

CITY COUNCIL STUDY SESSION TUESDAY, AUGUST 20, 2019

BAINBRIDGE ISLAND CITY HALL 280 MADISON AVENUE N. BAINBRIDGE ISLAND, WASHINGTON

AGENDA

- 1. CALL TO ORDER / ROLL CALL 6:00 PM
- 2. APPROVAL OF AGENDA/ CONFLICT OF INTEREST DISCLOSURE
- 3. MAYOR'S REPORT 6:05 PM
- 4. UNFINISHED BUSINESS
 - 4.A (6:10 PM) Update on Moratorium Planning, 10 Minutes Moratorium work program status report Ordinance No. 2019-10 Extending the Development Moratorium Development Moratorium Summary Effective 20190403
- 5. **NEW BUSINESS**
 - 5.A (6:20 PM) Transportation Concurrency Review Public Works, 30 Minutes Review of Traffic Concurrency/Traffic Study Methodology Powerpoint COC - Winslow Hotel.pdf
 - 5.B (6:50 PM) Update on Population Forecast Puget Sound Regional Council (PSRC) Vision 2050 Plan Planning, 30 Minutes
 Draft PSRC Vision 2050 Plan
 Staff Memo Draft PSRC Vision 2050 Plan
- 6. CITY COUNCIL DISCUSSION
 - 6.A (7:20 PM) Revisions to the City's Ethics Program, 60 Minutes Draft Revisions to the City's Ethics Program With Discussion Points - Track Changes Draft Revisions to the City's Ethics Program With Discussion Points - Clean Disclaimer - Council Comments Mayor Medina's Ethics Suggestions

Councilmember Deet's Proposed Changes to Ethics Program 08152019

- 6.B (8:20 PM) Bainbridge Island Community Bill of Rights Ordinance Councilmembers Nassar and Peltier, 15 Minutes Memo to the City Council
- 7. FUTURE COUNCIL AGENDAS
 - 7.A (8:35 PM) Future Council Agendas, 10 Minutes City Council Regular Business Meeting, August 27, 2019 City Council Study Session, September 3, 2019 City Council Regular Business Meeting, September 10, 2019
- 8. FOR THE GOOD OF THE ORDER 8:45 PM
- 9. ADJOURNMENT 8:55 PM

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 - Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.

City Council meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the City Clerk's Office at 206-780-8604 or cityclerk@bainbridgewa.gov by noon on the day preceding the meeting.



City Council Study Session Agenda Bill

MEETING DATE: August 20, 2019 BAINBRIDGE ISLAND **ESTIMATED TIME:** 10 Minutes AGENDAITEM: (6:10 PM) Update on Moratorium - Planning, STRATEGIC PRIORITY: Green, Well-Planned Community PRIORITY BASED BUDGETING PROGRAM: **PROPOSED BY:** Planning & Community Development AGENDA CATEGORY: Report RECOMMENDED MOTION: Moratorium work program and status update. Respond to City Council questions and discussion. SUMMARY: City staff have been working to address the issues identified in the development moratorium (Ordinance No. 2018-02, amended by Ordinances Nos. 2018-03, 2018-05, 2018-09, 2018-14, 2018-23, 2018-41, and 2019-10). On March 26, 2019, after conducting another public hearing regarding the current moratorium on certain development, the City Council adopted Ordinance No. 2019-10 (effective date April 3, 2019) which will extend the moratorium for an additional six months, unless the Council decides to terminate the moratorium earlier based on new information or on completion of remaining tasks on the moratorium work plan. The development moratorium is scheduled to expire on October 3, 2019, unless the Council takes further action before such date. See attached Work Program Status Report, Ordinance No. 2019-10, and summary. FISCAL IMPACT: Amount: **Ongoing Cost:**

One-Time Cost:

Included in Current Budget?

BACKGROUND:

ATTACHMENTS:

Moratorium work program status report

Ordinance No. 2019-10 Extending the Development Moratorium

<u>Development Moratorium Summary Effective 20190403</u>

FISCAL DETAILS: Discussion only - N/A

Fund Name(s):

Coding:

Moratorium Topic	Status	Timeline
Critical Areas Ordinance (CAO)	The development moratorium was amended by the City Council on April 24, 2018 to continue to apply within the City's shoreline jurisdiction areas (Ordinance 2018-14). This effectively applied the aquifer recharge protection area (ARPA) requirement in the shoreline, although the change did not apply other provisions of the CAO update within the shoreline. At its October 16, 2018 study session, the Council made the policy decision to not include the ARPA requirement in the shoreline area. This policy decision means that "Part B" of the moratorium could be removed. On November 13, 2018, the Council adopted Ordinance 2018-43 (effective date November 21) removing "Part B" (i.e., the ARPA requirement) from the moratorium. The City has a Shoreline Master Program (SMP) Amendment in process to integrate the updated critical areas regulations into the SMP.	Staff anticipates a response from the Dept. of Ecology in August. On September 11, 2018, the City Council held a public hearing on the SMP amendment. The Council held study sessions on October 2 and 16, 2018, and is continuing to consider the amendment at subsequent Council meetings (see below). The Public Comment Period expired on November 9, 2018. The joint state/local review process requires that the draft amendment and a summary of response to comments be transmitted to the Department of Ecology within 30 days after the end of the Public Comment Period. City staff has requested an extension for this transmittal until January 31, 2019. In the meantime, comments are still being accepted and considered by staff and the Council as part of the Council's ongoing consideration of the SMP amendment. On November 27, 2018, the Council discussed the SMP amendment relating to integration of critical area regulations and regarding nonconforming structures, uses, and lots. On

Moratorium Topic	Status	Timeline
		December 11, 2018, the Council discussed this matter and instructed staff to prepare a resolution to transmit the SMP amendment to the Department of Ecology for its SMA consistency review.
		On January 8, 2019, the Council passed Resolution No. 2019-05 approving the draft amendment and authorizing staff to transmit the proposed SMP amendment to the Department of Ecology for initial review. The draft SMP amendment was transmitted to Ecology in April 2019. Ecology then sends back the draft amendment with recommended changes and the Council locally adopts the amendment. It is then sent back to Ecology for final approval. The amendment process is expected to be completed in summer 2019.
Status on July 29, 2019:	Complete: CAO update effective outside shorel	•
	Incomplete: Applicability of CAO update within	shoreline jurisdiction.

Moratorium Topic	Status	Timeline
	The subdivision update includes three components:	August 27: City Council Public Hearing
	 Revisions to review process, decision criteria, and decision-making authority 	July 23: City Council discussion
	Creation of new design guidelinesRevisions to subdivision standards	May 28: City Council discussion
	The Planning Commission completed its	April 2 and 16: City Council discussion
	review of all three components.	March 26: City Council discussion
Subdivisions	The Council accepted the Planning Commission recommendations related to the role of the Planning Commission and Design Review Board in reviewing and making recommendations on preliminary decisions on subdivisions. However, the Council did not agree to the Planning Commission's recommendation that the Council be the decision-maker for preliminary decisions on	March 19: City Council first reading (staff transmittal of Planning Commission recommendation) On September 27, October 25, and November 8, 2018, the Planning Commission met to discuss subdivision standards and the review process. The Planning Commission continued its discussion in November and December
	subdivisions (i.e., preliminary plat approval). On September 25, 2018, the Council removed	2018, and in January 2019. On October 23, 2018, the City Council held a
	two-lot short subdivisions in which there is an existing single-family residence from the moratorium with the adoption of Ordinance 2018-41.	public hearing related to Planning Commission/DRB review and recommended roles. The Council deferred taking action until receiving all of the forthcoming Planning Commission recommendations on subdivision

	The second two components of the subdivision update – new design guidelines and revised standards – are being discussed by the City Council. It is anticipated the City Council will hold a public hearing related to the subdivision update in late May or early June.	design guidelines, standards, review process, and decision criteria. On December 4, 2018, the Council discussed Ordinance 2018-20, related to revisions to land use review procedures for major projects, including subdivisions, and on December 11, 2018, held a public hearing and approved the ordinance. On January 8, 2019, the Council adopted Resolution No. 2019-02, updating the administrative manual to address development review process code amendments in Chapter 2.16, BIMC.
Status on July 29, 2019:	Complete: Ordinance 2018-20 approved by the revisions to land use review procedures for maj Commission review of revised subdivision stand Incomplete: City Council review and approval or and revised standards.	or projects, including subdivisions. Planning lards.

Moratorium Topic	Status	Timeline
Design Guidelines Update (related to Site Plan and Design Review and Conditional Use Permits).	A RFQ for professional services was published and closed on August 17, 2018. On October 23, 2018, the City Council authorized a professional services agreement with Framework to produce an updated set of design guidelines (Chapter 18.18 BIMC).	The Planning Commission will discuss the draft design guidelines on August 22 and hold a public hearing on September 5. The DRB discussed draft design guidelines on June 17 and on July 15. A City Council briefing was provided June 4. Draft design guidelines were presented at the second public meeting on May 22. The DRB discussed draft design guidelines on May 6. The consultant met with the Design Review Board (DRB) on March 18 to discuss the existing conditions report and draft design guidelines. The existing conditions report should be available to the public by mid-April. On November 13, 2018, a kick-off meeting with the consultant was held with the DRB. On December 19, 2018, focus groups met to discuss design guideline perceptions, issues, problems, and ideas.

		On January 30, 2019, a Design Guideline Update Open House was held. On February 5, 2019, the Design Guideline Update project consultant briefed the Council. The update to the City's Design Guidelines is expected to be completed before mid-year 2019.
Status on July 29, 2019:	Complete: Consultant professional services agreer DRB, design guideline open house held, City Counc Incomplete: Updated design guidelines.	• • • • • • • • • • • • • • • • • • • •

Moratorium Topic	Status	Timeline
	The Planning Commission and Design Review Board discussed this topic at their meetings beginning in May and continuing through December 2018.	On October 23, 2018, the City Council held a public hearing related to the Planning Commission and Design Review Board's land use review roles and responsibilities (Ordinance 2018-20). The Council deferred taking action until receiving all of the forthcoming Planning Commission recommendations on land use review procedures.
Review Process for Land Use Permits (related to Subdivisions, Site Plan and Design Review, and Conditional Use Permits).	The Planning Commission provided recommendations to the City Council related to roles and responsibilities for the Planning Commission, Design Review Board, and the Council and the legislative review process for amending the BIMC.	At its December 4, 2018 meeting, the Council discussed Ordinance No. 2018-20, regarding revisions to BIMC Title 2 related to land use review approval bodies and procedures. On December 11, 2018, the Council held a public hearing and approved the ordinance.
	The Planning Commission will continue its review of site plan and design review and conditional use permit decision criteria as part of a larger housekeeping ordinance for all of BIMC 2.16 and hold a public hearing in May.	On January 8, 2019, the Council adopted Resolution No. 2019-02, updating the administrative manual to address development review process code amendments in Chapter 2.16, BIMC.
		On March 14 and August 8 2019, the Planning Commission reviewed site plan and design review and conditional use permit decision criteria. The Planning Commission will discuss

	and hold a public hearing and make a recommendation to the City Council on proposed revisions to the decision criteria (Ordinance 2019-24) August 22.
Status on July 29, 2019:	Complete: Ordinance 2018-20 approved by the City Council on December 11, 2018, related to new roles and responsibilities for the Planning Commission and Design Review Board, review procedures for subdivisions, site plan and design review, and conditional use permits, and revisions to the legislative review process for amending the BIMC. Incomplete: Revisions to Chapter 2.16 BIMC related to decision criteria for site plan and design review and conditional use permits. The Planning Commission is currently reviewing proposed revisions to the decision criteria (Ordinance 2019-24). Staff estimates that Ordinance 2019-24 will be reviewed by the City Council in September.

Moratorium Topic	Status	Timeline
Affordable Housing	The Affordable Housing Task Force completed review of its draft final report to the City Council at its meeting on July 11, 2018. On June 12, 2018, the Council approved a contract with ECONorthwest to conduct an economic market analysis and feasibility study regarding a new inclusionary zoning program and updates to the City's Transfer of Development Rights program. On November 13, 2018, the Council dissolved the Affordable Housing Task Force and created a Council Ad Hoc Committee for Affordable Housing. On January 22, 2019, the City Council Affordable Housing Ad Hoc Committee met. On February 5, 2019, the Committee reviewed a draft of the ECONorthwest final report.	The Affordable Housing Task Force Report with recommendations was presented to the City Council on July 24, 2018 and was discussed further at the August 21, 2018 Council Study Session. Council study sessions were held on October 2 and December 4, 2018, to receive an update on the economic market analysis from ECONorthwest. On February 19, 2019, the City Council reviewed and provided staff direction on the ECONorthwest / Forterra final report, the Affordable Housing Task Force report recommendations, and discussed the status of the City Council Affordable Housing Ad Hoc Committee. On April 23 and May 14, the City Council discussed the affordable housing work plan, and endorsed the City Manager's ideas for staffing and implementation.
Status on July 29, 2019:	Complete: City Council discussion and endorsement of Priority and Quick Wins recommendations from the AHTF Report and City Manager's approach for implementation. Incomplete: Implementation/approval of AHTF recommendations, including adoption of inclusionary zoning regulations. The City has secured additional consultant services to assist with this task, and is working to schedule a "deep dive" meeting with the City Council on September 3.	

Moratorium Topic	Status	Timeline
Business/Industrial (B/I) zoning district	The Council revisited the inclusion of the B/I zoning district in the moratorium and determined that the results of the moratorium work plan would not have a significant impact on land use applications in that zoning district. On October 23, 2018, the Council made the policy decision to remove from the moratorium certain restrictions related to the B/I zoning district. On November 13, 2018, the Council adopted Ordinance 2018-43 (effective date November 21) exempting from the moratorium B/I zoning district Major Site Plan and Design Review and Major Conditional Use permit proposals.	During their November 13, 2018 discussion of Ordinance 2018-43, and their March 26, 2019 discussion of Ordinance 2019-10, the Council discussed whether commercial subdivisions in the B/I zone should be subject to the moratorium. The Council will discuss at a future meeting whether B/I zoning district commercial subdivisions should also be exempt from the moratorium.* * The City has not held any preapplication conferences for commercial subdivisions in the B/I zone that would indicate a commercial subdivision application is being prepared. Currently, the draft proposed revisions to subdivision standards regarding commercial subdivisions remain the same as the existing municipal code (the noted revisions represent updated code citations).
Status on July 29, 2019:	Complete: Ordinance 2018-43 adopted, which exempted B/I zoning district Major Site Plan and Design Review and Major Conditional Use permit proposals from the moratorium. Incomplete: Policy decision regarding whether B/I zoning district subdivisions should be exempt from moratorium. The Council has not directed staff to bring make a revision to the development moratorium to exempt commercial subdivisions in the B/I zone.	

Moratorium Topic	Status	Timeline
Accessory Dwelling Units	On October 23, 2018, the City Council considered whether the City can prohibit, regulate, or otherwise discourage property owners from making condominiums out of accessory dwelling units (ADUs) located on their property.	 At the July 23 meeting, the City Council affirmed that: New ADUs could not be sold separately from the primary single-family dwelling. In Residential zones, the city should create a process for Tiny Homes and Recreational Vehicles (RV) to be considered permanent residences, and that they could be allowed as types of ADUs. A property could also have an tiny home or RV serve as the primary dwelling on a property. A property could have 2 tiny homes or RVs serving as ADUs, in contrast with allowing only one traditionally sized ADU. For properties less than 40,000 square feet in size (just under an acre) ADUs won't count towards a properties lot coverage limit. This policy direction will be integrated into an ordinance that will go to the Planning Commission for review. At the June 18, 2019 meeting, the City Council directed staff to bring back a draft ordinance that required common ownership of both the ADU and primary dwelling, unless the units were designated affordable housing.

	On October 23, 2018, the Council directed staff to prepare for the Council's consideration an ordinance to require common ownership of ADUs.
Status on July 29, 2019:	Complete: Began discussions on ADU condominiums. Incomplete: Requiring common ownership for new ADUs. The topic of tiny home communities and recreational vehicles is scheduled to be discussed by the City Council again on August 27, 2019.

ORDINANCE NO. 2019-10

- **AN ORDINANCE** of the City of Bainbridge Island, Washington, adopted pursuant to RCW 35A.63.220 and RCW 36.70A.390; amending Ordinance No. 2018-43; providing for severability; leaving the effective date of the moratorium unchanged; and extending the moratorium for six months until October 3, 2019.
- WHEREAS, on January 9, 2018, the City Council enacted Ordinance No. 2018-02 and thereby established a temporary emergency moratorium on the acceptance and processing of certain Permit Applications, as defined in Section 2 of Ordinance No. 2018-02; and
- WHEREAS, the City Council and City staff received feedback and comment from individuals related to the moratorium and, based partly on that feedback and comment, the Council determined that certain exclusions to the moratorium needed to be amended to clarify the Council's intent regarding such exclusions; and
- WHEREAS, on January 16, 2018, the Council enacted Ordinance No. 2018-03, which amended Ordinance No. 2018-02 to clarify some of the exclusions; and
- WHEREAS, the Council and City staff received additional feedback and comment from individuals related to the moratorium and, based partly on that feedback, the Council determined that further amendment was necessary to clarify which types of activities are subject to the moratorium, and which activities are excluded from the moratorium; and
- WHEREAS, on February 15, 2018, the Council enacted Ordinance No. 2018-05, which amended and restated Ordinance No. 2018-02 and Ordinance No. 2018-03; and
- WHEREAS, based on additional information and consideration related to educational facilities and preschools, as well as related to the applicability of the moratorium in the Mixed Use Town Center/Central Core Overlay District, on March 13, 2018, the Council approved Ordinance No. 2018-09 to further clarify which types of activities are subject to the moratorium, and which activities are excluded from the moratorium; and
- WHEREAS, this moratorium was imposed, in part, to allow the City Council and City staff adequate time to complete the Critical Areas Ordinance Update process, and to address the Council's concerns about the City's development review process, standards, and guidelines, as well as regarding affordable housing related issues; and
- **WHEREAS**, the Council adopted the Critical Areas Ordinance Update (Ordinance No. 2018-01) on February 27, 2018, and the updated Critical Areas Ordinance took effect on April 23, 2018; and
- WHEREAS, critical areas within the City's shoreline jurisdiction are regulated by the City's shoreline master program (see, e.g., Chapter 16.12 BIMC, RCW 36.70A.480(3)(b)); and

- WHEREAS, integration of applicable critical areas regulations into the shoreline master program is essential to ensuring adequate protection of critical areas within the shoreline jurisdiction and no net loss of shoreline ecological functions; and
- WHEREAS, regulations for critical areas within the City's shoreline jurisdiction are in the process of being updated through an amendment of the City's shoreline master program consistent with the Shoreline Management Act and that amendment process was ongoing as of July 9, 2018, which was the original date that the moratorium was set to expire, and that process continues to be ongoing; and
- **WHEREAS**, the City Council approved Ordinance 2018-14 on April 24, 2018, amending the development moratorium in order to have the provisions of Section 3.B. only apply within the City's shoreline jurisdiction areas (Chapter 16.12 BIMC); and
- **WHEREAS**, a number of moratorium priorities were identified at a joint meeting of the City's Design Review Board and Planning Commission on February 22, 2018, including the following:
- (1) Revise review procedures for preliminary subdivisions to include the Design Review Board and Planning Commission in process; and
- (2) Analyze alternatives to decision-making authority for the Design Review Board, Planning Commission, and Hearing Examiner for subdivisions, conditional use permits, and site plan and design review; and
- (3) Identify specific development standards to review/revise in Chapters 18.12 and 18.15 of the Bainbridge Island Municipal Code; and
- (4) Initiate rewrite of subdivision design standards in Chapter 17.12 of the Bainbridge Island Municipal Code; and
- WHEREAS, at the April 3, 2018, City Council study session, the City's Department of Planning and Community Development provided a briefing on the Design Review Board and Planning Commission joint meeting wherein the Council authorized staff to proceed with a work plan addressing the priorities identified at the joint meeting; and
- WHEREAS, on April 2 and 23, May 7 and 21, June 4 and 18, August 6 and 20, September 4 and 17, and October 15, 2018, the City's Design Review Board discussed alternatives for revisions to the City's land use review procedures and/or subdivision design guidelines; and
- WHEREAS, on March 22, May 10, June 7, 14, and 21, July 12 and 26, August 9, 23, and 30, September 13 and 27, October 25, November 8 and 29, and December 13, 2018, as well as on January 10, and February 13 and 28, 2019, the City's Planning Commission discussed alternatives for revisions to the City's land use review procedures, subdivision design guidelines, and/or subdivision standards; and

- WHEREAS, the City provided legal background on the roles of land use bodies, presented in a memorandum from attorney James E. Haney (outside legal counsel for the City) entitled, "Roles of City Council, Planning Commission, Design Review Board, and Hearing Examiner in Land Use Permits," dated June 1, 2018, and the City Council had a special workshop related to land use review procedures on August 27, 2018; and
- WHEREAS, the City's Planning Commission completed their review of land use review procedures and forwarded their recommendations on those issues to the City Council, and on December 11, 2018, the Council enacted Ordinance No. 2018-20 related to revisions and updates to the City's land use review procedures; and
- WHEREAS, as part of the Planning Commission's review and consideration of the City's subdivision review procedures, design guidelines, and standards, the Commission has been considering a proposed ordinance, Ordinance No. 2019-03; and
- WHEREAS, on February 13, 2019, and continuing to February 28, 2019, the Planning Commission conducted a public hearing on Ordinance No. 2019-03, and subsequently forwarded the proposed ordinance and their recommendations to the City Council; and
- WHEREAS, each of the multiple Design Review Board and Planning Commission meetings as described above included an opportunity for public comment on the alternatives for revisions to the City's subdivision guidelines, standards, dimensional standards, and/or land use review procedures; and
- **WHEREAS**, the City Council reviewed and considered proposed updates to the City's subdivision regulations at regularly scheduled meetings on September 4 and 11, October 9, and December 4, 2018, and January 22, 2019; and
- WHEREAS, the City Council is in the process of considering the Planning Commission's recommendations related to proposed updates to the City's subdivision regulations as included in Ordinance No. 2019-03, including at the Council's meeting on March 19, 2019, and the Council will consider those subdivision regulations further at subsequent meetings; and
- WHEREAS, City staff is working with the Design Review Board and a consultant team related to updating the City's Design Guidelines (BIMC 18.18.030) more generally (i.e., the design guidelines that aren't included in the separate effort described above related to design guidelines for subdivisions), and that work is not expected to be completed until the end of July 2019; and
- WHEREAS, on June 12, 2018, the City Council authorized the execution of a professional services agreement to conduct an economic market analysis and feasibility study regarding a new inclusionary zoning program and updates to the City's Transfer of Development Rights program, both of which address affordable housing related issues; and

- WHEREAS, on July 24, 2018, the Affordable Housing Task Force ("AHTF") presented its final report to the City Council and the Council discussed the recommendations more thoroughly on August 21, 2018; and
- WHEREAS, on October 2 and December 4, 2018, the City Council received a project update on the economic market analysis from the consultant (ECONorthwest/Forterra) related to inclusionary zoning and possible updates to the City's Transfer of Development program; and
- WHEREAS, on February 19, 2019, the City Council reviewed and provided direction to staff related to the ECONorthwest/Forterra final report and the AHTF report recommendations, and the Council discussed the status of the Council's Affordable Housing Ad Hoc Committee; and
- WHEREAS, City staff members are currently working on prioritizing and organizing work on the inclusionary zoning and other AHTF report recommendations which were endorsed by the Council at its February 19, 2019, meeting and work is ongoing in this effort; and
- **WHEREAS**, on February 27, 2018, the City Council was provided with a moratorium work program; and
- WHEREAS, on April 10, May 22, June 5, June 19, July 17, August 21, September 4 and 18, October 2 and 16, November 6 and 20, and December 4, 2018, as well as on January 15, February 5 and 19, and March 5 and 19, 2019, the City Council was provided further moratorium work program status report updates; and
- WHEREAS, on June 26, 2018, the City Council held a public hearing and approved Ordinance 2018-23, extending the development moratorium for another 90 days until October 9, 2018; and
- WHEREAS, on September 25, 2018, the City Council held a public hearing and approved Ordinance 2018-41, and thereby extended the development moratorium for another six (6) months, and in so doing narrowed the moratorium to remove two-lot short subdivisions in which there is an existing single-family residence from the moratorium; and
- WHEREAS, on October 16, 2018, the City Council discussed integrating critical area regulations into the Shoreline Master Program (Chapter 16.12 BIMC) and made the policy decision to not apply new Aquifer Recharge Protection Area regulations (BIMC 16.20.100) within the City's shoreline jurisdiction areas; and
- WHEREAS, as a result of that policy decision, and the City Council's affirmation on October 23, 2018, that the moratorium should be narrowed in that manner, the Council directed staff to prepare an ordinance to entirely remove Section 3.B. (which, in effect, applied the Aquifer Recharge Protection Area regulations in the City's shoreline jurisdiction areas) from the moratorium; and

WHEREAS, on October 23, 2018, the City Council discussed additional revisions to the development moratorium, including related to excluding from the moratorium certain permit applications for development in the Business/Industrial zoning district, and the Council directed staff to prepare an ordinance to narrow the moratorium accordingly; and

WHEREAS, on October 23, 2018, the City Council also discussed potentially further narrowing provisions of the moratorium related to applications for new short subdivisions that the Council had previously narrowed, and the Council decided to not take such action at that time pending the Planning Commission's ongoing but not yet completed work related to subdivisions, including new subdivision design guidelines and revised subdivision standards and review procedures; and

WHEREAS, on October 23, 2018, the City Council also discussed issues related to making condominiums out of accessory dwelling units ("ADUs") and common ownership of ADUs, and the Council directed staff to work on possible revisions to the BIMC to allow the Council to further consider the common ownership issue related to ADUs; and

WHEREAS, given that the Washington State Legislature is considering in the current legislative session bills that would impact the regulation of ADUs, the City is awaiting possible action by the Legislature because such action could impact the City's efforts on this issue; and

WHEREAS, on November 13, 2018, the City Council approved Ordinance 2018-43, and thereby narrowed the moratorium as requested by the Council and described above related to entirely removing Section 3.B. (which, in effect, applied the Aquifer Recharge Protection Area regulations in the City's shoreline jurisdiction areas) from the moratorium, and broadening an exclusion related to certain Major Site Plan and Design Review and Major Conditional Use Permit proposals to include in that exclusion such proposals for properties located in the Business/Industrial District; and

WHEREAS, although the City has been working to address the land use issues identified in the development moratorium, as described above, the work is ongoing and not yet completed; and

WHEREAS, the City possesses land use jurisdiction and regulatory authority over the City's incorporated lands; and

WHEREAS, the moratorium promotes the public good and is necessary for the protection of public health, property, safety, and welfare, and the public emergency on which this moratorium was imposed continues to exist and this ordinance does not change the basis for that declaration of emergency, except as described above, nor the effective date of the moratorium, which is January 9, 2018.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings of Fact. The recitals set forth above are hereby adopted as additional and supplemental findings of fact to the City Council's initial findings of fact in support of the moratorium, as established by Ordinance Nos. 2018-02, 2018-03, 2018-05, 2018-09, 2018-14, 2018-23, 2018-41, and 2018-43.

Section 2. Public Hearing. Pursuant to RCW 35A.63.220 and RCW 36.70A.390, the City Council conducted a public hearing on this extension of the moratorium at its meeting on March 26, 2019, and took public testimony and considered further findings of fact.

Section 3. Moratorium Amended. The moratorium is hereby amended, as also stated in Section 6 below, to extend the moratorium until October 3, 2019, which is six (6) months beyond the current duration of the moratorium, based on an effective date of this ordinance of April 3, 2019.

Section 4. Moratorium Work Plan. As provided for under RCW 35A.63.220 and RCW 36.70A.390, the City may renew a moratorium for one or more six-month periods if a work plan has been developed, a public hearing has been held, and findings of fact have been made, and the City has thereby previously extended the moratorium as described herein based on the work plan that has been developed and the findings of fact that have been made in this ordinance and the previous ordinances related to this moratorium, and the City is hereby renewing and extending the moratorium for an additional six months based on an updated work plan (see attached Exhibit A), conducting another public hearing, and adopting additional findings of fact as stated in this ordinance.

Section 5. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 6. No Change to Basis for Declaration of Emergency; Effective Date; Duration. This ordinance shall take effect and be in force five (5) days from and after its passage and publication as required by law. Provided, that this ordinance is not intended to change the basis of the emergency declarations stated in the moratorium ordinances which preceded this ordinance, Ordinance Nos. 2018-02, 2018-03, 2018-05, 2018-09, 2018-14, 2018-23, 2018-41, and 2018-43, except as described in the "Whereas" clauses of this ordinance. Pursuant to Matson v. Clark County Board of Commissioners, 79 Wn. App. 641 (1995), non-exhaustive underlying facts necessary to support the emergency declarations adopted as part of the enactment of this moratorium were included in the "Whereas" clauses of Ordinance No. 2018-02 and Ordinance No. 2018-03, and were restated and supplemented in Ordinance No. 2018-05 and Ordinance No. 2018-09, and Ordinance Nos. 2018-14, 2018-23, 2018-41, and 2019-43, as well as in this ordinance, and those "Whereas" clauses are adopted as findings of fact. This ordinance amending the moratorium shall remain effective for the updated period as established for the moratorium, which is currently scheduled to expire based on this ordinance on October 3, 2019, unless terminated earlier by the City Council. This ordinance does not change the effective date of the moratorium, which is January 9, 2018. The Council may, at its sole discretion, renew the

moratorium for one or more six (6) month periods in accordance with state law. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City.

PASSED by the City Council this 26th day of March, 2019.

APPROVED by the Mayor this 26th day of March, 2019.

Kol Medina, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK PASSED BY THE CITY COUNCIL

PUBLISHED:

EFFECTIVE DATE:

ORDINANCE NO:

March 15, 2019

March 26, 2019

March 29, 2019

April 3, 2019

2019-10

Attached: Exhibit A (Work Plan)

Exhibit A

Moratorium on Certain Developments Work Plan Schedule, Ordinance No. 2019-10 (April – October 2019)

Work Program Item	Description		
Subdivision Standards	Revise the subdivision standards to result in residential development that reflects Comprehensive Plan goals and policies included in the land use, housing, and environmental elements.		
Design Guidelines	Update and improve the design guidelines and review process to result in higher quality development that reflects the Island's values and character.		
Conditional Use / Site Plan Decision Criteria	Revise criteria to reduce subjectivity in decision-making and better ensure outcomes consistent with the Comprehensive Plan.		
Affordable Housing	Develop an affordable housing work program in response to Inclusionary Zoning / Transfer of Development Rights and Affordable Housing Task Force reports.		



April 3, 2019

DEVELOPMENT MORATORIUM SUMMARY: Effective beginning January 9, 2018 until October 3, 2019. (Ordinance No. 2018-02, amended by Ordinance Nos. 2018-03, 2018-05, 2018-09, 2018-14, 2018-23, 2018-41, 2018-43 and 2019-10).

Development Activity PROHIBITED During the Moratorium:

- A. All applications for new short subdivisions (BIMC 2.16.070), except two-lot short subdivisions in which there is an existing single-family residence, new preliminary long subdivisions (BIMC 2.16.125), and new large lot subdivisions (BIMC 2.16.080).
- B. Major Site Plan and Design Review and Major Conditional Use Permit proposals that are not otherwise subject to this moratorium and that did not, before the effective date of the moratorium, have a pre-application conference on the Planning Department's calendar. Provided, that the moratorium does not apply to Major Site Plan and Design Review and Major Conditional Use Permit proposals for properties located in the Mixed Use Town Center/Central Core Overlay District or the Business/Industrial District.

EXCEPTIONS to the Above Development Activities Prohibited During the Moratorium:

- A. Permits and approvals for affordable housing projects that qualify as Housing Design Demonstration Project (HDDP) Tier 3 projects pursuant to BIMC 2.16.020.Q. and Table 2.16.020.Q-1, and
- B. Permits and approvals for government facilities and structures; educational facilities and preschools; wireless communication facilities; and emergency medical and disaster relief facilities.



City Council Study Session Agenda Bill

MEETING DATE: August 20, 2019

ESTIMATED TIME: 30 Minutes

AGENDA ITEM: (6:20 PM) Transportation Concurrency Review - Public Works, STRATEGIC PRIORITY: Reliable Infrastructure and Connected Mobility PRIORITY BASED BUDGETING PROGRAM: **AGENDA CATEGORY:** Discussion **PROPOSED BY:** Public Works RECOMMENDED MOTION: For discussion only. SUMMARY: Public Works will review the current regulations, process steps, and elements of the City's evaluation of traffic impacts and mitigations caused by proposed new developments. FISCAL IMPACT: Amount: **Ongoing Cost:** One-Time Cost: **Included in Current Budget?**

BACKGROUND:

Current City Code (BIMC) requires the evaluation and mitigation of traffic impacts caused by new development. Thresholds are established in the BIMC that proposed projects are evaluated against. Transportation Levels of Service (LOS) have been adopted in the City's Comprehensive Plan. Design and Construction Standards are applied to any construction of new public facilities required of proposed development. Appropriate impact fees have been adopted and are applied to permit requirements of new development.

As an example of the current process, the proposed Winslow Hotel project will be discussed.

ATTACHMENTS:

Review of Traffic Concurrency/Traffic Study Methodology Powerpoint

COC - Winslow Hotel.pdf

FISCAL DETAILS: N/A - Discussion only

Fund Name(s):

Coding:



CITY OF BAINBRIDGE ISLAND

Review of Traffic Concurrency/ Traffic Study Methodology

August 6, 2019

Concurrency

- Concurrency is one of the goals of the Growth Management Act (GMA)
- Timely provision of public facilities and services relative to the demand for them
- To maintain concurrency means that adequate public facilities are in place to serve new development as it occurs or within a specified time period
- GMA gives special attention to concurrency for transportation

Concurrency Process

- Comprehensive Plan establishes level-of-service standards (LOS) for arterials, transit service, and other facilities
- LOS used to determine whether impacts of a proposed development can be met through existing capacity and/or to decide what level of additional facilities will be required
- Transportation is only area of concurrency that specifies denial of development if LOS standards cannot be met
- A developer may <u>not</u> be required to pay for improvements to correct <u>existing</u> deficiencies.

Traffic Impact Analysis

Applicable BIMC Sections:

15.32 Concurrency

 "Concurrency" means that adequate transportation improvements or strategies needed to maintain the adopted <u>level of service standards</u> are in place at the time of development or that a financial commitment is in place to provide the improvements or strategies within six years.

15.40 Traffic Studies for Development

 An individual traffic impact analysis (TIA) shall be required for all proposed developments or improvements for which transportation facility improvements, dedications and/or other mitigation may be made a condition of development permit issuance or approval.

Applications Subject to Concurrency Test

- Preliminary plat (subdivision of five or more residential lots)
- Site plan and design review
- Any development that generates 50 or more average trips per day (ADT) or five (5) or more a.m. or p.m. peak hour trips, per the latest edition of the ITE Trip Generation Manual

Traffic Impact Analysis Requirement Threshold Comparison

	Volume Threshold		Single Family	
Agency	ADT^1	Peak Hour ²	Equivalent ³	Other
COBI	50	54	5 ⁴	_
Sammamish	_	10	10	_
Burien	_	10	10	_
Gig Harbor	_	15	15	_
Renton	_	20	20	_
University Place	_	20	20	_
Edmonds	_	25	25	_
Auburn	_	30	30	_
Redmond	_	30	30	25 employees
Everett	_	50	50	_
Federal Way	_	100	100	_
Kent	750	100	100	_
Bremerton	2% of existing	2% of existing	_	_

- 1. Average Daily Traffic volume generated by proposed development.
- 2. Peak hour traffic volume generated by proposed development.
- 3. Peak hour volume equivalent to volume generated by XX single family homes.
- 4. Proposed COBI additional "threshold".

Transportation Impact Fees

• Transportation Impact Fees (TrIF's) are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development.

TrIF Requirements

GMA Compliant Comprehensive Plan – Adopted 2017

- Land Use Element
- Transportation Element
 - LOS Standards intersections and segments
 - Travel Forecast based on the Adopted Land Use Element
- Capital Facilities Plan
 - Project Descriptions
 - Project Costs
 - Project Schedule

TrIF Rate Study – Completed in 2015

TrIF Ordinance – Adopted Ordinance 2015-07

TrIF's Can be Used to:

Reimburse costs for previously constructed projects that serve growth

- Projects have remaining capacity based on adopted LOS
- Remedies for pre-existing deficiencies are excluded

Pay for future projects that serve growth

- Projects are based on adopted LOS
- TrIF is not 100% of the growth share
 - Other fees or payments should be credited
- Projects may resolve an existing deficiency and add additional capacity
 - The additional capacity can be charged to growth

TrIF's Cannot be Used to:

- Pay for correction of existing deficiencies
- Pay for project improvements that provide benefits to a single development only
- Pay for projects not reasonably related to growth
- Pay for projects not on an Adopted Capital Facilities Plan

Design and Construction Standards

- RCW Chapter 35.43 charges the City with the authority to prepare standards for construction.
 - Last Adopted by Ordinance 2015-29
- Provide consistent road and infrastructure design elements and construction requirements for developers, private parties, and utility companies, who <u>construct or modify</u> road or right-of-way facilities, including on-site utilities storm drainage, all requiring city permits or approvals.
- Provide consistency, wherever possible, between development-related construction and the Department's program for construction of new city roads, reconstruction of existing roads, and attendant infrastructure facilities.

COBI Street Standards are Unique

Secondary Arterial - Urban

10-foot Vehicle Lanes, 5-foot Paved Shoulders, Curbs, and 5-foot Sidewalks

Secondary Arterial – Suburban

10-foot Vehicle Lanes, 5-foot Paved Shoulders, and 3-foot Gravel Shoulder

Collector - Urban

10-foot Vehicle Lanes, 3-foot Paved Shoulders, Curbs, and 5-foot Sidewalks

Collector – Suburban

10-foot Vehicle Lanes, 3-foot Paved Shoulders, and 3-foot Gravel Shoulder

Residential Access – Urban

10-foot Vehicle Lanes, Curbs, and 5-foot Sidewalks

Residential Access – Suburban

9-foot Vehicle Lanes, 3-foot Gravel Shoulders

Residential Access – Optional Suburban

12-foot Shared Vehicle Lane, 3-foot Gravel Shoulders (<20 Lots)

Questions?



DEPARTMENT PUBLIC WORKS - ENGINEERING

CERTIFICATE OF CONCURRENCY

Pursuant to The City of Bainbridge Island Municipal Code 15.32.040.B, the City Engineer has determined that the capacity of transportation facilities affected by the proposed development is equal to or greater than the capacity required to maintain the level of service standard for the impact of the development.

Property Location or Description: The Winslow Hotel

251 & 253 Winslow Way West

Bainbridge Island, WA

Tax Parcels: 272502-4-097-200 & 272502-4-098-2009

Permit Number: PLN50880 SPR

Development Type: Site Plan Review, Shoreline Substantial Development, and Shoreline Variance

Approved Uses: Commercial Hotel with Restaurant, Spa, and Banquet Rooms

Approved Density: 87 Hotel Rooms

Approved Intensity: 52 PM Peak-Hour Trips/727 Average Weekday Daily Trips (AWDT) at project completion

Basis For Concurrency: Attached traffic study, prepared by Heath & Associates, dated October, 2019

Date Issued: This certificate is effective on the issuance date of the above referenced permit numbers.

Expiration Date: This certificate expires on the earlier of: 1) The date of expiration of the above referenced permit numbers, or 2) Three years after the above effective (issuance) date of this certificate.

BY: Peter S. Corelis, P.E.

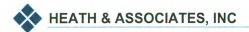
June 6, 2019

Date

Attachments:

1: Concurrency Test; or

2: Traffic Analysis



City of Bainbridge Island, WA



Prepared for: Mr. Bruce Anderson

Cutler Anderson Architects

135 Parfitt Way

Bainbridge Island, WA 98110

April 2019

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1. INTRODUCTION

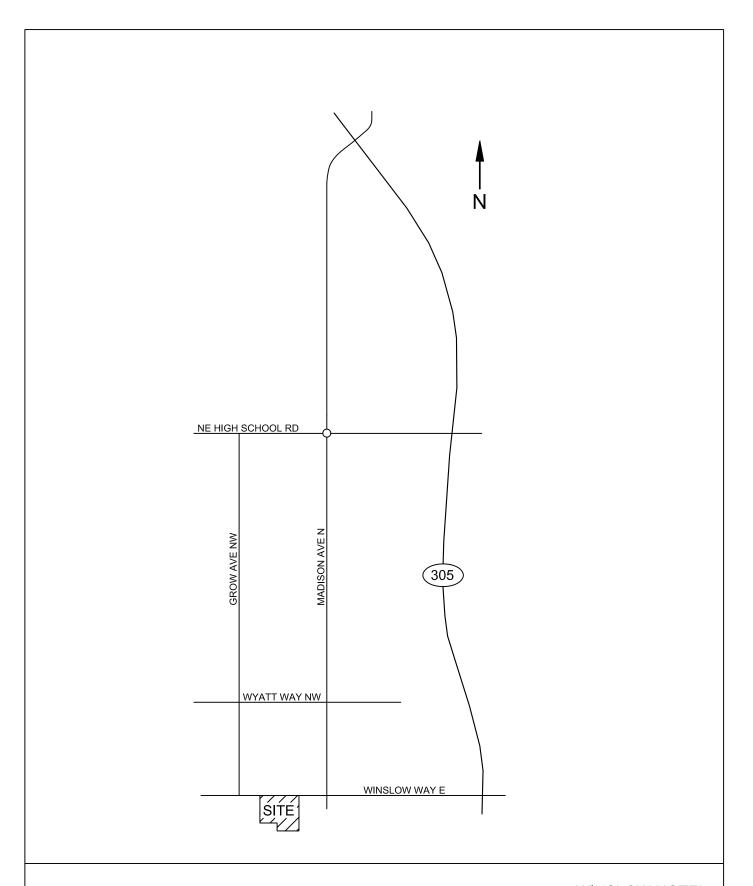
The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the roadways serving the site, baseline conditions, and entering sight distance data. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined if needed.

2. PROJECT DESCRIPTION

Winslow Hotel is a proposed 72,000 square foot (sf) hotel comprising 87 guest rooms in the city of Bainbridge Island. The subject site is located on the south side of Winslow Way and west of Madison Ave on parcels: 272502-4-097-2000 & 272502-4-098-2009. Existing on-site uses will be removed for new construction which consist of an 11,659-sf retail/office building and a 1,574-sf dwelling unit formerly used for restaurant and dining.

The hotel would offer amenities including a restaurant, spa, and banquet rooms. A parking supply of 123 stalls is proposed to accommodate daily operations based on an independent park study. A shuttle system would be available for guests arriving/departing from the Bainbridge Island Ferry Terminal. A vicinity map of the surrounding roadway network is illustrated in Figure 1. A conceptual design outlining the overall configuration of the project and access points via Winslow Way is presented in Figure 2.





TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

VICINITY MAP & ROADWAY SYSTEM FIGURE 1

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TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

SITE PLAN FIGURE 2

3. EXISTING CONDITIONS

3.1 Existing Roadway Characteristics

The major roadways serving the site are listed and described below.

SR 305: is a north-south, multi-lane state route and city designated primary arterial. SR 305 provides connection to the Bainbridge Island Ferry Terminal to the south and to SR 3 and SR 307 to the north. The roadway supports approximately 11,000 average daily trips (ADT) in the vicinity. Shoulders consists of ferry waiting on the west side and paved on the east side. A separated non-motorist path is available on the east side of SR 305. The posted speed limit within the study area ranges from 30 mph to 40 mph.

Madison Avenue S./N.: is a north-south, two-lane collector south of Winslow Way and a two- to three-lane secondary arterial to the north. The road cross section near the site consists of one 10-foot wide travel lane in either direction and 4-foot wide paved shoulders. Curb, gutter, and sidewalk are available along either direction. The roadway has a posted speed limit of 25 mph in the vicinity. No on-street parking opportunities are offered south of Winslow Way.

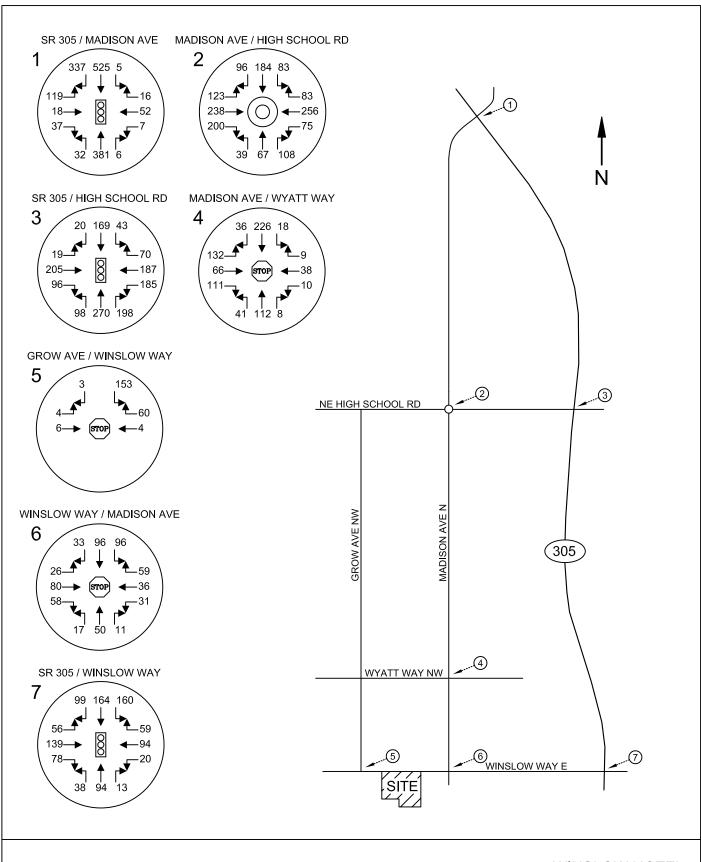
Winslow Way W./E.: is an east-west, two-lane collector and local access west of Madison Avenue and a two-lane secondary arterial to the east. Travel lanes vary from 10-12 feet in width and the roadway has a posted speed limit of 20 mph in the vicinity. Painted bike sharrows are found on the roadway east of Madison Avenue. Curb, gutter, and sidewalk are available in either direction. On-street parking is offered as head-in angle and parallel.

3.2 Existing Peak Hour Volumes

Traffic counts were performed at various locations to determine baseline vehicular activity in the defined study area. Field data was collected in October of 2018 under two peak period weekday scenarios: 7-9 PM and 4-6 PM. These timeframes generally represent peak vehicular activity and were the focus of this analysis. The one-hour reflecting highest overall volumes (peak hour) for each intersection is then used to analyze worst-case conditions. The study intersections with respective AM and PM peak hour volumes are illustrated in Figure 3 and Figure 4. Full count sheets are included in the appendix. The study intersections are summarized below.

- 1. SR 305 / Madison Ave
- 2. Madison Ave / High School Rd
- 3. SR 305 / High School Rd
- 4. Madison Ave / Wyatt Way

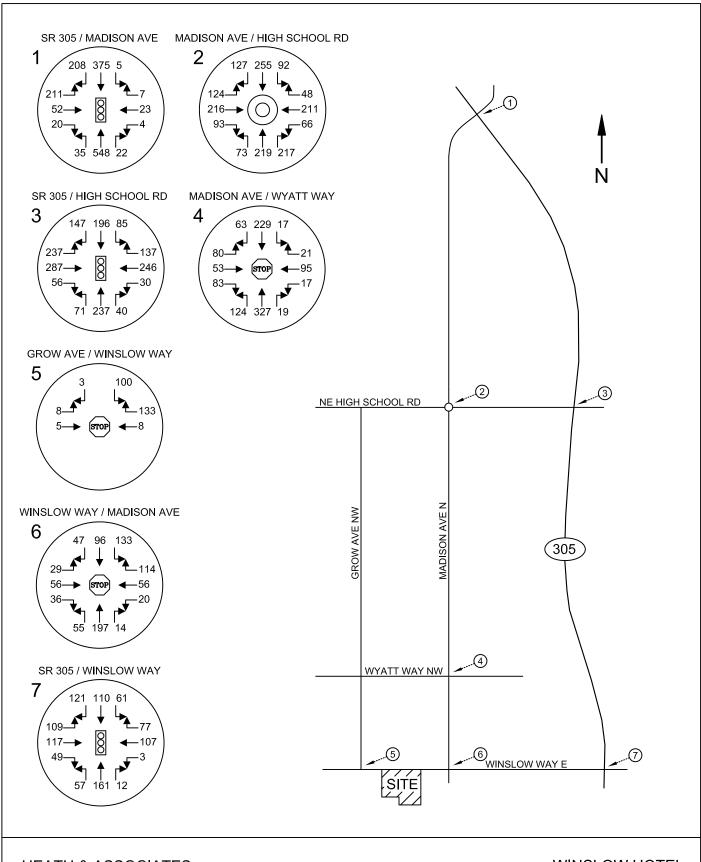
- 5. Grow Ave / Winslow Way
- 6. Winslow Way / Madison Ave
- 7. SR 305 / Winslow Way



TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

EXISTING AM PEAK HOUR VOLUMES FIGURE 3



TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

EXISTING PM PEAK HOUR VOLUMES FIGURE 4

3.3 Existing Level of Service

Existing peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range¹ for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Level of service calculations were made through the use of the *Synchro 10* analysis program. Delays presented represent overall weighted average delays for the signalized and roundabout controls. For unsignalized, side-street stop-controlled intersections, LOS is determined by the movement with the highest delay

Table 1: Existing Weekday Peak Hour Level of Service

Delays Given in Seconds per Vehicle

AM Peak Hour PM Peak Hour

Ref#	Intersection	LOS	Delay	LOS	Delay
Signaliz	<u>zed</u>				
1	SR 305 / Madison Ave	В	11.6	В	16.6
3	SR 305 / High School Rd	С	24.3	С	33.9
7	SR 305 / Winslow Way	В	18.5	С	23.9
Rounda	<u>about</u>				
2	Madison Ave / High School Rd	В	13.3	В	12.1
All-Way	y Stop				
4	Madison Ave / Wyatt Way	В	12.8	С	17.9
5	Grow Ave / Winslow Way	Α	8.3	Α	7.7
6	Madison Ave / Winslow Way	В	10.7	В	11.6

1 Signalized Inters	ections - Level of Service	Stop Controlled Inte	ersections – Level of Service
	Control Delay per		Control Delay per
Level of Service	Vehicle (sec)	Level of Service	Vehicle (sec)
Α	≤ 10	Α	≤ 10
В	> 10 and ≤20	В	$>$ 10 and \leq 15
С	> 20 and ≤35	С	$>$ 15 and \leq 25
D	> 35 and ≤55	D	$>$ 25 and \leq 35
E	> 55 and ≤80	Е	$>$ 35 and \leq 50
F	> 80	F	> 50
Highway Capacity Mar	nual, 6th Edition		

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City Level of Service Standards²: The subject property is situated within the city's designated Winslow area with the following LOS criteria:

Secondary Arterial – LOS D; Collector – LOS D; Local Access – LOS C

WSDOT Level of Service Standards³: SR 305 is considered a Highway of Statewide Significance (HSS) with an established LOS standard of LOS D.

Existing Weekday AM & PM Peak Hours:

All study intersections meet the LOS standards during the weekday peak hours of travel with delays at LOS C or better.

3.4 Non-Motorist Traffic

The city's downtown area offers a robust network of non-motorist facilities in the form of complete sidewalks, marked pedestrian crossings, and bicycle lanes/sharrows. There is currently no sidewalk on the south side of Winslow Way W west of Finch PI SW; however, the proposal includes frontage improvements with new sidewalk extending through property limits, or approximately 245 linear feet. The downtown nature of the area and proximity to local amenities is anticipated to encourage non-vehicular modes of transportation.

3.5 Transit Service

A review of the Kitsap Transit system indicates transit service is provided in the area. The nearest bus stop with respect to the subject site is served via Route 97 with stops located on Winslow Way W at Wood Ave SW less than 200 feet walking distance west of the site. Route 97 provides service from the American Legion Park & Ride to the Bainbridge Ferry. Other nearby routes (~0.25 miles) consist of Routes 90, 98, & 99 with stops along Winslow Way E and Madison Ave N. Refer to the Kitsap Transit Routed Buses schedule for detailed route information.

Moreover, the Bainbridge Island Ferry Terminal is less than one mile east with respect to the project site. The hotel is anticipated to be a major attraction to non-local residents with many trips expected to arrive/depart from the ferry. The hotel has proposed a shuttle service available to all guests for pick-up and drop-off.

² City of Bainbridge Island Comprehensive Plan, *Transportation Element*, (2017).

³ Level of Service Standards for Washington State Highways, *WSDOT*, (2010).

3.6 Access Driveway Safety

Access to the site is proposed to continue on Winslow Way E via one entrance on either end of the site and an additional driveway for shuttle ingress/egress. Assessments of driveway sight distance are consistent with AASHTO's *Green Book* (2011) standards. Based on the 20-mph posted speed limit on Winslow Way W, 195- and 225 feet of unobstructed view is needed for project traffic to safely enter the roadway. Preliminary measurements along the roadway length indicates sufficient sight lines in excess of 250 feet. No safety concerns are identified with the continued use to/from Winslow Way E.

3.7 Accident History

A list of the recorded accident history from 2015 through 2017 for the study intersections was requested and obtained from WSDOT. A summary of the accident totals per year at each intersection is provided in Table 2 below.

Table 2: Accident History

Location	2015	2016	2017	Avg/yr
<u>SR 305</u>				
at: Madison Ave	4	5	2	3.7
at: High School Rd	2	7	7	5.3
at: Winslow Way	4	5	1	3.3
Madison Ave				
at: High School Rd	2	5	4	3.7
at: Wyatt Way	2	4	4	3.3
at: Madison Ave	0	1	0	0.3
Grow Ave				
at: Winslow Way	0	0	0	0

A review of the crash data indicates the most common accident occurrences were in the form of: rear-end collisions (27) and entering at angle (19). These types of accidents are generally due to driver inattentiveness rather than roadway geometry or design. Three reported collisions involved vehicle-to-pedestrian/cyclist. One accident along SR 305 at High School Rd involved two fatalities due to the vehicle going over the embankment.

3.8 Roadway Improvements

A review of the City of Bainbridge Island Capital Improvement Program indicates improvement projects are planned in the vicinity:

Wyatt Way Reconstruction Phase 1

This scope of this project intends to reconstruct and improve the existing Wyatt Way segment from Madison Avenue to Lovell Avenue. Included are sidewalk and bicycle facilities on both sides of the street and capacity improvements to the intersection of Wyatt Way/Madison Avenue. Intersection improvements are planned with either signalization or a roundabout.

Olympic Drive Non-Motorized Improvements

The scope of this project includes pedestrian and bicycle improvements to Olympic Drive near the Bainbridge Island ferry terminal. Improvements consist of sidewalk widening, bike lanes or sharrows, painted bike boxes, center divider curb, street lighting, signal modifications and landscaping.

4. FUTURE TRAFFIC CONDITIONS

4.1 Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is denoted by the quantity or specific number of new trips that enter or exit a project during a designated time period, such as a specific peak hour or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's (ITE) publication *Trip Generation*, 10th Edition. The designated land use for the proposed project is defined as Hotel (LUC 310).

An excerpt from the ITE manual states, "A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops." The proposal was identified to offer similar amenities and supporting facilities and is projected to be accurately represented by the above land use. Table 3 below summarizes the estimated new trips. Included are the average weekday daily traffic (AWDT) and the AM and PM peak hours. Refer to the appendix for trip generation output.

Table 3: Project Trip Generation

Land Use	Rooms	AWDT -	AM	Peak-Hou	r Trips	PM F	Peak-Hour	· Trips
Land OSC	ROOMS	AVIDI -	ln	Out	Total	In	Out	Total
Hotel	87	727	24	17	41	26	26	52

Based on ITE data the project is anticipated to generate 41 new trips in the AM and 52 new trips in the PM peak hours of travel. However, many trips are likely to be in the form of shuttle and/or walking due to proximity to local attractions and amenities. The downtown nature of the area would encourage alternative modes of travel to passenger vehicles. The trip generation is considered to be a conservative forecast.

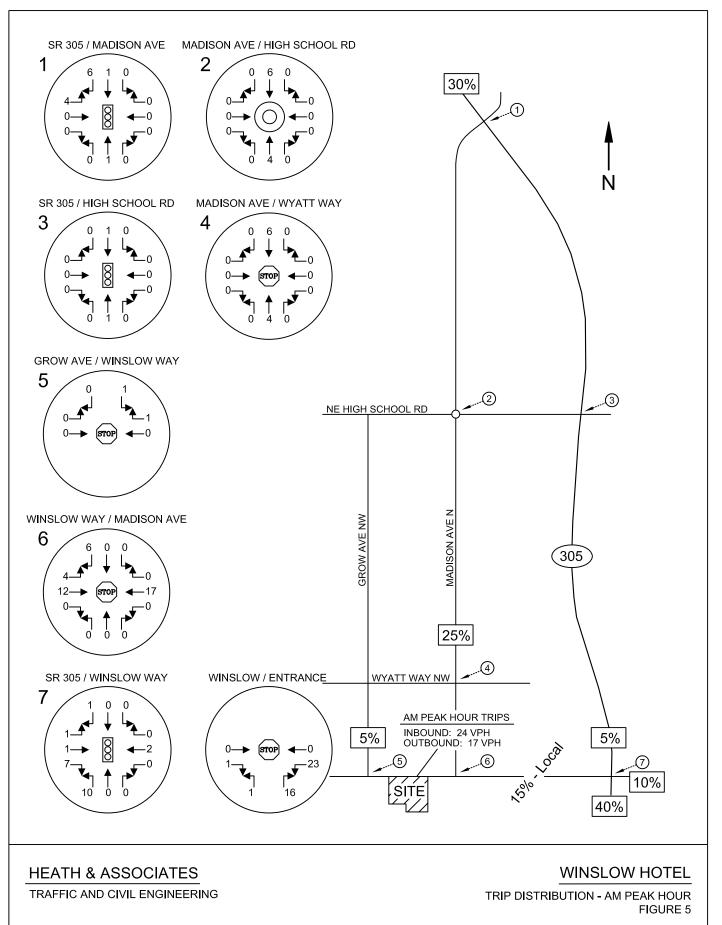
In addition, no trip deductions from the existing 11,659 sf on-site retail building and 1,574 square foot restaurant were applied to remain conservative in analyzing potential impacts to the adjacent roadway network and study intersections. The net increase in local traffic is therefore lower than the summarized trip generation in Table 3. A calculation of PM peak hour assuming the office traffic and restaurant traffic shows that 15 PM peak hour trips from the office and 12 trips from the restaurant could be expected. This would realize only 22 net new PM peak hour trips from the site.

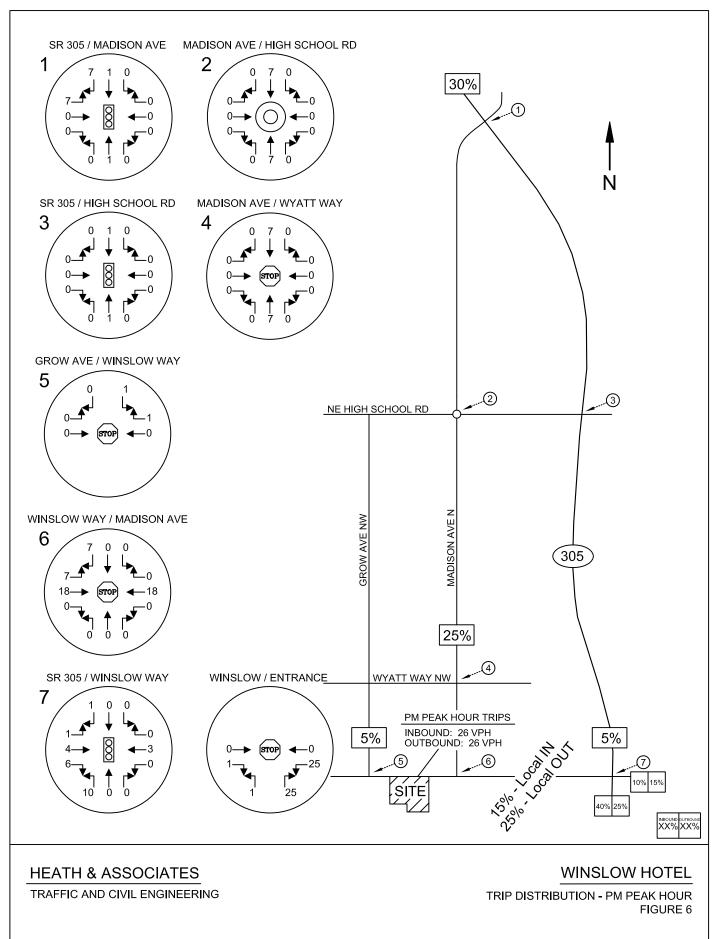
4.2 Distribution & Assignment

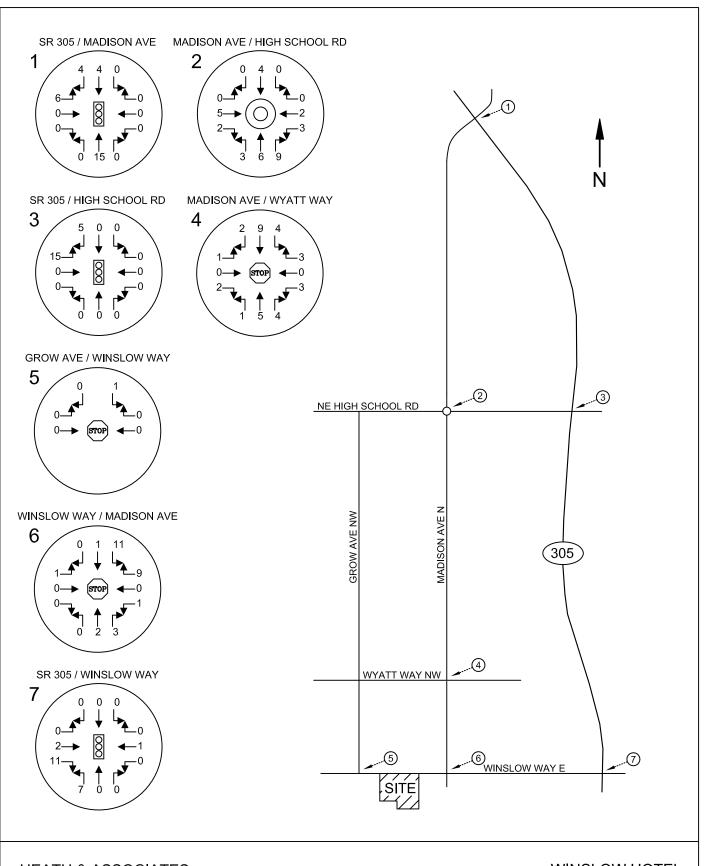
Trip distribution describes the anticipated travel routes for inbound and outbound project traffic during the peak hour study periods. Figures 5 & 6 illustrate destination and origin percentages for the respective AM and PM peak hours. Trip distributions are based on existing travel patterns and proximity to nearby arterials. The hotel is anticipated to attract out of town guests which would likely originate from the ferry terminal or SR 305 from the north.

4.3 Future Peak Hour Volumes

A horizon year of 2021 was used for future traffic delay analysis to reflect conditions at the time of project buildout. Forecast background volumes were derived by applying a one percent annual compound growth rate to the existing intersection volumes. This growth rate has been determined appropriate for the study area and has been used in similar past projects. In addition, a number of nearby approved projects have been included as pipeline volumes. Projects include: CKCB, Madison Grove, Wallace Cottages, Madison Place, Madison Landing, Wyatt Apartments, Madrona Townhomes and Viconsi Master Plan. Pipeline volumes traveling through the study intersection are shown in Figures 7 & 8 for the AM and PM peak hours, respectively. Forecast 2021 peak hour volumes without project are illustrated in Figures 9 & 10. Forecast 2021 peak hour volumes with project are illustrated in Figures 11 & 12. In addition, a long-term 20-year (2039) horizon was analyzed in terms of total intersection volumes and are provided in the appendix.



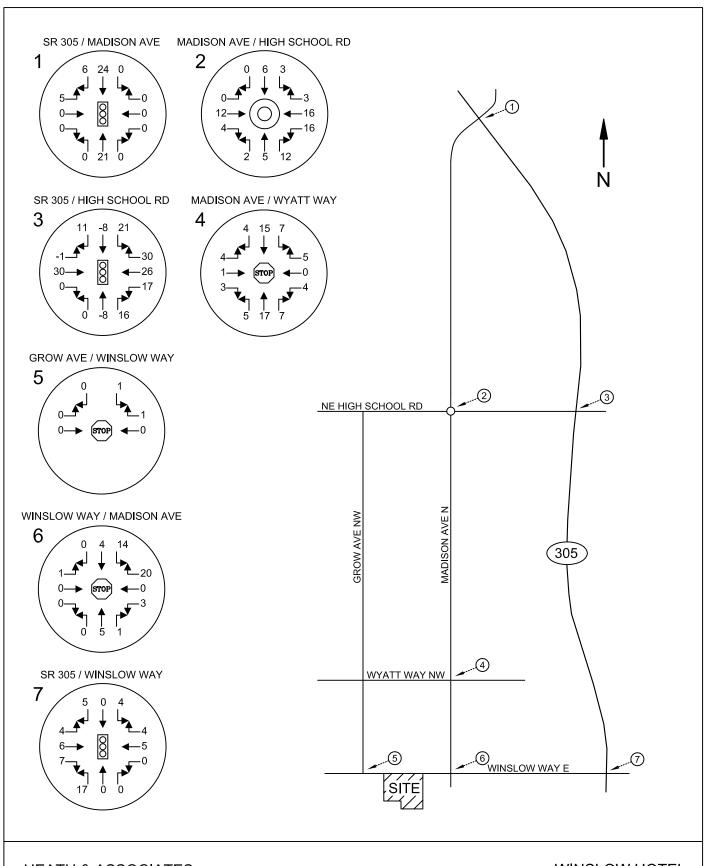




TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

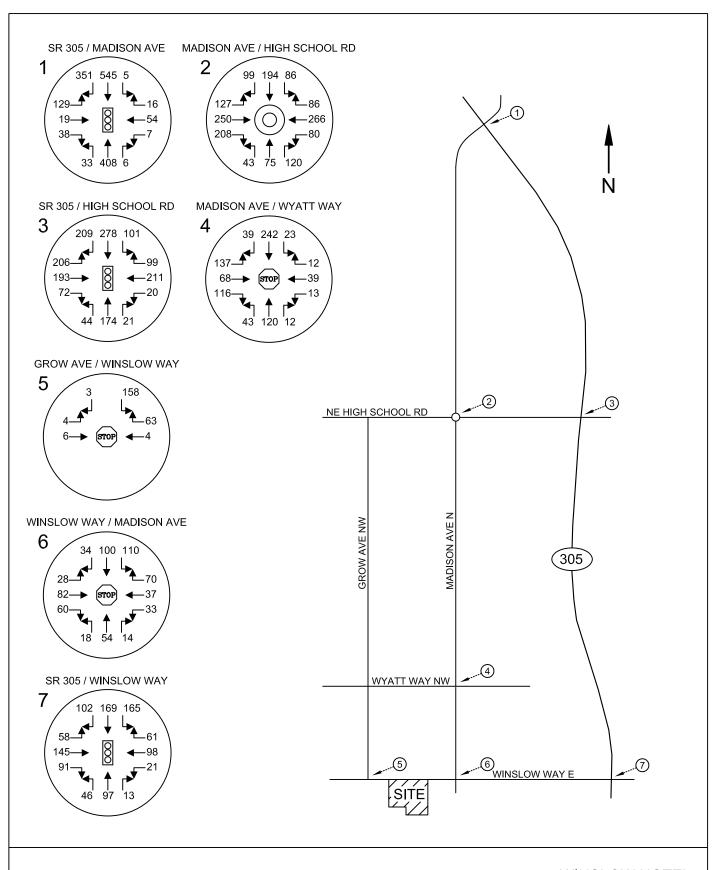
AM PEAK HOUR PIPELINE VOLUMES FIGURE 7



TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

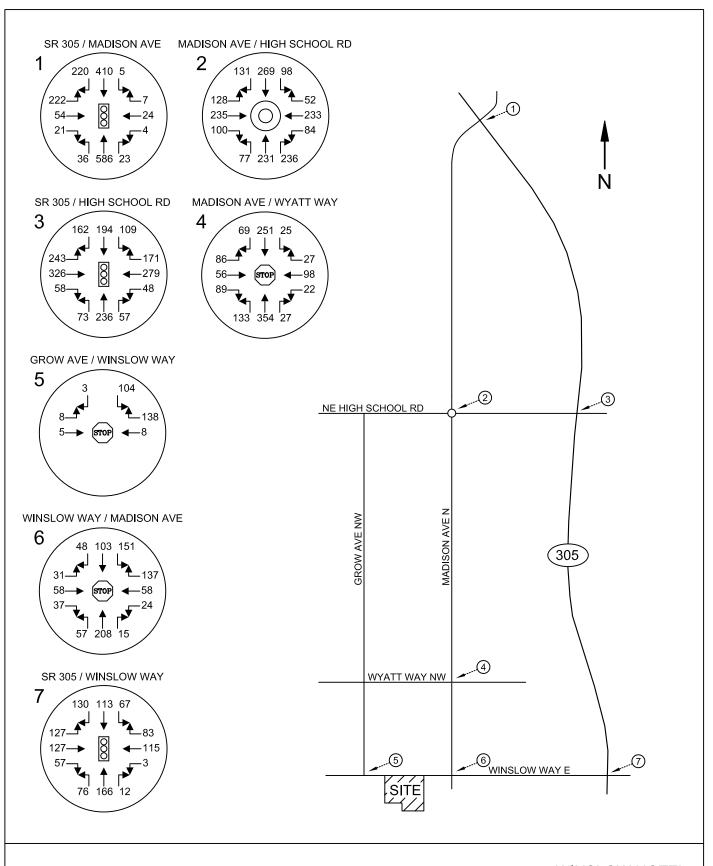
PM PEAK HOUR PIPELINE VOLUMES FIGURE 8



TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

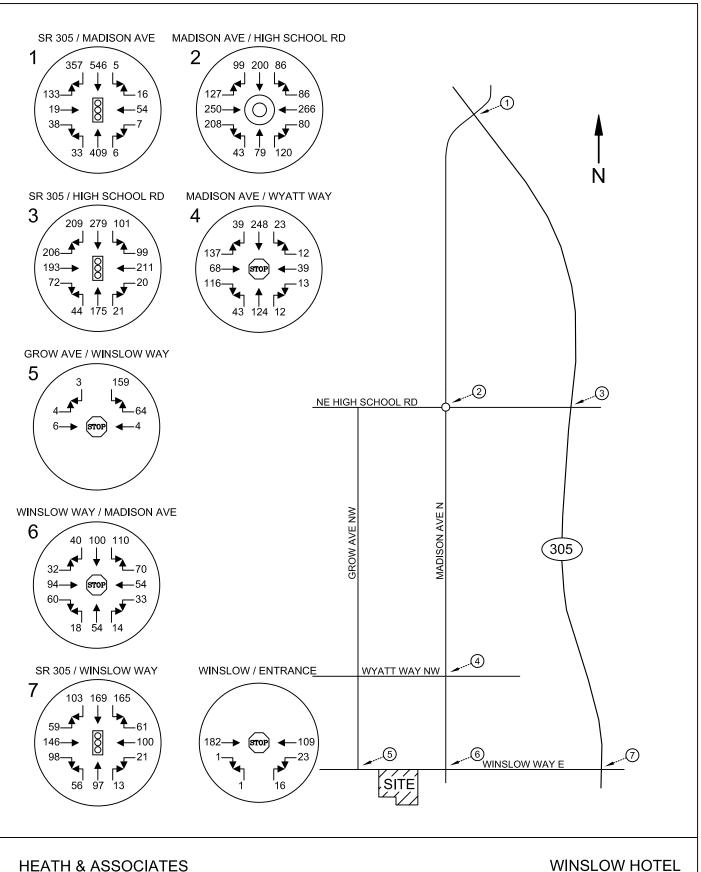
2021 AM PEAK HOUR VOLUMES WITHOUT PROJECT FIGURE 9



TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

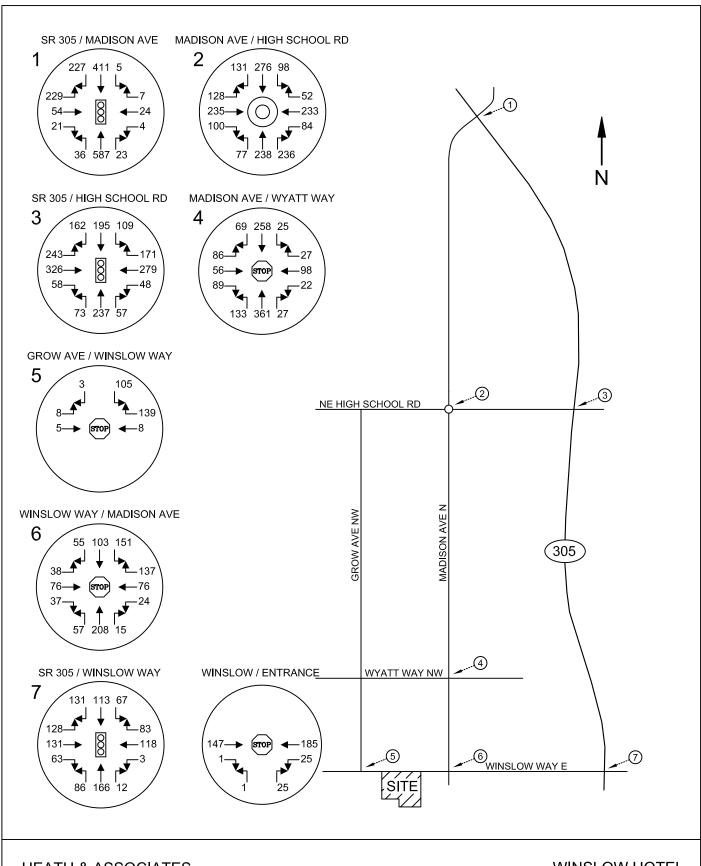
2021 PM PEAK HOUR VOLUMES WITHOUT PROJECT FIGURE 10



TRAFFIC AND CIVIL ENGINEERING

2021 AM PEAK HOUR VOLUMES WITH PROJECT FIGURE 11

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TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

2021 PM PEAK HOUR VOLUMES WITH PROJECT FIGURE 12

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4.4 Future Level of Service

Level of service analyses were made of the forecast 2021 peak hour volumes without (background) and with project related trips added to the key roadways and intersections. Delays for the study intersections under future conditions are shown in the table below.

Table 4: Forecast 2021 Weekday Peak Hour Level of Service

Delays given in seconds per vehicle

AM Peak Hour PM Peak Hour Without With Without With Intersection Ref# LOS Delay LOS LOS Delay LOS Delay Delay **Signalized** 1 SR 305 / Madison Ave В 13.0 В 13.2 В 17.4 В 17.7 3 С С D SR 305 / High School Rd 24.9 24.9 37.5 D 37.6 7 SR 305 / Winslow Way В 19.5 19.7 С 28.1 С 28.6 В Roundabout 2 Madison Ave / High School Rd С 15.3 С 15.6 В 14.3 В 14.5 All-Way Stop 4 Madison Ave / Wyatt Way В 13.7 С 23.4 С 24.6 В 13.9 5 Grow Ave / Winslow Way Α 8.3 8.3 7.7 Α Α 7.7 Α 6 Madison Ave / Winslow Way В 11.1 В 11.6 В 12.3 В 12.7 **Stop** 9.3 Entrance / Winslow Way В 10.5 Α

Forecast 2021 Weekday AM & PM Peak Hours:

All study intersections are shown to continue to meet City and WSDOT LOS standards without or with project traffic included at LOS D or better. The Winslow Hotel project is not shown to significantly impact the study area and all intersections have sufficient capacity to support the additional volumes.

4.5 Left Turn Warrant

Procedures described in WSDOT's Design Manual, *Exhibit 1310-7a Left-Turn Storage Guidelines* were used to determined left turn needs on Winslow Way E at the project's entrance assuming the use of one entrance only. Based on forecast 2021 PM peak hour volumes, a left turn lane would not be warranted. See appendix for left turn nomograph.

4.6 2039 Peak Hour Volumes

Table 5 shows the estimated future PM peak hour volumes at the study intersections, along with the project trips and percentage of project traffic of the totals.

Table 5: Forecast 2039 Weekday PM Peak Hour Project Trips and Intersection Volumes

Ref#	Intersection	Project Trips	Intersection Volume	Project %
Signalize	<u>ed</u>			
1	SR 305 / Madison Ave	16	1914	8.0
3	SR 305 / High School Rd	2	2295	0.1
7	SR 305 / Winslow Way	25	1290	1.9
Roundab	<u>oout</u>			
2	Madison Ave / High School Rd	14	2217	0.6
All-Way	<u>Stop</u>			
4	Madison Ave / Wyatt Way	14	1462	1.0
5	Grow Ave / Winslow Way	2	318	0.6
6	Madison Ave / Winslow Way	50	1139	4.4

As shown, the project would be a small contributor to overall traffic with project accounting for less than one percent overall intersection volumes with the exception of two intersections: Madison Ave / Winslow Way (4.4%) and SR 305 / Winslow Way (1.9%). No significant impact is anticipated from project traffic.

5. SUMMARY

The Winslow Hotel project proposes for the construction of an 87-room hotel in the Winslow area of Bainbridge Island. The subject property is located on the south side of Winslow Way E on parcels: 272502-4-097-2000 & 272502-4-098-2009. Existing on-site is an 11,659-sf retail/office building and a 1,574-sf unoccupied dwelling unit which will both be removed for new construction. A conceptual site plan illustrating access to Winslow Way is presented in Figure 2. A total of 123 on-site parking stalls is proposed to accommodate projected parking demands from and independent parking study. Existing delays within the study area are summarized in Table 1 and show all intersections currently meeting City or WSDOT Level of Service (LOS) standards.

The hotel is anticipated to generate approximately 41 AM and 52 PM peak hour trips. The existing uses on the site of office and a restaurant generate an estimated 27 existing PM peak hour trips resulting in a net of 25 PM peak hour trips with the construction of the hotel.

Forecast 2021 peak hour delays are shown to remain meeting or exceeding City or WSDOT LOS standards. Based on future conditions at the project access, left turn storage is not needed on Winslow Way E.

The project would be expected to pay city of Bainbridge Island traffic impact fees including receiving credit for the existing uses.

Based on the above analysis, no off-site mitigation is identified at this time.

APPENDIX

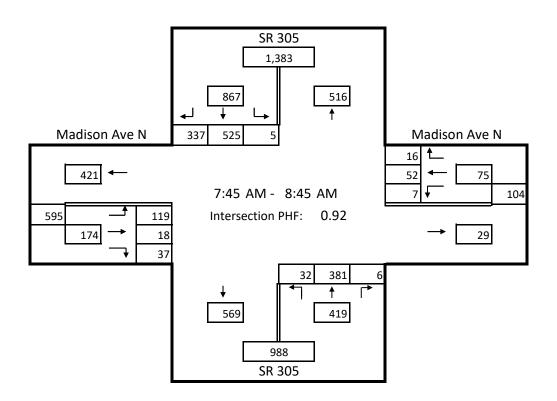
Project Name: Winslow Hotel

Intersection: SR 305 NE & Madison Ave N Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South	ound		Westbound Madison Ave N				Northbound SR 305				Eastbound				
Period		SR	305		I	√adiso	n Ave l	N		SR	305		1	√adiso	n Ave l	N	
Periou	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
7:00 AM	3	48	104	0	0	2	4	0	3	3	54	2	2	4	0	17	246
7:15 AM	3	71	131	0	0	7	3	0	2	2	55	0	0	6	2	9	291
7:30 AM	4	94	153	0	0	1	23	2	2	0	63	5	0	13	4	16	380
7:45 AM	5	90	117	1	0	3	12	3	9	2	124	7	2	6	8	41	430
8:00 AM	5	74	141	2	0	5	7	1	4	2	74	5	0	5	4	30	359
8:15 AM	4	77	146	1	0	3	12	0	1	1	73	8	3	18	3	22	372
8:30 AM	4	96	121	1	0	5	21	3	7	1	110	12	0	8	3	26	418
8:45 AM	3	74	148	1	1	2	9	5	5	1	90	2	0	6	6	25	378
Total	31	624	1,061	6	1	28	91	14	33	12	643	41	7	66	30	186	2,874

Peak Hour	7:45	AM	to	8:45	AM												Total
Peak Total	18	337	525	5	0	16	52	7	21	6	381	32	5	37	18	119	1,535
Heavy Veh.	1.8%					0.8	3%			4.7	7%						
PHF	0.97					0.	65			0.	79						



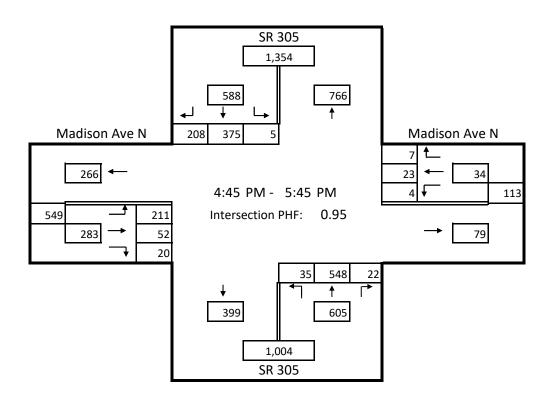
Project Name: Winslow Hotel

Intersection: SR 305 NE & Madison Ave N Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South	ound		Westbound Madison Ave N				1	North	bound	t	Eastbound				
Period		SR	305		ľ	√ladiso	n Ave l	N		SR	305		ľ	Madiso	n Ave	N	
Periou	HV	R	Т	L	HV	R	Т	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	11	42	107	3	0	1	5	1	1	3	120	3	2	2	11	64	376
4:15 PM	2	55	100	0	0	3	4	0	3	3	95	2	1	7	8	64	347
4:30 PM	2	47	84	1	0	1	6	4	7	11	101	7	0	4	12	45	332
4:45 PM	3	62	89	3	1	1	6	1	0	6	120	14	0	5	17	59	387
5:00 PM	4	43	115	1	0	5	6	1	0	3	114	5	2	5	16	46	366
5:15 PM	2	63	105	1	0	1	7	2	0	5	103	4	1	6	8	68	376
5:30 PM	2	40	66	0	0	0	4	0	8	8	211	12	0	4	11	38	404
5:45 PM	0	36	64	0	0	4	9	0	0	2	131	2	0	3	5	48	304
Total	26	388	730	9	1	16	47	9	19	41	995	49	6	36	88	432	2,892

Peak Hour	4:45	PM	to	5:45	PM												Total
Peak Total	11	208	375	5	1	7	23	4	8	22	548	35	3	20	52	211	1,510
Heavy Veh.						1.4	4%			1.	8%						
PHF	0.87			0.71					0.	65							



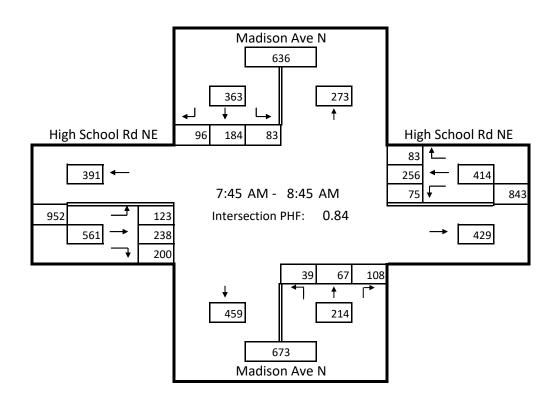
Project Name: Winslow Hotel

Intersection: Madison Ave N & High School Rd NW Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time	Ŋ		oound n Ave		Westbound High School Rd NE						bounc n Ave I	-	Eastbound High School Rd NE				
Period	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
7:00 AM	3	7	26	11	1	3	17	6	0	10	10	3	3	21	34	11	166
7:15 AM	3	17	19	8	0	7	13	14	0	14	13	3	0	24	26	10	171
7:30 AM	3	31	36	11	4	18	57	27	0	19	16	8	3	47	46	32	358
7:45 AM	4	26	36	23	1	17	54	18	0	17	12	8	2	62	69	44	393
8:00 AM	2	14	53	16	1	15	51	16	2	25	12	6	0	39	65	21	338
8:15 AM	3	30	46	19	0	22	66	23	2	23	14	8	3	42	45	29	375
8:30 AM	1	26	49	25	3	29	85	18	0	43	29	17	0	57	59	29	470
8:45 AM	2	16	30	28	0	27	67	8	1	36	17	7	1	24	64	27	355
			- -	- -			- -							- -		-	
Total	21	167	295	141	10	138	410	130	5	187	123	60	12	316	408	203	2,626

Peak Hour	7:45	AM	to	8:45	AM												Total
Peak Total	10	96	184	83	5	83	256	75	4	108	67	39	5	200	238	123	1,552
Heavy Veh.	3.5%					1.5	5%			1.4	1%						
PHF	0.91			0.78					0.0	60							



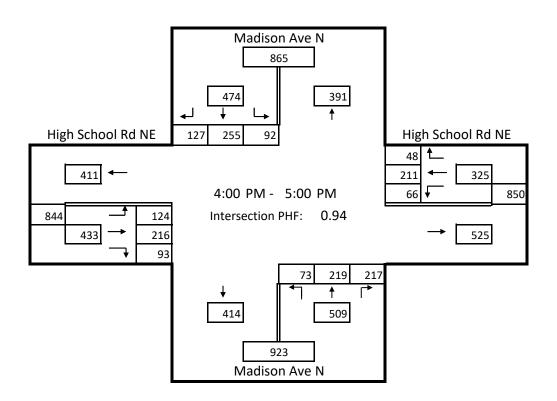
Project Name: Winslow Hotel

Intersection: Madison Ave N & High School Rd NW Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time	Soutbound					Westl	oound			North	bound			Eastb	ound			
Period	N	Madison Ave N				High School Rd NE				Madison Ave N				High School Rd NE				
renou	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total	
4:00 PM	1	33	59	29	1	13	53	26	3	66	54	18	0	27	53	32	468	
4:15 PM	1	30	60	24	1	17	47	9	1	66	59	21	1	25	55	28	445	
4:30 PM	4	29	71	21	0	10	58	11	1	47	52	19	0	19	49	26	417	
4:45 PM	0	35	65	18	0	8	53	20	0	38	54	15	1	22	59	38	426	
5:00 PM	0	42	65	17	1	20	47	13	0	60	56	8	4	38	53	30	454	
5:15 PM	0	38	56	20	0	16	51	13	0	50	44	11	1	41	57	25	423	
5:30 PM	2	43	94	14	0	18	49	14	0	37	54	20	2	25	48	18	438	
5:45 PM	1	25	77	25	2	15	36	12	0	31	57	9	0	25	27	20	362	
		- -	- -				- -	- -				-						
Total	9	275	547	168	5	117	394	118	5	395	430	121	9	222	401	217	3,433	

Peak Hour	4:00	PM	to	5:00	PM												Total
Peak Total	6	127	255	92	2	48	211	66	5	217	219	73	2	93	216	124	1,741
Heavy Veh.		0.9	9%		0.8%					0.5	5%						
PHF	0.98				0.88					0.	87		0.91				



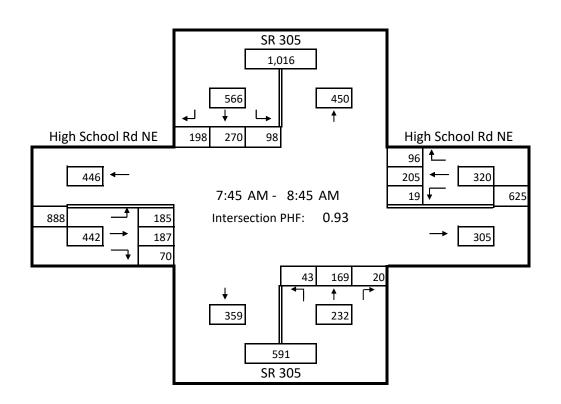
Project Name: Winslow Hotel

Intersection: SR 305 & High School Rd NE Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South	ound			Westl	bound			North	bound			Eastb	ound		
Period	SR 305				High School Rd NE					SR	305		High School Rd NE				
Periou	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
7:00 AM	1	32	47	25	1	12	21	5	4	7	20	8	1	7	13	22	226
7:15 AM	2	39	79	23	1	11	22	8	1	0	13	6	1	15	18	22	261
7:30 AM	5	45	92	26	2	19	44	7	2	1	16	2	3	27	42	40	373
7:45 AM	4	39	60	25	0	19	52	3	9	8	68	15	1	17	49	45	414
8:00 AM	4	67	60	20	1	26	40	3	4	1	20	8	1	18	39	47	359
8:15 AM	0	51	77	25	2	19	63	10	1	4	29	8	2	28	37	41	397
8:30 AM	4	41	73	28	1	32	50	3	5	7	52	12	1	7	62	52	430
8:45 AM	3	62	63	27	0	21	44	8	2	7	22	7	3	15	46	50	380
•							-	-							-	-	
Total	23	376	551	199	8	159	336	47	28	35	240	66	13	134	306	319	2,840

Peak Hour	7:45	AM	to	8:45	AM												Total
Peak Total	12	198	270	98	4	96	205	19	19	20	169	43	5	70	187	185	1,560
Heavy Veh.		2.0	0%		1.5%					8.2	2%						
PHF	0.92					0.	0.87 0.64 0.9					91					



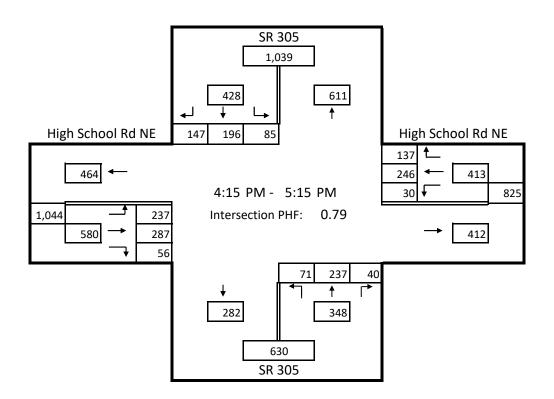
Project Name: Winslow Hotel

Intersection: SR 305 NE & High School Rd NE Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South	ound			Westl	oound			North	bound	t		Eastb	ound]
Period		SR	305		Hi	gh Sch	ool Rd	NE		SR	305		Hi	gh Sch	ool Rd	NE	
Period	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
4:00 PM	6	33	54	22	0	27	75	9	0	5	39	7	1	15	52	69	414
4:15 PM	4	40	53	26	1	25	62	7	1	6	19	13	3	21	79	53	413
4:30 PM	2	32	40	13	1	50	71	11	12	20	140	43	0	10	71	52	568
4:45 PM	1	41	46	22	0	33	57	5	0	9	34	8	0	9	67	70	402
5:00 PM	6	34	57	24	1	29	56	7	0	5	44	7	2	16	70	62	420
5:15 PM	4	36	57	31	0	23	52	6	0	1	25	3	0	18	72	63	391
5:30 PM	1	24	28	14	1	34	74	7	9	13	165	68	0	9	47	37	531
5:45 PM	1	26	32	16	0	25	49	5	1	8	53	13	0	5	47	54	335
Total	25	200	267	166	4	246	400	F-7	22	67	F10	162	_	102	F0F	460	2 474
Total	25	266	367	168	4	246	496	57	23	67	519	162	6	103	505	460	3,474

Peak Hour	4:15	PM	to	5:15	PM												Total
Peak Total	13	147	196	85	3	137	246	30	13	40	237	71	5	56	287	237	1,769
Heavy Veh.		3.2	1%		0.5%					3.	1%						
PHF		0.	90			0.	78			0.	43			0.95			



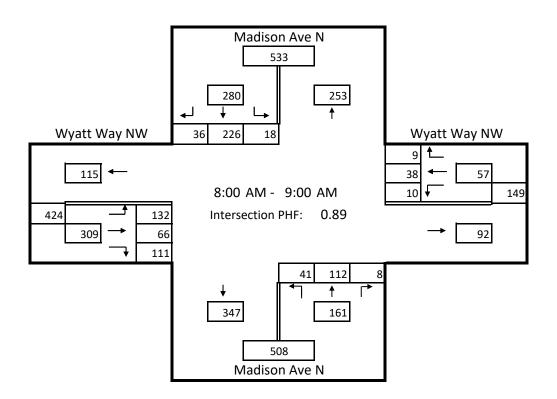
Project Name: Winslow Hotel

Intersection: Madison Ave N & Wyatt Way NW Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time			oound n Ave				bound Way N\				bound n Ave I		V		ound Way N\	N	
Period	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
7:00 AM	0	0	29	3	0	1	6	1	3	0	10	14	0	14	5	5	91
7:15 AM	3	3	28	4	0	2	0	2	0	0	10	7	0	20	8	8	95
7:30 AM	0	3	32	1	1	2	3	1	0	1	18	12	2	39	22	19	156
7:45 AM	0	8	62	7	0	1	11	1	2	0	20	12	1	25	22	23	195
8:00 AM	1	6	52	5	0	0	6	0	1	1	23	11	2	22	16	23	169
8:15 AM	0	11	62	4	1	2	3	4	0	0	37	12	0	27	18	29	210
8:30 AM	0	7	47	4	0	5	16	2	1	4	33	12	0	31	19	48	229
8:45 AM	0	12	65	5	0	2	13	4	1	3	19	6	0	31	13	32	206
								1						_			
Total	4	50	377	33	2	15	58	15	8	9	170	86	5	209	123	187	1,

Peak Hour	8:00	AM	to	9:00	AM												Total
Peak Total	1	36	226	18	1	9	38	10	3	8	112	41	2	111	66	132	807
Heavy Veh.	 					2.3	3%			3.0	0%			1.0)%		
PHF		0.	85			0.	62			0.	82			0.	79		



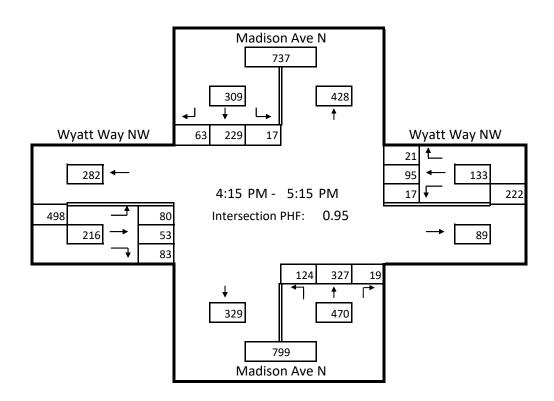
Project Name: Winslow Hotel

Intersection: Madison Ave N & Wyatt Way NW Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time			ound				bound				bound				ound		
Period	l\	vladiso	n Ave I	N	V	Vyatt V	Vay N\	N	IN.	/ladisc	n Ave	N	V	Vyatt V	Nay N	N	
renou	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
4:00 PM	1	17	59	6	1	5	14	4	0	1	71	28	4	21	10	24	266
4:15 PM	0	13	64	3	0	4	17	7	1	6	85	20	0	23	21	26	290
4:30 PM	0	19	51	1	1	6	37	2	1	4	69	40	0	19	10	12	272
4:45 PM	0	13	58	7	0	4	20	4	0	3	89	35	0	13	8	19	273
5:00 PM	0	18	56	6	0	7	21	4	0	6	84	29	3	28	14	23	299
5:15 PM	0	5	68	5	0	3	16	2	0	4	66	22	0	26	12	18	247
5:30 PM	1	10	47	2	2	11	58	2	1	3	62	40	0	14	3	12	268
5:45 PM	1	11	44	2	0	6	21	4	0	3	73	40	0	20	4	17	246
						-	-			-	-			-	-		
Total	3	106	447	32	4	46	204	29	0	30	599	254	7	164	82	151	2,158

Peak Hour	4:15	PM	to	5:15	PM												Total
Peak Total	0	63	229	17	1	21	95	17	2	19	327	124	3	83	53	80	1,128
Heavy Veh.		0 63 229 17				1.4	4%			0.	0%			1.8	8%		
PHF		0.97				0.	74			0.	00			0.	77		



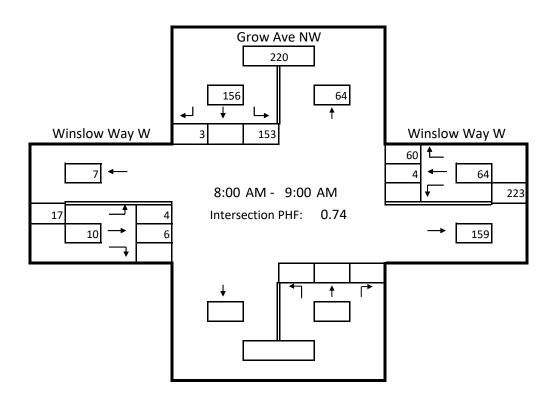
Project Name: Winslow Hotel

Intersection: Grow Ave NW & Winslow Way W Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South	ound			Westl	oound			North	bounc			Eastb	ound		
Period		Grow A	Ave NW	/	W	/inslow	/ Way '	W					W	/inslow	v Way \	W	
Periou	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
7:00 AM	0	0		6	0	6	0						0		0	0	12
7:15 AM	0	0		13	2	10	0						0		3	0	28
7:30 AM	1	0		25	0	7	0						0		1	2	36
7:45 AM	0	1		30	0	14	0						0		0	0	45
8:00 AM	0	1		25	0	14	0						0		2	2	44
8:15 AM	1	1		52	1	21	0						0		2	1	79
8:30 AM	1	1		41	0	15	2						0		1	0	61
8:45 AM	0	0		35	0	10	2						0		1	1	49
•																	
Total	3	4		227	3	97	4						0		10	6	354

Peak Hour	8:00	AM	to	9:00	AM									Total
Peak Total	2	3		153	1	60	4			0		6	4	230
Heavy Veh.						3.0	0%				0.0)%		
PHF	1.3% 0.74					0.	76				0.	63		



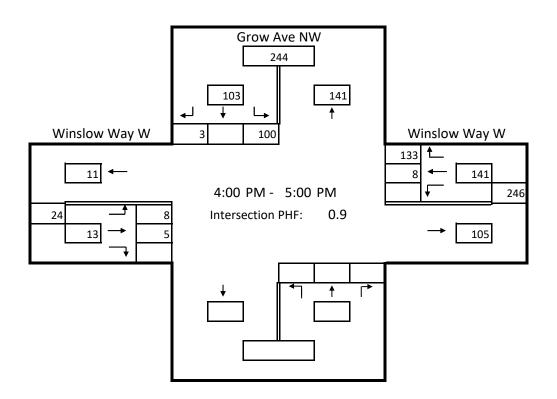
Project Name: Winslow Hotel

Intersection: Grow Ave NW & Winslow Way W Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South Grow A				Westl /inslow				North	bound		W	Eastb Vinslow	ound Way	W	
Period	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
4:00 PM	0	0		27	1	28	2						0		1	2	61
4:15 PM	0	0		28	0	28	1						0		1	4	62
4:30 PM	0	2		23	1	38	3						0		3	2	72
4:45 PM	0	1		22	0	39	2						0		0	0	64
5:00 PM	0	3		25	0	28	1						0		0	1	58
5:15 PM	0	5		20	0	29	2						0		1	0	57
5:30 PM	0	0		20	0	27	1						0		2	1	51
5:45 PM	0	0		22	1	31	0						0		2	1	57
Total	0	11		187	3	248	12						0		10	11	482

Peak Hour	4:00	PM	to	5:00	PM									Total
Peak Total	0	3		100	2	133	8			0		5	8	257
Heavy Veh.	0 3 100					1.2	2%				0.0)%		
PHF	0.0%					0.	86				0.	65		



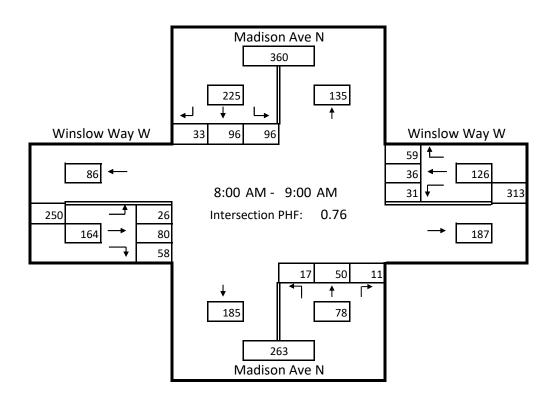
Project Name: Winslow Hotel

Intersection: Madison Ave N & Winslow Way W Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time	N		oound n Ave I		W	Westl /inslow	oound Way \			North Madiso		-	W		oound v Way '	W	
Period	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	T	L	Total
7:00 AM	1	4	14	13	4	15	5	4	0	0	5	1	0	0	5	0	71
7:15 AM	1	3	5	22	1	7	6	7	0	1	12	2	0	0	12	2	81
7:30 AM	3	1	15	48	0	12	3	3	0	2	13	2	1	2	20	3	128
7:45 AM	1	4	16	24	3	12	16	7	0	0	10	0	0	6	13	2	114
8:00 AM	1	5	26	20	0	13	4	8	1	3	10	6	0	7	15	3	122
8:15 AM	0	6	23	30	1	16	9	11	1	4	18	7	1	27	31	13	198
8:30 AM	1	10	20	24	0	17	15	6	3	2	8	2	0	12	19	7	146
8:45 AM	0	12	27	22	1	13	8	6	0	2	14	2	0	12	15	3	137
T. 1. 1																	
Total	8	45	146	203	10	105	66	52	5	14	90	22	2	66	130	33	997

Peak Hour	8:00	AM	to	9:00	AM												Total
Peak Total	2	33	96	96	2	59	36	31	5	11	50	17	1	58	80	26	593
Heavy Veh.	2 33 96 96					4.5	5%			4.0	0%			0.9	9%		
PHF		0.	92			0.	83			0.	67			0.	58		



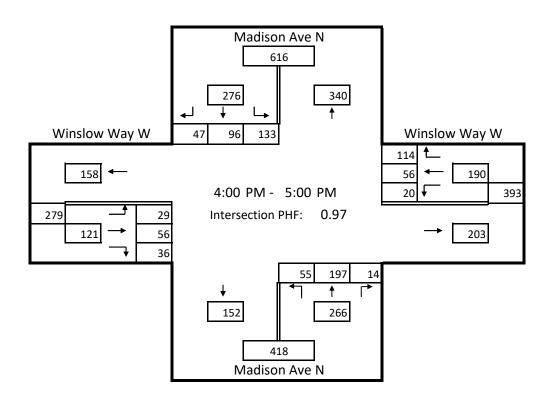
Project Name: Winslow Hotel

Intersection: Madison Ave N & Winslow Way W Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South	ound			Westl	oound			North	bound	t		Eastb	ound		
Period	N	Madiso	n Ave l	N	V	/inslow	v Way '	W	٨	/ladisc	n Ave	N	V	/inslow	v Way '	W	
Periou	HV	R	T	L	HV	R	Т	L	HV	R	Т	L	HV	R	T	L	Total
4:00 PM	3	7	25	45	1	20	12	3	0	6	41	13	0	13	12	3	204
4:15 PM	0	10	36	38	0	25	14	6	0	2	48	12	0	7	16	7	221
4:30 PM	0	16	17	27	1	36	22	8	0	2	47	10	0	9	14	11	220
4:45 PM	0	14	18	23	0	33	8	3	0	4	61	20	0	7	14	8	213
5:00 PM	2	4	24	39	0	19	7	5	0	5	46	8	0	2	19	10	190
5:15 PM	0	6	23	51	0	34	10	7	0	2	30	9	0	7	14	6	199
5:30 PM	1	5	23	32	2	46	55	8	0	1	33	7	0	7	11	5	236
5:45 PM	0	6	17	27	0	34	13	7	0	4	31	11	0	10	10	3	173
•					1												
Total	6	68	183	282	4	247	141	47	0	26	337	90	0	62	110	53	1,656

Peak Hour	4:00	PM	to	5:00	PM												Total
Peak Total	3	47	96	133	2	114	56	20	0	14	197	55	0	36	56	29	853
Heavy Veh.	3 47 96 133 1.1%					0.9	9%			0.	0%			0.0	0%		
PHF		0.	82			0.	72			0.	00			0.	89		



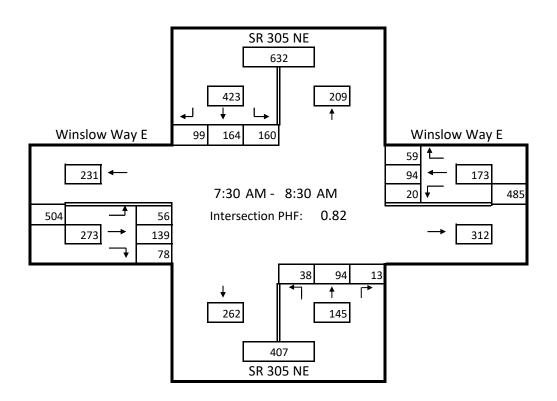
Project Name: Winslow Hotel

Intersection: SR 305 NE & Winslow Way Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time			ound			Westl					bound	l		Eastb Vinslov	ound	_	
Period		SR 30)5 NE		V	Vinslov	v Way	E	SR 305 NE				V				
renou	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	HV	R	Т	L	Total
7:00 AM	1	12	30	13	2	14	18	5	4	1	3	4	1	9	9	10	136
7:15 AM	2	19	50	30	2	9	9	2	0	0	0	1	3	21	15	10	173
7:30 AM	5	17	57	60	2	13	23	7	4	2	5	0	3	24	46	9	277
7:45 AM	1	20	26	43	0	22	33	1	9	6	59	30	1	12	49	10	322
8:00 AM	4	34	34	18	2	12	18	3	3	2	8	4	2	16	13	17	190
8:15 AM	0	28	47	39	1	12	20	9	3	3	22	4	1	26	31	20	266
8:30 AM	1	24	43	41	1	15	29	2	7	1	19	12	2	19	27	13	256
8:45 AM	3	34	26	17	2	7	20	0	2	0	7	3	0	1	13	18	153
											-			-		-	
Total	17	188	313	261	12	104	170	29	32	15	123	58	13	128	203	107	1,773

Peak Hour	7:30	AM	to	8:30	AM												Total
Peak Total	10	99	164	160	5	59	94	20	19	13	94	38	7	78	139	56	1,014
Heavy Veh.	2.2%					4.0%				16.	3%						
PHF		0.	79			0.	77			0.	38			0.	86		



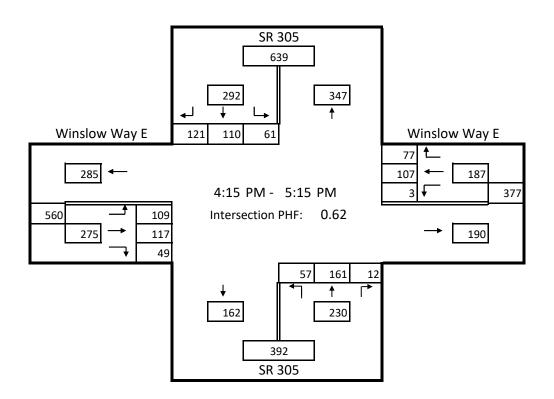
Project Name: Winslow Hotel

Intersection: SR 305 NE & Winslow Way Date of Count: 12/4/2018

Jurisdiction: City of Bainbridge Project Number: 4218

Time		South	ound			Westl	oound			North	bound	t		Eastb	ound		
	eriod SR 305			Winslow Way E				SR 305				٧					
Periou	HV	R	Т	L	HV	R	Т	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	7	35	27	15	1	11	14	1	0	0	2	2	6	7	30	33	191
4:15 PM	5	33	31	18	1	11	20	2	0	2	43	15	3	18	36	22	260
4:30 PM	2	33	26	13	1	43	50	1	12	10	112	42	2	10	30	24	411
4:45 PM	1	30	17	11	0	11	18	0	1	0	2	0	0	5	16	35	147
5:00 PM	9	25	36	19	0	12	19	0	0	0	4	0	2	16	35	28	205
5:15 PM	3	28	27	14	0	6	22	1	0	0	30	7	1	9	27	18	193
5:30 PM	4	38	13	15	1	8	69	0	13	11	161	75	2	4	21	23	458
5:45 PM	0	20	6	11	0	18	15	2	0	1	4	0	0	4	22	34	137
Total	31	242	183	116	4	120	227	7	26	24	358	141	16	73	217	217	2,002

Peak Hour	4:15	PM	to	5:15	PM												Total
Peak Total	17	121	110	61	2	77	107	3	13	12	161	57	7	49	117	109	984
Heavy Veh.		5.7% 1.19				1.1% 5.0% 3.2%											
PHF		0.	89			0.50 0.35							0.	87			



Hotel (310)

Vehicle Trip Ends vs: Rooms Weekday On a:

Setting/Location: General Urban/Suburban

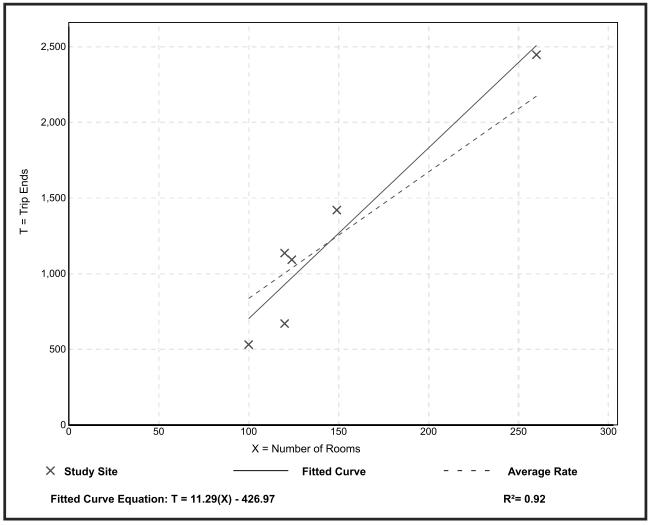
Number of Studies: Avg. Num. of Rooms: 146

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



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Hotel (310)

Vehicle Trip Ends vs: Rooms

> On a: Weekday,

> > **Peak Hour of Adjacent Street Traffic,**

One Hour Between 7 and 9 a.m.

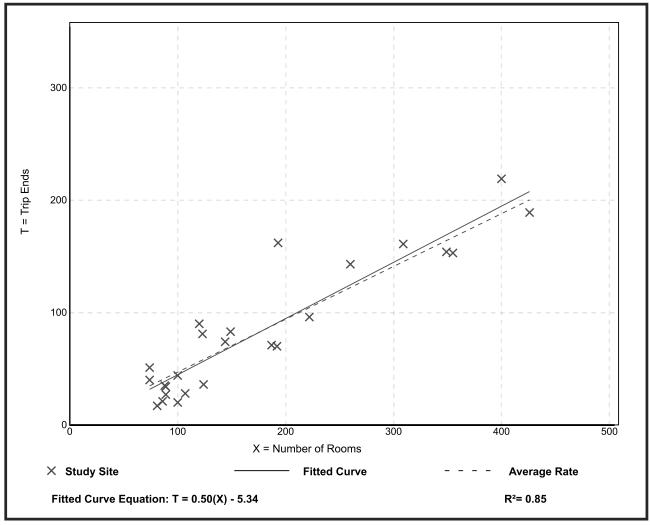
Setting/Location: General Urban/Suburban

Number of Studies: 25 178 Avg. Num. of Rooms:

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14



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Hotel (310)

Vehicle Trip Ends vs: Rooms

> On a: Weekday,

> > **Peak Hour of Adjacent Street Traffic,**

One Hour Between 4 and 6 p.m.

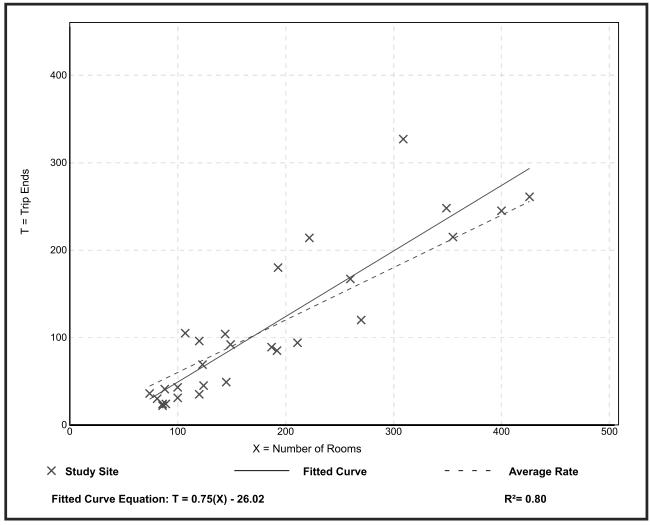
Setting/Location: General Urban/Suburban

Number of Studies: 28 Avg. Num. of Rooms: 183

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22



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General Office Building

(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

> On a: Weekday,

> > **Peak Hour of Adjacent Street Traffic,** One Hour Between 4 and 6 p.m.

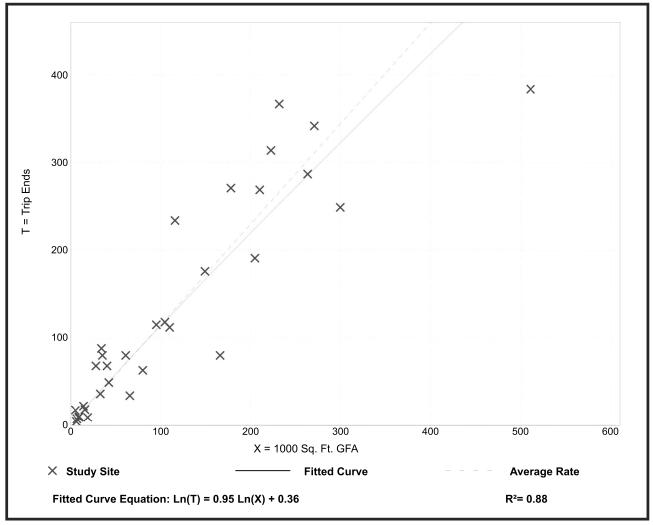
Setting/Location: General Urban/Suburban

Number of Studies: 32 Avg. 1000 Sq. Ft. GFA: 114

Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42



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Quality Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

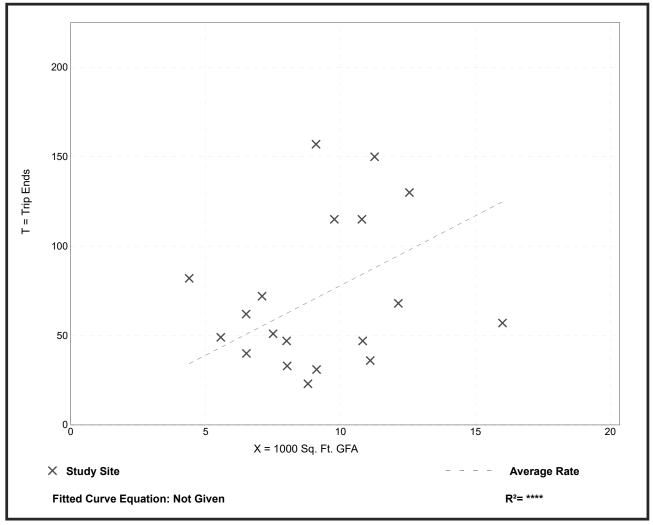
Setting/Location: General Urban/Suburban

Number of Studies: Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49



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Forecast Intersection Volumes

Annual Growth Rate: 1 % 2021

of Years to Horizon: 3

AM PEAK HOUR

1	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	337	525	5	16	52	7	6	381	32	37	18	119
Project Trips	6	1	0	0	0	0	0	1	0	0	0	4
Pipeline	4	4	0	0	0	0	0	15	0	0	0	6
Without	351	545	5	16	54	7	6	408	33	38	19	129
With	357	546	5	16	54	7	6	409	33	38	19	133
_												
2	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	96	184	83	83	256	75	108	67	39	200	238	123
Project Trips	0	6	0	0	0	0	0	4	0	0	0	0
Pipeline	0	4	0	0	2	3	9	6	3	2	5	0
Without	99	194	86	86	266	80	120	75	43	208	250	127
With	99	200	86	86	266	80	120	79	43	208	250	127
-												
3	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	198	270	98	96	205	19	20	169	43	70	187	185
Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
Pipeline	5	0	0	0	0	0	0	0	0	0	0	15
Without	209	278	101	99	211	20	21	174	44	72	193	206
With	209	279	101	99	211	20	21	175	44	72	193	206
, [CDD	CDT	CDI	14/DD	WDT	WDI	NDD	NDT	NIDI		FDT	- FDI
4	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	36	226	18	9	38	10	8	112	41	111	66	132
Project Trips Pipeline	0	6 9	0 4	0	0	0	0 4	4 5	0 1	0	0	0
Without	2 39	242	23	3 12	39	3 13	12	120	43	2 116	68	137
With	39	248	23	12	39	13	12	124	43	116	68	137
******	33	240	23	12	33	15	12	127	73	110	00	137
5	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	3		153	60	4						6	4
Project Trips	0		1	1	0						0	0
Pipeline	0		0	1	0						0	0
Without	3		158	63	4						6	4
With	3		159	64	4						6	4
•												
6	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	33	96	96	59	36	31	11	50	17	58	80	26
Project Trips	6	0	0	0	17	0	0	0	0	0	12	4
Pipeline	0	1	11	9	0	1	3	2	0	0	0	1
Without	34	100	110	70	37	33	14	54	18	60	82	28
With	40	100	110	70	54	33	14	54	18	60	94	32
_												
7	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	99	164	160	59	94	20	13	94	38	78	139	56
Project Trips	1	0	0	0	2	0	0	0	10	7	1	1
Pipeline	0	0	0	0	1	0	0	0	7	11	2	0
Without With	102	169	165	61	98	21	13	97	46	91	145	58
\\/ith	103	169	165	61	100	21	13	97	56	98	146	59

PM PEAK HOUR

1	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	208	375	5	7	23	4	22	548	35	20	52	211
Project Trips	7	1	0	0	0	0	0	1	0	0	0	7
Pipeline	6	24	0	0	0	0	0	21	0	0	0	5
Without	220	410	5	7	24	4	23	586	36	21	54	222
With	227	411	5	7	24	4	23	587	36	21	54	229
2	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	127	255	92	48	211	66	217	219	73	93	216	124
Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
Pipeline	0	6	3	3	16	16	12	5	2	4	12	0
Without	131	269	98	52	233	84	236	231	77	100	235	128
With	131	276	98	52	233	84	236	238	77	100	235	128
3	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	147	196	85	137	246	30	40	237	71	56	287	237
Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
Pipeline	11	-8	21	30	26	17	16	-8	0	0	30	-1
Without	162	194	109	171	279	48	57	236	73	58	326	243
With	162	195	109	171	279	48	57	237	73	58	326	243
·							-					_
4	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	63	229	17	21	95	17	19	327	124	83	53	80
Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
Pipeline		15	7	5	0	4	7	17	5	3	1	4
Without	69	251	25	27	98	22	27	354	133	89	56	86
With	69	258	25	27	98	22	27	361	133	89	56	86
1											,	
5	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing			100	133	8						5	8
Project Trips			1	1	0						0	0
Pipeline			1	1	0						0	0
Without	3		104	138	8						5	8
With	3		105	139	8						5	8
_												
6	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing		96	133	114	56	20	14	197	55	36	56	29
Project Trips	7	0	0	0	18	0	0	0	0	0	18	7
Pipeline	0	4	14	20	0	3	1	5	0	0	0	1
Without		103	151	137	58	24	15	208	57	37	58	31
With	55	103	151	137	76	24	15	208	57	37	76	38
								=				
7	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing		110	61	77	107	3	12	161	57	49	117	119
Project Trips		0	0	0	3	0	0	0	10	6	4	1
Pipeline	5	0	4	4	5	0	0	0	17	7	6	4
Without		113	67	83	115	3	12	166	76	57	127	127
With	131	113	67	83	118	3	12	166	86	63	131	128

2039

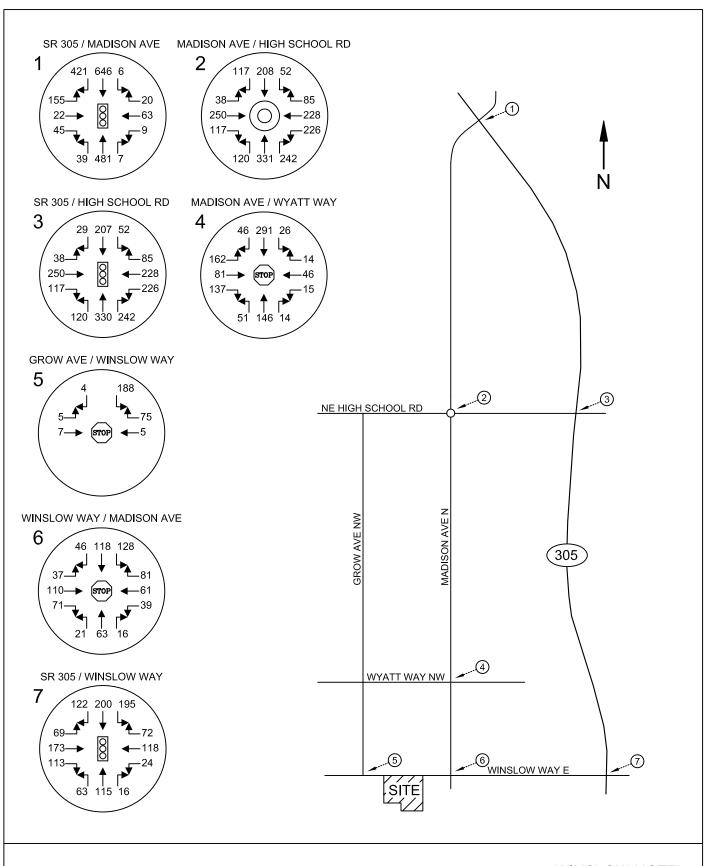
Annual Growth Rate: 1 % # of Years to Horizon: 20

AM PEAK HOUR

AIVI PEAK HOUK				_								
1	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	337	525	5	16	52	7	6	381	32	37	18	119
Project Trips	6	1	0	0	0	0	0	1	0	0	0	4
Pipeline	4	4	0	0	0	0	0	15	0	0	0	6
Without	415	645	6	20	63	9	7	480	39	45	22	151
With	421	646	6	20	63	9	7	481	39	45	22	155
2	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	96	184	83	83	256	75	108	67	39	200	238	123
Project Trips	0	6	0	0	0	0	0	4	0	0	0	0
Pipeline	0	4	0	0	2	3	9	6	3	2	5	0
Without	117	229	101	101	314	95	141	88	51	246	295	150
With	117	235	101	101	314	95	141	92	51	246	295	150
3	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	20	169	43	70	187	185	198	270	98	96	205	19
Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
Pipeline	5	0	0	0	0	0	0	0	0	0	0	15
Without	29	206	52	85	228	226	242	329	120	117	250	38
With	29	207	52	85	228	226	242	330	120	117	250	38
			,				-					•
4	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	36	226	18	9	38	10	8	112	41	111	66	132
Project Trips	0	6	0	0	0	0	0	4	0	0	0	0
Pipeline	2	9	4	3	0	3	4	5	1	2	0	1
Without		285	26	14	46	15	14	142	51	137	81	162
With	46	291	26	14	46	15	14	146	51	137	81	162
5	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	3		153	60	4						6	4
Project Trips	0		1	1	0						0	0
Pipeline	0		0	1	0						0	0
Without	4		187	74	5						7	5
With	4		188	75	5						7	5
						,			,	,		,
6	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing		96	96	59	36	31	11	50	17	58	80	26
Project Trips	6	0	0	0	17	0	0	0	0	0	12	4
Pipeline		1	11	9	0	1	3	2	0	0	0	1
Without	40	118	128	81	44	39	16	63	21	71	98	33
With	46	118	128	81	61	39	16	63	21	71	110	37
7	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	99	164	160	59	94	20	13	94	38	78	139	56
Project Trips	1	0	0	0	2	0	0	0	10	7	1	1
Pipeline	0	0	0	0	1	0	0	0	7	11	2	0
14 /! Ll L	121	200	195	72	116	24	16	115	53	106	172	68
Without With		200	195	72	118	24	16	115	63	113	173	69

PM PEAK HOUR

1		SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
	Existing	208	375	5	7	23	4	22	548	35	20	52	211
	Project Trips	7	1	0	0	0	0	0	1	0	0	0	7
	Pipeline	6	24	0	0	0	0	0	21	0	0	0	5
	Without	260	482	6	9	28	5	27	690	43	24	63	262
	With	267	483	6	9	28	5	27	691	43	24	63	269
2		SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
	Existing	127	255	92	48	211	66	217	219	73	93	216	124
	Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
	Pipeline	0	6	3	3	16	16	12	5	2	4	12	0
	Without	155	317	115	62	273	97	277	272	91	117	276	151
	With	155	324	115	62	273	97	277	279	91	117	276	151
3		SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
	Existing	147	196	85	137	246	30	40	237	71	56	287	237
	Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
	Pipeline	11	-8	21	30	26	17	16	-8	0	0	30	-1
	Without	190	231	125	197	326	54	65	281	87	68	380	288
	With	190	232	125	197	326	54	65	282	87	68	380	288
					-								
4		SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
	Existing	63	229	17	21	95	17	19	327	124	83	53	80
	Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
	Pipeline	4	15	7	5	0	4	7	17	5	3	1	4
	Without	81	294	28	31	116	25	30	416	156	104	66	102
	With	81	301	28	31	116	25	30	423	156	104	66	102
	-												
5		SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
	Existing	3		100	133	8						5	8
	Project Trips	0		1	1	0						0	0
	Pipeline	0		1	1	0						0	0
	Without	4		123	163	10						6	10
	With	4		124	164	10						6	10
6		SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
	Existing	47	96	133	114	56	20	14	197	55	36	56	29
	Project Trips	7	0	0	0	18	0	0	0	0	0	18	7
	Pipeline	0	4	14	20	0	3	1	5	0	0	0	1
	Without	57	121	176	159	68	27	18	245	67	44	68	36
	With	64	121	176	159	86	27	18	245	67	44	86	43
7		SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
	Existing	121	110	61	77	107	3	12	161	57	49	117	119
	Project Trips	1	0	0	0	3	0	0	0	10	6	4	1
	Pipeline	5	0	4	4	5	0	0	0	17	7	6	4
	Without	153	134	78	98	136	4	15	196	87	67	149	149
	With	154	134	78	98	139	4	15	196	97	73	153	150

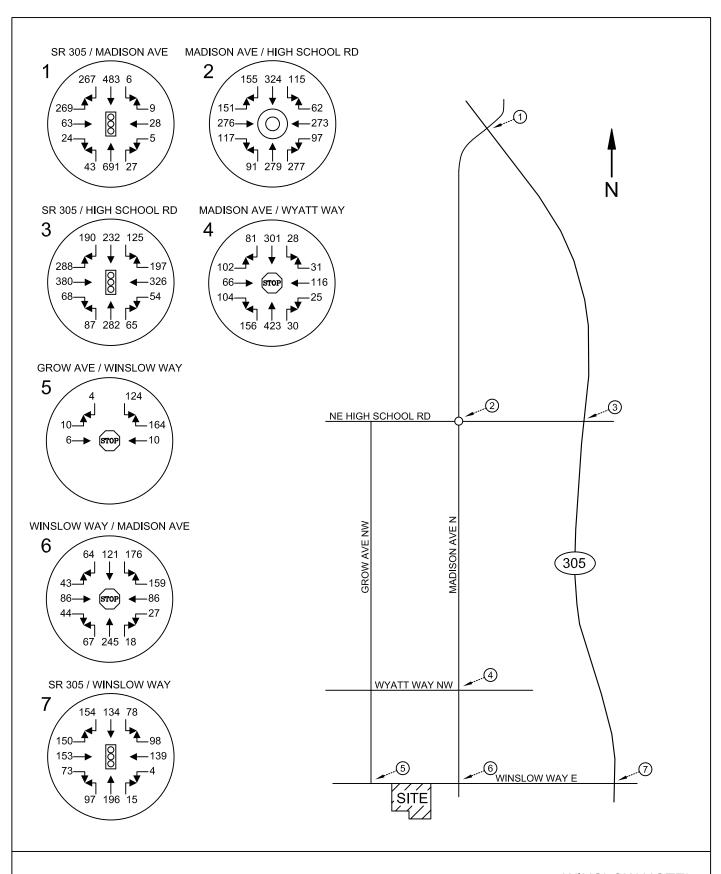


HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

2039 AM PEAK HOUR VOLUMES WITH PROJECT FIGURE 1 - APPENDIX



HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

2039 PM PEAK HOUR VOLUMES WITH PROJECT FIGURE 2 - APPENDIX

	•	-	\rightarrow	•	•	•	1	†	/	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		۲	ĵ»		¥		7
Traffic Volume (vph)	119	18	37	7	52	16	32	381	6	5	525	337
Future Volume (vph)	119	18	37	7	52	16	32	381	6	5	525	337
Satd. Flow (prot)	0	1732	0	0	1819	0	1719	1806	0	1770	1863	1583
Flt Permitted		0.745			0.964		0.950			0.950		
Satd. Flow (perm)	0	1334	0	0	1763	0	1719	1806	0	1770	1863	1583
Satd. Flow (RTOR)		23			17			2				366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	129	20	40	8	57	17	35	414	7	5	571	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	82	0	35	421	0	5	571	366
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		11.3			11.1		5.4	26.3		5.4	24.8	24.8
Actuated g/C Ratio		0.26			0.25		0.12	0.60		0.12	0.56	0.56
v/c Ratio		0.53			0.18		0.17	0.39		0.02	0.54	0.35
Control Delay		20.0			13.4		25.2	10.0		24.0	14.5	2.8
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		20.0			13.4		25.2	10.0		24.0	14.5	2.8
LOS		В			В		С	Α		С	В	Α
Approach Delay		20.0			13.4			11.2			10.0	
Approach LOS		В			В			В			Α	
Queue Length 50th (ft)		31			11		7	51		1	78	0
Queue Length 95th (ft)		100			44		36	197		10	#329	44
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		604			790		211	1169		217	1143	1112
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.31			0.10		0.17	0.36		0.02	0.50	0.33

Cycle Length: 60

Actuated Cycle Length: 44

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

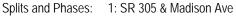
Intersection Signal Delay: 11.6

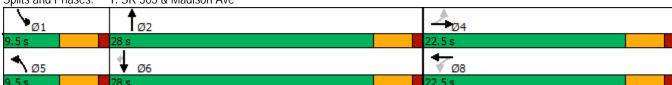
Intersection Capacity Utilization 51.6% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





Intersection LOS: B

	•	→	\rightarrow	•	←	•	•	†	/	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ર્ન	7	¥	+	7	*	∱ }		*		7
Traffic Volume (vph)	185	187	70	19	205	96	43	169	20	98	270	198
Future Volume (vph)	185	187	70	19	205	96	43	169	20	98	270	198
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Flt Permitted	0.950	0.995		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Satd. Flow (RTOR)			143			143		15				213
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	199	201	75	20	220	103	46	182	22	105	290	213
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	179	221	75	20	220	103	46	204	0	105	290	213
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	23.0		12.0	25.5	25.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	13.6	13.6	13.6	12.9	12.9	12.9	5.4	13.1		7.7	17.2	17.2
Actuated g/C Ratio	0.22	0.22	0.22	0.20	0.20	0.20	0.09	0.21		0.12	0.27	0.27
v/c Ratio	0.50	0.59	0.17	0.06	0.58	0.24	0.32	0.29		0.49	0.57	0.36
Control Delay	30.2	32.1	1.2	24.5	32.2	3.6	40.1	23.1		41.4	27.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	30.2	32.1	1.2	24.5	32.2	3.6	40.1	23.1		41.4	27.7	5.9
LOS	С	С	Α	С	С	Α	D	С		D	С	Α
Approach Delay		26.5			23.2			26.3			22.4	
Approach LOS		С			С			С			С	
Queue Length 50th (ft)	68	87	0	7	84	0	19	34		42	108	0
Queue Length 95th (ft)	146	176	4	25	165	21	#60	70		#119	206	50
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	520	545	588	547	576	588	143	1056		228	672	707
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.34	0.41	0.13	0.04	0.38	0.18	0.32	0.19		0.46	0.43	0.30

Cycle Length: 80

Actuated Cycle Length: 63.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 24.3

Intersection LOS: C

Intersection Capacity Utilization 54.2%

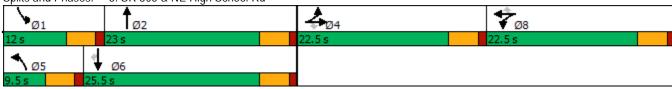
ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd



	•	→	\rightarrow	•	←	•	1	†	/	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	†	7		4	7		414			414	
Traffic Volume (vph)	56	139	78	20	94	59	38	94	13	160	164	99
Future Volume (vph)	56	139	78	20	94	59	38	94	13	160	164	99
Satd. Flow (prot)	1752	1845	1568	0	1810	1553	0	3029	0	0	3350	0
Flt Permitted	0.950				0.908			0.987			0.981	
Satd. Flow (perm)	1752	1845	1568	0	1659	1553	0	3029	0	0	3350	0
Satd. Flow (RTOR)			95			143		12			47	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	16%	16%	16%	2%	2%	2%
Adj. Flow (vph)	68	170	95	24	115	72	46	115	16	195	200	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	170	95	0	139	72	0	177	0	0	516	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	16.8	16.8		10.9	10.9		9.4			14.3	
Actuated g/C Ratio	0.15	0.33	0.33		0.21	0.21		0.18			0.28	
v/c Ratio	0.26	0.28	0.17		0.40	0.16		0.31			0.53	
Control Delay	29.1	15.4	4.4		26.1	1.2		23.4			19.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	29.1	15.4	4.4		26.1	1.2		23.4			19.3	
LOS	С	В	Α		С	Α		С			В	
Approach Delay		15.1			17.6			23.4			19.3	
Approach LOS		В			В			С			В	
Queue Length 50th (ft)	22	40	0		45	0		28			76	
Queue Length 95th (ft)	58	80	21		91	0		55			123	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	300	1156	1018		683	723		1289			1407	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.23	0.15	0.09		0.20	0.10		0.14			0.37	

Cycle Length: 80

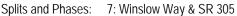
Actuated Cycle Length: 51.5

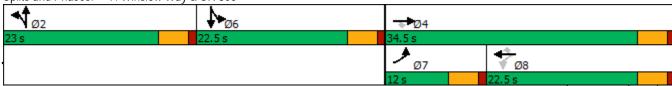
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 44.9% ICU Level of Service A

Analysis Period (min) 15





Intersection				
Intersection Delay, s/veh	13.3			
Intersection LOS	В			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	667	493	255	420
Demand Flow Rate, veh/h	681	503	261	437
Vehicles Circulating, veh/h	422	278	541	449
Vehicles Exiting, veh/h	464	524	562	332
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	19.5	9.2	8.5	11.0
Approach LOS	С	А	А	В
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LED	LTD	LTD
	LIK	LTR	LTR	LTR
RT Channelized	LIK	LIR	LIR	LIR
RT Channelized Lane Util	1.000	1.000	1.000	1.000
Lane Util Follow-Up Headway, s			1.000 2.609	
Lane Util Follow-Up Headway, s Critical Headway, s	1.000	1.000	1.000	1.000
Lane Util Follow-Up Headway, s	1.000 2.609	1.000 2.609	1.000 2.609	1.000 2.609 4.976 437
Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	1.000 2.609 4.976	1.000 2.609 4.976 503 1039	1.000 2.609 4.976	1.000 2.609 4.976 437 873
Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	1.000 2.609 4.976 681	1.000 2.609 4.976 503 1039 0.980	1.000 2.609 4.976 261	1.000 2.609 4.976 437
Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	1.000 2.609 4.976 681 897 0.980 667	1.000 2.609 4.976 503 1039 0.980 493	1.000 2.609 4.976 261 795 0.979	1.000 2.609 4.976 437 873 0.962 420
Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	1.000 2.609 4.976 681 897 0.980 667	1.000 2.609 4.976 503 1039 0.980 493 1018	1.000 2.609 4.976 261 795 0.979 255 778	1.000 2.609 4.976 437 873 0.962 420 839
Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	1.000 2.609 4.976 681 897 0.980 667 879	1.000 2.609 4.976 503 1039 0.980 493 1018	1.000 2.609 4.976 261 795 0.979 255 778 0.328	1.000 2.609 4.976 437 873 0.962 420 839 0.501
Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	1.000 2.609 4.976 681 897 0.980 667 879 0.759 19.5	1.000 2.609 4.976 503 1039 0.980 493 1018	1.000 2.609 4.976 261 795 0.979 255 778	1.000 2.609 4.976 437 873 0.962 420 839
Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	1.000 2.609 4.976 681 897 0.980 667 879	1.000 2.609 4.976 503 1039 0.980 493 1018	1.000 2.609 4.976 261 795 0.979 255 778 0.328	1.000 2.609 4.976 437 873 0.962 420 839 0.501

Synchro 10 Report Page 1 Baseline

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Intersection	
Intersection Delay, s/veh Intersection LOS	12.7
ntersection LOS	В
Thersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ň	f)			4	
Traffic Vol, veh/h	132	66	111	10	38	9	41	112	8	18	226	36
Future Vol, veh/h	132	66	111	10	38	9	41	112	8	18	226	36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	148	74	125	11	43	10	46	126	9	20	254	40
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	13.8			9.6			10.4			13.4		
HCM LOS	В			Α			В			В		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	43%	18%	6%
Vol Thru, %	0%	93%	21%	67%	81%
Vol Right, %	0%	7%	36%	16%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	120	309	57	280
LT Vol	41	0	132	10	18
Through Vol	0	112	66	38	226
RT Vol	0	8	111	9	36
Lane Flow Rate	46	135	347	64	315
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.085	0.228	0.511	0.105	0.476
Departure Headway (Hd)	6.648	6.093	5.299	5.888	5.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	539	588	680	607	661
Service Time	4.396	3.841	3.34	3.945	3.486
HCM Lane V/C Ratio	0.085	0.23	0.51	0.105	0.477
HCM Control Delay	10	10.6	13.8	9.6	13.4
HCM Lane LOS	Α	В	В	Α	В
HCM 95th-tile Q	0.3	0.9	2.9	0.4	2.6

Synchro 10 Light Report Page 1 Baseline

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Degree of Util (X)

Convergence, Y/N

HCM Lane V/C Ratio

HCM Control Delay

HCM Lane LOS

HCM 95th-tile Q

Service Time

Cap

Departure Headway (Hd)

0.017

4.587

Yes

785

2.59

0.017

7.7

0.1

Α

0.092

3.89

Yes

927

1.891

0.092

7.3

0.3

Α

0.248

4.29

Yes

834

2.331

0.249

8.8

Α

1

Intersection							
Intersection Delay, s/veh	8.3						
Intersection LOS	Α						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	4î		**		
Traffic Vol, veh/h	4	6	4	60	153	3	
Future Vol, veh/h	4	6	4	60	153	3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	
Heavy Vehicles, %	2	2	3	3	2	2	
Mvmt Flow	5	8	5	80	204	4	
Number of Lanes	0	1	1	0	1	0	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	1		1		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	1		0		1		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right	0		1		1		
HCM Control Delay	7.7		7.3		8.8		
HCM LOS	Α		Α		Α		
Lane		EBLn1	WBLn1	SBLn1			
Vol Left, %		40%	0%	98%			
Vol Thru, %		60%	6%	0%			
Vol Right, %		0%	94%	2%			
Sign Control		Stop	Stop	Stop			
Traffic Vol by Lane		10	64	156			
LT Vol		4	0	153			
Through Vol		6	4	0			
RT Vol		0	60	3			
Lane Flow Rate		13	85	208			
Geometry Grp		1	1	1			

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intersection												
Intersection Delay, s/veh	10.7											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7		4		¥	ĵ»	
Traffic Vol, veh/h	26	80	58	31	36	59	17	50	11	96	96	33
Future Vol, veh/h	26	80	58	31	36	59	17	50	11	96	96	33
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	34	105	76	41	47	78	22	66	14	126	126	43

riouvy vornolos, 70	_	_	_	U	U	U	•	•		_	_	_
Mvmt Flow	34	105	76	41	47	78	22	66	14	126	126	43
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			1		
HCM Control Delay	11.8			9.5			10.4			10.6		
HCM LOS	В			Α			В			В		

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	22%	16%	46%	0%	100%	0%	
Vol Thru, %	64%	49%	54%	0%	0%	74%	
Vol Right, %	14%	35%	0%	100%	0%	26%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	78	164	67	59	96	129	
LT Vol	17	26	31	0	96	0	
Through Vol	50	80	36	0	0	96	
RT Vol	11	58	0	59	0	33	
Lane Flow Rate	103	216	88	78	126	170	
Geometry Grp	6	6	7	7	7	7	
Degree of Util (X)	0.174	0.345	0.154	0.115	0.221	0.265	
Departure Headway (Hd)	6.112	5.748	6.286	5.343	6.3	5.614	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	587	626	571	671	571	642	
Service Time	4.144	3.775	4.018	3.075	4.026	3.34	
HCM Lane V/C Ratio	0.175	0.345	0.154	0.116	0.221	0.265	
HCM Control Delay	10.4	11.8	10.2	8.8	10.8	10.4	
HCM Lane LOS	В	В	В	А	В	В	
HCM 95th-tile Q	0.6	1.5	0.5	0.4	8.0	1.1	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	₽		ሻ		7
Traffic Volume (vph)	211	52	20	4	23	7	35	548	22	5	375	208
Future Volume (vph)	211	52	20	4	23	7	35	548	22	5	375	208
Satd. Flow (prot)	0	1778	0	0	1802	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.758			0.960		0.950			0.950		
Satd. Flow (perm)	0	1398	0	0	1740	0	1770	1852	0	1770	1863	1583
Satd. Flow (RTOR)		6			7			4				219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	222	55	21	4	24	7	37	577	23	5	395	219
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	0	0	35	0	37	600	0	5	395	219
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		10.0	28.0		9.5	27.5	27.5
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		14.6			14.6		5.7	22.8		5.2	21.0	21.0
Actuated g/C Ratio		0.30			0.30		0.12	0.47		0.11	0.44	0.44
v/c Ratio		0.70			0.07		0.18	0.68		0.03	0.49	0.27
Control Delay		26.8			12.5		25.7	17.4		24.8	14.4	3.3
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		26.8			12.5		25.7	17.4		24.8	14.4	3.3
LOS		С			В		С	В		С	В	Α
Approach Delay		26.8			12.5			17.9			10.5	
Approach LOS		С			В			В			В	
Queue Length 50th (ft)		64			5		9	112		1	64	0
Queue Length 95th (ft)		#197			24		37	#357		10	183	35
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		546			679		209	987		190	923	895
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.55			0.05		0.18	0.61		0.03	0.43	0.24

Cycle Length: 60

Actuated Cycle Length: 48.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 16.6 Intersection Capacity Utilization 60.0% Intersection LOS: B

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7	¥	+	7	*	∱ }		*		7
Traffic Volume (vph)	237	287	56	30	246	137	71	237	40	85	196	147
Future Volume (vph)	237	287	56	30	246	137	71	237	40	85	196	147
Satd. Flow (prot)	1681	1763	1583	1770	1863	1583	1752	3428	0	1752	1845	1568
Flt Permitted	0.950	0.996		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1763	1583	1770	1863	1583	1752	3428	0	1752	1845	1568
Satd. Flow (RTOR)			143			173		22				186
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	300	363	71	38	311	173	90	300	51	108	248	186
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	270	393	71	38	311	173	90	351	0	108	248	186
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	24.0	24.0	24.0	22.5	22.5	22.5	10.0	23.1		10.4	23.5	23.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	18.8	18.8	18.8	15.8	15.8	15.8	5.6	14.3		6.0	17.1	17.1
Actuated g/C Ratio	0.26	0.26	0.26	0.22	0.22	0.22	0.08	0.20		0.08	0.23	0.23
v/c Ratio	0.62	0.87	0.14	0.10	0.77	0.36	0.68	0.51		0.76	0.57	0.36
Control Delay	32.9	49.3	0.6	25.0	42.2	7.0	63.0	27.6		69.9	32.6	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	32.9	49.3	0.6	25.0	42.2	7.0	63.0	27.6		69.9	32.6	6.6
LOS	С	D	Α	С	D	Α	Е	С		Е	С	Α
Approach Delay		38.6			29.3			34.9			31.1	
Approach LOS		D			С			С			С	
Queue Length 50th (ft)	120	187	0	14	136	0	43	73		52	110	0
Queue Length 95th (ft)	180	#297	0	34	198	32	#99	96		#118	155	32
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	454	476	532	441	464	524	133	899		143	485	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.59	0.83	0.13	0.09	0.67	0.33	0.68	0.39		0.76	0.51	0.34

Cycle Length: 80

Actuated Cycle Length: 73.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

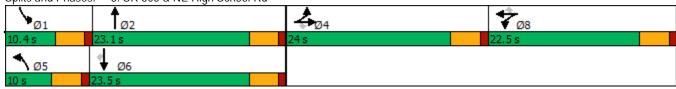
Intersection Signal Delay: 33.9 Intersection LOS: C
Intersection Capacity Utilization 57.5% ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7		4	7		€1 }			4î∌	
Traffic Volume (vph)	109	117	49	3	107	77	57	161	12	61	110	121
Future Volume (vph)	109	117	49	3	107	77	57	161	12	61	110	121
Satd. Flow (prot)	1770	1863	1583	0	1861	1583	0	3370	0	0	3163	0
Flt Permitted	0.950				0.990			0.988			0.990	
Satd. Flow (perm)	1770	1863	1583	0	1844	1583	0	3370	0	0	3163	0
Satd. Flow (RTOR)			82			143		6			195	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	176	189	79	5	173	124	92	260	19	98	177	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	189	79	0	178	124	0	371	0	0	470	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	23.9	23.9		11.5	11.5		12.3			11.6	
Actuated g/C Ratio	0.12	0.39	0.39		0.19	0.19		0.20			0.19	
v/c Ratio	0.79	0.26	0.12		0.52	0.30		0.55			0.62	
Control Delay	58.8	15.7	4.5		30.0	6.1		26.3			17.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	58.8	15.7	4.5		30.0	6.1		26.3			17.7	
LOS	Е	В	А		С	Α		С			В	
Approach Delay		30.8			20.2			26.3			17.7	
Approach LOS		С			С			С			В	
Queue Length 50th (ft)	64	46	0		59	0		63			46	
Queue Length 95th (ft)	#123	73	9		88	4		80			54	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	222	934	835		554	576		1046			1088	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.79	0.20	0.09		0.32	0.22		0.35			0.43	

Cycle Length: 80

Actuated Cycle Length: 61.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 23.9 Intersection LOS: C
Intersection Capacity Utilization 39.1% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Winslow Way & SR 305



Intersection				
Intersection Delay, s/veh	12.1			
Intersection LOS	В			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	461	345	542	504
Demand Flow Rate, veh/h	471	351	554	514
Vehicles Circulating, veh/h	447	453	470	379
Vehicles Exiting, veh/h	446	571	448	425
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.7	9.1	15.1	11.3
Approach LOS	В	А	С	В
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
Assumed Moves RT Channelized			LTR	LTR
	LTR 1.000	LTR 1.000	LTR 1.000	
RT Channelized				LTR
RT Channelized Lane Util	1.000	1.000	1.000	LTR 1.000
RT Channelized Lane Util Follow-Up Headway, s	1.000 2.609	1.000 2.609	1.000 2.609	LTR 1.000 2.609
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s	1.000 2.609 4.976	1.000 2.609 4.976	1.000 2.609 4.976	LTR 1.000 2.609 4.976
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h	1.000 2.609 4.976 471	1.000 2.609 4.976 351	1.000 2.609 4.976 554	1.000 2.609 4.976 514
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	1.000 2.609 4.976 471 875 0.980 461	1.000 2.609 4.976 351 869 0.982 345	1.000 2.609 4.976 554 854 0.979	1.000 2.609 4.976 514 937 0.980 504
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	1.000 2.609 4.976 471 875 0.980 461 857	1.000 2.609 4.976 351 869 0.982	1.000 2.609 4.976 554 854 0.979	1.000 2.609 4.976 514 937 0.980
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	1.000 2.609 4.976 471 875 0.980 461	1.000 2.609 4.976 351 869 0.982 345	1.000 2.609 4.976 554 854 0.979 542 836 0.648	1.000 2.609 4.976 514 937 0.980 504
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	1.000 2.609 4.976 471 875 0.980 461 857	1.000 2.609 4.976 351 869 0.982 345 853	1.000 2.609 4.976 554 854 0.979 542 836	1.000 2.609 4.976 514 937 0.980 504 918
RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	1.000 2.609 4.976 471 875 0.980 461 857 0.538	1.000 2.609 4.976 351 869 0.982 345 853 0.404	1.000 2.609 4.976 554 854 0.979 542 836 0.648	1.000 2.609 4.976 514 937 0.980 504 918

Synchro 10 Report Page 1 Baseline

ntersection	
Intersection Delay, s/veh	17.9
ntersection LOS	С

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ň	f)			4	
Traffic Vol, veh/h	80	53	83	17	95	21	124	327	19	17	229	63
Future Vol, veh/h	80	53	83	17	95	21	124	327	19	17	229	63
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	60	93	19	107	24	139	367	21	19	257	71
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	15.1			13			20.3			18.4		
HCM LOS	С			В			С			С		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	
Vol Left, %	100%	0%	37%	13%	6%	
Vol Thru, %	0%	95%	25%	71%	74%	
Vol Right, %	0%	5%	38%	16%	20%	
Sign Control	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	124	346	216	133	309	
LT Vol	124	0	80	17	17	
Through Vol	0	327	53	95	229	
RT Vol	0	19	83	21	63	
Lane Flow Rate	139	389	243	149	347	
Geometry Grp	7	7	2	2	5	
Degree of Util (X)	0.272	0.7	0.449	0.292	0.602	
Departure Headway (Hd)	7.033	6.483	6.656	7.033	6.244	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	
Cap	510	556	541	510	576	
Service Time	4.78	4.231	4.705	5.093	4.294	
HCM Lane V/C Ratio	0.273	0.7	0.449	0.292	0.602	
HCM Control Delay	12.4	23.1	15.1	13	18.4	
HCM Lane LOS	В	С	С	В	С	
HCM 95th-tile Q	1.1	5.5	2.3	1.2	4	

Synchro 10 Light Report Page 1 Baseline

Intersection						
Intersection Delay, s/veh	7.7					
Intersection LOS	Α.,					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL			WDR	JDL W	JDK
Traffic Vol, veh/h	8	र्दी 5	}	133	100	3
Future Vol, veh/h	8	5	8	133	100	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	6	9	148	111	3
Number of Lanes	0	1	1	0	1	0
		'	•		•	
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	7.6		7.3		8.2	
HCM LOS	Α		Α		Α	
Lane		EBLn1	WBLn1	SBLn1		
Lane Vol Left, %		62%	WBLn1	97%		
Lane Vol Left, % Vol Thru, %		62% 38%	WBLn1 0% 6%	97% 0%		
Lane Vol Left, % Vol Thru, % Vol Right, %		62% 38% 0%	WBLn1 0% 6% 94%	97% 0% 3%		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		62% 38% 0% Stop	WBLn1 0% 6% 94% Stop	97% 0% 3% Stop		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		62% 38% 0% Stop 13	WBLn1 0% 6% 94% Stop 141	97% 0% 3% Stop 103		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		62% 38% 0% Stop 13	WBLn1 0% 6% 94% Stop 141 0	97% 0% 3% Stop 103 100		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		62% 38% 0% Stop 13 8	WBLn1 0% 6% 94% Stop 141 0 8	97% 0% 3% Stop 103 100		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		62% 38% 0% Stop 13 8 5	WBLn1 0% 6% 94% Stop 141 0 8 133	97% 0% 3% Stop 103 100 0		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		62% 38% 0% Stop 13 8 5 0	WBLn1 0% 6% 94% Stop 141 0 8 133 157	97% 0% 3% Stop 103 100 0 3 114		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		62% 38% 0% Stop 13 8 5 0	WBLn1 0% 6% 94% Stop 141 0 8 133 157	97% 0% 3% Stop 103 100 0 3 114		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		62% 38% 0% Stop 13 8 5 0 14 1	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156	97% 0% 3% Stop 103 100 0 3 114 1 0.14		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		62% 38% 0% Stop 13 8 5 0 14 1 0.018 4.381	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156 3.579	97% 0% 3% Stop 103 100 0 3 114 1 0.14 4.407		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		62% 38% 0% Stop 13 8 5 0 14 1 0.018 4.381 Yes	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156 3.579 Yes	97% 0% 3% Stop 103 100 0 3 114 1 0.14 4.407 Yes		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		62% 38% 0% Stop 13 8 5 0 14 1 0.018 4.381 Yes 805	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156 3.579 Yes 987	97% 0% 3% Stop 103 100 0 3 114 1 0.14 4.407 Yes 811		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		62% 38% 0% Stop 13 8 5 0 14 1 0.018 4.381 Yes 805 2.473	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156 3.579 Yes 987 1.659	97% 0% 3% Stop 103 100 0 3 114 1 0.14 4.407 Yes 811 2.449		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		62% 38% 0% Stop 13 8 5 0 14 1 0.018 4.381 Yes 805 2.473 0.017	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156 3.579 Yes 987 1.659 0.159	97% 0% 3% Stop 103 100 0 3 114 1 0.14 4.407 Yes 811 2.449 0.141		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		62% 38% 0% Stop 13 8 5 0 14 1 0.018 4.381 Yes 805 2.473 0.017 7.6	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156 3.579 Yes 987 1.659 0.159 7.3	97% 0% 3% Stop 103 100 0 3 114 1 0.14 4.407 Yes 811 2.449 0.141 8.2		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		62% 38% 0% Stop 13 8 5 0 14 1 0.018 4.381 Yes 805 2.473 0.017	WBLn1 0% 6% 94% Stop 141 0 8 133 157 1 0.156 3.579 Yes 987 1.659 0.159	97% 0% 3% Stop 103 100 0 3 114 1 0.14 4.407 Yes 811 2.449 0.141		

Synchro 10 Light Report Page 2 Baseline

Intersection												
Intersection Delay, s/veh	11.6											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4		Ţ	f)	
Traffic Vol, veh/h	29	56	36	20	56	114	55	197	14	133	96	47
Future Vol, veh/h	29	56	36	20	56	114	55	197	14	133	96	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	58	37	21	58	118	57	203	14	137	99	48
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Onnocina Annroach	MD			ΓD			CD			MD	· ·	

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11.2	9.9	13.9	10.6
HCM LOS	В	A	В	В

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	24%	26%	0%	100%	0%
Vol Thru, %	74%	46%	74%	0%	0%	67%
Vol Right, %	5%	30%	0%	100%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	121	76	114	133	143
LT Vol	55	29	20	0	133	0
Through Vol	197	56	56	0	0	96
RT Vol	14	36	0	114	0	47
Lane Flow Rate	274	125	78	118	137	147
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.454	0.22	0.141	0.184	0.244	0.232
Departure Headway (Hd)	5.954	6.358	6.49	5.646	6.407	5.668
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	606	564	552	635	561	632
Service Time	3.991	4.408	4.238	3.393	4.146	3.407
HCM Lane V/C Ratio	0.452	0.222	0.141	0.186	0.244	0.233
HCM Control Delay	13.9	11.2	10.3	9.7	11.2	10.1
HCM Lane LOS	В	В	В	А	В	В
HCM 95th-tile Q	2.4	0.8	0.5	0.7	1	0.9

Synchro 10 Light Report Page 3 Baseline

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ		7
Traffic Volume (vph)	129	19	38	7	54	16	33	408	6	5	545	351
Future Volume (vph)	129	19	38	7	54	16	33	408	6	5	545	351
Satd. Flow (prot)	0	1736	0	0	1803	0	1719	1806	0	1770	1863	1583
Flt Permitted		0.741			0.964		0.950			0.950		
Satd. Flow (perm)	0	1330	0	0	1747	0	1719	1806	0	1770	1863	1583
Satd. Flow (RTOR)		22			17			2				382
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	140	21	41	8	59	17	36	443	7	5	592	382
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	84	0	36	450	0	5	592	382
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		11.8			11.8		5.2	24.9		5.2	23.3	23.3
Actuated g/C Ratio		0.25			0.25		0.11	0.52		0.11	0.49	0.49
v/c Ratio		0.58			0.19		0.19	0.48		0.03	0.65	0.39
Control Delay		22.0			13.5		26.1	11.2		24.4	16.9	3.0
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		22.0			13.5		26.1	11.2		24.4	16.9	3.0
LOS		С			В		С	В		С	В	Α
Approach Delay		22.0			13.5			12.3			11.5	
Approach LOS		С			В			В			В	
Queue Length 50th (ft)		36			12		8	58		1	85	0
Queue Length 95th (ft)		108			45		37	213		10	#348	45
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		535			696		187	1014		193	983	1016
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.38			0.12		0.19	0.44		0.03	0.60	0.38

Cycle Length: 60

Actuated Cycle Length: 47.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 53.3% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	4	7	ሻ	†	7	ሻ	∱β		ሻ	↑	7
Traffic Volume (vph)	206	193	72	20	211	99	44	174	21	101	278	209
Future Volume (vph)	206	193	72	20	211	99	44	174	21	101	278	209
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Flt Permitted	0.950	0.995		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Satd. Flow (RTOR)			143			143		15				225
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	222	208	77	22	227	106	47	187	23	109	299	225
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	200	230	77	22	227	106	47	210	0	109	299	225
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.9		12.1	25.5	25.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	13.8	13.8	13.8	13.2	13.2	13.2	5.4	13.4		7.8	17.6	17.6
Actuated g/C Ratio	0.22	0.22	0.22	0.21	0.21	0.21	0.08	0.21		0.12	0.28	0.28
v/c Ratio	0.55	0.61	0.17	0.06	0.59	0.24	0.33	0.30		0.51	0.59	0.38
Control Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.1	5.8
LOS	С	С	А	С	С	А	D	С		D	С	Α
Approach Delay		27.7			23.7			26.6			22.6	
Approach LOS		С	_	_	С	_		С			С	
Queue Length 50th (ft)	78	92	0	8	89	0	20	36		45	114	0
Queue Length 95th (ft)	162	183	6	27	170	22	#62	71		#125	213	51
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	513	538	583	541	569	583	141	1037		228	664	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.43	0.13	0.04	0.40	0.18	0.33	0.20		0.48	0.45	0.32

Cycle Length: 80

Actuated Cycle Length: 64

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 24.9
Intersection Capacity Utilization 55.7%

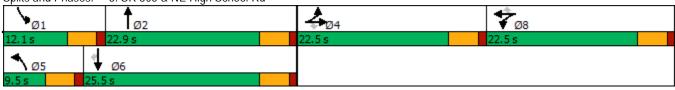
Intersection LOS: C
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	†	7		ર્ન	7		414			4 1₽	
Traffic Volume (vph)	58	145	91	21	98	61	46	97	13	165	169	102
Future Volume (vph)	58	145	91	21	98	61	46	97	13	165	169	102
Satd. Flow (prot)	1752	1845	1568	0	1810	1553	0	3026	0	0	3350	0
Flt Permitted	0.950				0.916			0.985			0.981	
Satd. Flow (perm)	1752	1845	1568	0	1673	1553	0	3026	0	0	3350	0
Satd. Flow (RTOR)			111			143		11			46	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	16%	16%	16%	2%	2%	2%
Adj. Flow (vph)	71	177	111	26	120	74	56	118	16	201	206	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	177	111	0	146	74	0	190	0	0	531	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.3	16.8	16.8		10.8	10.8		9.2			14.1	
Actuated g/C Ratio	0.13	0.31	0.31		0.20	0.20		0.17			0.26	
v/c Ratio	0.31	0.31	0.20		0.44	0.18		0.37			0.59	
Control Delay	30.6	16.0	4.4		27.3	1.4		24.4			21.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	30.6	16.0	4.4		27.3	1.4		24.4			21.0	
LOS	С	В	Α		С	Α		С			С	
Approach Delay		15.3			18.6			24.4			21.0	
Approach LOS		В			В			С			С	
Queue Length 50th (ft)	24	43	0		48	0		31			81	
Queue Length 95th (ft)	61	84	22		95	0		58			130	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	259	1092	973		593	643		1111			1219	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.27	0.16	0.11		0.25	0.12		0.17			0.44	

Cycle Length: 80

Actuated Cycle Length: 54.7

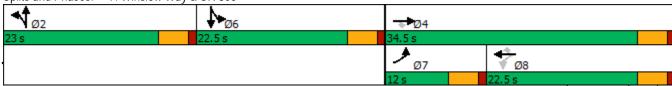
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 46.1% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Winslow Way & SR 305



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Intersection				
Intersection Delay, s/veh	15.3			
Intersection LOS	С			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	697	514	283	451
Demand Flow Rate, veh/h	711	524	292	469
Vehicles Circulating, veh/h	443	299	564	473
Vehicles Exiting, veh/h	499	557	590	350
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	23.3	10.0	9.5	12.4
Approach LOS	С	А	А	В
Lane	Left	Left	Left	Left
		Loit	Loit	LOIL
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves				
	LTR LTR	LTR LTR	LTR LTR	LTR LTR
Assumed Moves RT Channelized Lane Util	LTR LTR 1.000	LTR	LTR LTR 1.000	LTR LTR 1.000
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s	LTR LTR	LTR LTR	LTR LTR	LTR LTR
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s	LTR LTR 1.000	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000	LTR LTR 1.000
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h	LTR LTR 1.000 2.609 4.976 711	LTR LTR 1.000 2.609 4.976 524	LTR LTR 1.000 2.609 4.976 292	LTR LTR 1.000 2.609 4.976 469
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	LTR LTR 1.000 2.609 4.976 711 878	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000 2.609 4.976 292 776	LTR LTR 1.000 2.609 4.976
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	LTR LTR 1.000 2.609 4.976 711 878 0.980	LTR LTR 1.000 2.609 4.976 524 1017 0.980	LTR LTR 1.000 2.609 4.976 292 776 0.970	LTR LTR 1.000 2.609 4.976 469 852 0.961
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	LTR LTR 1.000 2.609 4.976 711 878 0.980 697	LTR LTR 1.000 2.609 4.976 524 1017 0.980 514	LTR LTR 1.000 2.609 4.976 292 776 0.970 283	LTR LTR 1.000 2.609 4.976 469 852 0.961 451
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	LTR LTR 1.000 2.609 4.976 711 878 0.980 697 861	LTR LTR 1.000 2.609 4.976 524 1017 0.980 514	LTR LTR 1.000 2.609 4.976 292 776 0.970 283 753	LTR LTR 1.000 2.609 4.976 469 852 0.961 451 819
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	LTR LTR 1.000 2.609 4.976 711 878 0.980 697 861 0.810	LTR LTR 1.000 2.609 4.976 524 1017 0.980 514 997 0.515	LTR LTR 1.000 2.609 4.976 292 776 0.970 283 753 0.376	LTR LTR 1.000 2.609 4.976 469 852 0.961 451 819 0.551
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	LTR LTR 1.000 2.609 4.976 711 878 0.980 697 861 0.810 23.3	LTR LTR 1.000 2.609 4.976 524 1017 0.980 514 997 0.515 10.0	LTR LTR 1.000 2.609 4.976 292 776 0.970 283 753 0.376 9.5	LTR LTR 1.000 2.609 4.976 469 852 0.961 451 819
Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	LTR LTR 1.000 2.609 4.976 711 878 0.980 697 861 0.810	LTR LTR 1.000 2.609 4.976 524 1017 0.980 514 997 0.515	LTR LTR 1.000 2.609 4.976 292 776 0.970 283 753 0.376	LTR LTR 1.000 2.609 4.976 469 852 0.961 451 819 0.551

Baseline Synchro 10 Light Report Page 1

ntersection	
Intersection Delay, s/veh	13.7
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ň	f)			4	
Traffic Vol, veh/h	137	68	116	13	39	12	43	120	12	23	242	39
Future Vol, veh/h	137	68	116	13	39	12	43	120	12	23	242	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	154	76	130	15	44	13	48	135	13	26	272	44
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	15			10			11			14.8		
HCM LOS	В			А			В			В		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	
Vol Left, %	100%	0%	43%	20%	8%	·
Vol Thru, %	0%	91%	21%	61%	80%	
Vol Right, %	0%	9%	36%	19%	13%	
Sign Control	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	43	132	321	64	304	
LT Vol	43	0	137	13	23	
Through Vol	0	120	68	39	242	
RT Vol	0	12	116	12	39	
Lane Flow Rate	48	148	361	72	342	
Geometry Grp	7	7	2	2	5	
Degree of Util (X)	0.091	0.257	0.547	0.122	0.529	
Departure Headway (Hd)	6.804	6.23	5.459	6.083	5.578	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	
Cap	525	574	660	585	646	
Service Time	4.568	3.994	3.511	4.16	3.632	
HCM Lane V/C Ratio	0.091	0.258	0.547	0.123	0.529	
HCM Control Delay	10.3	11.2	15	10	14.8	
HCM Lane LOS	В	В	В	Α	В	
HCM 95th-tile Q	0.3	1	3.3	0.4	3.1	

Synchro 10 Light Report Page 1 Baseline

HCM 95th-tile Q

Interception						
Intersection Delay sheh	0.2					
Intersection Delay, s/veh	8.3					
Intersection LOS	А					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	₽		W	
Traffic Vol, veh/h	4	6	4	63	158	3
Future Vol, veh/h	4	6	4	63	158	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	5	8	5	84	211	4
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	· ·		SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	7.7		7.3		8.8	
HCM LOS	Α.,		Α.		A	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		40%	0%	98%		
Vol Thru, %		60%	6%	0%		
Vol Right, %		0%	94%	2%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	67	161		
LT Vol		4	0	158		
Through Vol		6	4	0		
RT Vol		0	63	3		
Lane Flow Rate		13	89	215		
Geometry Grp		1	1	1		
Degree of Util (X)		0.017	0.097	0.256		
Departure Headway (Hd)		4.608	3.905	4.296		
Convergence, Y/N		Yes	Yes	Yes		
Cap		781	923	833		
Service Time		2.611	1.905	2.341		
HCM Lane V/C Ratio		0.017	0.096	0.258		
HCM Control Delay		7.7	7.3	8.8		
HCM Lane LOS		Α.	7.5 A	Α		
HOW LAND LUS		Н	А	А		

Synchro 10 Light Report Page 2 Baseline

0.1

0.3

EΒ

11

В

Conflicting Approach Right
Conflicting Lanes Right

HCM Control Delay

HCM LOS

NB

12.3

1

В

Intersection												
Intersection Delay, s/veh	11.1											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ર્ન	7		4		7	f)	
Traffic Vol, veh/h	28	82	60	33	37	70	18	54	14	110	100	34
Future Vol, veh/h	28	82	60	33	37	70	18	54	14	110	100	34
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	37	108	79	43	49	92	24	71	18	145	132	45
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			2		

SB

9.8

2

Α

WB

10.8

2

В

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	21%	16%	47%	0%	100%	0%	
Vol Thru, %	63%	48%	53%	0%	0%	75%	
Vol Right, %	16%	35%	0%	100%	0%	25%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	86	170	70	70	110	134	
LT Vol	18	28	33	0	110	0	
Through Vol	54	82	37	0	0	100	
RT Vol	14	60	0	70	0	34	
Lane Flow Rate	113	224	92	92	145	176	
Geometry Grp	6	6	7	7	7	7	
Degree of Util (X)	0.196	0.367	0.165	0.14	0.258	0.281	
Departure Headway (Hd)	6.244	5.899	6.438	5.489	6.417	5.731	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	575	611	557	653	560	628	
Service Time	4.286	3.934	4.177	3.227	4.151	3.465	
HCM Lane V/C Ratio	0.197	0.367	0.165	0.141	0.259	0.28	
HCM Control Delay	10.8	12.3	10.5	9.1	11.4	10.7	
HCM Lane LOS	В	В	В	А	В	В	
HCM 95th-tile Q	0.7	1.7	0.6	0.5	1	1.1	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		7	↑	7
Traffic Volume (vph)	222	54	21	4	24	7	36	586	23	5	410	220
Future Volume (vph)	222	54	21	4	24	7	36	586	23	5	410	220
Satd. Flow (prot)	0	1780	0	0	1803	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.757			0.962		0.950			0.950		
Satd. Flow (perm)	0	1397	0	0	1745	0	1770	1852	0	1770	1863	1583
Satd. Flow (RTOR)		6			7			4				232
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	234	57	22	4	25	7	38	617	24	5	432	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	313	0	0	36	0	38	641	0	5	432	232
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	23.0	23.0		23.0	23.0		10.2	32.5		9.5	31.8	31.8
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		15.9			15.9		5.9	24.6		5.2	22.8	22.8
Actuated g/C Ratio		0.31			0.31		0.11	0.48		0.10	0.44	0.44
v/c Ratio		0.72			0.07		0.19	0.72		0.03	0.52	0.28
Control Delay		29.5			13.7		27.9	18.0		27.0	14.9	3.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		29.5			13.7		27.9	18.0		27.0	14.9	3.1
LOS		С			В		С	В		С	В	Α
Approach Delay		29.5			13.7			18.6			10.9	
Approach LOS		С			В			В			В	
Queue Length 50th (ft)		75			6		11	141		1	82	0
Queue Length 95th (ft)		#234			27		40	#387		11	203	35
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		529			661		205	1092		180	1034	982
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.59			0.05		0.19	0.59		0.03	0.42	0.24

Cycle Length: 65

Actuated Cycle Length: 51.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 17.5
Intersection Capacity Utilization 62.8%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7	¥	+	7	۲	∱ }		۲		7
Traffic Volume (vph)	243	326	58	48	279	171	73	236	57	109	194	162
Future Volume (vph)	243	326	58	48	279	171	73	236	57	109	194	162
Satd. Flow (prot)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Flt Permitted	0.950	0.997		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Satd. Flow (RTOR)			127			216		30				205
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	308	413	73	61	353	216	92	299	72	138	246	205
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	277	444	73	61	353	216	92	371	0	138	246	205
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	29.0	29.0	29.0	24.0	24.0	24.0	12.0	24.0		13.0	25.0	25.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	23.5	23.5	23.5	18.6	18.6	18.6	7.3	15.1		8.6	19.0	19.0
Actuated g/C Ratio	0.28	0.28	0.28	0.22	0.22	0.22	0.09	0.18		0.10	0.23	0.23
v/c Ratio	0.59	0.90	0.14	0.16	0.86	0.42	0.61	0.58		0.77	0.59	0.40
Control Delay	33.0	53.5	1.5	29.2	54.0	7.2	57.3	32.9		68.2	37.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	33.0	53.5	1.5	29.2	54.0	7.2	57.3	32.9		68.2	37.4	7.0
LOS	С	D	Α	С	D	Α	Е	С		Е	D	Α
Approach Delay		41.6			35.5			37.8			34.0	
Approach LOS		D			D			D			С	
Queue Length 50th (ft)	134	241	0	27	183	0	49	89		74	125	0
Queue Length 95th (ft)	196	#356	0	54	#276	36	#94	113		#146	173	35
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	495	519	555	415	436	536	158	820		179	464	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.86	0.13	0.15	0.81	0.40	0.58	0.45		0.77	0.53	0.37

Cycle Length: 90

Actuated Cycle Length: 83.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 37.5

Intersection LOS: D

Intersection Capacity Utilization 61.2%

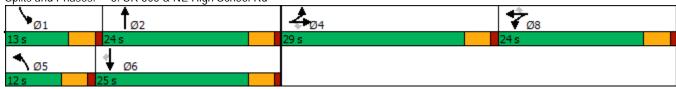
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7		ર્ન	7		414			र्सी	
Traffic Volume (vph)	127	127	57	3	115	83	76	166	12	67	113	130
Future Volume (vph)	127	127	57	3	115	83	76	166	12	67	113	130
Satd. Flow (prot)	1770	1863	1583	0	1861	1583	0	3363	0	0	3156	0
Flt Permitted	0.950				0.990			0.985			0.989	
Satd. Flow (perm)	1770	1863	1583	0	1844	1583	0	3363	0	0	3156	0
Satd. Flow (RTOR)			92			143		6			210	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	205	205	92	5	185	134	123	268	19	108	182	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	205	205	92	0	190	134	0	410	0	0	500	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	24.4	24.4		12.0	12.0		13.2			12.1	
Actuated g/C Ratio	0.12	0.38	0.38		0.19	0.19		0.21			0.19	
v/c Ratio	0.95	0.29	0.14		0.55	0.32		0.58			0.65	
Control Delay	87.0	16.5	4.6		31.2	7.0		27.1			18.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	87.0	16.5	4.6		31.2	7.0		27.1			18.4	
LOS	F	В	Α		С	Α		С			В	
Approach Delay		43.1			21.2			27.1			18.4	
Approach LOS		D			С			С			В	
Queue Length 50th (ft)	79	53	0		66	0		73			51	
Queue Length 95th (ft)	#150	78	10		93	8		88			56	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	215	907	818		538	563		1014			1070	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.95	0.23	0.11		0.35	0.24		0.40			0.47	

Cycle Length: 80

Actuated Cycle Length: 63.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 28.1 Intersection LOS: C
Intersection Capacity Utilization 41.4% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Winslow Way & SR 305



Intersection				
Intersection Delay, s/veh	14.3			
Intersection LOS	В			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	492	392	579	529
Demand Flow Rate, veh/h	502	400	591	540
Vehicles Circulating, veh/h	489	474	500	428
Vehicles Exiting, veh/h	479	617	491	446
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.7	10.4	18.2	13.3
Approach LOS	В	В	С	В
Lane	Left	Left	Left	Loft
Luno	Leit	Leit	Leit	Left
Designated Moves	LTR	LTR	LTR	LTR
Designated Moves	LTR	LTR	LTR	LTR
Designated Moves Assumed Moves	LTR	LTR	LTR LTR 1.000	LTR
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s	LTR LTR	LTR LTR	LTR LTR	LTR LTR
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s	LTR LTR 1.000	LTR LTR 1.000	LTR LTR 1.000	LTR LTR 1.000
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h	LTR LTR 1.000 2.609 4.976 502	LTR LTR 1.000 2.609 4.976 400	LTR LTR 1.000 2.609 4.976 591	LTR LTR 1.000 2.609 4.976 540
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	LTR LTR 1.000 2.609 4.976 502 838	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000 2.609 4.976
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	LTR LTR 1.000 2.609 4.976 502 838 0.980	LTR LTR 1.000 2.609 4.976 400 851 0.980	LTR LTR 1.000 2.609 4.976 591 829 0.980	LTR LTR 1.000 2.609 4.976 540 892 0.980
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	LTR LTR 1.000 2.609 4.976 502 838 0.980 492	LTR LTR 1.000 2.609 4.976 400 851 0.980 392	LTR LTR 1.000 2.609 4.976 591 829 0.980 579	LTR LTR 1.000 2.609 4.976 540 892 0.980 529
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	LTR LTR 1.000 2.609 4.976 502 838 0.980 492 821	LTR LTR 1.000 2.609 4.976 400 851 0.980 392 834	LTR LTR 1.000 2.609 4.976 591 829 0.980 579 812	LTR LTR 1.000 2.609 4.976 540 892 0.980 529 874
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	LTR LTR 1.000 2.609 4.976 502 838 0.980 492 821 0.599	LTR LTR 1.000 2.609 4.976 400 851 0.980 392 834 0.470	LTR LTR 1.000 2.609 4.976 591 829 0.980 579 812 0.713	LTR LTR 1.000 2.609 4.976 540 892 0.980 529 874 0.606
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	LTR LTR 1.000 2.609 4.976 502 838 0.980 492 821 0.599 13.7	LTR LTR 1.000 2.609 4.976 400 851 0.980 392 834 0.470 10.4	LTR LTR 1.000 2.609 4.976 591 829 0.980 579 812 0.713 18.2	LTR LTR 1.000 2.609 4.976 540 892 0.980 529 874
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	LTR LTR 1.000 2.609 4.976 502 838 0.980 492 821 0.599	LTR LTR 1.000 2.609 4.976 400 851 0.980 392 834 0.470	LTR LTR 1.000 2.609 4.976 591 829 0.980 579 812 0.713	LTR LTR 1.000 2.609 4.976 540 892 0.980 529 874 0.606

Synchro 10 Report Page 1 Baseline

itersection	
ntersection Delay, s/veh	23.4
ntersection LOS	С

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ň	f)			4	
Traffic Vol, veh/h	86	56	89	22	98	27	133	354	27	25	251	69
Future Vol, veh/h	86	56	89	22	98	27	133	354	27	25	251	69
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	63	100	25	110	30	149	398	30	28	282	78
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	17.4			14.5			27.9			24.5		
HCM LOS	C			В			D			C		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	37%	15%	7%
Vol Thru, %	0%	93%	24%	67%	73%
Vol Right, %	0%	7%	39%	18%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	381	231	147	345
LT Vol	133	0	86	22	25
Through Vol	0	354	56	98	251
RT Vol	0	27	89	27	69
Lane Flow Rate	149	428	260	165	388
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.307	0.811	0.511	0.344	0.712
Departure Headway (Hd)	7.385	6.823	7.086	7.505	6.61
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	484	527	506	476	543
Service Time	5.162	4.6	5.168	5.603	4.688
HCM Lane V/C Ratio	0.308	0.812	0.514	0.347	0.715
HCM Control Delay	13.4	32.9	17.4	14.5	24.5
HCM Lane LOS	В	D	С	В	С
HCM 95th-tile Q	1.3	7.9	2.9	1.5	5.7

Synchro 10 Light Report Page 1 Baseline

HCM 95th-tile Q

Synchro 10 Light Report Page 2 Baseline

77

0.1

0.6

0.5

Number of Lanes

Intersection												
Intersection Delay, s/veh	12.3											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Laws Caudian madians						-				-		
Lane Configurations		€69			- 4	ď		- 40→		ግ	Fĕ	
Traffic Vol, veh/h	31	↔ 58	37	24	€ 1 58	137	57	208	15	151	103	48
	31 31		37 37	24 24		137 137	57 57		15 15	151 151		48 48
Traffic Vol, veh/h		58	~ .	= "	58			208			103	
Traffic Vol, veh/h Future Vol, veh/h	31	58 58	37	24	58 58	137	57	208 208	15	151	103 103	48

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11.7	10.4	15	11.3
HCM LOS	В	В	В	В

0

1

0

1

0

0

1

0

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	20%	25%	29%	0%	100%	0%	
Vol Thru, %	74%	46%	71%	0%	0%	68%	
Vol Right, %	5%	29%	0%	100%	0%	32%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	280	126	82	137	151	151	
LT Vol	57	31	24	0	151	0	
Through Vol	208	58	58	0	0	103	
RT Vol	15	37	0	137	0	48	
Lane Flow Rate	289	130	85	141	156	156	
Geometry Grp	6	6	7	7	7	7	
Degree of Util (X)	0.492	0.237	0.157	0.228	0.285	0.253	
Departure Headway (Hd)	6.134	6.581	6.674	5.813	6.581	5.848	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	586	543	536	616	545	613	
Service Time	4.185	4.649	4.434	3.573	4.332	3.599	
HCM Lane V/C Ratio	0.493	0.239	0.159	0.229	0.286	0.254	
HCM Control Delay	15	11.7	10.7	10.3	12	10.6	
HCM Lane LOS	В	В	В	В	В	В	
HCM 95th-tile Q	2.7	0.9	0.6	0.9	1.2	1	

Synchro 10 Light Report Baseline Page 3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	₽		7	↑	7
Traffic Volume (vph)	133	19	38	7	54	16	33	409	6	5	546	357
Future Volume (vph)	133	19	38	7	54	16	33	409	6	5	546	357
Satd. Flow (prot)	0	1734	0	0	1803	0	1719	1806	0	1770	1863	1583
Flt Permitted		0.739			0.964		0.950			0.950		
Satd. Flow (perm)	0	1326	0	0	1747	0	1719	1806	0	1770	1863	1583
Satd. Flow (RTOR)		21			17			2				388
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	145	21	41	8	59	17	36	445	7	5	593	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	84	0	36	452	0	5	593	388
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		12.0			12.0		5.2	24.9		5.2	23.3	23.3
Actuated g/C Ratio		0.25			0.25		0.11	0.52		0.11	0.49	0.49
v/c Ratio		0.59			0.19		0.19	0.48		0.03	0.65	0.40
Control Delay		22.3			13.5		26.2	11.4		24.4	17.1	3.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		22.3			13.5		26.2	11.4		24.4	17.1	3.1
LOS		С			В		С	В		С	В	Α
Approach Delay		22.3			13.5			12.5			11.6	
Approach LOS		С			В		_	В		_	В	
Queue Length 50th (ft)		38			12		8	60		1	87	0
Queue Length 95th (ft)		111			45		37	215		10	#349	45
Internal Link Dist (ft)		948			635			1618			511	=
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		531			694		186	1010		192	980	1016
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.39			0.12		0.19	0.45		0.03	0.61	0.38

Cycle Length: 60

Actuated Cycle Length: 47.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 53.6% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ર્ન	7	7	†	7	7	ħβ		Ţ	†	7
Traffic Volume (vph)	206	193	72	20	211	99	44	175	21	101	279	209
Future Volume (vph)	206	193	72	20	211	99	44	175	21	101	279	209
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Flt Permitted	0.950	0.995		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Satd. Flow (RTOR)			143			143		15				225
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	222	208	77	22	227	106	47	188	23	109	300	225
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	200	230	77	22	227	106	47	211	0	109	300	225
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.9		12.1	25.5	25.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	13.8	13.8	13.8	13.2	13.2	13.2	5.4	13.4		7.8	17.6	17.6
Actuated g/C Ratio	0.22	0.22	0.22	0.21	0.21	0.21	0.08	0.21		0.12	0.28	0.28
v/c Ratio	0.55	0.61	0.17	0.06	0.59	0.24	0.33	0.30		0.51	0.59	0.38
Control Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.2	5.8
LOS	С	С	Α	С	С	Α	D	С		D	С	Α
Approach Delay		27.7			23.7			26.6			22.7	
Approach LOS		С			С			С			С	
Queue Length 50th (ft)	80	92	0	8	89	0	20	36		45	114	0
Queue Length 95th (ft)	162	183	6	27	170	22	#62	71		#125	214	51
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	513	538	583	540	569	583	141	1037		228	664	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.43	0.13	0.04	0.40	0.18	0.33	0.20		0.48	0.45	0.32

Cycle Length: 80

Actuated Cycle Length: 64

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

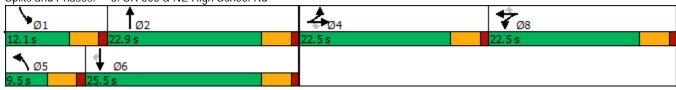
Intersection Signal Delay: 24.9 Intersection LOS: C
Intersection Capacity Utilization 55.7% ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	†	7		ર્ન	7		414			414	
Traffic Volume (vph)	59	146	98	21	100	61	56	97	13	165	169	103
Future Volume (vph)	59	146	98	21	100	61	56	97	13	165	169	103
Satd. Flow (prot)	1752	1845	1568	0	1810	1553	0	3022	0	0	3350	0
Flt Permitted	0.950				0.917			0.983			0.981	
Satd. Flow (perm)	1752	1845	1568	0	1675	1553	0	3022	0	0	3350	0
Satd. Flow (RTOR)			120			143		10			47	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	16%	16%	16%	2%	2%	2%
Adj. Flow (vph)	72	178	120	26	122	74	68	118	16	201	206	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	178	120	0	148	74	0	202	0	0	533	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.3	17.0	17.0		10.9	10.9		9.5			14.1	
Actuated g/C Ratio	0.13	0.31	0.31		0.20	0.20		0.17			0.26	
v/c Ratio	0.31	0.31	0.21		0.45	0.18		0.38			0.60	
Control Delay	31.1	16.2	4.4		27.6	1.5		24.6			21.2	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	31.1	16.2	4.4		27.6	1.5		24.6			21.2	
LOS	С	В	Α		С	Α		С			С	
Approach Delay		15.3			18.9			24.6			21.2	
Approach LOS		В			В			С			С	
Queue Length 50th (ft)	25	44	0		49	0		33			82	
Queue Length 95th (ft)	62	85	23		96	0		62			132	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	257	1083	970		590	639		1100			1210	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.28	0.16	0.12		0.25	0.12		0.18			0.44	

Cycle Length: 80

Actuated Cycle Length: 55.2

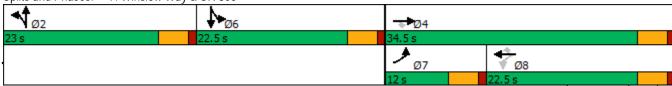
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 46.6% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Winslow Way & SR 305



123

Intersection				
Intersection Delay, s/veh	15.6			
Intersection LOS	С			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	697	514	288	458
Demand Flow Rate, veh/h	711	524	297	477
Vehicles Circulating, veh/h	451	304	564	473
Vehicles Exiting, veh/h	499	557	598	355
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	24.0	10.0	9.6	12.6
Approach LOS	С	В	А	В
Lane	1 - 41	1 0	1.0	1 0
Lane	Left	Left	Left	Left
Designated Moves	LTR	Left LTR	LETT LTR	Left LTR
Designated Moves	LTR LTR	LTR LTR	LTR LTR	LTR LTR
Designated Moves Assumed Moves	LTR	LTR	LTR LTR 1.000	LTR
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s	LTR LTR 1.000 2.609	LTR LTR 1.000 2.609	LTR LTR 1.000 2.609	LTR LTR 1.000 2.609
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000 2.609 4.976
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h	LTR LTR 1.000 2.609 4.976 711	LTR LTR 1.000 2.609 4.976 524	LTR LTR 1.000 2.609 4.976 297	LTR LTR 1.000 2.609 4.976 477
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	LTR LTR 1.000 2.609 4.976 711 871	LTR LTR 1.000 2.609 4.976	LTR LTR 1.000 2.609 4.976 297 776	LTR LTR 1.000 2.609 4.976
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	LTR LTR 1.000 2.609 4.976 711 871 0.980	LTR LTR 1.000 2.609 4.976 524 1012 0.980	LTR LTR 1.000 2.609 4.976 297 776 0.970	LTR LTR 1.000 2.609 4.976 477 852 0.961
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	LTR LTR 1.000 2.609 4.976 711 871 0.980 697	LTR LTR 1.000 2.609 4.976 524 1012 0.980 514	LTR LTR 1.000 2.609 4.976 297 776 0.970 288	LTR LTR 1.000 2.609 4.976 477 852 0.961
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	LTR LTR 1.000 2.609 4.976 711 871 0.980 697 854	LTR LTR 1.000 2.609 4.976 524 1012 0.980 514 992	LTR LTR 1.000 2.609 4.976 297 776 0.970 288 753	LTR LTR 1.000 2.609 4.976 477 852 0.961 458 819
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	LTR LTR 1.000 2.609 4.976 711 871 0.980 697 854 0.816	LTR LTR 1.000 2.609 4.976 524 1012 0.980 514 992 0.518	LTR LTR 1.000 2.609 4.976 297 776 0.970 288 753 0.383	LTR LTR 1.000 2.609 4.976 477 852 0.961 458 819 0.560
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	LTR LTR 1.000 2.609 4.976 711 871 0.980 697 854 0.816 24.0	LTR LTR 1.000 2.609 4.976 524 1012 0.980 514 992 0.518 10.0	LTR LTR 1.000 2.609 4.976 297 776 0.970 288 753 0.383 9.6	LTR LTR 1.000 2.609 4.976 477 852 0.961 458 819 0.560 12.6
Designated Moves Assumed Moves RT Channelized Lane Util Follow-Up Headway, s Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	LTR LTR 1.000 2.609 4.976 711 871 0.980 697 854 0.816	LTR LTR 1.000 2.609 4.976 524 1012 0.980 514 992 0.518	LTR LTR 1.000 2.609 4.976 297 776 0.970 288 753 0.383	LTR LTR 1.000 2.609 4.976 477 852 0.961 458 819 0.560

Baseline Synchro 10 Light Report Page 1

Intersection												
Intersection Delay, s/veh	13.9											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	ĵ»			4	
Traffic Vol, veh/h	137	68	116	13	39	12	43	124	12	23	248	39
Future Vol, veh/h	137	68	116	13	39	12	43	124	12	23	248	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	154	76	130	15	44	13	48	139	13	26	279	44
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	FB			WB			NB			SB		

Approach	EB	WB	NB	SB
Opposing Approach	WB	ЕВ	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	15.1	10.1	11.1	15.1
HCM LOS	С	В	В	С

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	
Vol Left, %	100%	0%	43%	20%	7%	
Vol Thru, %	0%	91%	21%	61%	80%	
Vol Right, %	0%	9%	36%	19%	13%	
Sign Control	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	43	136	321	64	310	
LT Vol	43	0	137	13	23	
Through Vol	0	124	68	39	248	
RT Vol	0	12	116	12	39	
Lane Flow Rate	48	153	361	72	348	
Geometry Grp	7	7	2	2	5	
Degree of Util (X)	0.092	0.265	0.55	0.122	0.542	
Departure Headway (Hd)	6.824	6.253	5.494	6.128	5.597	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	
Cap	523	573	653	581	641	
Service Time	4.588	4.016	3.549	4.208	3.649	
HCM Lane V/C Ratio	0.092	0.267	0.553	0.124	0.543	
HCM Control Delay	10.3	11.3	15.1	10.1	15.1	
HCM Lane LOS	В	В	С	В	С	
HCM 95th-tile Q	0.3	1.1	3.4	0.4	3.3	

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Intersection						
Intersection Delay, s/veh	8.3					
Intersection LOS	А					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	4	7	WDIX	W	ODIT
Traffic Vol, veh/h	4	6	4	64	159	3
Future Vol, veh/h	4	6	4	64	159	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	5	8	5	85	212	4
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	7.7		7.3		8.8	
HCM LOS	Α		Α		Α	
Lane		EBLn1	WBLn1	SBLn1		
Lane Vol Left, %		EBLn1 40%	WBLn1	SBLn1		
Vol Left, % Vol Thru, %		40% 60%	0% 6%	98% 0%		
Vol Left, % Vol Thru, % Vol Right, %		40%	0% 6% 94%	98% 0% 2%		
Vol Left, % Vol Thru, % Vol Right, % Sign Control		40% 60% 0% Stop	0% 6% 94% Stop	98% 0% 2% Stop		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		40% 60% 0% Stop 10	0% 6% 94% Stop 68	98% 0% 2% Stop 162		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		40% 60% 0% Stop 10	0% 6% 94% Stop 68	98% 0% 2% Stop 162 159		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		40% 60% 0% Stop 10 4	0% 6% 94% Stop 68 0	98% 0% 2% Stop 162 159		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		40% 60% 0% Stop 10 4 6	0% 6% 94% Stop 68 0 4	98% 0% 2% Stop 162 159 0		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		40% 60% 0% Stop 10 4 6	0% 6% 94% Stop 68 0 4 64	98% 0% 2% Stop 162 159 0 3		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		40% 60% 0% Stop 10 4 6 0	0% 6% 94% Stop 68 0 4 64 91	98% 0% 2% Stop 162 159 0 3 216		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		40% 60% 0% Stop 10 4 6 0 13 1	0% 6% 94% Stop 68 0 4 64 91 1	98% 0% 2% Stop 162 159 0 3 216 1 0.258		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		40% 60% 0% Stop 10 4 6 0 13 1 0.017 4.613	0% 6% 94% Stop 68 0 4 64 91 1 0.098 3.909	98% 0% 2% Stop 162 159 0 3 216 1 0.258 4.3		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		40% 60% 0% Stop 10 4 6 0 13 1 0.017 4.613 Yes	0% 6% 94% Stop 68 0 4 64 91 1 0.098 3.909 Yes	98% 0% 2% Stop 162 159 0 3 216 1 0.258 4.3 Yes		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		40% 60% 0% Stop 10 4 6 0 13 1 0.017 4.613 Yes 780	0% 6% 94% Stop 68 0 4 64 91 1 0.098 3.909 Yes	98% 0% 2% Stop 162 159 0 3 216 1 0.258 4.3 Yes 832		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		40% 60% 0% Stop 10 4 6 0 13 1 0.017 4.613 Yes 780 2.616	0% 6% 94% Stop 68 0 4 64 91 1 0.098 3.909 Yes 922 1.909	98% 0% 2% Stop 162 159 0 3 216 1 0.258 4.3 Yes 832 2.343		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		40% 60% 0% Stop 10 4 6 0 13 1 0.017 4.613 Yes 780 2.616 0.017	0% 6% 94% Stop 68 0 4 64 91 1 0.098 3.909 Yes 922 1.909 0.099	98% 0% 2% Stop 162 159 0 3 216 1 0.258 4.3 Yes 832 2.343 0.26		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		40% 60% 0% Stop 10 4 6 0 13 1 0.017 4.613 Yes 780 2.616 0.017 7.7	0% 6% 94% Stop 68 0 4 64 91 1 0.098 3.909 Yes 922 1.909 0.099 7.3	98% 0% 2% Stop 162 159 0 3 216 1 0.258 4.3 Yes 832 2.343 0.26 8.8		
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		40% 60% 0% Stop 10 4 6 0 13 1 0.017 4.613 Yes 780 2.616 0.017	0% 6% 94% Stop 68 0 4 64 91 1 0.098 3.909 Yes 922 1.909 0.099	98% 0% 2% Stop 162 159 0 3 216 1 0.258 4.3 Yes 832 2.343 0.26		

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Intersection												
Intersection Delay, s/veh	11.6											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ર્ન	7		4		J.	ĵ»	
Traffic Vol, veh/h	32	94	60	33	54	70	18	54	14	110	100	40
Future Vol, veh/h	32	94	60	33	54	70	18	54	14	110	100	40
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	42	124	79	43	71	92	24	71	18	145	132	53
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			2			1		

Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	13.2	10.2	11.1	11.4
HCM LOS	В	В	В	В

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	21%	17%	38%	0%	100%	0%	
Vol Thru, %	63%	51%	62%	0%	0%	71%	
Vol Right, %	16%	32%	0%	100%	0%	29%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	86	186	87	70	110	140	
LT Vol	18	32	33	0	110	0	
Through Vol	54	94	54	0	0	100	
RT Vol	14	60	0	70	0	40	
Lane Flow Rate	113	245	114	92	145	184	
Geometry Grp	6	6	7	7	7	7	
Degree of Util (X)	0.202	0.408	0.206	0.143	0.264	0.3	
Departure Headway (Hd)	6.424	6.006	6.48	5.577	6.567	5.858	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	558	600	553	642	547	613	
Service Time	4.475	4.049	4.226	3.322	4.308	3.599	
HCM Lane V/C Ratio	0.203	0.408	0.206	0.143	0.265	0.3	
HCM Control Delay	11.1	13.2	10.9	9.3	11.7	11.1	
HCM Lane LOS	В	В	В	Α	В	В	
HCM 95th-tile Q	0.7	2	0.8	0.5	1.1	1.3	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	↑	7
Traffic Volume (vph)	229	54	21	4	24	7	36	587	23	5	411	227
Future Volume (vph)	229	54	21	4	24	7	36	587	23	5	411	227
Satd. Flow (prot)	0	1780	0	0	1803	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.756			0.961		0.950			0.950		
Satd. Flow (perm)	0	1396	0	0	1744	0	1770	1852	0	1770	1863	1583
Satd. Flow (RTOR)		6			7			4				239
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	241	57	22	4	25	7	38	618	24	5	433	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	320	0	0	36	0	38	642	0	5	433	239
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	23.0	23.0		23.0	23.0		10.2	32.5		9.5	31.8	31.8
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		16.2			16.2		5.9	24.6		5.2	22.8	22.8
Actuated g/C Ratio		0.31			0.31		0.11	0.48		0.10	0.44	0.44
v/c Ratio		0.73			0.07		0.19	0.73		0.03	0.53	0.29
Control Delay		29.8			13.7		28.1	18.4		27.0	15.1	3.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		29.8			13.7		28.1	18.4		27.0	15.1	3.1
LOS		С			В		С	В		С	В	Α
Approach Delay		29.8			13.7			18.9			10.9	
Approach LOS		С			В			В			В	
Queue Length 50th (ft)		77			6		11	146		1	84	0
Queue Length 95th (ft)		#241			27		40	#388		11	204	35
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		525			656		203	1084		178	1026	979
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.61			0.05		0.19	0.59		0.03	0.42	0.24

Cycle Length: 65

Actuated Cycle Length: 51.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 17.7 Intersection Capacity Utilization 63.3%

Intersection LOS: B

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ર્ન	7	7	†	7	7	ħβ		7	†	7
Traffic Volume (vph)	243	326	58	48	279	171	73	237	57	109	195	162
Future Volume (vph)	243	326	58	48	279	171	73	237	57	109	195	162
Satd. Flow (prot)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Flt Permitted	0.950	0.997		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Satd. Flow (RTOR)			127			216		30				205
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	308	413	73	61	353	216	92	300	72	138	247	205
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	277	444	73	61	353	216	92	372	0	138	247	205
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	29.0	29.0	29.0	24.0	24.0	24.0	12.0	24.0		13.0	25.0	25.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	23.5	23.5	23.5	18.5	18.5	18.5	7.3	15.2		8.6	19.0	19.0
Actuated g/C Ratio	0.28	0.28	0.28	0.22	0.22	0.22	0.09	0.18		0.10	0.23	0.23
v/c Ratio	0.59	0.90	0.14	0.16	0.86	0.42	0.61	0.58		0.78	0.59	0.40
Control Delay	33.1	53.7	1.5	29.2	54.2	7.2	57.3	32.9		68.3	37.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	33.1	53.7	1.5	29.2	54.2	7.2	57.3	32.9		68.3	37.4	7.0
LOS	С	D	Α	С	D	Α	Е	С		Е	D	Α
Approach Delay		41.7			35.6			37.7			34.1	
Approach LOS		D			D			D			С	
Queue Length 50th (ft)	134	241	0	27	183	0	49	90		75	126	0
Queue Length 95th (ft)	196	#356	0	54	#276	36	#94	114		#146	174	35
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	494	519	555	414	436	536	158	819		178	464	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.86	0.13	0.15	0.81	0.40	0.58	0.45		0.78	0.53	0.37

Cycle Length: 90

Actuated Cycle Length: 83.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 37.6

Intersection LOS: D

Intersection Capacity Utilization 61.3%

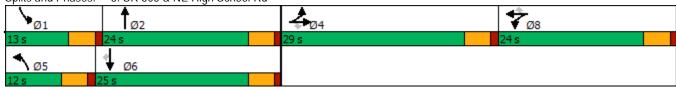
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	†	7		4	7		414			€ 1₽	
Traffic Volume (vph)	128	131	63	3	118	83	86	166	12	67	113	131
Future Volume (vph)	128	131	63	3	118	83	86	166	12	67	113	131
Satd. Flow (prot)	1770	1863	1583	0	1861	1583	0	3359	0	0	3156	0
Flt Permitted	0.950				0.990			0.984			0.989	
Satd. Flow (perm)	1770	1863	1583	0	1844	1583	0	3359	0	0	3156	0
Satd. Flow (RTOR)			102			143		5			211	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	206	211	102	5	190	134	139	268	19	108	182	211
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	211	102	0	195	134	0	426	0	0	501	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	24.5	24.5		12.2	12.2		13.5			12.1	
Actuated g/C Ratio	0.12	0.38	0.38		0.19	0.19		0.21			0.19	
v/c Ratio	0.97	0.30	0.15		0.56	0.32		0.60			0.65	
Control Delay	90.3	16.7	4.5		31.6	7.0		27.5			18.6	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	90.3	16.7	4.5		31.6	7.0		27.5			18.6	
LOS	F	В	Α		С	Α		С			В	
Approach Delay		43.5			21.6			27.5			18.6	
Approach LOS		D			С			С			В	
Queue Length 50th (ft)	81	55	0		69	0		77			52	
Queue Length 95th (ft)	#151	80	9		95	8		92			56	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	213	898	816		533	560		1002			1063	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.97	0.23	0.13		0.37	0.24		0.43			0.47	

Cycle Length: 80

Actuated Cycle Length: 64.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 28.6 Intersection LOS: C
Intersection Capacity Utilization 41.8% ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Winslow Way & SR 305



Intersection				
Intersection Delay, s/veh	14.5			
Intersection LOS	В			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	492	392	586	537
Demand Flow Rate, veh/h	502	400	598	548
Vehicles Circulating, veh/h	497	481	500	428
Vehicles Exiting, veh/h	479	617	499	453
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.9	10.6	18.6	13.5
Approach LOS	В	В	С	В
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	0.700		11000	1.000
	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	2.609 4.976		
			2.609	2.609
Critical Headway, s	4.976 502 831	4.976	2.609 4.976	2.609 4.976
Critical Headway, s Entry Flow, veh/h	4.976 502	4.976 400	2.609 4.976 598	2.609 4.976 548
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	4.976 502 831	4.976 400 845	2.609 4.976 598 829	2.609 4.976 548 892
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	4.976 502 831 0.980 492 815	4.976 400 845 0.980	2.609 4.976 598 829 0.980	2.609 4.976 548 892 0.980
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	4.976 502 831 0.980 492	4.976 400 845 0.980 392	2.609 4.976 598 829 0.980 586	2.609 4.976 548 892 0.980 537
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	4.976 502 831 0.980 492 815	4.976 400 845 0.980 392 828	2.609 4.976 598 829 0.980 586 812	2.609 4.976 548 892 0.980 537 874
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	4.976 502 831 0.980 492 815 0.604	4.976 400 845 0.980 392 828 0.473	2.609 4.976 598 829 0.980 586 812 0.722	2.609 4.976 548 892 0.980 537 874 0.615

Synchro 10 Report Page 1 Baseline

Intersection												
Intersection Delay, s/veh	24.6											
Intersection LOS	С											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		Ť	f)			4	
Traffic Vol, veh/h	86	56	89	22	98	27	133	361	27	25	258	69
Future Vol, veh/h	86	56	89	22	98	27	133	361	27	25	258	69
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	63	100	25	110	30	149	406	30	28	290	78
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
A	ED			WD			ND			CD		

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	17.7	14.8	29.7	25.8
HCM LOS	С	В	D	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	
Vol Left, %	100%	0%	37%	15%	7%	
Vol Thru, %	0%	93%	24%	67%	73%	
Vol Right, %	0%	7%	39%	18%	20%	
Sign Control	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	133	388	231	147	352	
LT Vol	133	0	86	22	25	
Through Vol	0	361	56	98	258	
RT Vol	0	27	89	27	69	
Lane Flow Rate	149	436	260	165	396	
Geometry Grp	7	7	2	2	5	
Degree of Util (X)	0.308	0.831	0.515	0.352	0.73	
Departure Headway (Hd)	7.421	6.86	7.146	7.677	6.646	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	
Cap	481	523	501	471	542	
Service Time	5.211	4.649	5.244	5.677	4.739	
HCM Lane V/C Ratio	0.31	0.834	0.519	0.35	0.731	
HCM Control Delay	13.5	35.2	17.7	14.8	25.8	
HCM Lane LOS	В	Е	С	В	D	
HCM 95th-tile Q	1.3	8.4	2.9	1.6	6.1	

Synchro 10 Report Page 1 Baseline

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.7					
Intersection LOS	Α					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	(W	
Traffic Vol, veh/h	8	5	8	139	105	3
Future Vol, veh/h	8	5	8	139	105	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	6	9	154	117	3
Number of Lanes	0	1	1	0	1	0
	EB		WB		SB	
Approach Opposing Approach					SB	
Opposing Approach	WB		EB		0	
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay	7.6		7.4		8.2	
HCM LOS	А		А		Α	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		62%	0%	97%		
Vol Thru, %		38%	5%	0%		
Vol Right, %		0%	95%	3%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		13	147	108		
LT Vol		8	0	105		
Through Vol		5	8	0		
RT Vol		0	139	3		
Lane Flow Rate		14	163	120		
Geometry Grp		1	1	1		
Degree of Util (X)		0.018	0.163	0.147		
Departure Headway (Hd)		4.396	3.588	4.42		
Convergence, Y/N		Yes	Yes	Yes		
Cap		801	983	809		
Service Time		2.494	1.671	2.464		
HCM Lane V/C Ratio		0.017	0.166	0.148		
HCM Control Delay		7.6	7.4	8.2		
HCM Lane LOS		Α.	Α	A		
LICM OF the tile O		0.1	0 /	Λ		

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91

0.1

0.6

0.5

Intersection												
Intersection Delay, s/veh	12.7											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ર્ન	7		4		Į.	f)	
Traffic Vol, veh/h	38	76	37	24	76	137	57	208	15	151	103	55
Future Vol, veh/h	38	76	37	24	76	137	57	208	15	151	103	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	78	38	25	78	141	59	214	15	156	106	57
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			1		
HCM Control Delay	12.5			10.8			15.8			11.6		
HCM LOS	В			В			С			В		

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	20%	25%	24%	0%	100%	0%	
Vol Thru, %	74%	50%	76%	0%	0%	65%	
Vol Right, %	5%	25%	0%	100%	0%	35%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	280	151	100	137	151	158	
LT Vol	57	38	24	0	151	0	
Through Vol	208	76	76	0	0	103	
RT Vol	15	37	0	137	0	55	
Lane Flow Rate	289	156	103	141	156	163	
Geometry Grp	6	6	7	7	7	7	
Degree of Util (X)	0.507	0.29	0.194	0.233	0.293	0.272	
Departure Headway (Hd)	6.323	6.716	6.769	5.933	6.767	6.011	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	569	532	528	602	529	595	
Service Time	4.389	4.797	4.542	3.706	4.534	3.778	
HCM Lane V/C Ratio	0.508	0.293	0.195	0.234	0.295	0.274	
HCM Control Delay	15.8	12.5	11.2	10.5	12.3	11	
HCM Lane LOS	С	В	В	В	В	В	
HCM 95th-tile Q	2.9	1.2	0.7	0.9	1.2	1.1	

Synchro 10 Report Page 3 Baseline

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u> </u>	LDK	WDL	₩ <u>₩</u>	₩ W	NDK
Traffic Vol, veh/h	182	1	23	109	T	16
Future Vol, veh/h	182	1	23	109	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	J10p	None	-		-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage		_	_		16974	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	243	1	31	145	1	21
WWW. Tiow	210	•	01	1 10		
		-				
	Minor2		Major2	_		
Conflicting Flow All	207	145	0	0		
Stage 1	207	-	-	-		
Stage 2	0	-	-	-		
Critical Hdwy	6.52	6.22	4.13	-		
Critical Hdwy Stg 1	5.52	-	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy		3.318	2.227	-		
Pot Cap-1 Maneuver	690	902	-	-		
Stage 1	731	-	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %	0	000		-		
Mov Cap-1 Maneuver	0	902	-	-		
Mov Cap-2 Maneuver	0	-	-	-		
Stage 1	0	-	-	-		
Stage 2	0	-	-	-		
Approach	EB		WB			
HCM Control Delay, s	10.5					
HCM LOS	В					
Minor Long/Maior M		FDI 1	MDI	MDT		
Minor Lane/Major Mvn	II I	EBLn1	WBL	WBT		
Capacity (veh/h)		902	-	-		
HCM Cantral Dalay (a)		0.271	-	-		
HCM Control Delay (s)		10.5	-			
		В	-	-		
HCM Lane LOS HCM 95th %tile Q(veh	١	1.1	_			

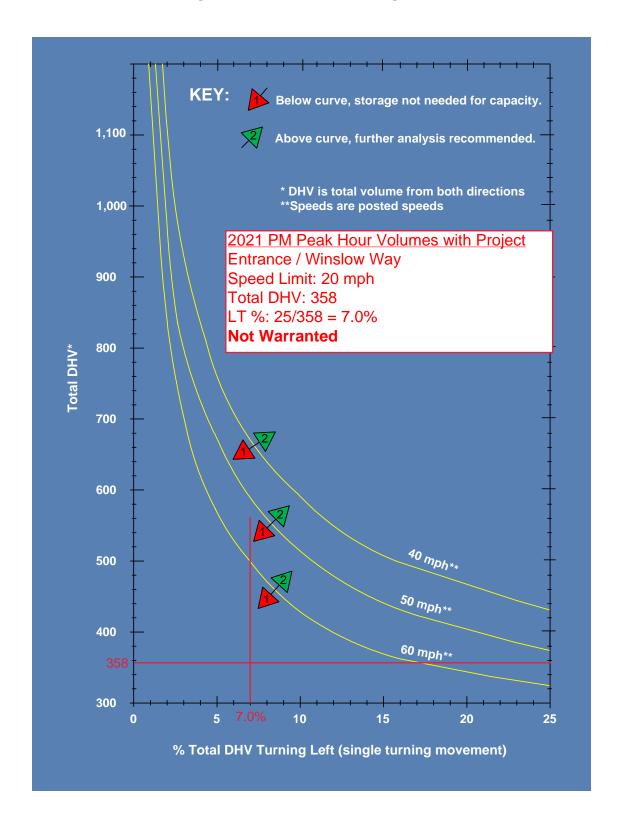
Synchro 10 Light Report Page 1 Baseline

Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	EBT 147 147 0 Free 92 160 Major1	147 147 0 Free 	EBR 1 1 0 Free None 92 2 1	WBL 25 25 0 Free 92 27 Major2 161 -	WBT 185 185 0 Free None 0 0 92 2 201	NBL 1 1 0 Stop 0 0 92 1 Minor1 416	NBR 25 25 0 Stop None 92 2 27
Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	147 147 147 C Free - - - - - - - - - - - - - - - - - -	147 147 0 Free 	1 1 0 Free None - - - 92 2 1	25 25 0 Free - - - 92 2 27 Major2	185 185 0 Free None 0 0 92 2 201	1 1 0 Stop - 0 0 0 92 2 1 Minor1	25 25 0 Stop None - - - 92 2 27
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor V Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	147 147 147 C Free - - - - - - - - - - - - - - - - - -	147 147 0 Free 	1 1 0 Free None - - - 92 2 1	25 25 0 Free - - - 92 2 27 Major2	185 185 0 Free None 0 0 92 2 201	1 1 0 Stop - 0 0 0 92 2 1 Minor1	25 25 0 Stop None - - - 92 2 27
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	147 147 C Free - - - - - - - - - - - - - - - - - -	147 147 0 Free 	1 0 Free None - - - 92 2 1	25 0 Free - - - 92 2 27 Major2	185 0 Free None 0 0 92 2 201	1 1 0 Stop 0 0 0 92 2 1 Minor1	25 0 Stop None - - - 92 2 27
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	147 C Free - - - - - - - - - - - - - - - - - -	147 0 Free 	1 0 Free None - - - 92 2 1	25 0 Free - - - 92 2 27 Major2	185 0 Free None 0 0 92 2 201	1 0 Stop 0 0 0 92 2 1 Minor1	25 0 Stop None - - - 92 2 27
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	Free Free 92 2 160 Major1	0 Free 	0 Free None - - 92 2	0 Free - - - 92 2 27 Major2	0 Free None 0 0 92 2 201	0 Stop 0 0 0 92 2 1 Minor1	0 Stop None - - - 92 2 27
Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor N Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	Free	Free	Free None 92 2	Free 92 27 Major2 161	Free None - 0 0 0 92 2 201 N	Stop	Stop None - - - 92 2 27
RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor		# 0 0 92 2 160 dajor1 0	None - - - 92 2 1	- - - 92 2 27 Major2	None 0 0 92 2 201	0 0 0 92 2 1 Minor1	None - - - 92 2 27
Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	92 92 160 Major1	# 0 0 92 2 160 lajor1 0	- - - 92 2 1	- - 92 2 27 Major2	0 0 92 2 201	0 0 92 2 1 Minor1 416	92 2 27
Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	e, # 0 92 2 160 Major1 0	# 0 0 92 2 160 lajor1 0	- - 92 2 1	92 2 27 Major2 161	0 0 92 2 201	0 0 92 2 1 Minor1 416	92 2 27
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	0 92 2 160 Major1 0 -	0 92 2 160 lajor1 0	92 2 1	92 2 27 Major2 161	0 92 2 201	0 92 2 1 Minor1 416	92 2 27
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor M Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	92 2 160 <u>Major1</u> 0	92 2 160 lajor1 0 -	92 2 1	92 27 27 <u>Major2</u> 161	92 2 201	92 2 1 <u>Minor1</u> 416	92 2 27
Heavy Vehicles, % Mvmt Flow Major/Minor	2 160 <u>Major1</u> 0 -	2 160 1ajor1 0 -	2 1	2 27 Major2 161	2 201 N 0	2 1 <u>Minor1</u> 416	2 27
Major/Minor M Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	160 <u>Major1</u> 0	160 lajor1 0 -	1	27 <u>Major2</u> 161	201 	1 <u>Minor1</u> 416	27
Major/Minor M Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	Major1 0	1ajor1 0 - -	N	<u>Major2</u> 161		<u>Minor1</u> 416	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		0 - -		161	0	416	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		0 - -		161	0	416	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		0 - -		161	0	416	
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	-	-	-				161
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach			-			161	-
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach				_	_	255	_
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach				4.12	_	6.42	6.22
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		_	_	7.12	_	5.42	-
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		_	_	_	_	5.42	_
Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		_		2.218		3.518	
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		_		1418	_	593	884
Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		-	-	1410	-	868	- 004
Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		-	-	-		788	-
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach			-	-		/00	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach		-	-	1 / 1 0	-	F01	004
Stage 1 Stage 2 Approach		-	-	1418	-	581	884
Stage 2 Approach		-	-	-	-	581	-
Approach		-	-	-	-	868	-
		-	-	-	-	771	-
	EB	EB		WB		NB	
HCM Control Delay, s	C	0		0.9		9.3	
HCM LOS						Α	
						, ,	
			IDI 6	ED=	EDE) A / D /	MDT
Minor Lane/Major Mvmt	Λt .	: N	IBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	IL		867	-	-	1418	-
HCM Lane V/C Ratio	II		0.033	-	-	0.019	-
HCM Control Delay (s)			9.3	-	-	7.6	0
HCM Lane LOS			Α	-	-	Α	Α
HCM 95th %tile Q(veh))		0.1	-	-	0.1	-

Synchro 10 Report Page 1 Baseline

Intersections Chapter 1310

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized





City Council Study Session Agenda Bill

BAINBRIDGE ISLAND MEETING DAT	E: August 20, 2019	ESTIMATED TIME: 30 Minutes						
AGENDA ITEM: (6:50 PM) Update on Popula 2050 Plan - Planning,	ition Forecast - Puget Sour	nd Regional Council (PSRC) Vision						
STRATEGIC PRIORITY: Green, Well-Plant PRIORITY BASED BUDGETING PROGRA	·							
AGENDA CATEGORY: Presentation	PROPOSED BY: P	lanning & Community Development						
RECOMMENDED MOTION:								
Presentation and discussion.								
SUMMARY:								
The Puget Sound Regional Council (PSRC) in Puget Sound region (King, Pierce, Snohomis		anization for the four-county central						
PSRC recently released their draft Vision 2050. Vision 2050 is the long-range plan for how and where the region's growth will occur. By 2050, it is anticipated that the region's population will reach 5.8 million people. The draft Vision plan includes forecasted numbers for population growth in our region								
FISCAL IMPACT:								
Amount:								
Ongoing Cost:								
One-Time Cost:								
Included in Current Budget?								

BACKGROUND:

PSRC began their Vision 2050 work in 2017 with scoping, research, and planning in 2018 and draft SEPA review in 2019. Adoption of VISION 2050 by the General Assembly is scheduled for spring 2020.

PSRC is currently requesting feedback on the plan, including the region's multicounty planning policies and actions and the Regional Growth Strategy. The public comment period is July 19 – September 16, 2019. The Growth Management Policy Board will hold a public hearing at their September 5, 2019 meeting.

The City of Bainbridge Island is included as a High Capacity Transit Community along with Kingston, Port Orchard and Port Orchard Urban Growth Area (UGA), and Poulsbo and Poulsbo UGA.

ATTACHMENTS:

Draft PSRC Vision 2050 Plan

Staff Memo - Draft PSRC Vision 2050 Plan

FISCAL DETAILS: N/A

Fund Name(s):

Coding:







MEMBERSHIP

Counties - King County - Kitsap County - Pierce County - Snohomish County

Cities and Tribes - Algona - Arlington - Auburn - Bainbridge Island - Beaux Arts Village - Bellevue - Black Diamond - Bonney Lake - Bothell - Bremerton - Buckley - Burien - Clyde Hill - Covington - Darrington - Des Moines - DuPont - Duvall - Eatonville - Edgewood - Edmonds - Enumclaw - Everett - Federal Way - Fife - Fircrest - Gig Harbor - Granite Falls - Hunts Point - Issaquah - Kenmore - Kent - Kirkland - Lake Forest Park - Lake Stevens - Lakewood - Lynnwood - Maple Valley - Marysville - Medina - Mercer Island - Mill Creek - Milton - Monroe - Mountlake Terrace - Muckleshoot Indian Tribe - Mukilteo - Newcastle - Normandy Park - North Bend - Orting - Pacific - Port Orchard - Poulsbo - Puyallup - Puyallup Tribe of Indians - Redmond - Renton - Roy - Ruston - Sammamish - SeaTac - Seattle - Shoreline - Skykomish - Snohomish - Snoqualmie - Stanwood - Steilacoom - Sultan - Sumner - Tacoma - The Suquamish Tribe - Tukwila - University Place - Wilkeson - Woodinville - Woodway - Yarrow Point

Statutory Members - Port of Bremerton - Port of Everett - Port of Seattle - Port of Tacoma - Washington State Department of Transportation - Washington Transportation Commission

Associate Members - Alderwood Water & Wastewater District - Port of Edmonds - Island County - Puget Sound Partnership - Thurston Regional Planning Council - Tulalip Tribes - University of Washington - Washington State University

Transit Agencies - Community Transit - Everett Transit - Kitsap Transit - Metro King County - Pierce Transit - Sound Transit

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VISION 2050

July 19, 2019

By 2050, the central Puget Sound region is expected to add another 1.8 million people, reaching a population of 5.8 million. Accommodating this growth will be challenging. To be successful, we need to work together to ensure the region thrives for the long term. VISION 2050 is the regional plan for guiding how and where growth will occur and enhancing quality of life, a healthy environment, and a strong economy. We need your feedback to see if this draft plan is on the right track.

VISION 2050 has an important role under Washington state's Growth Management Act, which requires the most populous counties in the state to plan for growth. The four counties that comprise the central Puget Sound region–King, Pierce, Snohomish, and Kitsap–are required to collaborate to create multicounty planning policies that guide county and local plans. VISION 2050 is an update to VISION 2040, the regional plan adopted in 2008.

Over the last two years, the Puget Sound Regional Council worked closely with local governments, businesses, organizations, and individuals to renew the region's vision for a sustainable, healthy, and prosperous region. We reached out to communities early in the process, through listening sessions and public opinion surveys, and heard that housing affordability and cost of living are top of mind for many, along with transportation challenges, and a desire to see the region working together. We conducted research and analyzed data on different growth alternatives. In compliance with the State Environmental Policy Act, the environmental impacts of different growth alternatives were assessed. We heard support for focusing growth near transit, which results in better transportation and environmental effects than the other alternatives. We valued hearing from you during the plan drafting process.

The region's cities, counties, tribes, agencies, and others have come together to address the region's most urgent issues through this VISION 2050 planning process. This draft VISION 2050 plan is a guidepost for how the region will work together to tackle these challenges and make the region an even better place to live in the years to come. Your input on this draft plan is essential to ensuring a bright future for the region. We look forward to hearing from you!

Councilmember Ryan Mello

Aler Congress

Chair, Growth Management Policy Board

Councilmember Hank Margeson

Hank My

Vice-chair, Growth Management Policy Board



Draft VISION 2050

A Plan for the Central Puget Sound Region
Puget Sound Regional Council
July 19, 2019

Puget Sound

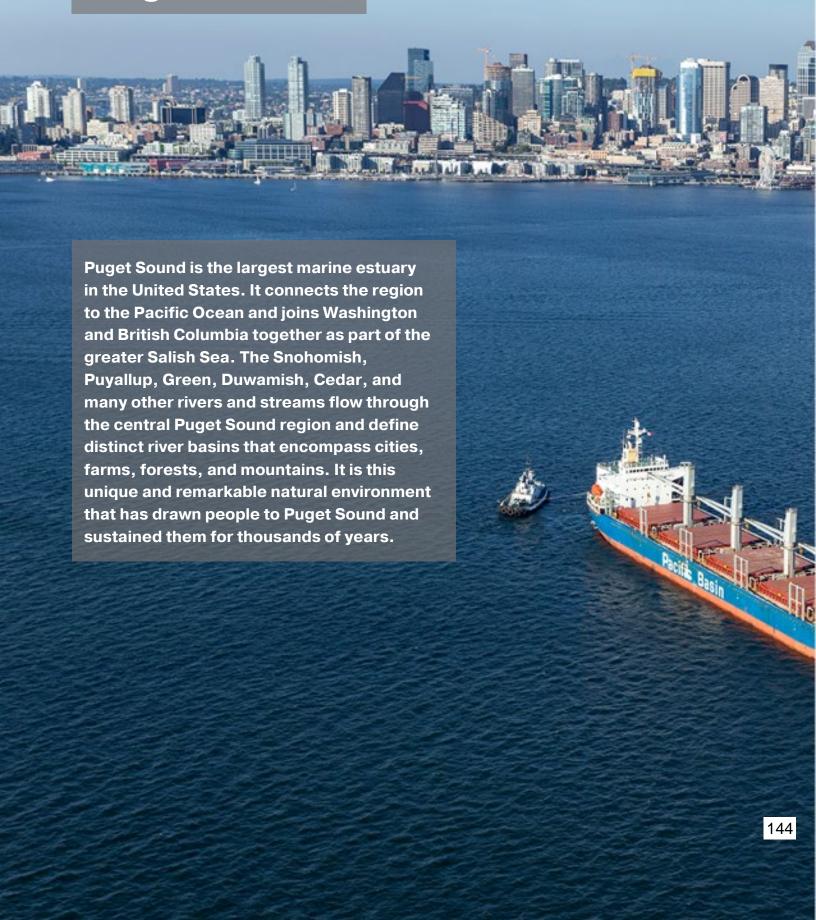














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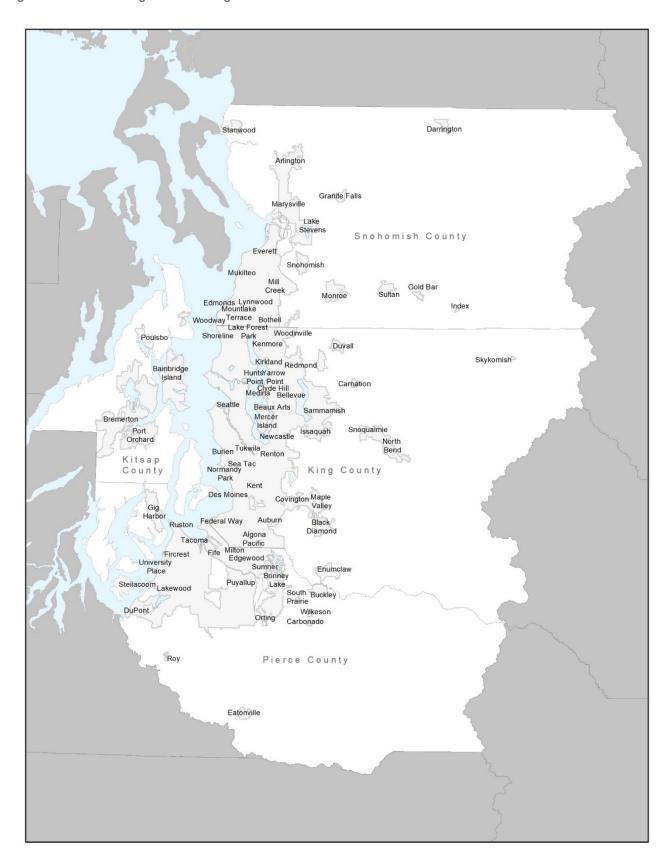


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Figure 1 - Central Puget Sound Region



A Vision for 2050

The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.

In 2050...

- Climate. The region's contribution to climate change has been substantially reduced.
- Community. Distinct, unique communities are supported throughout the region.
- **Diversity.** The region's diversity continues to be a strength. People from all backgrounds are welcome, and displacement due to development pressure is lessened.
- **Economy.** Economic opportunities are open to everyone, the region competes globally, and has sustained a high quality of life. Industrial and manufacturing opportunities are maintained.
- **Environment.** The natural environment is restored, protected, and sustained, preserving and enhancing natural functions and wildlife habitats.
- Equity. All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.
- **Health.** Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.
- **Housing.** A range of housing types ensures that healthy, safe, and affordable housing choices are available and accessible for all people throughout the region.
- Innovation. The region has a culture of innovation that embraces and responds to change.
- Mobility and Connectivity. A safe, affordable, and efficient transportation system connects
 people and goods to where they need to go, promotes economic and environmental vitality,
 and supports the Regional Growth Strategy.
- Natural Resources. Natural resources are sustainably managed, supporting the continued viability of resource-based industries, such as forestry, agriculture, and aquaculture.
- **Public Facilities and Services.** Public facilities and services support the region's communities and plans for growth in a coordinated, efficient, and cost-effective manner.
- **Resilience.** The region's communities plan for and are prepared to respond to potential impacts from natural and man-made hazards.
- Rural Areas. Rural communities and character are strengthened, enhanced, and sustained.



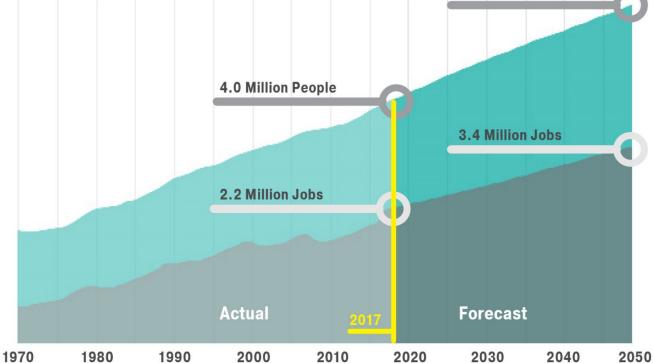


Toward a Sustainable Future

The combined efforts of individuals, governments, service providers, organizations, and the private sector are needed to achieve the region's vision and desired outcomes. VISION 2050 is the shared regional plan for moving toward a sustainable future. It encourages decision-makers to make wise use of existing resources and planned transit investments while achieving the region's shared vision. VISION 2050 sets forth a pathway that strengthens economic, social, and environmental resiliency, while enhancing the region's ability to cope with adverse trends such as climate change and unmet housing needs. As the region experiences more growth, VISION 2050 seeks to provide housing, mobility options, and services in more sustainable ways. Most importantly, VISION 2050 is a call to action to meet the needs of a growing population while considering the current needs of residents. VISION 2050 recognizes that clean air, health, life expectancy, and access to jobs and good education can vary dramatically by neighborhood. VISION 2050 works to rectify the inequities of the past, especially for communities of color and people with low incomes.

The region is expected to grow by 1.8 million people by 2050, reaching a total population of 5.8 million. An anticipated 1.2 million more jobs are forecast by 2050. The region's population in 2050 will be older and more diverse, with smaller households than today. Planning for this much growth is difficult, and VISION 2050 recognizes that local, state, and federal governments are all challenged to keep up with the needs of a growing and changing population.

Figure 2 – Historic and Forecast Growth 5.8 Million People



Over the last decade, sprawl has been curtailed and growth has largely occurred within urban areas, helping to preserve healthy and productive farms, forests, and rural lands. City and neighborhood centers are thriving with vibrant new businesses and the addition of thousands of people and jobs. Former low-density suburbs such as Lynnwood and Bothell are becoming vibrant, walkable urban communities that are regional destinations. South Lake Union and Paine Field are now internationally connected employment centers. Downtown Seattle, once a focus just for jobs, is now also a fast-growing residential neighborhood. Tacoma and Bremerton are revitalizing historic downtowns and growing. Yet VISION 2050 recognizes that "business as usual" will not be enough. As a result, VISION 2050 is a call for personal and institutional action to address long-term regional challenges, including racial and social inequality, climate change, housing affordability, and imbalance of jobs and housing around the region.

Planning for 2050

VISION 2050 provides a framework for how and where development occurs and how the region supports efforts to manage growth. The Regional Transportation Plan provides a blueprint for improving and coordinating mobility, providing transportation choices, addressing special needs, moving the region's freight, and supporting the region's economy and environment. The region has committed to unprecedented levels of investment to support the safe and efficient movement of people and goods. A centerpiece of the emerging transportation system is an integrated local and regional high-capacity transit network of light and heavy rail, ferries, and bus rapid transit. PSRC works to distribute over \$260 million annually in federal transportation funding to cities, counties, tribes, ports, and transit agencies. The Amazing Place regional economic strategy identifies the leading drivers of the region's economy and the near-term actions for the region to sustain job growth and global competitiveness. The region has added 381,000 jobs since 2010. PSRC's economic development work is in coordination with the economic development offices for each county and local economic development efforts. In addition to developing regional plans, PSRC provides data, forecasts, research, and technical assistance to support local governments.

Washington's Growth Management Act sets the framework for regional and local planning to achieve shared goals. Local plans address land use, transportation, and environmental issues, and cities and counties plan for healthy, vibrant communities. Local investments in infrastructure and public transportation support new growth occurring in connected regional growth and employment centers, expanding access to opportunity to more residents throughout the region. Regional and local economic development plans support continued job growth to sustain a growing population.

VISION 2050 Overview

Within this framework of state, regional, and local efforts, VISION 2050 coordinates actions across jurisdictional boundaries toward a shared vision for the future. Policies and actions in the plan work to...

Increase housing choices and affordability

Housing is a top priority among the region's residents. Despite a strong surge in housing construction, the region continues to experience a housing affordability crisis that requires coordinated efforts to expand housing options and create greater affordability. This won't be easy. Market pressures and strong employment result in rising prices and rents. The region's cities need more housing supply to catch up with demand, but even with more housing options, housing will remain unaffordable to those earning the lowest incomes. Local governments generally do not build housing but do play an important role in shaping the type, location and amount of housing available by establishing zoning, setting density limits, and providing incentives for affordability.





VISION 2050 calls for cities and counties to support the building of more diverse housing types, especially near transit, services, and jobs, to ensure all residents have the opportunity to live in thriving urban places. VISION 2050 also calls for more housing affordable to low- and very low-income households. It recognizes that providing long-term affordable housing for the region's most vulnerable residents requires public intervention through funding, collaboration, and jurisdictional action and cannot be met by market forces alone. PSRC and its partners will develop a comprehensive regional housing strategy, and PSRC will develop tools and resources to assist cities and counties with local housing efforts. Local actions will be critical for the region to make progress in addressing the lack of housing options and affordability.



Provide opportunities for all

VISION 2050 is about the people of the region. However, not all residents have benefited equally from economic success, and long-time residents have been displaced. Inequitable investments in infrastructure and economic development have resulted in some strong communities, while others are severely lacking in access to important building blocks of success.

Historic policies at the local, regional, state, and federal levels have played a role in creating and maintaining racial inequities. Past restrictions on who was considered a citizen, who could vote, who could be involved in decision-making, who could own property, and where people could live have created disparate outcomes across every indicator for success—including health, criminal justice, education, jobs, housing, and household wealth. While discriminatory laws have been overturned, aspects of systemic racism persist and perpetuate inequitable outcomes.



VISION 2050 works to address current and past inequities, particularly among communities of color, people with low incomes, and historically underserved communities. It works to ensure that all people have access to the resources and opportunities to improve their quality of life. Recognizing that growth will put pressure on communities, VISION 2050 also seeks to reduce the risks of displacement of lower-income people and businesses through elevating social and racial equity in regional planning and encouraging integration of equity in local plans. PSRC will collaborate with its members and community partners to develop a regional equity strategy to advance this work and create and maintain tools and resources to better understand how regional and local policies and actions can address inequities.

Sustain a strong economy

The central Puget Sound is a diverse region. VISION 2050 supports economic opportunities in all parts of the region, recognizing different strategies are appropriate to the size, scale, and character of each place. Smaller cities are often important places for commercial, retail, and community services for adjacent rural areas. Farms and forests provide resource-based jobs and valuable products for the economy. The region's metropolitan cities are the economic and cultural hubs of the four counties. Regional manufacturing/industrial centers provide important global connections and living-wage jobs for residents.

VISION 2050 calls for economic growth and opportunity that creates widespread prosperity and living-wage jobs throughout the region. Job creation in all of the region's communities will result in a better balance of jobs and housing. VISION 2050 works to increase job growth, especially in Snohomish, Pierce, and Kitsap counties, to provide greater access to employment. This growth pattern will ensure that people have the opportunity to work, live, and prosper in each community. PSRC will implement Amazing Place, the region's economic strategy, to coordinate economic development efforts, strengthen the region's communities, and support the Regional Growth Strategy.

Significantly reduce greenhouse gas emissions

Climate change is an urgent environmental, economic, and equity threat being addressed at all levels, from the local to an international scale. The region's leaders have committed to taking actions to reduce greenhouse gas emissions and being a model of a more sustainable urban region.

VISION 2050 works to substantially reduce greenhouse gas emissions in support of state, regional and local emissions reduction goals. VISION 2050 guides development to compact, walkable places, with greater access to mobility options, where the need for cars is reduced. Significant reductions can occur through low-carbon fuels and electrifying the region's vehicle fleet. New technologies can make transportation more efficient and enable widespread deployment of vehicle charging infrastructure. Reducing building energy use is supported through conservation, green building, and retrofitting existing buildings. Carbon is sequestered in the region's forests, farm soils, wetlands, estuaries, and urban trees.

PSRC will implement a Four-Part Greenhouse Gas Strategy to reduce greenhouse gas emissions, conduct an analysis of regional emission reduction strategies, and engage in regional resilience planning. In addition to reducing the region's carbon footprint, VISION 2050 calls for climate resilience and adaptation and reducing impacts to vulnerable populations that are at risk of being disproportionately impacted by climate change.





Keep the region moving

People want convenient access to the jobs, amenities, schools, and open spaces that make the region a great place to live. Businesses rely on dependable access to markets, the workforce, and supply chains. VISION 2050 and the <u>Regional Transportation Plan</u> include a comprehensive regional transportation system that supports all modes of travel.

By 2050, more than 2 million people will be connected by the high-capacity transit system, and transit ridership is expected to more than double. The region's light rail, commuter rail, fast ferry, and bus rapid transit lines will expand into one of the country's largest high-capacity transit networks, with an emphasis on connecting centers. Residents will find it easier to get around using a broader mix of transportation choices than just driving alone. VISION 2050 prioritizes transportation investments that support regional growth and manufacturing/ industrial centers and emphasizes completing regional transportation projects planned through 2040. Beyond that, the region must identify the next generation of transportation improvements to further support mobility and consider transformative technologies that will impact transportation patterns and choices.

Restore Puget Sound health

The region has made progress restoring the health of Puget Sound, but significant challenges remain. Orca and salmon populations are struggling, and some shellfish are too contaminated to eat, which jeopardizes the environment and jobs. Contaminated stormwater is the biggest threat to Puget Sound water quality. Excess nutrients, agriculture and lawn runoff, leaky septic tanks, contamination of aquifers, and low stream flows are other concerns.

VISION 2050 supports the work of the Puget Sound Partnership to promote a coordinated approach to watershed planning and restoring the health of Puget Sound. Protection of open space and restoration of existing urban lands through redevelopment and public investment are key strategies for reducing water pollution and restoring streams, rivers, lakes, and Puget Sound. Replacing outdated infrastructure through redevelopment and retrofit projects, and building sustainably through low-impact development, will reduce environmental toxins.

Protect a network of open space

A healthy natural environment is the foundation for the region's high quality of life and thriving economy. In 2018, PSRC developed a <u>Regional Open Space Conservation Plan</u> that includes protection of more than 400,000 acres of the region's farms, forests, natural areas, and aquatic systems that are at risk. The plan identifies a need for 300 miles of regional trails to better connect people to the open space network and for more than 40 new park opportunities to provide equitable, walkable access to urban open space. Everyone should have access to the natural beauty of the region.

VISION 2050 directs PSRC to work with members, resource agencies, and tribes to conserve, restore, and steward the region's open space and natural environment and implement the Regional Open Space Conservation Plan. The region will protect natural areas and enhance the tree canopy through regional, collaborative approaches that leverage local, county, and stakeholder actions. The Regional Growth Strategy is one of VISION 2050's most important environmental strategies, guiding growth to cities and urban areas to reduce development pressures that threaten farms, forests, and natural areas.



Grow in centers and near transit

VISION 2050 focuses greater amounts of growth within regional growth centers and high-capacity transit station areas. In all parts of the region, growth in more compact, walkable, transit-served locations will help reduce environmental impacts, lessen congestion, and improve health outcomes while creating vibrant, attractive neighborhoods where people can live, work, and play.

The Regional Growth Strategy has an ambitious goal of attracting 65% of population growth to the region's growth centers and high-capacity transit station areas, leveraging unprecedented investments to expand public transit throughout the region. Focusing growth in these areas provides people with greater mobility options and increases access to jobs, schools, and services. Connecting people to jobs, services and transit reduces shortens commutes, reduces pollution, and gives people more time to spend with their families. VISION 2050 requires cities to plan for regional centers, and PSRC will work with counties and cities as they set local housing and employment targets that implement the Regional Growth Strategy.

Act collaboratively and support local efforts

The central Puget Sound is one of the fastest growing regions in the country. This rapid rate of change and the intent to create a better, more welcoming, healthier region makes working collaboratively imperative. Achieving the aspirations of VISION 2050 cannot be accomplished through individual efforts alone.

Coordinated planning between cities, counties, agencies, tribes, and military installations is a foundational part of VISION 2050. The plan recognizes that supporting the vision for the future requires continued investment in all of the region's communities and exploration of new funding sources and other fiscal tools to accomplish the vision.

PSRC will assist cities and counties as they update countywide policies, growth targets, and local plans. Success will require continued action at the state level, and PSRC will support legislation that can help develop and implement local and regional plans. PSRC will also monitor the implementation of VISION 2050 and use targets, performance measures, plan review, and funding to work towards successful implementation.





User Guide

VISION 2050, the long-range plan for the central Puget Sound region, fulfills requirements under Washington's Growth Management Act to develop multicounty planning policies. The policies also serve as the region's guidelines and principles required under RCW 47.80. The plan is grounded in the public's commitment to environmental sustainability, social equity, and efficient growth management that maximizes economic strength and mobility. The plan looks ahead to the year 2050, recognizing the significant growth the region expects. VISION 2050 is comprised of three parts:

- 1. Introduction and Overview
- 2. Multicounty Planning Policies
- 3. Implementation

Introduction and Overview – introduces the reader to the region, the vision for the future, desired outcomes, and how VISION 2050 establishes a plan to help the region grow in a more sustainable and socially equitable manner. It serves as both an introduction and a broad summary of VISION 2050.

Multicounty Planning Policies – includes the policies and actions of VISION 2050, as well as the Regional Growth Strategy.

The Regional Growth Strategy promotes a focused regional growth pattern. It builds on current growth management plans and recommits the region to directing future development into the urban growth area, while focusing new housing and jobs in cities and within a limited number of designated regional growth centers. The roles of different communities in implementing the growth strategy are described in the Regional Growth Strategy chapter. This section serves as a guide for counties and cities as they set local growth targets through their countywide processes.

The region's multicounty planning policies are adopted under the state's Growth Management Act. Multicounty planning policies are designed to achieve the Regional Growth Strategy and address regionwide issues within a collaborative framework. Multicounty planning policies are a regional commitment intended to be reflected and supported by regional, county, and local plans. The policies provide direction for more efficient use of public and private investments. Counties and cities look to multicounty planning policies to inform updates to countywide planning policies and local comprehensive plan updates. In addition to multicounty planning policies, each policy chapter contains actions that identify PSRC and local implementation items that contribute to achieving the regional vision and desired outcomes. PSRC and local jurisdictions are expected to address these actions through their planning and work programs.

Implementation – describes the programs and processes that implement VISION 2050. In addition to the topic-specific actions, this section outlines the regional programs, including:

- Data, tools, and local assistance
- · Support for and review of local and regional plans
- The Regional Transportation Plan and associated project funding
- The Regional Economic Strategy



PSRC's plan review process ensures that countywide planning policies, local comprehensive plans, subarea plans for regional centers, and transit agency plans are consistent with VISION 2050 and the Growth Management Act. Other regional planning efforts, such as the Regional Transportation Plan and associated funding, along with Amazing Place, the regional economic strategy, are discussed. The Implementation chapter also describes the VISION 2050 amendment process and legal framework. In addition, a glossary and a list of reference materials are available on the VISION 2050 webpage.

Together, these parts of VISION 2050 help guide the region as it experiences significant population and employment growth. VISION 2050 was developed with input from local officials, interest and advocacy groups, and residents. VISION 2050 acknowledges that jurisdictions are increasingly interdependent. Decisions made at a local level regarding land use, transportation, economic development, and the environment are inextricably linked. VISION 2050 promotes continued regional collaboration to ensure sustained success for all of the communities within the central Puget Sound region.







Multicounty Planning Policies

Multicounty planning policies provide a regional framework for addressing land use, economic development, transportation, public services, and environmental planning and serve three key roles: implement the Regional Growth Strategy, create a common planning framework for local plans, and provide the policy structure for other regional plans.

Regional Growth Strategy Implementation and Mitigation

The multicounty planning policies call for concentrating growth within the region's designated urban growth area and limiting development in natural resource and rural areas. The policies address land use, housing, urban growth area designations, target setting for population and employment, and focusing development in centers. Multicounty planning policies also serve as mitigation to offset potential negative impacts that result from growth in the region.

A Common Planning Framework

Under the Growth Management Act, multicounty planning policies have both practical and substantive effects on city and county comprehensive plans and provide a mechanism for achieving consistency among cities and counties on regional planning matters. They also guide a number of regional processes, including PSRC's local plan and policy review, the evaluation of transportation projects seeking regionally managed funds, and the development of criteria for PSRC programs and projects. These and other processes are described in more detail in the Implementation chapter.

The Growth Management Act and Multicounty Planning Policies

The Growth Management Act requires the adoption of multicounty planning policies (MPPs) for the central Puget Sound region (RCW 36.70A.210 (7)). The Growth Management Hearings Board, which is responsible for hearing and determining compliance under the Growth Management Act, has stated that "the MPPs provide for coordination and consistency among the metropolitan counties sharing common borders and related regional issues as required by RCW 36.70A.100, and, in order to ensure consistency, the directive policies of the MPPs need to have a binding effect." (Summit-Waller Community Association, et al, v Pierce County)

Countywide planning policies complement multicounty policies and provide a more specific level of detail to guide county and local comprehensive planning in each of the four counties. Both multicounty and countywide planning policies address selected issues in a consistent manner, while leaving other issues to local discretion.

Regional Planning Project Guidance

Multicounty planning policies serve as the framework for growth management, economic development, and transportation projects carried out by PSRC and others. Both the <u>Regional Transportation Plan</u> and <u>Amazing Place</u>, the regional economic strategy, are guided by the multicounty planning policies in VISION 2050.





VISION 2050 Policy Structure

The multicounty planning policies are presented in a three-part framework with a goal, policies, and actions.

Figure 3 – Regional Planning Framework



Goals

Goals speak to the desired outcomes for each of the topics covered in VISION 2050 and set the tone for the integrated approach and common framework for the regional policies. Each policy chapter begins with a goal that provides the context for the policies and actions that follow.

Policies

The multicounty planning policies provide overall guidance and direction for planning processes and decision-making at regional and local levels. Given the strong integration across the various policy sections in VISION 2050, the full body of multicounty policies is to be considered in decision-making for various programs, projects, and planning processes. The multicounty policies also serve as planning guidelines and principles required by state law to provide a common framework for regional and local planning, particularly in the area of transportation planning and its relationship to land use (RCW 47.80.026).

Actions

Actions implement the policies and outline responsibilities and tasks for PSRC, local governments, and other partners. Regional-level actions are primarily the responsibility of PSRC. Local-level actions are intended for implementation by counties, cities, and towns. Recognizing the different capacity of various municipalities to work on plan-related provisions, PSRC will make efforts to assist counties, cities, and towns in addressing these actions.







Regional Collaboration

Goal: The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.

Coordinated planning across jurisdictions is a foundation of the Growth Management Act, which recognizes that cities and counties are interdependent and that systems, whether rivers or roads, span across and connect communities. VISION 2050 recognizes the necessity and opportunity for working together to achieve the region's vision for a connected region with a high quality of life and opportunities for all.

The multicounty planning policies in this chapter support coordination and collaboration among cities, counties, tribes, special purpose districts, and other agencies. These policies also address cross-cutting topics that have implications for other policy chapters, such as coordination with tribal nations, recognition of the importance of major military installations, and the need to address health and equity in all of the desired plan outcomes. Lastly, this chapter also provides policy direction for setting funding priorities and addressing the fiscal needs of the region.

Countywide Coordination

The Growth Management Act establishes broad goals to act as the basis for planning at the local, countywide, and regional scales. The law requires consistency between multicounty planning policies (VISION 2050), countywide planning policies, and local comprehensive plans, while recognizing that specific aspects of implementation often occur through local actions.

Figure 4 - Washington State Planning Framework



Under the Growth Management Act, counties are required to work with their respective cities to establish growth targets and adopt countywide planning policies. To support the periodic local comprehensive plan update process, which must next be completed by 2023 or 2024, countywide planning policies and targets are expected to be updated by 2021.

Equity and Health Disparities

While VISION 2050 envisions that growth and change can benefit all residents of the region, it could also exacerbate challenges currently facing historically marginalized communities. These communities include native and indigenous peoples, people of color, immigrants and refugees, people with low incomes, those with disabilities and health conditions, and people with limited-English proficiency. Some of these challenges include unmet housing demand and supply, difficulty in accessing jobs and education, economic and cultural displacement, and inequitable access to opportunity for some residents. Social inequities like this can often lead to poor health outcomes, and these historically disadvantaged communities also experience the greatest health disparities, such as shorter life spans and higher rates of chronic illnesses. Addressing these issues will move the region closer to where being a member of a historically marginalized community does not impact or predict where someone lives, how well they do in school, their net worth, or the likelihood they will be incarcerated.

Equity

All people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making.

Inequitable life outcomes in the central Puget Sound region cannot be attributed to a single factor. Past overtly discriminatory government policies, such as redlining, and existing neutral policies that do not recognize the uneven playing field are some of the factors contributing to present inequities and health disparities. These factors and others require many solutions, some of which may begin to be addressed through VISION 2050 or continued work by PSRC and local jurisdictions.

Coordination with Tribal Nations

The central Puget Sound region is within the traditional ancestral lands of the Coast Salish Tribes. Under treaties signed with the United States in the 1850s, many tribes in the region ceded most of the state of Washington, but in exchange reserved fishing and hunting rights including off-reservation rights to fish in all usual and accustomed fishing grounds and the right to hunt and gather on open and unclaimed lands. Federal courts have interpreted the nature and extent of those retained rights and have ruled that sovereign tribes, along with the state of Washington, have co-management responsibility and authority over fish and wildlife resources.

Each tribe has its own government with its own governing charter or constitution and set of general laws. The federal government currently recognizes nine tribal nations in the region:

- Muckleshoot Indian Tribe
- Nisqually Indian Tribe
- Port Gamble S'Klallam Tribe
- Puyallup Tribe of Indians



- Sauk-Suiattle Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Indian Tribe
- Suguamish Tribe
- **Tulalip Tribes**

Like all governments, tribes engage in land use planning and economic development to provide jobs, housing, and services, as well as the infrastructure to support and plan for growth. As sovereign nations, tribes are not required to plan under the Growth Management Act but recognize the importance of coordination and cooperation with all governments to deal with the challenges of population growth and climate change facing the region. With many treaty-protected resources lost or severely impacted, protecting water quality and restoring the habitat of the Salish Sea is of shared critical significance and is possible through meaningful consultation with tribes.

Coordination with Military Installations

Military installations are a vital part of the region, home to thousands of personnel and jobs and a major contributor to the region's economy. These bases vary in size and character, and include base services, industrial uses, airfields, ports, and natural lands. They act as large employment centers for civilians living in nearby jurisdictions and house significant numbers of enlisted personnel.

While military installations are not subject to local, regional, or state plans and regulations, PSRC recognizes the relationship between regional growth patterns and military installations, and the importance of military employment and personnel in all aspects of regional planning. Whether planning for development near military installations or considering transportation projects and programs to serve and support them, it is crucial to involve military officials in regional and local planning efforts.

Funding Priorities and Fiscal Challenges

Local jurisdictions, state and county governments, transit agencies, and other service providers are consistently challenged to find the revenues necessary to maintain and operate services and facilities and to fund and develop new facilities to serve growth.

Creating and maintaining sufficient infrastructure to support the Regional Growth Strategy is critically important. This goal is shared by the jurisdictions of the region, who are responsible for transportation project and program implementation. Many of the actions described by multicounty planning policies and actions will require significant financial commitments from all levels of government to provide and maintain services and facilities.

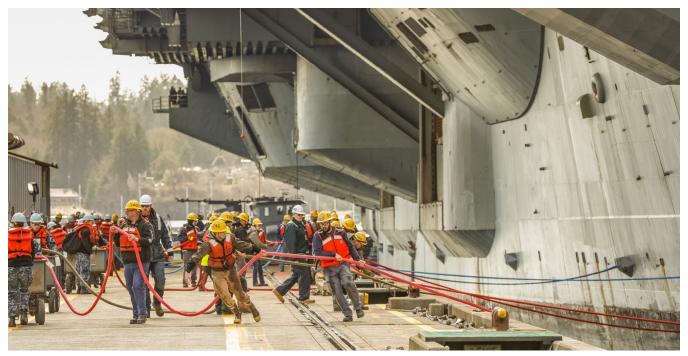
PSRC provides local jurisdictions with access to federal transportation funds from the Federal Highway Administration and the Federal Transit Administration. Consistent with federal rules for project funding, PSRC establishes broad funding priorities in VISION 2050 policies. These policies are implemented through the funding policy framework and merit-based project competitions that provide about \$260 million annually. While a significant investment in transportation infrastructure, this funding is a small part of the local, state, transit agency, and federal funding that supports transportation in the region.





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The Regional Transportation Plan, adopted in 2018, identifies \$200 billion in anticipated transportation investments through the year 2040. While the region has secured significant transportation funding in recent years, forecasts identify major disruptions in traditional revenue streams, including the fuel tax, due to technological advances, electrification, and inflation within the next 20 years that will require a new approach to funding transportation. Counties and cities are challenged to maintain existing facilities under current revenues. The Regional Transportation Plan contains a detailed financial strategy for meeting the region's transportation funding needs and is updated every four years as directed by federal regulations.



Source: U.S. Navy (photo by Thiep Van Nguyen II, PSNS & IMF photographer)

Regional Collaboration Policies

MPP-RC-1

Coordinate planning efforts among jurisdictions, agencies, federally recognized tribes, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.

MPP-RC-2

Improve services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

MPP-RC-3

Make improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.



MPP-RC-4

Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.

MPP-RC-5

Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.

MPP-RC-6

Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers.

MPP-RC-7

Direct subregional funding, especially county-level and local funds, to countywide centers, highcapacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.

MPP-RC-8

Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.

MPP-RC-9

Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.

MPP-RC-10

Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.

MPP-RC-11

Update countywide planning policies, where necessary, prior to December 31, 2021, to address the multicounty planning policies in VISION 2050.

MPP-RC-12

Monitor implementation of VISION 2050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.





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Regional Collaboration Actions

Regional Actions

RC-Action-1

Plan Updates: PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.

RC-Action-2

Monitoring Program: PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.

RC-Action-3

Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop a regional equity strategy intended to make equity central to PSRC's work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as:

- Creating and maintaining tools and resources, including data and outreach, to better
 understand how regional and local policies and actions affect our region's residents,
 specifically as they relate to people of color and people with low incomes.
- Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities.
- Identifying implementation steps, including how to measure outcomes.

RC-Action-4

Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, and the public. This work program will have the following objectives:

- Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans.
- Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region.
- Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.



Regional and Local Actions

RC-Action-5

Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.

RC-Action-6

Communicate VISION 2050 to State Agencies and the Legislature: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance VISION 2050.







Regional Growth Strategy

Goal: The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.

VISION 2050 is a shared strategy for how and where the central Puget Sound region can grow to a forecast of 5.8 million people and 3.4 million jobs by the year 2050. The Regional Growth Strategy considers how the region can distribute the forecasted growth, primarily within the designated urban growth area, and support development near high-capacity transit in the region. The strategy is a description of a preferred pattern of urban growth that has been designed to minimize environmental impacts, support economic prosperity, advance social equity, promote affordable housing choices. improve mobility, and make efficient use of new and existing infrastructure.

VISION 2050 envisions a future where the region:

- Maintains stable urban growth areas.
- Focuses the great majority of new population and employment within urban growth areas.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Within urban growth areas, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of jobs, housing, services, and other activities.
- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

Under the Growth Management Act, counties, in consultation with cities, are responsible for adopting population and employment growth targets to ensure that each county collectively is accommodating projected population and employment. These population and employment growth targets are a key input to local comprehensive plans. Jurisdictions use growth targets to inform planning for land use, transportation, and capital facilities. The Regional Growth Strategy provides a regional framework for the countywide growth target process by defining expectations for different types of places.

A Framework for Growth

The Growth Management Act identifies three distinct landscapes: urban lands, rural lands, and natural resource lands. The Act makes clear that the long-term sustainability of rural and resource lands is dependent on accommodating development within the designated urban growth area. The designation of the urban growth area also helps channel investments in infrastructure within already built-up areas—especially cities.





How and where growth happens within the urban growth area has differing impacts on regional mobility, environmental outcomes, and community development. In response to the central challenge of climate change and reducing greenhouse gas emissions, VISION 2050 builds on the state Growth Management Act framework and the regional emphasis of focusing growth into centers and near high-capacity transit options to create more sustainable communities and reduce emissions. Compared to past trends, the strategy encourages more population and employment growth in the largest and most transit-served communities in the region. Environmental review for VISION 2050 showed that, compared with a range of alternatives, this growth pattern would have significant benefits for mobility, air quality, environmental stewardship, and healthy communities.

The region's varied rural areas offer a diverse set of natural amenities. Common features include small-scale farms, wooded areas, lakes and streams, and open spaces. Technically, rural lands are those areas that are not designated for urban growth, agriculture, forest, or mineral resources. Rural development can consist of a variety of uses and residential patterns that preserve rural character. The strategy encourages lower rates of growth in rural areas and in outlying communities to preserve rural landscapes and reduce long car trips.

Most of the region's total land area is designated as natural resource lands, state lands, or federal lands. These areas include agricultural lands that have long-term significance for the commercial production of food or other agricultural products, forest lands that have long-term significance for the commercial production of timber, and mineral lands that have long-term significance for the extraction of minerals. The vast majority of this land falls under the forest lands designation, and much of this is protected under federal, state, and local regulations.

Both Major Military Installations and Tribal Lands are recognized in the Regional Growth Strategy because of their unique importance to the region. However, neither type of place is allocated forecasted growth in the strategy because both plan outside of the Growth Management Act. Military installations are governed by the federal government and tribal lands are sovereign Native American nations.

Urban Growth Area

Counties must work with their cities to designate an urban growth area as the primary location for growth and future development. All four counties in the region designated an urban growth area in the mid-1990s. Subsequently, only relatively minor adjustments to the urban growth area have been made. The Regional Growth Strategy was developed with the assumption that, with good planning and efficient land use, existing urban growth area designations can accommodate the population and employment growth expected by 2050. VISION 2050 calls for a stable and sustainable urban growth area into the future, thus any adjustments to the urban growth area in the coming decades should continue to be minor. When adjustments to the urban growth area are considered, it will be important to avoid encroaching on important habitat and natural resource areas. The Growth Management Act, countywide planning policies, and county comprehensive plans include requirements and procedures to amend the urban growth area.





Focusing Growth Near Transit and in Centers

Regional Centers

The emphasis on the development of centers throughout the region is at the heart of VISION 2050's approach to growth management. Regional growth centers are locations characterized by compact, pedestrian-oriented development, with a mix of office, commercial, civic, entertainment, and residential uses. Regional growth centers are envisioned as major focal points of higher-density population and employment, served with efficient multimodal transportation infrastructure and services. The Regional Centers Framework establishes two types of regional growth centers—metro growth centers and urban growth centers—and sets criteria and growth expectations for them. Metro growth centers are the densest and most connected places in the region and are expected to accommodate higher levels of growth.

Mixed-use centers of different sizes and scales—including large designated regional growth centers, countywide centers, local downtowns, and other local centers—are envisioned for all of the region's cities. Concentrating growth in mixed-use centers of different scales allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impacts of urban growth.

The region also contains manufacturing/industrial centers. These are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/industrial centers are intended to continue to accommodate a significant amount of regional employment. The Regional Centers Framework establishes two types of regional manufacturing/industrial centers—industrial employment centers and industrial growth centers—and establishes different criteria and growth expectations for these centers. Unlike regional growth centers, these areas are not appropriate for residential growth.



Access to High-Capacity Transit

The central Puget Sound region is investing heavily in its high-capacity transit system, greatly expanding light rail, bus rapid transit, and passenger ferry service. Since the initial Regional Growth Strategy in VISION 2040 was adopted, the region's voters approved two major Sound Transit ballot measures, and other transit agencies have significantly expanded planning for high-capacity transit. VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities. Rail, ferry, and bus rapid transit station areas are ideal for increased density, new residences, and businesses—referred to as transit-oriented development. Allowing for greater employment and population growth within walking distance to high-capacity transit promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high-capacity transit.

Housing, Displacement, and Jobs-Housing Balance

Planning for a balanced distribution of affordable housing choices and jobs is critical to the success of the Regional Growth Strategy. Skyrocketing housing prices have displaced residents, particularly in major cities and near job centers. The displacement risk mapping discussed in the Development Patterns section identifies areas most at risk of economic and physical displacement. VISION 2050 calls for jurisdictions to understand and to mitigate displacement for both people and businesses to the extent feasible. Collectively, cities and counties must provide for a wider variety of housing types and densities to ensure the region can accommodate new growth while minimizing displacement of existing residents.

Uneven economic prosperity has also contributed to long commutes and the need for auto trips to retail and services. The Regional Growth Strategy encourages shifting expected employment growth from King County to Kitsap, Pierce, and Snohomish counties. Jobs-housing balance compares the relative amount of housing and employment in an area, with an aim toward reducing long commute trips. Across the region, the strategy generally plans for improved jobs-housing balance compared to today. Access to good paying jobs outside of King County is important for regional mobility, environmental outcomes, and community development.

Distributing Growth Using Regional Geographies

The Regional Growth Strategy is a cornerstone of VISION 2050, providing specific numeric shares to achieve a development pattern with fewer environmental impacts and a more compact urban form. VISION 2050 provides a framework for the distribution of growth to regional geographies. Geographies are defined by the idea that different types of cities and unincorporated areas will play distinct roles in the region's future based on regional centers, access to high-capacity transit, and future planning.

High-capacity transit includes existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit.

Cities, towns, and neighborhoods of various sizes and character will continue to offer a wide choice of living options. The region's centers framework fits within the regional geographies framework, with centers of different sizes and scales envisioned for all cities.



In the Regional Growth Strategy, the region's landscape has been divided into nine types of geographies based on their size, function, and access to high-capacity transit:

- Metropolitan Cities (5 cities) and Core Cities (16 cities, including unincorporated Silverdale) include cities that have designated regional growth centers. Most are also connected to the region's high-capacity transit system. These two groups of cities are and will be the most intensely urban places in the region.
- **High Capacity Transit Communities** (32 cities and unincorporated communities) are cities and unincorporated areas that are connected to regional high-capacity transit system. These urban unincorporated areas are also planned for annexation or incorporation.
- Cities and Towns (42 cities) are cities and towns with smaller downtown and local centers, which may be served by local transit.
- **Urban Unincorporated Areas** capture a wide variety of urban lands, both lightly and heavily developed. These areas may be served by local transit but are not yet planned for annexation or incorporation and/or high-capacity transit.
- Rural Areas and Natural Resources Lands describe the different types of unincorporated areas outside the urban growth area and include very low-density housing, working landscapes, and open space.
- Major Military Installations serve as hubs for both military and civilian employment and population.
- **Tribal Lands** are sovereign lands that serve as home to the region's native peoples and culture.

These regional geographies provide a flexible framework to distribute the region's forecast growth to groups of places and allow for greater specificity than simply relying on county boundaries. (However, in some instances, an individual jurisdiction may stand alone within a regional geography category.) This framework provides clearer regional expectations about the roles of different types of cities and unincorporated areas in accommodating regional growth.

The Regional Growth Strategy by the Numbers

The Regional Growth Strategy is comprised of two parts. First is a growth concept that builds on the foundation provided in the Growth Management Act, emphasizing the role of the urban growth area, regional growth centers, and areas with access to high-capacity transit in accommodating future population and employment. The second part—the numeric growth allocations by regional geographies—contains specific shares to distribute forecast growth. The regional geographies framework calls for focusing growth into different categories of cities and urban unincorporated areas and recognizes the roles of the region's counties in accommodating population and employment growth.

The Regional Growth Strategy is intended to coordinate growth among the region's cities and towns as they periodically update local housing and employment growth targets and amend their local comprehensive plans. Countywide growth targets are based on population forecasts developed by the state Office of Financial Management and regional employment forecasts from PSRC.

The Regional Growth Strategy calls for different regional geographies to accommodate different shares of population and employment growth—within the region as a whole, as well as within each county. While relative amounts may differ somewhat between counties, the roles of regional geographies within each county are consistent for the region as a whole. Within each county, the relative distribution of growth to individual cities and unincorporated places will be determined through countywide target-setting, taking into account local circumstances.





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The primary emphasis of the Regional Growth Strategy is on the shares of growth among regional geographies. The Regional Growth Strategy was developed using the PSRC macroeconomic forecasts for the year 2050 and Office of Financial Management assumptions about the relative shares of growth to each county. These numbers will change marginally in future rounds of regional forecasts, so, when looking at the numbers in the tables that follow, the percentages of regional and county growth may be more useful for local planning than the specific numbers contained in the forecasts.

Figure 5 – Regional Geographies

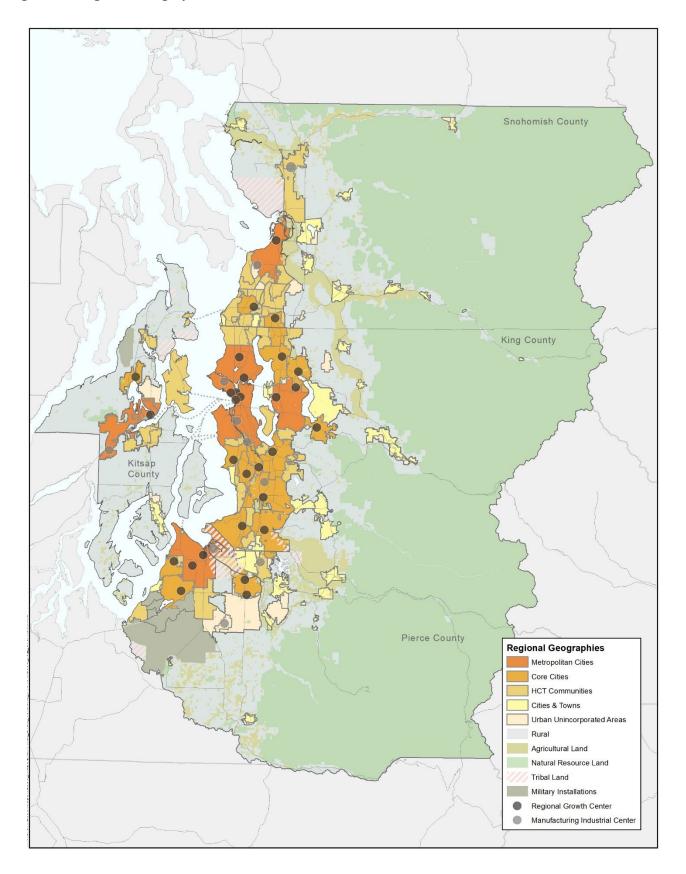
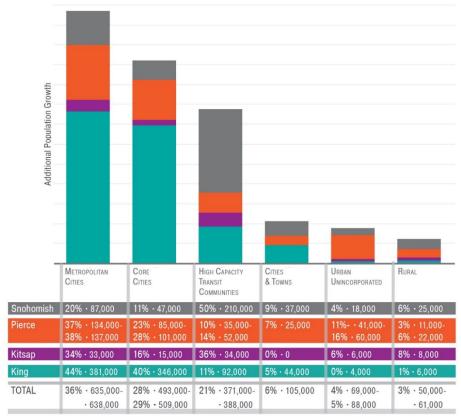
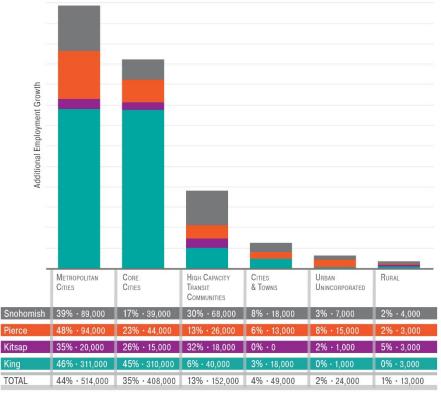


Figure 6 – Population Growth 2017-50, Draft Preferred Alternative



¹ Growth from 2017-50. Ranges provided for Pierce County - additional countywide discussion needed to finalize allocations

Figure 7 - Employment Growth 2017-50, Draft Preferred Alternative



Metropolitan Cities

Each of the four counties in the region contains at least one central city that has convenient access to high-capacity transit and serves as a civic, cultural, and economic hub. At least one regional growth center has been designated within each of these Metropolitan Cities to serve as a focal point for accommodating both population and employment growth.

The Regional Growth Strategy calls for the five Metropolitan Cities to accommodate at least 36% of regional population growth and 44% of regional employment growth by the year 2050. It would be consistent with the spirit of the Regional Growth Strategy for the region's Metropolitan Cities to accommodate an even larger share of forecast regional growth in the countywide growth targets, while aiming for a better balance of jobs and housing. Within Metropolitan Cities, jurisdictions should encourage growth near high-capacity transit and within regional growth centers to achieve regional growth goals.

Figure 8 – Metropolitan Cities



Metropolitan Cities (5 cities, 230 square miles): Bellevue, Bremerton & Bremerton Urban Growth Area (UGA), Everett, Seattle, and Tacoma

Metropolitan Cities in King and Pierce counties are expected to accommodate larger shares of their respective counties' growth than those in Kitsap and Snohomish counties.



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Core Cities

The region contains other major cities called Core Cities with designated regional growth centers intended to accommodate a significant share of future growth. These 16 cities (including the unincorporated community of Silverdale) contain key hubs for the region's long-range multimodal transportation system and are major civic, cultural, and employment centers within their counties. The Regional Growth Strategy envisions a major role for these cities in accommodating growth while providing a significant share of the region's housing.

The Regional Growth Strategy calls for the 16 Core Cities to accommodate 28-29% of the region's population growth and 35% of its employment growth by the year 2050. Within Core Cities, jurisdictions should encourage growth near high-capacity transit stations and within regional growth centers to achieve regional growth goals.

Figure 9 – Core Cities



Core Cities (16 cities including Silverdale, 255 square miles): Auburn, Bothell, Burien, Federal Way, Issaquah, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale, Tukwila, and University Place

King County's Core Cities are expected to accommodate a much larger share of King County's growth than Core Cities in Kitsap, Pierce and Snohomish counties.

High Capacity Transit Communities

High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. High Capacity Transit Communities also includes urban unincorporated areas planned for annexation or incorporation and with existing or planned access to high-capacity transit. As the region's transit system grows, these 32 communities play an increasingly important role as hubs for employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

The Regional Growth Strategy calls for the 32 High Capacity Transit Communities to accommodate 21% of the region's population growth and 13% of its employment growth by the year 2050.



Figure 10 – High Capacity Transit Communities

High Capacity Transit Communities (32 total, 246 square miles): Arlington, Bainbridge Island, Bothell Municipal Urban Growth Area (MUGA), Des Moines, DuPont, Edmonds, Edmonds MUGA, Everett MUGA, Federal Way Potential Annexation Area (PAA), Fife, Fircrest, Kenmore, Kingston, Lake Forest Park, Larch Way Overlap, Lynnwood MUGA, Marysville, Mercer Island, Mill Creek, Mill Creek MUGA, Mountlake Terrace, Mukilteo, Mukilteo MUGA, Newcastle, North Highline (Seattle PAA), Renton PAA, Port Orchard & Port Orchard UGA, Poulsbo & Poulsbo UGA, Shoreline, Sumner, Tacoma PAA, and Woodinville

High Capacity Transit Communities in Kitsap and Snohomish counties are expected to accommodate a much larger share of their county growth than High Capacity Transit Communities in King and Pierce counties.

Cities and Towns

Cities and Towns include a diverse array of jurisdictions, including places near major cities, small residential towns, and free-standing cities and towns surrounded by rural and resource lands. Cities and Towns provide important housing, jobs, commerce, and services in their downtowns and local centers. The region's 42 Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term. Many Cities and Towns are served by local transit options, but these jurisdictions are not connected to the regional high-capacity transit system. Some may not be served by scheduled fixed-route transit or be within a transit service district. Their locally-designated city or town centers provide local job, service, cultural, and housing areas for their communities. These local centers should be identified in local comprehensive plans and become priority areas for future investments and growth at the local level.

Cities inside the contiguous urban growth area will likely receive a larger share of growth due to their proximity to the region's large cities, existing and planned transportation systems, and other supporting infrastructure. Small residential towns have limited potential for accommodating growth and are likely to receive a lesser share of cities and towns growth.

Free-standing cities and towns are separated from the contiguous urban growth area and should serve as hubs for relatively higher-density housing choices and as job and service centers for surrounding rural areas. These cities should be the focal points of rural-based industries and commerce and the location of schools and other institutions serving rural populations. Due to their physical isolation from the rest of the designated urban growth area, they will likely receive a lesser overall share of growth and are not expected to grow as much as cities and towns in the contiguous urban growth area.

The Regional Growth Strategy calls for 42 Cities and Towns to accommodate 6% of the region's population growth and 4% of its employment growth by the year 2050.



Figure 11 - Cities and Towns



Cities and Towns (42 cities, 140 square miles): Algona, Beaux Arts, Black Diamond, Bonney Lake, Brier, Buckley, Carbonado, Carnation, Clyde Hill, Covington, Darrington, Duvall, Eatonville, Edgewood, Enumclaw, Gig Harbor, Gold Bar, Granite Falls, Hunts Point, Index, Lake Stevens, Maple Valley, Medina, Milton, Monroe, Normandy Park, North Bend, Orting, Pacific, Roy, Ruston, Sammamish, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Steilacoom, Sultan, Wilkeson, Woodway, and Yarrow Point

Cities and Towns are located throughout the region and represent over half of the region's incorporated jurisdictions. Cities and Towns in Snohomish and Pierce counties are expected to accommodate a relatively higher share of their countywide growth compared to King and Kitsap counties.

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Urban Unincorporated Areas

Urban Unincorporated Areas are areas within the urban growth area and governed by the county. Urban Unincorporated Areas are quite diverse, with both lightly developed outlying areas and neighborhoods that are much more urban and indistinguishable from surrounding incorporated jurisdictions. Urban Unincorporated Areas may be served by local transit but are either not yet planned for annexation or incorporation and/or not yet planned for high-capacity transit. Urban unincorporated areas that are planned for annexation and served by high-capacity transit are categorized in the High Capacity Transit Communities regional geography.

County buildable lands analyses suggest that urban unincorporated areas have the potential to accommodate significant growth for the long term, and that there will be little need to expand the designated urban growth area or development capacity. The process for adjusting the urban growth area is provided in the Growth Management Act.

VISION 2050 envisions that over time the unincorporated area inside the urban growth area will be fully annexed to or incorporated as cities. Careful planning and phased development of the unincorporated portions of the urban growth area are vital to ensure that these areas assume appropriate urban densities and an urban form that supports the efficient provision of future transit and urban services and facilitates annexation or incorporation. Planning and permitting that is well-coordinated between the counties and adjacent cities will be key to managing the growth of these areas.

The Regional Growth Strategy calls for the Unincorporated Urban Growth Area to accommodate 4-5% of the region's population growth and 2% of the employment growth by the year 2050.



Figure 12 - Urban Unincorporated Areas

Urban Unincorporated Areas (134 square miles) All four counties have designated urban unincorporated areas, many of which are affiliated for annexation with incorporated cities and towns. The unincorporated urban growth areas in Pierce and Kitsap counties have the highest share of anticipated county population and employment growth, followed by King and Snohomish counties.



Rural Areas and Natural Resource Lands

In addition to its focus on urban areas, the Regional Growth Strategy follows Growth Management Act guidance in supporting the long-term use of rural and designated natural resource lands for farming and forestry, recreation, cottage industries, mining, and limited low-density housing supported by rural levels of service. Incorporated cities and towns that are surrounded by or adjacent to rural and resource areas should provide the majority of services and jobs for rural residents, as well as more concentrated and varied housing options. The Regional Growth Strategy includes shares of residential growth in rural areas. It encourages use of tools to reduce the amount of development in rural and resource lands, such as transfer of development rights into urban areas, and seeks to ensure that proposed levels of development are consistent with the character of rural and resource areas.

Rural Areas

Rural Areas are expected to retain important cultural, economic, and rural lifestyle opportunities in the region over the long term. They are not intended to be served with urban services or accommodate a significant amount of residential or employment growth. VISION 2050 calls for reduced rural population growth rates in all counties. Counties are encouraged to plan for even lower growth—where possible—than contained in the Regional Growth Strategy.

Figure 13 - Rural Areas



Rural Areas (1,494 square miles): All four counties have designated rural areas, which represents 24% of the region's land area.

Natural Resource Lands

Lands designated as agriculture, forest, and mineral areas are grouped together as Natural Resource Lands. Resource lands will be permanently protected from incompatible residential and employment growth to safeguard them as important economic, cultural, and environmental assets, and to protect the long-term viability of resource-based industries. Even small amounts of residential growth in these areas can seriously interfere with productive natural resource harvest and processing. Fragmentation of large, contiguous acreages through subdivision is also of particular concern. These areas will not accommodate significant future growth, and the Regional Growth Strategy does not distribute population or employment to them. This regional geography includes federal and state protected lands, which, in some cases, may not be formally designated as resource lands by counties under the Growth Management Act.

Figure 14 - Natural Resource Lands



Natural Resource Lands (3,829 square miles): Natural resource lands, representing 61% of the region's land area.

Other Planning Areas

While local governments plan under the Growth Management Act and establish countywide growth targets, there are other areas in the region that are not subject to the state and regional planning framework. Military installations are home to enlisted personnel and civilian jobs but are subject to federal planning requirements. Tribal lands are managed by sovereign tribal nations and are home to many people and jobs. These areas plan differently than local governments, but VISION 2050 recognizes their important roles in the region and their influence on regional growth patterns.

Military Installations

Military installations play an important role in the central Puget Sound region's economy. Washington state has one of the highest concentrations of military personnel claiming residence, with the majority of personnel located at installations in the central Puget Sound region. Nine installations of various sizes are located in the region. Military employment greatly benefits the region's economy and generates billions of dollars in economic impact.

Military bases vary greatly in size, population density and character and often integrate industrial uses, commercial and service uses, and residential development. Installations are not required to plan under the Growth Management Act, and the Regional Growth Strategy does not allocate forecasted regional growth to these areas. However, installations serve as hubs for both employment and population, and it is important to work together on growth planning in and around bases.

Major Military Installations are defined by PSRC as installations with more than 5,000 enlisted and service personnel. This regional geography is designed to promote coordination between the military installation, countywide planning efforts, and neighboring jurisdictions to plan for growth, address regional impacts and enhance multimodal transportation options. Per the Regional Centers <u>Framework</u>, regional expectations for Major Military Installations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options.
- Support for multimodal commute planning and mode split goals for the installation.
- Completed Joint Land Use Study or similar coordinated planning effort.





Figure 15 - Major Military Installations



Major Military Installations (4 installations, 122 square miles): Joint Base Lewis-McChord, Naval Base Kitsap-Bangor, Naval Base Kitsap-Bremerton, and Naval Station Everett

There are five smaller installations in the region: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex.

Tribal Lands

The central Puget Sound region is home to nine sovereign nations recognized by the United States government: the Muckleshoot Indian Tribe, the Port Gamble S'klallam Tribe, the Puyallup Tribe of Indians, the Sauk-Suiattle Tribe, the Snoqualmie Tribe, the Stillaguamish Tribe, the Suguamish Tribe, the Tulalip Tribes, and the Nisqually Tribe.

PSRC acknowledges the importance of the Coast Salish peoples and lands to the region. Tribal lands have immense value as the home of the region's native cultures and traditions. Some tribal lands have also emerged as significant concentrations of jobs, schools, cultural centers, and other activities. Quil Ceda Village, for example, is one of only two federal municipalities in the country, and the Tulalip Tribes is one of the largest employers in Snohomish County.

Characteristics of tribal lands vary widely across the region. Tribal lands can include very large areas, with population and employment activity varying from dispersed to dense. While some are rural or forested, others have concentrated residential and employment uses. Tribal land use can be complex, as tribal governments own land outside of reservations, and some reservation land is under fee-simple private ownership and covered under other regional geographies.

As sovereign nations, each tribe has its own government, constitution or charter, laws and planning processes and are not subject to state planning requirements or the Growth Management Act. Because of this, the Regional Growth Strategy does not include population and employment growth allocations for these sovereign lands. Tribes engage in comprehensive planning similar to other jurisdictions with regular updates addressing elements such as land use, transportation, housing, and utilities. Many tribes have adopted a "seven generation" concept of planning to evaluate whether decisions will benefit generations far into the future. Tribes help to shape regional policy by participating as members of PSRC.





Figure 16 - Tribal Lands



Tribal Lands (9 reservations, 93 square miles): Muckleshoot Indian Reservation, Nisqually Indian Reservation, Port Gamble Indian Reservation, Port Madison Reservation (Suquamish Tribe), Puyallup Indian Reservation, Sauk-Suiattle Indian Reservation, Snoqualmie Indian Reservation, Stillaguamish Indian Reservation, Tulalip Indian Reservation

Guidance for Aligning Growth Targets

Counties and cities work together to establish growth targets for each jurisdiction to accommodate projected growth. These targets set by countywide planning bodies support implementation of the Regional Growth Strategy and VISION 2050 objectives of housing production, better jobs-housing balance, and greater growth near the region's transit investments. Counties and their cities will define new countywide growth targets prior to the next cycle of local comprehensive plan updates. This section addresses principles to guide regional review of countywide growth target allocations and comprehensive plan certification.

- PSRC will provide updated guidance and technical assistance to counties and cities as they develop countywide growth targets and prepare comprehensive plan updates. Guidance will address housing, regional centers, goals for transit-oriented development, support for jobshousing balance, and other aspects of VISION 2050.
- PSRC will review countywide adoption of growth targets with recognition of good faith efforts to be consistent with the Regional Growth Strategy and VISION 2050 over the long-term. Targets should demonstrate how cities and counties are working towards the outcomes and objectives of the Regional Growth Strategy. In some cases, countywide growth targets may not fully align with the precise shares in the Regional Growth Strategy. For example, there are jurisdictions where high-capacity transit is planned to be built and operational late in the planning period, and higher growth rates may not occur until the last decades of this plan.
- Comprehensive plans for cities and counties are expected to include their adopted countywide growth targets. The Growth Management Act requires counties and cities to, at a minimum, accommodate 20-year projected growth targets.
- PSRC review and certification of local plans is based on actions and measures to implement VISION 2050 and work towards the Regional Growth Strategy, and not simply on whether local planning assumptions match targets. In developing comprehensive plan updates, jurisdictions will be asked to explain how the plan supports VISION 2050 and works to meet the Regional Growth Strategy over the long term.
- In its review of comprehensive plans for certification, PSRC reviews consistency of the plan with adopted countywide growth targets. As VISION 2050 is implemented, PSRC will update the Plan Review Manual to provide additional guidance on planning for growth targets prior to comprehensive plan updates.
- If adjustments to countywide growth targets are needed, they should be coordinated through the countywide process.

Regional Growth Strategy Adjustments to Support Targets

Cities and unincorporated areas are grouped into their respective regional geographies based on designated regional centers, planning for annexation and incorporation, and existing and planned high-capacity transit. PSRC recognizes that some of these qualities may change based on future planning. To reflect these changes, PSRC's Executive Board may make a technical amendment to the Regional Growth Strategy to potentially reclassify cities and unincorporated areas. Technical amendments are limited to those updates needed to support establishing Growth Management Act population and employment targets; other amendments to the Regional Growth Strategy are subject to approval by the General Assembly.





Regional Growth Strategy Policies

MPP-RGS-1

Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, and local plans.

MPP-RGS-2

Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local growth targets for each designated regional growth center and manufacturing/industrial center.

MPP-RGS-3

Provide flexibility in establishing and modifying countywide growth targets, provided growth targets support the Regional Growth Strategy.

MPP-RGS-4

Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.

MPP-RGS-5

Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.

MPP-RGS-6

Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.

MPP-RGS-7

Attract 65% of the region's residential and 75% of the region's employment growth to high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

MPP-RGS-8

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

MPP-RGS-9

Focus a significant share of employment growth in designated regional manufacturing/industrial centers.



MPP-RGS-10

Encourage growth in designated countywide centers.

MPP-RGS-11

Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

MPP-RGS-12

Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to avoid the conversion of rural land into commercial uses.

MPP-RGS-13

Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy. to maintain rural landscapes and lifestyles and protect resource lands and the environment.

Regional Growth Strategy Actions

Regional Actions

RGS-Action-1

Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.

RGS-Action-2

Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.

RGS-Action-3

Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. PSRC will also provide guidance on growth targets for designated regional centers and improving jobs-housing balance, and coordinate with member jurisdictions regarding buildable lands reporting.





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Local Action

RGS-Action-4

Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050.





Environment

Goal: The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.

The natural environment is the foundation for the region's high quality of life and thriving economy. It provides critical services and goods such as clean water and air, flood protection, building materials, food, recreation, and health benefits. The region's quality of life and environment are considered top assets for retaining and recruiting a talented and skilled workforce.

Recognizing the importance of a healthy natural environment, the region is making significant investments to protect and restore habitat and ecological systems. Cities and tribes are restoring shorelines. Counties are providing long-term protection for farm and forest land. Property owners are installing green infrastructure to clean stormwater runoff. These environmental investments are the result of collaboration between many partners from the public, private, and nonprofit sectors.

However, impacts from current and legacy systems still exist. Habitat is still being lost from conversion of forests, and stormwater from transportation and land use still pollutes the region's water. As a result, threatened and endangered species such as salmon and orca, indicators of the health of Puget Sound, continue to decline. Public health in some areas in the region is impacted by environmental conditions such as proximity to major roadways and lack of access to open space and healthy food. In all areas of planning, racial and social equity must be addressed to ensure healthy places and outcomes for all.

Many federal, state, and local government regulations protect the environment. The Growth Management Act requires that resource lands and critical areas be designated and protected by local governments using best available science (RCW 36.70A.170). Local governments regulate stormwater through compliance with permits issued by the Washington State Department of Ecology. To comply with air quality requirements of the federal and state Clean Air acts, local governments provide transportation choices. Local governments also protect and restore the environment through non-regulatory actions such as providing open space for residents and incentivizing green building.

Land use, transportation, economic development, and human health are interconnected and therefore require integrated planning, regulations, and implementation actions. For example, the region's transit and trail systems can provide access to both jobs and to the region's open spaces. which support rural economies and the health of urban residents. Trees and vegetation provide habitat for pollinators, which in turn support the region's farm economy and food systems.

Although PSRC does not directly regulate or provide funding for environmental issues and projects, PSRC supports local efforts to protect the environment by continuing to play a role in:

- Collecting and sharing data, information, and innovative best practices.
- Addressing challenges and encouraging multi-benefit solutions by facilitating discussions with interested parties.
- Developing regional-scale environmental planning information and policies, such as the Regional Open Space Conservation Plan.





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Source: Marcela Gara, Resource Media

Habitat, Open Space, and Environmental Stewardship

Conserving open space can help the region to achieve its goals for climate, habitat, air quality, park access, and Puget Sound recovery. Open space is a collective term for a range of green places, including natural lands, farmlands, working forests, aquatic systems, regional trails, and parks. Open space provides many services such as air, climate, and water quality protection and enhancement, fish and wildlife habitat, food chain support, flood storage, ground water recharge and discharge, carbon sequestration, erosion control, and recreation. Open space in the region has been valued at \$11.5 to \$25.3 billion a year.

In 2018, PSRC completed the <u>Regional Open Space Conservation Plan</u>, which maps the network of regionally important open space in King, Kitsap, Pierce, and Snohomish counties and identifies priority actions needed to increase access and sustain open spaces for the long term. The regional open space network covers about 3 million acres of public and private land and 339 miles of trails.

Figure 17 – Value of Open Space Services in the Central Puget Sound Region

SERVICE	LOW	HIGH
Aesthetic	\$2,293,975	\$9,509,713
Air	\$422,203	\$529,187
Food	\$12,587	\$86,472
Shelter	\$73,984	\$111,407
Water	\$62,605	\$1,925,347
₩ Health	\$41,168	\$50,352
Play Disaster Mitigation	\$2,633,343	\$4,132,675
Disaster Mitigation	\$1,860,499	\$4,194,473
Raw Materials	\$23,279	\$155,093
Waste	\$4,034,301	\$4,568,983
\$ TOTAL	\$11,457,944	\$25,263,700

Values in thousands. Source: Earth Economics 2015.



While much of the region's important open space and critical areas have been protected through growth management and local plans, conservation needs remain. Between 2007 and 2012, the region lost almost 12,000 acres of farmland. A strong economy in the region is accelerating growth and development, which puts further pressure on the open space network. The open space plan identifies approximately 463,000 acres of the regional open space network that are most at risk, 47 areas with high-priority urban open space needs, and 300 miles of regional trail needs. The open space plan also stresses the importance of environmental stewardship – the care of land, water, and air by individuals, communities, the private sector, and government agencies – in achieving the region's goals. Tribes in the region, the original stewards of the land, are being looked to for guidance on conserving open space and managing natural resources, from improving forest health with planned burns to increasing salmon populations through stream and floodplain restoration.

Recognizing that smaller-scale, yet important, open space land exists, the Growth Management Act requires that locally important open space and critical areas be identified and protected (RCW 36.70A.170). This has been accomplished in large part through local governments identifying critical areas and developing regulations to protect them. The Growth Management Act also directs local governments to identify lands that are useful for public purposes and to identify open space corridors within the urban growth area that are useful for recreation, wildlife habitat, trails, and connection of critical areas (RCW 36.70A.160). Further identification of local urban open space corridors is an important step in protecting these areas. Ongoing assessment and coordination of critical areas will also be beneficial.

Natural Lands 1.5 million acres

Urban Open Space 35,000 acres

Aquatic Systems 1.0 million acres

Farmlands 203,000 acres

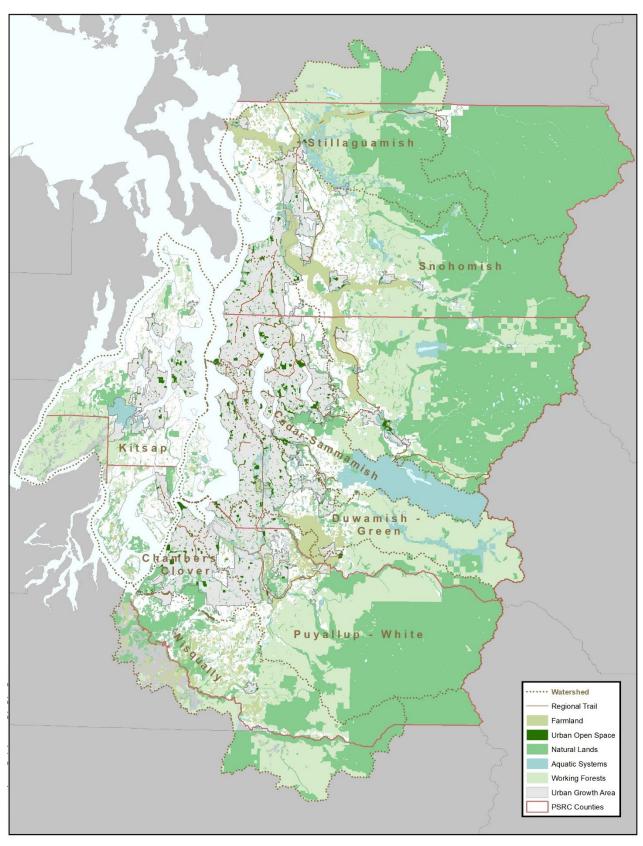
Figure 18 - Regional Open Space Network Area by Category Including Overlap

Source: PSRC, 2018





Figure 19 – Regional Open Space Network



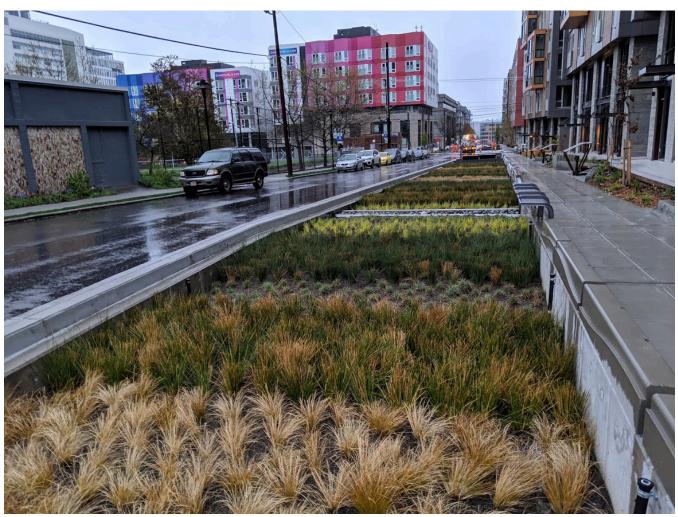
Source: PSRC Regional Open Space Conservation Plan



Puget Sound Recovery

Though beautiful from a distance, Puget Sound is in serious trouble. The region has made progress in restoring the health of Puget Sound, but significant work and challenges remain. With the steep decline of orca and salmon populations, the health of Puget Sound has become a more urgent issue over the last 10 years. These trends, as well as some positive trends for water quality, have been analyzed by the Puget Sound Partnership, the state agency tasked with coordinating Puget Sound recovery. In the Partnership's 2017 State of the Sound report, many indicators, such as acres of floodplain restoration, are showing improvement, but just as many indicators, such as the abundance of key species, are not.

Today, strategies that can help to recover the health of Puget Sound are better understood. Stormwater pollution and changes in the hydrology of runoff patterns are the biggest threats to Puget Sound water quality. Contamination of aquifers, low stream flows and excess nutrients and pollutants from sources such as wastewater treatment plants, agriculture and lawn runoff, leaky septic tanks, and polluted stormwater are other concerns. This is a critical time in the recovery of Puget Sound's health; it will never be as achievable or affordable as it is today.



Source: City of Seattle



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Local governments play a critical role in Puget Sound recovery through actions such as protecting and restoring critical habitat, converting hardened shorelines back to more natural conditions, protecting aquifers, and promoting and installing green stormwater. Beyond treating stormwater, green stormwater infrastructure, or low-impact development, can:

- Create mini-parks with trees and plants
- Prevent flooding and erosion damage
- Provide habitat for pollinators
- Improve air quality and provide shade
- Replenish groundwater
- Contribute to health and wellness by adding more green space
- Calm traffic and create safer streets for walking and biking
- Increase sewer capacity

Most of the region is in watersheds that eventually drain to Puget Sound. A watershed consists of all the land and water that drains toward a water body. Watersheds don't follow jurisdictional boundaries and require active collaboration between local governments, tribes, agencies, and other organizations. Planning for watersheds includes watershed assessment, mapping, monitoring of conditions and trends in streams and lakes, water quality assessment, gathering other environmental information, and development of a watershed plan. The concept of watershed planning is continuing to expand to integrate land use, stormwater, parks and recreation, and transportation. Some jurisdictions have developed holistic watershed protection and restoration plans which have helped to inform comprehensive plans and capital facilities plans. Some examples of projects identified in these plans that help to restore Puget Sound health include conserving open space that recharges groundwater, building regional stormwater facilities that clean and absorb polluted runoff, and restoring streams and floodplains that improve habitat and hydrology.

Air Quality

Air pollution contributes to a variety of public health issues such as an increase in respiratory and cardiovascular diseases, heart attacks, cancer, and premature death. Climate change, a closely related issue, is discussed in the following chapter. Populations particularly sensitive to air pollution include youth, the elderly, and people with cardiovascular and lung diseases. People who have lower incomes also face risk from air pollution because they often lack access to healthcare and live near major roadways or other pollution sources.

Significant progress has been made in curbing air pollution over the last several decades. However, fine particles, air toxics, and ground-level ozone continue to be a concern, especially for communities close to highways and industrial areas. Air pollution also obscures many of the most scenic vistas, such as views of the Olympic and Cascade mountain ranges, including Mount Rainier.



Environment Policies

MPP-En-1

Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.

MPP-En-2

Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.

MPP-En-3

Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality and climate change.

MPP-En-4

Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.

MPP-En-5

Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

MPP-En-6

Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.

MPP-En-7

Reduce and mitigate noise and light pollution caused by transportation, industries, public facilities, and other sources.

MPP-En-8

Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.

MPP-En-9

Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.





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MPP-En-10

Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services.

MPP-En-11

Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

MPP-En-12

Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.

MPP-En-13

Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.

MPP-En-14

Identify and protect wildlife corridors both inside and outside the urban growth area.

MPP-En-15

Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

MPP-En-16

Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species.

MPP-En-17

Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound.

MPP-En-18

Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.

MPP-En-19

Reduce the use of toxic pesticides, fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.

MPP-En-20

Restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.



MPP-En-21

Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

MPP-En-22

Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.

Environment Actions

Regional Actions

En-Action-1

Open Space Planning: PSRC will work with member jurisdictions, resource agencies, tribes, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. On a periodic basis, evaluate and update the plan.

En-Action-2

Watershed Planning Support: PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.

En-Action-3

Watershed Planning: Counties and cities, together with other jurisdictions in the watershed, will participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound.

Local Action

En-Action-4

Local Open Space Planning: Counties and cities will work to address open space conservation and access needs as identified in the Regional Open Space Conservation Plan in the next periodic update to comprehensive plans.







Climate Change

Goal. The region substantially reduces emissions of greenhouse gases that contribute to climate change and prepares for climate change impacts.

Climate change is an urgent environmental, economic, and equity threat being addressed at all levels, from the local to an international scale. Caused by an increase in greenhouse gases trapping heat in the atmosphere, climate change is a significant cross-cutting issue throughout VISION 2050.

A 2018 Intergovernmental Panel on Climate Change report found that human activities are estimated to have caused approximately 1.0° Celsius of global warming above pre-industrial levels. Global warming is likely to reach 1.5° Celsius between 2030 and 2052 if it continues to increase at the current rate. These levels of warming are expected to cause long-term changes to the climate, resulting in risks and impacts such as increasing temperatures, rising sea levels, changes in precipitation and snow pack, increases to size and duration of wildfires, and other effects. While climate change is an urgent global issue, local governments play a crucial role in reducing and adapting to its impacts.

In the Puget Sound region, the largest sources of greenhouse gases come from transportation and the built environment, including residential, commercial, and industrial activities.

Commercial Built Environment – 19%

Commercial Built Environment – 19%

Commercial Built Environment – 19%

Off Road Vehicles – 1%
Marine Vessels – 1%
Freight Rail – 1%
Solid Waste – 2%
Wastewater – 1%
Agriculture – 1%
Air Travel – 2%
Other – 1%

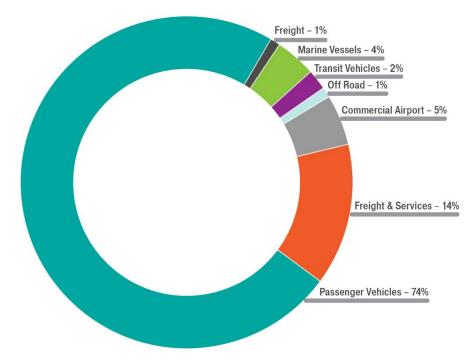
On Road Vehicles – 35%

Figure 20 – Sources of Regional Greenhouse Gas Emissions

Source: Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory

Within the residential and commercial built environment, electricity consumption represents the largest share of emissions. Within the transportation sector, passenger vehicles represent the largest share (74%), followed by freight and service vehicles (14%).

Figure 21 Sources of Regional Transportation Greenhouse Gas Emissions



Source: Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory

State, Regional, and Local Activities

State

Washington state has long recognized the threat climate change poses to economic well-being, public health, natural resources, and the environment. In 2008 the Washington State Legislature set the following limits on Washington's greenhouse gas emissions:

- By 2020, reduce overall emissions of greenhouse gases in the state to 1990 levels.
- By 2035, reduce overall emissions of greenhouse gases in the state to 25% below 1990 levels.
- By 2050, the state will do its part to reach global climate stabilization levels by reducing overall emissions to 50% below 1990 levels, or 70% below the state's expected emissions that year.

The state has enacted numerous strategies and actions to provide a statewide framework for achieving these limits, including the Clean Air Rule adopted in 2016 which is a "cap and reduce" mechanism for reducing carbon emissions from the state's largest emitters. The Clean Air Rule was suspended in 2018, pending further court review. Other initiatives and rules have addressed emissions from state agencies, renewable energy targets, clean vehicles, green buildings, and responding to the impacts from climate change.



Region

In February 2017, the board of the Puget Sound Clean Air Agency adopted the following economy-wide greenhouse gas emission reduction targets for the four-county central Puget Sound region:

- By 2030, reduce overall greenhouse gas emissions in the region to 50% below 1990 levels.
- By 2050, reduce overall greenhouse gas emissions in the region to 80% below 1990 levels.

Since transportation is the largest single source of greenhouse gas emissions in the region, the agency identified candidate actions and strategies to reduce transportation-related emissions and support achievement of the targets. These include supporting the policies and strategies included in PSRC's regional plans, as well as accelerating zero-emission vehicle adoption and pursuit of a clean fuel standard, among other strategies.

Local

Many cities, counties, and other organizations in the region have also adopted greenhouse gas emission reduction targets, which vary in breadth and timeframes. For example, King County adopted targets to reduce greenhouse gas emissions 25% by 2020, 50% by 2030, and 80% by 2050, from a 2007 baseline. Tacoma has a goal of reducing emissions 40% from 1990 levels by 2020. Snohomish County's goal is to reduce emissions from county operations 20% from 2000 levels by 2020. Many other jurisdictions are also addressing climate change and the reduction of greenhouse gas emissions. Some examples of actions being taken at the local level include a resolution passed by the Everett City Council to include in their Climate Action Plan a target to run on 100% renewable energy by 2045, and Bainbridge Island's Housing Design Demonstration Project program, which incentivizes green building certifications.

Efforts at all levels of government have been implemented to both mitigate climate change and prepare for its impacts. PSRC supports the efforts of partner agencies and member jurisdictions in their efforts to address climate change and meet their respective goals. This includes VISION 2050 policies and the Four-Part Greenhouse Gas Strategy included in the <u>Regional Transportation Plan</u>.

Four-Part Greenhouse Gas Strategy

PSRC provides planning and policy guidance that can help the region achieve meaningful reductions of greenhouse gas emissions from transportation and land use, as well as supporting efforts to prepare for the impacts from climate change.

VISION 2050's Regional Growth Strategy, multicounty planning policies and actions promote compact growth patterns, low-carbon travel choices, forest and open space protection, and other sustainability strategies that help mitigate greenhouse gas emissions and prepare for the impacts from climate change.







The Regional Transportation Plan is the long-range transportation element of VISION 2050, providing the path for a sustainable, multimodal transportation system to accommodate the needs of a growing population. Subsequent to the adoption of VISION 2040, a Four-Part Greenhouse Gas Strategy was adopted as part of the Regional Transportation Plan consisting of land use, user fees, choices and technology.

The Regional Transportation Plan, which is updated every four years, includes programs and investments that encompass all four of the elements of the strategy. In the last decade many actions have been taken at the federal, state and regional level to advance implementation of the strategy, which is designed to support and complement statewide, regional, and local efforts to achieve meaningful emission reductions.

An analysis of the region's Four-Part Greenhouse Gas Strategy is conducted as part of every plan update. The analysis of the 2018 plan resulted in potential emission reductions from the combined categories within a range of 24% to 75% below 2006 base year levels. This broad range is primarily reflective of the varying degrees of effort within each category, with the lower end of the range encompassing the VISION 2040 growth strategy adopted at the time and the investments and policies in the 2018 Regional Transportation Plan. The higher end of the range of emission reductions reflects aggressive electrification of the transportation system, as well as additional opportunities as described below.

Land Use

Over the last decade, many land use actions, programs, and planning activities have been advanced. Examples include local adoption of growth targets within each county in the region and continued work on transit-oriented development. As part of the VISION 2050 Regional Growth Strategy, growth will be further concentrated around transit stations throughout the region, which will help the region continue to reduce emissions. Additional reductions could be achieved at the local level through changes to development patterns that create attractive, compact, and walkable environments, and that encourage location of new residential and commercial construction close to services and amenities, lessening the need for driving.

User Fees

User fee systems are in place on several facilities in the region, including State Route 167, Interstate 405, State Route 520, the Tacoma Narrows Bridge and the State Route 99 tunnel through downtown Seattle. The Regional Transportation Plan's financial strategy assumes a transition from traditional pricing mechanisms to a user fee system, including selected facility tolls and a road usage charge system, after 2025.

Research suggests that increasing the tolls could result in a change in travel behavior and demand, moving more trips away from single occupant vehicles. VISION 2050 calls for further pursuit of alternative transportation financing mechanisms.

Transportation Choices

Significant investments have been made over the last decade to provide multimodal transportation improvements, including new trails, bus rapid transit and light rail services, and high occupancy vehicle lanes. The Regional Transportation Plan includes a coordinated network of regional and local transit investments, resulting in significant improvements in frequent transit service throughout the region. Improvements are still needed, however, to ensure residents have safe and convenient access to these frequent transit networks, particularly through nonmotorized and high occupancy modes. Local jurisdictions play an important role by including these investments in their capital planning. VISION 2050 further supports the development of an integrated multimodal transportation system that supports all modes and ensures equitable access to goods, services, and amenities.

Technology

Significant federal actions have been taken over the last decade to improve the fuel economy of vehicles and reduce emissions from fuels. These include updated fuel economy standards and improvements to the fuel efficiency of heavy-duty vehicles. Significant strides have also been made in advancing the transition to electric vehicles. Ongoing coordination among a variety of agencies and stakeholders throughout the region is accelerating this transition. A wide array of electric vehicle choices are coming into the market now and into the future. These include not only electric passenger vehicles but will include pickup trucks, delivery vans and electric shuttle vehicles. Manufacturers are introducing heavy duty medium and long-haul trucks and electric transit and school buses to the market, and local transit agencies are committed to increased purchases of electric transit buses. In the maritime sector, the Washington State Ferries has committed to electrification of several ferries operating within the Puget Sound region and the Port of Seattle has made cruise ship cold ironing capability available at the Terminal 91 facility. Further, in a joint effort with the Northwest Seaport Alliance, the Port of Seattle is developing a new cruise and cargo terminal with cold ironing capability for both cargo and cruise operations. Because the electricity available in the Puget Sound region is largely produced from hydro-electric and renewable resources and it will be replacing fossil fuels in each of the sectors identified above, there is high potential for significantly reducing greenhouse gas emissions from transportation in a variety of modes.





Technological improvements to vehicles and fuels have the potential to significantly reduce greenhouse gas emissions. However, a variety of strategies will be required to help achieve this outcome, particularly related to electric vehicles. These include mechanisms to support charging infrastructure in buildings and in public rights of way, expanding education and incentives on electric vehicles, encouraging electric vehicles in private and public fleets, and other local, regional, and state actions.

Other strategies to address climate change, outside the scope of the region's Four-Part Greenhouse Gas Strategy, include sequestering and storing greenhouse gases through additional actions to protect and restore carbon sinks such as forests, soils, wetlands, estuaries, and urban trees. In addition, building energy emissions are being reduced through conservation and green building practices such as incorporating solar panels, using efficient materials, and monitoring and managing energy consumption. In addition, the IPCC special report on strategies to stay below an increase in temperatures of 1.5 degrees Celsius indicates that it is very likely that carbon capture and sequestration technologies will need to be further developed and deployed. VISION 2050 supports acceleration of these varied climate solutions.

Monitoring and Evaluation

The Four-Part Greenhouse Gas Strategy is evaluated and refined every four years as part of the update of the Regional Transportation Plan. During this monitoring cycle, the combined results from VISION 2050 and the planned regional transportation system will be analyzed for the potential to achieve meaningful emission reductions. While both the state limits and the Puget Sound Clean Air Agency targets encompass all sectors of the economy – and PSRC's analysis focuses on the combined effects of land use and on-road transportation – these will be used as benchmarks against which the Regional Transportation Plan analysis will be compared. In addition, PSRC's analysis will be incorporated into the full spectrum of climate strategies to demonstrate impact and progress, an effort also known as a climate wedge analysis. Further, implementation of the Four-Part Greenhouse Gas Strategy will be monitored and reported, including continued improvements and further potential gains.

Climate Change Impacts in the Central Puget Sound Region

In addition to reducing emissions contributing to climate change, the region is actively working towards resilience and preparing for current and future climate change impacts. The University of Washington's Climate Impacts Group published State of Knowledge: Climate Change in Puget Sound in 2015, describing expected impacts from climate change in the Puget Sound region. Changes are expected to temperature, precipitation, sea level, ocean acidification, and natural variability. These changes will affect snowpack, streamflow, landslides, flooding, species and habitat, forests, and agriculture. In addition, impacts from climate change will have many effects on people and communities, including the built environment, human health, and the economy. Communities of color, indigenous people, and people with lower incomes are at higher risk due to greater exposure to hazards and often have fewer resources to respond to those hazards.

Planning for adaptation and resilience will include identifying the local implications of the full range of climate impacts and actions to address these hazards. Examples of actions being taken at the state and local levels include incorporating resilience (to climate, seismic, and other risks) in comprehensive plans and hazard mitigation plans, changing the design of bridges and other capital infrastructure to withstand more extreme weather events, and developing transportation evacuation plans for hospitals in emergency events. VISION 2050 supports planning and action for resilience and adaptation, particularly for vulnerable populations.



Since climate change is a cross-cutting topic across a variety of regional planning issues, VISION 2050 provides guidance in all policy sections of the plan for reducing emissions and protecting the climate. The Regional Growth Strategy, as described in the preceding chapter, is a core element of the Four-Part Greenhouse Gas Strategy and achieving compact growth patterns to reduce the need for single occupant vehicles. Additional policies throughout VISION 2050 also address important climate-related activities, such as protecting forest lands and tree canopy, promoting a multimodal transportation system and encouraging use of alternative modes, advancing electrification of public and private vehicles, increasing energy efficiency and renewable energy sources, and addressing resilience of infrastructure and communities. The primary climate related policies and actions are identified below.

Climate Change Policies

MPP-CC-1

Advance state, regional, and local actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.

MPP-CC-2

Reduce building energy use through green building and retrofit of existing buildings.

MPP-CC-3

Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the vehicle fleet, and reducing vehicle miles traveled by increasing alternatives to driving alone.

MPP-CC-4

Protect and restore natural resources that sequester and store carbon such as forests, farmland. wetlands, estuaries, and urban tree canopy.

MPP-CC-5

Pursue the development of energy management technology as part of meeting the region's energy needs.

MPP-CC-6

Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.

MPP-CC-7

Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.





MPP-CC-8

Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.

MPP-CC-9

Identify and address the impacts of climate change on the region's hydrological systems.

Climate Change Actions

Regional Actions

CC-Action-1

Greenhouse Gas Strategy. PSRC will advance the implementation of the region's Greenhouse Gas Strategy, including future versions, to achieve meaningful reductions of emissions throughout the region from transportation, land use, and development. Regular evaluation and monitoring will occur as part of the development of the Regional Transportation Plan every four years.

CC-Action 2

Resilience and Climate Preparedness: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partner agencies such as the Puget Sound Climate Preparedness Collaborative.

Local Action

CC-Action-3

Emission Reduction: Cities and counties will incorporate emission reduction policies and activities in their comprehensive planning. Elements include supporting the adopted Regional Growth Strategy, providing multimodal transportation choices, and encouraging a transition to a cleaner transportation system.









Development Patterns

Goal: The region creates walkable, compact, and equitable transit-oriented communities that maintain unique local character, while creating and preserving open space and natural areas.

The region's identity now and in the future is significantly shaped by the development patterns and design of its counties, cities, and neighborhoods. To accommodate growth while maintaining different types of communities, sustainable land use strategies will enhance existing neighborhoods, leverage transportation options, and protect natural resources. Comprehensive plans, subarea plans, functional plans, and development regulations will continue to support compact, pedestrian-oriented development with access to public transportation and work to transform existing communities that lack connectivity and walkable places.

Planning for growth near transit is an example of how land use can enhance communities. The region has made a transformative commitment to invest in a regional high-capacity transit system. These transit investments and growth around them can have a powerful influence on new and existing residents and businesses by fostering opportunity, increasing the attractiveness of transit, and boosting market demand that fuels change and growth.

VISION 2050 addresses a spectrum of land use planning issues, including aligning transportation investments with rates of development, managing growth in rural and resource areas, planning for the transition of unincorporated areas into cities, involving diverse voices in planning, community design, and preserving special land uses. Each of these tools and approaches is important for achieving the Regional Growth Strategy and accommodating new growth while supporting and enhancing existing communities.

Building Urban Communities

The region's existing and planned transit system connects central places throughout the region, providing people access to housing and jobs, and affordable transportation choices. In many cases, transit options connect dense, vibrant urban places that are planned to accommodate more growth. As the transit network expands, suburban communities will also have access to more mobility options, and an opportunity to transform from auto-oriented areas with separated land uses to compact, mixed-use, and walkable neighborhoods. Growth in compact urban communities, especially near transit stations, can lead to a range of substantial social, environmental, and health benefits, including the potential to:

- Promote health by encouraging walking and biking, cutting air pollution, and reducing motor vehicle accidents
- Lower household expenses for transportation
- Reduce municipal infrastructure costs
- Help meet the growing demand for residents and businesses to locate in "walkable communities"
- Curb land consumption, help conserve farms and natural ecosystems, and protect water quality
- Cut energy consumption and greenhouse gas emissions associated with both transportation and the built environment





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The Growth Management Act focuses on accommodating growth in urban areas that include housing choices, workplaces, retail, and services, while providing parks, transportation options, and other public amenities. Redevelopment of areas that separate land uses and lack connections like sidewalks and bike lanes is important to achieving healthy communities that can be effectively served by transit. Urban design is important in all communities to provide safe access to schools and parks. It encourages development that supports a community vision and memorable places throughout the region.

A strong identity and connection with place enhances a sense of community belonging, stimulates economic activity, and makes for more livable and vibrant communities. Involving community members in the planning process provides an opportunity to understand community needs and priorities. It helps identify what investments are needed, such as public services, transportation options, or environmental needs.

VISION 2050 acknowledges and works to remedy historic inequities that have kept many low-income residents and people of color from accessing opportunities to improve their quality of life. Greater social and economic opportunity for current and future residents will result in stronger communities and a stronger region. VISION 2050 supports inclusive community involvement to ensure plans and policies identify the needs of diverse communities, protect and enhance cultural resources, and embrace community cohesion in the face of change.

Opportunity Mapping

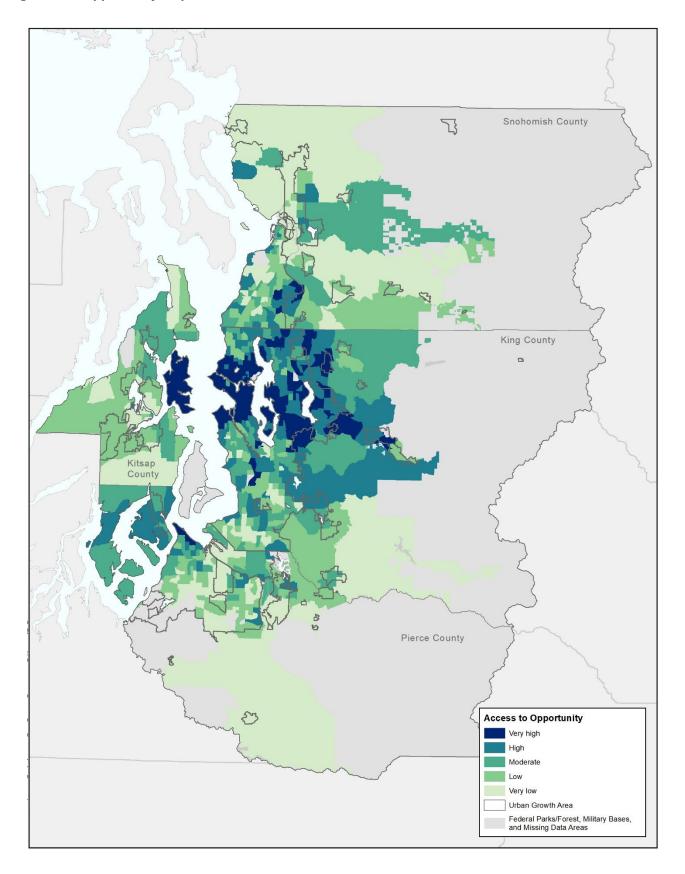
The <u>Opportunity Mapping Tool</u> assesses the conditions in neighborhoods across the region. Decades of research demonstrates that neighborhood conditions and access to opportunity play a significant role in life outcomes. The premise of opportunity mapping is that all people should have fair access to the critical structures and social infrastructure to succeed in life, and that connecting people to opportunity creates positive, transformative change in communities.

The tool combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The neighborhood indicators are combined to create an overall "opportunity score" for each census tract, and areas are categorized between very low and very high access to opportunity.

The tool can provide information on existing disparities in the region that may be exacerbated as a result of policy and planning decisions. It can provide a lens to evaluate planning and siting decisions. Communities should consider access to opportunity as they plan for the future.



Figure 22 – Opportunity Map



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Success of the Regional Growth Strategy depends on accommodating new growth without displacing existing residents and businesses. Current neighborhood conditions can indicate areas where economic, physical, and cultural displacement may be more likely to occur. PSRC developed a tool to assess the risk of displacement and inform regional and local planning.

Displacement Risk

The <u>Displacement Risk Mapping Tool</u> uses a composite of indicators representing five elements of neighborhood displacement risks: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

The tool compiles census tract data from these five categories of measures to determine level of risk by neighborhood: lower, moderate, and higher. It can be used to better understand how growth may impact existing communities and when steps are needed to help existing residents and businesses remain in their communities.

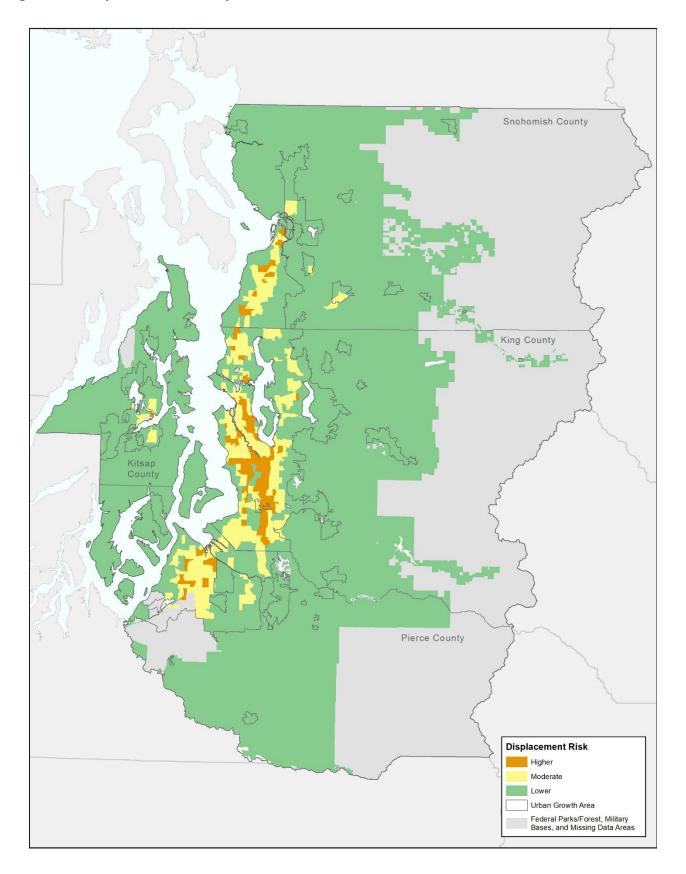
Analysis of the draft Regional Growth Strategy has shown that many areas with current and future high-capacity transit investments have higher displacement risk than other parts of the region. In the coming decades, cities and counties will need to consider displacement risk and support inclusive growth near transit so both existing and future residents are able to benefit from the opportunities these major transit investments can provide.

Supporting Healthy Communities

How residents live, work, and get around affects their physical, social, and mental well-being. Communities that are compact, with jobs, parks, and transit in walking distance, have better health outcomes. As communities grow and redevelop, retrofitting existing urban areas to better support compact walkable development, with sidewalks and bike lanes that connect people to jobs and services, will promote physical activity and make healthier communities more accessible.

Health is more than just the absence of disease. Health risks and outcomes vary by place, race, and income. Disparities increase for people of color and those with low incomes; they face more barriers to affordable, quality housing, health care, and healthy foods. Neighborhoods with higher concentrations of residents with low incomes often suffer from long-term disinvestment and may lack resources to provide sidewalks, parks and open space, quality grocery stores, and other community assets that encourage healthy habits. Local plans should identify and address health disparities to improve health outcomes for all residents.

Figure 23 -- Displacement Risk Map



Centers: Supporting Connections to Opportunity

Regionally designated centers, local centers, and the areas surrounding high-capacity transit stations serve a critical role in the region. These mixed-use centers offer a diverse collection of services, mobility options, housing, and jobs for the region's residents. The region's transit network connects these central places and increases access to services and jobs for residents throughout the region.

Many of these areas are equipped to accommodate greater shares of future population and employment growth – allowing more residents to have access to the range of opportunities available in these central places, including new mobility options as the regional high-capacity transit network expands. These areas also present opportunities for redevelopment and infill. Along major transit routes, redevelopment can occur in the form of transit-oriented development. Mixed-use projects that provide housing, employment, services, and retail can focus around a transit station or hub and serve as an activity node for adjacent neighborhoods. PSRC's <u>Growing Transit Communities Strategy</u> provides guidance for promoting thriving and equitable transit communities. VISION 2050 calls for PSRC to work with transit agencies and local jurisdictions to develop guidance for transit-supportive densities. Additionally, policies support the development of centers in all communities to provide opportunity for all the region's residents to live, work, and play.

Regional Centers

The entire region benefits from central places that are connected by transit. A limited number of regional centers are formally designated by PSRC to accommodate a significant share of the region's growth and development and implement the Regional Growth Strategy. PSRC's Regional Centers Framework has further refined the different types and expectations of regional centers.

As focal points for investment and development, regional growth centers can help promote equitable access to housing, services, healthcare, quality transit service, and employment. The two types of regional growth centers—urban growth centers and metro growth centers—are primary locations of regionally significant businesses and governmental and cultural facilities. Regional growth centers also provide a mixture of housing types and community facilities. Many of the regional growth centers represent opportunities to transform low-density, auto-oriented development into mixed-use, walkable places through redevelopment.

The Regional Centers Framework identifies two types of regional manufacturing/industrial centers—industrial employment and industrial growth centers. These centers preserve lands for living-wage jobs in basic industries and trade and provide areas for employment to grow in the future. Manufacturing/industrial centers provide economic diversity, support national and international trade, generate substantial revenue for local governments, and offer higher-than-average wages. To preserve existing centers of intensive manufacturing and industrial activity, the region should provide necessary infrastructure and services and restrict incompatible land uses in these areas. The Regional Centers Framework calls for strictly limiting commercial uses in manufacturing/industrial centers. These centers are also not appropriate for residential uses.

Countywide Centers, Local Centers, and Transit Station Areas

Countywide growth centers, countywide industrial centers, and local centers serve important roles as central places for activities and services and places where future growth can occur. These local hubs are identified and designated by the region's countywide groups and local jurisdictions. Countywide planning policies and local comprehensive plans describe the local expectations of these places. Countywide centers are expected to accommodate new population and employment growth.



Transit station areas are central hubs within the region's transportation network. They connect residents and workers to jobs and services in the rest of the region and offer access to nearby civic and public spaces. These places, with access to the region's jobs, institutions, and services, are critical focal points for achieving equitable access to opportunity for the region's residents.

VISION 2050 encourages focusing growth in these areas and conducting station area planning to maximize benefits. While many transit station areas serve as ideal locations for growth and development, not all will play a role in accommodating significant new growth. Some high-capacity transit station areas are located in rural areas. These provide important connections to urban areas but are not appropriate for the same level of growth as stations located in the urban growth area. Other stations will be access points to the regional system. Planning at the local level will help to define how local governments can best encourage walkable neighborhoods around these stations.

Additional transit in the region, including frequent and local bus service, also provides valuable connections. Local bus service and other mobility options link residents to the regional high-capacity transit network and to local destinations. Supporting all types of transit service by making it attractive to use and providing safe and convenient options for walking and biking will give more residents affordable and sustainable access to jobs and services in communities throughout the region.

Through the planning process for central places, local jurisdictions may develop a unique vision and a blueprint for regulations, incentives, and investments that successfully attract residential and employment growth consistent with that vision. VISION 2050 envisions that each jurisdiction in the region will take steps to further evolve one or more central places as mixed-use areas of residences, employment, and services. Each center – no matter how large or small – should serve as a focal point of the community and should be easy to access and travel around.

Transit Station Areas

High-capacity transit station areas serve important roles in accommodating growth and can be located within or outside of designated regional growth centers and countywide centers. Station areas are within walking distance (about a half mile) of existing and planned light rail and streetcar stations, commuter rail stations, and ferry terminals and within a quarter mile of existing and planned bus rapid transit stations.

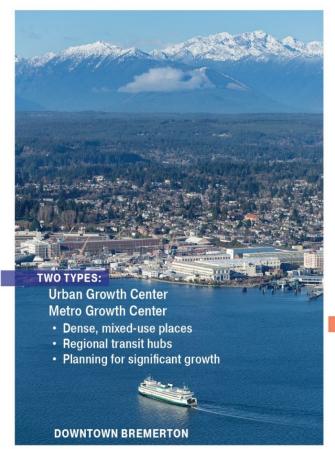




Figure 24 - Types of Centers and Transit Station Areas

Regional Growth Center

Location of compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations.



Manufacturing/Industrial Center

Areas where regionally significant manufacturing and industrial land uses are concentrated and preserved.



Transit Station Area

Places within walking distance to high-capacity transit stations, where compact, mixed-use development patterns can support frequent transit service.

Areas within:

½ mile to light rail, commuter rail, ferry terminals, streetcar

1/4 mile to bus rapid transit

Countywide Growth Center

Designated through a countywide process to serve as compact, mixed-use development within a city or unincorporated urban area. These areas are a local planning and investment priority and provide transportation options.

Countywide Industrial Center

Designated through a countywide process to serve as important local industrial areas within a city or unincorporated urban area. These areas are a local planning and investment priority to support industrial sector employment.

Local Center

Locally identified areas that play an important role in the region and help define community character, provide local gathering places, serve as community hubs, and accommodate growth.





Figure 25 - Regional Growth and Manufacturing/Industrial Centers

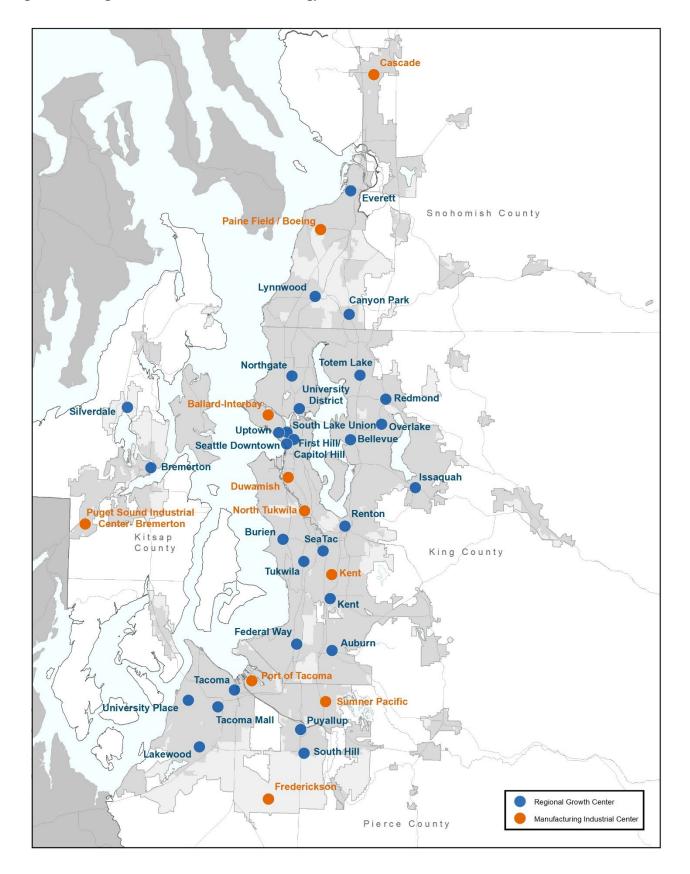
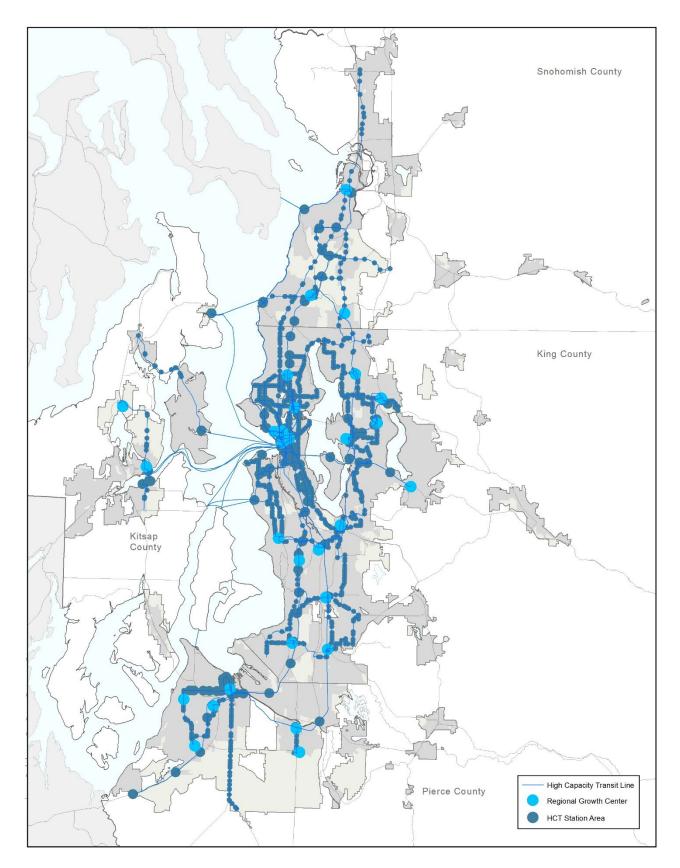


Figure 26 – Regional Growth Centers and High-Capacity Transit Station Areas



Annexation and Incorporation

Every county in the region has unincorporated land within its urban growth areas. The character of these areas ranges from lightly developed communities on the edge of the urban growth area to dense neighborhoods near major employment centers that are indistinguishable from surrounding incorporated jurisdictions. Some urban unincorporated areas will soon have access to high-capacity transit. As the Regional Growth Strategy prioritizes growth near high-capacity transit, these areas are more equipped to accommodate growth than other unincorporated areas without transit access.

The Growth Management Act states urban communities are best served by city governments that provide a complete array of urban services. Counties and cities have adopted policies and jointly planned areas to support the transfer of governance as land is annexed or incorporated. However, annexations and incorporations are complex, time-consuming, and expensive, and several barriers exist. Annexation methods in state law are cumbersome processes that do not guarantee success. All annexation and incorporation methods rely on community support, which can be difficult for cities to facilitate. Long-term cost implications derived from increased service costs and upgrades to infrastructure often deter cities from annexing whole communities.

This regional plan expects that by 2050 all urban area will be annexed into existing cities or incorporated as new cities, but also recognizes the challenges of this goal. PSRC, counties, and cities will continue to work together to address barriers to annexation and incorporation through supporting necessary changes to state annexation laws, opportunities for state and local incentives, and joint planning efforts.

Much of the unincorporated urban growth area has been identified by nearby cities for potential annexation. For large unincorporated communities, incorporation might be more viable. Counties are encouraged to work with residents to identify these areas and plan for their incorporation.





Conserving Traditional Landscapes: Rural Areas and Natural Resource Lands

The region's rural areas have distinct characteristics, just as the urban growth area does. Among the region's rural lands are areas with different ecological functions, parcel sizes, and uses. Rural areas provide opportunities for a lifestyle that makes a distinct contribution to the region's sustainability and economy. By focusing the majority of the region's growth inside the urban growth area, lands with rural character can be maintained for present and future generations.

Washington state law enables development to occur based on regulations in effect at the time that a building permit or land division application was submitted – a practice known as vesting. This can lead to situations where development approved before adoption of comprehensive plans under the Growth Management Act is not consistent with the law's planning goals or more recently adopted local plans. VISION 2050 advances tools and techniques to address the challenges of vesting in rural areas, such as conservation programs, purchase of development rights, transfer of development rights, and lot consolidation.

Rural Town Centers and Corridors Program

Recognizing the importance of rural areas to the region's economy and sustainability efforts, PSRC established the Rural Town Centers and Corridors Program to provide assistance to rural communities. The program uses financial incentives to bring together the interests of rural towns and transportation agencies to plan jointly for improvements in a manner that enhances the rural character of these communities.

The region will continue conserving its natural resource lands by designating, maintaining, and enhancing the farm, forest, and mineral lands that sustain the environment and economy. These lands serve resource-based industries and are sources of food, wood products, sand, gravel, and minerals. These lands also provide ecosystem services, supporting wildlife habitat, open space, and groundwater recharge. Farms and forests can be viewed as renewable natural resources with the potential to produce food and wood fiber on an ongoing basis. The productivity of these lands can be compromised if they are overworked or polluted and is lost when resource lands are converted to other uses.

Beyond land use regulations, counties play a role in supporting the economic viability of agriculture and food production. Maintaining and expanding a healthy market for local food and forest products is essential to long-term preservation of these industries and lands. VISION 2050 seeks to permanently protect the region's key resource lands as places of continued environmental prosperity and economic viability.



Collaborating to Preserve and Enhance Important Uses

Innovative Techniques

A variety of land use tools support implementation of VISION 2050 and the Growth Management Act. The Growth Management Act encourages the use of innovative land use and development techniques, and VISION 2050 calls for counties and cities to encourage sustainable development practices that focus growth within the urban growth area, especially in centers and transit station areas. Local jurisdictions implement many regional policies through local ordinances, zoning codes, and development regulations. Cities and counties have adopted inclusionary zoning requirements, incentives for compact, pedestrian-oriented development, and other tools that enable communities to grow in sustainable, equitable, and healthy ways.

Industrial Lands

Local jurisdictions have been proactive in protecting industrial lands. Recognizing that industrial lands can result in negative impacts, such as noise, glare, increased traffic, and potential safety or health hazards, including exposure to harmful air emissions, cities and counties are concentrating these uses in industrial centers. Local codes limit uses within these industrial areas, which benefits not only the industries located in these areas but also protects the neighboring communities from harmful impacts. VISION 2050 calls for cities and counties to continue preserving industrial lands and limiting incompatible land uses. Encroachment of incompatible land uses around airports, particularly in the critical approach and departure paths, is a significant problem. Washington state law and VISION 2050 both call for the protection of general aviation airports.





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Military Installations

Military installations play an important role in the region's economy, and local jurisdictions collaborate with the region's military installations to ensure growth is compatible with military activities and operations. This ensures the welfare, safety, and security of community members and military personnel. Limiting incompatible uses adjacent to military installations can take several forms, from adopting development guidelines that restrict height or land uses to analyzing how transportation impacts from new development affect military transportation routes. Washington state law and VISION 2050 seek continued protection of military installations from encroachment of incompatible land uses and development on adjacent land.

Supporting Growth Through Concurrency

State concurrency requirements underlie a fundamental premise of growth management – namely, that development should occur concurrent with where adequate facilities and infrastructure already exist or are to be provided in the near future. Local governments have a significant amount of flexibility in applying concurrency provisions. Cities, especially those with designated centers, benefit from tailoring their concurrency programs to set level-of-service and impact assessment expectations in the centers or downtown to optimize the use of existing facilities while meeting overall objectives for the urban environment.

Under the Growth Management Act, part of the concurrency requirement is the establishment of level-of-service standards for arterials, transit service, and other facilities. These standards are used to determine whether a proposed development can be served with available facilities, or whether mitigation of some sort may be required. The law requires cities and counties to have a reassessment strategy in the event of a service deficiency or shortfall. Such a strategy allows a jurisdiction to consider: (1) other sources of funding to provide the service, (2) changing the level-of-service standard that was established, and/or (3) reconsidering the land use assumptions.

Washington state law encourages handling transportation-related concurrency problems with solutions such as transit, walking or biking, system efficiencies, and transportation demand management. Improved coordination among the concurrency programs established by neighboring jurisdictions helps to address the cross-jurisdictional impacts of development and facility needs. As the region's centers and compact communities continue to grow and evolve, future mobility solutions will require integrating multimodal forms of transportation into communities, including transit improvements and more complete bicycle and pedestrian facilities. VISION 2050 calls for addressing multimodal transportation options in concurrency programs and tailoring requirements in centers and subareas to support transit.

Development Patterns Policies

MPP-DP-1

Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.



MPP-DP-2

Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted investments that meet the needs of current and future residents and businesses.

MPP-DP-3

Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.

MPP-DP-4

Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.

MPP-DP-5

Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.

MPP-DP-6

Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.

MPP-DP-7

Conduct inclusive engagement to identify and address the diverse needs of the region's residents.

MPP-DP-8

Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.

MPP-DP-9

Design public buildings and spaces that contribute to a sense of community and a sense of place.

MPP-DP-10

Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.

MPP-DP-11

Design transportation projects and other infrastructure to achieve community development objectives and improve communities.





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MPP-DP-12

Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

MPP-DP-13

Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems - in community planning, development, and design.

MPP-DP-14

Design communities to provide safe and welcoming environments for walking and bicycling.

MPP-DP-15

Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.

MPP-DP-16

Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

MPP-DP-17

Address existing health disparities and improve health outcomes in all communities.

MPP-DP-18

Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.

MPP-DP-19

Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.

MPP-DP-20

Provide a regional framework for designating and evaluating regional growth centers.

MPP-DP-21

Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

MPP-DP-22

Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.



MPP-DP-23

Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

MPP-DP-24

Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.

MPP-DP-25

Implement the adopted framework to designate countywide centers to ensure compatibility within the region.

MPP-DP-26

Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, while promoting economical administration and services, annexation is preferred over incorporation.

MPP-DP-27

Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.

MPP-DP-28

Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.

MPP-DP-29

Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.

MPP-DP-30

Promote transit service to and from existing cities in rural areas.

MPP-DP-31

Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

MPP-DP-32

Do not allow urban net densities in rural and resource areas.





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MPP-DP-33

Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.

MPP-DP-34

In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.

MPP-DP-35

Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.

MPP-DP-36

Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

MPP-DP-37

Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

MPP-DP-38

Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

MPP-DP-39

Protect and enhance significant open spaces, natural resources, and critical areas.

MPP-DP-40

Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.

MPP-DP-41

Support the sustainability of designated resource lands. Do not convert these lands to other uses.

MPP-DP-42

Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.



MPP-DP-43

Work to conserve valuable rural and resource lands through techniques, such as conservation programs, transfer of development rights, and the purchase of development rights. Focus growth within the urban growth area, especially cities, to lessen pressures to convert rural and resource areas to residential uses.

MPP-DP-44

Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.

MPP-DP-45

Support and provide incentives to increase the percentage of new development and redevelopment-both public and private-to be built at higher-performing energy and environmental standards.

MPP-DP-46

Streamline development standards and regulations for residential and commercial development, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

MPP-DP-47

Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

MPP-DP-48

Protect military lands from encroachment by incompatible uses and development on adjacent land.

MPP-DP-49

Protect industrial lands from encroachment by incompatible uses and development on adjacent land.

MPP-DP-50

Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-51

Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

MPP-DP-52

Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.





Development Patterns Actions

Regional Actions

DP-Action-1

Implement the Regional Centers Framework: PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.

DP-Action-2

Industrial Lands: PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land, and identify strategies to preserve industrial lands and businesses in the region.

DP-Action-3

Transit-Oriented Development: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.

DP-Action-4

Densities in Transit Station Areas: PSRC will work in collaboration with transit agencies and local government to develop guidance for transit-supportive densities in different types of high-capacity transit station areas.

DP-Action-5

Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.

DP-Action-6

Coordinated Planning in Unincorporated Urban Areas: PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.



Local Actions

DP-Action-7

Identification and Clean-Up of Underused Lands: Countywide planning bodies, in cooperation with their cities, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.

DP-Action-8

Center Plans and Station Area Plans: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.

DP-Action-9

Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.







Housing

Goal: The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.

Housing is a basic need for every individual. The central Puget Sound region is expected to grow by an additional 1.8 million residents and 830,000 households by the year 2050. Simply put, the region needs more housing of varied types in all communities. Meeting the housing needs of all households at a range of income levels is integral to creating a region that is livable for all residents, economically prosperous, and environmentally sustainable.

Housing affordability continues to be a major challenge for the region. The housing market has experienced great highs and lows that have benefitted some and created and exacerbated hardship and inequalities for others. Following the precipitous drop in housing prices and foreclosures of the recession, the region's economic upswing and strong job growth in the 2010s have fueled dramatic increases in rents and home prices. Housing costs are a greater burden for many households today than a decade ago, leaving less for other basic needs and amenities. Renters, and renters of color in particular, face a considerable shortage of affordable housing opportunities.

A primary goal of the Growth Management Act is to make housing affordable to "all economic segments of the population," providing a variety of residential densities and housing types and encouraging preservation of existing housing stock. Local governments are required to plan for housing that meets the varied needs of their diverse communities and residents and to ensure they are providing sufficient residential zoned land capacity for housing to accommodate 20-year growth targets.

VISION 2050's housing policies respond to changing demographics and the need to diversify the region's housing supply. They identify coordinated strategies, policies, and actions to ensure that the region's housing needs are met.

A Regional Challenge

The complexity of addressing the full range of housing needs and challenges requires a coordinated regional-local approach. A coordinated, regionwide effort to build and preserve housing accessible to all residents is not just about housing. It is also about building healthy and welcoming communities where all families and people, regardless of income, race, family size or need, are able to live near good schools, transit, employment opportunities, and open space.

Through the Regional Growth Strategy, the region has articulated a preferred pattern of urbanization that will help direct new housing development to the urban growth area and designated growth centers while preserving industrial lands. Focusing housing in urban areas, specifically centers and station areas, supports and leverages the region's ongoing prioritization of infrastructure investment in central urban places. To assist counties and cities, PSRC serves as a forum for setting regional priorities and facilitating coordination among its member jurisdictions and housing interest groups.





Through data, guidance, and technical assistance, PSRC encourages jurisdictions to adopt best housing practices and establish coordinated local housing and affordable housing targets. PSRC supports jurisdictions in their development of effective local housing elements, strategies, and implementation plans. Housing data and information tracking the success of various housing efforts are monitored and reported regionally at PSRC.

The Need for Local Action

Local governments play a critical role in housing, including its production. Local governments possess regulatory control over land use and development. They are key players, both individually and in cooperation with other housing interests, in stimulating various types of development activity.

Local Housing Responsibilities Under the Growth Management Act

Local housing elements should ensure the vitality and character of established residential neighborhoods and include the following components:

- 1. an inventory and analysis of existing and projected housing needs,
- 2. goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing,
- 3. identification of sufficient land for a range of housing types to match community needs, and
- 4. adequate provisions for the needs of all economic segments of the community.

(RCW 36.70A.070)

There are numerous tools and strategies available to local governments to encourage housing diversity and promote affordable housing. Many of these tools can be applied in a manner that is tailored to and respectful of local market conditions, community characteristics, and the vision for growth embodied in local comprehensive plans. Since VISION 2040 was adopted in 2008, housing planning and implementation has advanced through the ongoing work of state, regional, and local agencies and organizations. These efforts have yielded new resources, promoted best practices, established community-based housing strategies, and coordinated efforts across multiple jurisdictions.

Housing Choices to Reflect Changing Demographics

The characteristics of the region's households have been changing over time and will continue to do so. The size of the average household has been decreasing. Fewer people are living in family households with two parents and children. More households are comprised of singles, couples without children, or single-parent families. Many households have two or more workers. The region's population is becoming far more racially and ethnically diverse. As the population ages and new generations enter the housing market, there will be demands and preferences for new and different types of housing. While the region has a changing population with a wide range of housing needs, the vast majority of homes are larger single-family homes.



10% 20% 30% 40% 50% 60% 70% 80% 90%

Single Family Detached Single Family Attached Multifamily, 2-19 Units Multifamily, 20+ Units

Mobile Home/Other

Figure 27 – Ownership Housing Stock by Housing Type, Central Puget Sound Region

Source: 2017 American Community Survey

Moderate density housing, ranging from duplexes to townhomes to garden apartments, bridge a gap between single-family housing and more intense multifamily and commercial areas and provide opportunities for housing types that are inclusive to people of different ages, life stages, and income ranges. Regional and local tools can help to promote and incentivize the development of more moderate density housing to give people greater housing choices, and produce urban densities that support walkable communities, local retail and commercial services, and efficient public transit.

Affordability

With increasing incomes for some and a surge in demand for housing, the region is experiencing an affordability crisis. Rising housing costs can be particularly devastating for low-income renters, particularly renters of color, many who pay more than 50% of their income on housing. These households are often the most at risk of losing their housing and experiencing homelessness. Many middle- and lower-income households struggle to find housing that fits their income in an increasingly competitive and expensive housing market due, in part, to zoning practices that have prevented the development of more affordable, smaller homes, and apartments. Home ownership may seem like less of a reality for potential first-time buyers as home prices continue to climb. This is especially true for people of color, who have been systematically excluded from home ownership opportunities for decades.

Low- to middle-wage workers – such as teachers, health care professionals, retail workers, administrative personnel, police officers, and firefighters – who are essential to the economic and social vitality of a community, often cannot afford to live in the places where they work. As affordable housing options become scarce, households are forced to move farther from their jobs and communities, resulting in increased traffic congestion and transportation costs and fragmentation of communities. This spatial mismatch also leads to an inability of certain segments of the labor market to fill positions.

Affordable Housing is commonly defined in terms of housing costs as a percentage of household income. Housing is considered unaffordable when a household's monthly housing costs exceed a certain threshold – most commonly 30% of gross income – thereby reducing the budget available for basic necessities.

Housing Affordability refers to the balance (or imbalance) between incomes and housing costs within a community or region. A common measurement compares the number of households in certain income categories to the number of units in the market that are affordable at 30% of gross income.





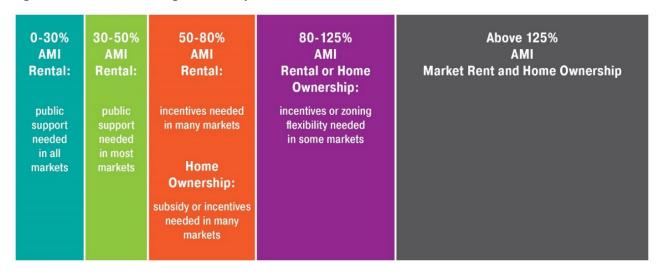
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Providing housing affordable to households earning different incomes requires different approaches. To craft effective strategies, it is imperative to understand the types and cost of housing needed in a community relative to the supply of housing available to households at each income level. Over one-third of households in the region earn less than 80% area median income (AMI). Ideally, the supply of housing affordable to moderate and low-income households should mirror the number of households at those income levels.

- 18% of households earn 50-80% AMI (Moderate Income)
- 12% of households earn 30-50% AMI (Low Income)
- 13% of households earn less than 30% AMI (Very Low Income)

Providing affordable units for very low-income residents and providing housing options for residents experiencing homelessness cannot be fully addressed by the private market alone. Public intervention is necessary to ensure housing units are affordable to households at the lowest income levels.

Figure 28 – Lower Housing Costs Require Greater Public Intervention



Anticipated Households in the Region in 2050



AMI: Area Median Income.

Source: 2016 ACS 1-Year PUMS

Increasing the supply of housing throughout the region and providing a variety of housing types and densities for both renters and owners will help the region meet its housing goals. Special emphasis is placed on providing affordable housing for low-, moderate-, and middle-income households across the region, with a focus on promoting housing opportunities near transit, and appropriate housing for special needs populations. VISION 2050 also encourages more homeownership opportunities for low-income, moderate-income, and middle-income households and acknowledges historic inequities in access to homeownership opportunities for people of color.

Focusing Housing Near Transit Options

Within the central Puget Sound region, jurisdictions are planning for housing and job growth in places designated for higher densities, a mix of land uses, and transportation choices. Communities across the region are realizing these aims by encouraging infill, redevelopment, and more compact development, especially in designated regional growth centers and around transit stations.

The region's continuing expansion of high-capacity transit provides one of the best opportunities to expand accessible housing options to a wider range of incomes. Promoting or requiring affordable housing near high-capacity transit stations and in regional growth centers can help to ensure all residents have opportunities to live in accessible and connected communities. Such housing will be particularly valuable to low-income households, who are the most dependent on transit and are at risk for displacement as housing costs rise.

Displacement and Community Stability

Displacement occurs when housing or neighborhood conditions force residents to move. Displacement can be physical, when building conditions deteriorate or are taken off the market for renovation or demolition, or economic, as costs rise.

Several key factors can drive displacement: proximity to rail stations, proximity to job centers, historic housing stock, and location in a strong real estate market. Displacement is a regional concern as it is inherently linked to shifts in the regional housing and job market. Many of these factors put communities of color and neighborhoods with high concentrations of renters at a higher risk of displacement.

Regional growth centers and communities near transit are home to more people of color and higher concentrations of poverty than the region as a whole. As these central places connected by transit continue to grow and develop, residents and businesses who contribute to these communities should have the option to remain and thrive and take advantage of new amenities and services.







Jobs-Housing Balance

Jobs-housing balance is a planning concept which advocates that housing and employment be close together to reduce the length of commute travel and number of vehicle trips. A lack of housing, especially affordable housing close to job centers, will push demand for affordable homes to more distant areas, increasing commute times and the percentage of household income spent on transportation costs. Housing policies encourage adding housing opportunities to job-rich places. Policies in the Economy chapter promote economic development to bring jobs to all four counties.

Housing Policies

MPP-H-1

Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy.

MPP-H-2

Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.

MPP-H-3

Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.

MPP-H-4

Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration, and jurisdictional action.

MPP-H-5

Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.

MPP-H-6

Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

MPP-H-7

Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.



MPP-H-8

Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.

MPP-H-9

Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.

MPP-H-10

Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.

MPP-H-11

Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.

MPP-H-12

Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.

Housing Actions

Regional Actions

H-Action-1

Regional Housing Strategy: PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to support the 2023-24 local comprehensive plan update. The housing strategy will provide the framework for regional housing assistance (see H-Action-2, below) and shall include the following components:

- A regional housing needs assessment to identify current and future housing needs to support the regional vision
- Strategies and best practices to promote and/or address: housing supply, the preservation and expansion of market rate and subsidized affordable housing, housing in centers and in proximity to transit, jobs-housing balance, and the development of moderate-density housing options
- Coordination with other regional and local housing efforts





H-Action-2

Regional Housing Assistance: PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance shall include the following components:

- Guidance for developing local housing targets (including affordable housing targets),
 model housing policies, and best housing practices
- Technical assistance, including new and strengthened tools, to support local jurisdictions in developing effective housing strategies and programs
- Collection and analysis of regional housing data, including types and uses of housing and effectiveness of zoning, regulations, and incentives to achieve desired outcomes

H-Action-3

State Support and Coordination: PSRC will monitor and support as appropriate members' efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.

Local Actions

H-Action-4

Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.

H-Action-5

Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.









Economy

Goal: The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

A healthy economy is vital to creating and maintaining a high standard of living and quality of life for residents in the central Puget Sound region. To create stable and lasting prosperity, VISION 2050 focuses on businesses, people, and places. Strong regional growth necessitates continuous coordination to ensure that the region's quality of life remains an economic asset in the future. Success of the region's economy is built on quality of life policies across VISION 2050 that manage the region's growth, invest in transportation, protect the environment, and provide housing options for the region's residents. Economy policies in VISION 2050 build on these policies.

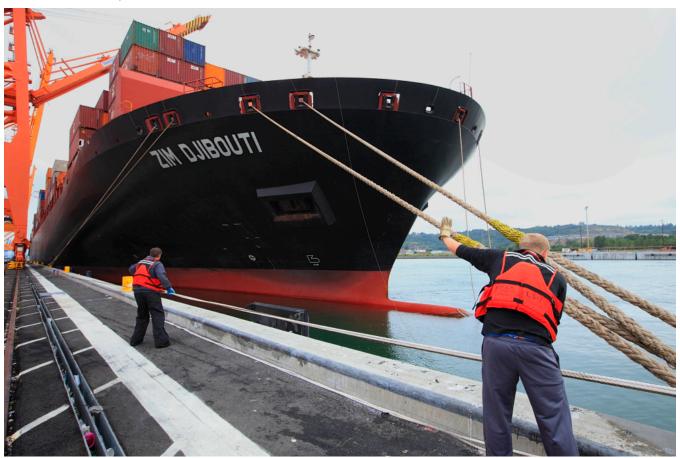
The region's outstanding natural environment is a key element for economic progress. Abundant natural resources, a beautiful setting, and vibrant communities make every industry more competitive in a global economy. Maintaining this advantage depends on a healthy built and natural environment – with clean industries, good jobs with good incomes, managed growth, and lively centers.

A healthy and growing economy provides good jobs and opportunity. It pays for vital public services such as education, social services, criminal justice, transportation, and environmental preservation. It allows the region to support the arts and cultural institutions, maintain parks, and build strong communities. A healthy economy permits residents to provide for their families. It enables the region to care for those who are vulnerable, to protect the environment, and to preserve the quality of life that makes the region such a special place.

However, not all parts of the region have benefitted equally from recent job growth. Jobs in the information, technical, and management sectors pay the highest average wages and saw some of the largest increases in jobs and wages since 2010. Nearly all this job growth in the region has been concentrated in a few urban areas. VISION 2050 calls for a better balance of job creation among the counties to broaden opportunity and create a better jobs-housing balance.

Locally owned businesses, serving cultures and communities in the region, are key assets to the region's economy. Rising real estate costs caused by strong population and job growth are threatening to price out these important businesses. VISION 2050 calls for the preservation of these community economic assets and the mitigation of their displacement.

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Roles in Implementation

Sustaining the regional economy requires coordination across the public and private sectors. The region's economic strategy, <u>Amazing Place</u>, is the blueprint for this coordination. Amazing Place is a data-driven regional economic strategy that identifies leading sectors and the ways the region intends to sustain economic development.

The strategy has three goals:

- 1. Open economic opportunities to everyone
- 2. Compete globally
- 3. Sustain a high quality of life

Each goal is supported by specific strategies and initiatives to sustain and grow jobs throughout the region, for all residents. The strategy emphasizes traditional economic development priorities such as transportation, education, international trade, and the region's business climate. Newer emphasis areas include a specific rural strategy, initiatives to grow jobs throughout the region, and advancing social equity and affordable housing.

PSRC supports economic development in local municipalities through technical assistance and economic data, serving as a regional forum, and implementing Amazing Place with regional stakeholders.

Cities and counties work to set the stage for economic development in their communities, including local zoning, housing, and transportation planning and implementation. Local governments provide programs to attract and retain employers, understand the needs of small and large employers, and support marketing of local businesses. Local planning for downtowns, industrial areas, and other types of centers helps businesses benefit from co-location with other businesses and services.

Regional economic success also depends on a large ecosystem of organizations, including an education and workforce development system that goes beyond local and regional boundaries.

Ultimately, the private sector makes siting decisions for new jobs and investments, choosing which regions to invest in and in which communities to open employment locations. These siting decisions are facilitated at the state, county, and local levels through a network of organizations that assist in the recruitment, retention, and expansion of businesses in the region.



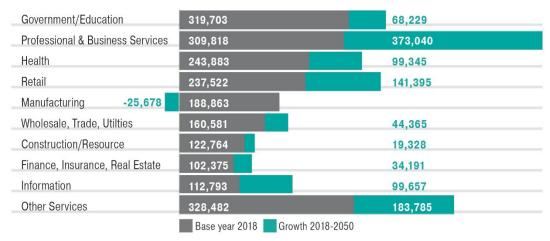
The Region's Economy

The central Puget Sound region is home to a diverse and growing economy. Forecasts show that the region will add 1.2 million jobs by 2050, growing to 3.4 million. Key export-focused industries that make the region unique include aerospace, information and communication technology, maritime, military and defense, life sciences and global health, clean technology, tourism, transportation and logistics, and business services. Washington's economy depends on trade – and the central Puget Sound region is vital to the state's trade activity. It is estimated that more than 40% of jobs in the state are tied to international trade. The region is home to many internationally known and successful companies such as Amazon, Boeing, Costco, Microsoft, Paccar, Starbucks, and Weyerhaeuser, and to the largest philanthropic organization in the world, the Bill & Melinda Gates Foundation. The region's internationally competitive ports and the state's natural resources make information technology, aerospace, and agricultural products major international exports. Military installations and defense companies are major employers in the region, particularly in Pierce and Kitsap counties.





Figure 29 – Central Puget Sound Region Employment and Forecast by Sector



Source: PSRC Macroeconomic Forecast - Wage & Salary Employment Estimates

Thriving Communities for People and Businesses

The region's outstanding quality of life, stunning natural setting, and healthy environment are distinctive attributes that set it apart when compared to most global competitors. These qualities help to attract and retain a highly talented and innovative workforce that drives global innovation.

VISION 2050 recognizes the importance of employment in cities and towns in rural areas and resource-based economic activity. Targeted efforts are needed to support jobs in industries compatible with rural communities, at a size, scale, and type that are compatible with the long-term integrity, productivity, and character of these areas.

The movement of people and goods throughout the region is crucial to the continued success of the economy and for growth of jobs and businesses. VISION 2050 calls for a transportation system that connects the region's centers and supports the economy through the movement of people and freight throughout the region.

Industrial lands, military installations, airports, seaports, and other maritime sites are assets that make significant contributions to the overall economy. Proximity to Pacific Rim countries, deep water ports, major transportation corridors, and low-cost energy are among the unique regional assets supporting these lands. VISION 2050 calls for the protection and preservation of these lands from incompatible use and encroachment.

Economic Opportunity

VISION 2050 underscores investment in all the region's people to create shared prosperity and to sustain a diversity of living-wage jobs. VISION 2050 responds to the changing reality of the global economy by placing people at the center of a prosperous region and promoting equitable access to opportunity for all the region's residents.

The new economy relies on a highly skilled and diverse population to stimulate creative and innovative enterprise, as well as local-serving employment in retail, health care, and other services. Investing in people means ensuring accessible and high-quality education and skills-training programs, fostering economic opportunities across the region.



VISION 2050 calls for supporting our culturally and ethnically diverse communities, including the region's tribes. It seeks to address the unique obstacles and special needs of the region's economically disadvantaged populations, as well as the assets and contributions they bring or have the potential to bring to the region's prosperity.

A Strong Business Climate

Industry clusters are concentrated sets of competing and complementary businesses that create wealth in a region by selling products or services to outside markets, generating income that fuels the rest of the economy.

Numerous factors affect the region's business climate, and the public sector plays a key role through planning and making investments that capitalize on natural and place-based assets. This is consistent with growth management and transportation objectives, and recognizes the important role that the private, public, and nonprofit sectors play in fostering environmental and social sustainability.

Economy Policies

MPP-EC-1

Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.

MPP-EC-2

Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.

MPP-EC-3

Support established and emerging industry clusters that export goods and services and import capital.

MPP-EC-4

Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.

MPP-EC-5

Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

MPP-EC-6

Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the needs of the regional economy.





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MPP-EC-7

Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.

MPP-EC-8

Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.

MPP-EC-9

Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living-wage jobs for the region's residents.

MPP-EC-10

Ensure that the region has a high-quality education system that is accessible to all of the region's residents.

MPP-EC-11

Ensure that the region has high-quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.

MPP-EC-12

Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.

MPP-EC-13

Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.

MPP-EC-14

Foster appropriate and targeted economic growth in areas with low and very low access to opportunity to improve access to opportunity for current and future residents of these areas.

MPP-EC-15

Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, including helping the region continue to expand its international economy.

MPP-EC-16

Ensure that economic development sustains and respects the region's environment and encourages development of established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.



MPP-EC-17

Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.

MPP-EC-18

Develop and provide a range of job opportunities throughout the region to create a closer balance between jobs and housing.

MPP-EC-19

Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities.

MPP-EC-20

Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.

MPP-EC-21

Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

MPP-EC-22

Maximize the use of existing designated manufacturing/industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.

MPP-EC-23

Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.

Economy Actions

Regional Actions

Ec-Action-1

Regional Economic Strategy: PSRC and the Economic Development District will coordinate economic development efforts to strengthen the region's industries, economic foundations and to implement the Regional Economic Strategy. Update the Regional Economic Strategy periodically.





Ec-Action-2

Regional Support for Local Government Economic Development Planning: PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to development economic development elements as part of their expected 2023/24 comprehensive plan updates. PSRC will also provide guidance on local planning to address commercial displacement.

Ec-Action-3

Regional Economic Data: PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.

Local Actions

Ec-Action-4

Economic Development Elements: Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction's unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.









Transportation

Goal: The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

VISION 2050 provides a framework for long-range transportation planning in the region. A safe and efficient transportation system is essential to the region's quality of life and serves as the backbone of the economy. As the region continues to grow and the travel needs of people change over time, improving mobility will be a challenging task.

The region is making historic investments in transit that include light rail, heavy rail, bus rapid transit, and ferries. Voters have approved measures authorizing \$54 billion to build out the region's light rail network, which will extend from Seattle to Everett, Tacoma, Redmond, and Issaquah. When complete, the region's light rail system will be among the largest in the nation. In addition, 28 new or extended bus rapid transit lines are planned across all four counties through 2040. Passenger only ferry routes are also expanding, with four routes currently operating as of 2019 and new routes being studied for the future. Current transit ridership continues to grow, with the region being one of only four across the country with consistent growth in transit boardings. VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities, with a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and areas within walking distance of high-capacity transit.

This historic investment in transit, and continued investments across modes, are critical due to the increases in congestion and travel delay seen in the region over the past decade. Since 2010, the region has grown by over 440,000 residents and 381,000 jobs. Delay on the region's freeway corridors has increased more than 50% since 2014, and the average travel time to work continues to steadily increase across all modes, averaging around 30 minutes. Notably, the share of commuters with travel times over 60 minutes has increased steeply and is higher than the share of commuters with travel times less than 10 minutes. This is true in each of the four counties.

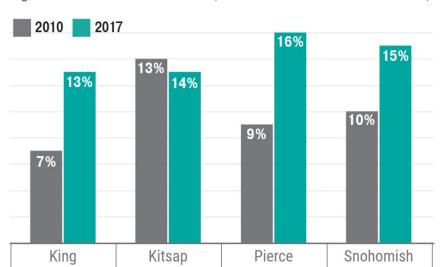


Figure 30 – Share of Commuters, Travel Time Greater Than 1 Hour, 2010-2017

Source: 2010-2017 American Community Survey

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People want shorter travel times and greater options, yet the costs of providing new transportation capacity continues to increase at rates greater than inflation. At the same time, the future of the fuel tax – the primary source for funding transportation investments – is limited. Advances in vehicle fuel economy, increasing construction costs, and erosion of purchasing power due to inflation have demonstrated the need to find other ways to pay for these investments.

With scores of local and state agencies responsible for implementing separate parts of the overall system, a coordinated regional approach to building and funding the transportation system is critical. If the region is to sustain its high quality of life and continue to support innovation, continued investments are necessary to complete, operate, and maintain the system.

VISION 2050 establishes the long-range regional policy direction for meeting this challenge and provides a basis for the more detailed planning and investment strategies in the Regional Transportation Plan, and at the local level. As the region's designated Metropolitan Planning Organization and state Regional Transportation Planning Organization, PSRC is responsible for developing and maintaining a long-range multimodal transportation plan that provides a regional perspective for transportation that coordinates across jurisdictions and recognizes the critical link between transportation, land use planning, economic development, and the environment.



The Regional Transportation Plan

The Regional Transportation Plan shows how the region intends to catch up and keep pace with expected growth. It identifies how the region's transportation system will be sustained and improved to better connect residents with employment centers, educational opportunities, major military installations, and other destinations such as the region's many recreational and cultural opportunities. It outlines unprecedented investments the region is making to improve highway, transit, rail, ferry, bicycle, and pedestrian systems to support the safe and efficient movement of people and goods. The plan describes how billions of dollars of federal, state, and local transportation funding will make improvements to the region's highway system, local roads, freight mobility, bicycle and pedestrian accessibility, and transit options.



Under federal transportation planning and funding statutes and regulations, PSRC is responsible for programming and maintaining a four-year regional Transportation Improvement Program, and for selecting projects to receive certain funds from the Federal Highway Administration and the Federal Transit Administration, usually on a two-year cycle. The policies guiding the competitive distribution of these funds are based on implementing the priorities identified in VISION 2050 and the Regional Transportation Plan. Specific policies about prioritization of PSRC's federal funds can be found in the Regional Collaboration chapter. While an important source, federal funds managed by PSRC represent a small percentage of total funds invested in transportation projects annually in the region. Other federal, state, and local funds support most transportation investments in the region.

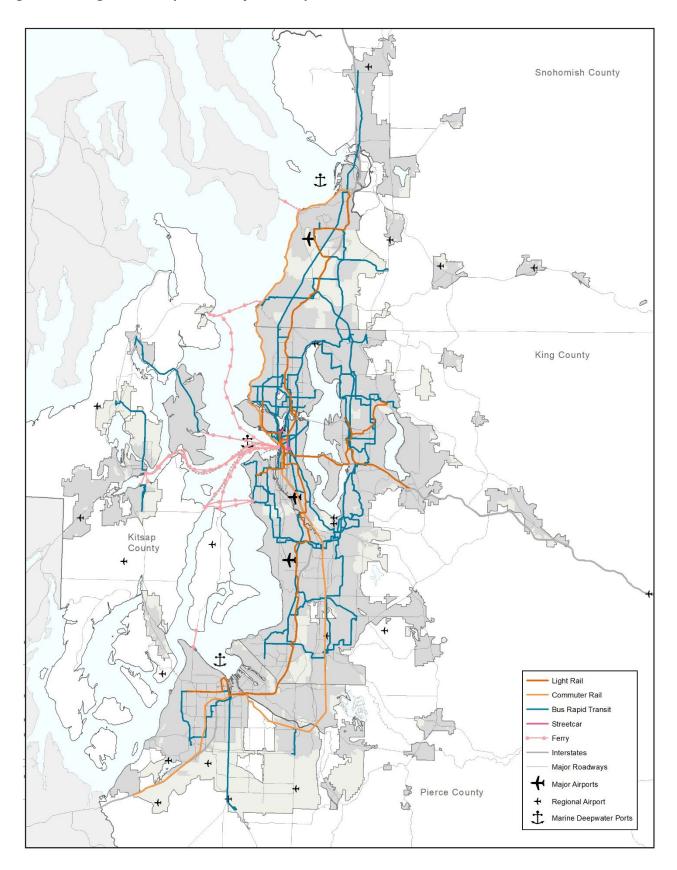
Together, VISION 2050 and the Regional Transportation Plan serve to coordinate transportation planning and project implementation across jurisdictions and at the local level. The 2018 Regional Transportation Plan plans for investments through the year 2040. The 2022 update to the plan will identify the investments necessary to serve an additional decade of growth to 2050.

Under the Growth Management Act, the state, local jurisdictions, and other transportation agencies are responsible for implementing transportation investments. They do so through projects that maintain, improve, and create new roadways, transit service, and pedestrian, bicycle, and freight infrastructure. Working together to consider mobility and access needs both within and beyond the borders of individual jurisdictions is critical to building the efficient, multimodal system described in the Regional Transportation Plan.



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Figure 31 – Regional Transportation System Map



Supporting the Regional Growth Strategy

Continued growth of people and jobs will increase pressure on the region's transportation system. The Regional Growth Strategy is built around the concept that additional transportation infrastructure and services will be prioritized for areas expected to accommodate the most growth. This includes investments to support continued growth in local and regional centers and around high-capacity transit station areas. Supporting the Regional Growth Strategy will require a commitment to developing a highly efficient multimodal transportation system throughout the region. VISION 2050 transportation policies guide and coordinate actions to build strong regional and local integration of land use and transportation.

Supporting People

Continued growth in the region increases the need for accessible, affordable, and convenient mobility for all people in the region. Everyone should have equitable access to goods, services, and jobs. Yet with a booming economy and rising housing costs, many of the region's residents find themselves priced out of major employment centers, increasing commute distances and the financial burden of transportation. This hits the region's lowest-income households the hardest. The resulting disconnect between where people live and work has contributed to record levels of freeway congestion, and historic ridership and crowding on transit. These challenges are already imposing costs that are likely to increase in the future without meaningful action to provide more accessible transportation choices and improving the jobs-housing balance.

An equitable transportation system supports broad mobility and connectivity, prioritizes an effective and affordable public transportation network that supports transit-dependent communities, and provides access to core services and amenities, including employment, education, and health and social services. It includes providing access to transportation choices for all, ensuring that travel times to key destinations are reasonable for all people, and requires assessing how the region can better connect places that have low access to opportunity to places that have more opportunity.

Mobility and Accessibility

As the region continues to grow and becomes more congested, transportation investments that improve mobility are key. These include completing a regional high-capacity transit network with seamless connections to local transit systems and creating robust multimodal access to the overall transit network. It also includes continued mobility for freight and goods movement, as well as improvements to bicycle and pedestrian infrastructure, multimodal and passenger-only ferries, aviation and intercity rail systems that connect to other states and countries, and critical highway links. VISION 2050 calls for the development of an integrated multimodal transportation system that supports all of these needs, and ensures access to goods, services, and amenities that will help people and the economy thrive.







Supporting the Economy

The region's economy depends on a robust, resilient transportation system that efficiently connects people to jobs, schools, and services, and moves freight and goods. Nearly all products in the region are transported using a complex system of roads, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one of the world's global gateways and major entry points into North America, the freight system in the Pacific Northwest reaches far beyond the region's boundaries and involves a mix of public and private ownership. The transportation system investments supported by VISION 2050 will help grow the region's economy.

A Sustainable Transportation System

A sustainable transportation system will address the important task of preserving and maintaining existing transportation assets and making the current system work more efficiently and safely. Investments to encourage a shift from driving alone by providing convenient, safe and accessible options are critical to achieving this vision. The region supports investments that work to achieve the state's Target Zero goal of zero deaths and serious injuries on roads and highways by 2030. Priorities also focus on developing a secure and resilient transportation network, being prepared for potential impacts from natural disasters and other catastrophes, and planning for recovery. As traditional sources of revenues supporting transportation become less reliable, the pursuit of alternative transportation financing mechanisms such as roadway pricing and other user fees will be key to developing and managing a sustainable transportation system into the future.

Protecting the Environment

The regional transportation system should be planned and designed to keep the region's air and water healthy, sustain the region's overall environment, assist in coordinated efforts to protect and restore the health of the region's watersheds, and reduce overall greenhouse gas emissions to address climate change. Untreated stormwater from transportation infrastructure has contributed to the degradation of Puget Sound and other water bodies, and inadequate or missing culverts have prevented fish passage to spawning areas. As new transportation infrastructure is developed, there is an opportunity to improve water quality and habitat.

The Regional Transportation Plan sets the region on course to significantly reduce greenhouse gas emissions through a flexible and balanced approach of land use, pricing, choices, and technology. One important element – among many – will be to advance the adoption of electric vehicles across the region and support the necessary infrastructure to achieve this transition. VISION 2050's Climate Change chapter highlights the importance of taking action to reduce greenhouse gas emissions.

Innovation and Disruptive Change

Rapidly developing technological innovations have the potential to disrupt the way we think about transportation systems. These changes range from improvements to existing technologies, including Intelligent Transportation Systems, to shared mobility, improved traveler information tools, and connected or autonomous vehicles. These innovations could have an enormous influence on how and where people live, shop, work, and play, and how the region develops and designs roadways and other transportation infrastructure. The expanding shift towards on-demand mobility services and new technologies supporting those fleets has the potential to change trends in private car ownership and usage, local and regional parking needs, and the use of public right-of-way for pick-up and drop-off zones. However, the rapid pace of change in technology makes it hard to predict when new technologies will mature and become widespread, and what the impacts will be on the system. The region must prepare for these potential disruptions and ensure those changes support the region's communities and vision for the future.





Transportation Policies

MPP-T-1

Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

MPP-T-2

Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

MPP-T-3

Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

MPP-T-4

Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries.

MPP-T-5

Develop a transportation system that minimizes negative impacts to, and promotes, human health.

MPP-T-6

Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.

MPP-T-7

Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.

MPP-T-8

Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-9

Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.



MPP-T-10

Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.

MPP-T-11

Design, construct, and operate a safe and convenient transportation system for all users while accommodating the movement of freight and goods, using best practices and context sensitive design strategies.

MPP-T-12

Emphasize transportation investments that provide and encourage alternatives to singleoccupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-13

Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.

MPP-T-14

Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

MPP-T-15

Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

MPP-T-16

Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-17

Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

MPP-T-18

Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

MPP-T-19

Design transportation programs and projects to support regional growth centers and highcapacity transit station areas.





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MPP-T-20

Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-21

Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-22

Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

MPP-T-23

Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-24

Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-25

Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.

MPP-T-26

Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement.

MPP-T-27

Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

MPP-T-28

Promote coordinated planning and effective management to optimize the existing aviation system prior to development of new airports. Accommodate anticipated regional growth in aviation while minimizing health and noise impacts in communities.

MPP-T-29

Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.



MPP-T-30

Provide infrastructure sufficient to support widespread electrification of the transportation system.

MPP-T-31

Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

MPP-T-32

Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

MPP-T-33

Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.

MPP-T-34

Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.

Transportation Actions

Regional Actions

T-Action-1

Regional Transportation Plan: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the Active Transportation Plan. regional freight network, aviation planning and other important system components.





T-Action-2

Transportation Technology and Changing Mobility: PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local decision making. Outcomes could include guidance, best practices and future policies.

T-Action-3

Freight Mobility: PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.

T-Action-4

Climate: PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy - or future versions thereof - to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit-oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.

T-Action-5

Aviation Capacity: PSRC will continue to conduct research and analysis of the region's aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, and to set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing aviation capacity needs.

Local Action

T-Action-6

VISION 2050 Implementation: Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to technology, freight and delivery, and the needs of all users.









Public Services

Goal: The region supports development with adequate public facilities and services in a coordinated, efficient, and costeffective manner that supports local and regional growth planning objectives.

Public services are essential to the day-to-day operation of the region, helping make communities safe, healthy, prosperous, and resilient. As the region grows, public services will need to continue to adjust and evolve to meet the region's changing needs.

Public services are provided by local governments, special purpose districts, and private entities. They include drinking water, solid waste management, sewage treatment, stormwater management, energy, telecommunications, emergency services, schools, libraries, law and justice services, health and human services, and community centers.

New or expanded public services and infrastructure are needed to support new development. At the same time, existing infrastructure requires ongoing maintenance and upgrading. Using more efficient designs and technologies can curb some of the need for new infrastructure. A commitment to sustainable infrastructure ensures the least possible strain on the region's resources and the environment, while contributing to healthy and prosperous communities.

Aligning the provision of public services with the Regional Growth Strategy allows services to be provided more efficiently and at lower operating costs. Provide urban services in urban areas reduced travel times, transportation impacts, and makes services more accessible. Locating services in communities also supports local investments in neighborhoods and centers, reinforcing the desired growth pattern and curbing rural growth. This is consistent with the Growth Management Act which allows certain services, such as sanitary sewers, only in the urban growth area – with few exceptions (RCW 36.70A.110 (4)).

All residents in the region should have access to high-quality, affordable public services. Equitable access to these services will require identifying gaps in services and planning for expanded or improved services and facilities, which represent significant investment. As the internet has become an increasingly important resource, the widespread availability of affordable, reliable internet and telecommunications services has become a priority for communities. Inadequate provision of some services such as water, wastewater, and stormwater could become public health, safety, and environmental justice issues. Coordinated planning between PSRC, counties, cities, and service providers will help make public services more affordable, effective, sustainable, and equitable.

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Many parts of the region, especially the unincorporated urban growth area, receive a variety of services through special purpose districts. Special purpose district boundaries often overlap with municipal boundaries and the urban growth area boundary. Special purpose districts and local jurisdictions need to coordinate to plan for future capacity, but the lack of uniformity among special purpose districts and local jurisdictions can make coordination challenging. The Growth Management Act states that cities are the preferred providers of urban services (RCW 36.70A.110 (4)).

Special Purpose Districts

Washington state law allows special purpose districts to be created for a variety of services, including sewer, water, drainage, flood control, parks and recreation, fire, libraries, public hospitals, schools, and public transportation. There are more than 330 special purpose districts in the central Puget Sound region. The Growth Management Act requires counties and cities to work together but does not place the same obligation on all special purpose districts.

Sustainable and Resilient Public Services

Many of the resources the region depends on are finite and vulnerable. Continued growth, with more demand for water, energy, wastewater management, and other utilities, can threaten the region's ability to maintain current level of service standards and protect resources.

Resources like water and energy can be managed in a way that conserves them for future generations. Conservation and evolving management practices, such as water reuse, play key roles in efficient use of resources. Improving wastewater treatment and stormwater management is crucial in recovering the health of Puget Sound and surrounding water bodies. Consistent with VISION 2050, public service providers are striving to decrease environmental and community impacts. Many providers are educating the public to be partners in these efforts.

Transitioning to low carbon energy will require retrofitting infrastructure to reduce energy consumption and greenhouse gas emissions. Understanding the impacts that climate change will have on future conditions and infrastructure is an important part of planning for public services.

The central Puget Sound region is vulnerable to natural hazards like earthquakes, landslides, and wildfires, and is also threatened by sea level rise. Community resilience is the ability to prepare for anticipated hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. Public services play roles in community resilience through siting, designing, building, and operating public services and infrastructure that avoid or withstand hazards and ensure that services can continue or quickly resume after a disaster or emergency. Lack of planning for resilience leads to disproportionate impacts on vulnerable populations, who tend to have greater exposure to hazards and fewer resources to respond.



Capital Facility Siting

Expanding public services to accommodate growth can create challenges in how and where to site new facilities. While capital facilities are essential to communities, commerce, and quality of life, they often affect the environment and adjacent communities. Infrastructure such as sewage treatment plants and power transfer stations become hard to site and must be designed and operated without being nuisances to neighbors. High land costs make it difficult and costly to build new facilities like schools and libraries close to where people live. However, innovative practices such as joint siting and sharing of facilities that provide multiple benefits (such as playgrounds shared by schools and the public, stormwater parks, and collocated services) can reduce costs.

Siting capital facilities to support local and regional growth plans includes investing in capital facilities and amenities to support regional and local centers and siting capital facilities according to the populations they serve. Cultural and civic facilities contribute to creating a sense of community. They best serve their populations when located in central places that people can reach by walking, biking, or using transit. Facilities serving urban populations are more efficient and cost-effective when sited in urban areas, while facilities serving rural populations are more effective when designed at the appropriate scale and located in adjacent towns or communities.

School Siting

School district boundaries have been long established, and some districts that were historically rural have become major suburban education providers. As a result, there are some districts that provide school services to both urban and rural populations, and some that own sites outside the urban growth area intended for future schools. Developing urban-serving schools on these outlying locations often requires expensive programs to transport students and encourages students to drive or be driven to schools.

Schools should be encouraged to become the cornerstones of their communities by locating urbanserving schools in urban settings and designing facilities to better integrate with their urban neighborhoods. Collaborative planning between school districts and local governments on siting urban schools has been successful in identifying locations, problem-solving development challenges, and encouraging walking and biking to schools.

In 2017, the Washington State Legislature amended the Growth Management Act to allow, under certain circumstances, schools serving urban and rural populations outside the urban growth area if certain conditions are met.

Careful consideration of equity can help ensure that the benefits and impacts of capital facilities are shared by communities throughout the region. The historic provision of public services often systematically and disproportionately created worse conditions for people of color and people with low incomes, which lowered access to opportunity and quality of life. To this day, people in these communities may lack access to reliable services and infrastructure, such as sewers, broadband, and parks. Looking to the future, there are opportunities to correct these past inequities and increase access to opportunity for groups who have been historically marginalized. While certain facilities generate unavoidable adverse impacts, they can be mitigated by not siting facilities in a manner that unduly burdens certain communities or population groups.







Manchester Stormwater Park, Kitsap County

Public Services Policies

MPP-PS-1

Protect and enhance the environment and public health and safety when providing services and facilities.

MPP-PS-2

Promote affordability and equitable access of public services to all communities, especially the historically underserved.

MPP-PS-3

Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.

MPP-PS-4

Promote demand management and the conservation of services and facilities prior to developing new facilities.

MPP-PS-5

Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

MPP-PS-6

Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.



MPP-PS-7

Obtain urban services from cities or appropriate regional service providers. Encourage cities, counties, and special service districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and move towards consolidations that would improve service to the public.

MPP-PS-8

Develop conservation measures to reduce solid waste and increase recycling.

MPP-PS-9

Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.

MPP-PS-10

Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

MPP-PS-11

Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

MPP-PS-12

Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.

MPP-PS-13

Promote the use of renewable energy resources to meet the region's energy needs.

MPP-PS-14

Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

MPP-PS-15

Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.

MPP-PS-16

Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.

MPP-PS-17

Coordinate, design, and plan for public safety services and programs.





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MPP-PS-18

Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.

MPP-PS-19

Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.

MPP-PS-20

Consider the potential impacts of climate change and fisheries protection on the region's water supply.

MPP-PS-21

Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.

MPP-PS-22

Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.

MPP-PS-23

Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.

MPP-PS-24

Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.

MPP-PS-25

Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.

MPP-PS-26

Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.

MPP-PS-27

Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.



MPP-PS-28

Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, (2) equitably balances the location of new facilities, and (3) addresses regional planning objectives.

MPP-PS-29

Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.

Public Services Actions

Regional Actions

PS-Action-1

Utility and Service District Planning: PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.

PS-Action-2

Facilities Siting and Design: PSRC will facilitate cooperative efforts with special service districts and local jurisdictions to site and design facilities that enhance local communities in accordance with growth management goals and VISION 2050.







Implementation

The collective work of PSRC, counties, cities, and other agencies and organizations is needed to guide the region toward its desired future. PSRC's implementation of VISION 2050 occurs through five primary work programs described in this section:

- Data, tools, and planning guidance
- Policy and plan review
- Regional transportation planning and funding
- Regional economic development planning
- Other regional actions

This chapter also describes how VISION 2050 may be amended periodically to reflect technical or significant changes and provides the legal framework for VISION 2050.

Data, Tools, and Local Assistance

PSRC provides data, analysis, guidance, and technical support to its members. Members participate in a wide variety of workshops and other education and training opportunities to learn about important issues for local jurisdictions, such as establishing growth targets, implementing housing affordability strategies, countywide planning policies, comprehensive plans, center plans, and transit station area plans. Technical assistance is also identified in VISION 2050 actions.

PSRC provides regional and small area forecasts, as well as data and tools for demographic, transportation, housing, land use, environmental, and other research. PSRC staff are available to support local work with data and analysis. The most popular maps and data sets are available on PSRC's website, and members may make custom requests. PSRC also conducts land use, transportation, and mobile source emissions modeling.

Policy and Plan Review

Regional review of local, countywide, and transit agency plans provides the opportunity for coordination and collaboration and helps in understanding how individual plans are working collectively to support the region's objectives.

PSRC's process for the review of countywide, local, and transit agency plans is established by the consistency requirements of the Growth Management Act, as well as state-required guidelines for evaluating comprehensive plans and directives in PSRC's Interlocal Agreement. State law requires regional "guidelines and principles" for regional transportation planning (RCW 47.80.026). The multicounty planning policies in VISION 2050 serve as the region's guidelines and principles. They must address factors such as: concentration of economic activity, residential density, development and urban design that supports high-capacity transit, joint- and mixed-use development, freight movement and port access, development patterns that promote walking and biking, transportation demand management, effective and efficient transportation, access to regional systems, and intermodal connections. Additional information on the legal framework is provided on PSRC's website.





Certification of plans is a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with projects submitted into the Regional Transportation Improvement Program. Review of local, countywide and transit agency plans is described below and in more detail in PSRC's Plan Review Manual.

Countywide Planning Policies

Countywide planning policies provide a county-level framework for guiding local planning. Countywide planning policies are adopted by each county and its cities through countywide planning councils and local ratification processes. PSRC, as the Regional Transportation Planning Organization, must certify the countywide planning policies for consistency with the Regional Transportation Plan and regional guidelines and principles (RCW 47.80). The Regional Collaboration chapter calls for countywide planning policies to be updated to reflect revised multicounty planning policies by December 31, 2021.

The countywide planning policies generally contain local growth targets that implement the Regional Growth Strategy. By allocating county and regional growth to groups of regional geographies, the Regional Growth Strategy preserves flexibility for counties to work with their cities as they develop specific, jurisdiction-level growth targets that take into account local conditions, such as development capacity and phased opening of high-capacity transit. PSRC provides data and technical assistance to countywide planning organizations to assist in the development of growth targets that are consistent with the Regional Growth Strategy.

PSRC provides early consultation, data and technical assistance, and early review of draft countywide planning policies prior to adoption. Once adopted, PSRC reviews countywide planning policies for certification.



Bellevue Youth Council



Local Comprehensive Plans

Every county, city, and town in the region maintains a comprehensive plan to shape the future of their community. PSRC works with local governments and agencies to ensure that planning is coordinated and meets regional and state requirements consistent with PSRC's adopted Policy and Plan Review Process. PSRC reviews and certifies the transportation-related provisions of local comprehensive plans based on three things:

- 1. Established regional guidelines and principles
- 2. The adopted long-range Regional Transportation Plan
- 3. Transportation planning requirements in the Growth Management Act

PSRC's Plan Review Manual provides details on the plan review and certification process, including guidance and checklists for aligning plans and policies with VISION 2050 and Growth Management Act requirements.

Local comprehensive plans were reviewed under VISION 2040 provisions for the first time in 2014-2016. Strengths and challenges from that review were assessed and documented in a report called Taking Stock 2016. Based on feedback from the Taking Stock assessment, PSRC will update the plan review process and Plan Review Manual to make review of future local plan updates more clear, predictable, and efficient. Earlier communication on expectations for updates and reviews will be key and improving the process for board review of plans will help to make it more predictable.

As jurisdictions develop their comprehensive plan updates, PSRC provides review and feedback in three phases: pre-update consultation, early review of draft plan elements, and review of adopted plans for certification. PSRC will coordinate with countywide groups and hold workshops on the plan review process. Pre-update consultation between jurisdictions and PSRC will help identify new provisions in VISION 2050 and the Growth Management Act. Consistent with the updated Plan Review Manual, the local plan certification checklist will provide clarity on expectations for plan certification.

Subarea Plans for Regional Centers

Jurisdictions that have regionally designated centers – either regional growth centers or regional manufacturing/industrial centers – are required by PSRC to prepare a subarea plan for each center. Subarea plans should satisfy the Growth Management Act (RCW 36.70A.080) and regional requirements for subarea plans. Regional requirements are documented in the Regional Centers Framework, Designation Procedures for New Centers, and regional center plans checklist.

For new regional centers, PSRC's designation procedures require that the jurisdiction adopt a subarea plan prior to designation. The process to certify a subarea plan is similar to the process for certifying comprehensive plans.

Transit Agency Long-Range Plans and Transit Development Plans

To coordinate transit planning with local and regional growth management planning efforts, transit agency long-range plans should demonstrate consistency with the Regional Transportation Plan, be compatible with multicounty planning policies and the countywide planning policies for the county or counties in which the agency provides service, and facilitate coordination with local governments within the agency's service area.





Transit agencies are expected to update their long-range plans on a regular basis to provide necessary revisions to the Regional Transportation Plan's future integrated transit network and to assist in identifying new assumptions for capital needs associated with the future integrated transit network and access to the transit system.

Sound Transit's Regional Transit System Plan

Washington state law requires PSRC to formally certify that the regional transit system plan prepared by the Regional Transit Authority (Sound Transit) is consistent with the Regional Transportation Plan (RCW 81.104). Updates to the regional transit system plan must also address RCW 81.112.350, which directs Sound Transit to implement the regional transit-oriented development strategy developed by PSRC.

Regional Transportation Planning and Project Funding

The Regional Transportation Plan, the region's federally required metropolitan transportation plan, is the functional plan implementing VISION 2050 transportation provisions. The Regional Transportation Plan describes how the region intends to provide transportation choices to support expected growth and identifies investments the region is making to improve transit, highway, rail, ferry, bicycle, and pedestrian systems to support the safe and efficient movement of people and goods. A state and federally required air quality conformity analysis is conducted on the plan, as well as a broader emissions analysis that includes greenhouse gas emissions. Federal transportation planning regulations require metropolitan transportation plans to be updated every four years. The next update of PSRC's Regional Transportation Plan is scheduled for adoption in 2022. It will use the land use and growth assumptions described in in VISION 2050's Regional Growth Strategy.

The Regional Transportation Plan includes a list of regionally significant transportation projects that implement VISION 2050. To be considered for funding, projects must be in or consistent with the Regional Transportation Plan and included in the Regional Transportation Improvement Program, which is a four-year snapshot of current transportation projects underway in the region. These projects are funded with federal, state, and local funds, including the most recent federal grants awarded through PSRC.

In addition to the list of projects, the Regional Transportation Improvement Program also contains the following information:

- The adopted policy framework for the distribution of PSRC's federal funds, which is based on the multicounty planning policies.
- A description of the project selection process for these funds.
- A discussion of the interagency coordination and the public review process.
- The findings of the air quality conformity analysis.

Each project in the Transportation Improvement Program undergoes a comprehensive review by PSRC staff to ensure it meets certain requirements.



Regional Economic Development Planning

The Regional Economic Strategy implements the economic development provisions in VISION 2050. It describes the region's approach to sustained economic vitality and global competitiveness. The Central Puget Sound Economic Development District Board develops the Regional Economic Strategy and identifies actions to implement it. These actions focus on building regional capacity, identifying emerging opportunities, providing data analysis, and collaborating on events that bring together regional economic development interests. Funding for implementation efforts come from a variety of sources such as federal and state grants, local funding, and support from regional partners. The U.S. Economic Development Administration requires the Regional Economic Strategy to be updated every five years.

Other Regional Actions

In addition to PSRC's regular technical assistance, plan review, and transportation and economic development planning programs, VISION 2050 identifies other actions designed to implement the multicounty planning policies and the Regional Growth Strategy. Many of the actions are identified as work items for PSRC; other actions are more appropriate for countywide or subregional groups, counties, cities, or other partners. Some of the regional actions VISION 2050 identifies include:

- Regional equity strategy: Develop a regional equity strategy to make racial and social equity central to PSRC's work and support local comprehensive plan updates.
- **Regional housing strategy:** Develop a comprehensive regional housing strategy to support local comprehensive plan updates and provide the framework for regional housing assistance, including a regional housing needs assessment, best practices to promote and address housing affordability issues, and coordination with other housing efforts.
- Four-Part Greenhouse Gas Strategy: Advance the implementation of the region's Greenhouse Gas Strategy to meaningfully reduce emissions throughout the region from transportation, land use, and development.
- Open space planning: Implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan.

PSRC policy boards and the Executive Board will prioritize VISION 2050 actions in upcoming work programs and budget cycles. PSRC will identify performance measures and regularly monitor them after VISION 2050 is adopted. The plan also identifies actions for PSRC to communicate with the state Legislature on important regional implementation steps for VISION 2050.







Amendments to VISION 2050

VISION 2050, including the Regional Growth Strategy and the multicounty planning policies, may be amended periodically. Technical amendments approved by PSRC's Executive Board may include changes to the regional geography classification of a city or unincorporated community due to designation of new regional growth centers and annexation or incorporation of an unincorporated urban area. Technical amendments are limited to those updates needed to support setting Growth Management Act population and employment targets; other amendments to the Regional Growth Strategy are subject to approval by the General Assembly.

Major amendments or updates to VISION 2050 are anticipated to be completed about every 10 years to incorporate up-to-date information, such as changing demographics documented by the U.S. decennial census, and to support local comprehensive plan updates, countywide growth targets, or the Regional Transportation Plan with updated growth assumptions. Periodic major updates may also be appropriate to recognize and adapt to significant changes, such as following a five-year review and designation period for regional centers. Amendments to VISION 2050, outside of the limited technical amendments listed above, require an action of PSRC's General Assembly, which meets annually.

VISION 2050 Legal Framework

VISION 2050 was developed under the authority and mandates of federal and state statutes and regional agreements.

Growth Management Act

Washington's Growth Management Act provides the framework for planning at all levels in the state, including identifying and protecting critical environmental areas, developing multicounty and countywide planning policies, and crafting local comprehensive plans (RCW 36.70A). Multicounty planning policies (and the related countywide planning policies) provide a common framework for local and regional planning in the central Puget Sound region. At a minimum, multicounty planning policies are to address the urban growth area, contiguous and orderly development, siting capital facilities, transportation, housing, joint planning, and economic development. The multicounty planning policies are included in VISION 2050.

Additional guidance is provided by the portion of state law that authorizes and directs the planning efforts and responsibilities of Regional Transportation Planning Organizations (RCW 47.80). PSRC is designated as the Regional Transportation Planning Organization for King, Kitsap, Pierce, and Snohomish counties. This legislation related to the Growth Management Act calls for Regional Transportation Planning Organizations to develop and carry out a program to certify the transportation-related provisions in local comprehensive plans. It mandates the development of regional guidelines and principles to guide both regional and local transportation planning. These guidelines and principles are to address, at a minimum, the following factors: concentration of economic activity, residential density, urban design that supports high-capacity transit, freight transportation and port access, development patterns that promote pedestrian and nonmotorized transportation, circulation systems, transportation demand management, joint and mixed-use developments, railroad right-of-way corridors, and intermodal connections. Multicounty planning policies serve as PSRC's regional guidelines and principles under RCW 47.80.

PSRC's certification of transportation-related provisions in local comprehensive plans includes determining conformity with state requirements for transportation planning in local plans. consistency with adopted regional guidelines and principles, and consistency with the Regional Transportation Plan (RCW 36.70A.070 and 47.80.026). The legislation also addresses the certification of the countywide planning policies. Certification of plans is a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with projects submitted into the Regional Transportation Improvement Program.

Interlocal Agreement

In 1992, PSRC and its member jurisdictions, including counties, cities, federally recognized tribes, state agencies, ports, and associate members, adopted an interlocal agreement that provides PSRC with the authority to carry out the functions required under state and federal law. With regard to longrange planning, the interlocal agreement calls for PSRC to "maintain VISION as the adopted regional growth management strategy."





Fixing America's Surface Transportation Act

In 2015, Congress enacted the latest authorization for the nationwide transportation program, titled the Fixing America's Surface Transportation Act. This legislation includes requirements for planning by Metropolitan Planning Organizations, including maintaining financially constrained long-range transportation plans for their regions. PSRC is the designated Metropolitan Planning Organization for King, Kitsap, Pierce, and Snohomish counties. Federal requirements and planning factors include supporting the economic vitality of the region, increasing safety and security, improving mobility and accessibility for people and freight, protecting the environment, coordinating transportation and land use, integrating and connecting the transportation system across all modes, emphasizing the preservation of the system as well as promoting efficient management and operations, improving resilience and reliability, and enhancing travel and tourism. These planning factors have been incorporated into VISION 2050's Regional Growth Strategy and multicounty planning policies, which in turn guide the development of the region's functional regional transportation plan.

Public Works and Economic Development Act

The federal Public Works and Economic Development Act (1965), amended as the Public Works and Economic Development Act in 1998, supports long-term economic development in areas experiencing substantial economic distress through the creation, expansion, or retention of permanent jobs that help raise income levels. Economic development funding programs support these goals with financial backing for economic projects that support the construction or rehabilitation of essential public infrastructure and the development of facilities that are necessary to generate private investments. To be eligible for these programs, the region must develop a comprehensive economic development strategy to guide its economic development efforts. To satisfy this requirement, PSRC and the Economic Development District have developed Amazing Place, the region's economic strategy, which serves as the economic functional plan of VISION 2050.

Clean Air Acts

VISION 2050 and its multicounty planning policies were developed in conformity with the guidelines and requirements of the federal Clean Air Act and state Clean Air Act, and their related amendments. These complementary pieces of legislation define a framework for maintaining air quality and human and environmental health through planning, project implementation, and regulation. Under federal and state regulations, PSRC is required to demonstrate that the long-range Regional Transportation Plan and the region's Transportation Improvement Program – which are guided by VISION 2050 – conform to the State Implementation Plan for Air Quality. This conformity requirement is a mechanism for ensuring that transportation activities – plans, programs, and projects – are reviewed and evaluated for their impacts on air quality prior to funding or approval.

Analysis of Fiscal Impact

The Growth Management Act requires that countywide and multicounty planning policies address an analysis of fiscal impact. The Central Puget Sound Hearings Board concluded in City of Snoqualmie v. King County (1993), that "the purpose of the fiscal impact analysis is to realistically assess the fiscal costs and constraints of implementing countywide planning policies and thereby to contribute to the design of an effective strategy to overcome those constraints." The Hearings Board stated that "this task was imposed on cities and counties because they are the units of government directly responsible for creating and implementing the countywide planning policies, as well as the parties most directly affected fiscally by implementation of the countywide planning policies." Within the central Puget Sound region, analysis of fiscal impact is deferred to the respective countywide planning policies for King, Kitsap, Pierce, and Snohomish counties.



Growth Management Policy Board

(as of draft VISION 2050 plan release, July 19, 2019)

Councilmember Ryan Mello, City of Tacoma – *Chair* Councilmember Hank Margeson, City of Redmond – *Vice-Chair*

- Patricia Akiyama, Master Builders
- Dave Andersen, Washington State Department of Commerce
- Deputy Mayor Jay Arnold, City of Kirkland
- o Councilmember Scott Bader, City of Everett
- o Mayor John Chelminiak, City of Bellevue
- Dr. Anthony Chen, Tacoma-Pierce County Health Department
- o Councilmember Tim Curtis, City of Fife
- o Councilmember Larry Gossett, King County
- Clayton Graham, Municipal League of King County
- o Councilmember John Holman, City of Auburn
- Marty Kooistra, Housing Development Consortium of Seattle-King County
- o Councilmember Kathy Lambert, King County
- Peter Mayer, Metro Parks Tacoma
- Robin Mayhew, Washington State Department of Transportation

- Commissioner Paul McIntyre, Alderwood Water & Wastewater District
- Barb Mock, Snohomish County
- Ian Morrison, NAIOP Commercial Real Estate Association
- Councilmember Mike O'Brien, City of Seattle
- Councilmember Abel Pacheco, City of Seattle
- o Deputy Mayor Cynthia Pratt, City of Lacey
- o Rob Purser, The Suquamish Tribe
- o Mayor Robert Putaansuu, City of Port Orchard
- o Councilmember Terry Ryan, Snohomish County
- o Councilmember Jan Schuette, City of Arlington
- o Edna Shim, Seattle Children's Hospital
- o Commissioner Peter Steinbrueck, Port of Seattle
- Mayor Greg Wheeler, City of Bremerton
- Commissioner Ed Wolfe, Kitsap County
- o Bryce Yadon, Futurewise
- Councilmember Derek Young, Pierce County

Alternates

- o Jennifer Anderson, Master Builders
- Mark Barkley, Washington State Department of Commerce
- o Councilmember Chris Beale, City of Tacoma
- Carson Bowlin, NAIOP Commercial Real Estate Association
- o Joe Brady, Metro Parks Tacoma
- o Councilmember Traci Buxton, City of Des Moines
- o Jeff Clarke, Alderwood Water & Wastewater District
- o Commissioner Charlotte Garrido, Kitsap County
- o Councilmember Kevin Gorman, City of Bremerton
- o Councilmember Bruce Harrell, City of Seattle
- o Todd Johnson, Seattle Children's Hospital
- o Councilmember Jeanne Kohl-Welles, King County
- David Lawson, Municipal League of King County
- Patience Malaba, Housing Development Consortium of Seattle-King County
- o Tiernan Martin, Futurewise
- o Councilmember Jim McCune, Pierce County
- o Commissioner Don Meyer, Port of Tacoma
- Councilmember Elizabeth Mitchell, Town of Woodway
- Councilmember Jeff Moore, City of Everett

- o Councilmember Nate Nehring, Snohomish County
- o Thomas Ostrom, The Suquamish Tribe
- Councilmember Ron Peltier, City of Bainbridge Island
- Deputy Mayor Lynne Robinson, City of Bellevue
- JoAnn Schueler, Washington State Department of Transportation
- Azim Sheikh-Taheri, Washington State Department of Transportation
- o Andrea Spencer, City of Bremerton
- o Mayor Geoffrey Thomas, City of Monroe
- o Councilmember Nancy Tosta, City of Burien
- o Dr. Susan Turner, Kitsap Public Health District
- o Chip Vincent, City of Renton
- Christopher Wierzbicki, Futurewise
- Councilmember Paul Winterstein, City of Issaquah
- Councilmember Steve Worthington, City of University Place

PAST MEMBERS

- Mayor Allan Ekberg, City of Tukwila
- o Councilmember Rob Johnson, City of Seattle
- Mark McCaskill, Washington State Department of Commerce





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- Mark Gulbranson, Deputy Executive Director
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- Paul Inghram, Director of Growth Management
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Department of Planning and Community Development

Memorandum

Date: August 20, 2019

To: City Manager

City Council

From: Heather Wright

Interim Planning Director

Subject: Update on Population Forecast – PSRC Vision 2050 Plan

I. Puget Sound Regional Council BACKGROUND

The Puget Sound Regional Council (PSRC) is the regional planning organization for the four-county central Puget Sound region (King, Pierce, Snohomish and Kitsap counties). PSRC conducts long-range planning (20-30 years in the future) for growth management, transportation, and economic development. It also collects regional data on demographics, housing, unemployment, building permits, and traffic counts, and analyzes to inform public policy.



II. VISION 2050 BACKGROUND

PSRC began their Vision 2050 work in 2017 with scoping, research and planning in 2018 and draft SEPA review in 2019. Adoption of VISION 2050 by the General Assembly is scheduled for spring 2020.

They are currently requesting feedback on the plan, including the region's multicounty planning policies and actions and the Regional Growth Strategy. The public comment period is July 19 – September 16, 2019. The Growth Management Policy Board will hold a public hearing at their September 5, 2019 meeting.

III. FORECAST POPULATION & JOBS FOR BAINBRIDGE

A new regional forecast shows expected employment and population growth through 2050. PSRC is planning for 1.8 million more people and 1.2 million jobs by 2050. Planning for 2050 to inform regional and local planning is a fundamental component of the update.

The City of Bainbridge Island is included as a High Capacity Transit Community along with Kingston, Port Orchard and Port Orchard UGA and Poulsbo and Poulsbo UGA. High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rai, ferry, streetcar and bus rapid transit facilities.

The Draft Preferred Alternative for Kitsap Counties High Capacity Transit communities forecasts population growth by 36% or by 34,000 between the years of 2017 to 2050 and employment growth by 32% or by 18,000 between the years of 2017 to 2050.

The City of Bainbridge will work together with the other HCTC's and the other jurisdictions to determine which percentage of our new countywide growth target will be allocated to each community prior to the next cycle of local comprehensive plan update. The City is required to adopt their next periodic comprehensive plan update in 2024.

FIGURE 1 - POPULATION GROWTH 2017-50, DRAFT PREFERED ALTERNATIVE

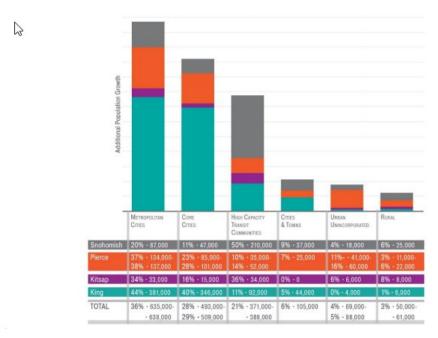
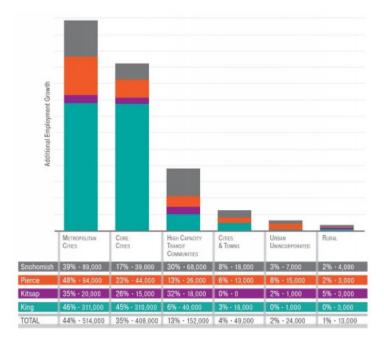


FIGURE 2 - EMPLOYMENT GROWTH 2017-50, DRAFT PREFERRED ALTERNATIVE



The exact percentage of growth that Bainbridge Island will experience will be informed by the next census update, the next adoption of the Comprehensive Plan and an agreed upon distribution of the 36% by the 3

other HCTC's (Poulsbo, Port Orchard, Kingston (Kitsap County). This decision point is not required as part of the VISION 2050 plan. Staff will engage Council to help frame those conversations as they unfold.

IV. OPPORTUNITIES TO COMMENT & NEXT STEPS

The public comment period is July 19 – September 16, 2019. The Growth Management Policy Board will hold a public hearing at their September 5, 2019 meeting.

Opportunities to participate include the following:

- In-person open houses being held in Everett, Tacoma, Bellevue, Seattle, or Port Orchard. These events are comprised of two parts: 1) a facilitated discussion in the afternoon, tailored for staff from government agencies, non-profits, and the business community, and 2) a drop-in style open house for members of the general public. Anyone is welcome to attend either part of the events.
- An online open house, available for the entire 60-day comment period.
- Tabling at regional events (check the calendar for more information).
- Presenting at countywide regional councils and other local forums and meetings
- A series of blog posts and information on social media to get the word out
- Holding a public hearing at the September 5 Growth Management Policy Board meeting, at 10 am in the PSRC Board Room

Staff is interested in hearing from Council on the questions they may have to help them make informed comments on this draft plan.



City Council Study Session Agenda Bill

ESTIMATED TIME: 60 Minutes

MEETING DATE: August 20, 2019

AGENDA ITEM: (7:20 PM) Revisions to the City's Ethics Program,		
STRATEGIC PRIORITY: Good Governance PRIORITY BASED BUDGETING PROGRAM:		
AGENDA CATEGORY: Discussion	PROPOSED BY: Executive	
RECOMMENDED MOTION:		
Council Discussion.		
SUMMARY:		
Continued Council consideration of draft revisions of the City's Ethics Program.		
FISCAL IMPACT:		
Amount:		
Ongoing Cost: One-Time Cost:		
Included in Current Budget?		
included in Current Budget!		

BACKGROUND:

The City's Ethics Program articulates Core Values and Ethics Principles (Article I) and a Code of Ethics (Article II) to guide the behavior and actions of Councilmembers and members of City Commissions and Committees.

On July 9, 2019, the Council agreed, in principle, to two general flowcharts outlining the preferred processing and evaluation of: (1) requests from members of the Council or of a City committee for advisory opinions on their own behavior; and (2) Article II complaints.

On July 23, 2019, the Council agreed, in principle, to a preferred process for the receipt and evaluation of Article 300 I complaints.

At these meetings, the Council directed staff to draft revisions to the Ethics Program to implement the processes outlined by the Council. Based on Council direction, staff drafted proposed revisions and on August 6, 2019, the Council considered the proposed revisions to the City's Ethics Program. One version of the attached proposed revisions appears in track changes while the other is a clean version.

As part of Council discussion on August 6, the Council considered nine discussion points, which are referenced as comments to the attached versions of the proposed revisions. The outcomes of the Council's consideration of each discussion point on August 6 are also summarized in comments to the attached versions of the proposed revisions. As Council indicated that further changes to the proposed revisions may be made during the Council's discussion on August 20, changes to the actual language of the proposed revisions will not be made until after Council's discussion on August 20 to enable staff to incorporate all of the changes at once for further Council consideration.

Also attached are comments submitted by individual Councilmembers for consideration by the whole Council on August 20. These comments have not been previously distributed or discussed.

If the Council desires to proceed with the draft revisions, as revised by the Council, the next step would be to direct staff to draft a resolution to formally adopt the revisions to the City's Ethics Program.

ATTACHMENTS:

<u>Draft Revisions to the City's Ethics Program With Discussion Points - Track Changes</u>

<u>Draft Revisions to the City's Ethics Program With Discussion Points - Clean</u>

<u>Disclaimer - Council Comments</u>

Mayor Medina's Ethics Suggestions

Councilmember Deet's Proposed Changes to Ethics Program 08152019

FISCAL DETAILS: N/A

Fund Name(s):

Coding:

CITY OF BAINBRIDGE ISLAND CODE OF CONDUCT AND ETHICS PROGRAM

Updated 3/27/18
Resolution No. 2018 102019-26

Commented [RS1]: August 6 Discussion Point #1: Should the City's Ethics Program be renamed?

The Ethics Board recommends changing the name to "Code of Conduct and Ethics Program."

Commented [RS2R1]:
August 6 Council Action: Yes, the Council supported changing the name to "Code of Conduct and Ethics Program."

Commented [RS3]: To be filled in once revisions are

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Commented [RS4]: To be completed once revisions are finalized.

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CITY OF BAINBRIDGE ISLAND CODE OF CONDUCT AND ETHICS PROGRAM

All those associated with City government, including Councilmembers and members of City Committees and Commissions, seek to earn and maintain the public's confidence in the City's services and the public's trust in its government. To this end, the decisions and work of those associated with City government must meet the highest ethical standards. It is therefore the purpose of this program to:

- 1. Articulate the Code of Conduct that will guide the conduct of Councilmembers and members of City Committees and Commissions;
- 2. Establish a Code of Ethics for Councilmembers and members of City Committees and Commissions;
- 3. Provide training for Councilmembers and members of City Committees and Commissions on the Code of Conduct and the Code of Ethics;
- 4. Establish a system that enables individuals. Councilmembers, and members of City Committees and Commissions to seek guidance and assistance regarding possible violations of the Code of Conduct or of the Code of Ethics;
- 5. Provide a process to review possible violations of the Code of Conduct and of the Code of Ethics by Councilmembers and members of City Committees and Commissions; and
- 6. Maintain an Ethics Board to assist with the administration of the program.

Commented [RS5]:

August 6 Discussion Point #2: Who should be able to submit a complaint under the Ethics Program?

The Ethics Board recommends that any individual be allowed to submit a complaint

Commented [RS6R5]:

August 6 Council Action: The Council agreed with the Ethics Board's recommendation that any individual be allowed to submit a complaint.

ARTICLE I -

INTRODUCTION, PURPOSE, AND ADMINISTRATION OF PROGRAM CODE OF CONDUCT

A. -Preamble

The City of Bainbridge Island has adopted <a href="https://doi.org/like/island-nation-lik

All elected and appointed officials, City employees, volunteers, members of Commissions and Committees, and all others who participate in the City's government are expected to adhere to these Core Values and Ethics Principles, apply them to their specific responsibilities, and make them a common aspect of their work.

B. -Core Values (adopted by Resolution 97 25)

1. Service, Helpfulness, Innovation

We are committed to providing service to the people of Bainbridge Island and to each other that is courteous, cost effective, and continuously improving.

2. Integrity

We will treat one another and the citizens of Bainbridge Island with honesty and integrity, recognizing that the trust that results is hard won and easily lost. We pledge to promote balanced, consistent, and lawful policies and directives, in keeping with that integrity and the highest standards of this community.

3. Equality, Fairness, Mutual Respect

We pledge to act with the standard of fairness and impartiality in the application of policies and directives and that of equality and mutual respect with regard to interpersonal conduct.

4. Responsibility, Stewardship, Recognition

We accept our responsibility for the stewardship of public resources, and our accountability for the results of our efforts, and we pledge to give recognition for the exemplary work.

Commented [RS7]:

August 6 Discussion Point #3: Should Article 1 be referred to as the "Code of Conduct" rather than as the "Core Values and Ethics Principles"?

The Ethics Board recommends changing the name of Article I to "Code of Conduct," which would consist of the "Core Values and Ethics Principles" outlined in Article I.

Commented [RS8R7]:

August 6 Council Action: Yes, the Council supported changing the name of Article I to "Code of Conduct."

C. _-Ethics Principles

1. Obligations to the Public

Following the highest standards of public service, <u>Councilmembers and members of City Committees and Commissions all those associated with the government of the City of Bainbridge Island will act to promote the public good and preserve the public's trust. In practice, this principle looks like <u>transparency and honesty in all public statements and written communications.</u></u>

a. Public meetings and other proceedings conducted in accordance with the Best Practices articulated and issued by the City's Ethics Board (http://www.ci.bainbridgeisl.wa.us/ethics_board.aspx)

b. Transparency and honesty in all public statements and written communications.

2. Obligations to Others

In order to sustain a culture of ethical integrity, <u>Councilmembers and members of City Committees and Commissionsall those associated with the government of the City of Bainbridge Island will-treat each other and the public with respect and <u>be-are</u> guided by applicable codes of ethics, <u>labor agreements</u>, <u>and professional codes</u>. In practice, this principle looks like:</u>

- a. Councilmembers and members of City Committees and Commissions Elected and appointed officials, all City employees, and members of citizen Committees and Commissions shall familiarize themselves with the ethical rules governing them (including Washington State statute Chapter RCW 42.23 RCW and this Code of Ethics Program) and obtain annual periodic education regarding such rules.
- b. <u>Councilmembers and members of City Committees and Commissions All those</u> associated with the government of the City of Bainbridge Island shall, in all their interactions, conduct themselves in a manner that demonstrates civility and respect for others.

3. Obligations Regarding the Use of Public Resources

In recognition of the importance of stewardship, <u>Councilmembers and members of City Committees and Commissions</u> all those associated with the government of the City of <u>Bainbridge Island will</u> use and allocate public monies, property, and other resources in a responsible manner that takes into consideration both present and future needs of the community. In practice, this principle looks like:

a. <u>Councilmembers and members of City Committees and CommissionsAll those</u> associated with the government of the City of Bainbridge Island shall, to the extent possible, seek <u>advice guidance</u> regarding the use of public resources from <u>citizens and staff experts</u>staff and other experts, including legal advice from the City Attorney as

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appropriate, in order to ensure that public resources are used and conserved for the public good.

b. <u>Councilmembers and members of City Committees and Commissions All those</u> associated with the government of the City of Bainbridge Island shall ensure that paid experts and consultants who provide advice guidance regarding the use of public resources shall be impartial and free of conflicts of interest.

D. Ethics Program

1. Purpose of the Ethics Program

All those associated with City government, including elected officials, employees, members of City Committees and Commissions, seek to earn and maintain confidence in the City's services and the public's trust in its decision makers. Our decisions and our work must meet the most rigorous ethical standards and demonstrate the highest levels of achievement in following the Core Values and Ethics Principles. It is therefore the purpose of this program to:

- a. Articulate the Core Values and Ethics Principles that will guide the conduct of City affairs and of all people associated with City government;
- b. Establish standards of ethical conduct in a Code of Ethics for elected officials and members of City Committees and Commissions;
- c. Provide training and clarification concerning the Core Values, Ethics Principles, and the Code of Ethics;
- d. Establish a system that enables all citizens, including members of City government, to seek advice and assistance regarding possible ethical violations;
- e. Provide a process to review possible violations of the Code of Ethics by elected officials and members of City Committees and Commissions;
- f. Maintain an Ethics Board to assist with the administration of the program; and
- g. Provide a comprehensive Ethics Program for the City, ensuring that the ethics standards and the procedures for enforcing them that apply to City employees, including policies and collective bargaining agreements, are consistent with the Core Values and Ethics Principles which apply to all persons associated with City government.

2. Administration of the Ethics Program

The Core Values and Ethics Principles apply to all persons associated with City government. However, there are two sets of rule based standards, which are separately enforced. The Code of Ethics (Article II of this document) applies to elected and appointed officials, and members of City Committees and Commissions.

The Code of Ethics is enforced by the City Council (as detailed in Article III of this document). A set of guidelines and ethical standards included in the City of Bainbridge

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Island Employee Manual applies to all City employees and is enforced by City administration.

ARTICLE II - CODE OF ETHICS

Except where specifically stated, the rules articulated in Article II apply to elected officialCouncilmembers, and eitizens individuals serving on City Committees and Commissions.

A. _-Gifts and Compensation

1. Limitations on City-Related Gifts and Outside Compensation

Except as permitted under subsections (2) and (3) below, no elected official Councilmember or member of a City Committee or Commission, or any member of their immediate families, shall, directly or indirectly, accept any gift (as defined below) for a matter connected with or related to his or hertheir services or duties with the City of Bainbridge Island or accept any non-City compensation for the performance or non-performance of those services or duties.

2. Exceptions to Gift Limitations

- -The following are exceptions to the limitation on gifts and may be accepted by those subject to subsection (1) above:
 - a. Unsolicited items of trivial value. "Items of trivial value" means items or services with a value of fifty dollars (\$50.00) or less, such as promotional t_ee_shirts, pens, calendars, books, or other similar items.
 - b. Gifts from other City officers, officials, or employees, or their family members on appropriate occasions.
 - c. Gifts appropriate to the occasion and reasonable and customary in light of a familial, $social_{\tt z}$ or official relationship of the giver and recipient, such as weddings, funerals, illnesses, holidays, and ground-breaking ceremonies.
 - d. Campaign contributions as permitted and reported in accordance with law.
 - e. Awards that are publicly presented by a non-profit organization in recognition for public service if the award is not extraordinary when viewed in light of the position held by the recipient.
 - f. Gifts offered while visiting other cities, counties, states, or countries or hosting visitors from other cities, counties, states, or countries, when it would be a breach of

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protocol to refuse the gift, provided that any such gifts received shall become property of the City.

g. Reasonable and necessary costs to attend a conference or meeting that is directly related to the official or ceremonial duties of the elected-official-Councilmember, provided that any payment of substantial travel or lodging expenses by any person or entity regulated by the City or doing or seeking to do business with City must be approved in advance by the Mayor or, if the Mayor is the recipient, by the Deputy Mayor or the Mayor Pro Tem.

3. Immediate Family Gift Exception

It shall not be a violation of this section for a member of <u>Councilmember's or member of a City Committee or Commission's an official's</u>-immediate family to accept a gift which arises from an independent relationship, if the <u>Councilmember or member of a City Committee or Commissionofficial</u> does not significantly benefit from the gift, and it cannot reasonably be inferred that the gift was intended to influence the <u>Councilmember or member of a City Committee or Commissionofficial</u> in the performance of <u>his or hertheir</u> duties.

B. _-Use of City Property by Elected Official Councilmembers

- 1. Except for limited incidental personal use or emergency circumstances, no elected officialCouncilmember shall request, permit, or use City vehicles, equipment, materials, or property for personal use, personal convenience, or profit.
- 2. From the time that an elected officialCouncilmember declares or publicly states that he or shethey intends to run for re-election until the conclusion of the respective general election, that elected officialCouncilmember shall not request or direct that City funds be used to purchase any media (including newspaper, radio, television, social media, or bulk mailing) that contains the name or image of that elected officialCouncilmember unless the names or images of all City elected officialCouncilmembers appear in the media being purchased.

C. _-Confidentiality

Except as required by law, an elected official Council member, former elected official Council member, or current or former member of a City Committee or Commission shall not disclose or use privileged, confidential or propriety information obtained in executive session or otherwise in the course of their duties as a result of their position.

D. _-Conflict of Interest - General

1. Applications of Conflict of Interest

Except as permitted in subsections (2b) or (3) below, an elected official Councilmember or member of a City Committee or Commission shall not directly, or indirectly through a

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subordinate or fellow officer, official, or employee, take any direct official action on a matter on behalf of the City if he or shethey, or a member of their immediate family:

- a. Has any substantial direct or indirect contractual employment related to the matter;
- b. Has other financial or private interest in that matter (which includes serving on a Board of Directors for any organization); or
- c. Is a party to a contract or the owner of an interest in real or personal property that would be significantly affected by the action.

2. Conflict of Interest Exceptions for Elected Official Councilmembers

Subsection (1) above shall not apply when the elected official Councilmember:

- a. Is required to take or participate in an action based upon the rule of necessity;
- b. Decides to represent himself or herselfActs as their own representative before the City Council, Hearing Examiner, or any other City board, commission, or agency, provided that the individual does not also participate in any way in that board's deliberations or decision of the City Council, Hearing Examiner, or that board, commission, or agency related to that matter; deliberations or decision in an official capacity;
- c. Acquires an interest in bonds or other evidences of indebtedness issued by the City if acquired and held on the same terms available to the general public;
- d. Officially participates in the development and adoption of the City's budget; or establishes the pay or benefit plan of City officers, officials, or employees; or
- e. Makes decisions on any other legislative or regulatory action of general applicability, unless these actions directly affect, or appear to affect, the official's or immediate family member's employment.
- f. Serves on the governing body of an organization or entity as part of their official duties as an elected official Councilmember of the City.

3. Conflict of Interest Exceptions for Members of City Committees and Commissions

Subsection (1) above shall not apply to a member of a City Committee or Commission appointed based on that member's ownership or lease of certain real property or of that member's ownership of a business located in a certain area of the City when that member takes direct official action on a matter concerning or affecting that certain business or that certain owned or leased real property. In addition, subsection (1) above shall not apply to a member of a City Committee or Commission provided that the member fully discloses the financial interest on the public record of the City Committee or Commission and the

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Commented [RS9]:

August 6 Discussion Point #4: Should there be an exemption for committees where membership is based on ownership over certain real property or a business located in a certain area?

The Ethics Board recommends this addition to address Committees or Commissions where members are appointed based on property or business ownership.

Commented [RS10R9]:

August 6 Council Action: Yes, the Council supported the addition of an exemption for committees where membership is based on ownership over certain real property or a business located in a certain area.

Committee or Commission votes to allow the person to participate in discussion or the vote.

4. Disclosure for **Elected Official Councilmembers**

All <u>elected officialCouncilmembers</u> are required to comply with the Washington State Public Disclosure Commission requirements for financial disclosure. In addition, all <u>elected officialCouncilmembers</u> shall publicly disclose their financial interest in any matter that comes before them. -All <u>elected officialCouncilmembers</u> shall annually complete a conflict of interest statement to be submitted to the City Clerk by April 15th.

E. _-Conflict of Interest-After Leaving Elected City Office

- 1. For two (2) years after leaving elected City office, no former elected official Councilmember shall obtain employment in which he or shethey will take direct or indirect advantage of matters on which he or shethey took direct official action during his or her their service with the City. -This includes contractual negotiations or solicitation of business unavailable to others.
- 2. For two (2) years after leaving elected City office, no former elected officialCouncilmember shall engage in any action or litigation in which the City is involved, on behalf of any other person or entity, when the action or litigation involves an issue on which the person took direct official action while in elected City office.

F. _-Conflict of Interest - Family Members of Elected Official Councilmembers

1. Appointment of Family Members

Unless he or shethey obtains a waiver from the Ethics Board, no elected officialCouncilmember shall appoint or hire a member of his or hertheir immediate family for any type of employment with the City. -This includes, but is not limited to, full time employment, part time employment, permanent employment, temporary employment, and contract employment.

2. Supervision of Family Members

No <u>elected officialCouncilmember</u> shall supervise or be in a direct line of supervision over a member of <u>his or hertheir</u> immediate family. If an <u>elected officialCouncilmember</u> is placed in a direct line of supervision of a member of <u>his or hertheir</u> immediate family, <u>he or shethey</u> shall have three (3) months to come into compliance or to obtain a waiver pursuant to section (3) below.

3. Waivers

Waivers from this section may be sought from the Ethics Board to allow a member of the immediate family to be hired or to be in the direct line of supervision of a member of the immediate family. -Procedures to consider such a waiver are set forth in Article III, Section G (Waivers).

G. Conflict of Interest - Contractors

Every major contractor submitting bids to the City shall include a statement affirming that he or she hasthey have read the Code of Ethics and agrees to abide by its guiding principles and rules. -Further, the contractor must affirms that neither the contractor nor any agent of the contractor has made any prohibited gift to an elected official Councilmember who is involved in direct official action on the bid or has a relationship to such an official that would create a conflict of interest for that official.

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H. Conflict of Interest - Citizens-Individuals Serving on City Committees and Commissions

<u>Citizens-Individuals</u> serving on City Committees and Commissions shall sign a conflict of interest statement upon appointment and reappointment.

I. _-Conduct of Public Meetings

- 1. Meetings involving elected official Councilmembers or City Committees and Commissions should be conducted in a manner that maximizes transparency of relationships among individuals or groups that could affect decision-making.
- 2. Meetings of the City Council and City Committees and Commissions shall have a standing agenda item for disclosure of possible conflicts of interest. -Members are encouraged to disclose relationships with persons and issues on the agenda, including potential conflicts of interests. -If necessary, discussion among the members may be undertaken to judge the significance of these relationships and whether a possible conflict of interest exists.

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ARTICLE III ENFORCEMENT OF THE ETHICS PROGRAM

A. Responsibilities of the Ethics Board

1. In considering any matter brought to its attention for action, the Ethics Board shall interpret and apply the Code of Ethics in favor of promoting the City's Core Values and Ethics Principles, protecting the public's interest in full disclosure of conflicts of interest, and promoting ethical behavior.

2. The Ethics Board shall handle the following matters:

a.Complaints involving alleged violations of the Code of Ethics, Article II, by elected officials, members of City Committees and Commissions, and persons who contract with the City;

b.Advisory opinions concerning the application of the Core Values and Ethics Principles, City policies and practices, or the applicability of the Code of Ethics to the requestor's own behavior; and

c. Waivers of certain restrictions, as provided in the Code of Ethics.

AB. ___-Submission of Ethics Complaints

- 1. Any individual Any person may submit to the City Clerk an ethics complaint alleging violations of one of the following:
 - a. The Code of Conduct (Article I) by a Councilmember or a member of a City Committee or Commission;
 - b. _Tehe Code of Ethics, (Article II) by a Councilmember or a member of a City Committee or Commission; or
 - c. _-The ethics standards contained in the City of Bainbridge Island Employee Manual by a City employee other than the City Manager.
- 2. Each –complaint must include the name and address of the complainant, along with a detailed statement of facts, supported by a declaration in compliance with RCW 9A.72.085, on a form supplied by the Ethics Board.
- 3. To facilitate timely review under this Ethics Program, each complaint may only allege violations of one of the three standards listed in subsection (A)(1) above. To the extent that an individual believes multiple standards were violated, the individual may submit multiple complaints.
- 4. The Ethics Board may on its own initiative identify a possible violation of the Code of Conduct (Article I) or the Code of Ethics (Article II) and initiate its own complaint.

Commented [RS11]:

August 6 Discussion Point #5: Should the title of Article III refer to enforcement?

The Ethics Board expressed some discomfort with the use of the word "enforcement" in the title of Article III.

Commented [RS12R11]:

August 6 Council Action: Council directed the Deputy City Attorney to review the title of Article III and draft a more appropriate title.

Commented [RS13]:

August 6 Discussion Point #6: What process should apply where the Ethics Board initiates its own complaint involving Article I or Article II?

Commented [RS14R13]:

August 6 Council Action: The Council indicated that the revised program should not authorize the Ethics Board to initiate its own complaints involving Article I or Article II. Council indicated that this topic is something that the Council may consider revisiting during a future update of the Code of Conduct and Ethics Program.

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Complaints concerning an elected official, a member of a City Committee or Commission, or a major contractor will be referred to the Ethics Board. Complaints concerning the conduct of City staff will be referred to the City Manager. The Ethics Board may on its own initiative identify a possible violation and initiate its own complaint.

Complaints must include the name and address of the complainant, along with a detailed statement of facts, supported by a declaration in compliance with RCW 9A.72.085, on a form supplied by the Ethics Board (available through the City Clerk's office or on the City website:).

C. Review of Complaints Concerning City Employees

- 1. The City Manager will review any ethics complaint forwarded by the City Clerk and authorize such investigations as may be necessary to determine whether a violation has occurred, consistent with relevant policies and procedures.
- 2. The City Manager may request advice from the Ethics Board.
- 3. If the City Manager determines that no violation has occurred, a written response will be made to the complainant.
- 4. If a violation of ethics rules has occurred, the City Manager or other appropriate City officer will take action as guided by state law, and relevant policies and procedures.
- 5. In the event of a violation, the City Manager will provide a response to the complainant and to the Ethics Board outlining the substance of the violation and the action taken, subject to governing rules regarding confidentiality articulated in state law, City policy, and collective bargaining agreements.
- 6. Apparent violations of law will be reported to the appropriate authorities.

B. Review of Article I Complaints

- 1. The City Clerk shall refer to a trained mediator for reconciliation complaints alleging one or more violations of the Code of Conduct (Article I) by a Councilmember or a member of a City Committee or Commission.
- 2. As soon as practicable following receipt of a complaint, the City Clerk, or designee, shall schedule the time and place for reconciliation of the complaint. However, if the complainant refuses to participate in reconciliation, then no reconciliation shall be scheduled and no further action shall be taken on the complaint. If the respondent refuses to participate in reconciliation, then no reconciliation shall be scheduled and the City Clerk shall instead refer the complaint to the Ethics Board for review and issuance of an advisory opinion in accordance with Article III, subsections (B)(4)(b)(i)–(v).
- 3. To facilitate timely reconciliation, the City Manager is authorized to, as needed, negotiate, execute, or amend a contract with the Dispute Resolution Center of Kitsap County, or other

process will occur if one or both of the parties refuse to participate in mediation.

Commented [RS15]:

to resolve an Article I complaint?

As drafted, if the complainant refuses to participate in reconciliation, then no further action will be taken on the complaint. If the respondent refuses to participate in reconciliation, then the matter is referred to the Ethics Board for an advisory opinion.

August 6 Discussion Point #7: What should happen if the

Under state law, mediation generally must be voluntary. Therefore, while the City can make mediation the first step in

the process, it cannot mandate that both parties participate.

However, the City is not required to provide a process for

receiving and reviewing complaints concerning Article I. To the extent that a process is provided, the City can say that no

complainant or the respondent refuses to participate in reconciliation

The Ethics Board expressed concern with making reconciliation mandatory.

Commented [RS16R15]:

August 6 Council Action: Council indicated support for the current draft language, as it appears in track changes here.

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similar firm or organization, for the provision of trained mediators suitable for facilitating reconciliation to resolve complaints.

- 4. Reconciliation shall occur at the time and place scheduled. Within 10 business days following reconciliation, either the complainant or the respondent may request that the complaint be referred to the Ethics Board for review and issuance of an advisory opinion on the matter. Such requests must be submitted to the City Clerk, who shall then forward the request to the Ethics Board and provide notice of the request to the other party.
 - a. If no request is received within 10 business, no further action shall be taken on the complaint.
 - b. If a request is received within 10 business days, the following subsections apply:
 - i. The Chair of the Ethics Board shall provide the respondent with a reasonable period of time to submit a written response to the complaint supported by a declaration in compliance with RCW 9A.72.085.
 - ii. The Ethics Board shall then review the complaint and response, if submitted. The Ethics Board's review shall be limited to the complaint and the response, if submitted. In the course of reviewing a complaint, the Ethics Board may request clarification of the complaint by the complainant or of the response by the respondent. However, the Ethics Board shall not engage in other fact-finding.
 - iii. If, in reviewing the complaint and response, a question of fact exists, the Ethics Board shall identify the existence of the question of fact in its advisory opinion.
 - iv. After reviewing the matter, the Ethics Board shall issue an advisory opinion, which shall be forwarded to the City Clerk for publication along with the complaint and response, if submitted. The City Clerk shall provide notice to both the complainant and respondent of the issuance of the advisory opinion.
 - v. The Ethics Board shall strive to complete its review and issue an advisory opinion within 45 business days from the date that the City Clerk forwarded the request to the Ethics Board. If review takes longer than 45 business days, the Ethics Board in its advisory opinion shall specify the reasons for why additional time was needed.

CD. __-Review of Article II Complaints by Ethics Board

- 1. The City Clerk shall refer to the Ethics Board complaints alleging one or more violations of the Code of Ethics (Article II) by a Councilmember or a member of a City Committee or Commission. The Ethics Board will review any complaint forwarded to it by the City Clerk.
- 2. Upon receipt of a complaint, the Chair of the Ethics Board shall provide the respondent with a reasonable period of time to submit a written response to the complaint supported by a declaration in compliance with RCW 9A.72.085.

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Commented [RS17]: See new definition of "question of fact."

- 3. The Ethics Board shall review any complaint forwarded to it by the City Clerk and a response submitted by the respondent. The Ethics Board shall not engage in other fact-finding. However, in the course of reviewing a complaint, the Ethics Board may request clarification of the complaint by the complainant or of the response by the respondent.
- 2. In the course of reviewing a complaint, the Ethics Board may request clarification of the complaint or other additional information from the complainant.
 - 3. After reviewing a complaint, the Ethics Board may take any of the following actions and inform the complainant, the respondent, and the City Clerk:
 - a. Determine that the complaint lacks reasonable credibility;
 - b. Determine that the facts stated in the complaint, even if true, would not constitute a violation of the Code of Ethics;
 - c. Determine that facts stated in the complaint, even if true, would not constitute a material violation of the Code of Ethics because any potential violation was inadvertent or minor or has been adequately cured, such that further proceedings on the complaint would not serve the purposes of the Code of Ethics;
 - d. Issue an advisory opinion if the subject of the complaint is more appropriate for such action;
 - e. Hold the complaint for action at a future time if the matter is the subject of litigation;
 - f. Make a preliminary determination that the facts stated in the complaint, if true, could potentially constitute a violation of the Code of Ethics such that further proceedings are warranted.
 - 4. If the Ethics Board makes a preliminary determination that the facts stated in the complaint, if true, could potentially constitute a violation of the Code of Ethics such that further proceedings are warranted, the Board will inform the respondent of its preliminary determination and provide the respondent with a reasonable period of time to submit a written response in which the respondent may provide a statement of facts, supported by a declaration in compliance with RCW 9A.72.085, in opposition to the complaint and any further explanation of the respondent's position on the complaint.
 - 45. After receiving the written response from the respondent reviewing the complaint and the response, if one was submitted, the Ethics Board may shall take any one or more of the following actions and inform the complainant, the respondent, and the City Clerk accordingly:

- a. Refer the complaint back to the City Clerk if the complaint alleges violations of the Code of Conduct (Article I) rather than alleged violations of the Code of Ethics (Article II);
- b. Determine that the complaint lacks reasonable credibility;
- **cb**. Determine that the facts stated in the complaint, even if true, would not constitute a violation of the Code of Ethics;
- de. Determine that facts stated in the complaint, even if true, would not constitute a material violation of the Code of Ethics because any possible violation was inadvertent or minor or has been adequately cured, such that further proceedings on the complaint would not serve the purposes of the Code of Ethics (Article II);
- ed. Issue an advisory opinion if the subject of the complaint is more appropriate for such action;
- **fe.** Hold the complaint for action at a future time if the matter is the subject of litigation; or
- f. Determine that the existence of a violation of the Code of Ethics would depend on whether the facts are as stated by the complaint or as stated by the respondent.
 - gg. Determine that, based on the submissions of the complainant and the respondent, a material violation of the Code of Ethics has likely occurred review by the Hearing Examiner is warranted.
 - 5. The Ethics Board shall strive to complete its review within 45 business days from the date that the City Clerk forwarded the complaint to the Ethics Board. If review takes longer than 45 business days, the Ethics Board in its determination shall specify the reasons why additional time was needed.
 - 66.If the Ethics Board determines either: (1) that the existence of a violation of the Code of Ethics would depend on whether the facts are as stated by the complaint or as stated by the respondent, or (2) that a material violation of the Code of Ethics has likely occurred that, based on the submissions of the complainant and the respondent, review by the Hearing Examiner is warranted, the Board will-shall forward its determination, along with the complaint and response and relevant supporting materials, to the complainant, and respondent, and the City Clerk. -The City Clerk will then forward the Board's determination and associated materials to the Hearing Examiner for review and further proceedings in accordance with Article IV. The Board may also, on its own initiative, forward such a determination to the City Council for its review.
 - 7. Regardless of whether a particular violation of the Code of Ethics has occurred, the Ethics Board may find that City processes or policies could better reflect ethical shared values and principles, and may publish an advisory opinion to this effect.

. The Ethics Board shall report apparent violations of law to the appropriate authorities. In the course of reviewing any complaint, the Board shall report any apparent violation of law to the appropriate authorities.

D. Review of Complaints Concerning City Employees

- 1. The City Clerk shall refer complaints concerning City employees to the City Manager.
- 2. The City Manager shall review any ethics complaint forwarded by the City Clerk and determine the appropriate course of action to address the complaint including, as applicable, authorizing such investigations as may be necessary to determine whether a violation has occurred, consistent with state law as well as relevant policies, procedures, and collective bargaining agreements.
- 3. Upon making a determination that no violation of ethics rules has occurred, the City Manager shall provide a written response regarding the determination to the complainant.
- 4. Upon making a determination that a violation of ethics rules has occurred, the City Manager or other appropriate City officer shall take action as guided by state law and relevant policies, procedures, and collective bargaining agreements.
- 5. In the event of a violation, the City Manager shall provide a response to the complainant outlining the substance of the violation and the action taken, subject to governing rules regarding confidentiality articulated in state law, City policy, and collective bargaining agreements.
- 6. Apparent violations of law shall be reported to the appropriate authorities, as applicable.

E. -Requests for Advisory Opinions

- 1. To the extent outlined below, the following individuals or bodies may submit to the City Clerk a request for an advisory opinion from the Ethics Board:
 - a. Any person-Councilmember or member of a City Committee or Commission may request an advisory opinion from the Ethics Board as to whether their own behavior has violated or might in the future violate the Code of Conduct (Article I) or the Code of Ethics (Article II) the Code of Ethics or shared values and principles.
 - <u>b. 2.</u>—The <u>City Manager or City Council or any citizen may request an advisory opinion from the Ethics Board regarding City policies or practices in relation to <u>the the Code of Conduct (Article I) or the Code of Ethics (Article II). Code of Ethics.</u></u>
 - c. 3. <u>Citizen City</u> Committees and Commissions may request an advisory opinion from the Ethics Board regarding operating rules or practices in relation to <u>-the Code of Conduct (Article I) or the Code of Ethics (Article II).the Code of Ethics.</u>

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- 2. Requests for advisory opinions must be submitted to the City Clerk on a form supplied by the Ethics Board.
- 4. Any person may request an advisory opinion from the Ethics Board regarding operating policies of the City Council or Citizen Committees and Commissions in relation to the Code of Ethics.
- 35. The Ethics Board, on its own initiative, may prepare and publish its own advisory opinions concerning the Code of Conduct (Article I) or the Code of Ethics (Article II). If the advisory opinion concerns the behavior of one or more specific individuals, then, prior to issuance of the advisory opinion, the Ethics Board shall provide each individual with a reasonable amount of time to submit a written response to the concerns raised by the Ethics Board. The Ethics Board shall submit finalized advisory opinions to the City Clerk for publication along with any responses submitted. If such advisory opinions concerns the behavior of a specific individual, the Ethics Board shall inform the City Clerk, who shall then forward a copy of the advisory opinion to that individual.
- 4. The grant of authority in this section is supplemental to, and does not change, the authority granted to the Ethics Board in sections B and C above.
- 6. The Ethics Board will inform the requestor and publish its advisory opinions.

F. _-Waivers

Elected official Councilmembers and members of City Committees and Commissions may applymay request a waiver from to the Ethics Board for a waiver of the conflict of interest restrictions related to the hiring of and supervision over family members, as provided by Article II, Section Ffrom provisions of the Code of Ethics. -The Board shall will publish both the request and its response.

G. _-Effect of Advisory Opinion or Waiver

An individual who receives a waiver, or who acts in reliance on an advisory opinion, shall not later be found to have violated the <u>Code of Conduct (Article I) or the</u> Code <u>of Ethics (Article II)</u> if the individual acts in a manner consistent with that advisory opinion or waiver.

H. Reporting

- 1. The City Manager will meet with the Ethics Board annually to discuss the function of the Ethics Program as it applies to City employees.
- 2. The Ethics Board will report annually on the function of the Ethics Program.

Commented [RS18]: August 6 Discussion Point #8: What process should the Ethics Board follow when issuing, on its own initiatives, its own advisory opinions?

Commented [RS19R18]:

August 6 Council Action: The Council indicated that the revised program should not authorize the Ethics Board to issue its own advisory opinions on its own initiative.

ARTICLE IV <u>HEARING EXAMINER REVIEW</u> AND POSSIBLE SANCTIONSPOLLOW UP TO ETHICS COMPLAINTS

A. City Council Review of Complaints

- 1. If, after reviewing a complaint, the Ethics Board has determined: (1) that the existence of a violation of the Code of Ethics would depend on whether the facts are as stated by the complaint or as stated by the respondent, or (2) that a material violation of the Code of Ethics has likely occurred, either the complainant or the Board may submit the determination to the City Council so that the Council may decide whether further action is warranted. The City Clerk shall provide written notification to the complainant and the respondent of the time, date, and place of any City Council meeting at which the complaint will be discussed.
- 2. The Council shall initially review the complaint, response, and relevant supporting materials in executive session to determine whether there appears to be a sufficient factual basis to prove one or more Code of Ethics violations by clear and convincing evidence; provided, however, and consistent with RCW 42.30.110(1)(f), upon request of the respondent, the review shall be open to the public. The respondent shall have an opportunity to respond to the complaint. If Council determines that the complaint and attachments do not provide a sufficient factual basis to prove one or more Code of Ethics violations by clear and convincing evidence, the Council shall dismiss the complaint, and the complainant and the respondent shall be so informed. The action to dismiss the complaint shall be done by a majority vote of the Council in open public session; provided, that the respondent shall not participate in such a vote.
- 3. If the Council finds that the complaint and attachments appear to provide a sufficient factual basis to prove one or more Code of Ethics violations by clear and convincing evidence, the respondent shall be so informed. Such a finding shall be done by a majority vote of the Council present in open public session; provided, that the respondent shall not participate in such a vote. At that point, the respondent may:
 - a. Admit the one or more of the Code of Ethics violations alleged in the complaint.
 - b. Not admit the alleged Code of Ethics violations but expressly forego and waive any right to a hearing to contest the violations and any resulting sanction(s) imposed by City Council.
 - c. Request a hearing before the City Hearing Examiner to present evidence to dispute, rebut, mitigate, explain or otherwise defend against any or all of the Code of Ethics violations alleged in the complaint.
 - d. Remain silent.
- 4. If the respondent admits the Code of Ethics violations or remains silent, the City Council shall schedule and hold an executive session to hear from the respondent, and deliberate

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upon the appropriate level of civil sanctions to be imposed, except to the extent that the respondent requests that he or she be heard in open public session. The written findings, conclusions, and sanctions shall be approved by a majority vote of the Council in open public session; provided, that the respondent shall not participate in such a vote. A copy of the findings, conclusions and sanctions shall be forwarded by registered mail to the complainant and to the respondent at addresses as given by both persons to the City Clerk.

AB. __Hearing before City Hearing Examiner Review of Article II Complaints

- 1. —The City Clerk shall provide written notification to the complainant and the respondent of the time, date, and place of the hearing before the Hearing Examiner at which the complaint concerning alleged violations of the Code of Ethics (Article II) will be reviewed.
- 2. Hearings conducted by the Hearing Examiner shall be informal and in held accordance with rules of procedure adopted by the Hearing Examiner, except to the extent that such rules conflict with the terms of this Ethics Program. The respondent may be represented by legal counsel. The City Attorney shall designate special counsel to present the Code of Ethics violations charges and case. The respondent and special counsel may present and cross examine witnesses and give evidence before the Hearing Examiner. The Hearing Examiner may also call witnesses and compel the production of books, records, papers, or other evidence needed. To that end, the Hearing Examiner may issue subpoenas and subpoenas duces tecum at the request of the respondent, special counsel, or on his or hertheir own initiative. All testimony shall be under oath administered by the Hearing Examiner. The Hearing Examiner may adjourn the hearing from time to time in order to allow for the orderly presentation of evidence.
- 3. The Hearing Examiner or designee shall prepare an official record of the hearing, including all testimony, which shall be recorded by mechanical electronic device, and exhibits; provided that the Hearing Examiner or designee shall not be required to transcribe such records unless presented with a request accompanied by payment of the cost of transcription.
- 42.—Within 30-20 business days after the conclusion of the hearing, the Hearing Examiner shall, based upon a standard of proof of clear and convincing evidence, make findings of fact and conclusions of law. -If the Hearing Examiner determines that the alleged Code of Ethics violation(s) have not been proven, the Hearing Examiner shall dismiss the complaint. If the Hearing Examiner determines that one or more Code of Ethics violation are proven, the Hearing Examiner shall forward the matter to the City Council for a determination regarding the appropriate level of sanctions to be imposed for the Code of Ethics (Article II) violations. In either event, a copy of the findings and conclusions shall be forwarded to the City Council, by registered mail to the person who made the complaint, and to the respondent at addresses as given by both such persons to the Hearing Examiner.

BC.—Action by City Council upon Hearing Examiner's Findings and Conclusion

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- 1. Upon Within 45 business days of receipt of the Hearing Examiner's findings and conclusions that sustain a Code of Ethics violation, the City Council shall schedule an executive session to consider the findings and conclusions, hear from the respondent, and deliberate upon the appropriate level of civil sanction(s) to be imposed, except to the extent that the respondent requests that he or shethey be heard in open public session. The written findings, conclusions, and sanctions shall be approved by a majority vote of the Council in open public session; provided, that the respondent shall not participate in said vote. A copy of the findings, conclusions and sanctions shall be forwarded by registered mail to the person who made the complaint and to the respondent at addresses as given by both persons to the City Clerk.
- 2. In the event that the City Council concludes that a Code of Ethics violation(s) has occurred. The Council may impose any of the following sanctions in response to a sustained violation of the Code of Ethics:
 - a. Admonition: -An admonition shall be a verbal non-public statement made by the Mayor, <u>Deputy Mayor</u>, or Mayor Pro Tem to the <u>official-Councilmember or member of a City Committee or Commission</u> who has violated the Code.
 - b. Reprimand: -A reprimand shall be a letter prepared by the City Council, signed by the Mayor, <u>Deputy Mayor</u>, or Mayor Pro Tem, and directed to the <u>Councilmember or member of a City Committee or Commission official</u> who has violated the Code.
 - c. Censure: -A censure shall be a written statement administered personally by the Mayor, Deputy Mayor, or Mayor Pro Tem to the Councilmember or member of a City Committee or Commission official who has violated the Code violation. -The Councilmember or member of a City Committee or Commission individual shall appear at a time and place directed by the City Council to receive the censure. -The censure shall be given publicly and the official who has violated the Code shall not make any statement in support or opposition thereto or in mitigation. -A censure shall be deemed administered at the time it is scheduled whether or not the Councilmember or member of a City Committee or Commissionmember appears as required.
 - d. Other sanctions: -Any sanction imposed under this Ethics Program is in addition to and not in lieu of any other penalty, sanction_z or remedy which may be imposed or sought according to law or equity.
- 3. The written findings, conclusions, and sanctions shall be approved by a majority vote of the Council in open public session; provided, that the respondent, if a Councilmember, shall not participate in said vote. A copy of the findings, conclusions, and sanctions shall be forwarded by registered mail to the complainant and to the respondent at addresses as given by both persons to the City Clerk.

ARTICLE V - ETHICS BOARD

A. Creation, Terms, and Appointments

1. Membership of Ethics Board

The Ethics Board consists of five members appointed in accordance with this section.

2. Qualifications of Board Members

- a. Members of the Board shall represent a diverse set of backgrounds and interests.
- b. At least one member of the Ethics Board shall be a former judicial officer or have expertise in ethics acquired through education or experience.
- c. Members appointed or reappointed after the effective date of Resolution No. 2019-26, updating the Ethics Program, shall not be employees or officers of the city or individuals appointed to another city committee or commission.

3. Method of Appointment

- a. Members of the Ethics Board shall be nominated by the Mayor and confirmed by the City Council.
- b. The Mayor and City Council shall work cooperatively to ensure that any person who is nominated has the required support of the City Council. Nominations shall be presented at meetings of the City Council in which all seven Councilmembers are present, unless exceptional circumstances exist (e.g., a Council vacancy exists and has not yet been filled, or other good cause).

4. Terms of Appointment

- a. Board members shall be appointed to terms of three years; however, the first two members nominated by the Mayor and confirmed by the City Council shall initially serve one-year terms to achieve staggered ending dates.
- b. If a member is appointed to fill an unexpired term, that member's term shall end at the same time as the term of the person being replaced.
- c. Each member shall continue to serve until a successor has been appointed, unless the member is removed or resigns.

5. Removal of Board Members

a. The absence of any member of the Board from three (3) official consecutive meetings, unless the Board has excused the absence for good and sufficient reasons as determined by the Board, shall constitute a resignation from the Board.

b. The City Council may remove a member for inappropriate conduct before the expiration of the member's term. Before removing a member, the City Council shall specify the cause for removal and shall give the member the opportunity to make a personal explanation.

6. Compensation

Members of the Ethics Board shall serve without compensation. Members may be reimbursed for reasonable expenses pursuant to the rules of the City and as approved by the City Manager or their designee.

7. Rules

The Ethics Board may, by majority vote, adopt reasonable operating rules consistent with this Ethics Program. The City Council reserves the right to modify such operating rules at its discretion.

8. Consultation with City Attorney

The Ethics Board shall consult with the City Attorney's Office or special counsel appointed by the City Attorney's Office regarding legal issues which may arise in connection with the Board's duties and functions under this Ethics Program.

A. Purpose of the Ethics Board

Maintaining an Ethics Board will help to ensure that City government adheres to the highest standards of public service. The Board is responsible for:

- 1. Training all elected officials, and members of City Committees and Commissions covered by the Code of Ethics.
- 2. Working with City Administration so that major contractors and employees (even though they are not covered by this document) read and are familiar with the Code of Ethics in this document and other applicable City documents regarding ethical behavior.
- 3. Providing responses to complaints, advisory opinions and requests for waivers regarding the Code of Ethics.

The Ethics Board shall promote an understanding of ethical standards for City officials, officers, and contractors working with the City, and the general public. Respect for all citizens, including elected officials, will be one of the highest priorities of the Ethics Board. The Board's

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responsibilities are described below, along with a description of the membership of the Ethics

B._-Training Provided by the Ethics Board

The Ethics Board shall perform the following training related duties:

- 1. At least biannuallyevery two years, the Ethics Board shall prepare and distribute a pamphlet describing this the Code of Conduct (Article I) and Code of Ethics (Article II) to all covered persons Councilmembers and members of City Committees and Commissions, after obtaining the review of the pamphlet by the City Attorney's review Office. The Ethics Board shall ensure that all new Councilmembers and members of City Committees and Commissions receive a pamphlet on this Code of Ethics.
- 2. The Ethics Board shall disseminate any change in policy that results from a finding of the Board, after review by the City Attorney's Office.
- 3. The Ethics Board shall ensure that all new elected officials and members of City Committees and Commissions receive a pamphlet on this Code of Ethics.
- <u>34</u>. The Ethics Board shall develop and present a training course on the Code of Ethics to be presented to all elected official Councilmembers and members of City Committees and Commissions on a biannual basis at least once every two years.

Commented [RS20]:
August 6 Council Action: Council indicated that it desired to receive annual training on the requirements of the Code of Conduct and Ethics Program.

C. Training Provided to the Ethics Board

The Ethics Board shall include all requests for training for the coming year in the Board's annual report to the City Council, and the Council will determine what training to approve, if any.

D€.___-Annual Report

By February 15 of each year, the Ethics Board shall submit an annual report to the Mayor and the City Council summarizing its activities during the previous calendar year and work plan for the following year. The report shall include any recommendations for modifying the Code of Ethics as well as all training requested by the Ethics Board.

D. Creation, Terms, and Appointments

1. Membership of Ethics Board

The Ethics Board consists of five members appointed in accordance with this section.

2. Qualifications of Board Members

- a. Members of the Board shall represent a diverse set of backgrounds and interests.
- b. No more than one officer or official of the City may serve on the Board.
- c. At least one member of the Ethics Board shall be a former judicial officer or have expertise in ethics acquired through education or experience.

3. Method of Appointment

a. The Mayor shall nominate Board members for confirmation by the City Council. Members shall be nominated individually, not in groups of two or more persons. Confirmation of each member shall require a unanimous vote of the City Council.

b. The Mayor and City Council shall work cooperatively to ensure that any person who is nominated enjoys the required support of the City Council. Nominations shall be presented at meetings of the City Council where all seven Councilmembers are present.

4. Terms of Appointment

a. Board members shall be appointed to terms of three years; however, the first two members nominated by the Mayor and confirmed by the City Council shall initially serve one year terms to achieve staggered ending dates.

b. If a member is appointed to fill an unexpired term, that member's term shall end at the same time as the term of the person being replaced.

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Commented [RS21]:

August 6 Discussion Point #9: Should the Ethics Board be allowed to request training for its members? If so, should such requests be submitted to the City Council along with the Ethics Board's annual report?

The Ethics Board has indicated a desire to receive additional training in the future. As drafted, the revised Ethics Programs would direct such requests for training to be included in the annual report to the City Council.

Commented [RS22R21]:

August 6 Council Action: Council supports training for the Ethics Board and indicated agreement with the current draft language shown in track changes here.

c. Each member shall continue to serve until a successor has been appointed, unless the member is removed or resigns.

5. Removal of Board Members

a. The absence of any member of the Board from three (3) official consecutive meetings, unless the Board has excused the absence for good and sufficient reasons as determined by the Board, shall constitute a resignation from the Board.

b. The appointing authority may remove a member for inappropriate conduct before the expiration of the member's term. Before removing a member, the appointing authority shall specify the cause for removal and shall give the member the opportunity to make a personal explanation. Before removing the member who is jointly appointed, either the Mayor or the Council shall specify the cause for removal and shall give the member the opportunity to make a personal explanation.

6. Compensation

Members of the Ethics Board shall serve without compensation. A member who is an officer or employee of the City shall not receive any additional compensation for serving on the Ethics Board. Members may be reimbursed for reasonable expenses pursuant to the rules of the City.

7. Rules

The City Council shall approve all rules, which have been adopted by the Ethics Board, by resolution.

8. Consultation with City Attorney

The Ethics Board may consult with the City Attorney or special counsel appointed by the City Attorney regarding legal issues which may arise in connection with the Board's duties and functions under this Ethics Program.

ARTICLE VI - DEFINITIONS

For purposes of the Ethics Program, the following definitions shall apply.

"City Committees and Commissions" means all advisory boards, commissions, committees, and task forces created or appointed by the City Council.

"Confidential Information" means (a) specific information, rather than generalized knowledge, that is not available to the general public on request; or (b) information made confidential by law

"Direct official action" means any action which involves any of the following:

- 1. Negotiating, approving, disapproving, administering, enforcing, or recommending for or against a contract, purchase order, lease, concession, franchise, grant, or other similar instrument in which the City is a party. -With regard to "recommending," direct official action occurs only if the person making the recommendation is in the formal line of decision-making.
- 2. Enforcing laws or regulations or issuing, enforcing, or regulating permits.
- 3. Selecting or recommending vendors, concessionaires, or other types of entities to do business with the city. \dot{z}
- 4. Appointing and terminating employees, temporary workers, and independent contractors.
- 5. Doing research for, representing, or scheduling appointments for an officer, official, or employee, provided that these activities are provided in connection with that officer's, official's, or employee's performance of 1 through 4 above.

Direct official action does not include acts that are purely ministerial (that is, acts which do not affect the disposition or decision with respect to the matter). -With regard to the approval of contracts, direct official action does not include the signing by the Mayor, City Manager, or other official as required by law, unless the official initiated the contract or is involved in selecting the contractor or negotiating or administering the contract. A person who abstains from a vote is not exercising direct official action.

"Direct line of supervision" means the supervisor of an employee and the supervisor of an employee's supervisor.

"Elected Official" means a member of the City Council.

"Gift" means any favor, reward, or gratuity and any money, good, service, travel, event ticket, lodging, dispensation, or other thing of value that is given, sold, rented, or loaned to a person without reasonable compensation and that is not available to the general public on the same

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Commented [RS23]:

August 6 Council Action: Council directed the Deputy City Attorney to review the definition of "Direct Official Action" and propose revised language to further clarify what constitutes "Direct Official Action" and provide some examples to the extent possible. terms and conditions. Any honoraria or payment for participation in an event will be considered a gift.

"Immediate family" means husband, wife, son, daughter, mother, father, grandmother, grandfather, grandchildren, brother, sister, domestic partner, and or spouse of the above. The term includes any minor children for whom the person, or his or hertheir domestic partner, provides day-to-day care and financial support. A "domestic partner" is an unmarried adult, unrelated by blood, with whom an unmarried officer, official, or employee has an exclusive committed relationship, maintains a mutual residence, and shares basic living expenses.

"Major Contractor" means any person, corporation, company, firm, business, or other entity doing business over \$5,000 with the City under one contract or annually.

"Question of Fact" means a factual dispute between the complainant and the respondent concerning an issue that is material to a determination as to whether a violation of the Code of Conduct (Article I) exists.

"Reconciliation" means mediation between a complainant and a respondent facilitated by a trained mediator.

"Rule of Necessity" shall be interpreted and defined in accordance with RCW 42.36.090, which provides: In the event of a challenge to a member or members of a decision-making body which would cause a lack of a quorum or would result in a failure to obtain a majority vote as required by law, any such challenged member(s) shall be permitted to fully participate in the proceeding and vote as though the challenge had not occurred, if the member or members publicly disclose the basis for disqualification prior to rendering a decision. Such participation shall not subject the decision to a challenge by reason of violation of the appearance of fairness doctrine.

CITY OF BAINBRIDGE ISLAND CODE OF CONDUCT AND ETHICS PROGRAM

Updated Resolution No. 2019-26

Commented [RS1]: August 6 Discussion Point #1: Should the City's Ethics Program be renamed?

The Ethics Board recommends changing the name to "Code of Conduct and Ethics Program."

Commented [RS2R1]:
August 6 Council Action: Yes, the Council supported changing the name to "Code of Conduct and Ethics Program."

Commented [RS3]: To be filled in once revisions are

Commented [RS4]: To be completed once revisions are finalized.

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CITY OF BAINBRIDGE ISLAND CODE OF CONDUCT AND ETHICS PROGRAM

All those associated with City government, including Councilmembers and members of City Committees and Commissions, seek to earn and maintain the public's confidence in the City's services and the public's trust in its government. To this end, the decisions and work of those associated with City government must meet the highest ethical standards. It is therefore the purpose of this program to:

- 1. Articulate the Code of Conduct that will guide the conduct of Councilmembers and members of City Committees and Commissions;
- Establish a Code of Ethics for Councilmembers and members of City Committees and Commissions;
- 3. Provide training for Councilmembers and members of City Committees and Commissions on the Code of Conduct and the Code of Ethics;
- 4. Establish a system that enables individuals, Councilmembers, and members of City Committees and Commissions to seek guidance and assistance regarding possible violations of the Code of Conduct or of the Code of Ethics;
- 5. Provide a process to review possible violations of the Code of Conduct and of the Code of Ethics by Councilmembers and members of City Committees and Commissions; and
- 6. Maintain an Ethics Board to assist with the administration of the program.

Commented [RS5]:

August 6 Discussion Point #2: Who should be able to submit a complaint under the Ethics Program?

The Ethics Board recommends that any individual be allowed to submit a complaint.

Commented [RS6R5]:

August 6 Council Action: The Council agreed with the Ethics Board's recommendation that any individual be allowed to submit a complaint.

ARTICLE I -CODE OF CONDUCT

A. Preamble

The City of Bainbridge Island has adopted this Code of Conduct, which consists of the Core Values and Ethics Principles detailed below, to promote and maintain the highest standards of personal and professional conduct among City Councilmembers and members of City Committees and Commissions. The optimal operation of democratic government requires that the City's government be fair and accountable to the people it serves. This Code of Conduct articulated in Article I applies to Councilmembers and members of City Committees and Commissions.

B. Core Values

1. Service, Helpfulness, Innovation

We are committed to providing service to the people of Bainbridge Island and to each other that is courteous, cost effective, and continuously improving.

2. Integrity

We treat one another with honesty and integrity, recognizing that trust is hard won and easily lost. We pledge to promote balanced, consistent, and lawful policies and directives, in keeping with that integrity and the highest standards of this community.

3. Equality, Fairness, Mutual Respect

We pledge to act with the standard of fairness and impartiality in the application of policies and directives and that of equality and mutual respect with regard to interpersonal conduct.

4. Responsibility, Stewardship, Recognition

We accept our responsibility for the stewardship of public resources, and our accountability for the results of our efforts, and we pledge to give recognition for exemplary work.

C. Ethics Principles

1. Obligations to the Public

Following the highest standards of public service, Councilmembers and members of City Committees and Commissions act to promote the public good and preserve the public's trust. In practice, this principle looks like transparency and honesty in all public statements and written communications.

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Commented [RS7]:

August 6 Discussion Point #3: Should Article 1 be referred to as the "Code of Conduct" rather than as the "Core Values and Ethics Principles"?

The Ethics Board recommends changing the name of Article I to "Code of Conduct," which would consist of the "Core Values and Ethics Principles" outlined in Article I.

Commented [RS8R7]:

August 6 Council Action: Yes, the Council supported changing the name of Article I to "Code of Conduct."

2. Obligations to Others

In order to sustain a culture of ethical integrity, Councilmembers and members of City Committees and Commissions treat each other and the public with respect and are guided by applicable codes of ethics. In practice, this principle looks like:

- a. Councilmembers and members of City Committees and Commissions shall familiarize themselves with the ethical rules governing them (including Chapter 42.23 RCW and this Ethics Program) and obtain periodic education regarding such rules.
- b. Councilmembers and members of City Committees and Commissions shall, in all their interactions, conduct themselves in a manner that demonstrates civility and respect for others.

3. Obligations Regarding the Use of Public Resources

In recognition of the importance of stewardship, Councilmembers and members of City Committees and Commissions use and allocate public monies, property, and other resources in a responsible manner that takes into consideration both present and future needs of the community. In practice, this principle looks like:

- a. Councilmembers and members of City Committees and Commissions shall, to the extent possible, seek guidance regarding the use of public resources from staff and other experts, including legal advice from the City Attorney as appropriate, in order to ensure that public resources are used and conserved for the public good.
- b. Councilmembers and members of City Committees and Commissions shall ensure that paid experts and consultants who provide guidance regarding the use of public resources shall be impartial and free of conflicts of interest.

ARTICLE II -CODE OF ETHICS

Except where specifically stated, the rules articulated in Article II apply to Councilmembers and individuals serving on City Committees and Commissions.

A. Gifts and Compensation

1. Limitations on City-Related Gifts and Outside Compensation

Except as permitted under subsections (2) and (3) below, no Councilmember or member of a City Committee or Commission, or any member of their immediate families, shall, directly or indirectly, accept any gift (as defined below) for a matter connected with or related to their services or duties with the City of Bainbridge Island or accept any non-City compensation for the performance or non-performance of those services or duties.

2. Exceptions to Gift Limitations

The following are exceptions to the limitation on gifts and may be accepted by those subject to subsection (1) above:

- a. Unsolicited items of trivial value. "Items of trivial value" means items or services with a value of fifty dollars (\$50.00) or less, such as promotional t-shirts, pens, calendars, books, or other similar items.
- b. Gifts from other City officers, officials, or employees, or their family members on appropriate occasions.
- c. Gifts appropriate to the occasion and reasonable and customary in light of a familial, social, or official relationship of the giver and recipient, such as weddings, funerals, illnesses, holidays, and ground-breaking ceremonies.
- d. Campaign contributions as permitted and reported in accordance with law.
- e. Awards that are publicly presented by a nonprofit organization in recognition for public service if the award is not extraordinary when viewed in light of the position held by the recipient.
- f. Gifts offered while visiting other cities, counties, states, or countries or hosting visitors from other cities, counties, states, or countries, when it would be a breach of protocol to refuse the gift, provided that any such gifts received shall become property of the City.
- g. Reasonable and necessary costs to attend a conference or meeting that is directly related to the official or ceremonial duties of the Councilmember, *provided* that any payment of substantial travel or lodging expenses by any person or entity regulated by

the City or doing or seeking to do business with City must be approved in advance by the Mayor or, if the Mayor is the recipient, by the Deputy Mayor or the Mayor Pro Tem.

3. Immediate Family Gift Exception

It shall not be a violation of this section for a member of Councilmember's or member of a City Committee or Commission's immediate family to accept a gift which arises from an independent relationship, if the Councilmember or member of a City Committee or Commission does not significantly benefit from the gift, and it cannot reasonably be inferred that the gift was intended to influence the Councilmember or member of a City Committee or Commission in the performance of their duties.

B. Use of City Property by Councilmembers

- 1. Except for limited incidental personal use or emergency circumstances, no Councilmember shall request, permit, or use City vehicles, equipment, materials, or property for personal use, personal convenience, or profit.
- 2. From the time that a Councilmember declares or publicly states that they intend to run for reelection until the conclusion of the respective general election, that Councilmember shall not request or direct that City funds be used to purchase any media (including newspaper, radio, television, social media, or bulk mailing) that contains the name or image of that Councilmember unless the names or images of all City Councilmembers appear in the media being purchased.

C. Confidentiality

Except as required by law, a Councilmember, former Councilmember, or current or former member of a City Committee or Commission shall not disclose or use privileged, confidential, or propriety information obtained in executive session or otherwise in the course of their duties as a result of their position.

D. Conflict of Interest - General

1. Applications of Conflict of Interest

Except as permitted in subsections (2) or (3) below, a Councilmember or member of a City Committee or Commission shall not directly, or indirectly through a subordinate or fellow officer, official, or employee, take any direct official action on a matter on behalf of the City if they, or a member of their immediate family:

- a. Has any substantial direct or indirect contractual employment related to the matter;
- b. Has other financial or private interest in that matter (which includes serving on a Board of Directors for any organization); or

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c. Is a party to a contract or the owner of an interest in real or personal property that would be significantly affected by the action.

2. Conflict of Interest Exceptions for Councilmembers

Subsection (1) above shall not apply when the Councilmember:

- a. Is required to take or participate in an action based upon the rule of necessity;
- b. Acts as their own representative before the City Council, Hearing Examiner, or any other City board, commission, or agency, provided that the individual does not also participate in any way in the deliberations or decision of the City Council, Hearing Examiner, or that board, commission, or agency related to that matter;
- c. Acquires an interest in bonds or other evidences of indebtedness issued by the City if acquired and held on the same terms available to the general public;
- d. Officially participates in the development and adoption of the City's budget; or establishes the pay or benefit plan of City officers, officials, or employees; or
- e. Makes decisions on any other legislative or regulatory action of general applicability, unless these actions directly affect, or appear to affect, the official's or immediate family member's employment.
- f. Serves on the governing body of an organization or entity as part of their official duties as a Councilmember of the City.

3. Conflict of Interest Exceptions for Members of City Committees and Commissions

Subsection (1) above shall not apply to a member of a City Committee or Commission appointed based on that member's ownership or lease of certain real property or of that member's ownership of a business located in a certain area of the City when that member takes direct official action on a matter concerning or affecting that certain business or that certain owned or leased real property. In addition, subsection (1) above shall not apply to a member of a City Committee or Commission provided that the member fully discloses the financial interest on the public record of the City Committee or Commission and the Committee or Commission votes to allow the person to participate in discussion or the vote.

4. Disclosure for Councilmembers

All Councilmembers are required to comply with the Washington State Public Disclosure Commission requirements for financial disclosure. In addition, all Councilmembers shall publicly disclose their financial interest in any matter that comes before them. All Councilmembers shall annually complete a conflict of interest statement to be submitted to the City Clerk by April 15th.

Commented [RS9]:

August 6 Discussion Point #4: Should there be an exemption for committees where membership is based on ownership over certain real property or a business located in a certain area?

The Ethics Board recommends this addition to address Committees or Commissions where members are appointed based on property or business ownership.

Commented [RS10R9]:

August 6 Council Action: Yes, the Council supported the addition of an exemption for committees where membership is based on ownership over certain real property or a business located in a certain area.

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E. Conflict of Interest-After Leaving Elected City Office

- 1. For two (2) years after leaving elected City office, no former Councilmember shall obtain employment in which they will take direct or indirect advantage of matters on which they took direct official action during their service with the City. This includes contractual negotiations or solicitation of business unavailable to others.
- 2. For two (2) years after leaving elected City office, no former Councilmember shall engage in any action or litigation in which the City is involved, on behalf of any other person or entity, when the action or litigation involves an issue on which the person took direct official action while in elected City office.

F. Conflict of Interest - Family Members of Councilmembers

1. Appointment of Family Members

Unless they obtain a waiver from the Ethics Board, no Councilmember shall appoint or hire a member of their immediate family for any type of employment with the City. This includes, but is not limited to, full time employment, part time employment, permanent employment, temporary employment, and contract employment.

2. Supervision of Family Members

No Councilmember shall supervise or be in a direct line of supervision over a member of their immediate family. If a Councilmember is placed in a direct line of supervision of a member of their immediate family, they shall have three (3) months to come into compliance or to obtain a waiver pursuant to section (3) below.

3. Waivers

Waivers from this section may be sought from the Ethics Board to allow a member of the immediate family to be hired or to be in the direct line of supervision of a member of the immediate family. Procedures to consider such a waiver are set forth in Article III.

G. Conflict of Interest - Contractors

Every major contractor submitting bids to the City shall include a statement affirming that they have read the Code of Ethics and agree to abide by its guiding principles and rules. Further, the contractor must affirm that neither the contractor nor any agent of the contractor has made any prohibited gift to a Councilmember who is involved in direct official action on the bid or has a relationship to such an official that would create a conflict of interest for that official.

H. Conflict of Interest - Individuals Serving on City Committees and Commissions

Individuals serving on City Committees and Commissions shall sign a conflict of interest statement upon appointment and reappointment.

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I. Conduct of Public Meetings

- 1. Meetings involving Councilmembers or City Committees and Commissions should be conducted in a manner that maximizes transparency of relationships among individuals or groups that could affect decision-making.
- 2. Meetings of the City Council and City Committees and Commissions shall have a standing agenda item for disclosure of possible conflicts of interest. Members are encouraged to disclose relationships with persons and issues on the agenda, including potential conflicts of interests. If necessary, discussion among the members may be undertaken to judge the significance of these relationships and whether a possible conflict of interest exists.

ARTICLE III ENFORCEMENT OF THE ETHICS PROGRAM

A. Submission of Ethics Complaints

- 1. Any individual may submit to the City Clerk an ethics complaint alleging violations of one of the following:
 - a. The Code of Conduct (Article I) by a Councilmember or a member of a City Committee or Commission;
 - b. The Code of Ethics (Article II) by a Councilmember or a member of a City Committee or Commission; or
 - c. The ethics standards contained in the City of Bainbridge Island Employee Manual by a City employee other than the City Manager.
- 2. Each complaint must include the name and address of the complainant, along with a detailed statement of facts, supported by a declaration in compliance with RCW 9A.72.085, on a form supplied by the Ethics Board.
- 3. To facilitate timely review under this Ethics Program, each complaint may only allege violations of one of the three standards listed in subsection (A)(1) above. To the extent that an individual believes multiple standards were violated, the individual may submit multiple complaints.
- 4. The Ethics Board may on its own initiative identify a possible violation of the Code of Conduct (Article I) or the Code of Ethics (Article II) and initiate its own complaint.

B. Review of Article I Complaints

- 1. The City Clerk shall refer to a trained mediator for reconciliation complaints alleging one or more violations of the Code of Conduct (Article I) by a Councilmember or a member of a City Committee or Commission.
- 2. As soon as practicable following receipt of a complaint, the City Clerk, or designee, shall schedule the time and place for reconciliation of the complaint. However, if the complainant refuses to participate in reconciliation, then no reconciliation shall be scheduled and no further action shall be taken on the complaint. If the respondent refuses to participate in reconciliation, then no reconciliation shall be scheduled and the City Clerk shall instead refer the complaint to the Ethics Board for review and issuance of an advisory opinion in accordance with Article III, subsections (B)(4)(b)(i)–(v).
- 3. To facilitate timely reconciliation, the City Manager is authorized to, as needed, negotiate, execute, or amend a contract with the Dispute Resolution Center of Kitsap County, or other similar firm or organization, for the provision of trained mediators suitable for facilitating reconciliation to resolve complaints.

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Commented [RS11]:

August 6 Discussion Point #5: Should the title of Article III refer to enforcement?

The Ethics Board expressed some discomfort with the use of the word "enforcement" in the title of Article III.

Commented [RS12R11]:

August 6 Council Action: Council directed the Deputy City Attorney to review the title of Article III and draft a more appropriate title.

Commented [RS13]:

August 6 Discussion Point #6: What process should apply where the Ethics Board initiates its own complaint involving Article I or Article II?

Commented [RS14R13]:

August 6 Council Action: The Council indicated that the revised program should not authorize the Ethics Board to initiate its own complaints involving Article I or Article II. Council indicated that this topic is something that the Council may consider revisiting during a future update of the Code of Conduct and Ethics Program.

Commented [RS15]:

August 6 Discussion Point #7: What should happen if the complainant or the respondent refuses to participate in reconciliation to resolve an Article I complaint?

Under state law, mediation generally must be voluntary. Therefore, while the City can make mediation the first step in the process, it cannot mandate that both parties participate.

However, the City is not required to provide a process for receiving and reviewing complaints concerning Article I. To the extent that a process is provided, the City can say that no process will occur if one or both of the parties refuse to participate in mediation.

As drafted, if the complainant refuses to participate in reconciliation, then no further action will be taken on the complaint. If the respondent refuses to participate in reconciliation, then the matter is referred to the Ethics Board for an advisory opinion.

The Ethics Board expressed concern with making reconciliation mandatory.

Commented [RS16R15]:

August 6 Council Action: Council indicated support for the current draft language, as it appears in track changes here.

- 4. Reconciliation shall occur at the time and place scheduled. Within 10 business days following reconciliation, either the complainant or the respondent may request that the complaint be referred to the Ethics Board for review and issuance of an advisory opinion on the matter. Such requests must be submitted to the City Clerk, who shall then forward the request to the Ethics Board and provide notice of the request to the other party.
 - a. If no request is received within 10 business, no further action shall be taken on the complaint.
 - b. If a request is received within 10 business days, the following subsections apply:
 - i. The Chair of the Ethics Board shall provide the respondent with a reasonable period of time to submit a written response to the complaint supported by a declaration in compliance with RCW 9A.72.085.
 - ii. The Ethics Board shall then review the complaint and response, if submitted. The Ethics Board's review shall be limited to the complaint and the response, if submitted. In the course of reviewing a complaint, the Ethics Board may request clarification of the complaint by the complainant or of the response by the respondent. However, the Ethics Board shall not engage in other fact-finding.
 - iii. If, in reviewing the complaint and response, a question of fact exists, the Ethics Board shall identify the existence of the question of fact in its advisory opinion.
 - iv. After reviewing the matter, the Ethics Board shall issue an advisory opinion, which shall be forwarded to the City Clerk for publication along with the complaint and response, if submitted. The City Clerk shall provide notice to both the complainant and respondent of the issuance of the advisory opinion.
 - v. The Ethics Board shall strive to complete its review and issue an advisory opinion within 45 business days from the date that the City Clerk forwarded the request to the Ethics Board. If review takes longer than 45 business days, the Ethics Board in its advisory opinion shall specify the reasons for why additional time was needed.

C. Review of Article II Complaints

- 1. The City Clerk shall refer to the Ethics Board complaints alleging one or more violations of the Code of Ethics (Article II) by a Councilmember or a member of a City Committee or Commission.
- 2. Upon receipt of a complaint, the Chair of the Ethics Board shall provide the respondent with a reasonable period of time to submit a written response to the complaint supported by a declaration in compliance with RCW 9A.72.085.

Commented [RS17]: See new definition of "question of fact."

- 3. The Ethics Board shall review any complaint forwarded to it by the City Clerk and a response submitted by the respondent. The Ethics Board shall not engage in other fact-finding. However, in the course of reviewing a complaint, the Ethics Board may request clarification of the complaint by the complainant or of the response by the respondent.
- 4. After reviewing the complaint and the response, if one was submitted, the Ethics Board shall take one or more of the following actions and inform the complainant, the respondent, and the City Clerk accordingly:
 - Refer the complaint back to the City Clerk if the complaint alleges violations of the Code of Conduct (Article I) rather than alleged violations of the Code of Ethics (Article II);
 - b. Determine that the complaint lacks reasonable credibility;
 - Determine that the facts stated in the complaint, even if true, would not constitute a violation of the Code of Ethics;
 - d. Determine that facts stated in the complaint, even if true, would not constitute a material violation of the Code of Ethics because any possible violation was inadvertent or minor or has been adequately cured, such that further proceedings on the complaint would not serve the purposes of the Code of Ethics (Article II);
 - e. Issue an advisory opinion if the subject of the complaint is more appropriate for such action;
 - f. Hold the complaint for action at a future time if the matter is the subject of litigation; or
 - g. Determine that, based on the submissions of the complainant and the respondent, review by the Hearing Examiner is warranted.
- 5. The Ethics Board shall strive to complete its review within 45 business days from the date that the City Clerk forwarded the complaint to the Ethics Board. If review takes longer than 45 business days, the Ethics Board in its determination shall specify the reasons why additional time was needed.
- 6. If the Ethics Board determines that, based on the submissions of the complainant and the respondent, review by the Hearing Examiner is warranted, the Board shall forward its determination, along with the complaint and response to the complainant, respondent, and the City Clerk. The City Clerk will then forward the Board's determination and associated materials to the Hearing Examiner for review and further proceedings in accordance with Article IV.
- 7. The Ethics Board shall report apparent violations of law to the appropriate authorities.

D. Review of Complaints Concerning City Employees

- 1. The City Clerk shall refer complaints concerning City employees to the City Manager.
- 2. The City Manager shall review any ethics complaint forwarded by the City Clerk and determine the appropriate course of action to address the complaint including, as applicable, authorizing such investigations as may be necessary to determine whether a violation has occurred, consistent with state law as well as relevant policies, procedures, and collective bargaining agreements.
- 3. Upon making a determination that no violation of ethics rules has occurred, the City Manager shall provide a written response regarding the determination to the complainant.
- 4. Upon making a determination that a violation of ethics rules has occurred, the City Manager or other appropriate City officer shall take action as guided by state law and relevant policies, procedures, and collective bargaining agreements.
- 5. In the event of a violation, the City Manager shall provide a response to the complainant outlining the substance of the violation and the action taken, subject to governing rules regarding confidentiality articulated in state law, City policy, and collective bargaining agreements.
- 6. Apparent violations of law shall be reported to the appropriate authorities, as applicable.

E. Requests for Advisory Opinions

- 1. To the extent outlined below, the following individuals or bodies may submit to the City Clerk a request for an advisory opinion from the Ethics Board:
 - a. A Councilmember or member of a City Committee or Commission may request an advisory opinion from the Ethics Board as to whether their own behavior has violated or might in the future violate the Code of Conduct (Article I) or the Code of Ethics (Article II).
 - b. The City Council may request an advisory opinion from the Ethics Board regarding City policies or practices in relation to the Code of Conduct (Article I) or the Code of Ethics (Article II).
 - c. City Committees and Commissions may request an advisory opinion from the Ethics Board regarding operating rules or practices in relation to the Code of Conduct (Article I) or the Code of Ethics (Article II).
- 2. Requests for advisory opinions must be submitted to the City Clerk on a form supplied by the Ethics Board.

- 3. The Ethics Board, on its own initiative, may prepare its own advisory opinions concerning the Code of Conduct (Article I) or the Code of Ethics (Article II). If the advisory opinion concerns the behavior of one or more specific individuals, then, prior to issuance of the advisory opinion, the Ethics Board shall provide each individual with a reasonable amount of time to submit a written response to the concerns raised by the Ethics Board. The Ethics Board shall submit finalized advisory opinions to the City Clerk for publication along with any responses submitted. If such advisory opinions concerns the behavior of a specific individual, the Ethics Board shall inform the City Clerk, who shall then forward a copy of the advisory opinion to that individual.
- 4. The grant of authority in this section is supplemental to, and does not change, the authority granted to the Ethics Board in sections B and C above.

F. Waivers

Councilmembers may request a waiver from the Ethics Board of the conflict of interest restrictions related to the hiring of and supervision over family members, as provided by Article II, Section F. The Board shall publish both the request and its response.

G. Effect of Advisory Opinion or Waiver

An individual who receives a waiver, or who acts in reliance on an advisory opinion, shall not later be found to have violated the Code of Conduct (Article I) or the Code of Ethics (Article II) if the individual acts in a manner consistent with that advisory opinion or waiver.

Commented [RS18]: August 6 Discussion Point #8: What process should the Ethics Board follow when issuing, on its own initiatives, its own advisory opinions?

Commented [RS19R18]:

August 6 Council Action: The Council indicated that the revised program should not authorize the Ethics Board to issue its own advisory opinions on its own initiative.

ARTICLE IV -HEARING EXAMINER REVIEW AND POSSIBLE SANCTIONS

A. Hearing Examiner Review of Article II Complaints

- 1. The City Clerk shall provide written notification to the complainant and the respondent of the time, date, and place of the hearing before the Hearing Examiner at which the complaint concerning alleged violations of the Code of Ethics (Article II) will be reviewed.
- 2. Hearings conducted by the Hearing Examiner shall be informal and in held accordance with rules of procedure adopted by the Hearing Examiner, except to the extent that such rules conflict with the terms of this Ethics Program. The respondent may be represented by legal counsel. The City Attorney shall designate special counsel to present the Code of Ethics violations charges and case. The respondent and special counsel may present and cross examine witnesses and give evidence before the Hearing Examiner. The Hearing Examiner may also call witnesses and compel the production of books, records, papers, or other evidence needed. To that end, the Hearing Examiner may issue subpoenas and subpoenas duces tecum at the request of the respondent, special counsel, or their own initiative. All testimony shall be under oath administered by the Hearing Examiner. The Hearing Examiner may adjourn the hearing from time to time in order to allow for the orderly presentation of evidence.
- 3. The Hearing Examiner or designee shall prepare an official record of the hearing, including all testimony, which shall be recorded by electronic device, and exhibits; provided that the Hearing Examiner or designee shall not be required to transcribe such records unless presented with a request accompanied by payment of the cost of transcription.
- 4. Within 20 business days after the conclusion of the hearing, the Hearing Examiner shall, based upon a standard of proof of clear and convincing evidence, make findings of fact and conclusions of law. If the Hearing Examiner determines that the alleged Code of Ethics violation(s) have not been proven, the Hearing Examiner shall dismiss the complaint. If the Hearing Examiner determines that one or more Code of Ethics violation are proven, the Hearing Examiner shall forward the matter to the City Council for a determination regarding the appropriate level of sanctions to be imposed for the Code of Ethics (Article II) violations. In either event, a copy of the findings and conclusions shall be forwarded to the City Council, by registered mail to the person who made the complaint, and to the respondent at addresses as given by such persons to the Hearing Examiner.

B. Action by City Council upon Hearing Examiner's Findings and Conclusion

1. Within 45 business days of receipt of the Hearing Examiner's findings and conclusions that sustain a Code of Ethics violation, the City Council shall schedule an executive session to consider the findings and conclusions, hear from the respondent, and deliberate upon the appropriate level of civil sanction(s) to be imposed, except to the extent that the respondent requests that they be heard in open public session.

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- 2. The Council may impose any of the following sanctions in response to a sustained violation of the Code of Ethics:
 - a. Admonition: An admonition shall be a verbal non-public statement made by the Mayor, Deputy Mayor, or Mayor Pro Tem to the Councilmember or member of a City Committee or Commission who has violated the Code.
 - b. Reprimand: A reprimand shall be a letter prepared by the City Council, signed by the Mayor, Deputy Mayor, or Mayor Pro Tem, and directed to the Councilmember or member of a City Committee or Commission who has violated the Code.
 - c. Censure: A censure shall be a written statement administered personally by the Mayor, Deputy Mayor, or Mayor Pro Tem to the Councilmember or member of a City Committee or Commission who has violated the Code violation. The Councilmember or member of a City Committee or Commission shall appear at a time and place directed by the City Council to receive the censure. The censure shall be given publicly and the official who has violated the Code shall not make any statement in support or opposition thereto or in mitigation. A censure shall be deemed administered at the time it is scheduled whether or not the Councilmember or member of a City Committee or Commission appears as required.
 - d. Other sanctions: Any sanction imposed under this Ethics Program is in addition to and not in lieu of any other penalty, sanction, or remedy which may be imposed or sought according to law or equity.
- 3. The written findings, conclusions, and sanctions shall be approved by a majority vote of the Council in open public session; provided, that the respondent, if a Councilmember, shall not participate in said vote. A copy of the findings, conclusions, and sanctions shall be forwarded by registered mail to the complainant and to the respondent at addresses as given by both persons to the City Clerk.

ARTICLE V -ETHICS BOARD

A. Creation, Terms, and Appointments

1. Membership of Ethics Board

The Ethics Board consists of five members appointed in accordance with this section.

2. Qualifications of Board Members

- a. Members of the Board shall represent a diverse set of backgrounds and interests.
- b. At least one member of the Ethics Board shall be a former judicial officer or have expertise in ethics acquired through education or experience.
- c. Members appointed or reappointed after the effective date of Resolution No. 2019-26, updating the Ethics Program, shall not be employees or officers of the city or individuals appointed to another city committee or commission.

3. Method of Appointment

- a. Members of the Ethics Board shall be nominated by the Mayor and confirmed by the City Council.
- b. The Mayor and City Council shall work cooperatively to ensure that any person who is nominated has the required support of the City Council. Nominations shall be presented at meetings of the City Council in which all seven Councilmembers are present, unless exceptional circumstances exist (e.g., a Council vacancy exists and has not yet been filled, or other good cause).

4. Terms of Appointment

- a. Board members shall be appointed to terms of three years; however, the first two members nominated by the Mayor and confirmed by the City Council shall initially serve one-year terms to achieve staggered ending dates.
- b. If a member is appointed to fill an unexpired term, that member's term shall end at the same time as the term of the person being replaced.
- c. Each member shall continue to serve until a successor has been appointed, unless the member is removed or resigns.

5. Removal of Board Members

- a. The absence of any member of the Board from three (3) official consecutive meetings, unless the Board has excused the absence for good and sufficient reasons as determined by the Board, shall constitute a resignation from the Board.
- b. The City Council may remove a member for inappropriate conduct before the expiration of the member's term. Before removing a member, the City Council shall specify the cause for removal and shall give the member the opportunity to make a personal explanation.

6. Compensation

Members of the Ethics Board shall serve without compensation. Members may be reimbursed for reasonable expenses pursuant to the rules of the City and as approved by the City Manager or their designee.

7. Rules

The Ethics Board may, by majority vote, adopt reasonable operating rules consistent with this Ethics Program. The City Council reserves the right to modify such operating rules at its discretion.

8. Consultation with City Attorney

The Ethics Board shall consult with the City Attorney's Office or special counsel appointed by the City Attorney's Office regarding legal issues which may arise in connection with the Board's duties and functions under this Ethics Program.

B. Training Provided by the Ethics Board

The Ethics Board shall perform the following training related duties:

- 1. At least every two years, the Ethics Board shall prepare and distribute a pamphlet describing the Code of Conduct (Article I) and Code of Ethics (Article II) to all Councilmembers and members of City Committees and Commissions, after review of the pamphlet by the City Attorney's Office. The Ethics Board shall ensure that all new Councilmembers and members of City Committees and Commissions receive a pamphlet on this Code of Ethics.
- 2. The Ethics Board shall disseminate any change in policy that results from a finding of the Board, after review by the City Attorney's Office.
- 3. The Ethics Board shall develop and present a training course on the Code of Ethics to be presented to all Councilmembers and members of City Committees and Commissions at least once every two years.

Commented [RS20]:

August 6 Council Action: Council indicated that it desired to receive annual training on the requirements of the Code of Conduct and Ethics Program.

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C. Training Provided to the Ethics Board

The Ethics Board shall include all requests for training for the coming year in the Board's annual report to the City Council, and the Council will determine what training to approve, if any.

D. Annual Report

By February 15 of each year, the Ethics Board shall submit an annual report to the City Council summarizing its activities during the previous calendar year and work plan for the following year. The report shall include any recommendations for modifying the Code of Ethics as well as all training requested by the Ethics Board.

Commented [RS21]:

August 6 Discussion Point #9: Should the Ethics Board be allowed to request training for its members? If so, should such requests be submitted to the City Council along with the Ethics Board's annual report?

The Ethics Board has indicated a desire to receive additional training in the future. As drafted, the revised Ethics Programs would direct such requests for training to be included in the annual report to the City Council.

Commented [RS22R21]:

August 6 Council Action: Council supports training for the Ethics Board and indicated agreement with the current draft language shown in track changes here.

ARTICLE VI - DEFINITIONS

For purposes of the Ethics Program, the following definitions shall apply.

"City Committees and Commissions" means all advisory boards, commissions, committees, and task forces created or appointed by the City Council.

"Confidential Information" means (a) specific information, rather than generalized knowledge, that is not available to the general public on request; or (b) information made confidential by law

"Direct official action" means any action which involves any of the following:

- 1. Negotiating, approving, disapproving, administering, enforcing, or recommending for or against a contract, purchase order, lease, concession, franchise, grant, or other similar instrument in which the City is a party. With regard to "recommending," direct official action occurs only if the person making the recommendation is in the formal line of decision-making.
- 2. Enforcing laws or regulations or issuing, enforcing, or regulating permits.
- 3. Selecting or recommending vendors, concessionaires, or other types of entities to do business with the city.
- 4. Appointing and terminating employees, temporary workers, and independent contractors.
- 5. Doing research for, representing, or scheduling appointments for an officer, official, or employee, provided that these activities are provided in connection with that officer's, official's, or employee's performance of 1 through 4 above.

Direct official action does not include acts that are purely ministerial (that is, acts which do not affect the disposition or decision with respect to the matter). With regard to the approval of contracts, direct official action does not include the signing by the Mayor, City Manager, or other official as required by law, unless the official initiated the contract or is involved in selecting the contractor or negotiating or administering the contract. A person who abstains from a vote is not exercising direct official action.

"Direct line of supervision" means the supervisor of an employee and the supervisor of an employee's supervisor.

"Gift" means any favor, reward, or gratuity and any money, good, service, travel, event ticket, lodging, dispensation, or other thing of value that is given, sold, rented, or loaned to a person without reasonable compensation and that is not available to the general public on the same terms and conditions. Any honoraria or payment for participation in an event will be considered a gift.

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Commented [RS23]:

August 6 Council Action: Council directed the Deputy City Attorney to review the definition of "Direct Official Action" and propose revised language to further clarify what constitutes "Direct Official Action" and provide some examples to the extent possible.

"Immediate family" means husband, wife, son, daughter, mother, father, grandmother, grandfather, grandchildren, brother, sister, domestic partner, or spouse of the above. The term includes any minor children for whom the person, or their domestic partner, provides day-to-day care and financial support. A "domestic partner" is an unmarried adult, unrelated by blood, with whom an unmarried officer, official, or employee has an exclusive committed relationship, maintains a mutual residence, and shares basic living expenses.

"Major Contractor" means any person, corporation, company, firm, business, or other entity doing business over \$5,000 with the City under one contract or annually.

"Question of Fact" means a factual dispute between the complainant and the respondent concerning an issue that is material to a determination as to whether a violation of the Code of Conduct (Article I) exists.

"Reconciliation" means mediation between a complainant and a respondent facilitated by a trained mediator.

"Rule of Necessity" shall be interpreted and defined in accordance with RCW 42.36.090, which provides: In the event of a challenge to a member or members of a decision-making body which would cause a lack of a quorum or would result in a failure to obtain a majority vote as required by law, any such challenged member(s) shall be permitted to fully participate in the proceeding and vote as though the challenge had not occurred, if the member or members publicly disclose the basis for disqualification prior to rendering a decision. Such participation shall not subject the decision to a challenge by reason of violation of the appearance of fairness doctrine.

Important disclaimer. Attached are comments or recommendations for changes to the Code of Conduct and Ethics Program that have been submitted by individual Councilmembers. These comments or recommendations have not yet been discussed or approved by the entire Council. The Council will discuss these at its meeting and may or may not choose to adopt them.

Kol Medina suggestions for amendments to the draft Code of Conduct and Ethics Program.

1. Article I, Section A.

This paragraph currently ends with this sentence: "This Code of Conduct articulated in Article I applies to Councilmembers and members of City Committees and Commissions."

I recommend changing that sentence to read as follows: "Although this Code Conduct articulated in Article I only formally applies to Councilmembers and members of City Committees and Commissions, it is hoped that City residents will also follow this Code of Conduct when interacting with Councilmembers, members of City Committees and Commissions, and City staff."

2. Article III, Section A.2. I recommend changing as follows:

"Each complaint must include the name and address of the complainant, along with a detailed statement of facts, supported by a declaration in compliance with RCW 9A.72.085, on a form supplied by the CityEthics Board."

3. Article III, Section B.4.b.

I recommend adding two new subsections directly under Section B.4.b and the renumbering of the current subsections. Recommended new subsections:

- "i. If at any time during the process detailed in the subsections below the Ethics Board determines that the complaint lacks reasonable credibility, the Ethics Board may dismiss the complaint and take no action on it.
- ii. If at any time during the process detailed in the subsections below the Ethics Board determines that the facts stated in the complaint, even if true, would not constitute a violation of Article I, the Ethics Board may dismiss the complaint and take no action on it."

4. Article III, Section B.4.b.

I recommend adding the following new subsection. This subsection will be subsection v or subsection vii, depending on whether my recommendation number 3 above is adopted by Council.

"v. If during the process of reviewing an Article I complaint, the Ethics Board determines that an additional Article I violation may have occurred or an Article II violation may have occurred, the Ethics Board may choose to note that possibility in its Advisory Opinion. However, the Ethics Board may not on its own initiative pursue an investigation of the potential additional violation. "Additional Article I violation" means an Article I violation that was not included in the complaint."

5. Article III, Section B.4.b.ii.

I recommend adding the following language to the Subsection that is currently numbered B.4.b.ii:

"ii. The Ethics Board shall then review the complaint and response, if submitted. The Ethics Board's review shall be limited to the complaint and the response, if submitted. In the course of reviewing a complaint, the Ethics Board may request clarification of the

complaint by the complainant or of the response by the respondent; provided that if the Ethics Board obtains clarification of the complaint, the Ethics Board shall give the respondent the opportunity to review the clarification and to provide an additional written response. However, the Ethics Board shall not engage in other fact-finding."

6. Article III, Section B.4.b.

I recommend adding the following new subsection at the end of the many subsections under Section B.4.b:

"Advisory opinions shall be viewed as educational only. The purpose of such an opinion is to provide an educational opinion to Councilmembers, Committee members, and the public on what type of Conduct is generally expected from Councilmembers and Committee members. Advisory opinions are not a judgment about a person's character."

7. Article III, Section C.4.e.

I recommend removing this subsection. It conflicts with the new subsection a directly above it.

8. Article III, Section E.1.a.

I recommend adding the following language to this subsection:

"a. A Councilmember or member of a City Committee or Commission may request an advisory opinion from the Ethics Board as to whether their own behavior has violated or might in the future violate the Code of Conduct (Article I) or the Code of Ethics (Article II). In this situation, if the Ethics Board finds that a likely violation of Article II has occurred, the Ethics Board will issue an advisory opinion so stating but the matter may not be forwarded to the Hearing Examiner by the Ethics Board."

9. Article IV, Section A.2.

There is a typo in the first sentence. Should read "held in", not "in held."

10. Article IV, Section B.1.

I recommend amending this subsection as follows:

"1. Within 45 business days of receipt of the Hearing Examiner's findings and conclusions that sustain a Code of Ethics violation, the City Council shall schedule an executive session to consider the findings and conclusions, hear from the respondent, and deliberate upon the appropriate level of civil sanction(s) to be imposed, if any, except to the extent that the respondent requests that"

11. Article IV, Section B.2.

I recommend amending this subsection as follows:

"2. The Council may take no formal action or may impose any of the following sanctions in response to a sustained violation of the Code of Ethics:"

12. Article V, Section A.2.

I recommend adding two new subsections in Section A.2., reading as follows:

- "d. A person who is actively involved with or affiliated with a political action committee or similar organization that has taken a position or expressed an opinion for or against a sitting City Councilmember or a candidate for City Council in either of the last two Council election cycles shall not be eligible for appointment to the Ethics Board."
- "e. A person who is or was actively involved with the election campaign of a sitting City Councilmember or of a candidate for City Council in either of the last two Council election cycles shall not be eligible for appointment to the Ethics Board. Donating to an election campaign or endorsing a candidate does not, on its own, constitute being "actively involved.""

13. Article V, Section A.3.a.

I recommend amending this current subsection to read as follows:

"a. Members of the Ethics Board shall be nominated by the Mayor and confirmed by the City Council by a supermajority vote of at least 5 Councilmembers."

14. Article V, Section A.9.

I recommend adding a new subsection A.9 to read as follows:

"9. City Liaison to the Ethics Board. A representative of the City Attorney's office shall attend all Ethics Board meetings and serve as the Ethics Board liaison with the City. A City Councilmember shall not serve as a liaison to the Ethics Board."

Proposed Amendments to Revised Ethics Program For Discussion at August 20, 2019 City Council Study Session by Councilmember Deets

Article I

A. Preamble

Amend the last sentence as underlined: This Code of Conduct articulated in Article I applies to Councilmembers and members of <u>Committees</u>, <u>Commissions</u>, <u>Task Forces and Boards</u>.

Article III

B. Submission of Ethics Complaints

Amend section 4, in removing that the Ethics Board "may initiate its own complaint". (but keep that it can identify a possible violation).

Article V

1. Membership of Ethics Board

Amend membership, from five members to seven.

2. Qualifications of Board Members

Include the following:

A. At least two members be formerly elected public officials, coming from either a City, County or State Government, or the US Federal Government. That no such person would either have served on Council with a sitting member of Council or ran against a sitting Councilmember in an election.

B. That no member of the Ethics Board will have been a member of a Political Action Committee that acted to influence a City election.

7. Rules

Include the following:

Members of the Ethics Board accept and acknowledge that their role is sensitive in nature and that they will strictly comply with the rules and spirit of the Ethics Program.

New Article – Probationary Period for revised Ethics Program

That the revised Ethics Program will automatically end 12 months from inception, unless it is expressly renewed or amended by the City Council (note that if a majority of Council do not agree to this I will then propose that an automatic review be done no later than twelve months from inception).



City Council Study Session Agenda Bill

MEETING DATE: August 20, 2019 **ESTIMATED TIME:** 15 Minutes

AGENDA ITEM: (8:20 PM) Bainbridge Island Community Bill of Rights Ordinance - Councilmembers Nassar and Peltier,	
STRATEGIC PRIORITY: Green, Well-Planned Community	
PRIORITY BASED BUDGETING PROGRA	M:
AGENDA CATEGORY: Discussion	PROPOSED BY: City Council
RECOMMENDED MOTION:	
Discussion only.	
•	
SUMMARY:	
The purpose of this discussion is to provide for an initial discussion on the background and broader framework of the proposed Community Bill of Rights Ordinance. If the City Council would like to consider its possible adoption, this discussion will be forwarded to a future study session attended by attorney representation of CELDF (Center for Environmental Legal Defense Fund) to introduce the draft ordinance and attorney memo.	
FISCAL IMPACT:	
Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	
BACKGROUND:	

ATTACHMENTS:

Memo to the City Council

FISCAL DETAILS: N/A - discussion only

Fund Name(s):

Coding:

Memo to the City Council August 20, 2019

Bainbridge Island Community Bill of Rights

The Bainbridge Island Community Bill of Rights is born from the international movement to grant legal rights to nature and reaffirm the fundamental rights of people to a sustainable future. This movement is in response to the current mass extinction event and accelerating collapse of our life support systems driven by human-caused climate change.

The first laws establishing legal structures that recognized the Rights of Nature were adopted by local municipalities in the United States in 2006. Tamaqua Borough, Schuylkill County, Pennsylvania, was the first community to enact the Rights of Nature. Since then, more than three dozen communities have adopted such laws. In November 2010, the City of Pittsburgh, Pennsylvania, became the first major municipality in the United States to recognize Rights of Nature. In 2014, Mendocino County approved a Community Bill of Rights. In September 2008, Ecuador became the first country in the world to recognize Rights of Nature in its constitution. More recently, in February 2019 the citizens of Toledo, Ohio, voted to grant legal rights to Lake Eerie, stating that "the lake has the right to "exist, flourish, and naturally evolve".

Bainbridge Island has demonstrated its commitment to Climate Change and the environment through numerous actions and takes pride at being forefront and center of our region's progress towards addressing our worsening environmental crisis. To this end, the City of Bainbridge Island has adopted the following Resolutions to implement the City's Comprehensive Plan, promote Intergenerational Equity, and emphasize Bainbridge Island's commitment to local, national, and global environmental causes and concerns: Resolution No. 2016-21, declaring the second Monday in October as Indigenous Peoples Day in the City of Bainbridge Island; Resolution No. 2017-13, declaring the month of April to be Celebrate Trees! Earth Month Bainbridge Island; No. 2017-18, adopting the Bainbridge Island Community Forest *Plan;* Resolution No. 2017-20, affirming the City of Bainbridge Island's commitment to meet or exceed goals established in the *Paris Climate Agreement*; Resolution No. 2019-12, affirming the importance of the Southern Resident orca whales to the identity and values of Bainbridge Island and the broader Salish Sea region. Most recently, the City Council unanimously adopted Resolution 2019-14 in support of the *Green New Deal*, further declaring our City's support of progressive environmental legislation. Through these actions, the City has demonstrated its commitment to fully implement its Comprehensive Plan to further effectuate rights of natural communities and ecosystems of the City of Bainbridge Island.

The proposed Ordinance, titled the *Bainbridge Island Community Bill of Rights*, seeks to promote the City's Comprehensive Plan and the Sustainability Plan contained within; establishes Rights of Nature for the Natural Communities and Ecosystems of Bainbridge Island and Puget Sound; and asserts, protects and promotes the fundamental rights of Bainbridge Island citizens,

both present and future, to clean air, clean water, clean soil, and a sustainable future.

Several other cities in Washington State are currently working to draft similar Rights of Nature Ordinances, including Island County and Clallam County. Bainbridge Island is currently positioned to be the first City in Washington State to adopt Rights of Nature through the proposed Community Bill of Rights Ordinance, should the City Council vote to support the adoption of the Ordinance in the very near future. Thus, our City has the unique opportunity to join our international and national leaders in this global effort to address the most pressing crisis of our time.

Councilmember Nassar Councilmember Peltier



City Council Study Session Agenda Bill

ESTIMATED TIME: 10 Minutes

MEETING DATE: August 20, 2019

AGENDA ITEM: (8:35 PM) Future Council Agendas, **STRATEGIC PRIORITY:** Good Governance PRIORITY BASED BUDGETING PROGRAM: AGENDA CATEGORY: Discussion **PROPOSED BY: Executive RECOMMENDED MOTION:** Discussion. SUMMARY: Council will review future Council agendas. FISCAL IMPACT: Amount: **Ongoing Cost:** One-Time Cost: **Included in Current Budget?**

BACKGROUND:

ATTACHMENTS:

City Council Regular Business Meeting, August 27, 2019

City Council Study Session, September 3, 2019

City Council Regular Business Meeting, September 10, 2019

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY COUNCIL REGULAR BUSINESS MEETING TUESDAY, AUGUST 27, 2019

BAINBRIDGE ISLAND CITY HALL 280 MADISON AVENUE N. BAINBRIDGE ISLAND, WASHINGTON

AGENDA

- 1. CALL TO ORDER/ROLL CALL 6:00 PM
- 2. EXECUTIVE SESSION
 - 2.A Pursuant to RCW 42.30.110(1)(i), to discuss with legal counsel matters relating to litigation or potential litigation to which the city, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency 15 Minutes
- 3. RE-CONVENE MEETING / PLEDGE OF ALLEGIANCE / APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE
- 4. PUBLIC COMMENT
- 5. MAYOR'S REPORT
- 6. CITY MANAGER'S REPORT
- 7. PRESENTATION(S)
 - 7.A Proclamation in Support of National Drive Electric Week and Drive Electric Kitsap Deputy Mayor Tirman, 10 Minutes

 Proclamation for National Drive Electric Week
- 8. PUBLIC HEARING(S)
 - 8.A (X PM) Ordinance No. 2019-03, Relating to Subdivision Update Planning, 20 Minutes

20190827 CC Staff Memo Subdivision Update.docx

Ord 2019-03.docx

Ord 2019-03 Exhibit A.docx

Ord 2019-03 Exhibit B.docx

Ord 2019-03 Exhibit C.pdf

9. UNFINISHED BUSINESS

9.A (X PM) Suzuki Affordable Housing Project Decision on Number of Housing Units - Executive, 30 Minutes

BRIDGE PowerPoint-HRB_Suzuki Site_8_2_2019_Presentation Copy.pdf 2019.08.02_HRB Suzuki Site Report_Final Draft.pdf

9.B Ordinance No. 2019-09 Relating to Accessory Dwelling Units (ADUs) and Tiny Homes - Planning, 60 Minutes

Staff Memo on Tiny Homes and RVs

Ordinance 2019-09 DRAFT 073119

Building Official memo RV's as permanent living

BIFD memo - RVs - CC 23 Jul 2019

Kitsap RV Dump Stations

Building Official memo re tiny home Appendix Q adoption

Appendix Q

City Zoning Map

ADU Use Specific Standards 18.09.030 Attachment A

9.C Set Public Hearing on Ordinance No. 2019-25 Relating to Design Guidelines - Planning, 10 Minutes

9.D 2019 Annual Drainage Projects - Public Works 10 Minutes

2019 Location Map

BID_FORM_100818.docx

2019 Drainage Contract-Ridgeback.docx

9.E Lodging Tax Advisory Committee (LTAC) Grant Application for Downtown Wayfinding Signage 10 Minutes

BI Downtown Wayfinding Signage_LTAC Application.pdf

10. NEW BUSINESS

10.A 2019 Midyear Report - Finance, 20 Minutes

10.B Piper Jaffray Bond Underwriter Engagement Letter - Finance, 5 Minutes

Piper Jaffray Bond Underwriter Engagement Letter

10.C Memorandum of Understanding between Kitsap County Sheriffs Office and Bainbridge Island Police Department Regarding Registered Sex Offender Address/Residency Verification Program Grant - Police, 5 Minutes

2019-20 MOU WASPC RSO Bainbridge Island PD

10.D Professional Services Agreement with Framework for Island Center Master Plan - Planning, 10 Minutes

10.E Wyatt/Madison Roundabout Right-of-Way Easement Acquisition Agreement - Public Works 10 Minutes

272502-4-184-2004 ROW ESMT.docx

272502-4-185-2003 ROW ESMT.docx

TCE 009 Mad Ave Real 20190730.docx

TCE 184 Mad Ave Real_20190731.docx

TCE 185 Mad Ave Real_edit 20190729.docx

Memorandum_MARE 8-6-19.pdf

10.F (x PM) Amendment No. 5 to Professional Services Agreement with Contract Land Services in support of the Wyatt/Madison Roundabout Right-of-Way Acquisition Services 10 Minutes Amendment No 5 to PSA With Contract Land Staff LLC - RLS Edits.docx

- 10.G Amendment No. 1 to the Noxious Weed Control Interlocal Agreement Public Works, 10 Minutes
 DRAFT AMENDMENT NO. 1 TO ILA_src.docx
 2017 ILA.pdf
- 10.H Re-establishment of Salary Commission Executive, 10 Minutes Ordinance No. 2019-23, Updating the Code Provisions Governing the City's Salary Commission - v1.docx
- 11. CITY COUNCIL DISCUSSION
- 12. CONSENT AGENDA
 - 12.A Agenda Bill for Consent Agenda, 5 Minutes
 - 12.B Accounts Payable and Payroll
 - 12.C City Council Study Session Minutes, August 6, 2019
 - 12.D City Council Regular Business Meeting Minutes, August 13, 2019
 - 12.E Dave Ullin Open Water Marina (DUOWM) Buoy Removal and Install Contract Award Public Works, 5 Minutes

Bid Form

Contract - Norwest Marine, LLC

Dave Ullin Open Water Marina (DUOWM) Plans

Memo - Marine Access Committee (MAC) Recommendation

12.F Resolution No. 2019-25, Opposing Initiative 976 Concerning Motor Vehicle Taxes and Fees, 5 Minutes

Resolution No 2019-25, Opposing Initiative 976 Concerning Motor Vehicle Taxes and Fees Bainbridge_Island_Initiative_976_FAQ.docx

Vehicles Subject to Fees

12.G Ordinance No. 2019-20, Relating to 2019 2nd Quarter Budget and Updated Capital Improvement Plan Amendments - Finance, 5 Minutes

2019 2nd QTR Budget Amendments Transmittal Memo.docx

Ordinance No. 2019-20, Relating to 2019 2nd Quarter Budget and Updated Capital Improvement Plan Amendments

12.H Interlocal Agreement with the Bainbridge Island School District for a Stop Paddle Camera Test Program - Police, 5 Minutes

Interlocal Agreement with the Bainbridge Island School District for a Stop Paddle Camera Test Program

12.1 Sidewalk Cutting and Replacement Contract - Public Works, 5 Minutes

Bid Form

Contract - Precision Concrete Cutting Inc.

Attachment C - Road List

13. COMMITTEE REPORTS

13.A Committee Reports 5 Minutes

14. FOR THE GOOD OF THE ORDER

15. ADJOURNMENT

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 - Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



CITY COUNCIL STUDY SESSION TUESDAY, SEPTEMBER 03, 2019

BAINBRIDGE ISLAND CITY HALL 280 MADISON AVENUE N. BAINBRIDGE ISLAND, WASHINGTON

AGENDA

- 1. CALL TO ORDER / ROLL CALL 6:00 PM
- 2. EXECUTIVE SESSION
 - 2.A Pursuant to RCW 42.30.110(1)(i), to discuss with legal counsel matters relating to litigation or potential litigation to which the city, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency 15 Minutes
- 3. APPROVAL OF AGENDA/ CONFLICT OF INTEREST DISCLOSURE
- 4. MAYOR'S REPORT
- 5. PRESENTATIONS
 - 5.A Proclamation Declaring September 2019 as "Community Preparedness Month" Executive, 5 Minutes

FINAL Preparedness Month Proclamation - 2019.docx

5.B Schedule of Events and Process for 2019 Limited Tax General Obligation Bonds and 2020 Limited Tax Obligation Refunding Bonds - Finance, 20 Minutes

SOE City of Bainbridge Island 2019 LTGO and Refunding_v3.pdf
Bond Ordinance_City of Bainbridge Island_LTGO 2019 LTGO Ref 2020.docx

- 6. UNFINISHED BUSINESS
 - 6.A (xx PM) Consider Changes to Annual Funding and Master Lease with Friends of the Farms Executive, 30 Minutes

City of Bainbridge Island Farmland Map FOF Operating Support Request for CC 07162019 COBI-FOF Master Lease - 1-1-12 to 1-1-42 - Executed 12-9-11 Amendment No. 1 to COBI-FOF Master Lease - Executed 2-6-19

- 6.B Update on the Moratorium Planning, 10 Minutes
- 6.C Multifamily Property Tax Exemption (MFTE) and Inclusionary Zoning Planning, 90 Minutes
- 7. NEW BUSINESS
 - 7.A Briefing HB 1406 Overview and Next Steps Finance 20 Minutes
- 8. CITY COUNCIL DISCUSSION
- 9. FUTURE COUNCIL AGENDAS
 - 9.A Future Council Agendas 5 Minutes
- 10. FOR THE GOOD OF THE ORDER
- 11. ADJOURNMENT

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CITY COUNCIL REGULAR BUSINESS MEETING TUESDAY, SEPTEMBER 10, 2019

BAINBRIDGE ISLAND CITY HALL 280 MADISON AVENUE N. BAINBRIDGE ISLAND, WASHINGTON

AGENDA

- 1. CALL TO ORDER/ROLL CALL/PLEDGE OF ALLEGIANCE 6:00 PM
- 2. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE
- 3. PUBLIC COMMENT
- 4. MAYOR'S REPORT
- 5. CITY MANAGER'S REPORT
- 6. PRESENTATION(S)
- 7. **PUBLIC HEARING(S)**
- 8. UNFINISHED BUSINESS
 - **8.A** Approve LTAC Application for the Wayfinding Project
- 9. NEW BUSINESS
 - 9.A (X PM) Resolution No. 2019-24 Updating the City's Procurement Policy Public Works, 10 Minutes Resol No. 2019-24 - Procurement Manual Update.docx ESSB 5418 Bill Analysis.pdf FINALProcurementPolicyUpdates_KGRedlinesREADABLE COPY.docx
 - 9.B Ordinance 2019-24 Updating BIMC Sections 2.16.040, 2.16.050 and 2.16.110 Site Plan and Design Review (SPR) and Conditional Use Permit (CUP) Decision Criteria 15 Minutes
- 10. CITY COUNCIL DISCUSSION
- 11. CONSENT AGENDA

- 11.A Agenda Bill for Consent Agenda 5 Minutes
- 11.B Accounts Payable and Payroll
- 12. COMMITTEE REPORTS
 - 12.A Committee Reports 5 Minutes
- 13. FOR THE GOOD OF THE ORDER
- 14. ADJOURNMENT

GUIDING PRINCIPLES

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