not detract from centers or compact communities, (2) are located within a short distance of significant concentrations of residences or employment, and (3) have the potential to support frequent transit and increased pedestrian activity.

Specifically, the strategy encourages the addition of neighborhood retail, offices, housing, community facilities and similar uses to urban transportation corridors. Facility improvements that contribute to transit use, walking, and bicycling, such as safe and accessible transit stops, sidewalks and reduced surface parking, are also supported. The appropriate mix and density of development, and the type of facility improvements, will depend on site-specific circumstances and the nature of development along and adjacent to corridors.





An Example of Conversion of Undeveloped Land Within the Urban Growth Area into New Neighborhoods, Snohomish County.



An Example of a Metropolitan Center and Transit Station Area, Downtown Waterfront District, Bremerton.

CENTERS

Centers are focal points within urban areas and are intended to complement compact communities. VISION 2020 includes three types of centers: (1) urban centers, (2) town centers and (3) manufacturing/industrial centers. (Tables 1 and 2 in Appendix 1 provide additional information regarding center types).

Urban Centers. The VISION 2020 strategy is to reinforce and diversify our existing urban centers. This means a significant share of growth, services, and facilities is targeted for these relatively small areas that are the focal points of many of our existing cities. The idea is to build an environment in urban centers that will attract residents and businesses to the advantages they offer. These advantages include excellent access to frequent and fast transit that connects to other centers and to surrounding neighborhoods, a selection of attractive and well-designed residences, and proximity to a diverse collection of services, shopping, recreation and jobs.

Town Centers. The strategy supports development of town centers as focal points for neighborhoods and major activity areas. Town centers are to serve local needs, providing a moderately dense mix of

housing and services such as stores, transit, libraries, and small parks that encourage walking, transit use and community activity. Investments in improved transit service and other amenities are encouraged in town centers.

Manufacturing/Industrial Centers. VISION 2020 calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and provision of infrastructure and services necessary to support these areas. To conserve land at these centers for manufacturing, industrial and related purposes, uses that are unrelated or non-supportive, such as large retail uses or non-related offices, are discouraged.

The policies and descriptions for centers in VISION 2020 are intended to provide a framework for implementation of the centers strategy. Through countywide planning, local jurisdictions have developed or are expected to work on centers criteria, strategies and incentives specific to local conditions. Identification of centers should occur through countywide planning processes, in consultation with affected interests such as transit and regional agencies, and in a manner that is compatible with the VISION 2020 center types.



POLICY NOTATION

To distinguish the multicounty policies from other policy work in the region, the capital letter “R” preceding each policy in this document indicates that it is a regional policy. The second letter refers to the topic area. The following is a list of the topic areas and the notation used to refer to each:

- 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)

Each of the eight topic areas contains an overall “framework policy” (shown in italics) followed by more specific policies.

Policies

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:

- 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,
- Encourage redevelopment or revitalization of underused commercial areas before establishing new areas,
- 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
- 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

By 2020, the population of the central Puget Sound region is expected to reach 4.14 million, a 51 percent increase from 1990. Ensuring that growth occurs in a compact manner and that people are provided with adequate services and facilities is essential to maintaining the health, safety, and economic vitality of our communities.

Key urban services include water, sewer, fire and police protection, schools, libraries, and transportation. In the past, services and facilities have not always been adequate for development. Particularly during the region's rapid growth of the 1980s, development often outpaced the ability of local governments, school districts and others to provide services. The result was overcrowded schools, congested roads, and insufficient recreational facilities. In addition, services and facilities have not consistently served fiscal, environmental, and other objectives. For example, providing urban-level services such as sanitary sewers and domestic water in

rural areas has contributed to the conversion of these lands to urban development and has resulted in higher costs.

The Growth Management Act requires local jurisdictions to determine what facilities are needed to serve the desired growth pattern and how facilities will be financed. The Act is intended to ensure timely provision of adequate services and facilities, and that urban services are not provided in rural areas where they will contribute to sprawl.

STRATEGY

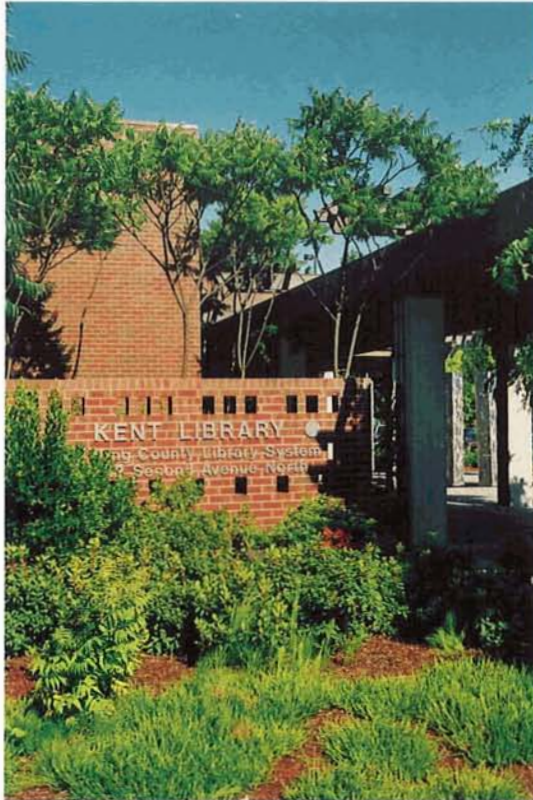
The VISION 2020 strategy for contiguous and orderly development encourages the location and timing of growth within urban growth areas to support development of centers and use of existing service and facility capacity, while reinforcing cities as primary locations for growth. The strategy calls for providing services and facilities in a

CONTIGUOUS AND ORDERLY DEVELOPMENT

Under the Growth Management Act, the public facilities and services necessary to support development must be adequate to serve development at the time of occupancy, without decreasing current service levels below locally established standards (RCW 36.70A.020).

The Act also requires that the comprehensive plan for each county and city be coordinated and consistent with the comprehensive plans of other jurisdictions with which they share common borders or regional issues (RCW 36.70A.100). The Act calls for early and continuous citizen involvement in development of plans and regulations, and timely and fair processing of development applications (RCW 36.70A.020).

The Act requires that countywide and multicounty policies address contiguous and orderly development and the provision of services, as well as interjurisdictional planning (RCW 36.70A.210).



manner that is timely and adequate to meet needs, while conserving natural and financial resources and supporting local and regional growth management objectives.

VISION 2020 places special emphasis on urban centers and manufacturing/industrial centers as high priority locations for growth. Priority can be given to these locations through a number of means, including allocation of projected growth, provision of services and facilities, or pre-development site improvements. The strategy is not intended to imply that all centers need to develop fully before growth can occur elsewhere. Rather, the strategy emphasizes that, while many locations throughout the urban growth area will develop simultaneously, priority growth areas should be given special emphasis through plans and implementation activities.

VISION 2020 encourages the use of subarea plans and programmatic environmental impact statements to simplify and streamline development review for projects in urban areas, particularly in centers. The strategy supports consideration of

taxing and pricing strategies, such as gasoline taxes or higher fees for providing services in low-density locations, to encourage compact development. The strategy also encourages public expenditures that contribute to concentrated development in urban areas, such as providing more frequent or convenient transit service.

Finally, the strategy emphasizes coordination of plans and implementation activities through interjurisdictional planning. VISION 2020 provides a regional framework for jurisdictions and agencies to work together to resolve transportation, land use, and other issues of mutual concern.

POLICIES

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.



ANALYSIS OF FISCAL IMPACT

The Growth Management Act requires that countywide and multicounty planning policies address an analysis of fiscal impact. The Central Puget Sound Hearings Board concluded in City of Snoqualmie versus King County (1993), that "the purpose of fiscal impact analysis is to realistically assess the fiscal costs and constraints of implementing countywide planning policies and thereby to contribute to the design of an effective strategy to overcome those constraints." The Board stated that "this task was imposed on cities and counties because they are the units of government directly responsible for creating and implementing the countywide planning policies as well as the parties most directly affected fiscally by implementation of the countywide planning policies." Within the central Puget Sound region, analysis of fiscal impact is deferred to the individual countywide planning policies for King, Kitsap, Pierce and Snohomish counties.

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.

PUBLIC FACILITIES

The Growth Management Act defines essential public facilities as “those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities, including substance abuse facilities, mental health facilities and group homes” (RCW 36.70A.200).

The Act places great importance on planning for public facilities. Local comprehensive plans must include capital facilities and utilities elements and may not preclude the siting of essential public facilities identified by the Washington State Office of Financial Management. Under the Act, the utilities elements of local comprehensive plans must address utility facility locations.

The Act also requires that countywide and multicounty planning policies include policies for siting public capital facilities of a countywide or statewide nature. These policies are intended to provide a framework from which county and city comprehensive plans are developed and adopted (RCW 36.70A.210).

When applying the facility and service provision policies to energy utilities, such as Puget Power, it must be recognized that they have “public service obligations” under state utility law. Electrical utilities are required to furnish service where and when demanded, and service must be provided on a uniform or nondiscriminatory basis to all customers. Private electric utilities operations, rates, and levels of service are regulated by the Washington Utilities and Transportation Commission. Other state agencies and some federal agencies also regulate certain operations of private utility companies.

REGIONAL CAPITAL FACILITIES

Regional capital facilities include transportation, recreation, education, human services, water, sewer and similar facilities that are significant to two or more counties. While capital facilities are needed to serve all of these purposes, facilities vary in terms of their potential impact on nearby areas.

It is often difficult to locate facilities such as airports and landfills due to the potential for substantial impacts on housing and other nearby uses. Less intensive facilities such as libraries are being constructed, but are not always located to support key growth management principles, such as concentration of development in urban areas or reduction in single-occupant vehicle travel. The challenge is how to meet capital facility needs in a manner that is consistent with the Growth Management Act and plans and policies developed pursuant to it, while achieving equity and minimizing impacts.

STRATEGY

VISION 2020 calls for strategically locating major capital facilities to support the proposed growth pattern. The strategy stresses the importance of investment in capital facilities and amenities to sup-

port urban centers and manufacturing/industrial centers. For example, adding amenities that attract people, such as performing art centers or plazas, is an excellent way to support the vitality of urban centers. A manufacturing/industrial center could be strengthened by adding a major research facility. The strategy also emphasizes locating regional facilities in urban areas to support the existing and future transportation system, advance regional and subregional economies, and protect the natural environment.

VISION 2020 stresses equity to ensure that regional facilities are shared by the region's communities. Reducing adverse impacts could be addressed not only by avoiding impacts to people and the environment, but also by including an amenity such as a park along with an intensive facility such as a wastewater treatment plant.

The strategy also calls for developing a process for planning for and siting regional public facilities needed to support regional growth and planning objectives. An important part of determining needs is adequately considering alternatives to new facilities. Alternatives could include expanding existing facilities or meeting the need in another way, such as providing improved transit service rather than additional road capacity.

POLICIES

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.





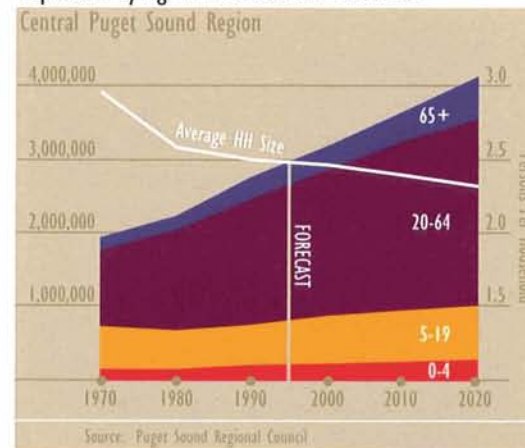
HOUSING

The housing characteristics of this region have changed over the last 15 years and current trends are projected to continue. Fewer of us are living in traditional family households of two parents with children, as indicated by a decrease in average household size. More of us are retired. In 1980, 9.8 percent of the population was 65 or older. In 1995, the proportion is estimated to be 10.7 percent. And nearly a third of us are paying 30 percent or more of our incomes for housing.

Our vision and priorities for the future have also evolved. We have designated urban growth areas to preserve natural resources. We have identified urban centers as priority locations for development and transportation improvements. We have committed to reducing the need for automobile travel.

Increased diversity in the age, income and size of households, as well as changes in the region's priorities, place demands on the housing market for a greater variety of housing types, and more affordable housing. Providing predominantly large-lot single-family houses and complexes of multi-family housing is not enough. Single-family homes on small lots, townhouses, small apartment buildings, and other housing choices are also needed.

Population by Age and Persons Per Household



Housing is a cornerstone of a sound regional strategy. Our success depends on ensuring that there is an adequate supply and variety of housing to meet the needs of current and future residents of the region.

STRATEGY

The regional strategy for housing is to provide a variety of housing types and densities for rental or ownership by all segments of the population, with a special emphasis on providing housing affordable for low-income, moderate-income and special needs households. Achieving an adequate supply involves both providing new housing and preserving existing affordable housing.

Providing people with more choices in housing type throughout the region is an important part of the VISION 2020 strategy. This can be accomplished by integrating small-scale apartments along with single-family houses, or by including some housing affordable to low- or moderate-income households along with more expensive housing. Large developments provide a special opportunity to include a variety of housing types in a single area. In existing residential neighborhoods, it is important to carefully design and locate new housing to complement and be compatible with the character of surrounding residences. For example, accessory units could be designed to match the quality and character of adjacent single-family homes. By integrating housing types, the strategy aims to enable people to remain in their community as they move through life's stages, from their first apartment as young adults, through a home they can manage when they are elderly.

Another important part of the strategy is to achieve an adequate supply and fair distribution of affordable and special needs housing throughout the region. The purpose of fair distribution is to ensure that low-income housing is not concentrated in a



few locations. In some cases, countywide policy groups have adopted procedures to equitably distribute future low- and moderate-income housing among the cities and unincorporated areas. Agreeing to an equitable distribution of affordable housing helps jurisdictions plan for meeting housing needs. A variety of institutional, financial, and regulatory mechanisms can help make it easier to provide affordable housing, including adequate zoning, financial subsidies, impact fee exemptions, and reduced regulatory requirements where feasible (such as lower parking requirements in locations with frequent transit service).

HOUSING

The Growth Management Act emphasizes availability of affordable housing for all economic segments of the population, provision of a variety of housing types and densities, and preservation of existing housing (RCW 36.70A.020)

Countywide and multicounty planning policies are to address the need for affordable housing and parameters for its distribution (RCW 36.70A.210). Housing elements of local comprehensive plans are to ensure the vitality and character of established residential neighborhoods, identify housing needs and sufficient land, and make adequate provisions for the needs of all economic segments of the population (RCW 36.70A.070).

POLICIES

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

Rural areas offer a diverse set of natural amenities and rustic characteristics that form a unique asset in our region. Common elements of rural areas include small-scale farms, wooded areas, lakes and streams, and open spaces. Historically, rural lands have undergone rapid change as they became more accessible. Suburban growth consumed large areas for housing, schools, stores, streets and other urban uses, causing irreversible changes on the rural landscape. Rural services, such as sanitary septic systems, wells and roads, have become over-used, contributing to environmental pollution, and health and safety problems. In some locations, traffic congestion has increased significantly due to growth in traffic volumes on roads not designed to accommodate urban levels of development. If suburban growth continues, rural lands will be threatened, and rural character and important small-scale resource lands will be lost.

The Growth Management Act and VISION 2020 are designed to conserve rural lands and protect these unique qualities by concentrating growth in urban areas, limiting growth in rural areas, and conserving open space and resource lands. The Act requires counties to develop a rural element in their comprehensive

plans. The rural element identifies land uses, densities and service levels compatible with rural character.

The VISION 2020 strategy for rural lands supports and advances the goals of the Growth Management Act and county planning efforts, and further defines a regional policy framework to guide effective management, preservation and enhancement of rural lands for future generations. This long-term strategy for rural lands is designed to guide the region toward a rational approach to manage growth in rural areas, preserve rural character, and protect the environment, natural resources and recreation areas.

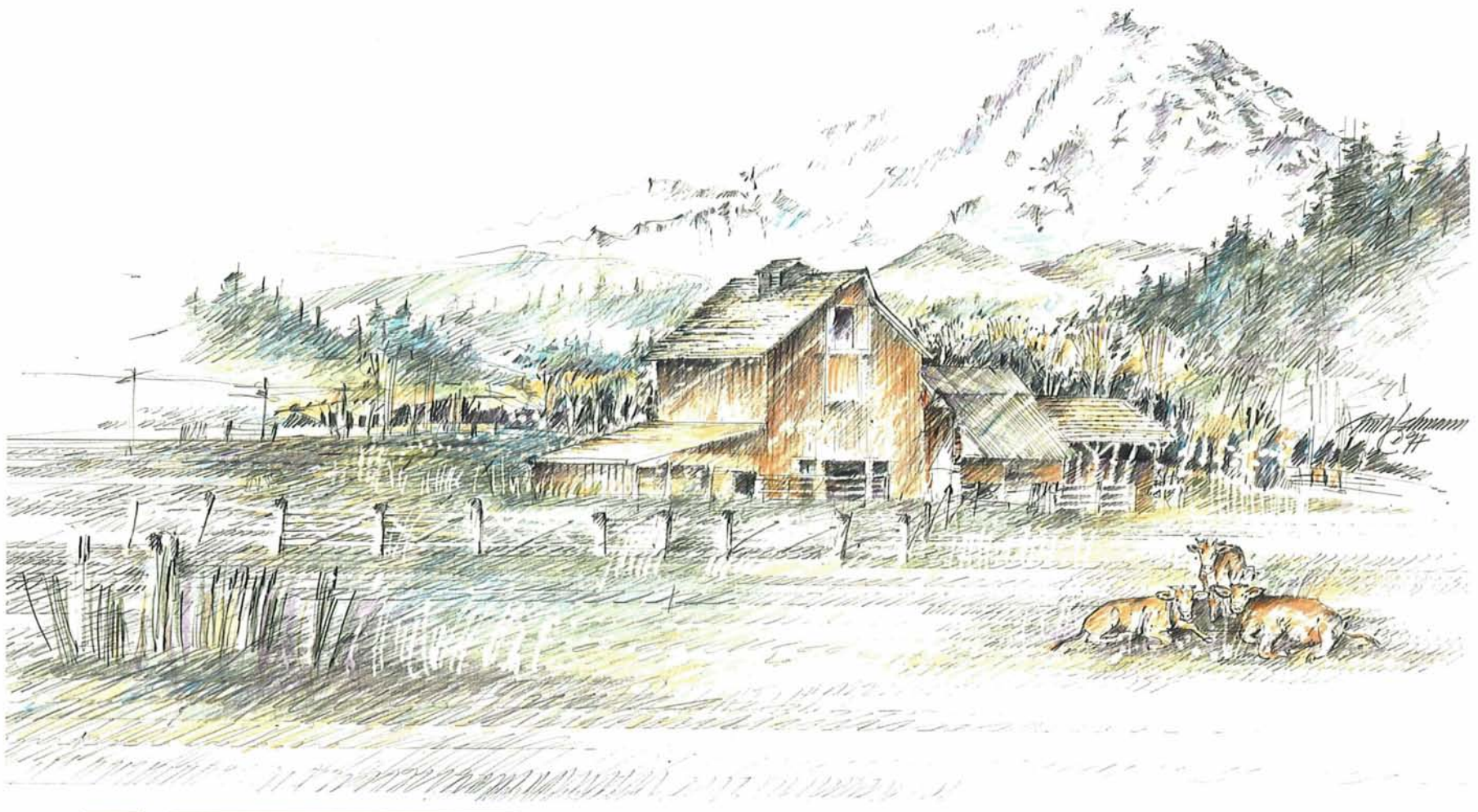
STRATEGY

The VISION 2020 strategy for rural lands is to preserve rural character by protecting and enhancing natural areas, open spaces, small-scale farming, forestry and low-density living areas. The success of this strategy revolves around four issues — permitted land uses in rural areas, appropriate densities for development that are compatible with the rural character, appropriate levels of service, and inter-jurisdictional coordination.

DEFINING RURAL

Rural is generally defined as lands that are not urban nor designated for resource protection (RCW 36.70A.070). The following definition, provided by participants in the Regional Council's 1994 Rural Workshop, seeks to further clarify and describe rural lands:

"Rural lands primarily contain a mix of low-density residential development, agriculture, forests, open space and natural areas, as well as recreation uses. Counties, small towns, cities and activity areas provide limited public services to rural residents. Rural lands are integrally linked to and support resource lands. They buffer large resource areas and accommodate small-scale farming, forestry, and cottage industries as well as other natural-resource based activities."



Land Uses. In addition to open space, natural areas, farming and forestry uses, the strategy envisions that rural lands would be used for low-density residential living areas. Commercial activities would be limited to small-scale cottage industries and small activity centers that offer limited services. The strategy supports cities and towns in rural areas as providers of higher density housing, employment opportunities, commercial uses, cultural activities and other important services for rural residents.

Densities. To preserve rural character, it is important that residential densities remain low. The strategy supports both large lot configurations and clustering of development. Clustering should be used only when appropriate to maintain rural character and to save larger contiguous open spaces.

Services. Service levels need to be adequate to meet the needs of rural residents without providing new opportunities for increased development in the rural area. The strategy advocates the establishment of rural service levels for services such as water, septic, and roads.

Coordination. Interjurisdictional planning and coordination are necessary to ensure compatibility and consistency among counties regarding development and service standards, and to take full advantage of

existing opportunities within the region, such as cross-jurisdictional open space connections.

POLICIES

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.¹

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.

¹ The King County Comprehensive Plan designates two rural communities, Fall City and the Town of Vashon, as unincorporated Rural Towns. Under Policy RR-5.3, these special King County designations would be treated in the same manner as incorporated cities and towns in rural areas.

OPEN SPACE, RESOURCE PROTECTION AND CRITICAL AREAS

The central Puget Sound region is endowed with an abundance of open space, resource lands and environmentally critical areas. Open space is a broad term used to define different types of lands that have important values and provide benefits to society. Generally, open space lands include natural and environmentally critical areas such as steep slopes, wetlands, aquifer recharge areas, lakes and streams; designated parks and trails; and natural resources, such as agriculture and forest lands.

Many of these lands are integrally connected and form an ecological system that has unique functions and attributes. Open spaces help conserve natural resources, protect environmentally critical areas, and preserve cultural and historic resources. They provide aesthetic, scenic and recreational benefits. Open spaces also provide relief from and buffer urban development and help define urban form.

As a result of population growth and associated development in the central Puget Sound region, significant open space lands have been converted to urban and suburban land uses. From 1984 to 1992, approximately 45,000 acres of natural and open



space areas were developed as residences, businesses, streets and similar uses. As urban areas continue to develop and expand, additional important open spaces and natural areas will be converted to urban uses, increasing the formation of large continuous urban areas. Conversion of natural areas and open space also took place in rural areas as a result of suburban sprawl. This change in the rural

OPEN SPACE

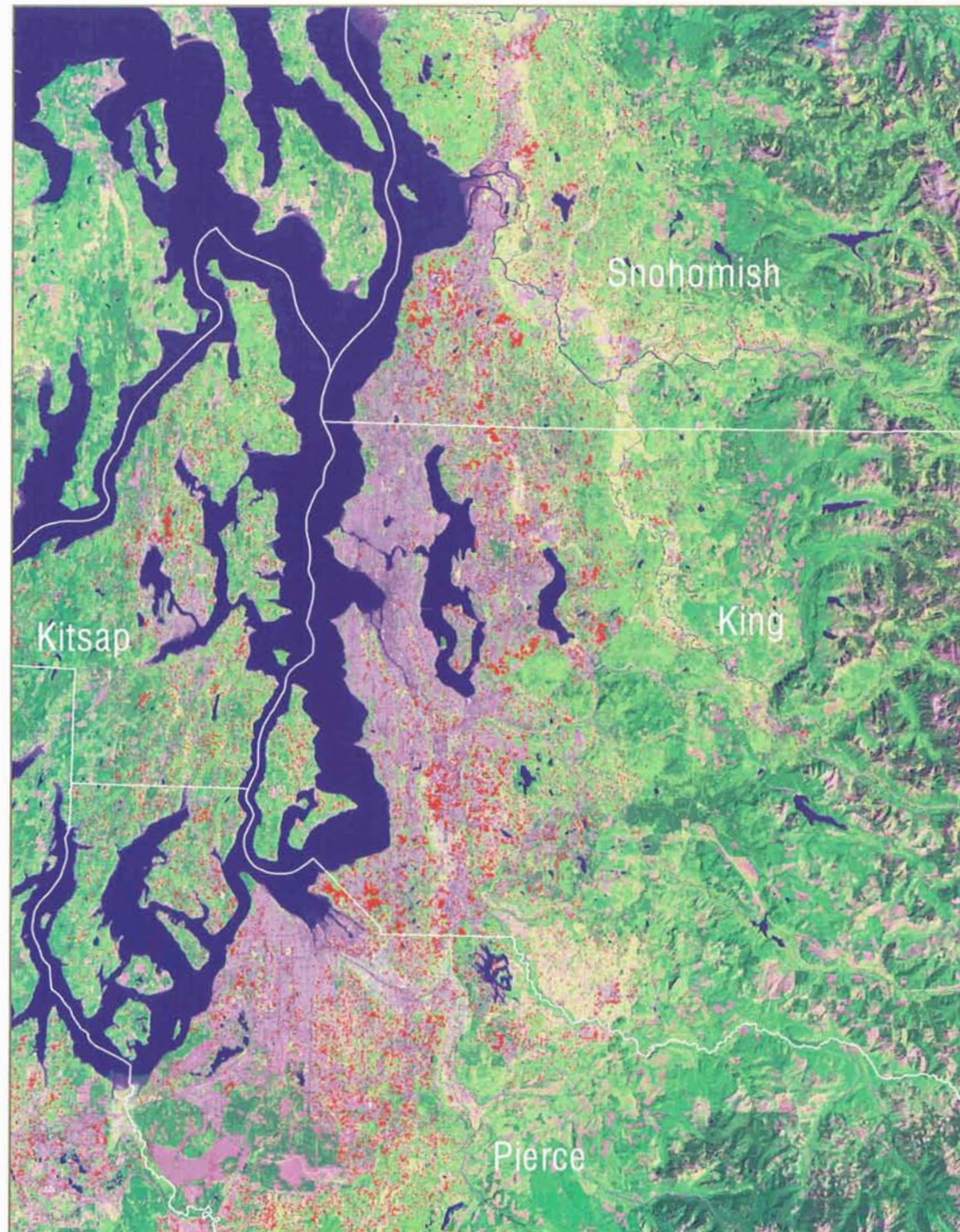
Washington State defines open space as any land area, the preservation of which, in its present use, would:

- *Conserve or enhance natural, cultural or scenic resources.*
- *Protect streams, stream corridors, wetlands, natural shorelines and aquifers.*
- *Protect soil resources and unique or critical wildlife and native plant habitat.*
- *Promote conservation principles by example or by offering educational opportunities.*
- *Enhance the value of parks, forests, wildlife preserves, nature reservations and other open spaces.*
- *Enhance recreational opportunities.*
- *Preserve historic and or archaeological sites.*

(Washington State Open Space Act RCW 84.34.020)

Land Conversion from Vegetative Cover to Urban Development, 1984-1992

August 1995



landscape has resulted in fragmentation of open space areas and wildlife corridors, and depletion of important resource lands, including farms and forests. Encroachment of natural resource lands by residential development has also created conflicts between residents and long-term resource use.

Several local, state and public interest group initiatives, combined with the Growth Management Act, provide a great opportunity to identify, designate, and protect open space lands and to link open spaces where possible into a regional network. Many jurisdictions, agencies, private trusts and others throughout the region have been successful in protecting open space and trails, and counties have designated natural resource lands. These efforts as well as future work will be important to conserving these areas for future generations.

STRATEGY

The VISION 2020 strategy for open space, resource lands, and critical areas embraces the concept of developing a regional greenspace system that protects, conserves, and connects these lands. To accomplish this purpose, the VISION 2020 strategy is made up of three parts. The first part of the

strategy is to conserve natural resources, including designated agricultural, forest and mineral lands. The strategy supports the identification, protection and management of natural resources for long-term productive use. This protection includes ensuring that natural resources are adequately buffered from adjacent non-resource-related land uses.

The second part of the strategy is to protect and preserve the natural environment and critical areas, including air, water, wetlands, soils, and wildlife habitat, as well as other significant elements of the ecosystem.

The third part is to create a regional greenspace network that separates urban areas and preserves permanent regional connections of open spaces, including parks, trails and greenways, waterways, environmentally critical areas and natural resource lands. The regional greenspace network would link existing and proposed open spaces within and outside urban areas. An important part of this effort involves working with local jurisdictions, state agencies, land trusts and others to develop a regional greenspace strategy that will help guide the region toward identifying and protecting significant open spaces.

OPEN SPACE AND RESOURCE PROTECTION GOALS

The Growth Management Act establishes the following as planning goals concerning open space and resource protection:

- *Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks;*
- *Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water;*
- *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries;*
- *Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible use (RCW 36.70A.020).*



POLICIES

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

The central Puget Sound regional economy is a complex system of business and trade relationships. The region is the major center in the Pacific Northwest for finance, insurance, health care, business and professional services, and recreation. It has a highly educated work force and is home to the University of Washington and a number of other educational and training institutions. The presence of Boeing and the state's natural resources have made aerospace, forest and agricultural products major international exports of the state. More than any other state in the nation, Washington's economy depends on foreign trade and the central Puget Sound region figures prominently in the state's trade activity.

Historically, the region's rate of economic growth has been subject to significant fluctuations. This is a result of national and international business cycles and the strong influence of cyclical industries such as aerospace and forest products. While our manufacturing and resource-based industries have provided the economic strength needed to develop this region, these strengths have also hindered our ability to achieve economic stability and made the attainment of stable economic growth objectives

more challenging. Since the 1970s, the region's economy has expanded in several important and significant new sectors, broadening the once narrow range of industries with which the region has been historically associated. Services, including retail, finance, government, and business and health services, have grown substantially, and the central Puget Sound region has been a fertile environment for new growth industries such as bio-tech and software development.

A strong economy grows at a steady and sustainable pace during economic upturns and weathers economic downturns without major cutbacks in output or employment. Our region's economic fluctuations have heightened the interest of both business and governments in developing coordinated economic and growth management policies. When the region's economy expands, pressures on land and infrastructure raise concerns about the effects of growth on the natural environment, the quality of life, and the need to avoid the problems of other rapidly growing areas of the country. When the region's economy contracts, employment growth and business retention become the focus of public concern. These fluctuations could result in

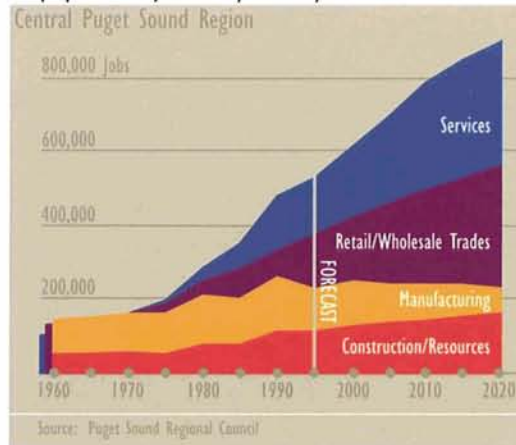


Port of Tacoma

ECONOMIC DIVERSITY AND THE INFLUENCE OF BOEING

Although the regional economy has diversified considerably since the 1970s, it is still strongly influenced by the aerospace industry. Historically, employment in the region has followed the fortunes of the Boeing Company. However, changes in total region-wide employment have moderated over time, even as Boeing has substantially reduced the number of people it employs. The growth of our economy in other important industries, particularly high technology and producer services, has helped to soften the impact of sudden changes in aerospace employment. Continued diversification will strengthen our region's economy by reducing our dependence on the fortunes of a few important industries.

Employment Projections by Industry



policies that, by the time they are implemented, produce unexpected or unintended consequences. Policies developed to address economic growth and stability should be carefully designed. They should be flexible and timely enough to avoid producing unintended consequences while supporting the long-term goals of VISION 2020's growth management and transportation strategies.

The VISION 2020 economic policies were developed from a regional perspective and were focused to fit the authority and resources of the Puget Sound Regional Council. Although numerous factors affect the region's business climate, the intent of the economic element is to concentrate on maintaining a high quality infrastructure that meets the needs of the private and public sectors, consistent

with the objectives of growth management and transportation policies.

The three elements of VISION 2020 — growth management, transportation and economic policies — must be balanced, effective and mutually supporting if they are to provide the foundation for the economic future of our region. A healthy regional economy creates family wage jobs and pays for vital public services such as education, criminal justice, and transportation. It also recognizes the significant role that higher education plays in an overall economic development strategy, both in attracting and retaining world class businesses, as a major employer, as a key participant in fostering startup companies, and as a resource for continuing education and employee training. A healthy and sustainable economy also provides the long-term economic stability necessary to care for those in need, protect the environment, and enhance our quality of life.

Identifying the factors that provide the underpinnings of a region's economy is an important part of developing effective public policy that promotes a strong and sustainable economy. The stability of the regional economy increases when it develops and diversifies through the retention and strengthening of existing businesses and the creation of new businesses.

STRATEGY

The VISION 2020 economic strategy is based on three key principles. Those principles include (1) the need to identify the economic needs of the region based on public and private sector perspectives, (2) the importance of considering both the demands of the private sector and the fiscal resources and growth management policies of the public sector, and (3) the need for reliable information about the region's performance to support policy evaluation.

The first part of the economic strategy emphasizes retention and expansion of the region's employment base and diversification of the region's economy. VISION 2020 calls for coordination between public institutions and private businesses to recognize and address the diverse needs of the region's economy and support key employment sectors.

Commercial, retail and service businesses are the economic foundation upon which the centers described in VISION 2020 are based. The ability of centers to develop and thrive is fundamental to the overall economic well-being of the region, and to fulfilling the goals of a centers-based growth strategy. The second part of the economic strategy emphasizes the importance of enhancing the viability

and sustainability of centers and compact communities through provision of adequate housing and employment opportunities, investment in services and amenities that promote economic activity, and development of an efficient transportation system. The strategy also calls for viable economic growth in cities and towns in rural areas and management of the long-term integrity of the resources on which their economics are based.

SUSTAINABLE ECONOMIC DEVELOPMENT

"Sustainable economic development" is steady, continuous, and supportable by the region's institutions and physical infrastructure — and it is balanced with preservation and management of our natural environment and resources. Sustainable economic growth should not exceed the ability of the region's natural, built, and financial resources to support current and anticipated economic activity.



The Boeing Company

THE REGIONAL ECONOMIC STRATEGY PROJECT

The Regional Economic Strategy was a collaborative project between the public and private sectors. It defined our current economic situation, and identified the economic strengths and weaknesses of prominent sectors in central Puget Sound economy. Two major reports in the "Foundations for the Future" series were produced about the region's economy. The first report, "An Economic Profile: Our Jobs, People and Resources," assessed the present state of the region's economy — identifying the strengths, weaknesses and future needs of the region. The second report, "Strategic Opportunities and Institutional Capabilities," defined the strategic opportunities for the region. High technology, manufacturing (including aerospace) and international trade offer high potential for creating high wage jobs and providing other benefits to the region. Our region also has strong service, maritime and military sectors. Although declining in importance, natural resource-based industries have traditionally played a key role in the region's economy and will continue to make important contributions to our economy.

The flow of goods, services, and information is the lifeblood of our region's economy. Businesses depend on transportation and communications infrastructure to develop, support and expand their commercial relationships; to move intermediate and finished products within the region; and to support trade and export activities on a global scale. A third part of the economic strategy calls for identification and development of transportation improvements necessary to sustain and enhance economic activity, recognize the diverse needs of all business sectors, and promote accessibility for people, information and goods.

The fourth part of the economic strategy calls for building on the region's existing database to develop better information that can be used to keep track of the region's changing economy. Without sound, fundamental, and coordinated data and research, neither the intended nor the unintended consequences of policy decisions can be determined. With reliable economic data, we can evaluate and "fine tune" policies adopted to achieve our vision of a sustainable and viable economy.





An Example of a Metropolitan Center, Downtown Everett.



POLICIES

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 out-

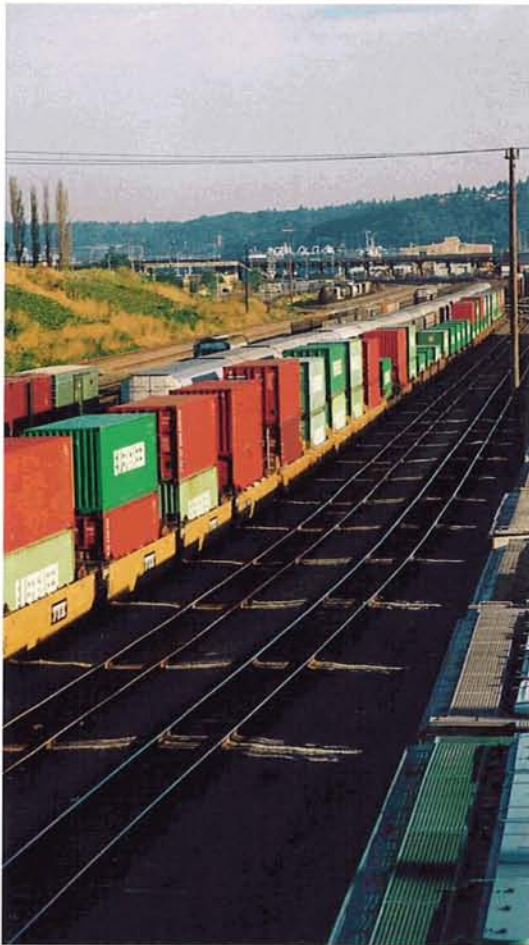
side the region, have strong multipliers, have the potential for future growth and are on the leading edge of international competition.

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

An efficient transportation system is the backbone of our region's economy and essential to the quality of our lives. Maintaining the level of mobility we enjoy today while accommodating growth throughout the region is a challenging task. The transportation component of VISION 2020 establishes the regional direction for meeting this challenge and provides a basis for the more detailed planning and investment strategies in the Metropolitan Transportation Plan.

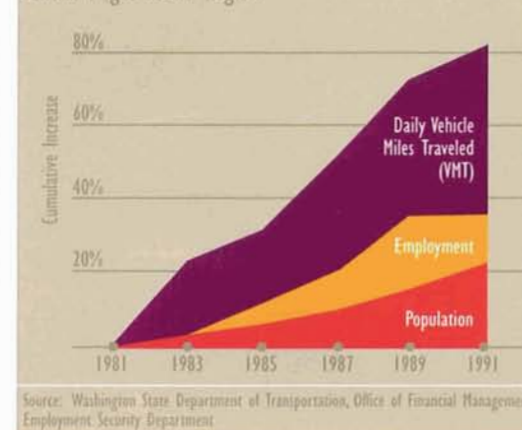
VISION 2020 was this region's first major attempt to come to grips with the challenges of growth and traffic congestion. Many communities in the region have begun to implement VISION 2020's transportation objectives. Transit, bicycle and pedestrian improvements have resulted in some gain toward providing options to automobile travel. However, progress so far is modest. Between 1980 and 1990, the number of vehicle miles travelled increased twice as fast as employment and four times as fast as population. Many of our most important highways are congested most of the day at levels that were unacceptable, even at peak hours, just a few years ago.



A number of factors have contributed to these trends. Over the past several decades, the region's growth has continued to decentralize, and residential densities in new housing developments have dropped significantly. Land use patterns have evolved in a manner that further separates jobs and housing. This type of development makes walking, bicycling and transit use less convenient and increases our dependency on automobiles for transportation.

The proportion of households with two wage-earners has increased since 1980. This change has resulted in even more trip-making per household — much of which is not work related. In recent years, the number of registered vehicles in the four-county

Travel, Job and Population Growth
Central Puget Sound Region



METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP), as the region's long-range transportation plan, will satisfy both state and federal transportation planning requirements. For state planning purposes, the Metropolitan Transportation Plan is the region's regional transportation plan. The Growth Management Act requires that the regional transportation plan and countywide planning policies be consistent with each other and that the regional transportation plan be used as the basis for determining regional consistency of transportation elements of local comprehensive plans. The Intermodal Surface Transportation Efficiency Act (ISTEA) requires that the MTP ensure adequate maintenance and preservation of the current transportation system; provide options for the movement of people, goods, and services; establish efficient transfers and connections between different travel modes; and identify how the region will pay for any improvements necessary to do this. The 1990 Clean Air Act Amendments require that the region's transportation plan demonstrate how it will achieve and maintain air quality standards.

region has grown much faster than population, the proportion of people driving alone to work has increased, and the proportion of trips by transit has declined.

The cost of automobile use remains artificially low due in part to transportation policies and expenditures that encourage and subsidize automobile use. National energy policy has kept gasoline prices much lower in the United States than in most other countries, where higher taxes are used to pay a greater proportion of the cost of facility improvements and environmental mitigation. Federal tax law also encourages automobile use by allowing a much larger deduction for employer-provided parking than the deduction allowed for employer-provided transit passes. In addition, a substantial portion of the capital and operating costs associated with the transportation system, including roadway construction and maintenance, are paid through government subsidies rather than fees and taxes paid by system users. These expenditures far outweigh the investments in alternatives to single-occupant vehicle travel.

If current trends continue from now until 2020, the impacts of growth on the region's transportation system would be severe. Average highway travel speeds would continue to deteriorate, from 26 mph

in 1990 to 18 mph in 2020. The proportion of the region's highway network experiencing congestion during the afternoon peak period would increase from 12 percent in 1990 to 27 percent in 2020.

Congestion and automobile dependency cannot be eliminated and the region does not have the financial capacity, land supply, or public support to add enough streets and highways to bring service levels to those attained 10 or 20 years ago. We can, however, better manage the region's transportation system, make improvements to it, and complement the system with land use patterns that support alternatives to automobile travel.

Together, VISION 2020 and the Metropolitan Transportation Plan (MTP) are designed to address the region's transportation problems in compliance with federal and state transportation, air quality, and growth management legislation. The policies in VISION 2020 provide direction for transportation planning and investment decisions and form the policy framework for the Metropolitan Transportation Plan. The MTP is the more explicit transportation component of VISION 2020 and describes the major projects and programs by which the region seeks to achieve desired transportation system improvements that will lead to improved mobility and less automobile dependency.

STRATEGY

The region's long-range transportation strategy is to establish a coordinated multimodal transportation system that is integrated with and supported by regionwide growth management objectives. Future growth is intended to be located within defined urban growth areas, creating compact urban communities and vibrant centers of activity. Locally identified urban centers will be the focal points of activities within urban areas and will be connected to other centers by frequent and fast high capacity transit. Land development patterns will be characterized by a greater mix of land uses, a more complete and efficient network of streets and other public rights-of-way, and, in general, will support an urban environment which is more amenable to walking, biking, and using transit.

To support growth management objectives, transportation improvements and programs will be focused on establishing a more balanced transportation system, shifting emphasis from highways and single-occupant vehicle travel to travel options that support the movement of people and goods. A balanced system would provide opportunities for selecting among different travel options, including

private automobile, public transit, ridesharing, walking, and biking, to move around and throughout our communities.

To develop and support a transportation system providing a variety of travel options, the region needs to focus on both transportation facility improvements, as well as on influencing the operating environment in which travel choices are made. Facility improvements are needed to provide the roads, transit centers, walkways, bike paths, and other infrastructure that support different travel options. Transportation's operating environment needs to change to make walking, biking, and using transit an attractive option to automobile travel. Currently, options to automobile travel are, in many areas, unattractive, and in some locations, totally unavailable. This is due to prevailing land development patterns, currently available transportation infrastructure and services, high automobile operating subsidies, and other factors influencing transportation's operating environment. To influence individual travel choices and reduce reliance on the automobile, significant changes are needed to improve the competitiveness of travel alternatives.



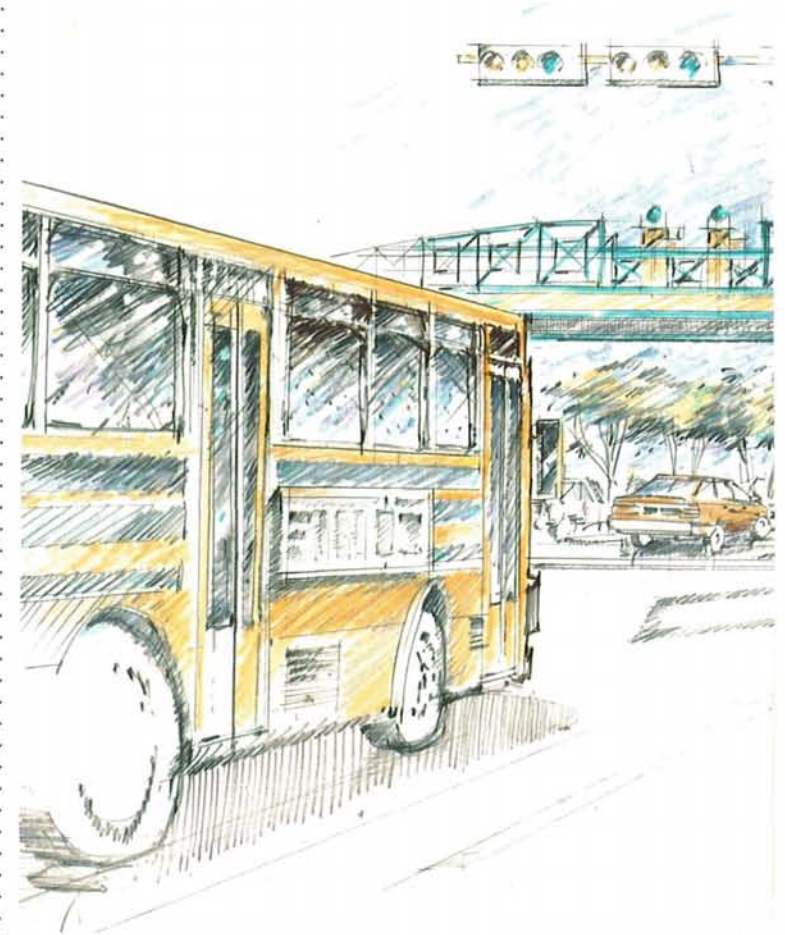
Influencing transportation's operating environment involves redirecting transportation policies and investments from the old approach of simply increasing capacity to respond to travel demand, to a new approach of supporting and encouraging new travel trends. Supplying additional capacity mainly for the automobile has not solved transportation problems — it has resulted in worsening congestion and air quality problems. The transportation strategy and policies address both the capacity expansion necessary to establish a variety of travel options and the changes in travel required to reduce auto dependence. Four broad policy areas, described below, provide the framework for the transportation strategy.

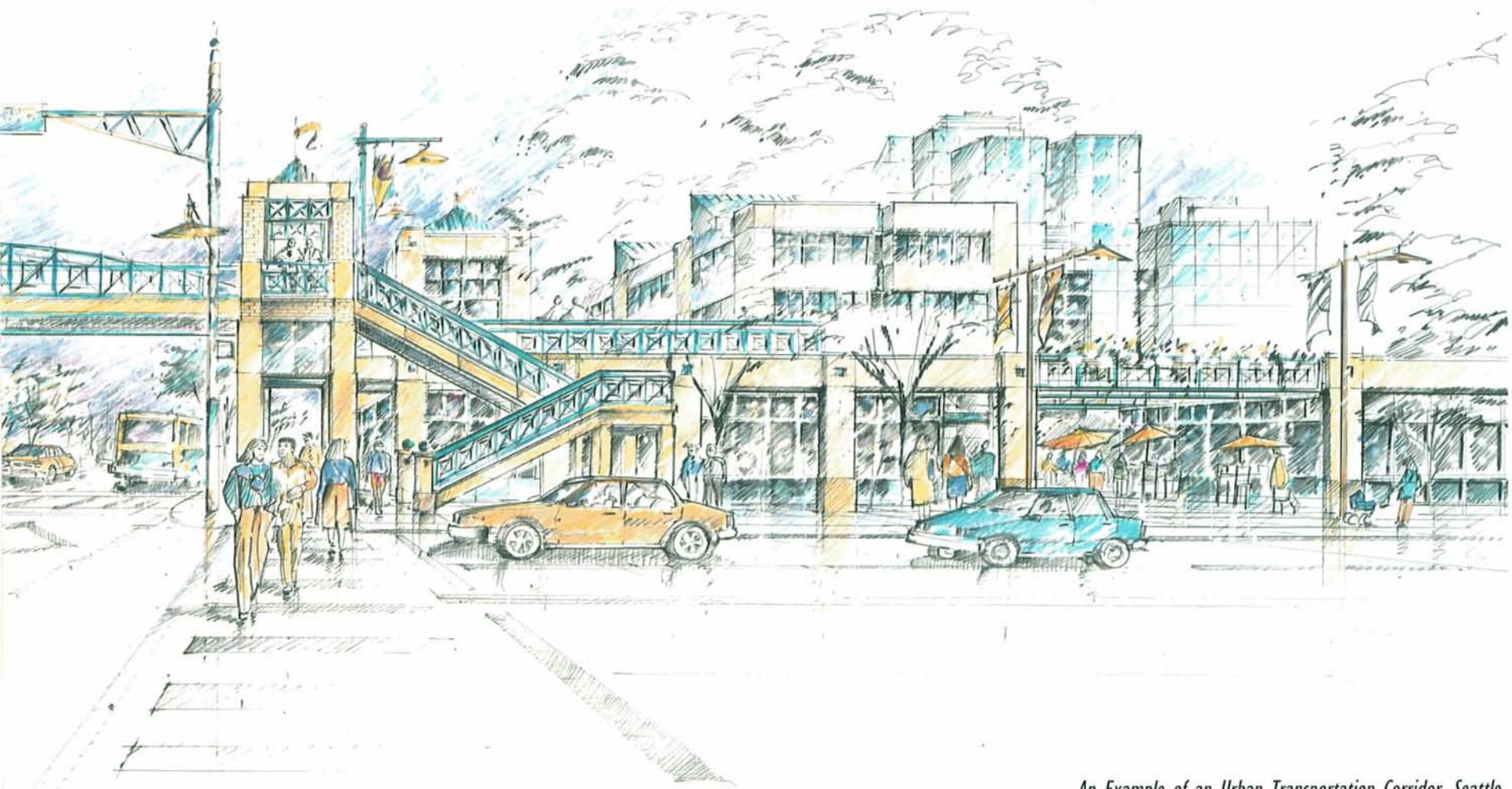
Optimize and Manage the Use of Transportation Facilities and Services. Efficient management of existing transportation facilities and services can significantly influence how well our transportation system works. A top priority of system management is to invest in the maintenance and preservation of the present transportation system to ensure that past investments are protected and that the system will remain safe and usable long into the future. In addition, system management measures that influence how different travel modes operate can increase the capacity of transportation facilities without adding major new infrastructure.

Transportation system management activities could include such actions as priority lane access for transit and other high occupant vehicles, traffic signal modifications, restructuring transit services, and applying advanced technology to improve system effectiveness.

Manage Travel Demand Addressing Traffic Congestion and Environmental Objectives. Transportation demand management (TDM) is the term for programmatic strategies designed to make efficient use of the transportation system by influencing how we travel. In the last decades, the number of trips people have made has grown at a much faster rate than population. Transportation demand management strategies are designed to slow this trend. Specifically, demand management strategies attempt to increase transit ridership, vehicle occupancy, walking and bicycling, and reduce the lengths of some trips, move them to off-peak periods, or eliminate them altogether. Demand management is aimed at reducing the rate of growth of driving alone, thereby reducing traffic congestion, vehicle emissions, and fuel consumption.

Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns. The land use and development pattern of communities has





An Example of an Urban Transportation Corridor, Seattle.



an enormous effect on how people travel and, conversely, transportation investments can dramatically influence how land is developed. Encouraging land use patterns that support a variety of travel modes will contribute significantly toward reduced dependence on the automobile. Supporting and creating land use patterns includes consideration of appropriate location, intensity, and configuration of various land use activities such as housing, jobs, stores, and schools. In addition, land use patterns are shaped by and include the roads, pathways, trails, sidewalks, and other public infrastructure that we use to travel. Promoting travel options for making short, localized trips through land use actions, such as locating stores near homes and building sidewalks to bus stops, is an effective way to shift from motor vehicle use to walking, bicycling, and using transit.

Expand Transportation Capacity Offering Greater Mobility Options. To provide for future mobility needs and achieve VISION 2020 objectives, additional transportation capacity will be needed, focused primarily on supporting alternatives to automobile travel. Increasing travel options begins with improving opportunities for pedestrian travel which, in turn, improves opportunities for transit use and other alternatives to the automobile. Major capacity expansion is needed in public transit service as

well as walking and bicycle facilities if we are to realize the goals of VISION 2020. Additionally, new roadways are needed to provide more efficient connections for a comprehensive road network to move people and goods. Opportunities will be sought to redevelop the roadway network to function as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high occupancy vehicles, automobiles, and trucks.

POLICIES

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.

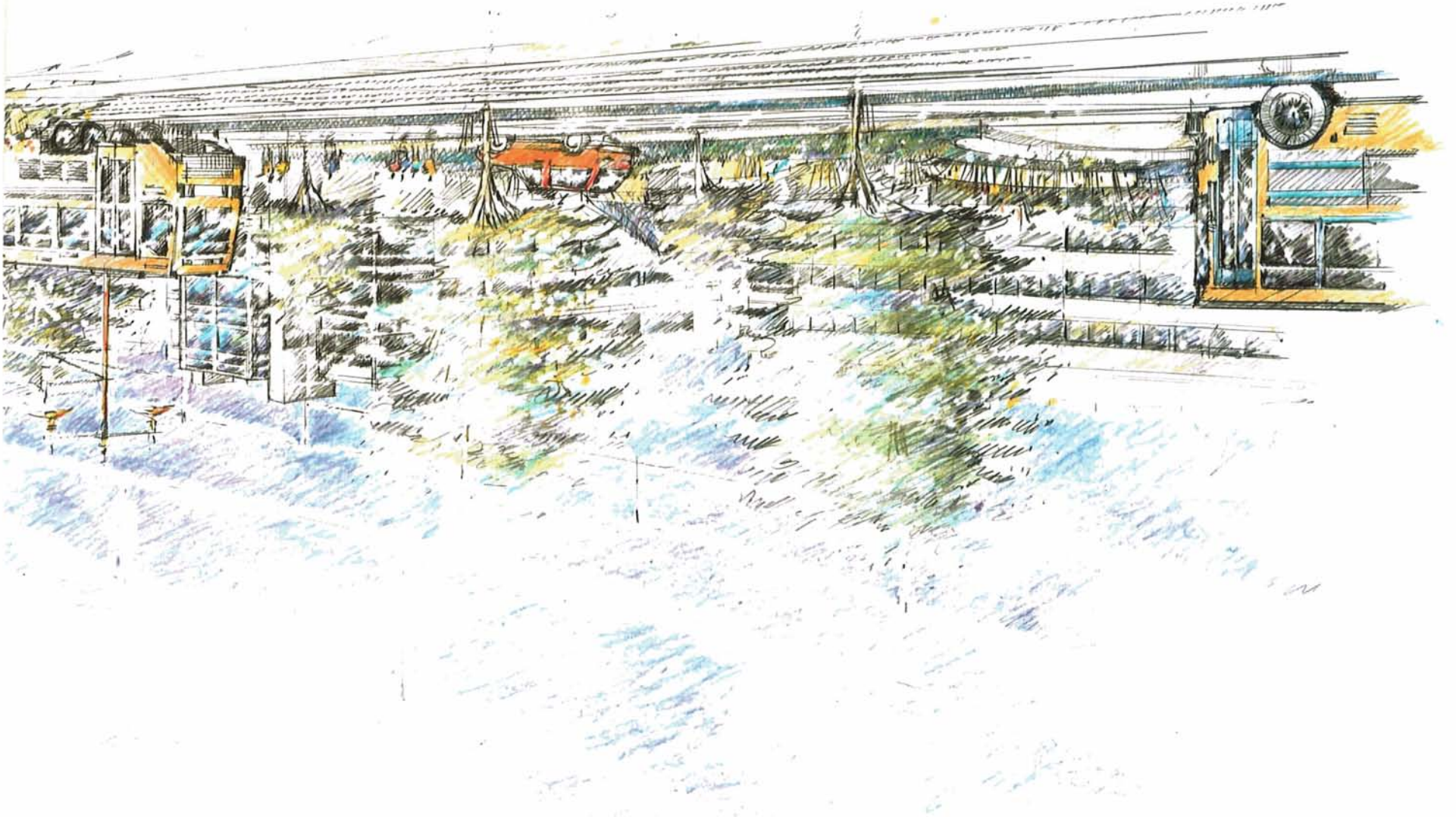


RT-8.22 Support the establishment of high capacity transit stations that advance regional growth objectives by:

- 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.

An Example of a High Capacity Transit Station Area, Redmond's Overlake District.







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.



TRANSPORTATION IMPROVEMENTS AND PROGRAMS

The improvements and programs described on the following pages represent the region's commitment to establishing a balanced transportation system. Transportation facility improvements will increase the availability of alternatives to automobile travel and emphasize the importance of direct and easy connections between travel modes. Transportation programs are primarily focused on modifying the operating environment in which transportation

choices are made to enhance opportunities to walk, bike, and use transit.

System Maintenance, Preservation and Management. Improvements that maintain and preserve the existing and future transportation system in an effective, safe, and efficient manner are the region's highest priority. In addition, transportation system management programs will be pursued that

Metropolitan Transportation Plan - Balanced Strategy for Meeting the Region's Travel Needs

Optimize the Use of the Transportation System	
Maintain and preserve existing transportation facilities and services	<ul style="list-style-type: none"> • road maintenance, transit vehicle replacement, ferry terminal improvements, ...
Manage the transportation system to operate as efficiently as possible	<ul style="list-style-type: none"> • traffic signal coordination, controlled freeway access, priority access for transit and carpools, ...
Invest in Transportation Improvements That Support Land Use Objectives	
Invest in transportation improvements that support compact land use patterns	<ul style="list-style-type: none"> • better street networks, transit serving neighborhoods, facilities for bicycling and walking, ...
Serve centers and other compact development locations with high quality transportation services	<ul style="list-style-type: none"> • fast and convenient transit to urban centers, high capacity transit station improvements, ...
Manage the Demand for Travel	
Minimize growth in auto trips and shift some trips to non-peak periods	<ul style="list-style-type: none"> • telecommuting, flexible work schedules, parking supply and cost, employee incentive programs to not drive alone, ...
Enhance opportunities for walking, bicycling, and using transit	<ul style="list-style-type: none"> • more sidewalks and bike paths, more frequent and reliable transit and passenger ferry service, ...
Selectively Expand Transportation Capacity to Improve Travel Options	
Selectively increase the capacity of all transportation options	<ul style="list-style-type: none"> • complete links in the road network, increase local transit service, establish a system of regional high capacity transit facilities and services, complete the HOV lane system, improve freight and goods movement, expand passenger ferry service, ...
Improve connections to and between travel modes to create a seamless transportation system	<ul style="list-style-type: none"> • build transit centers at major transfer points, establish multimodal terminals, coordinate ferry/bus schedules, develop higher speed inter-city rail services and facilities, ...



Metropolitan Transportation Plan

August 1995

CORRIDOR IMPROVEMENTS

- Roadway
- High Occupancy Vehicle Corridor
- High Capacity Transit Corridor
- - - - - Commuter Rail
- Passenger-only Ferry

EXISTING FACILITIES

- High Occupancy Vehicle
- Ferry



Source: 1995 Metropolitan Transportation Plan.
For specific projects, see the MTP.

This map has been replaced.
See the Destination 2030 map
in the pocket of this report.



achieve maximum efficiency of transportation facilities and services and add to the capacity of the system without requiring major investments in additional infrastructure. System management actions include expanding priority high-occupant vehicle lane access for transit vehicles; modifying traffic signals and intersection movements; restructuring area-wide transit services; applying Intelligent Transportation System (ITS) technology; and changing HOV lane operations to maintain speed and reliability of transit. A Congestion Management System (CMS) will be developed to analyze the region's congestion, identify and implement cost-effective congestion-relief actions, and evaluate results.

Transit Facilities and Services. A regional high capacity transit system, potentially including light rail, commuter rail and regional trunk bus routes, is planned to provide adequate carrying capacity and direct access to and between major urban centers throughout the region. The regional transit system would connect the downtown urban centers of Seattle, Everett, Tacoma, and Bellevue with fast, reliable, high capacity transit service. Additional transit improvements include (1) expansion of park-and-ride capacity to provide improved transit access, (2) expansion of passenger ferry service to promote foot-passenger access to cross-Sound

travel, (3) extensive local transit improvements to support access to regional transit services, and (4) greater emphasis on non-traditional transit services (such as dial-a-ride, van pools, flexible routes) where traditional fixed-route service is unproductive. These improvements are designed to ensure mobility along regional corridors connecting urban centers, provide connections from neighborhoods to regional transit services, and establish more frequent and accessible transit service within local communities.

Highway and Roadway. Improvements include completing key roadway linkages for system continuity, expansion of capacity to improve circulation to and between centers, highway safety and efficiency improvements, access control on highways that traverse areas to be protected from urban development, constructing several missing east-west links in the arterial network, widening regional arterials and freeways where necessary, increasing auto ferry capacity across the Sound, and completing an interconnected system of HOV lanes on freeways and arterials serving congested corridors. Whenever possible, construction, maintenance and preservation of roadways will include improvements to retrofit facilities to accommodate transit and nonmotorized travel modes, such as bike lanes, sidewalks, and bus pullout lanes, and to enhance historic, scenic and archaeological resources.

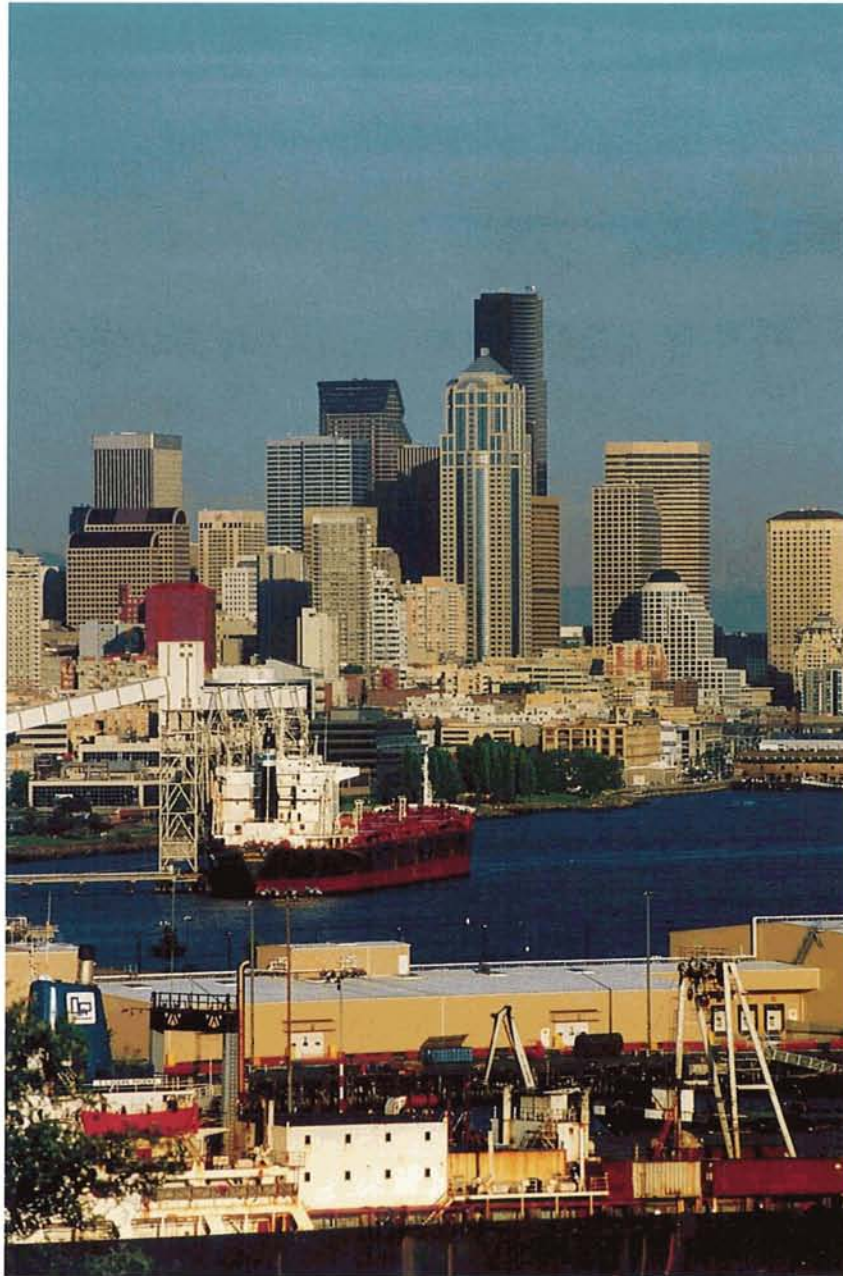
Demand Management. Transportation demand management (TDM) programs will provide both incentives to encourage transit patronage, ride-sharing, and pedestrian/bicycle travel, and disincentives to discourage driving alone. In the short term, the region's TDM efforts will focus on promoting and supporting ridematching, telecommunications, flexible work schedules, carpool parking preferences, and other programs primarily targeted at work trips. However, to be effective in reducing growth in tripmaking and vehicle miles travelled in the long term, TDM strategies must be more comprehensive and targeted at all trips, not just commute trips. Over the long-term, a more market-oriented, user-based approach to TDM will be evaluated and considered for implementation. Programs that establish market-based pricing (also known as transportation pricing) are a means of charging automobile users more of the actual costs associated with developing and maintaining the roadway system. Such programs represent a step toward treating transportation in a manner similar to valuable commodities in a market economy.

Pedestrian and Bicycle. Improvements toward greater mobility for pedestrians and bicyclists will support increases in transit services and promote the development of compact communities and centers. As the roadway system is redeveloped



over time to better accommodate the needs of pedestrians and bicyclists, a regional network of facilities for people on foot and bikes will be established such as already exists for people in cars. This network will be supplemented with additional off-road facilities for walking and biking. In combination, these improvements will establish nonmotorized connections throughout urban communities and access to transit services. Investments in pedestrian and bicycle facilities will be accompanied by changes in local zoning codes, site planning requirements, and street design standards that establish a more pedestrian and bicycle-friendly environment.

Freight and Goods Movement. Programs and improvements that foster freight and goods movement will be developed to provide for the flow of materials from suppliers to manufacturers and for the distribution of goods from manufacturers to wholesalers, retailers, and customers. Inter-regional freight and goods transport will be addressed by state-wide management systems such as the Intermodal Management System required by ISTEA. A freight mobility strategy for intra-regional transport of goods is being developed with the help of the Regional Freight Mobility Roundtable. Public and private sector partnerships will be established to identify the freight mobility improvements which



provide access to centers and regional facilities, and facilitate convenient intermodal transfers between marine, rail, highway, and air freight activities.

Inter-regional Passenger Travel. Working with the state, ports, and local agencies, inter-regional travel needs will be addressed through an integrated approach including additional air and rail capacity as well as demand management and system management to make the most efficient use of existing systems. In the near term, air transportation improvements would include a third runway at Sea-Tac Airport, provided the project meets conditions for noise reduction, demand and system management, and environmental review. In addition, improvements will be made to existing intercity rail corridors to improve speed and reliability. In the long term, the region will cooperate with the state to evaluate options to meet the region's air travel and inter-regional ground transportation needs, including further development of intercity rail. Improvements to intercity rail service, by establishing higher speed connections between the central Puget Sound region and other parts of Washington state, Oregon, California, and Canada, will be an important long-range step toward alleviating congestion on our freeways and at airports.

Implementation

Since VISION 2020 was adopted in 1990, substantial progress has been made to implement its strategies through the actions of cities and counties, agencies, businesses, community groups, and individuals. For example, jurisdictions have identified urban growth areas, critical areas and resource lands, and have designated urban centers as locations for concentrated urban growth. Counties have adopted countywide planning policies that guide and promote consistency among local comprehensive plans. Transit centers in several of the region's major cities integrate transportation and commerce, and transit agencies have expanded service, providing people with more transportation choices. Local jurisdiction and agency plans and policies and the actions that implement them will continue to be critically important to carrying out VISION 2020 during the next several years.

Implementation of VISION 2020 will also occur through regional actions. The Regional Council has three primary efforts underway that help to implement VISION 2020. These include policy and plan review, development of the Transportation Improvement Program, and monitoring. Over the next several years, the Regional Council will also work with local jurisdictions, agencies, the private sector and others on several new implementing actions designed to advance the strategies in VISION 2020.

Policy and Plan Review

One of the key features of Washington's Growth Management Act is the emphasis on coordinated and consistent planning among jurisdictions. The Act requires the state's regional transportation planning organizations such as the Regional Council to

review and certify transportation elements in comprehensive plans. In addition, countywide planning policies and the region's transportation plan are to be certified for consistency. The Regional Council's Framework Plan for regional planning also directs the agency to work with local, state, transit and other regional planning agencies to ensure that planning efforts are coordinated.

Using an Executive Board-approved process, the Regional Council works with local jurisdictions and agencies to review and assure consistency among local and regional plans and policies. The process includes three types of review: (1) coordination and consultation on local, regional, and transportation agency plans; (2) consistency review of countywide and multicounty planning policies; and (3) certification of countywide planning policies and transportation elements in local comprehensive plans.

Coordination and consultation is a voluntary process designed to identify how local governments and transportation agencies are using VISION 2020 in their planning efforts. This coordination

also establishes a mechanism for incorporating local comprehensive planning work into updates of VISION 2020.

Consistency review of countywide planning policies and multicounty planning policies is based on a comparative analysis of policy areas for regional planning identified in the Growth Management Act. Certification of countywide planning policies focuses on the consistency of the transportation-related planning policies and the Metropolitan Transportation Plan.

Certification of transportation elements in local comprehensive plans is based on conformity with the Growth Management Act and consistency with the Metropolitan Transportation Plan, including the established regional guidelines and principles in the Plan. Transportation projects included in adopted local comprehensive plans that have a certified transportation element receive streamlined Transportation Improvement Program review. Once certified, plans and policies remain certified until amended or updated.

TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Plan guides the region's long-term transportation investment decisions based on four primary principles. These principles are: (1) maintain and preserve the current transportation system, (2) aggressively pursue system management and demand management activities that optimize performance of transportation facilities and services, (3) focus transportation investments to support pedestrian-oriented land use patterns, and (4) expand transportation capacity to support travel alternatives to the automobile.

The more specific, short-range transportation investment decisions related to the Metropolitan Transportation Plan are carried out through the Transportation Improvement Program or TIP. The TIP must establish priorities for all surface transportation projects, including road, transit and ferry, for all jurisdictions in the region in order for these projects to be eligible for federal funding. In addition, all regionally significant state and locally funded projects must be evaluated for consistency with the Metropolitan Transportation Plan and included in the TIP to be modelled for air quality conformity.

A shared regional and countywide TIP project recommendation process has been developed and is



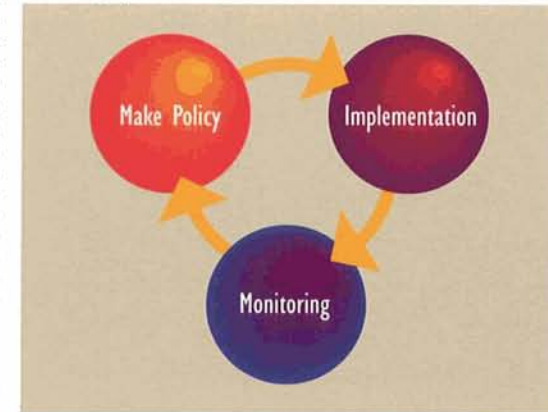
intended to support coordinated regional and countywide implementation of local comprehensive plans and the region's Metropolitan Transportation Plan. This project evaluation process will continue to be refined to more directly tie Transportation Improvement Program decisions to the Metropolitan Transportation Plan, as required by the federal Intermodal Surface Transportation Efficiency Act (ISTEA).

MONITORING VISION 2020 IMPLEMENTATION

An important part of implementing VISION 2020 is measuring progress over time and determining whether implementation of VISION 2020 is occurring and is achieving desired results, such as maintaining mobility and focusing growth in urban areas. Working with local jurisdictions, agencies and others, the Regional Council has developed a monitoring approach to provide feedback to people in the region, and especially to policymakers, on whether the policies in VISION 2020 are helping to achieve our preferred future. Monitoring also responds to ISTEA and Clean Air Act requirements. The monitoring approach has two major components, implementation monitoring and performance monitoring.

Implementation Monitoring. Implementation monitoring will provide information on the specific steps that the region, cities, counties, and agencies are taking to implement VISION 2020. Local governments and regional and state agencies all play an important role in implementing VISION 2020. Tracking their implementation activities is a critical aspect of the monitoring program. The “cause” (for example, the adoption of policies and regulations, or the investment in specified types of transportation programs) must occur before the “effect”

The Policy Cycle



can be measured (such as, changes in land use, transportation system performance, the economy, or quality of life). Identification of urban growth areas by local governments is an example of a key implementing action. Selected requirements of the Growth Management Act, state and federal Clean Air Acts, and the Intermodal Surface Transportation Efficiency Act comprise the key implementing actions that will be measured. Implementation monitoring will be accomplished through the Regional Council’s policy and plan review process, review of regionally significant public and private development projects, and review of transportation projects for inclusion in the region’s Transportation Improvement Program.

Performance Monitoring. Performance monitoring is intended to show whether the actions taken by local and regional agencies are achieving the desired results. Once a specific action has been taken, such as establishing urban growth areas, performance monitoring will assess whether this action is producing the desired effects (e.g., compact urban development and maintenance of rural areas).

An important aspect of performance monitoring is the establishment of benchmarks. By articulating key measurable objectives for the framework policies in VISION 2020 (shown in italics at the beginning of each policy area), identifying corresponding performance indicators (e.g., travel time by mode) and specifying targets for what the region hopes to achieve (e.g., reduced travel time by mode) for these indicators, the region will be able to assess whether VISION 2020 policies are producing the desired effect. These key objectives, and corresponding indicators and targets, are referred to as benchmark *objectives*, *indicators* and *targets*. The glossary provides a definition of these terms.

Establishing Benchmarks for VISION 2020. The VISION 2020 policy on monitoring includes six

key objectives the region hopes to achieve in implementing VISION 2020 and provides the structure for the monitoring program.

Policy 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, multi-modal transportation system.

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

Using only those objectives over which the Regional Council has some influence, and restating these objectives to show the desired direction of change,





the monitoring program focuses on the five benchmark objectives shown below which will be used to measure progress in achieving VISION 2020 policies. Reports will be prepared annually to assess progress in achieving the benchmark objectives.

1. *Growth.* Increase the regional portion of jobs and housing growth in urban growth areas and in centers.
2. *Housing.* Increase the supply of affordable housing in urban areas and increase the availability of various types of housing, such as townhouses, duplexes and single-family homes on smaller lots.
3. *Environment.* Increase the amount of dedicated public open space, improve air and water quality, conserve resource lands, and protect critical areas.
4. *Economy.* Sustain a strong, stable and diverse economy.
5. *Transportation.* Improve personal mobility through multimodal travel options such as walking, bicycling, and transit, and improve freight and goods mobility.

A number of jurisdictions throughout the region have embarked upon benchmarking programs.

Close coordination with these jurisdictions will help minimize duplication and provide reciprocal data sources for use in the respective programs. In addition, local input and review of the benchmark indicators will be encouraged each time the regional bench-marking program results are reported. Local review will accomplish two objectives. First, the results of evaluating the region's progress toward VISION 2020 can be used as feedback to local governments in their monitoring efforts, as well as to the Regional Council. Second, local review and input on the effectiveness of the indicators can be used to revise and add to the benchmark indicators to make them more useful.

Implementing Actions

Continued progress in implementing VISION 2020 and the Metropolitan Transportation Plan requires pursuit of the following key, long-term actions by the Regional Council in cooperation with cities, counties, countywide planning organizations, transportation agencies, the state, businesses, citizens and others. These implementing actions will be considered annually as part of development of the Regional Council's budget and work program.

GROWTH MANAGEMENT

The VISION 2020 strategy is to contain much of the region's projected growth within defined urban growth areas, creating compact urban communities and vibrant centers of activity. While this concept is not new, it does represent a way of developing land and strategically providing services that is different from the way in which development has occurred over the past 30 years.

Outreach/Research/Education/Technical Assistance. Investigate opportunities and obstacles to implement key VISION 2020 concepts (centers, urban transportation corridors, development of vacant land within urban growth areas, and rural preservation).

Infill Development. Identify and provide information and technical assistance regarding strategies that can facilitate infill development in existing urban areas.

Growth Areas. Collect and share information regarding the effectiveness of urban growth areas, including county amendment criteria and procedures and status of growth area amendments.

Housing. Collect and share information regarding the supply and distribution of low- and moderate-income housing.





Regional Public Facilities. Complete identification of a process for siting regional public facilities significant to two or more counties.

Greenspace. Convene a forum to develop a regional greenspace strategy that integrates and identifies opportunities for linkages among open space planning efforts of jurisdictions, the state, and non-profit land conservation groups.

Long-term Tools. In conjunction with local governments and others, investigate opportunities to advance VISION 2020 implementation through revenue base sharing, tax increment financing, transfer of development rights and other long-term measures.

ECONOMY

The VISION 2020 strategy emphasizes that achieving improved economic stability and diversity depends on public and private sector collaboration to identify and address issues affecting the region's economic health.

Regional Economic Forums. Provide a regional forum to identify issues and concerns affecting the economic well-being of the region.

Industrial Siting. Building on the Regional Economic Strategy and other related work, develop a regional industrial siting strategy that addresses issues such as land supply and demand, regulatory processes, and interjurisdictional coordination.

TRANSPORTATION

VISION 2020 and the Metropolitan Transportation Plan are designed to achieve a more balanced transportation system, shifting emphasis from highways and vehicle movement to efficient movement of people, freight and goods, and information. A wide range of actions, programs and projects will be the basis for implementation and are described in the Metropolitan Transportation Plan. The implementing actions listed below represent a subset of these steps.

Integrate Land Use and Transportation. Further develop strategies for integrating local land use planning with regional transportation planning, including strategies for promoting growth in centers and development in the vicinity of high capacity transit station areas.

Freight and Goods. Provide a regional forum to refine the strategy in the Metropolitan Transportation Plan for freight and goods movement.

Nonmotorized Network. In conjunction with local governments and others, initiate actions toward establishing a network of nonmotorized travel facilities.

Transportation Technology. Investigate advanced transportation technologies to determine appropriate future application in the region.

Transportation Pricing Strategies. Evaluate various transportation pricing strategies identified in the Metropolitan Transportation Plan to determine type(s) and pricing levels for public and policy consideration as the first phase of implementation. Initiate demonstration projects and public education programs prior to first phase implementation.

MONITORING AND EVALUATION

Monitoring progress over time and evaluating whether implementation of VISION 2020 is achieving desired results are key to carrying out the regional strategy and keeping it current and useful.

Monitoring VISION 2020. Continue development and implementation of a regionally coordinated monitoring system to measure progress toward achieving VISION 2020.



Congestion Management System. Complete the development and initiate implementation of a Congestion Management System.

Regional Database. Develop and maintain a regional database that provides information about land use, transportation, and economic conditions throughout the region and supports performance monitoring.



Glossary

The following terms are defined according to their intended use in this document.

Accessibility: A measure of the ability or ease of all people to travel among various origins and destinations.

Benchmark indicator: Key performance indicators for which quantifiable or directional targets may be set.

Benchmark objectives: Key objectives the region hopes to achieve through implementation of VISION 2020.

Benchmark target: A numerical goal or stated direction to be achieved that reflects the policy commitments of VISION 2020.

Centers: Compact, well-defined areas to which a mix of higher density growth or intensive land uses will be directed, connected and served by an efficient, transit-oriented, multi-modal transportation system.

Clean Air Act (CAA): The federal Clean Air Act identifies “mobile sources” (vehicles) as primary sources of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of federal air quality standards is or could be a problem. A complementary law exists at the state level in Washington State, entitled the Clean Air Washington Act.

Clustering: Locating and organizing residential housing closer together at greater densities, to indefinitely protect and conserve open space, resource lands and environmentally critical areas.

Commuter rail service: Short-haul rail passenger service operated within metropolitan and suburban areas.

Compact communities: Urban locations outside of centers which offer transportation, housing and shopping choices that reduce the need for automobile travel and support an efficient development pattern.

Congestion: A condition which does not permit movement on a transportation facility at optimal legal speeds. Characterized by unstable traffic flows. Recurrent congestion is caused by excess volume capacity. Nonrecurring congestion is caused by actions such as special events and/or traffic accidents.

Congestion Management System (CMS): A federally mandated program directed at specific urbanized areas to provide for programs to reduce traffic congestion.

Consistency: Guidance concerning the term consistency is provided by WAC Chapter 365-195: “In general, the phrase ‘not incompatible with’ conveys the meaning of ‘consistency’ most suited to preserving flexibility for local variations.”

Executive Board: The managerial and administrative body of the Puget Sound Regional Council. Members of the Executive Board are appointed

by their General Assembly constituents to represent the member governments.

General Assembly: The governing body of the Puget Sound Regional Council, composed of all members including elected officials from the executive and legislative branches of member cities, towns and counties and representatives of statutory members.

Growth Management Act (GMA): State legislation passed in April 1990 which changed land-use planning in the State of Washington to provide for better growth management and transportation planning. The Act requires that local governments in fast growing and densely populated areas develop and adopt comprehensive plans. In 1991 the GMA was amended to further define requirements and to establish a framework for coordination among local governments through countywide and multicounty planning policies (RCW 36.70A).

High capacity transit: Transit systems operating, in whole or part, on a fixed guideway, dedicated right-of-way or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit. Examples include express bus on HOV lanes, passenger ferry service, and light and heavy rail systems.

High-occupancy vehicle (HOV) lane: Lanes on a highway or freeway which are restricted for use by vehicles carrying two or more passengers with the exception of motorcycles.

Implementation monitoring: Tracking actions considered key to the implementation of VISION 2020, e.g. refinement of the regional transportation plan, adoption or amendment of comprehensive plans, and investment in transportation programs

Intermodal: Accommodation or interconnection between different modes of transportation, both public and private, serving the movement of people and goods.

Intermodal Surface Transportation Efficiency Act (ISTEA): ISTEA is a federal law, enacted in 1991, that reauthorizes federal statutes on planning and funding for roadways and transit projects. ISTEA made broad changes in the manner that transportation decisions are made. It emphasizes diversity and balance of modes, and preservation of existing systems over construction of new facilities, especially roads. It adds a series of social, environmental, and energy factors that must be considered in addition to traditional considerations for transportation planning, programming, and project selection.

Jurisdiction: Includes counties and cities. As appropriate, the term “jurisdiction” also includes federal and state agencies and federally recognized tribes.

Measurable objectives: Objectives intended to demonstrate what the region hopes to achieve in implementing VISION 2020, and from which quantifiable performance indicators can be derived.

Metropolitan Transportation Plan (MTP): A detailed, long-range plan for future investments in the central Puget Sound region’s regional transportation system, including roads, transit, marine (state ferries), freight and goods, non-motorized transportation and aviation. The MTP is the detailed transportation component of VISION 2020. The MTP responds to federal and state mandates contained in ISTEA, the 1990 Clean Air Act Amendments, and the Washington state Growth Management Act. For state planning purposes, the MTP is the region’s Regional Transportation Plan.

Metropolitan Planning Organization (MPO): The agency designated by the United States Department of Transportation and the governor, for each urban region in the nation, responsible for cooperating with the state and local elected officials to ensure that transportation planning is conducted through a “continuous, cooperative, and comprehensive” (“3-C”) process. The process is stipulated in federal law.

Mode: A particular form of travel (e.g., walking, bicycling, traveling by automobile, traveling by bus or traveling by train).

Mode split: The proportion of total person-trips using various modes of transportation.

Multimodal: Concerning or involving more than one transportation mode.

Multiplier: Multipliers account for the direct and indirect economic effects of employee earnings, purchases of goods and services, tax payments, and payments of principal and interest for a particular business sector of the economy. The impact of these effects on overall employment in the regional economy are referred to as the “multiplier” of a particular employment sector.

Nonmotorized: Generally referring to bicycle, pedestrian and other modes of transportation not involving a motor vehicle.

Performance indicator: The set of evidence that shows progress toward, movement away from, or static state in policy implementation or policy achievement.

Performance monitoring: A process of comparing actual performance against policies set by the planning process. It includes conducting the data collection and calculation procedures, and

reporting the results on a specified regular and ongoing basis.

Region: Refers to the central Puget Sound region, including King, Kitsap, Pierce and Snohomish counties and the cities within those counties.

Regional Transportation Improvement Program (TIP): The 3-year, specific multimodal program of regional transportation improvements for highways, transit and other modes. The TIP consists of projects drawn from the Metropolitan Transportation Plan as well as local plans and programs. The projects are directed at improving the overall efficiency and people-moving capabilities of the existing transportation system.

Regional Transportation Planning Organization (RTPO): An agency authorized under state law to develop and adopt a regional transportation plan, and to certify that the transportation elements of local comprehensive plans conform to requirements of state law and are consistent with the regional transportation plan. In urbanized areas, the RTPO is the same as the MPO. (See also MPO)

Regionally significant transportation project: As defined by state law, such a project exhibits one or more of the following characteristics: 1) the project crosses boundaries of member jurisdictions; 2) the project is or will be used by a sig-

nificant number of people who live or work outside the county in which the project is located; 3) significant impacts from the project are expected to be felt in more than one county; 4) potentially adverse impacts of the project can be better avoided or mitigated through adherence to regional policies; 5) transportation needs addressed by the project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance.

Rural cottage industries: Rural cottage industries are small scale industrial (manufacturing), commercial and business uses that occur in rural areas and are operated in a dwelling or on the property where the residence is the primary use. Such uses are primarily dependent on local resources and raw materials for regional and local markets. Examples of cottage industries, include: agriculture and forest-based products, such as, processed agriculture products (honey and jams), nurseries, and tree farms; value-added wood products (carvings and furniture); sculpturing, textile, and other home crafts; and tourism and recreation uses, such as, outdoor guide services.

Sustainable development: Also referred to as “sustainable communities” implies that growth and development occur in a manner that does not degrade and is balanced with the preservation and management of the natural environment and



resources, and is supported by physical infrastructure and financial resources. Sustainable communities function within physical and biological limits of the environment, and support long-term use and reuse of natural resources.

Telecommunications: The conveyance of information by electronic means. Examples include the telephone, interactive cable facilities, computer networks and video conference centers. Its importance to transportation is that it may eliminate or shorten vehicle trips.

Transportation demand management: The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. It may include programs to shift demand from single-occupant vehicles to other modes such as transit and ridesharing, to shift demand to off-peak periods, or to eliminate demand for some trips.

Transportation system management: Increasing flow of travel on existing facilities through improvements such as ramp metering, signal synchronization, and removal of on-street parking, among others. Improvements typically have a low capital cost, do not call for major construction and can be implemented in a relatively short time frame.

Urban growth areas (UGAs): Those areas designated by counties pursuant to RCW 36.70A.110 (State

of Washington Growth Management Act) to accommodate 20-year growth projections. As generally defined in state law, such areas are those within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature.

Urbanized area: An area defined by the U.S. Census Bureau according to the specific criteria designed to include the entire densely-settled area around each large city. An urbanized area must have a minimum population of 50,000 persons at a density of 1,000 persons per square mile.

Urban transportation corridor: A special type of transportation arterial distinguished by its potential to support centers or compact communities through redevelopment that is transit- and pedestrian-oriented. These corridors are located near significant concentrations of residences or employment and have the opportunity to support frequent transit service and increased pedestrian activity.

Vehicle miles traveled (VMT): On highways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by the number of vehicles times the miles traveled in a given area or on a given highway during the time period. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

Appendices

APPENDIX I: CENTER CHARACTERISTICS AND DESCRIPTIONS

Table 1, Characteristics of Centers, is intended to help describe the centers strategy and how it should be implemented. This table addresses a range of types of mixed use centers that may exist or be developed throughout the region. It includes land use and transit characteristics that are specific to different types of centers, as well as characteristics that are generally appropriate for any type of mixed use center. Many factors will influence the development of centers and the rate and nature of growth will vary from center to center. The guidelines for density included in this table are intended to provide goals for intensified development of centers over the next 20 to 30 years.

TABLE 1: CHARACTERISTICS OF CENTERS, FUTURE DENSITY AND TRANSIT CHARACTERISTICS FOR TYPES OF CENTERS

URBAN CENTERS				TOWN CENTER
	Regional Center	Metropolitan Center	Urban Center	
Minimum Gross Density	<ul style="list-style-type: none"> • 80 employees/acre • 20 households/acre • 300,000 employees 	<ul style="list-style-type: none"> • 50 employees/acre • 15 households/acre • 30,000 employees 	<ul style="list-style-type: none"> • 25 employees/acre • 10 households/acre • 15,000 employees 	<ul style="list-style-type: none"> • 15 employees/acre • 7 households/acre • 2,000 employees
Minimum Transit Service	Fast and frequent high capacity transit and other forms of transit	Fast and frequent high capacity transit and other forms of transit	Fast and frequent high capacity transit and other forms of transit	Local bus
GENERAL CHARACTERISTICS				
<ul style="list-style-type: none"> • Safe, connected bicycle and pedestrian facilities are directly accessible to center activities, including transit. A network of streets create pedestrian-scaled block sizes and increase route choices. • Parking supply and cost are linked to transit service and density. Where higher density and good transit service exist or are anticipated, the supply of parking is reduced and the cost increased. • Central gathering places and open spaces, such as parks, plazas and landscaped areas, are included and located to be accessible and complement other land uses. • Buildings are designed and located to support walking through techniques such as: (1) orienting front building entrances toward and near the street, (2) including active uses such as retail and display windows at the street level, and (3) including pedestrian-scale architectural features (such as building trim or canopies). 				

TABLE 2: DESCRIPTION OF CENTERS

VISION 2020 describes three types of centers: Urban Centers, Town Centers, and Manufacturing/Industrial Centers. These center types reflect and build upon the range of centers that exist in the region today, and are based on local and countywide growth management planning that has advanced and begun to implement VISION 2020.

URBAN CENTERS

Urban Centers are locations which include a dense mix of business, commercial, residential, and cultural activity within a compact area of up to 1.5 square miles. Urban centers are targeted for employment and residential growth, excellent transportation service — including fast and convenient high capacity transit service — as well as investment in major public amenities.

The Regional Center and Metropolitan Centers are the most dense and diverse urban centers and function as the region's primary hubs. The *Regional Center* includes three urban centers that comprise the Seattle core area: the central business district of Seattle, Capitol Hill/First Hill, and the Seattle Center. The regional center is the central Puget Sound region's most significant business, cultural,

governmental, residential and recreational center. It is the core of the central Puget Sound region, and fulfills a national and international role. It is the largest, densest and most diverse of the centers and includes day and night activity.

Metropolitan Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts of the major cities within the central Puget Sound region, providing services for and easily accessible to a population well beyond their city limits. Metropolitan centers may also serve national or international roles. Examples include the central business districts of large cities such as Bellevue, Everett, Tacoma and Bremerton.

TOWN CENTERS

Town Centers are local focal points where people come together for a variety of activities including business, shopping, living and recreation. These centers may include the core of small-to medium-sized cities, and may also be located in unincorporated areas such as Kingston. Often, town centers include a strong public presence because they are the location of City Hall, "Main Street", and other public spaces.

In the future, Town Centers will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity. Town Centers will be developed at a higher density than surrounding urban areas to take advantage of connecting transit centers. Small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving neighborhood character. At a minimum, Town Centers are served by buses and ferries which connect them to other centers and the regional high capacity transit system. Examples include the central business districts of cities such as Kirkland, Sumner and Mill Creek, and Kingston.

MANUFACTURING/INDUSTRIAL CENTERS

Manufacturing/Industrial Centers are major, existing regional employment areas of intensive, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other uses. To preserve land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good access to the region's transportation system, is very important to the success of manufacturing/industrial centers.

APPENDIX 2:

CROSS REFERENCES TO MULTICOUNTY PLANNING POLICIES

The eight policy areas that make up the Multicounty Planning Policies are closely related and interconnected. A given policy area, such as Urban Growth Areas, may include policies that refer to several other issues, including transportation, housing, and open space.

The cross-references below are provided to assist in identifying Multicounty Planning Policies relevant to a particular issue area. For each of the eight Multicounty Policy areas, the list provides references to related Multicounty Policies located in other policy areas. For example, Multicounty Policies related to regional capital facilities are found primarily in the Regional Capital Facility section, but are also part of six policy areas: Urban Growth Areas; Contiguous and Orderly Development; Rural Areas; Open Space, Resource Protection and Critical Areas; Economics; and Transportation.

The cross-references are provided simply as a guide and are not intended to be a definitive list of all Multicounty Policies that address a particular issue.

URBAN GROWTH AREAS

- Contiguous and Orderly Development: RC-2 through RC-2.4, RC-2.6 through RC-2.8, RC-2.12
- Regional Capital Facilities: All policies
- Housing: RH-4 through RH-4.4
- Rural Areas: RR-5, RR-5.3
- Open Space, Resource Protection and Critical Areas: RO-6 through RO-6.3, RO-6.5 through RO-6.8
- Economics: RE-7, RE-7.2, RE-7.4, RE-7.6 through RE-7.10, RE-7.16, RE-7.17
- Transportation: RT-8, RT-8.1, RT-8.17 through RT-8.25

CONTIGUOUS AND ORDERLY DEVELOPMENT

- Urban Growth: All policies
- Regional Capital Facilities: All policies
- Housing: RH-4.2 through RH-4.5
- Rural Areas: RR-5 through RR-5.5
- Open Space, Resource Protection and Critical Areas: All policies
- Economics: RE-7 through RE-7.4, RE-7.7, RE-7.8, RE-7.10, RE-7.16, RE-7.17
- Transportation: All policies



REGIONAL CAPITAL FACILITIES

- Urban Growth Areas: RG-1, RG-1.9 through RG-1.11
- Contiguous and Orderly Development: RC-2, RC-2.1, RC-2.4, RC-2.6 through RC-2.9
- Rural Areas: RR-5 through RR-5.5
- Open Space, Resource Protection and Critical Areas: RO-6 through RO-6.6
- Economics: RE-7, RE-7.7
- Transportation: All policies

HOUSING

- Urban Growth Areas: RG-1, RG-1.3 through RG-1.7, RG-1.9, RG-1.10
- Contiguous and Orderly Development: RC-2.12
- Rural Areas: RR-5, RR-5.1, RR-5.2, RR-5.3
- Open Space, Resource Protection, and Critical Areas: RO-6
- Economics: RE-7.5

RURAL AREAS

- Urban Growth Areas: RG-1
- Contiguous and Orderly Development: RC-2, RC-2.4, RC-2.6, RC-2.12

- Regional Capital Facilities: RF-3.4
- Housing: RH-4, RH-4.1, RH-4.2, RH-4.3
- Open Space, Resource Protection, and Critical Areas: RO-6 through RO-6.8
- Economics: RE-7, RE-7.10, RE-7.11
- Transportation: RT-8, RT-8.3, RT-8.7

OPEN SPACE, RESOURCE PROTECTION, AND CRITICAL AREAS

- Urban Growth Areas: RG-1, RG-1.5 through RG-1.7, RG-1.9, RG-1.10
- Contiguous and Orderly Development: RC-2, RC-2.6, RC-2.7, RC-2.12
- Regional Capital Facilities: RF-3
- Rural Areas: RR-5, RR-5.1, RR-5.2, RR-5.3, RR-5.6, RR-5.7
- Economics: RE-7.10, RE-7.11
- Transportation: RT-8.3, RT-8.10, RT-8.17

ECONOMICS

- Urban Growth Areas: RG-1, RG-1.5 through RG-1.7, RG-1.9 through RG-1.12
- Contiguous and Orderly Development: RC-2, RC-2.1, RC-2.4, RC-2.8, RC-2.10, RC-2.12

- Regional Capital Facilities: RF-3, RF-3.1
- Housing: RH-4.2, RH-4.5
- Rural Areas: RR-5, RR-5.1, RR-5.3, RR-5.6
- Open Space, Resource Protection and Critical Areas: RO-6, RO-6.4
- Transportation: RT-8, RT-8.1, RT-8.4, RT-8.5, RT-8.32, RT-8.35, RT-8.40

TRANSPORTATION

- Urban Growth Areas: RG-1, RG-1.3 through RG-1.11
- Contiguous and Orderly Development: RC-2 through RG-2.4, RC-2.6 through RC-2.8, RC-2.11, RC-2.12
- Regional Capital Facilities: All policies
- Housing: RH-4.2, RH-4.4
- Rural Areas: RR-5, RR-5.4, RR-5.5
- Open Space, Resource Protection, and Critical Areas: RO-6, RO-6.1, RO-6.6, RO-6.7
- Economics: RE-7, RE-7.5, RE-7.8, RE-7.12 through RE-7.15, RE-7.17

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RESOLUTION NO. PSRC-A-95-02

A RESOLUTION OF THE PUGET SOUND REGIONAL COUNCIL ADOPTING THE 1995 UPDATE TO VISION 2020 AND THE METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Puget Sound Regional Council is designated by the governor of the State of Washington, under federal and state laws, as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties; and

WHEREAS, the Interlocal Agreement signed by all Regional Council members establishes the Council as a forum for collaborative work on regional growth management, transportation and other issues requiring regional coordination and cooperation; and

WHEREAS, as the MPO and RTPO for the four-county region, the Regional Council has specific responsibilities under federal and state laws, including the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and Clean Air Act, and the state Growth Management Act (GMA), as well as responsibilities pursuant to the Interlocal Agreement signed by all members; and

WHEREAS, these responsibilities require the Regional Council to adopt a regional growth management and transportation strategy, multicounty planning policies and a regional transportation plan to meet the mandates of ISTEA, the Clean Air Act, GMA, and other applicable federal and state laws, as well as the Interlocal Agreement; and

WHEREAS, the Regional Council's predecessor, the Puget Sound Council of Governments, adopted VISION 2020 in 1990 as the region's growth and transportation strategy and plan, and the Regional Council reaffirmed this regional commitment by also adopting VISION 2020 through its Interlocal Agreement in 1991, and amending VISION 2020 in 1993 to comply with requirements of the state Growth Management Act; and

WHEREAS, VISION 2020 is being updated to comply with the more detailed metropolitan transportation planning requirements of ISTEA, including the incorporation of a 1995 Metropolitan Transportation

Plan as a functional component of the transportation strategy, and this 1995 Metropolitan Transportation Plan is to serve as the required regional and metropolitan transportation plan for the four-county region under state and federal laws; and

WHEREAS, consistent with federal and state mandates, VISION 2020 also is being updated to reflect and incorporate the recent GMA planning work of local governments in the region; to refine the multicounty policies for the region to address important regional issues affecting growth management, transportation and the economy; to establish new implementing actions to continue progress in achieving VISION 2020; and to establish a method of monitoring to evaluate the extent to which VISION 2020 is being achieved; and

WHEREAS, the Regional Council is to certify that the Metropolitan Transportation Plan complies with all the applicable requirements of the Federal Transit Act, Clean Air Act, Civil Rights Act, the Americans with Disabilities Act, and ISTEA; and

WHEREAS, public agencies and private business rely on a standard set of forecasts for the region, and the Regional Council has prepared, and the Council's Executive Board has adopted, household, population and employment forecasts and distributions for the central Puget Sound region based on the most recent demographic and economic information available; these forecasts are consistent with the general growth pattern for the central Puget Sound region, and reflect plans, policies and growth targets developed by local jurisdictions and countywide projections of the state Office of Financial Management; member jurisdictions have reviewed the forecasts and distributions for consistency with local plans and/or countywide planning policies; this review has revealed differences between the forecast distribution and locally adopted growth targets in some areas; and the Regional Council recognizes the need to continuously refine these regionwide forecasts and distributions for consistency

with countywide planning policies and adopted local comprehensive plans; and

WHEREAS, the 1995 Metropolitan Transportation Plan and the 1995 Update of VISION 2020 adopted by this resolution fall within the range of alternatives analyzed in the environmental review documents; and

WHEREAS, consistent with federal and state mandates, and with the Council's Interlocal Agreement, Public Participation Plan, and other operating procedures, the Regional Council has worked with local, state and federal jurisdictions and agencies in a continuing, cooperative and comprehensive planning process; has made draft documents available for public review; has conducted a public hearing, surveys, conferences, workshops, open houses, and other efforts to involve communities, agencies, businesses, interest groups, and individuals to provide input, discussion and review of the update of VISION 2020, the 1995 Metropolitan Transportation Plan, and the Supplemental Environmental Impact Statement and Addendum; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the region in these documents;

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council General Assembly hereby adopts the update of VISION 2020, Attachment A, as the growth management, economic and transportation strategy for the central Puget Sound region, meeting state GMA requirements, and in so doing reaffirms its commitment to an integrated regional approach to growth management, transportation, and the economy.

BE IT FURTHER RESOLVED, that the Regional Council General Assembly adopts the 1995 Metropolitan Transportation Plan (MTP), Attachment B, as the functional transportation element of VISION 2020, to serve as the region's official metropolitan/regional transportation plan, and finds the MTP to be in conformity with Clean Air Act, ISTEA requirements, and state planning legislation.

BE IT FURTHER RESOLVED, that the Regional Council hereby certifies that the planning process for the 1995 MTP complies with all applicable requirements of the Federal Transit Act, Clean Air Act, Civil Rights Act, the Americans with Disabilities Act, ISTEA and other federal statutes and regulations as stipulated in Attachment C;

BE IT FURTHER RESOLVED, consistent with Appendix A of the 1995 MTP entitled "Plan Amendment Process," that the General Assembly delegates to the Executive Board the authority for minor amendments to the MTP which clearly have no negative impact on regional air quality.

BE IT FURTHER RESOLVED, that General Assembly establishes that the Multicounty Policies identified in Appendix C of the MTP satisfy the requirements for "regional guidelines and principles" under state law, and authorizes the Executive Board to direct how these guidelines and principles are to be applied in the certification of the transportation elements of local comprehensive plans.

BE IT FURTHER RESOLVED, that the Regional Council's Executive Director is authorized to transmit the 1995 MTP to the Federal Transit Administration and the Federal Highway Administration to make the conformity determination in accordance with the federal Clean Air Act and the Environmental Protection Agency's transportation conformity regulations, and for review based on the planning process requirements of ISTEA and other federal statutes.

BE IT FURTHER RESOLVED, that the Regional Council staff is directed to prepare, reproduce and distribute the Final 1995 Update of VISION 2020 and the Metropolitan Transportation Plan.

BE IT FURTHER RESOLVED, that the Regional Council staff is directed to prepare appropriate proposed revisions to VISION 2020 and the Metropolitan Transportation Plan should the Regional Transit Authority Master Plan be revised.

ADOPTED BY THE ASSEMBLY THIS 25TH DAY OF MAY, 1995.



DOUG SUTHERLAND
PRESIDENT, PUGET SOUND REGIONAL COUNCIL

ATTEST:



MARY MCCUMBER
EXECUTIVE DIRECTOR, PUGET SOUND REGIONAL COUNCIL



PROJECT TEAM

EXECUTIVE DIRECTOR

..... *Mary McCumber*

DEPARTMENT DIRECTORS

..... *King Cushman*, Director of Transportation Planning

..... *Jerry Dinndorf*, Director of Growth Management Planning

..... *Steve Fitzroy*, Director of Research and Forecasting

..... *Mark Gulbranson*, Director of Administrative Services

PROJECT MANAGERS

..... *Norman Abbott*, Principal Planner, Growth Management

..... *Ralph Cipriani*, Principal Planner, Transportation Planning

GROWTH MANAGEMENT

..... *Lori Peckol*, Senior Planner, Project Lead

..... *Douglas Campbell*, Assistant Planner

..... *Clare Impett*, Assistant Planner

..... *Judy Leslie*, Senior Planner

..... *Rocky Piro*, Associate Planner

..... *Dorie Taylor*, Administrative Secretary

TRANSPORTATION PLANNING

..... *Ned Conroy*, Senior Planner, Project Lead

..... *Nick Hockens*, Intern

..... *Tony Lickteig*, Associate Planner

..... *Cheryl Saltys*, Administrative Secretary

RESEARCH AND FORECASTING

..... *JoEllen Kuwamoto*, Economic Specialist, Project Lead

..... *Jay Clark*, GIS Analyst

..... *Beth Goldberg*, Intern

..... *Ta-Win Lin*, Associate Economist

..... *Richard Moore*, GIS Analyst

EDITOR

..... *Richard Milne*, Communications Manager

GRAPHIC DESIGN AND PHOTOGRAPHY

..... *Doug Clinton*, Graphic Designer

..... *Rebecca Stewart*, Graphic Designer

DESIGN ILLUSTRATIONS

..... *Anita H. Lehmann*, AIA

We would like to express our appreciation to the Growth Management Staff Advisory Committee, Regional Project Evaluation Committee, and Regional Technical Committee for their work in the preparation of 1995 Update to VISION 2020.

Illustrations in this document were based on local jurisdictions' plans, policies, and reports and discussions with city and county staff.

ABOUT THE REGIONAL COUNCIL

The Puget Sound Regional Council is the regional growth and transportation planning agency for King, Kitsap, Pierce and Snohomish counties. In addition to the four counties, its members include 58 cities in the region; the ports of Seattle, Tacoma, and Everett; the Washington State Department of Transportation; and the Washington State Transportation Commission. Island County, the Thurston Regional Planning Council, and the Port of Bremerton are associate members.

The Regional Council is a forum for collaborative work on important regional issues related to the state Growth Management Act, federal mandates including the Intermodal Surface Transportation Efficiency Act and the Clean Air Act, and other issues requiring regional coordination and cooperation.

Puget Sound Regional Council
PSRC

1011 Western Avenue • Suite 500
Seattle, Washington 98104-1035
(206)464-7090

