

Transportation

The transportation element of the plan is required by GMA to encourage efficient multi-modal 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 public and private transportation system needs to meet current and future travel demand;
- a multi-year finance strategy that balances needs against available funding,
- intergovernmental coordination and impact assessment; and
- strategies for reducing travel demand.

Additionally, the Vision 2020 Regional Growth and Transportation Strategy, adopted by the Puget Sound Regional Council (PSRC), provides a basis for coordination of growth management and transportation policies across the central Puget Sound region. Implementation of the Vision 2020 transportation 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 need to accomplish several things.

The county needs to recognize that transportation and land use are profoundly interrelated. The type, intensity, and timing of land development will largely determine the mode of transportation provided, 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.

There is a need to provide 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). Ride-sharing 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.

There is a need to 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, there is a need to make level of service, transportation location, and design standards consistent across state, regional, and local agencies to ensure effective and efficient transportation. Transportation systems must be adequate to serve the level of land development forecasted and ultimately allowed.

GOAL TR 1 Develop transportation systems that complement the land use 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, Community Transit, and Everett Transit, standards for public transportation services and facilities consistent with adopted road standards and the land use elements 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 the comprehensive plan.
- 1.B.3 Land use designations shall be reviewed where roadway construction or upgrading to serve designated land use intensities is not 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 multi-modal 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.

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 primary corridors shall be identified that provide for multi-modal 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 and bus pullouts and on-site circulation shall be located and designed to accommodate public transportation where potential ridership warrants such improvements.

GOAL TR 2 Provide public transportation services that are enhanced by the land use element of the county comprehensive plan.

Objective TR 2.A In cooperation with the cities, 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 primary corridors for multi-modal travel.
 - 2.A.2 A transit-supportive transportation system shall be provided linking 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.

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 and 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 encouraged between 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 pedestrian access to and circulation within all developments shall be 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.

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.

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

Objective TR 5.A To comply with the 1990 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 alternative transportation mitigation for proposed developments that impact roadways determined to be at ultimate capacity and which are operating below adopted level of service standards.
- 5.A.2 Transportation level of service shall be used as a growth management tool to manage the rate of growth in rural areas and encourage more intense development within 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 Modes of travel, such as carpools, vanpools and access to public and private transportation in addition to single occupant vehicles should be considered in making concurrency decisions.
- 5.A.8 Level of service shall be monitored on those critical roadway facilities that serve as indicators of system operation.
- 5.A. 9 Monitoring of level of service shall be coordinated with WSDOT, adjacent local jurisdictions and transit agencies.

Objective TR 5.B Participate in 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 state and other 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 set 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, RTA 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. Transit service would have to be designed to complement this objective.

Objective TR 5.E Sponsor education programs with school districts 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 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 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 have positive or minimal adverse impacts on the natural environment, air quality, water quality 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 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 the 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 pollution, 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 1990 Clean Air Act amendments, and consistent with goals to reduce carbon monoxide and ozone levels to national air quality standards of 1997.

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.

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 improvements programs shall consider the extent to which they fulfill the objectives of the regional transportation plan and the county's and cities' comprehensive plans.
- 7.A.5 A coordinated six-year program shall be prepared that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.
- 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 plans 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 multi-modal 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 prepared 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.

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 established that provide 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 multi-modal transportation centers.

Objective TR 8.D Participate with the cities, Community Transit, Everett Transit, King County-METRO, Marine Division of WSDOT, and AMTRAK 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.

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 multi-modal 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.