

Transportation

The transportation element of the plan is required by the State Growth Management Act (GMA) to encourage efficient multimodal transportation systems that are based on regional priorities and coordination with county and city comprehensive plans.

The transportation element has to be consistent with and supportive of the land use element of the comprehensive plan. The GMA provides detailed guidance on what the transportation element should present, including:

- land use assumptions used in estimating travel, and an inventory of transportation facilities and services;
- level of service standards and actions necessary to allow transportation facilities and services to meet the standards;
- identification of transportation system needs to meet current and future travel demand;
- a multi-year finance strategy that balances needs against available funding;
- strategies for intergovernmental coordination and transportation system impact assessment; and
- strategies for reducing travel demand.

Additionally, the Regional Growth and Transportation Strategies, adopted by the Puget Sound Regional Council (PSRC) in VISION 2040 provide a basis for coordination of growth management and transportation policies across the central Puget Sound region. Implementation of the Transportation 2040 strategy within Snohomish County greatly depends on the collaborative and countywide planning process established under Snohomish County Tomorrow. To make

this collaborative process work, Snohomish County will strive for an inclusive planning process.

The county recognizes that transportation and land use are profoundly interrelated. The type, intensity, and timing of land development will largely determine the mode of transportation, its effectiveness in moving people, and the travel behavior of people using the land. Transportation resources are limited; therefore, the county must achieve a balance among various modes of travel to maximize person-carrying capacity instead of vehicle-moving capacity. Most important, the county must give priority to preserving and maintaining the existing transportation system through state-of-the-art maintenance practices.

The county provides for different types and levels of transportation services to urban areas versus rural areas. People living in low-density areas traveling to employment dispersed throughout the county tend to use the automobile over other modes of transportation. It is very difficult to serve these types of trips with traditional, fixed route, public transportation (i.e., bus or rail). Ridesharing services such as vanpools and personalized ridematching for carpools may be the most appropriate form of mass transportation for rural areas. Public transportation is most effective in moving people where population and employment are concentrated in denser neighborhoods and Activity Centers. Urban site design needs to accommodate public transportation by allowing efficient access and circulation of transit vehicles. The development of Transit Emphasis Corridors (TEC), that serve and link urban centers, is a critical new plan concept the county needs to

pursue with transit agencies, cities and the WSDOT.

The county will plan for and accommodate travel alternatives to the single-occupant vehicle. Bikeways can be provided as separate recreation facilities or as transportation routes on major roadways. There must be an effective proportion of high-occupancy vehicle treatments versus purely general-purpose lanes on freeways and some major arterials.

Providing a wide range of choices in transportation services can ensure that all citizens have the ability to travel regardless of age, sex, race, income, disability or place of residence.

Lastly, the county will work to make level of service, transportation location, and design standards more consistent across state, regional, and local agencies; to ensure effective and efficient transportation investments; and to provide transportation services adequate to serve planned land use.

GOAL TR 1 Develop transportation systems that complement the land use element, natural environment element, and the economic development element of the county comprehensive plan.

Objective TR 1.A Prepare, in cooperation with the cities, the Washington State Department of Transportation (WSDOT), regional agencies, Sound Transit, Community Transit, and Everett Transit, standards for public transportation services and facilities consistent with adopted road standards, the land use element, and the natural environment element of the county's comprehensive plan.

- TR Policies**
- 1.A.1 Public transportation planning shall be integrated with land development review and the design and maintenance of public roads.
 - 1.A.2 Public transportation shall be extended throughout the urban area at a level of service appropriate to the planned form and intensity of development.
 - 1.A.3 Public transportation shall be limited, outside the urban area, to a level of service appropriate for low density population.

Objective TR 1.B Prepare long-range plans for future highway and arterial roadways providing direct connections and adequate rights-of-way in consideration of existing and future development.

- TR Policies**
- 1.B.1 Future land use projections shall be based on comprehensive plans so that adequate rights-of-way for all modes of travel can be identified and preserved as areas develop.
 - 1.B.2 Types and levels of transportation facilities within the county shall be based on the types and levels of future development intensity adopted in city and county comprehensive plans.
 - 1.B.3 Land use designations shall be reviewed where roadway construction or upgrading to serve designated land use intensities is not physically or financially feasible or where concurrency cannot be achieved.
 - 1.B.4 Transportation facilities or levels of service which generate pressures for land use change shall not be programmed or adopted where they are inconsistent with local comprehensive plans.
 - 1.B.5 Future roadways and improvements of existing roads shall be planned to enhance multimodal traffic flow and the connectivity of countywide arterial roadways.
 - 1.B.6 The Transportation Element shall be revised following the population and employment target reconciliation described in Objective PE 2.A., if the resulting targets are substantially different from the targets described in Appendix D.
 - 1.B.7 To maintain rural character, major new rural roads and major expansions of existing rural roads should be avoided. Where increased roadway capacity in rural areas is warranted to support safe and efficient travel, measures should be taken to prevent unplanned growth.

Objective TR 1.C **Establish access and on-site circulation standards to maintain the safety and integrity of the arterial roadway system.**

- TR Policies**
- 1.C.1 A countywide network of principal and minor arterials shall be identified that provide for multimodal transportation services between centers designated on the comprehensive plan.
 - 1.C.2 Adequate access to and circulation within all developments shall be maintained for emergency service and public transportation vehicles.
 - 1.C.3 Roadway standards shall be adopted that are compatible with other jurisdictions in Snohomish County.
 - 1.C.4 Local residential streets shall be designed that link neighborhoods and complementary land uses for efficient circulation and discourage high speed vehicular traffic.

- 1.C.5 Roadway networks shall be designed with direct routing and connections to avoid concentrating the burden of traffic flow on a few roadways.
- 1.C.6 Bus stops, bus pullouts and on-site circulation shall be located and designed to accommodate public transportation where potential ridership warrants such improvements.
- 1.C.7 Permanent cul-de-sacs, private access ways and private roads shall be approved only where road connectivity within and between adjacent neighborhoods has been established.
- 1.C.8 Access to a single roadway shall be limited as determined necessary to protect public safety and minimize traffic conflicts and delay.
- 1.C.9 Existing roadways shall be improved to meet adopted design standards in order to enhance the safety and mobility of pedestrians, transit users, bicyclists and motorized traffic as part of construction of frontage improvements by developments and by the county as funding allows within the county's capital improvement program.
- 1.C.10 Developments taking access from existing roadways shall be required to make offsite improvements to improve them to at least minimum standards for vehicular access based upon such factors as the volume and other characteristics of existing and newly-generated traffic.
- 1.C.11 Access and circulation provisions shall be pursued that reduce traffic congestion and lessen the need for arterial capacity improvements and shall include, but are not limited to: (a) allowing for more than one travel route to residences and/or businesses to facilitate emergency vehicle access and circulation, (b) allowing nonmotorized access to schools, activity centers and neighborhoods along alternative travel routes, and (c) allowing automobile access to schools, activity centers and neighborhoods along alternative travel routes.
- 1.C.12 The county shall require that development make access and/or circulation provisions for arterials designated by the comprehensive plan and for needed local roadways to include, but not be limited to: (a) dedication of right-of-way, (b) reservation of right-of-way, (c) design for potential way of access, (d) recording of easements, (e) location of public or private roads, (f) design and construction of public or private roads (including stub-roads), and/or (g) improvements to existing roads.

Objective TR 1.D

Regulate the design, location and public access of private access ways and roads that impact the public roadway.

- TR policies**
- 1.D.1 A private road or access way shall not be permitted where a public road is required to meet public road access and circulation standards.
 - 1.D.2 When a public road is not required, as per TR 1.D.1, a private road or access way shall be permitted where:
 - (a) a public benefit is evident that outweighs potential liabilities,
 - (b) it is clearly established that the private road would not attract public use,
 - (c) it would not obstruct or undermine the safety of any existing or planned public roadway, or become part of a public road, and
 - (d) in lieu of a public road, construction of a private road would not landlock any existing or future parcel of land.

GOAL TR 2 Provide public transportation services that support and are supported by the land use element, natural environment element, and economic development element of the county comprehensive plan.

Objective TR 2.A In cooperation with the cities and transit operating agencies, make the designated centers the focus of residential and employment growth and transportation investment in unincorporated county areas.

- TR Policies**
- 2.A.1 Roadways serving designated centers shall be redesigned, improved, and maintained as principal and minor arterials for multimodal travel.
 - 2.A.2 A transit-supportive transportation system shall be provided that links designated centers.
 - 2.A.3 Regional and metropolitan centers shall be connected with high-capacity transit and HOV lanes on state routes.
 - 2.A.4 An interconnected system of high-occupancy vehicle (HOV) lanes and treatments shall be provided to serve the designated centers and transportation centers within the urban area.
 - 2.A.5 A regionally coordinated system of bikeways and walkways shall be planned to serve the designated centers and transportation centers.

Objective TR 2.B In cooperation with the cities, promote a variety of convenient transportation services to compact and attractively designed centers.

- TR Policies**
- 2.B.1 Access and mobility for transit users and pedestrians without reliance on automobiles shall be enhanced through the design of pedestrian-scale neighborhoods and activity centers.
 - 2.B.2 High-occupancy vehicle use and alternatives to single-occupancy vehicles shall be promoted in centers through higher density single-family and multi-family developments.
 - 2.B.3 Single-occupant vehicle use shall be discouraged through parking management (e.g., preferential parking for high-occupancy vehicles, limiting maximum allowable parking for employment-intensive land uses, or shared parking requirements).
 - 2.B.4 Site design criteria shall be used to ensure land development supportive of high-capacity vehicle use.
 - 2.B.5 Preference shall be given by the county to transit-supportive development forms when selecting development partners and creating design standards and guidelines for the county Cathcart site. Development that reduces the demand for single-occupant vehicles and stimulates increased transit service to benefit the surrounding community will be strongly encouraged.
 - 2.B.6 Criteria shall be prepared for locating park-and-ride lots, transit stations, and similar components of a regional transportation system.

Objective TR 2.C **In cooperation with transit operating agencies, cities, and WSDOT, identify transit emphasis corridors that are served, or planned to be served, by public transportation and will pursue effective and integrated land use and transportation planning .**

- TR Policies**
- 2.C.1 Transit-compatible and transit-oriented land uses and densities within transit emphasis corridors shall be implemented that recognize and reflect appropriate activity zones and walking distances, generally within ¼ to ½ mile of the transit emphasis corridor.
 - 2.C.2 Transit emphasis corridors shall connect designated compact and mixed-use urban centers and conform to urban design and infrastructure standards that accommodate and enhance the operation of transit services, and planned for mixed-use commercial and residential developments that are designed to be transit-oriented.
 - 2.C.3 Transit emphasis corridors shall be supported and enhanced through programs that implement or achieve: a) vehicle access management measures; b) reductions in travel delay and vehicle-miles of travel; c) adherence to concurrency level of service standards; d) improvements to traffic safety and flow; e) transportation

demand management (TDM); and f) transportation system management (TSM).

- 2.C.4 The county, cities, WSDOT, and transit agencies shall collaborate to identify transit emphasis corridors to ensure consistency among respective long-range transportation plans.

Objective TR 2.D **The county, cities, and transit agencies, within the Southwest Urban Growth Area (UGA), will collaborate with Sound Transit to ensure planning and right-of-way preservation for a future phase of light-rail corridor development that will extend to the Everett Regional Growth Center as funding allows.**

- TR Policies**
- 2.D.1 Planning will be compatible with Sound Transit’s Sound Transit 2 Plan for Snohomish County, which includes stations in Lynnwood and Mountlake Terrace.
 - 2.D.2 Planning will recognize and be compatible with local land use planning and urban design objectives within the Southwest UGA.
 - 2.D.3 Planning will include consideration and evaluation of additional transit services to major employment centers within the Southwest UGA.

Objective TR 2.E **In cooperation with transit agencies and cities, the county will identify the general locations of major planned transit facilities in the Transportation Element and enact transit-oriented policies and development standards for locations.**

- TR Policies**
- 2.E.1 Transit-oriented development shall be located to support the development of designated growth centers and existing or planned transit emphasis corridors and include pedestrian-scale neighborhoods and activity centers to stimulate use of transit and ridesharing.
 - 2.E.2 Transit service shall be supported by planning for the appropriate mix of development that includes both employment and housing uses.
 - 2.E.3 Safe, pleasant and convenient access shall be provided for pedestrians and bicyclists as well as efficient transfer between all modes of travel.
 - 2.E.4 Pricing or regulatory mechanisms (e.g., metered parking and tolling) shall be considered in order to encourage transit use and reduce reliance on automobiles.

Objective TR 2.F **To improve transit service throughout the county, local governments and transit agencies should evaluate the potential to expand Community Transit’s Public Transportation Benefit Area (PTBA) and/or Sound Transit’s Regional Transit District (RTD) to urban growth areas beyond the current boundaries.**

- TR Policies**
- 2.F.1 Revenues that will be generated from expanded areas should be calculated thoughtfully using professionally accepted methods.
 - 2.F.2 Transit service improvements and benefits to the community should be determined prior to considering expansion of the PTBA and RTD.
 - 2.F.3 Roles of countywide and regional transit agencies should also be determined in providing transit services and facilities.
 - 2.F.4 Consistency with local comprehensive plans, related transportation elements, and regional growth and transportation plans should be maintained.

GOAL TR 3 Improve nonmotorized transportation facilities and services.

Objective TR 3.A Plan, design, program, construct, and promote use of nonmotorized transportation facilities in Snohomish County in cooperation with WSDOT and the cities.

- TR Policies**
- 3.A.1 Compatible bikeway and walkway standards shall be developed jointly with other jurisdictions in Snohomish County.
 - 3.A.2 Continuous and/or direct bicycle routes shall be coordinated as part of comprehensive plans among all jurisdictions and major centers in Snohomish County and the region.
 - 3.A.3 A safe system of bicycle and pedestrian facilities shall be planned for, tying together residential areas, schools, recreation areas, business areas, transit stops and transfer points, and centers.

Objective TR 3.B Ensure that new development accommodates nonmotorized transportation facilities in its site planning.

- TR Policies**
- 3.B.1 Adequate nonmotorized transportation access to and circulation within all developments shall be designed and maintained.
 - 3.B.2 Convenient and secure bicycle parking shall be provided within centers, at major destinations, and at transportation centers to accommodate inter-modal connections.

3.B.3 Bicycle paths and trails shall be designed in a way that promotes the security and safety of adjacent residences and businesses.

GOAL TR 4 Provide transportation services that enhance the health, safety, and welfare of Snohomish County citizens.

Objective TR 4.A Cooperate with WSDOT, the cities, and transit operating agencies to design facilities and provide for services that enhance the mobility of all citizens regardless of age, disability, or income.

- TR Policies**
- 4.A.1 Pedestrian facilities shall be encouraged that maintain access between public facilities and residential areas, especially where they serve a safety purpose.
 - 4.A.2 Pedestrian facilities shall be encouraged that will also accommodate elderly persons and persons with disabilities.
 - 4.A.3 Safe and direct pedestrian and disabled access shall be designed to and from public rights-of-way, structures, and adjacent developments.
 - 4.A.4 A system of paths and walkways shall be developed within the county Cathcart site to provide safe, efficient and attractive pedestrian connections between all uses on the site and the surrounding neighborhoods.
 - 4.A.5 Access to new development at the county Cathcart site shall rely on an internal road and trail network, intersecting Cathcart Way at signalized intersections.
 - 4.A.6 The county will work with transit providers to ensure that: 1) local and regional transit service is provided to the Cathcart site and the surrounding neighborhood; and 2) that transit facilities at Cathcart are located to support the site’s development and enhance the efficient operation of the overall transit system.
 - 4.A.7 Affected jurisdictions and transit agencies shall prepare compatible rules and procedures for locating transportation facilities and services to minimize potential adverse impacts on low income, minority, and special need populations.
 - 4.A.8 In cooperation with transit operating agencies, cities, WSDOT, and social service agencies, ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Objective TR 4.B **In cooperation with WSDOT and cities, develop programs to identify and mitigate any roadway hazards that may result in accidents and threats to public safety.**

- TR Policies**
- 4.B.1 Safe and effective traffic control or grade separation shall be maintained at railroad crossings where practicable.
 - 4.B.2 Sufficient general-purpose and high-occupancy vehicle lane capacity shall be provided to safely move traffic within primary roadway corridors.
 - 4.B.3 State-of-the-art traffic control devices, signalization, and signing shall be used, consistent with professionally accepted geometric and structural standards that reduce the risk of serious accidents.

Objective TR 4.C **Coordinate with the cities and state to prepare procedures to monitor and control the movement of hazardous cargos or materials on transportation facilities within the county.**

- TR Policies**
- 4.C.1 Enforcement of federal and state regulations for transportation of hazardous materials shall be supported.
 - 4.C.2 The transport of hazardous cargo or materials shall be minimized through residential areas and centers by restrictive routing and scheduling where practical.

Objective TR 4.D **Restrict direct vehicle access from public and private property onto designated principal and minor arterials to maintain and improve the integrity of traffic flow.**

- TR Policies**
- 4.D.1 In order to promote public safety and operations efficiency, access to principal, minor and collector arterials shall be limited.
 - 4.D.2 Vehicle access shall be limited to collector arterials and local roads as a condition of development whenever practicable.
 - 4.D.3 Preparation and approval of vehicle access, pedestrian access, and circulation schemes shall be required for major public or private developments.
 - 4.D.4 Adequate distance of driveways from intersections shall be required in order to promote safe and efficient flow of vehicular traffic.
 - 4.D.5 Joint driveway access and internal site circulation shall be achieved wherever practical as a condition of new development for adjacent properties that have compatible land uses.

- 4.D.6 Driveways shall be located in a manner that provides adequate sight distance for all traffic movements and does not interfere with traffic operations at intersections.
- 4.D.7 On-site traffic circulation shall be designed in a way that allows safe and efficient storage and movement of driveway traffic.
- 4.D.8 Driveway and traffic flow restrictions shall be used to allow safe and efficient access for emergency vehicles when needed.
- 4.D.9 Vehicle access to state highways by land development shall be limited where necessary to maintain adopted WSDOT highway design standards.

Objective TR 4.E Provide and maintain transportation facilities that enhance the safety of motorized and nonmotorized transportation.

- TR Policies**
- 4.E.1 Design standards, improvements and right-of-way shall be provided that vary by functional class of roadway in order to ensure safe and efficient flow of traffic.
 - 4.E.2 A high priority shall be given to improvements that enhance the safety of transportation facilities and services.
 - 4.E.3 Pedestrian facilities shall be encouraged that maintain access between public facilities and residential areas especially where they serve a safety purpose.
 - 4.E.4 Roadway and other transportation facility standards shall be maintained which enhance the safety for all users of the transportation system.
 - 4.E.5 Safety improvements needed on roads due to the impact of new land development shall be provided concurrent with development.
 - 4.E.6 The long term goal of zero fatalities and disabling injuries shall be pursued to improve the safety of the overall transportation system.

Objective TR 4.F Collaborate with cities to maintain and preserve transportation facilities by developing common management procedures, identifying predictable funding, and implementing contemporary safety practices.

- TR Policies**
- 4.F.1 Effective maintenance and preservation programs shall be pursued to protect investments in existing transportation facilities and achieve lower overall life-cycle costs.
 - 4.F.2 Investments in operations, pricing programs, demand management strategies, and system management activities shall be pursued to reduce the need for transportation capital improvements.

- 4.F.3 The transportation system shall be protected against disaster by developing preventative and recovery strategies, and coordinating emergency responses with local and regional agencies.
- 4.F.4 Adaptive transportation responses shall be pursued with local and regional agencies to deal with threats and hazards arising from the impacts of climate change.

GOAL TR 5 Design transportation systems that are efficient in providing adopted levels of service.

Objective TR 5.A To comply with the Growth Management Act, cooperation will be established with the cities, transit operators, and WSDOT, regarding concurrency and level of service requirements.

- TR Policies**
- 5.A.1 The county shall identify additional transportation mitigation for proposed developments that impact roadways determined to be at ultimate capacity.
 - 5.A.2 Transportation level of service shall be used in a manner that is consistent with growth management tools, which manage the rate of growth in rural areas and offer incentives to encourage more intense development within existing urban areas.
 - 5.A.3 Different levels of service shall be allowed depending on development form and intensity and density of land use.
 - 5.A.4 Concurrency requirements for land developments in unincorporated areas shall be pursued by considering adopted level of service standards and the financial resources available to make needed transportation improvements for county roads.
 - 5.A.5 Professionally accepted measures and methods shall be used in determining transportation level of service and other travel-related information on county and state facilities.
 - 5.A.6 A systematic method shall be employed in calculating transportation level of service as opposed to a single quantitative measure or single location technique.
 - 5.A.7 Access to nonmotorized and high-occupancy vehicle transportation in addition to automobiles, should be considered in making concurrency decisions.
 - 5.A.8 Level of service shall be monitored on county arterials and performance of state highways shall be reported as required by the Growth Management Act.
 - 5.A.9 Monitoring of multimodal level of service shall be coordinated with WSDOT, transit agencies, and adjacent local jurisdictions.

Objective TR 5.B **Participate in statewide and regional programs aimed at reducing peak period traffic congestion, discouraging the use of single-occupant vehicles, and increasing use of public transportation.**

- TR Policies**
- 5.B.1 Employers in the urbanized area shall be encouraged to offer trip reduction programs for employees.
 - 5.B.2 Transportation facilities and equipment such as park-and-ride lots, park-and-pool lots, buses, and vanpool vehicles shall be planned and used to allow efficient delivery of transportation services.
 - 5.B.3 A regional program shall be maintained to promote and facilitate ridesharing in cooperation with city, state and transit agencies.
 - 5.B.4 Reasonable statewide and regional efforts to reduce commuter trips by single-occupant vehicle shall be supported by Snohomish County.
 - 5.B.5 Developments shall be required to provide, or contribute to, reasonable transportation demand management measures that improve roadway efficiency and operations.

Objective TR 5.C **Work to reduce parking demand by requiring accommodation within site plans for pedestrians, public transportation, ridesharing, and bicycles.**

- TR Policies**
- 5.C.1 Minimum and maximum off-street parking stall ratios shall be considered for different land uses to provide safe and adequately sized parking facilities.
 - 5.C.2 Preferential and convenient parking shall be provided for applicable land uses as an incentive for using carpools, vanpools, and bicycles.
 - 5.C.3 Transit stops and transit access shall be provided for applicable land uses where they attract large numbers of employees and/or customers.
 - 5.C.4 Parking in business districts shall be managed to favor shoppers and clientele and discourage long-term employee parking.
 - 5.C.5 Developers of new sites shall accommodate mobility of pedestrians.

Objective TR 5.D **Participate with the cities, transit agencies, Sound Transit and WSDOT in a cooperative planning process for public transportation and high-capacity transit.**

- TR Policies**
- 5.D.1 The design and location of bus transit facilities and other transportation modes shall be coordinated with ferry terminals.

- 5.D.2 A system of secure, conveniently located park-and-ride lots shall be provided to encourage use of bus, ridesharing, and high-capacity transit services.
- 5.D.3 Development review shall be performed with transit agency participation to ensure site plan compatibility with public transportation and other high-occupancy vehicles.
- 5.D.4 The development of small park and ride lots in or near residential area should be encouraged so that individual jurisdictions are not impacted with large park and ride lots.
- 5.D.5 The county and cities should encourage transit supportive land uses in non-contiguous UGAs in order to help preserve transit service between non-contiguous cities.

Objective TR 5.E Sponsor education programs regarding alternative modes of transportation.

- TR Policies**
- 5.E.1 An ongoing public awareness program for ridesharing and public transportation shall be established in cooperation with Sound Transit, Community Transit and Everett Transit.
 - 5.E.2 Workshops for community and business groups shall be sponsored to promote high-occupancy vehicle use in cooperation with Sound Transit, Community Transit and Everett Transit.
 - 5.E.3 Local school districts shall be encouraged to develop formal education programs on alternative modes of transportation.

GOAL TR 6 Implement transportation improvements that are consistent with the natural environment element of the comprehensive plan and have positive or minimal adverse impacts on the natural environment, air quality, water quality, climate change, and energy consumption.

Objective TR 6.A In cooperation with the cities, prepare consistent criteria and procedures to avoid or mitigate adverse environmental impacts of transportation systems according to guidance provided by the State Environmental Policy Act.

- TR Policies**
- 6.A.1 Transportation facilities shall be designed to include mitigation of adverse impacts on shorelines, water and soil resource and drainage patterns.

6.A.2 Transportation systems, including circulation roadways and drive-ways, shall be located and designed to minimize the disruption of natural habitat, floodplains, wetlands, geologically hazardous areas, resource lands, and other elements of environmentally sensitive areas. Where disruption cannot be avoided, designs shall minimize the disruption and impacts shall be mitigated.

6.A.3 Aesthetic and visual values shall be considered in the location and design of transportation facilities.

6.A.4 Alternative modes of travel to the single-occupant vehicle shall be encouraged in order to reduce energy consumption, air and water pollution, climate change, and noise levels.

Objective TR 6.B Comply with the requirements of the Federal Clean Air Act in developing the transportation system.

TR Policies 6.B.1 Transportation plans and programs shall be in conformity with the Clean Air Act, and consistent with goals to reduce carbon monoxide and ozone levels to national air quality standards, and to adapt to the effects of climate change.

6.B.2 Rules and procedures will be prepared in cooperation with the Puget Sound Clean Air Agency, PSRC, and local jurisdictions to ensure consistency with the transportation control measure requirements of the most current Clean Air Act amendments.

Objective TR 6.C Comply with the requirements of the Safe Drinking Water Act and the Clean Water Act in development of the transportation system (motorized and non-motorized). Water quality for municipal water supplies shall be preserved at the highest quality.

TR Policies 6.C.1 Transportation plans and improvements programs shall comply with appropriate state and federal legislation related to municipal water supply.

Objective TR 6.D The county and cities, in cooperation with transit operating agencies and the WSDOT, will plan strategically to integrate concepts related to sustainability and climate change in transportation planning.

TR Policies 6.D.1 Transportation plans shall be developed and coordinated that support land use and other plan elements, and contribute to a flexible approach to promoting sustainability and adapting to the effects of climate change.

- 6.D.2 Efficiency of existing transportation investments shall be maximized and measures to reduce vehicle miles of travel and greenhouse gas emissions shall be pursued.
- 6.D.3 A transportation system that reduces pollution and the negative impacts on climate and the natural environment shall be encouraged.
- 6.D.4 Energy efficient modes of transportation, fuels, and technologies that reduce negative impacts on the environment shall be developed and implemented.
- 6.D.5 Investment in nonmotorized transportation improvements within and between urban centers that serve transit station areas within transit emphasis corridors shall be encouraged.
- 6.D.6 Convenient and low-impact alternatives to single-occupancy vehicles shall be encouraged.
- 6.D.7 A transportation system that minimizes negative impacts to human health shall be developed.

GOAL TR 7 Prioritize and finance transportation improvements for the greatest public benefit.

Objective TR 7.A Jointly plan, in cooperation with other transportation providers (cities, WSDOT, transit agencies, and ferry system) adequate transportation systems such that development can proceed with order and according to the land use elements of local comprehensive plans.

- TR Policies**
- 7.A.1 First consideration shall be given to improvements that enhance the safety and effectiveness of existing transportation facilities and services and/or use of high-occupancy vehicles.
 - 7.A.2 Coordinated forecasts of road and highway needs and transit demand shall be produced based on the regional travel demand models and the land use elements of county and city comprehensive plans.
 - 7.A.3 A cost estimating process, compatible with other transportation agency processes, shall be used to estimate costs of proposed transportation system improvements.
 - 7.A.4 Transportation improvement programs shall consider the extent to which they fulfill the objectives of the regional transportation plan, transit agencies' plans, and the county's and cities' comprehensive plans.
 - 7.A.5 A locally and regionally coordinated six-year program shall be prepared that finances transportation improvements within projected funding levels and clearly identifies sources of public money.

7.A.6 A process shall be established for reassessing first the levels of service and then the land use elements of the county's comprehensive plan if transportation funding falls short of meeting the existing and projected needs.

7.A.7 The land use element, the planned transportation improvements, and the finance plan shall be coordinated and consistent.

Objective TR 7.B Coordinate transportation improvement programming to equitably assign the costs of transportation system improvements associated with new development to developers, the county, and cities.

TR Policies 7.B.1 Interlocal agreements shall be negotiated and adopted that define a common system of multimodal transportation impact mitigation, including provisions for development/design review and the equitable assessment and sharing of mitigation costs.

7.B.2 Common standards for evaluating the impacts of development shall be considered in cooperation with the cities for new development, including guidelines on scope, content, and methodology.

7.B.3 The travel demand generated by a development shall be used as the primary measurement in establishing the proportionate share of roadway capacity-related improvements which a proponent shall be required to assure.

7.B.4 Each phase of development shall be accompanied by a program to provide for mitigation of off-site traffic impacts with its share of mitigation prorated among phases of the development and beneficiaries of any improvements.

7.B.5 Where proponents of land development commit to a feasible transportation demand management program, they shall receive credit for reductions in traffic impacts they generate.

7.B.6 The county shall monitor and adjust, when appropriate, its transportation impact fee program as authorized under the GMA to help fund the cost of road system capacity improvements required to serve new development.

GOAL TR 8 Plan, develop, and maintain transportation systems through intergovernmental coordination.

Objective TR 8.A Achieve consistency between the transportation element of the county's comprehensive plan and the countywide planning policies developed pursuant to the requirements of the Growth Management Act.

TR Policies	8.A.1	Interlocal agreements with the cities shall establish a framework for determining consistency among local transportation plans.
	8.A.2	Common transportation service areas shall be considered in order to establish a geographic basis for joint projects, mitigation programs, and finance methods.
	Objective TR 8.B	Achieve consistency between the long-range transportation plans and transportation improvement programs of the county and the region's growth management goals and policies.
TR Policies	8.B.1	Coordination with adjacent counties shall occur through the Puget Sound Regional Council and interaction with Island, Skagit, and Peninsula regional transportation planning organizations.
	8.B.2	Long-range transportation plans and transportation improvement programs shall be compatible with the PSRC's regional transportation plan.
	Objective TR 8.C	Coordinate with state and regional transportation agencies the development of transportation facilities of statewide, regionwide, and countywide significance and take into account plans prepared under the Growth Management Act.
TR Policies	8.C.1	Standard definitions and procedures shall be prepared for the designation of transportation facilities of regional and countywide significance.
	8.C.2	Policies to guide the planning, development, and management of state routes shall be prepared in cooperation with WSDOT.
	8.C.3	Localized impacts on communities shall be addressed cooperatively with transit agencies when designing and locating multimodal transportation centers.
	Objective TR 8.D	Participate with the cities, Sound Transit, Community Transit, Everett Transit, King County-METRO, Marine Division of WSDOT, and passenger and freight railroad companies in establishing compatible schedules and terminal locations.
TR Policies	8.D.1	Public transportation modes (bus and rail) shall be planned that are time-coordinated and interconnected to increase level of service and ridership.
	8.D.2	Transportation centers and terminals shall be located and designed to permit use by multiple modes of travel (e.g., bus, aviation, intercity

rail, ferry, auto, bicycle, pedestrian/disabled, and high-capacity transit).

8.D.3 Transit routes and facility locations, schedules and passenger fares of public transportation services shall be coordinated for Skagit, King, Island, and Snohomish Counties.

8.D.4 Transportation facilities and services shall be cooperatively planned and developed to efficiently interface with marine and air transportation terminals and facilities, and accommodate and complement existing and planned local land use patterns.

8.D.5 Multimodal intersection points shall be emphasized at efficiently designed terminals that include regionally coordinated fare and ticketing systems.

GOAL TR 9 Enhance the movement of goods, services, employees and customers.

Objective TR 9.A In cooperation with the cities, transit agencies and WSDOT, prepare congestion management solutions for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and mid-day periods.

TR Policies 9.A.1 Opportunities shall be encouraged and provided for the public and private-sector employers to share responsibility and participate in transportation demand and congestion management.

9.A.2 The efficiency of key roadways that provide access to employment and community service centers shall be maintained.

9.A.3 Transit routes and schedules shall be planned to enhance customer and employee access to commercial centers.

Objective TR 9.B Ensure efficient movement and access of freight vehicles to/from designated centers, and across and through the Puget Sound region.

TR Policies 9.B.1 Convenient truck routes for the rural and urban areas of the county shall be designated, designed, and maintained.

9.B.2 The navigability and efficiency of the marine and inland waterways shall be maintained.

9.B.3 Terminals shall be located and designed for efficient multimodal freight transfer and direct access to the state highway, interstate, rail and ferry systems.

9.B.4 At-grade crossing of freight rail lines by roadway vehicle traffic shall be minimized as much as practicable.

9.B.5 Natural and manmade incidents that undermine the movement of employees, goods and services shall receive a priority response in order to rectify problems.

Objective TR 9.C Preserve railroad rights-of-way for alternative uses (i.e., recreation and transportation) when continued rail service is not practicable.

TR Policies 9.C.1 Acquisition of abandoned railroad rights-of-way shall be considered where economically practicable, to preserve these resources as future transportation corridors, such as rail lines, bikeways, pedestrian/equestrian trails, utilities and roadways.

9.C.2 Land use regulation, environmental, and community impacts and agricultural lands shall be considered with regard to actions for preservation and use of abandoned railroad rights-of-way.

GOAL TR 10 Develop transportation systems that enhance the economic competitiveness of the county, Puget Sound region, and state.

Objective TR 10.A Cooperate with other jurisdictions to ensure adequate transportation services to and from major air, rail and water transportation facilities.

TR Policies 10.A.1 Safe and efficient ground access on county arterials shall be maintained to the major air, rail and water transportation facilities.

Objective TR 10.B In cooperation with WSDOT and the cities, encourage continued and enhanced freight rail transportation.

TR Policies 10.B.1 Railroad companies and shippers shall be encouraged to maintain rail freight service on lines that, if abandoned, would have a negative impact on the Snohomish County economy.

10.B.2 The Snohomish County Economic Development Council shall be supported in its work to attract businesses that increase the use of freight rail services and discourage rail line abandonments.

10.B.3 Nonrail shippers shall be informed as to the benefits of transporting their products by rail for long distance hauling.

10.B.4 Efforts shall be pursued in cooperation with WSDOT to preserve essential rail freight service that offers long-term economic benefits.

Objective TR 10.C In cooperation with WSDOT and the cities, encourage continued and enhanced passenger rail transportation.

- TR Policies**
- 10.C.1 Programs shall be established, in cooperation with WSDOT and AMTRAK, to upgrade interstate passenger rail service.
 - 10.C.2 WSDOT shall be supported in pursuing development of a western Washington passenger rail corridor.
 - 10.C.3 Rail transportation operators shall be assisted in improving the market for passenger rail travel by making improvements to rail speed, safety, amenities, and connections to local public transportation.

Objective TR 10.D **Pursue transportation programs and policies that directly enhance the operating and capital resources of freight and passenger rail transportation.**

- TR Policies**
- 10.D.1 WSDOT's efforts shall be supported in pursuing the Rail Bank Program to preserve and acquire essential abandoned railroad rights-of-way for future rail use and economic development.
 - 10.D.2 Linkages shall be coordinated between local transportation services, regional rail, and interstate rail services.
 - 10.D.3 Rehabilitation or construction of new rail facilities that enable services to be maintained or enhanced shall be encouraged and supported.
 - 10.D.4 Land use types and densities shall be established along rail corridors in Urban Growth Areas that support freight and passenger rail transportation consistent with other elements of the plan.
 - 10.D.5 Compatible land uses and densities shall be planned at key rural locations to support and enhance countywide rail corridors.
 - 10.D.6 Interim or co-existing uses, such as freight rail, nonmotorized transportation, and recreational activities shall be considered and planned for within commuter rail corridors.
 - 10.D.7 Impacts on resource lands, the natural environment, and the surrounding area shall be considered with regard to preservation and use of abandoned railroad rights-of-way.