



Transit Supportive Comprehensive Plan Checklist

King County Metro and cities worked together to create and update [Metro's current adopted policies and plans, including](#) the Strategic Plan for Public Transportation, Metro Connects and Service Guidelines. The plans envision an expanded regional, innovative, and integrated mobility network that is safe, equitable and sustainable. Local comprehensive plans and Metro's plans all support and reinforce one another, the [Countywide Planning Policies](#) and the regional growth strategy, [Vision 2050](#). Aligning comprehensive plans with regional transit agencies is required under the Growth Management Act¹. The comprehensive plan's periodic update is an opportunity for cities and Metro to ensure our plans and policies are aligned, and work to achieve our common policy goals.

By partnering to develop and implement these policies and plans, Metro and cities can improve regional mobility and support healthy communities, a thriving economy and a sustainable environment. As such, Metro developed the following checklist as a resource to support cities in better aligning their comprehensive plans with Metro's policies and plans.

How to use the checklist

The checklist highlights transit-supportive policies and items cities should consider when updating their comprehensive plans. The specific policies and plans will vary by local context, but are all based on common principles of coordinating transportation and land use planning, which are required under the Growth Management Act. Cities can follow the following steps to ensure their comprehensive plan updates are aligned with Metro's plans.

1. Review the Metro Connects Interim and 2050 networks to understand where Metro's plans show future service in your community, as funding allows. Metro Connects is a long-range, unfunded vision, and Metro relies on community engagement to determine the final network closer to implementation.
2. Assess if your community's land use and transportation plans and policies align with Metro's planned future transit service, Countywide Planning Policies and Vision 2050. See the checklist below for more. Examples include:
 - Does your planned land use map allow higher densities and a mix of land uses near frequent transit service?
 - Do your plans include transit-supportive policies, such as reduced parking requirements near transit service, that are complementary to the land use changes?
3. Identify opportunities to partner with Metro on plans and projects after your plan has been updated. See How to Work with Metro below for further details.

Metro resources

- Metro's Regional Project Schedule shows Metro's capital and mobility projects by phase.
- [Metro Connects](#) is Metro's long-range plan for service growth and capital investment, envisioning 70 percent more service by 2050, though delivering this will require additional funding². The [Interim](#) and [2050](#) Network Maps show Metro's vision for service at a route level. [Metro's Service Guidelines](#) describe how Metro evaluates, designs and modifies service, and give specific guidance on land uses that support different types of service.
- [Metro's Speed and Reliability Guidelines and Strategies](#) outlines strategies Metro can use to partner to make transit faster and more reliable.
- [Metro's Transit Facilities Guidelines](#) provide a framework for the design, permitting and construction of transit facilities.

The checklist below highlights policy areas for Metro and individual cities to align plans. The checklist is not comprehensive, but lists the most important items for alignment.

Item	In Current Plan?	Needed in Update?	Resource
Transportation Element			
Do your street classifications have a category that prioritizes transit to improve speed and reliability?			Metro Speed and Reliability Guidelines and Strategies
Does your TIP/CIP use transit speed and reliability and safe access to transit as a factor in prioritization?			PSRC Transportation Element Guidance
Do you have policies prioritizing improvements for people to walk, bike and roll safely to connect to transit service within one-half mile? (Three miles for bike access?)			NACTO Urban Street Design Guide
Does your plan include transportation demand management policies that support transit use, particularly removing or lowering parking requirements near transit stops?			PSRC Transportation Element Guidance
Does your plan have policies to accommodate additional bus layover to support growth in service?			Metro Connects
Does your plan have policies to accommodate electric charging needs to support electrifying the bus fleet?			
Land Use Element			
Does your future land use map plan for increased residential density within at least one-quarter mile of RapidRide and other frequent transit service?			Metro Service Guidelines (pages 14-15)
Does your future land use map ensure a mix of residential, commercial and institutional uses within at least one-quarter mile of transit service?			Metro Service Guidelines (pages 14-15)
Housing Element			
Does your plan include policies supporting transit-oriented development within at least one-quarter mile of RapidRide and frequent transit, such as reductions in parking requirements and zoning flexibility to increase the opportunity for density?			Metro Equitable Transit-Oriented Communities Policy
Does your plan include anti-displacement policies, such as incentives for affordable housing development near transit, for communities vulnerable to displacement?			PSRC Displacement Risk Mapping Tool

How metro and cities can work together

In addition to aligning policies in the Comprehensive Plan, Metro and cities can work together to implement their plans, improve access and enhance regional mobility in other ways, including but not limited to the following list of examples.

Project Partnerships

- **Capital projects:** Metro can offer technical assistance, provide letters of support for funding opportunities and partner on grant funding proposals that support improved transit operations and improved access to transit. Metro can be a lead on some capital projects with support from partner cities, and cities can lead on capital projects depending on the situation. Additionally, cities can contribute to projects by taking actions like engaging early on scope and permitting strategy, assisting in effective community outreach, leading planning studies and developing conceptual plans and working on financial planning for design and implementation.
 - **Speed and Reliability:** Opportunities to plan, design and implement transit priority treatments (bus lanes, transit signal priorities, transit queue jumps, signal retiming and roadway channelization) on corridor-wide or spot improvements on frequent transit network.
 - **RapidRide Lines:** Development of new RapidRide lines and reinvestment in existing lines.
 - **Access to Transit:** Walking and biking improvements near transit stops, such as signalized crossing, sidewalk improvements, ADA curb ramps, pedestrian scale lighting, and separate bike facilities.
- **Service:** Metro partners with cities to increase funding for fixed-route bus service and flexible services.
 - **Service Partnerships³:** Funding agreements for additional fixed-route bus service like Metro's agreement with the City of Seattle, Mercer Island and school districts.
 - **Flexible Services:** Funding partnerships for new on-demand services pilots in priority locations identified in the System Evaluation Report.
- **Other Projects:** Metro also partners with communities on transportation demand management strategies, such as Metro's In Motion initiative, and encouraging enrollment in fare programs like ORCA LIFT, Metro's low-income fare program.

Transit Oriented Development Partnerships

- **TOD on county-owned property:** Metro has a direct role in determining when and how property is developed.
 - Identification of transit-oriented development (TOD) opportunities on county-owned property in your community.
 - Facilitation of conversations with businesses or other organizations looking to partner or find space in developments on county-owned property.
- **Supportive land use near Metro service:** Metro advocates for and partners with cities on land use strategies that advance common goals and mobility outcomes.
 - Early planning and analysis to better support transit ridership through land use changes for RapidRide projects planned in your community.
 - Coordination and planning for development opportunities in your community on land that is adjacent to county-owned property.

For more information

If you have any questions, or would like to meet to discuss Metro's Transit Supportive Comprehensive Plan Checklist, please contact Amanda Pleasant-Brown at apleasant-brown@kingcounty.gov or at 206-477-5872.

Other resources

The Municipal Research and Services Center, Puget Sound Regional Council, King County Countywide Planning Policies and Washington Department of Commerce provide comprehensive plan resources and toolkits that jurisdictions can reference when updating their comprehensive plan.

Municipal Research and Services Center (MRSC)

- [MRSC - Transportation Plans and Plan Elements](#)
- [MRSC - Affordable Housing Techniques and Incentives](#)
- [MRSC - Transit-Oriented Development](#)

National Association of City Transportation Officials

- [Urban Street Design Guide | National Association of City Transportation Officials \(nacto.org\)](#)
- [Transit Street Design Guide | National Association of City Transportation Officials \(nacto.org\)](#)

Puget Sound Regional Council

- [VISION 2050 Planning Resources: DRAFT Transportation Element Guidance \(psrc.org\)](#)
- [Displacement Risk Mapping | Puget Sound Regional Council \(psrc.org\)](#)
- [Transit Supportive Planning Toolkit | Puget Sound Regional Council \(psrc.org\)](#)

King County Countywide Planning Policies

- [2021 King County Countywide Planning Policies](#)

Washington Department of Commerce

- [Growth Management Periodic Updates - Washington State Department of Commerce](#)

1 WAC 365-196-430(2)(v): Counties and cities should refer to the six-year transit plans developed by municipalities or regional transit authorities...to ensure their transportation element is consistent with transit development plans.

2 Metro updates the expected service and capital costs when it updates all the policies.

3 Metro's Service Guidelines include more information on service partnerships (pages 33–36)