

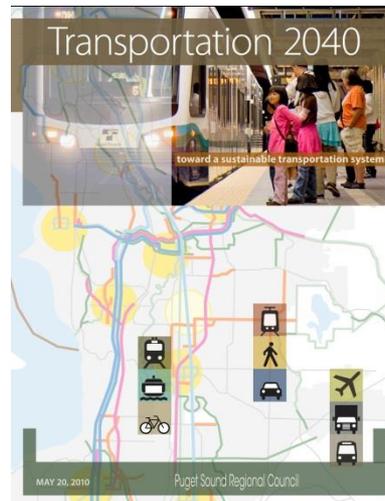
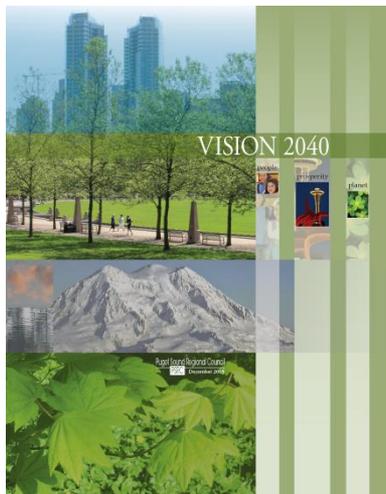


# PSRC and Regional Planning

Sound Transit Expert Review Panel

July 13, 2015

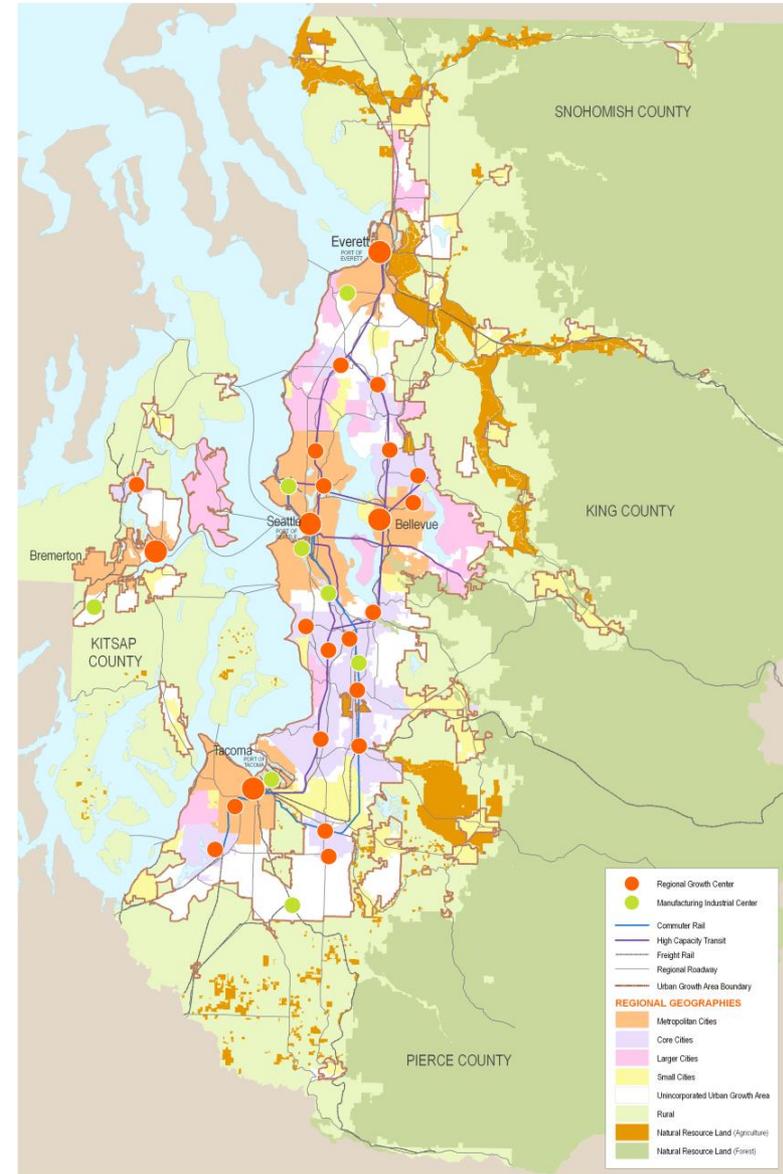
# Regional Framework for Planning



# Regional Plan for Sustainable Development

## VISION 2040

- Urban Growth Area
- Centers strategy
- Fast, frequent public transportation
- Minimize incompatible rural, resource area development

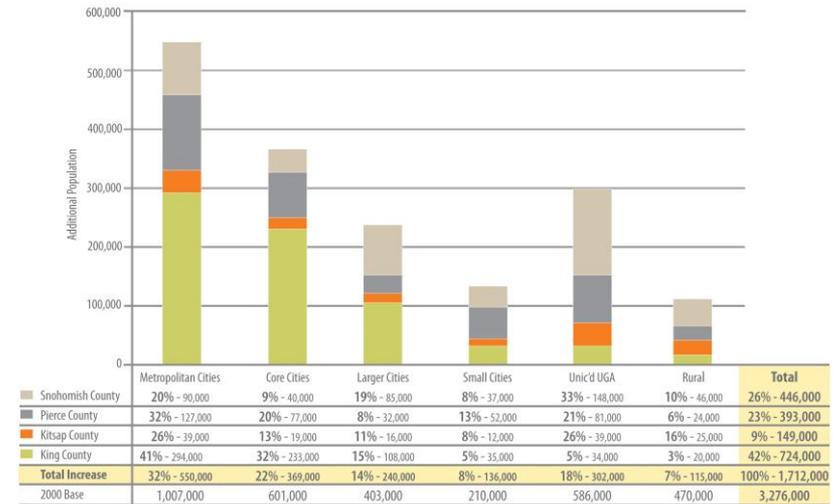


# Regional Growth Strategy

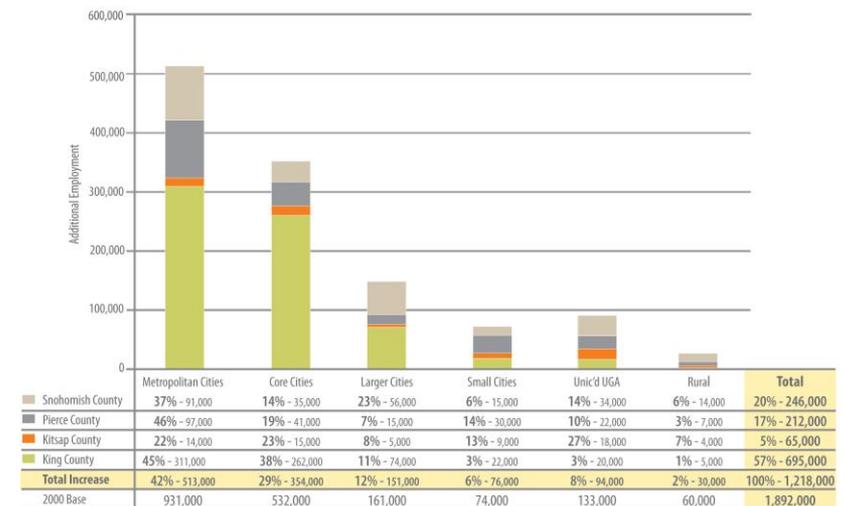
## Numeric Guidance for Local Planning & Targets

- Defines roles for cities
- Concentrate jobs, housing, and activities in cities and centers
- Guides local targets
- Improve jobs-housing balance

Population Growth by Regional Geography and County, 2000-2040  
(Final Draft Technical Amendment as of January 8, 2009)



Employment Growth by Regional Geography and County, 2000-2040  
(Final Draft Technical Amendment as of January 8, 2009)



# Multicounty Planning Policies

- Common framework for planning: regional, county, local, service plans
- Direction for implementing *Regional Growth Strategy*
- Framework policies for PSRC regional plans:
  - *Transportation 2040*
  - *Regional Economic Strategy*
- Direction for local plans



# Regional Goals and Policies for Centers

## Development Patterns Goal

The region will direct growth and development to a limited number of designated growth centers

## MPP-DP-5

Focus a significant share of population and employment growth in designated regional growth centers

## Transportation Goal

The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network

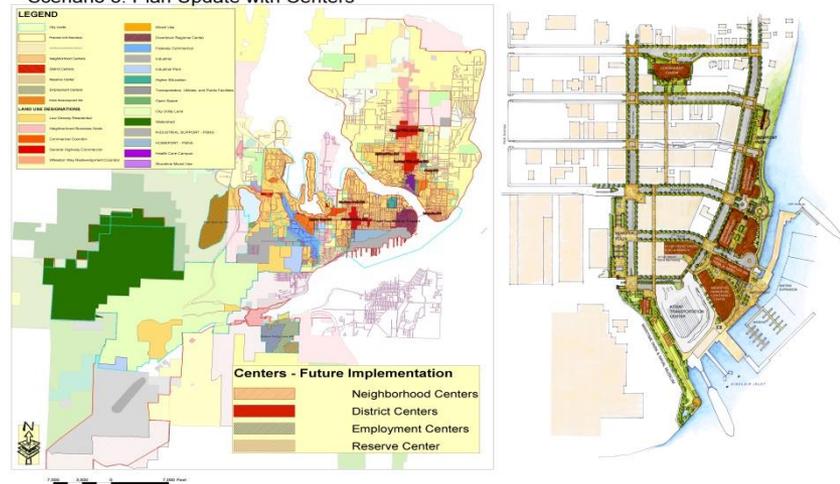
# Regional Policy: Implementation

## MPP-T-12

Give regional funding priority to transportation improvements that serve **regional growth centers** and regional **manufacturing industrial centers**

VISION 2040, p. 83 (2008)

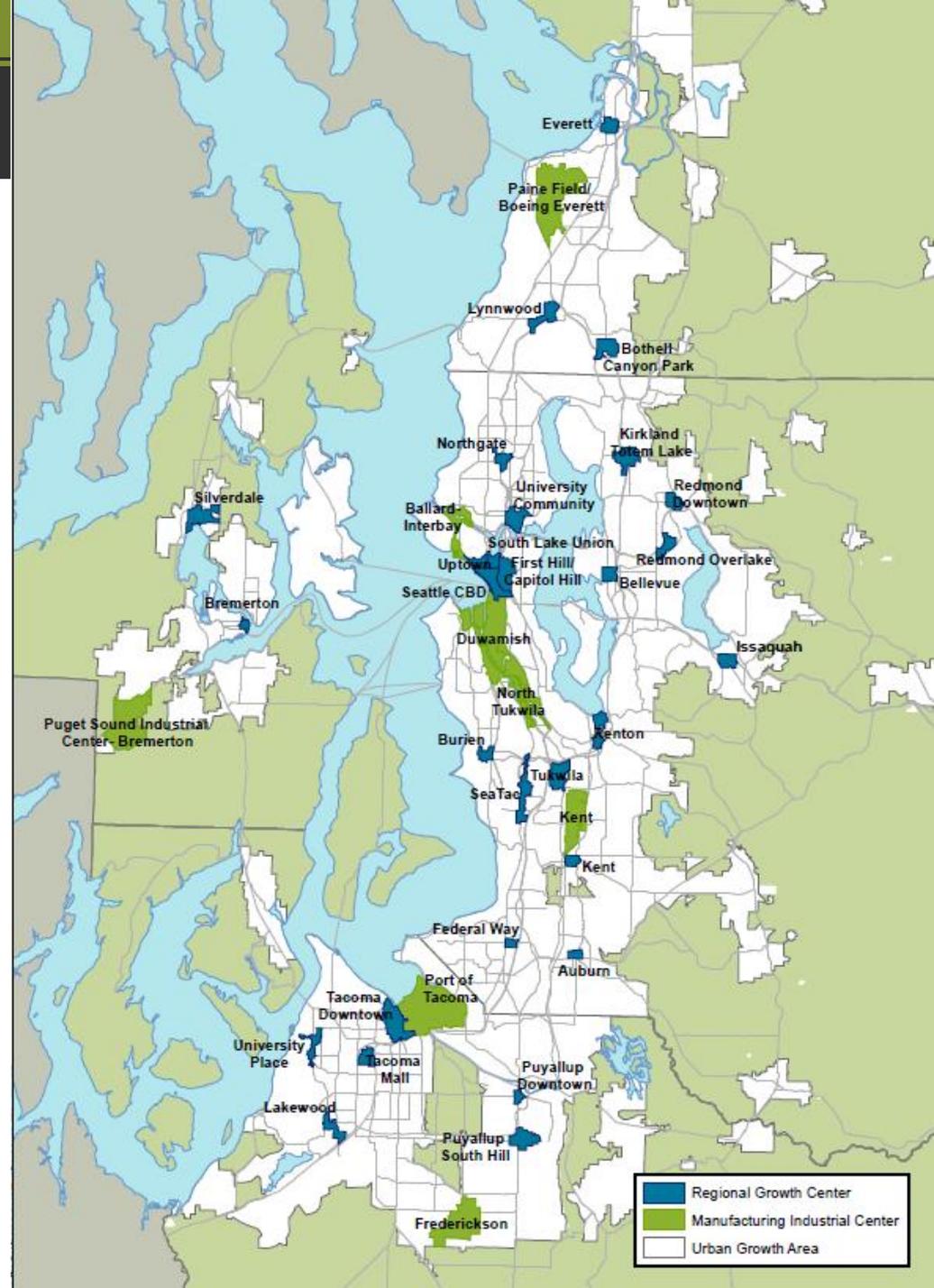
Shaping Bremerton  
Scenario 3: Plan Update with Centers



# Regional Centers

## 37 Designated Centers

- Focal points for growth
- 29 mixed use Regional Growth Centers
- 8 Manufacturing Industrial Centers
- 3 outside ST district
- RGC: 600 ac avg.
- MIC: 3,000 ac avg.
- 1.0% of land area
- 6.5% of urban area



# Regional Centers

## Population in Centers

2010: 161,000

2014: 173,000

2040: 450,000

## Employment in Centers

2010: 619,000

2014: 748,000

2040: 1,133,000

|                                  | <b>POP AAPC</b> | <b>EMP AAPC</b> |
|----------------------------------|-----------------|-----------------|
| Region                           | 1.0%            | 1.6%            |
| Regional Growth Centers          | 3.5%            | 2.2%            |
| Manufacturing Industrial Centers | 0%              | 1.6%            |

# Regional Centers

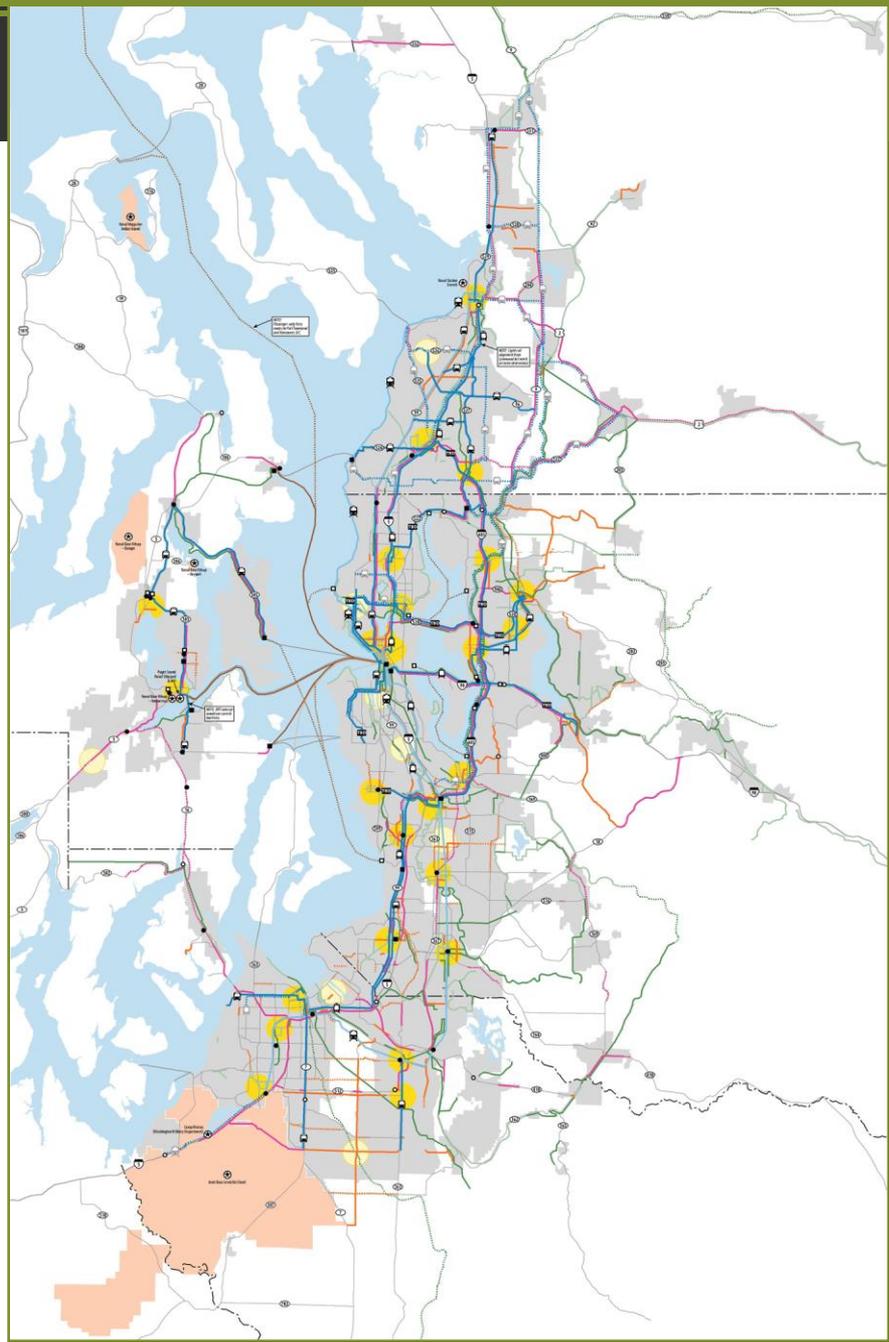
|                                 | Regional Population |            |            | Regional Employment |            |            |
|---------------------------------|---------------------|------------|------------|---------------------|------------|------------|
|                                 | Growth              |            |            | Growth              |            |            |
|                                 | 2010                | 2040       | 2010-40    | 2010                | 2040       | 2010-40    |
|                                 |                     |            |            |                     |            |            |
| <b>% in Centers</b>             | <b>4%</b>           | <b>9%</b>  | <b>25%</b> | <b>35%</b>          | <b>39%</b> | <b>45%</b> |
| <b>% in Cities with Centers</b> | <b>46%</b>          | <b>49%</b> | <b>58%</b> | <b>71%</b>          | <b>70%</b> | <b>70%</b> |

# Transportation 2040

**\$174 Billion  
30-Year  
Investment  
Strategy**

|                                        | Existing | Constrained Plan* | Full Plan** |
|----------------------------------------|----------|-------------------|-------------|
| <b>Rapid Transit</b>                   |          |                   |             |
| Bus Rapid Transit                      |          |                   |             |
| Light Rail***                          |          |                   |             |
| Commuter Rail                          |          |                   |             |
| Rail/BUS (to be determined)            |          |                   |             |
| <b>State Highway</b>                   |          |                   |             |
| <b>Arterial</b>                        |          |                   |             |
| <b>Passenger-Only Ferry</b>            |          |                   |             |
| <b>Auto Ferry</b>                      |          |                   |             |
| <b>Bicycle/Pedestrian</b>              |          |                   |             |
| <b>Transit Station</b>                 |          |                   |             |
| <b>Park and Ride</b>                   |          |                   |             |
| <b>Regional Growth Center</b>          |          |                   |             |
| <b>Manufacturing/Industrial Center</b> |          |                   |             |
| <b>Urban Growth Area</b>               |          |                   |             |
| <b>Military Base</b>                   |          |                   |             |

\* Constrained Plan includes projects and programs covered by the plan's financial strategy.  
 \*\* Full Plan includes additional projects and programs not covered by the plan's financial strategy.  
 \*\*\* Future Light Rail alignments are yet to be determined.



# ST Long Range Plan

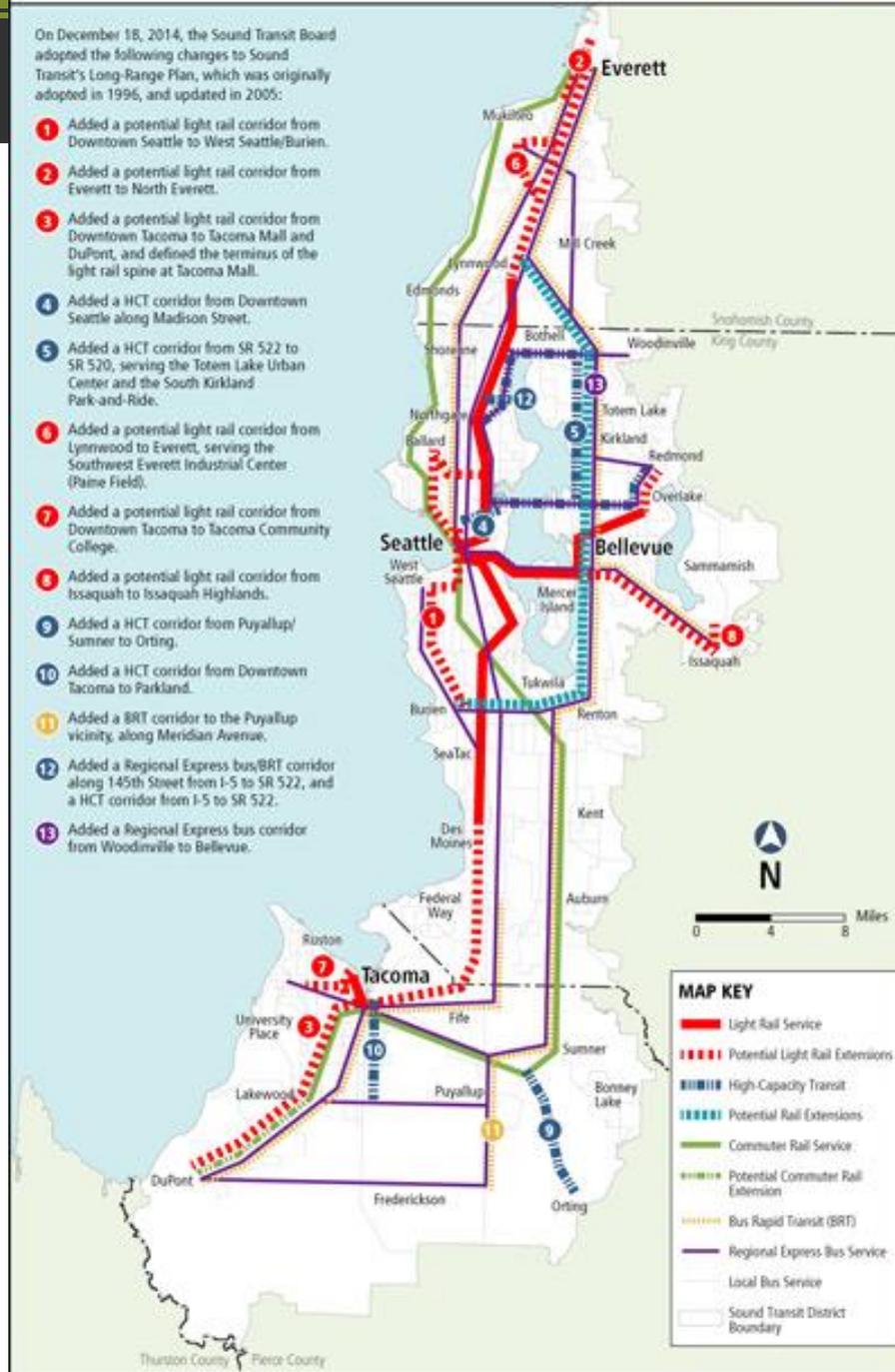
## Goals and Objectives

“...Provide reliable, convenient, and safe public transportation services between **regional growth centers** and create an integrated system of transit services and fares...”

Regional Transit Long-Range Plan, p. 4  
(December 18, 2014)

On December 18, 2014, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996, and updated in 2005:

- 1 Added a potential light rail corridor from Downtown Seattle to West Seattle/Barien.
- 2 Added a potential light rail rail corridor from Everett to North Everett.
- 3 Added a potential light rail corridor from Downtown Tacoma to Tacoma Mall and DuPont, and defined the terminus of the light rail spine at Tacoma Mall.
- 4 Added a HCT corridor from Downtown Seattle along Madison Street.
- 5 Added a HCT corridor from SR 522 to SR 520, serving the Totem Lake Urban Center and the South Kirkland Park-and-Ride.
- 6 Added a potential light rail corridor from Lynnwood to Everett, serving the Southwest Everett Industrial Center (Paine Field).
- 7 Added a potential light rail corridor from Downtown Tacoma to Tacoma Community College.
- 8 Added a potential light rail corridor from Issaquah to Issaquah Highlands.
- 9 Added a HCT corridor from Puyallup/Sumner to Orting.
- 10 Added a HCT corridor from Downtown Tacoma to Parkland.
- 11 Added a BRT corridor to the Puyallup vicinity, along Meridian Avenue.
- 12 Added a Regional Express bus/BRT corridor along 145th Street from I-5 to SR 522, and a HCT corridor from I-5 to SR 522.
- 13 Added a Regional Express bus corridor from Woodinville to Bellevue.





# For More Information

**Ben Bakkenta**, Program Manager

[bbakkenta@psrc.org](mailto:bbakkenta@psrc.org) / 206-971-3286

**PSRC Information Center**

[info@psrc.org](mailto:info@psrc.org) / 206-464-7532

Puget Sound Regional Council

