

Section 2: Transportation Policy Goals

This section covers the state and local policy goals that guided the development of the SR 167 Corridor Plan.

In 2007, the Washington State Legislature and the Governor created five investment policies for planning, operations, and performance of the state's transportation system as outlined in RCW 47.04.280 (derived from State Senate Bill [SB] 5412). The five policies are:

Preservation: To maintain, preserve, and extend the life and utility of the prior investments in the transportation systems and services.

Safety: To provide for and improve the safety and security of transportation customers and the transportation system.

Mobility: To improve the predictability movement of goods and people throughout Washington state.

Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Washington Transportation Plan (WTP) – The Statewide Transportation Plan

The Washington Transportation Plan (WTP) was adopted by the Washington State Transportation Commission in November 2006 and provides recommendations for WSDOT's long-range (20-year) plan for transportation projects. Although adopted prior to the passage of SB 5412, the Washington Transportation Plan largely reflects the policy goals established in the Senate Bill by identifying preservation, safety, economic vitality, mobility, and environmental quality and health as priorities for future improvements for state facilities.

For further information on the development of the corridor and applicable plans and policies, Reference **SR 167 Corridor Technical Memorandum No. 3: Existing Conditions** and also in **Technical Memorandum 3: Appendix D – Review of Past Studies and Plan**

The 2006 WTP identified \$67 billion in statewide transportation investments, both funded and unfunded. These investments, if constructed during the next 20 years, will build our state's economy while meeting citizen's social and recreational needs and enhancing their personal health and safety. There are two key policy statements in the WTP that directly relate to the SR 167 corridor. These policies are:

Land Use and Transportation

- Improve concurrency between transportation and land use decisions to ensure land development is complimentary with transportation infrastructure.
- Clarify state and local responsibility and the options for addressing highway congestion that are driven by local permitting decisions.

Transportation and the Economy

- Measure the economic impacts and benefits of making transportation investments in the different regions and economies of the state.
- Define the state's role in making these investments by considering cost and benefit trade-offs. Identify transportation system elements that are critical to maintaining and improving Washington state's global competitiveness.

Growth Management Act – The Local Level Plans

Corridor cities and counties have developed regional growth centers in response to the 1990 RCW 36.70A.040 Washington State Growth Management Act (GMA), which is described in the Puget Sound Regional Council's (PSRC) "VISION 2020" and "Destination 2030" plans. Over the next twenty years, the primary growth objective for SR 167 corridor cities is to focus growth in urban and manufacturing centers (see Exhibit 2-1).

For more information on demand-side transit performance measures, see **SR 167 Corridor Technical Memorandum No. 7: Evaluating and Final Screening of SR 167 Corridor Options** in Appendix D.

King County Countywide Principles and Policies are supportive in the following areas:

Develop Demand-Side Transit Performance Measures

The following King County – Countywide Level of Service Framework Guiding Principle 4 is a guideline for local jurisdictions:

In order to achieve non-single occupancy vehicle mode split goals, jurisdictions should adopt policies and implement actions that support transit investments. Transit supportive policies create the operating environment to promote increased transit mode share. Supportive policies and actions include, but are not limited to, the following: parking minimums and maximums, provisions for transit facilities, transit-oriented development guidelines, provisions for High Occupant Vehicle (HOV) and Transportation System Management (TSM) treatments, Transportation Demand Management (TDM), and Commute Trip Reduction (CTR) ordinances.¹

Multimodal Opportunities

In population-dense areas that can support the use of multimodal opportunities in the SR 167 Corridor; the travel options may include: commuter rail, express bus services, vanpools, or carpools.

Pierce County Countywide Planning Policies are supportive in the following areas:

The County, and each municipality in the County, shall address concurrency through...encouraging new and existing

¹ Adopted by the Growth Management Planning Council on July 21, 1993 in response to Countywide Planning Policy T-4.

Exhibit 2-1
Urban Growth Centers along the SR 167 Corridor



Source: PSRC

development to implement measures to decrease congestion and enhance mobility through transportation demand and congestion management.

Creating jobs near housing will help reduce the need for single drivers to use the highway and the overall number of vehicles making trips on area freeways. This will also help reduce the pressure to develop more housing on the fringe, or outside of, the Urban Growth Boundary.

The viewpoint of the stakeholders and local agencies is important when developing a Corridor Plan that is based on these state and regional policies. Their support is necessary when working towards a long-term solution and the various bottleneck/segment projects that will ultimately make up that long-term solution.

SR 167 Corridor Plan Goals

Although the SR 167 Corridor Working Group established the goals prior to passage of SB 5412, the SR 167 Corridor Study goals support the new legislation:

- Provide an efficient set of transportation options within the SR 167 Corridor
- Make communities within the corridor more livable
- Maintain or improve air quality, protect and enhance fish-bearing streams, and continue to protect the integrity of the local natural environment
- Contribute to a vigorous state and regional economy by satisfying existing and future travel needs
- Accommodate planned regional growth

These goals, as defined in *Technical Memorandum 1: Goals and Objectives*, are the basis of screening and selection criteria for both bottleneck improvement options and long-term improvement options.

Key Findings of This Section

State and Regional Policies

Several state and regional policy documents provide direction and support for the Corridor Plan and Goals:

- RCW 47.04.280 (derived from State Senate Bill 5412)
- Washington Transportation Plan – recommendations for the 20-year long-range WSDOT plan
- Puget Sound Regional Council – Vision 2020 and Destination 2030
- King County and Pierce County GMA policies

These policies provide the framework that support HOV lanes, HOT lanes, Transportation Demand Management, Commute Trip Reduction elements, and multimodal systems.

Goals and Objectives

The Corridor Working Group helped establish the following key goals that all corridor transportation recommendations should meet:

- Provide an efficient set of transportation options within the SR 167 Corridor
- Make communities within the corridor more livable
- Maintain or improve air quality, protect and enhance fish-bearing streams, and continue to protect the integrity of the local natural environment
- Contribute to a vigorous state and regional economy by satisfying existing and future travel needs
- Accommodate planned regional growth

This Page Left Blank Intentionally