

SR 167 Corridor Plan Technical Memorandum 7

Appendix D:

Summary of Transit, TDM, and TOD Jurisdiction Policies

King County Countywide Policies – Updated August 2000

Section 1 – Background King County – Countywide Planning Policies

In 1991, the State legislature amended the GMA to require that the legislative body of each county planning under the Act adopt county-wide planning policies, in cooperation with the municipalities in the county. County-wide planning policies are statements establishing a regional framework from which county and municipal comprehensive plans are developed and adopted. Significant among the policies on transportation are:

- Inter-jurisdictional coordination of service levels;
- Compatibility between land use and transportation facilities;
- Concurrency between growth and transportation system improvements;
- An emphasis on reduced environmental impacts;
- Reducing demand by encouraging alternatives to automobile travel;
- An emphasis on improved efficiency of the existing roadway system;
- Consideration of a range of financing measures for transportation system improvements; and
- Controlling access to Transportation facilities where appropriate.

In 1992, the County-wide Planning Policies for King County, Washington were initially adopted by the King County Council, following ratification by the cities and towns

The primary focus of Urban Centers was defined as follows:

“The Centers are linked by the high-capacity transit system, and transit stations within the Centers are located within walking distance to all parts of the Center.”

Section 2 – Key Policies

Policy LU-30 Where urban services cannot be provided within the next ten years, jurisdictions should develop policies and regulations to:

- a. Phase and limit development such that planning, siting, density and infrastructure decisions will support future urban development when urban services become available; and
- b. Establish a process for converting land to urban densities and uses once services are available.

Urban Centers

Policy LU-44 To encourage transit use, jurisdictions should establish mechanisms to limit the use of single occupancy vehicles for commuting purposes. Such mechanisms could include charging for long-term single-occupancy vehicle parking and/or limiting the number of off-street parking spaces for each Urban Center; establishing minimum and maximum parking requirements that limit the use of the single-occupant vehicle; and developing coordinated plans that incorporate Commuter Trip Reduction guidelines. All plans for Urban Centers shall encourage bicycle travel and pedestrian movement.

Manufacturing/Industrial Centers

Policy LU-54 Jurisdictions shall design access to the regional Manufacturing/Industrial Centers to facilitate the mobility of employees by transit, and the mobility of goods by truck, rail or waterway as appropriate. Regional comprehensive plans shall include strategies to provide capital improvement projects which support access for movement of goods.

Policy LU-55 Jurisdictions which contain regional Manufacturing/Industrial Centers, in conjunction with transit agencies, shall identify transit station areas and rights-of-way in each jurisdiction's comprehensive plan. Where transit stations exist or are planned, jurisdictions in conjunction with transit agencies shall identify various options such as feeder systems, bicycle routes and pedestrian systems to link the Center with its transit stations.

Policy LU-56 In order to reserve rights-of-way and potential station areas for high-capacity transit or transit hubs in the regional Manufacturing/Industrial Centers, jurisdictions shall:

- a. Upon adoption of specific high-capacity transit alignments by METRO, adopt policies to avoid development which would restrict establishment of the high-capacity transit system;
- b. Preserve rights-of-way controlled by the jurisdiction which are identified for potential transit use; and
- c. Provide METRO an option to acquire property owned by the jurisdiction.

Policy LU-57 Transit agencies shall strive to provide convenient and economical mass transit service for the Manufacturing/Industrial Centers that will result in a decrease in single-occupancy non-commercial vehicle trips within the Centers.

Policy LU-70 Office building development is directed primarily to Urban Centers. Office building development outside Urban Centers including business/office parks should occur within Activity Areas, which can be supported by and promote transit, pedestrian and bicycle uses.

Policy LU-72 All jurisdictions shall establish mechanisms to encourage transit use. Examples of potential mechanisms include a charge for single-occupancy vehicle parking and/or a limit on the number of parking spaces for single-occupancy vehicles within each existing business/office park. Bicycle and pedestrian supportive design should be encouraged.

City of Auburn – Key Transportation and TDM Policies

Section 1 – Background PSRC, King County – County wide Planning Policies and City of Auburn

There are two regional policy documents which were adopted and ratified by local governments in the Puget Sound area: VISION 2020 and the Countywide Planning Policies. VISION 2020, which was adopted in 1990, is the result of a four-county regional planning process undertaken by the Puget Sound Council of Governments (the predecessor agency to the Puget Sound Regional Council). After an extensive review of regional land use and transportation alternatives, the General Assembly of the Puget Sound Council of Governments (PSCOG), which consisted of elected officials from many jurisdictions including Auburn, adopted a regional plan which emphasized targeting growth to major and minor centers throughout the region. VISION 2020 subsequently has served as the framework for many other planning efforts, such as the Regional Transit Project and the Countywide Planning Policies for Kitsap, Pierce, Snohomish, and King Counties. Destination 2030, published in 2001, adds to VISION 2020 by refining regional transportation goals based on projected land uses.

The impetus for Countywide Planning Policies came from the 1991 amendments to the Growth Management Act. These amendments require all counties planning under the GMA to prepare countywide planning policies. These policies must address several issues, including the designation of urban growth areas, promotion of "contiguous and orderly development and provision of urban services to such development", affordable housing, and policies for joint county and city planning within urban growth areas. In King County, the Countywide Planning Policies were developed by the Growth Management Planning Council (GMPC), a group of fifteen (15) elected officials from Seattle, King County, and suburban cities. The policies were adopted by the County Council and ratified by the cities (including Kent and Auburn), in 1992, and amended in 1994. According to the GMA, the intent of these policies is to establish a framework from which county and city comprehensive plans are developed, and to ensure that county and city plans are consistent.

Section 2 Key City of Auburn Policies

TR-1: Coordinate transportation operations, planning and improvements with other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues. These include:

- Improvement of the state highway network through strong advocacy with state officials, both elected and staff, for improvements to state highways and interchanges;
- Improvements to roadways connecting Auburn to the surrounding region, including SR 167, SR 18, SR 181/West Valley Hwy, SR 164, and S 277th Street;
- Improved access to the Interstate 5 corridor and regional employment centers;
- Transit connections to the region's urban centers;
- Strong advocacy with US congressional members to provide funding to mitigate transportation problems connected to interstate commerce; and
- Proactively pursuing forums to coordinate transportation project priorities among other governmental entities.

TR-13: New development that lowers a facility's level-of-service standard below the locally adopted minimum standard shall be denied. Strategies that may allow a development to proceed include, but are not limited to:

- Reducing the scope of a project (e.g. platting fewer lots or building less square footage);
- Building or financing new transportation improvements concurrent with development;
- Phasing/delaying a project;
- Requiring the development to incorporate Transportation Demand Management strategies; or
- Lowering level-of-service standards.

TR-32: The City shall encourage the use of high-occupancy vehicles (buses, carpool, and vanpool) through both private programs and under the direction of Metro Transit.

TR-33: The City shall promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part time or full-time or at alternate work sites closer to home.

TR-34: The City shall encourage employers to provide TDM measures in the workplace through such programs as preferential parking for high-occupancy vehicles, improved access for transit vehicles, and employee incentives for using high occupancy vehicles.

TR-36: The City will lead by example through implementation of a thorough and successful Commute-Trip Reduction (CTR) Program for City employees.

TR-41: The City encourages park & ride lots on sites adjacent to compatible land uses with convenient access to the Auburn Transit Station, SR 18, SR 167, and all regional transportation corridors.

TR-42: The City will work proactively with Sound Transit, WSDOT, Metro Transit, and Pierce Transit to ensure the adequate supply of park & ride capacity in Auburn.

TR-79: The movement of freight and goods which serve largely national, state, or regional needs should take place in such a way so that the impacts on the local transportation system are minimized. These movements should take place primarily on state highways, Interstates, or on grade separated rail corridors in order to minimize the local impacts.

TR-113: The City should encourage Sound Transit and Metro Transit to explore linkages to the south with Pierce Transit, and to improve service between south Auburn and the Auburn Transit Center.

TR-115: The City shall encourage the inclusion of transit facilities in new development when appropriate.

TR-116: Auburn shall work with transit providers and regional agencies to develop a transit system that is fully accessible to pedestrians and the physically challenged, and which integrates the access, safety, and parking requirements of bicyclists.

TR-117: The City will endeavor to identify areas of concentrated transit traffic and impose design and construction standards that accommodate the unique considerations associated with bus travel, such as street geometry and pedestrian linkages.

City of Kent – Key Transportation and TDM Policies

Section 1 – Background PSRC, King County – County wide Planning Policies and City of Renton

The City's 2002-2004 Comprehensive Plan Update has integrated goals and policies of Destination 2030, a regional transportation plan produced by Puget Sound Regional Council in 2001.

Regional Policies

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Therefore, these policies have a significant impact on Kent's local land use policies. The Countywide Planning Policies incorporated the VISION 2020 concept of directing growth to centers.

Goal LU-2:

Establish a land use pattern throughout the Potential Annexation Area that will facilitate a multi-modal transportation system and provide efficient public facilities. Ensure that overall densities in the Potential Annexation Area are adequate to support a range of urban services.

Land Use Element 17

Policy LU-2.1: *Establish transportation levels of service which will help guide development into desired areas.*

Policy LU-2.2: *Concentrate development in order to promote public transit.*

Policy LU-2.3: *Emphasize in development regulations and design review processes site design standards which facilitate public transit, cyclist and pedestrian circulation.*

Policy LU-2.4: *Give funding priority to capital facility projects which are consistent with the City's Land Use Element.*

Policy LU-2.5: *Via a public participation process, allow certain public and private infrastructure, community, open space, and social service facilities that serve the general population the freedom to locate throughout the City. Such uses may include utility, transportation and communication facilities; schools; public facilities; open space uses such as cemeteries, golf courses, and so forth; and retirement homes, convalescent facilities and certain other welfare facilities.*

Goal LU-3:

Focus both city and regional household and employment growth in the designated Urban Center.

Policy LU-3.1: *Allow and encourage mixed-use development which combines retail, office, and residential uses, or as a portion of the total mixture of uses, to provide a diverse, vibrant and well designed Urban Center.*

Policy LU-3.2: *Focus office employment growth in the Urban Center as a percentage of overall mixed-use development.*

Policy LU-3.3: *Encourage medium and high-density residential development in the Urban Center. Emphasize design standards to provide an attractive and high quality residential environment*

Policy LU-3.4: *Enhance links between the Urban Center and adjacent residential neighborhoods. Design the Urban Center development to preserve adjacent neighborhoods.*

Policy LU-3.5: *Encourage pedestrian-oriented retail uses and development in the Urban Center. Promote and encourage retail uses which serve the residential population in, and adjacent to, the Urban Center.*

Goal LU-4:

Plan and finance transportation and other public facilities which support the mixed use development of the Urban Center.

Policy LU-4.1: *Establish transportation levels-of-service (LOS) which facilitate medium to high-density development in the Urban Center that is consistent with concurrency requirements.*

Policy LU-4.2: *Focus future public transportation investments in the Urban Center.*

Policy LU-4.3: *Enhance pedestrian circulation systems and bicycle lanes in the Urban Center. Place emphasis also on pedestrian and cyclist circulation systems which link adjacent neighborhoods to Urban Center.*

Policy LU-4.4: *Take actions to ensure that adequate public parking is available to facilitate development in the Urban Center. This includes efficient management of on-street spaces and future development and enhancement of structured, off-street parking.*

Policy LU-4.5: *Plan and finance city water and sewer systems to ensure that adequate capacity exists to support medium-and high-density development in the Urban Center.*

Policy LU-4.6: *Develop park and open space areas to serve both residents and employees in the Urban Center.*

Policy LU-4.7: *Support public art projects to enhance the Urban Center, particularly along the Sound Transit corridor.*

Policy LU-4.8: *Locate civic buildings and facilities in the Urban Center.*

Policy LU-4.9: *Locate facilities and services that meet the Community's human service needs to be near the Urban Center*

Goal LU-16:

Plan and finance in the Manufacturing/Industrial Center those transportation and infrastructure systems which can accommodate high-intensity manufacturing, industry and warehouse uses.

Policy LU-16.1: *Facilitate mobility to and within the Manufacturing/Industrial Center for goods, services, and employees. Work with the Regional Transit Authority and King County to enhance public transit service to and within the Manufacturing/Industrial Center. Utilize development standards in the Manufacturing/Industrial Center to create an attractive employment center and to mitigate the impacts of manufacturing and warehouse uses.*

Policy LU-17.1: *Utilize setbacks and landscaping to protect wetlands, shorelines, and streams from adjacent manufacturing and warehouse development.*

Policy LU-17.2: *Ensure development standards for the Manufacturing/Industrial Center are conducive to transit. Place emphasis on building setbacks, the location of parking areas, and revise parking standards to support commute trip reduction goals and multi-modal forms of transportation.*

Policy LU-17.3: *Discourage or minimize parking lots between the building and the sidewalk when manufacturing and warehouse development is located on a public transit corridor.*

Policy LU-17.5: *Utilize development standards and code enforcement that supports a distinctive and orderly character along the Sound Transit Corridor.*

Goal LU-19:

Utilize development standards to create an attractive employment center and to mitigate the impacts of manufacturing and warehouse uses, business and office parks, and bulk retail uses.

Goal LU-24:

Encourage well designed, compact land use patterns to reduce dependency on the automobile, and thereby improve air and water quality and conserve energy resources. Establish mixed-use commercial, office, and residential areas to present convenient opportunities for travel by transit, foot, and bicycle.

Policy LU-24.1: *Incorporate bike lanes in designated roadway designs, ensure that sidewalks and other pedestrian amenities are provided in conjunction with private and public development, and incorporate convenient transit stations in designs for mixed-use development.*

City of Puyallup – Key Transportation and TDM Policies

(Source: Comprehensive Plan – Adopted 1994/Updated as of 12/31/2006)

Section 1 – Pierce County - County Wide Planning Policies and City of Puyallup

Discussion on Pierce County County-wide Planning Policies

In 1991, the State legislature amended the GMA to require that the legislative body of each county planning under the Act adopt county-wide planning policies, in cooperation with the municipalities in the county. County-wide planning policies are statements establishing a regional framework from which county and municipal comprehensive plans are developed and adopted. Significant among the policies on transportation are:

- Inter-jurisdictional coordination of service levels;
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- An emphasis on reduced environmental impacts;
- Reducing demand by encouraging alternatives to automobile travel;
- An emphasis on improved efficiency of the existing roadway system;
- Consideration of a range of financing measures for transportation system improvements; and
- Controlling access to Transportation facilities where appropriate.

On June 30, 1992, the County-wide Planning Policies for Pierce County, Washington were initially adopted by the Pierce County Council, following ratification by the cities and towns and a recommendation for adoption by the Pierce County Steering Committee. Those policies were most recently updated and ratified in 2004. The policies address issues that affect the County as a whole including affordable housing; agricultural lands; economic development and employment; education; fiscal impact; historic, archaeological, and cultural preservation; natural resources, open space and protection of environmentally sensitive lands; siting of public capital facilities of a county-wide or state-wide nature; transportation; and urban growth areas. The policies have been utilized as a guide for consistency in developing each required element of the Comprehensive Plan.

State Owned Transportation Facilities

In 1998, the State legislature amended portions of the GMA (HB 1487) requiring each jurisdiction, planning under the Act, to amend their transportation plan. New amendments required for local transportation plans to meet the 1998 Bill, commonly known as the Level of Service Bill, are summarized below.

- Include State owned transportation facilities in the local plan's transportation inventory, including highways of statewide significance (HSS).
- Include level of service (LOS) for State owned transportation facilities.
- Include a new sub-element that estimates traffic impacts to State owned transportation facilities resulting from land use.
- Assure that identified needs for State owned facilities within local plans are consistent with the State Plan.

This information will assist the Washington State Department of Transportation in monitoring the performance of state facilities, planning for improvements, and assessing the impacts of land use decisions on State owned transportation facilities.

Section 2 – City of Puyallup Background

Since its incorporation in 1890, the City of Puyallup has grown slowly but steadily. In 1900, the U.S. Census indicated that Puyallup had a population of 1,884. One hundred years later, the census showed that Puyallup had grown to 31,008. The average rate of population increase since 1900 has therefore been more than 33 percent per decade. Over the past decade, however, the City's population has increased 38 percent. Population growth has occurred through both infill and expansion into the Urban Growth Area (UGA) through annexations.

The Downtown Revitalization Plan contains more specific policies directed at enhancing the downtown core in topical areas of future land use, visual quality, historic preservation, transportation and commercial functions. The vitality of the downtown depends on the multiplicity and intensity of uses found in close proximity.

The residential neighborhoods surrounding the core downtown area contain many historic residential structures worthy of restoration. Adaptive reuse of historic houses for office uses in identified residential areas shall be encouraged, while the intrusion of retail commercial uses is discouraged in all residential neighborhoods.

Commercial Sectors along Arterials: The City and Urban Growth Area contain several arterials along which significant commercial development has occurred. As stated in the 1984 Comprehensive Plan:

“Probably the most significant problem with commercial land uses in the Planning Area is the unsightliness, congestion and lack of community identity associated with strip commercialization.”

In a direction forecasted in the 1984 Comprehensive Plan, this plan envisions transformation of separate ad hoc shopping establishments into nodal developments where possible. The plan encourages retrofitting existing strip commercial to create a more compact, pedestrian oriented commercial environment, interconnected with adjacent commercial developments. New in-fill development in existing arterial commercial areas is also appropriate. Design concepts which encourage efficient utilization of commercial land through mixed use and shared parking, and integration of pedestrian amenities into commercial projects should be followed.

Village Node Commercial: A majority of the commercial development occurring within the City and UGA is located along heavily trafficked arterials such as Meridian Street and River Road. A few examples of resident based commercial establishments remain in older portions of the community. However contemporary subdivisions generally lack a local identity focus or some limited goods and services within walking or bicycling distance. Village nodes are intended to encourage the creation of new integrated developments which provide an identity and foci for sub areas within the community. A village node is intended to integrate a small resident based, multiple function limited commercial center within approximately 50 to 90 acres of moderate density residential development.

The commercial component should be limited in intensity and size (i.e., approximately 5 acres) and be subject to design and performance standards ensuring compatibility with surrounding residential uses. A single retail commercial center may be located within each Village Node Overlay area subject to performance standards including appearance, size, scale, hours of operation, lighting, noise, landscaping, volume of traffic generated, and vehicular and pedestrian access. Village nodes should be serviced by mass transit facilities, including bus shelters and turnouts, preferably in conjunction with the commercial center. Each village node should also contain or be in proximity to community open space and recreation facilities.

Commuter Rail Station Center and Downtown

The City of Puyallup's rail transit station is located between Main Street and Stewart Avenue in Downtown Puyallup. A Commuter Rail Station Center is designated around the station and extends approximately 1/4 mile from the station in all directions.

The purpose of the Rail Station Center designation is to facilitate land uses decisions that serve the shopping and/or housing needs of individuals who choose to minimize their dependency on the automobile or have limited transportation means. The Commuter Rail Station Center defines the area within which rail travel is encouraged through the clustering of services and uses that serve the commuting public in a pedestrian friendly environment. The Downtown Area extends beyond the defined Center. This area also emphasizes the provision of a pedestrian-friendly mix of uses; however it is not explicitly devoted to on serving the needs of the rail commuter.

To conform to its intended purpose, the Commuter Rail Station Center must be designed for pedestrians. A pedestrian environment consists of uses that are not auto or parking lot intensive and it also includes amenities that make the walking experience pleasurable. Outdoor seating areas, parks and sidewalk-level activities invite pedestrian presence, which in turn creates an appealing sense of vibrancy to the transit station area and downtown core. This kind of activity is complemented by and conducive to commercial uses that provide shopping pleasure (such as gift stores and restaurants), or that provide household necessities (such as grocery stores, hardware stores or personal services). Automobile related uses such as gas stations, car washes and repair garages are not appropriate in the Commuter Rail Station Center or downtown area.

Housing is another important component of the Rail Station Center and downtown. Housing types may include apartments located above ground-floor commercial space, or multi-family and high-density single-family housing near the perimeter of the center. To properly serve residents who rely on rail transit, housing should be provided no further than one-half mile from the rail station.

Many of the components that make a successful transit station center already exist in Puyallup's downtown commuter rail area. Within easy walking distance from the rail station site are retail shops, attractive and friendly pedestrian crossings, seating areas, buildings oriented for pedestrians (e.g., zero setbacks and display windows), and parks (i.e., Grayland Park and Pioneer Park). Also available are such necessary services as a post office, city hall, library, police and fire station.

Finally, located within close proximity to the station are both single- family and higher density multifamily housing - both of which are close enough for convenience, but far enough from the tracks to avoid undue noise problems.

Section 3 – Key Policies on Urban Center, Rail Services, TDM, Land Use.

Land Use

GOAL XVI: ESTABLISH LAND USES AROUND THE COMMUTER RAIL STATION AND DOWNTOWN THAT PROMOTE EFFECTIVE UTILIZATION OF MASS TRANSIT

Promote mass transit and accommodate individuals who rely upon commuter rail by assuring a mix of uses near to the commuter rail station that serve commuter needs and complement each other.

XVI.2 Promote retail-clustering opportunities. The clustering of retail uses helps achieve a synergism among related uses, thereby contributing to a healthy retail economy.

XVI.3 Exclude new automobile related uses. The sale, service or maintenance of automobiles is unrelated to the daily shopping needs of individuals relying primarily on mass transit, does not reflect the day to day needs of households living in the Commuter Rail Station Center and downtown area, and interferes with the retail clustering opportunities.

- a. Prohibit primary use surface level parking lots (i.e., lots that are not associated with a specific use and site) in the Commuter Rail Station Center and downtown area.

Downtown Revitalization Neighborhood Plan (2006)

IV.4 To promote Sound Transit and other public transit serving downtown Puyallup and the greater community.

- a. The City shall continue coordinating with Sound Transit to promote the use of rail commuting while addressing ongoing issues including parking, reverse commute opportunities, pedestrian connections and bolstering local businesses.
- b. The City shall work with Pierce Transit in the enhancement of convenient bus transit service to and from the downtown to serve a growing population of residents, employees, shoppers, and visitors.
- c. Shuttle service connecting the Sound Transit Station and other transit hubs to and from the Western Washington Fairgrounds and other destinations in and around downtown shall be encouraged.

I.6 To reduce the demand on roadways as a method of deferring or negating the need for capacity improvements.

- a. The City should encourage Pierce Transit to increase the availability of transit, including the frequency of service and the number of bus routes.
- b. The City should cooperate with transit providers, including Pierce Transit and the Regional Transit Authority, to encourage provision of facilities and services which make multi-modal travel more convenient.
- c. The City should cooperate with the State Department of Transportation to develop park and- ride lots at convenient locations within the community.

Potential locations for such lots should be identified and preserved as early as possible.

d. The City should actively promote commuter trip reduction practices among its employees.

e. The City should actively promote commuter trip reduction practices among employers within the community.

f. The City should develop and implement a balanced approach to provide for the movement of goods and services within the community. Improving the automobile capacity of roadways should not necessarily be the highest priority in addressing congestion problems.

g. The City should implement facilities which favor transit and other high occupancy vehicles at congested intersections where appropriate.

IV.1 To promote cooperative inter-agency and inter-jurisdictional transportation planning.

a. The City should actively coordinate planning, construction, and operation of roadway facilities with those of other agencies and jurisdictions including Washington State Department of Transportation, Pierce County, and surrounding municipalities.

V.1 To encourage the development of enhanced fixed-route bus service and to establish a level of service standard for the UGA.

a. The City acknowledges that Pierce Transit will have the primary responsibility in providing fixed route bus service within the UGA. The levels of service and time frames for transit improvements documented in the Pierce Transit System Plan establish the level of service for the UGA.

b. The City shall acknowledge the Pierce Transit urban and suburban route standards for transit frequencies and shall develop an agreement with Pierce Transit as to the applicability of these standards for specified arterial corridors within the UGA.

c. The City, in cooperation with Pierce Transit, shall develop design standards which support the transit service improvements described in the Pierce Transit system plan. Initially a checklist of necessary conditions will be developed during project design. These actions should be quantified into minimum design standards over time.

V.2 To encourage the provision of flexible route transit service commensurate with population growth.

a. The City acknowledges that Pierce Transit shall have primary responsibility in providing flexible transit route service to individuals who cannot utilize fixed route service. The City should cooperate with Pierce Transit in educating the public as to the availability of such service and in accommodating the needs of shuttle vehicle, such as establishing loading zones where necessary.

V.3 To encourage the provision of commuter rail service within the community.

a. The City acknowledges that the Regional Transit Authority (RTA) will have the primary responsibility for providing commuter rail service. The City shall cooperate with the RTA in determining one or more appropriate commuter rail stations within the UGA.

b. The City conducted a circulation and parking study for the selected commuter rail station within the downtown pedestrian oriented commercial area. This study and the design of the commuter rail station, under the guidance of the Technical Advisory Committee (TAC), determined that a parking garage with a pedestrian overpass would be needed in future years. The City of Puyallup should encourage RTA to secure grants to fund the future addition to the City's commuter rail station.

c. The City shall consult with the City of Sumner in determining the suitability of various sites for a second commuter rail station if need arises due to its success. This second station could serve both cities.

d. The City shall consult with Pierce Transit, the RTA, and the Western Washington Fair Association as to feasibility of providing shuttle service and feeder bus service to proposed commuter rail station sites.

VI.1 To develop a comprehensive non-motorized circulation plan and implementation program.

a. The non-motorized circulation framework map shall be used to guide alignment, improvements, and standards for walkways and bikeways.

b. A comprehensive non-motorized circulation plan depicting an interconnected system of walkways and bikeways at a level of detail greater than the framework plan may be developed. Design criteria, project priorities and associated costs would accompany the plan. Citizen input would be actively sought including special populations and interest groups such as students, physically challenged individuals, seniors, and bicycle and recreational walking enthusiasts. Planning efforts shall be coordinated with other agencies such as public and private schools, Pierce Transit, the Regional Transit Authority, and neighboring jurisdictions.