

((2016)) 2024 King County Comprehensive Plan – ((updated December 6, 2022)) Adopted TBD Attachment A to Ordinance ((18427, as amended by Ordinances 18623, 18810, 19034, 19146, and 19555)) TBD



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CHAPTER 8 TRANSPORTATION

Transportation is critically important to King County and the surrounding region and has profound effects on quality of life ~~((and the vitality of the economy))~~, economic vitality, health and safety, racial and social equity, and climate change. Transportation provides access to jobs, education, services, recreation, and other destinations and opportunities throughout King County. King County plays a central role in the regional transportation sector, supporting a variety of ~~((motorized, nonmotorized))~~ ground, air, and marine transportation needs and providing services and facilities ranging from local to international.

~~((The County has direct responsibility for the unincorporated area road network. It provides transit services and facilities throughout the County,~~

~~King County Metro also operates streetcar services within the City of Seattle. The King County International Airport/Boeing Field is owned, operated and maintained by the County.~~

~~King County's Marine Division operates passenger only ferry service from downtown Seattle to Vashon Island and West Seattle.~~

~~The County also provides requested road related services to over two dozen cities or other agencies through contractual agreements where there is mutual benefit to the County and its customer cities and agencies.-) The County manages the network of county roads, bridges, and related infrastructure that services the unincorporated area, and provides road-related services to over~~

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~~including within cities, and also performs many of Sound Transit's services under contract.~~

two dozen cities and other agencies through contractual agreements.

The County also provides transit services and facilities throughout King County, including fixed-route transit, flexible on-demand services, vanpool, Access paratransit, and passenger-only ferries. The County operates City of Seattle streetcar services and many Sound Transit services through contracts with the respective agencies.

The King County International Airport/Boeing Field is owned, operated, and maintained by the County.

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8

~~((I.))~~ **Creating an Integrated, Sustainable, and Safe Transportation System that Enhances Quality of Life**

~~((A.))~~ **Introduction**

King County collaborates with the state and other local governments with the goal of providing an integrated, multi-modal transportation system for the Puget Sound region. These intergovernmental partnerships seek to ensure that the county’s transportation system is designed, operated, and maintained in a manner that provides mobility options for a wide range of users; contributes to safe, affordable, and accessible communities for all; advances social and racial equity; helps address complex issues like climate change and homelessness; and safeguards and enhances King County’s natural resources and environment. It is important ~~that~~ the county’s and the region’s transportation system ~~to achieve~~ provide equitable travel opportunities for all people and communities. It is also important for all jurisdictions, including King County, to exercise sound financial management in the provision of transportation services and infrastructure.

~~((The King County Strategic Plan, as updated in 2015 by Motion 14317, provides policy direction for transportation under the “Mobility” goal, through which the county aims to “deliver a seamless network of transportation options to get people where they need to go, when they need to get there.”))~~ Transportation and mobility are ~~furth~~er implemented at King County through the functional plans: the ~~((Strategic Plan for Public Transportation, the Long Range Plan for Public Transportation, the Strategic Plan for Road Services, the King County International Airport Strategic Plan and the King County Ferry District 2014 Strategic Plan))~~ King County Metro Strategic Plan for Public Transportation 2021-2031, Metro Connects (Metro’s long-range plan), the King County Metro Service Guidelines, the Strategic Plan for Road Services, and the King County International Airport Strategic Plan, discussed later in the chapter. Implementation of the Regional Trails network, which provides important bicycling and walking links, is guided by Chapter 7, Parks, Open Space, and Cultural Resources, and the 2022 King County Open Space Plan. King County transportation planning is further informed by the King County Strategic Climate Action Plan, which provides additional guidance related to greenhouse gas reduction goals, community-driven transit development, and climate-resilient transit infrastructure, and King County Code Chapter 2.10, which establishes an integrated effort that intentionally applies the "Fair and Just" principle to all work to achieve equitable opportunities for all people and communities.

The following summarizes ~~County~~ county priorities for responding to policy direction established and articulated in the ~~((King County Strategic Plan, the))~~ King County Comprehensive Plan, County transportation agencies’ functional plans, and the associated state and regional laws and planning requirements:

- Maintain safe and secure County-owned infrastructure, including roads, bridges, trails, transit vehicles (buses, paratransit vehicles, passenger ferries, non-revenue fleet, etc.), transit facilities, and airport facilities;

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- 45 • Coordinate and develop multimodal services and facilities for an integrated and seamless regional and
46 local transportation system;
- 47 • Deliver transportation services that support density and growth in the urban area, and meet the
48 transportation needs of the Rural Area((s)) and Natural Resource Lands without creating additional
49 growth pressure;
- 50 • Maintain and preserve infrastructure that facilitates the efficient movement of freight and goods to
51 support economic vitality and regional trade;
- 52 • ~~((Maintain safe and secure county owned infrastructure, including roads, bridges, trails, buses and
53 passenger ferries, transit and ferry facilities, and airport facilities;))~~
- 54 • Provide transportation choices and support travel modes that use less energy, produce fewer pollutants,
55 and reduce greenhouse gases in the region;
- 56 • Identify and adapt to the impacts of climate change on transportation infrastructure and services;
- 57 • Provide opportunities for people to make active transportation choices by increasing the convenience,
58 accessibility, safety, and comfort of taking transit, walking and bicycling;
- 59 • ~~((Address the transportation needs of people of color, low income communities, immigrant and refugee
60 populations, people with limited English proficiency;))~~ Support safe and equitable access to mobility
61 options through transportation investments where needs are greatest, including for populations who are
62 Black, Indigenous, and other People of Color; immigrants; refugees; and other intersectional
63 populations, including those who earn less than 80 percent of the area median income and those that
64 have no income, people with disabilities, seniors, people with special transportation needs, LGBTQIA+
65 people, women, and others who may have limited transportation options;
- 66 • Address homelessness and other significant issues using a holistic, countywide approach, through
67 actions such as supporting equitable and affordable transit-oriented development, making transit more
68 accessible through actions like an income-based approach to fare discounts, and by connecting people to
69 the services and opportunities they need;
- 70 • ~~((Identify and adapt to the impacts of climate change on transportation infrastructure and services;))~~
- 71 • Integrate transportation and land use planning to increase transit use; support sustainable community
72 development, including equitable and affordable transit-oriented development; and provide mobility
73 services that are responsive to community characteristics;
- 74 • Incorporate sustainable development practices into the design, construction, and operation of
75 infrastructure and facilities;
- 76 • Establish and implement clear transportation service priorities and guidelines – with a focus on equity
77 and racial and social justice – and use transportation resources wisely and efficiently;
- 78 • Develop sustainable, equitable funding sources to support the level of services needed by communities;

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79 and

- 80 • Monitor and measure system performance and use this feedback to continuously improve
81 transportation products and services.

82

83 The current and projected economic climate, however, places severe constraints on the County’s ability to meet
84 these important goals. The strategic plans for the Road Services Division, Metro Transit Department (Metro),
85 and the Marine Division identify priorities, analyze available funding and constraints, and set targets to help
86 reach these goals.

87

88 **~~((B.)) Components of the Transportation Element~~**

89 The following documents address the Growth Management Act requirements for the transportation element:

- 90 a. This Transportation chapter, which includes the narrative and policy language;
- 91 b. Technical Appendix C, Transportation ~~((of this Comprehensive Plan))~~, which contains the Travel
92 Forecast Summary, ~~((the))~~ Arterial Functional Classification Map, ~~((a-t))~~ Transportation ~~((i))~~ Inventory;
93 and Transportation Needs Report ~~((that))~~, which contains a multi~~((-))~~year financial forecast and a
94 multi~~((-))~~year list of road facility needs;
- 95 c. The ~~((#))~~ Roads Capital Improvement Program;
- 96 d. The King County Metro Strategic Plan for Public Transportation, ~~((the Long Range Plan for Public
97 Transportation))~~ Metro Connects, and the Transit Capital Improvement Program; and
- 98 e. Concurrency regulation, which implements the concurrency requirements and is codified ~~((at))~~ in King
99 County Code Title 14.

100

101 **~~((C.)) Consistency with Plans~~**

102 The framework and direction for the development of ~~((C))~~ comprehensive ~~((P))~~ plans are provided by the Growth
103 Management Act. The transportation element of the King County Comprehensive Plan is consistent with and
104 meets the requirements of regional and countywide plans and policies that respond to the Growth Management
105 Act. The Countywide Planning Policies have been used to guide the development of the transportation element
106 and to ensure consistency with plans and programs developed by adjacent jurisdictions.

107

108 Regional direction for the transportation element is set by ~~((Transportation 2040))~~ the Regional Transportation
109 Plan 2022-2050, developed by the Puget Sound Regional Council. ~~((Transportation 2040))~~ The Regional
110 Transportation Plan is consistent with the region’s urban growth strategy, VISION ~~((2040))~~, also developed by
111 the Puget Sound Regional Council.

112

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113 King County identifies improvements and strategies needed to carry out the land use vision and meet the Level
 114 of Service requirements for transportation. Road improvements are guided by the Strategic Plan for Road
 115 Services, ~~((prioritized))~~ identified in the Transportation Needs Report, and funded in the Roads Capital
 116 Improvement Program. Public transportation investments are guided by the Strategic Plan for Public
 117 Transportation 2021-2031, Metro Service Guidelines, and Metro Connects, and are identified in the Transit
 118 Capital Improvement Program~~((, and the King County Ferry District 2014 Strategic Plan, 2014–2018, or~~
 119 ~~successor plans)).~~ Operation and management of the King County International Airport/Boeing Field is guided
 120 by the King County International Airport Strategic Plan.

121

122 **~~((D-))~~ Transportation System, Services, and County Responsibilities**

123 The region's transportation system is comprised of the following elements:

- 124 a. Highways, arterial streets, and local/neighborhood streets;
- 125 b. Bridges;
- 126 c. Local and express bus transit and paratransit services and facilities, including Americans with
 127 Disabilities Act service programs;
- 128 d. High-capacity transit;
- 129 e. High-occupancy-vehicle lanes and ridesharing facilities;
- 130 f. Facilities and programs for pedestrians, bicycle riders, and equestrians, including sidewalks,
 131 shoulders, bicycle racks on transit, and regional trails;
- 132 g. Facilities to accommodate freight and goods movement, including railroads, intermodal yards, and
 133 distribution centers;
- 134 h. Marine transportation services, ferries and ferry facilities, and navigable waterways;
- 135 i. Airports;
- 136 j. Transportation Demand Management programs, systems, facilities, and technologies; and
- 137 k. Facilities to maintain the transportation system elements.

138

139 The specific responsibilities of King County government are described below.

140

141 **~~((1-))~~ Public Transportation**

142 Public transportation is vitally important to the Puget Sound region. ~~((It provides))~~ Public transportation
 143 enhances regional economic vitality by providing connections to jobs, schools, and other destinations, and
 144 enables those with limited mobility options to travel. ~~((Public transportation enhances regional economic vitality~~
 145 ~~by freeing up roadway capacity and improving the mobility of people, goods, and services.))~~ It saves the region
 146 time and money. It helps accommodate regional growth by ~~((making better use of))~~ more efficiently moving

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147 people within the region’s existing infrastructure and ~~((benefiting the environment))~~ reducing the need for single-
 148 occupant vehicles and space for parking. Public transportation can help address major societal issues, such as
 149 homelessness, by connecting people to the services and opportunities they need. It improves the quality of life
 150 and health for residents and visitors to the Puget Sound region. ~~((King County provides public transportation~~
 151 ~~services through the Metro Transit Department, as well as passenger ferry service through the Marine Division-~~
 152

153 **Metro Transit Department))**

154 The King County Metro Transit Department (Metro) is the designated public transit provider for King County.
 155 Metro’s mission is to provide the best possible public transportation services and improve regional mobility and
 156 quality of life in King County. Metro serves customers with a wide range of mobility services including
 157 providing and funding bus, paratransit, vanpool, water taxi (passenger ferry), and flexible services; and by
 158 operating the Seattle Streetcar, Sound Transit Link light rail, and Sound Transit Express bus services.

159
 160 Metro ~~((provides))~~ operates more than 180 bus routes, and its fixed-route services delivered more than ((120))
 161 130 million ((fixed route transit rides per year)) passenger trips in 2019. Prior to the COVID-19 pandemic,
 162 Metro delivered more than 400,000 trips every weekday; roughly half of downtown Seattle commuters relied on
 163 transit. Even at the peak of the COVID-19 pandemic, Metro delivered more than 100,000 trips daily. Its fixed(
 164))-route system includes a network of frequent all-day~~((, two-way))~~ bus routes between residential, business, and
 165 other ~~((transit))~~ activity centers; express and peak~~((-))~~.period commuter service to major destinations from many
 166 neighborhoods and from a network of park-and-ride lots; and local bus services that connect people to their
 167 communities and the larger transportation system. ~~((In addition to bus service, Metro provides alternative~~
 168 ~~services, such as commuter vanpools, Access paratransit service, Commute Trip Reduction programs, and~~
 169 ~~Rideshare Online, as well as community programs such as In Motion and car sharing.)) For people with~~
 170 disabilities who cannot use Metro’s regular buses, Metro offers Access paratransit service and additional service
 171 for seniors and people with disabilities via the Community Access Transportation program. Metro’s commuter
 172 vanpool program had approximately 1,600 vehicles in operation in 2019. Metro also offers a growing number of
 173 flexible services tailored to local needs.

174
 175 Metro augments its own investments by developing partnerships with ~~((local jurisdictions, other agencies,~~
 176 ~~employers, and institutions to increase public transportation services and improve service effectiveness. Metro~~
 177 ~~enters into agreements with public and private entities to fund new or improved public transportation services,~~
 178 ~~where the partner contribution may be in the form of direct funding or investment that results in transit speed or~~
 179 ~~reliability improvements. Metro also forms partnerships to develop and promote alternative commute programs~~
 180 ~~and to manage parking and traffic to make public transportation more efficient and attractive. Metro works with~~
 181 ~~the Washington State Department of Transportation and local cities to provide services that help mitigate the~~
 182 ~~impacts of major construction projects)) a range of entities, including transit providers; community-based groups;~~
 183 schools and universities; human service organizations; property owners and managers; businesses; and local,
 184 regional, and state agencies and jurisdictions. By working with partners, Metro can leverage public and private
 185 resources and discover new opportunities to improve service or infrastructure. Metro can expand its

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186 accomplishments by collaborating with partners to design and deliver services, facilities, and access
 187 improvements, and to develop policies, programs, products, and incentives. Metro's Service Guidelines and
 188 Metro Connects include more information about how Metro will partner with other entities and offer examples
 189 of such partnerships.

190
 191 Metro is guided by ~~((its))~~ the Strategic Plan for Public Transportation ((2011-2021)) 2021-2031, the King County
 192 Metro Service Guidelines, and ((its Long Range Plan for Public Transportation)) Metro Connects. The Strategic
 193 Plan for Public Transportation defines a vision and mission for public transportation services in King County
 194 and describes the strategies to implement that vision. It also defines desired outcomes and describes how
 195 progress will be measured. The Strategic Plan for Public Transportation and Service Guidelines ~~((strike a~~
 196 ~~balance between productivity,))~~ prioritize social equity and ((geographic value)) sustainability to ensure Metro
 197 ~~((serves areas that have many low income and minority residents—and others who may depend on transit))~~
 198 invests where needs are greatest – including for populations who identify as Black, Indigenous, other People of
 199 Color; immigrants; refugees; people with low- or no incomes; people with disabilities; and people who are
 200 linguistically diverse – addresses climate change, and ((that)) meets public transportation needs ((are met))
 201 throughout the county. The ((Metro)) Service Guidelines ((augment the Strategic Plan for Public Transportation
 202 by identifying)) identify detailed methodologies for how Metro should measure the performance of ((Metro's
 203 overall)) its transit network((, as well as each)) as a whole and of its individual bus routes, and ((by providing))
 204 provide clear guidance on how Metro should use transit resources in alignment with ((the County's Equity and
 205 Social Justice Ordinance. The Long Range Plan)) Metro and King County policies and values, including equity.
 206 Metro Connects sets the long((-)term vision for service and supporting capital infrastructure.

207
 208 Increasing the use of public transportation plays an important role in King County's efforts to ~~((mitigate))~~
 209 address climate change and support livable, healthy communities. Public transportation reduces greenhouse gas
 210 emissions by eliminating private vehicle trips, reducing vehicle miles traveled, mitigating traffic congestion, and
 211 supporting efficient land use. Metro~~((s use of green vehicles, such as))~~ provides public transportation using a
 212 "green" fleet of electric trolleys, ((and)) hybrid diesel-electric buses((, and cleaner burning fuels, such as Ultra
 213 Low Sulfur diesel,)) fueled with a biodiesel blend, and battery electric buses. This efficient fleet adds to the
 214 environmental advantage of combining many riders in a single vehicle. Metro's policies articulate a goal of
 215 transitioning to a zero-emissions bus fleet powered by renewable energy by 2035. Metro's wide range of
 216 ~~((transportation))~~ mobility alternatives – including ((vanpools, carpools)) fixed-route transit, passenger ferries,
 217 flexible services, and Access paratransit – ((and)) its support of choices such car- and bicycle-sharing, ((biking
 218 and)) walking and rolling to transit, and its commitment to seek out and support opportunities for transit-
 219 oriented development, make transit a powerful tool to help reduce pollution and support active, healthy
 220 lifestyles.

221
 222 In addition to reducing single occupant vehicle trips and vehicle miles traveled, Metro is ~~((also))~~ committed to
 223 being a leader in environmentally-friendly operating and maintenance practices and minimizing its energy use.
 224 ~~((Metro educates its employees about reducing energy consumption at work and using public transportation to~~

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225 ~~commute.))~~ The King County Employee Transportation Program educates people about commuting to work via
 226 another option than a single-occupancy vehicle. The agency also incorporates cost-effective green building and
 227 sustainable development practices in all capital projects that it plans, designs, constructs, remodels, renovates,
 228 and operates.

229
 230 Metro also is committed to providing equitable opportunities for people from all areas of King County to access
 231 the public transportation system. It provides travel opportunities and ~~((supporting))~~ amenities for ~~((historically~~
 232 ~~disadvantaged))~~ priority populations, ~~((such as low income people, students, youth, seniors))~~ including Black,
 233 Indigenous, and other People of Color; people with low or no incomes~~((;))~~; immigrants ~~((and))~~; refugees
 234 ~~((populations,))~~; people with disabilities~~((;))~~; and others with limited transportation options. Additionally, as
 235 part of its commitment to supporting regional housing affordability, Metro prioritizes providing housing
 236 affordable to populations at or below 80 percent of the area median income in transit-oriented developments on
 237 its properties.

238

239 **((Water Taxis: King County's Marine Division**

240 ~~The Marine Division, which is a part of the Metro Transit Department, provides service from downtown Seattle~~
 241 ~~to West Seattle and Vashon Maury Island. The Marine Division is guided by the King County Ferry District~~
 242 ~~2014 Strategic Plan, which was developed while under the King County Ferry District's governance. The plan~~
 243 ~~expresses the vision and goals for passenger only ferry service in King County for the next three to five years.~~
 244 ~~The strategies are the broad initiatives to pursue the vision and goals, with specific actions listed under each~~
 245 ~~strategy. The plan's vision is to be a leader in regional mobility benefiting the community and economic~~
 246 ~~development needs of King County through providing water taxi service that is safe, reliable, and a great~~
 247 ~~customer experience while being responsive and accountable to the public. The goals are to: 1) provide reliable~~
 248 ~~and safe service; 2) deliver financially sustainable water taxi service; and 3) to integrate water taxi service with~~
 249 ~~the broader regional transportation system and economy. The strategies to achieve these goals include: 1) build~~
 250 ~~on strengths and grow ridership; 2) achieve financial stability; 3) coordinate with regional planning and~~
 251 ~~emergency management efforts; and 4) explore growth and partnership opportunities.~~

252

253 ~~Similar to Metro, King County's passenger-only ferries also use cleaner burning fuels such as Ultra Low Sulfur~~
 254 ~~diesel and a blend of biodiesel (B-10).))~~

255

256 Bus, rail, ~~((and))~~ passenger-only ferry, and flexible transit services provide the critical transportation links on
 257 which the regional economy depends. ~~((In addition,))~~ These public transportation services depend on convenient
 258 connections to roads, highways, ~~((and nonmotorized))~~ active transportation systems. As the region grows,
 259 coordinating ~~((transit and passenger-only ferry))~~ public transportation routes and schedules ~~((among))~~ across
 260 agencies and modes will make public transportation a more viable and convenient option for people traveling in
 261 King County. King County seeks input from a broad spectrum of county residents and businesses to identify
 262 needs and provide services to meet those needs.

263

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264 **((2.)) Road System**

265 Travelers in King County use a system of interconnected roads that includes interstate highways, state highways,
 266 urban and rural arterials, local access roads, private roads, and forest~~((/))~~ and logging roads. King County is
 267 responsible for all ~~((e))~~ County-owned roads, bridges, and related infrastructure in the unincorporated areas of the
 268 county, and must meet the road-related transportation needs of a very large and geographically and
 269 demographically diverse service area. The county's many bridges are an integral part of the road system, as are
 270 other components such as sidewalks, shoulders and pathways, bicycle lanes, guardrails, stormwater drainage and
 271 water quality treatment facilities, traffic control equipment, and traffic cameras. Interstate highways, state
 272 highways, city roads, and private roads are not under ~~((e))~~ County jurisdiction; rather, they are the responsibility
 273 of other government agencies or property owners.

274

275 The Strategic Plan for Road Services defines the ~~((vision and mission))~~ strategic direction for the King County
 276 Department of Local Services - Road Services Division. The Strategic Plan for Road Services provides detailed
 277 direction for the response to the many complex challenges~~((, including two trends))~~ that have had significant
 278 impacts on the County's road services. One key challenge is that annexations, consistent with the goals of the
 279 Growth Management Act, have reduced the urban unincorporated area and ~~((therefore))~~ significantly shrunk the
 280 tax base that supports the large and aging unincorporated road system ~~((has shrunk significantly. By 2024, when~~
 281 ~~the next eight year Comprehensive Plan update is completed, Road Services Division's responsibilities will likely~~
 282 ~~focus almost entirely on the Rural Area and Natural Resource Lands. A second trend is the))~~ without
 283 transferring a proportional amount of bridges or road miles. This issue, and other declines in County road
 284 funding, are described in greater detail in the "Financing Services and Facilities that Meet Local and Regional
 285 Goals" ~~((S))~~ section ((IV)) of this chapter. The Strategic Plan for Road Services guides the Road Services
 286 Division as it ~~((is faced with the consequences of a smaller service area and reduced funding and seeks to manage~~
 287 ~~the unincorporated King County road system through focused investment of available resources to facilitate the~~
 288 ~~movement of people, goods and services, and respond to emergencies))~~ seeks to connect communities with a safe
 289 and reliable road network for all.

290

291 As of fall 2022, ((T))the ((e))County-owned unincorporated((-))_area road system includes approximately:

- 292 • ~~((1,469))~~ 1,467 miles of roadway;
- 293 • ~~((181))~~ 185 bridges, including several jointly owned with cities;
- 294 • 275 miles of sidewalks;
- 295 • ~~((78))~~ 79 traffic signals;
- 296 • ~~((44,000))~~ 47,000 traffic control signs;
- 297 • ~~((50))~~ 58 traffic cameras; ~~((and))~~
- 298 • 3.5 million linear feet of drainage pipes; and
- 299 • ~~((114))~~ 118 miles of protective guardrail.

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301 The users of the county road system may travel on foot or by car, public transit, truck, or bicycle, or even on
 302 horseback. They may live in an unincorporated area, in one of the ((county's)) 39 cities in King County, or in
 303 another county. The unincorporated road system supports local trips close to home, commuter trips, the
 304 movement of freight and goods, and regional travel between jurisdictions. The system also provides access to
 305 outdoor recreational activities in King County, which has one of the largest concentrations of outdoor recreation
 306 enthusiasts in the state. Public service providers, such as police, fire, emergency medical responders, Metro
 307 ((Transit)), and school buses are also key users. In total, more than one million daily trips are taken on King
 308 County's unincorporated road network. During this time of tight budgets, changing communities,
 309 ((annexations,)) and increasing traffic on aging roads and bridges, the ((e))County must manage facilities and
 310 services with exceptional care and efficiency.

311

312 **((3.)) Air Transportation**

313 The King County International Airport/Boeing Field is located in south Seattle in the Duwamish River
 314 Industrial Corridor. It operates on a 24((/7)) hours a day, seven days a week basis and in all weather.
 315 Established in 1928, the airport is supported by revenue generated by its operations, rather than relying on
 316 general tax revenues. King County plans, designs, and implements services, programs, and facilities for the King
 317 County International Airport in compliance with Federal Aviation Administration regulatory requirements to
 318 support a safe, secure, and efficient international aerospace system. The airport is also a significant employment
 319 center and supports more than ((150)) 50 on-airport aviation-related businesses, including The Boeing Company.
 320 The airport is a port of entry for international flights and serves regional air carriers, national and regional cargo
 321 carriers, corporate aviation, and general aviation.

322

323 King County International Airport/Boeing Field is the ((34th)) 75th busiest airport in the United States and
 324 ranks ((25th)) 46th in cargo handling. The airport's air taxi carrier serves the San Juan Islands. It is also the
 325 largest corporate aircraft center in the Pacific Northwest. Airport business activities are estimated to support
 326 almost ((5,000)) 7,000 direct jobs, plus more than ((16,000)) 9,000 additional jobs in the region. The airport's
 327 total positive economic impact within the Puget Sound Region and Washington State is more than ((3.5)) \$5.2
 328 billion in direct and induced economic activity, including the sale of goods and services, labor income, and tax
 329 revenues.

330

331 ~~((The King County Department of Transportation has developed a strategic plan for King County International
 332 Airport/Boeing Field. This plan was the result of a strategic planning process, which was guided by an advisory
 333 committee comprised of Airport Roundtable members and staff from both the executive and legislative branches
 334 of King County. The Strategic Plan complements)) Management of King County International Airport/Boeing
 335 Field is guided by the King County International Airport Master Plan and the Federal Aviation
 336 Administration((s)) mandated ((Airport Master Plan and)) Airport Layout Plan.~~

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338 The Bandera and Skykomish Airports, located in eastern King County near the communities of North Bend and
 339 Skykomish, are state((-)-owned and operated. Vashon Airport, located on Vashon-Maury Island, is publicly
 340 owned and operated by King County Airport Special District Number One. King County does not have
 341 operating or regulatory authority over these airports, but does control land use activity adjacent to the facilities.
 342 All airports in the county should make every effort to minimize noise impacts to land uses that are especially
 343 sensitive to the effects of noise such as residential areas, hospitals, and schools.

344

345 **~~((E-))~~ General Policy Guidance**

346 **T-101 King County should provide a safe and accessible system of transportation**
 347 **services and facilities that offers travel options to all members of the community.**

348

349 **T-101a King County should seek to ensure that its system of transportation services and**
 350 **facilities equitably serves the mobility needs of ~~((disadvantaged))~~ communities**
 351 **with the greatest need, ~~((and people with limited transportation options,~~**
 352 **including)) including populations who are Black, Indigenous, and other**
 353 **~~((P))~~People of ~~((e))~~Color~~((r))~~; immigrants; refugees; and other intersectional**
 354 **populations, including ~~((low-income communities))~~ those who earn less than 80**
 355 **percent of area median income and those that have no income, ~~((people with~~**
 356 **limited English proficiency, immigrant and refugee populations, students, youth,**
 357 **seniors, and)) people with disabilities, seniors, people with special transportation**
 358 **needs, LGBTQIA+ people, and/or women.**

359

360 **T-102 As a transportation provider and participant in regional transportation planning,**
 361 **King County should support, plan, design, and implement an integrated~~((r))~~ and**
 362 **coordinated ~~((and balanced))~~ multimodal transportation system that serves the**
 363 **growing travel needs of the county safely, equitably, effectively, and efficiently,**
 364 **and ~~((promotes a decrease in the share of trips made by single-occupant~~**
 365 **vehicles)) reduces vehicle miles traveled.**

366

367 **T-103 In striving to meet the growing need for transportation services, King County**
 368 **shall seek to maximize the efficiency and effectiveness of its services,**
 369 **infrastructure, and facilities.**

370

371 **T-104 The Strategic Plan for Public Transportation ~~((2014-2024))~~ 2021-2031, King**
 372 **County Metro Service Guidelines, and ~~((the King County Metro Long Range Plan~~**
 373 **for Public Transportation)) Metro Connects, or successor plans, shall guide the**
 374 **planning, development, and implementation of the public transportation system**
 375 **and services operated by the King County Metro Transit Department.**

376

377 **~~((T-105) The King County Ferry District 2014 Strategic Plan, or successor plans, shall~~**

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Attachment A to Ordinance ((18427, as amended by Ordinances 18623, 18810, 19034, 19146, and 19555)) TBD~~

378 ~~guide the planning, development and implementation of the passenger-only ferry~~
379 ~~system and services operated by the King County Marine Division.))~~

380

381 **T-106** The King County Strategic Plan for Road Services, or successor plans, shall
382 guide the planning, development, and implementation of the unincorporated road
383 system managed by the King County Road Services Division.

384

385 **T-107** The King County International Airport Strategic Plan, or successor plans, shall
386 guide the planning, development, and implementation of airport facilities and
387 services managed by the King County International Airport.

388

389 **T-108** King County shall ~~((consider))~~ evaluate equity impacts and benefits when
390 planning, developing, and implementing transportation programs, projects, and
391 services, including physical, economic, and cultural displacement risk.

392

393 **T-109** As directed by the King County~~((s))~~ Comprehensive Emergency Management
394 Plan, King County shall seek to protect its transportation system against
395 disasters, to the extent possible, by developing prevention and recovery
396 strategies in partnership with other jurisdictions and agencies, and coordinating
397 emergency transportation response.

398

399 ~~((H.))~~ Providing Services and Infrastructure that 400 Support the County Land Use Vision

401 ~~((This section of Chapter 8 discusses e))~~ County transportation services and policies ~~((as they))~~ support the
402 ~~((e))~~ County's land use strategy, which seeks to (concentrate development and services in urban areas, conserve
403 and enhance the Rural Area~~((s))~~ and Natural Resource Lands, and create communities that have a positive effect
404 on public health and climate change. One focus of this section is on issues related to the ~~((e))~~ County's
405 responsibilities in the unincorporated area, including Level of Service standards for ~~((e))~~ County roads,
406 transportation concurrency management, mitigation of growth-related impacts, avoidance of road expansion in
407 the Rural Area~~((s))~~ and Natural Resource Lands, prevention of airport/land use conflicts, and support for
408 ~~((nonmotorized))~~ active transportation options. Another focus is on county transportation activities that affect a
409 broader region, notably the four-county region's policy of concentrating development in more densely populated
410 urban areas. King County Metro operates a majority of the transit service in the region and provides
411 transportation demand management services to cities and employers. Consequently, the region's success in
412 achieving its development goals will depend to a great extent on ~~((King))~~ the County's ability to provide
413 appropriate transit services within King County.

414

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415 **~~((A.))~~ Land Use and Growth Strategy**

416 The transportation element of this Comprehensive Plan is grounded in a firm understanding of the important
417 relationship between land use and transportation. A thoughtfully designed transportation system that supports
418 the ~~((e))~~ County's long-term land use vision and regional growth strategy should provide improved mobility and
419 greater accessibility for all users and contribute to vibrant, thriving communities. Considering the
420 interconnection of land use and transportation can also help address issues like regional affordability by
421 supporting equitable, transit-oriented communities. It should also facilitate more efficient travel that addresses
422 climate change, in part, by ~~((reduces))~~ reducing energy consumption, ~~((and))~~ greenhouse gas emissions, and
423 other forms of pollution.

424
425 Integrated transportation and land use planning is called for at the regional level in ~~((Vision 2040))~~ VISION,
426 ~~((Transportation 2040))~~ the Regional Transportation Plan, and the Countywide Planning Policies regarding
427 transportation~~((, which));~~ these plans and policies outline and support a regional growth strategy built around the
428 concept that additional infrastructure and services are to be provided in areas that accept an increased share of
429 the region's growth. The Countywide Planning Policies' ~~((2019-2044))~~ 2019-2044 ~~((H))~~ housing and ~~((E))~~ employment
430 ~~((G))~~ growth ~~((F))~~ targets ~~((2006-2031))~~ adopted by King County and its cities, represent each jurisdiction's agreed
431 upon fair share of future growth and have been incorporated into the travel demand forecast developed for this
432 plan.

433
434 ~~((Vision 2040))~~ VISION, ~~((Transportation 2040))~~ the Regional Transportation Plan, and the Countywide
435 Planning Policies also promote the concept of maximizing mobility choices through a multimodal approach to
436 moving people, goods, and services efficiently within and beyond the region. Travel to and within regional and
437 countywide growth centers is emphasized, with a focus on the availability of transit and nonmotorized ~~((modes))~~
438 active transportation facilities in centers. These urban centers are characterized by compact, pedestrian-oriented
439 development~~((,))~~ with a mix of ~~((different))~~ office, commercial, civic, entertainment, and residential uses ~~((and))~~
440 that can be efficiently and cost-effectively served by transit and ~~((nonmotorized travel))~~ active transportation
441 options. In addition, these regional plans and policies address the importance of protecting and preserving the
442 Rural Area and Natural Resource Lands and avoiding construction of major new roads and capacity expansion
443 on existing roads in the Rural Area~~((s))~~ and Natural Resource Lands.

444
445 Metro's Strategic Plan for Public Transportation, Service Guidelines, and Metro Connects also emphasize the
446 importance of integrated transportation and land use planning to providing an integrated mobility network that
447 advances policy goals related to equity, climate change, transit-oriented communities, and others. A multimodal
448 transportation system supports healthful choices by providing greater access to housing, jobs, schools, medical
449 care, healthy food, shopping, recreation, and other services – all of which contribute to a high quality of life.
450 Designing highly connected communities that support safe ~~((nonmotorized travel))~~ active transportation and
451 ~~((facilitate nonmotorized))~~ access to the transit system without a car reduces the overall cost of living by

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452 controlling or lowering transportation costs, reduces vehicle miles traveled, reduces air pollution, and leads to
453 opportunities for greater levels of physical activity ~~((through walking and bicycling))~~.

454

455 Regional and countywide guidance also encourages innovative approaches to transportation and land use
456 management, including Transportation Demand Management strategies designed to reduce vehicle miles
457 traveled, single-occupant vehicle trips, and greenhouse gas emissions.

458

459 Metro operates transit service throughout King County, including in cities, while the ~~((e))~~County~~((s))~~ road
460 system service area is limited to the unincorporated area. Due to annexations and incorporations, much of the
461 unincorporated road system is ~~((transitioning to become primarily))~~ rural. In the Rural Area and Natural
462 Resource Lands, protection of natural resources, agriculture and forestry, and the rural lifestyle and character are
463 a high priority. ~~((At the same time))~~ However, there is still a ~~((certain))~~ limited amount of growth within the
464 Rural Area and on Natural Resource Lands, ~~((as well as high))~~ significant growth in some adjacent Cities in the
465 Rural Area, ~~((or))~~ and growth beyond the county's boundaries~~((s))~~ that must be considered in managing the road
466 system.

467

468 The county's urban areas, Rural Area~~((s))~~, and Natural Resource Lands form a complex landscape, and the
469 urban/rural boundary is not a simple straight line. As a result, the county's arterial network weaves through
470 ~~((both))~~ urban areas, the Rural Area~~((s))~~, and Natural Resource Lands as it facilitates regional mobility. This
471 complex urban/rural/resource pattern presents challenges to planning for the region's mobility needs and
472 providing safe and adequate roadways. ~~((Issues include))~~ In several areas of the county, regional arterial
473 corridors ~~((that))~~ link ~~((designated))~~ urban areas by crossing the Rural Area~~((s))~~ and Natural Resource Lands~~((s))~~
474 ~~and roads located in the Urban Growth Area~~). High traffic volumes on these roads may necessitate road
475 improvements to ensure safe and efficient travel. However, it is critical to ensure that appropriate development
476 regulations and access management strategies are first in place ~~((in order))~~ to prevent unplanned and unwanted
477 growth in the Rural Area~~((s))~~ and Natural Resource Lands.

478

479 Growth management envisions different landscapes and infrastructure for urban and rural communities. King
480 County is committed to managing its transportation system consistent with that vision.

481

482 **T-201** **Multimodal transportation options such as public transportation, bicycling and**
483 **walking, are most effective in densely developed urban areas. ((As resources**
484 **allow,)) King County's transportation investments in urban areas should**
485 **emphasize public transportation and road services and facilities that support**
486 **multiple modes and facilitate connections between them.**

487

488 **T-202** **~~((As resources allow,))~~ King County's transportation investments in the Rural**
489 **Area~~((s))~~ and Natural Resource Lands should emphasize maintaining and**

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490 preserving safe road infrastructure that is compatible with the preservation of
491 rural character and does not promote urban or unplanned growth.

492
493 **T-202a** In areas not well suited to fixed((-)-)route transit, the ((e))County should work with
494 partners to develop a range of ((alternative)) flexible service options ((such as
495 ~~community shuttles, real-time rideshare, community vans and other innovative~~
496 ~~options~~)), in accordance with Metro plans and policies.

497
498 **T-203** ~~((As funding permits,))~~ King County should partner with jurisdictions and the
499 private sector to spur infrastructure investments that enhance safe, equitable,
500 and accessible opportunities for transit, pedestrians, bicyclists, car and van
501 pools, and other alternatives to single occupant vehicles.

502

503 **~~((B-))~~ Travel Forecasts**

504 Travel demand forecasts are used to project transportation system needs. They provide an important link
505 between land use and transportation. The Puget Sound Regional Council's Forecasting Model uses regionally
506 adopted growth targets for the year ~~((2034))~~ 2050, and was used to develop the travel demand forecasts for this
507 plan and the Transportation Needs Report.

508

509 Recent generations of the Puget Sound Regional Council model have increased the level of detail in
510 unincorporated King County, allowing improved analysis of future transportation system performance and
511 system improvement needs, within the framework of growth management and regional and ((e))County policy
512 guidance regarding appropriate urban and rural levels of service.

513

514 **~~((C-))~~ Public Transportation System**

515 Metro ~~((and the Marine Division))~~ plays an important role in achieving the region's growth strategy by focusing
516 public transportation services in the ~~((u))~~Urban ~~((g))~~Growth ~~((a))~~Area of King County and providing service to
517 designated regional, countywide, and other centers and ~~((other))~~ areas of concentrated activity. Centers and
518 other communities that are compact and ~~((friendly to pedestrians and bicycles))~~ designed to prioritize walking
519 and biking are most easily served by transit. Such communities foster healthier, more active lifestyles while
520 reducing ~~((auto))~~ vehicle dependency and associated road investments. By the same token, transit service can
521 support and encourage development that is more compact. Metro's Service Guidelines describe the types of land
522 uses that support different types of transit service. Metro's Strategic Plan for Public Transportation and Metro
523 Connects direct Metro to support equitable, affordable, transit-oriented communities and development.

524

525 ~~((Metro and the Marine Division support municipal, agency and private development of transit supportive,~~
526 ~~pedestrian and bicycle friendly communities through partnership, coordination and delivery of public~~
527 ~~transportation services. Metro also promotes partnerships to implement transit supportive infrastructure to~~

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528 improve access to transit. Metro also partners with jurisdictions and the private sector to spur transit-oriented
529 development through redevelopment opportunities at or adjacent to park and rides.)

530

531 **T-204** King County should support local and regional growth plans and policies by
532 focusing transit services on centers and other areas of concentrated activity.

533

534 **T-205** King County should support, encourage, and implement high-capacity transit
535 facilities and services that are consistent with, and supportive of, the
536 Comprehensive Plan, Metro’s Strategic Plan for Public Transportation, Metro’s
537 ~~((Long Range Plan for Public Transportation and the King County Ferry District~~
538 **2014 Strategic Plan)) Service Guidelines, and Metro Connects, or successor
539 plans.**

540

541 **((D-)) Road System**

542 **T-206** ~~((Except as provided in T-209,))~~ King County shall not construct and shall oppose
543 the construction by other agencies of any new arterials or highways in the Rural
544 Area or Natural Resource Lands.

545

546 **T-207** King County recognizes the importance to regional and local mobility of state
547 highways that traverse the Rural Area and Natural Resource Lands and should
548 advocate for state and federal agencies to improve ~~((performance))~~ **the safety,**
549 **efficiency, and resiliency** of these facilities, consistent with the ~~((county’s~~
550 ~~adopted))~~ Comprehensive Plan policies to prevent unplanned development in the
551 Rural Area and Natural Resource Lands and preserve rural character.

552

553 **T-208** King County shall not ~~((add any new arterial))~~ **expand capacity of existing arterial**
554 **roads** in the Rural Area or Natural Resource Lands, except **as needed for safety**
555 **and** for segments of rural regional corridors that pass through Rural Areas and
556 Natural Resource Lands to accommodate levels of traffic between urban areas.
557 **Appropriate rural development regulations and strong commitments to access**
558 **management should be in place prior to authorizing capacity expansion of rural**
559 **regional corridors to prevent unplanned growth in the Rural Area and Natural**
560 **Resource Lands.** Rural regional corridors shall be identified in the
561 Transportation Needs Report (Appendix C1) and shall meet all of the following
562 criteria:

- 563 a. Connects one urban area to another, or to a highway of statewide
564 significance that provides such connection, by traversing the Rural Area
565 and Natural Resource Lands;
- 566 b. Classified as a principal arterial;
- 567 c. Carries high traffic volumes (at least 15,000 average daily traffic); and

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568 d. At least half of ((P.M.)) p.m. peak trips on the corridor are traveling to
569 cities or other counties.
570

571 ~~((T-209))~~ ~~King County shall avoid construction of major roads and capacity expansion on~~
572 ~~existing roads in Rural Areas and Natural Resource Lands. Where increased~~
573 ~~roadway capacity is warranted to support safe and efficient travel through Rural~~
574 ~~Areas and Natural Resource Lands, appropriate rural development regulations~~
575 ~~and strong commitments to access management should be in place prior to~~
576 ~~authorizing such capacity expansion in order to prevent unplanned growth in~~
577 ~~these areas.))~~
578

579 **T-210** Any capacity increases to rural regional corridors shall be designed to
580 accommodate levels of traffic between urban areas consistent with ~~((the county's~~
581 ~~adopted))~~ Comprehensive Plan policies regarding development in the
582 surrounding Rural Area or Natural Resource Lands. The ~~((e))~~County shall seek to
583 maximize the efficient use of existing roadway capacity before considering
584 adding new capacity to rural regional corridors.
585

586 **T-211** Any segment of a county roadway that forms the boundary between the Urban
587 Growth Area and the Rural Area or Natural Resource Lands should be designated
588 urban and all associated road right-of-way fully contained within the Urban
589 Growth Area boundary. Such urban boundary roads shall be designed and
590 constructed to urban roadway standards on both sides of the roadway segment.
591

592 **T-212** King County shall work with cities for the annexation of ~~((e))~~County~~((--))~~ roadways
593 and/or street segments located in the urban area and within or between cities~~((~~
594 ~~in order))~~ to provide for a consistent level of urban services on the affected roads
595 and reduce the burden on unincorporated taxpayers that are supporting this
596 urban infrastructure.
597

598 ~~((E.))~~ Airports

599 **T-213** King County should use its authority including zoning, permitting and
600 development standards to protect the ~~((public use airports of))~~ Bandera ~~((near the~~
601 ~~town of North Bend))~~, Vashon, and Skykomish ~~((airport in King County))~~ public-
602 use airports and private airports from encroachment of non-compatible land
603 uses. Compatible airport land uses are those that comply with generally
604 accepted Federal Aviation Administration guidance on location, height, and
605 activity that provide for safe aircraft movement, airport operations, including
606 expansion, and community safety.
607

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608 **~~((F-))~~ Level of Service Standards**

609 The Growth Management Act requires Level of Service standards for all arterials and transit routes to judge
610 performance of the transportation system. The Growth Management Act also calls for specific actions and
611 requirements for bringing into compliance facilities or services that are not meeting the adopted Level of Service
612 standard. King County's Level of Service standards comply with growth management policies of encouraging
613 growth in the urban area while restricting growth in the Rural Area and Natural Resource Lands.

614
615 Level of service for arterials is a qualitative measure that describes traffic flow and is often represented by a
616 system using the letters A through F. Level of Service A represents the least congested conditions and Level of
617 Service F represents the most congested conditions. Level of Service B is indicative of stable traffic flow.
618 However, unlike Level of Service A, operating speed is beginning to be restricted by other traffic. At Level of
619 Service E, operation is unstable, and speeds are reduced but will fluctuate widely from point to point. There is
620 little independence of speed selection and maneuverability at Level of Service E. Level of Service F is indicative
621 of forced flow of traffic with extremely low speeds and long delays at intersections.

622
623 King County has been one of the most successful jurisdictions in the state in implementing the Growth
624 Management Act by directing growth to urban areas and encouraging annexation by cities, which are the
625 preferred provider of municipal services. As a result, the majority of the urbanized area is contained within cities
626 ~~((and the final remaining urban unincorporated islands are expected to annex by 2020))~~. While annexations
627 have helped support the ~~((e))~~ County's land use, density, and service goals, unincorporated King County no
628 longer has the tax base to support growing travel needs with transportation capacity improvements in the urban
629 area. The urban pockets that remain are influenced by development in surrounding cities and during the peak
630 travel times commute travel is heavily impacted from people traveling to and from cities and other counties.

631
632 King County recognizes a profound difference between the nature and character of the Rural Area and Natural
633 Resource Lands as compared with the urban area and therefore sets Level of Service standards for arterials to
634 allow less congestion in the Rural Area and Natural Resource Lands. In the Rural Area and Natural Resource
635 Lands the ~~((vast))~~ majority of the road network operates at Level of Service B; however, there are key arterials
636 (typically the Rural Regional Corridors) that are frequently congested from carrying traffic from one urban area
637 to another, and these often operate at a Level of Service C or lower.

638
639 In addition, King County recognizes certain areas, called Rural Mobility Areas, where land use designations
640 support a greater variety of transportation mode choices. The Level of Service standards for Rural Mobility
641 Areas are set to recognize these greater choices and support and encourage people to use forms of transportation
642 other than cars. The Rural Mobility Areas are the Rural Towns of Vashon, Snoqualmie Pass, and Fall City.

643
644 In addition to ~~((the))~~ Rural Mobility Areas, certain ~~((large))~~ areas with the Rural Neighborhood Commercial
645 Center(s) land use designation are recognized as having distinct mobility characteristics and ~~((will))~~ have a

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646 Level of Service standard consistent with their land use character. ~~((The large Rural Neighborhood Commercial~~
647 ~~Centers))~~ These are((:)) Cottage Lake, Maple Valley, Preston, and Cumberland.

648

649 The framework for identifying appropriate levels of service for King County Metro services is established in
650 ~~((the))~~ Metro's Strategic Plan for Public Transportation ((and)), the King County Metro Service Guidelines, and
651 Metro Connects. Level of service standards for Regionally Significant State Highways are adopted by the Puget
652 Sound Regional Council Executive Board. Level of Service standards for Highways of Statewide Significance
653 are set by WSDOT. Highway level of service standards are shown in Appendix C, Transportation.

654

655 ~~((T-214b ————— King County shall design a new concurrency management methodology that is~~
656 ~~efficient to administer, incorporates travel demand management principles,~~
657 ~~includes measures of congestion based on optimizing movement of people~~
658 ~~rather than cars, and promotes increased efficiency of the transportation system~~
659 ~~as a whole.))~~

660

661 **T-215** **The Level of Service standard for the Urban Area shall be E except as provided in**
662 **T-216. The Level of Service standard for the Rural Area and Natural Resource**
663 **Lands shall be B except as provided in T-216, T-217, and T-218. These standards**
664 **shall be used in concurrency testing.**

665

666 **T-216** **The Level of Service standard for certain minor residential and minor commercial**
667 **developments~~((, along with))~~ and certain public and educational facilities, as**
668 **established in the King County Code, shall be Level of Service F. This standard**
669 **shall be used in concurrency testing.**

670

671 **T-217** **Rural Mobility Areas shall be defined as unincorporated Rural Towns designated**
672 **in the Comprehensive Plan. The Level of Service standard for designated Rural**
673 **Mobility Areas shall be E. This standard shall be used in concurrency testing.**

674

675 **T-218** **The Level of Service standards for the Cottage Lake, Maple Valley, Preston, and**
676 **Cumberland Rural Neighborhood Commercial Centers shall be D. This standard**
677 **shall be used in concurrency testing.**

678

679 **~~((G-))~~ Concurrency**

680 The Growth Management Act requires local jurisdictions to adopt and enforce ordinances that prohibit
681 development approval if the development causes the Level of Service on identified ~~((e))~~ County arterials to
682 decline below the adopted Level of Service standards. King County's Transportation Concurrency Management
683 program was developed to address the Growth Management Act's concurrency requirement. The
684 Transportation Concurrency Management program requires that adequate transportation facilities must be
685 available to carry the traffic of a proposed development at ~~((e))~~ County Level of Service standards, or construction

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686 for needed improvements funded in the adopted Six-Year Roads Capital Improvement Program, or else the
687 proposed development cannot be approved.

688

689 ~~((The requirements of King County's Transportation Concurrency Management program may apply to
690 transportation facilities designated by the Washington State Department of Transportation as "highways of
691 statewide significance." The portions of certain highways of statewide significance that do not have limited
692 access and function like county arterials may be included in the King County concurrency test.))~~

693

694 The Transportation Concurrency Management program has been designed to meet the following goals:

- 695 • Fulfill the requirements of state growth management legislation;
- 696 • Be simple to understand, easy to implement and administer and transparent to those affected by its
697 processes and regulations;
- 698 • Consider and encourage multimodal travel;
- 699 • Encourage growth in urban areas where provision of transportation infrastructure and services is most
700 efficient and economical; and
- 701 • Efficiently integrate concurrency determination into the permit system process and database.

702

703 Transportation concurrency is a plan-level system that does not require testing of individual developments.

704 Instead, concurrency status is determined by broad geographic areas within unincorporated King County called
705 travel sheds, which were drawn to reflect where travel patterns share common characteristics. Trips associated
706 with development within a particular travel shed would likely use or be affected by traffic on arterials located
707 within and bordering that travel shed. A development proposal (including both residential and nonresidential
708 proposals) will be considered to meet the transportation concurrency standard if it is located in a travel shed that
709 meets Level of Service standards as depicted on the concurrency map in effect at the time of development
710 application. Development proposals must still meet all applicable zoning and land use regulations.

711

712 ~~**((T-219) For the purposes of concurrency testing, a travel shed is a geographic area
713 within unincorporated King County where trips generated by development within
714 the travel shed would likely use or be affected by traffic on arterials within the
715 travel shed.**~~

716

717 ~~**T-220 The concurrency program shall include provision for mobility areas within travel
718 sheds as provided in T-217. Rural Mobility Areas shall be defined as
719 unincorporated Rural Towns as designated in the King County Comprehensive
720 Plan.))**~~

721

722 **T-221 The concurrency map shall identify the travel sheds that meet or do not meet
723 concurrency standards. Any proposed development in travel sheds that meet
724 concurrency standards ~~((with))~~ shall be deemed concurrent.**

725

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- 726 T-222 The concurrency test shall be based on the Level of Service on arterials in
727 unincorporated King County using the ((ε))County’s adopted methodology. ((The
728 test may be applied to designated Highways of Statewide Significance.))
729
- 730 T-223 The concurrency test may include provision of factors for safety, pavement
731 condition, and availability of multiple modes of transportation.
732
- 733 T-224 In the Rural Area, the concurrency test may include a provision that allows the
734 purchase of Transferable Development Rights ((in order)) to satisfy
735 transportation concurrency requirements.
736

737 **((H-)) Impact Mitigation**

738 ((The State Environmental Policy Act establishes environmental review of project impacts on all elements of the
739 environment including transportation.))

- 740
- 741 T-225 Needed rights-of-way, strategies to manage transportation demand, and off-site
742 improvements should be identified and required as conditions of development
743 approval to the extent that such conditions are directly related to impact
744 mitigation.
745
- 746 T-226 King County shall encourage the development of highly connected, grid-based
747 arterial and nonarterial road networks in new developments and areas of in((-))fill
748 development. To this end, the ((ε))County should:
- 749 a. Make specific findings at the time of land-use permit review to establish
750 a nonarterial grid system for public and emergency access in
751 developments; and
- 752 b. Require new commercial((,)) and multifamily((,)) developments and
753 residential subdivisions to develop highly connective street networks to
754 promote better accessibility and avoid single street((-))only access.
755
- 756 T-227 Development proposals should extend the public road system through
757 dedication when the extension is in the public interest. Conditions that may
758 warrant such an extension include, but are not limited to, impacts on
759 neighborhood circulation, increases in the use of arterials for local vehicular
760 trips, reductions in traffic safety through uncoordinated and inadequately spaced
761 street access to arterials, and restrictions on the availability of alternative
762 emergency access routes.
763
- 764 T-228 As mitigation for the impacts of new development and as a condition of
765 development approval, King County shall require the improvement of existing

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766 offsite roadways and undeveloped road rights-of-way, and other strategies to
767 reduce demand on roads. Impacts that may warrant such mitigation include, but
768 are not limited to, those that create safety concerns, raise road operational
769 issues, or increase the number of residences served by a single access route.
770

771 **((I. — Nonmotorized)) Active Transportation Program**

772 ~~((Vision 2040,))~~ VISION is the region's long-range ~~((growth management, economic, and transportation strategy,~~
773 ~~and))~~ plan for how and where development occurs and how the region supports efforts to manage growth.

774 ~~((Transportation 2040))~~ VISION, the Regional Transportation Plan, the adopted Metropolitan Transportation
775 Plan, ~~((and the associated Active Transportation Plan))~~ call for the development of a regional transportation
776 system that offers a variety of travel choices while preserving environmental quality and open space.

777 ~~((Nonmotorized))~~ Active transportation – such as walking, biking, using a wheelchair, and, in some parts of the
778 county, equestrian travel – plays a key role in achieving these goals and is an essential component of King
779 County's multimodal transportation system. ~~((Pedestrians, bicyclists and in some parts of the county,~~
780 equestrians, are nonmotorized users of the transportation system.)) Regional trails serve a recreational function
781 and also allow for uses such as transportation – enabling integration of the trail network with other active
782 transportation networks.

783
784 ~~((Biking and walking are))~~ Active transportation is energy efficient, economical, and low((-), impact ~~((modes of~~
785 travel that)); promotes health; and ~~((don't))~~ doesn't contribute to air or water pollution. By providing options for
786 ~~((nonmotorized travel))~~ active transportation, King County helps to reduce ~~((automobile))~~ vehicle dependency
787 and congestion, reduce greenhouse gas emissions, and create opportunities for individuals to integrate healthy
788 exercise into everyday activities. The ability to safely ~~((bicycle and walk))~~ use active transportation can provide
789 varying levels of accessibility and mobility to almost everyone, including people who are young, elderly,
790 physically disabled, ~~((€))~~ with low((-), incomes ~~((people and others)), or~~ who may not drive for other reasons.

791 Well-designed, strategically located ~~((bicycle and pedestrian))~~ active transportation facilities can also provide
792 increased and safer access to transit for more people. ~~((Bicycle, pedestrian, and equestrian t))~~ Trails are important
793 ~~((community))~~ recreational amenities that foster vibrant communities and may help spur economic development.

794 Equestrian travel is also an important aspect of the rural heritage and lifestyle of King County as well as a very
795 popular recreational activity.

796
797 In unincorporated King County, the Road Services Division is responsible for ~~((nonmotorized))~~ active
798 transportation facilities such as bicycle lanes, sidewalks, or shoulders on ~~((€))~~ county roads. The division also
799 provides crosswalks and specialized signals or signage that help facilitate safer ~~((nonmotorized travel))~~ active
800 transportation. The King County Road Design and Construction Standards include accommodation for
801 ~~((nonmotorized uses))~~ active transportation and specify bicycle lane, sidewalk, or road shoulder criteria for
802 unincorporated urban and rural roads. Sidewalks are allowed in Rural Towns and, under certain circumstances,
803 sidewalks are allowed in the Rural Area as a spot improvement to address an existing safety or high-use issue
804 when other walkway alternatives would not be as effective~~((, €))~~ and for safe routes to school. Road-related

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805 ~~((nonmotorized))~~ active transportation capital needs in the unincorporated area are included in the
 806 Transportation Needs Report and are programmed in the six-year Roads Capital Improvement Program as
 807 funding allows. ~~((The HealthScape Transportation Programming Tool, along with other criteria, is used in
 808 evaluating nonmotorized projects in the Transportation Needs Report.))~~ Street safety, including consideration of
 809 vehicle speeds in roadway design, is also a critical tool to provide for safe and easy transportation options.

810
 811 King County also ~~((plays a))~~ supports active transportation countywide ~~((role in nonmotorized transportation))~~
 812 through its ~~((Regional Trails))~~ network and transit services. The ~~((Regional Trails))~~ network,
 813 discussed in Chapter 7, Parks, Open Space, and Cultural Resources, is an integral component of the
 814 ~~((County))~~ county's recreational and transportation system. It includes facilities located both in cities and the
 815 unincorporated area. The Regional Trails network functions as the spine of the ~~((County))~~ county's
 816 ~~((nonmotorized))~~ active transportation system ~~((in many areas))~~. Transit and ~~((walking or biking))~~ active
 817 transportation are highly synergistic; transit use tends to be highest in locations where ~~((walking and biking are))
 818 active transportation use is~~ prevalent, and vice versa. ~~((The))~~ Metro ~~((Transit Department))~~ supports
 819 ~~((nonmotorized))~~ active transportation programs such as bicycle racks on transit buses and passenger ferries, and
 820 bicycle lockers at park-and-ride lots, employment sites, ferry terminals, and other locations.

821

822 **T-230** King County shall consider the needs and abilities of ~~((nonmotorized))~~ active
 823 transportation users ~~((of the transportation system))~~ in the planning, design,
 824 construction, maintenance, preservation, and operation of road infrastructure
 825 and other transportation facilities ~~((to the extent feasible given available
 826 funding))~~.

827

828 **T-231** Consistent with the priorities defined in the County's ~~((functional))~~ transportation
 829 plans~~((,))~~ and the Regional Growth Strategy, ~~((nonmotorized))~~ active
 830 transportation system investments should aim to increase safety, accessibility
 831 and mobility~~((, facilitating))~~; facilitate mode integration and intermodal
 832 connections~~((,))~~; improve access to centers, where appropriate~~((,))~~; and
 833 ~~((providing))~~ provide opportunities for healthy activity and alternatives to driving
 834 for all populations.

835

836 **T-232** King County shall evaluate and implement ~~((nonmotorized))~~ active transportation
 837 improvements in its road construction projects where appropriate and feasible.

838

839 **T-233** In unincorporated areas of King County, the following needs ~~((will))~~ shall be
 840 given the highest priority when identifying, planning, and programming
 841 ~~((nonmotorized))~~ active transportation improvements:
 842 a. Addressing known collision locations;
 843 b. Fostering safe ~~((walking and bicycling))~~ active transportation routes to
 844 schools and other areas where school-aged children regularly assemble;

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- 845 c. Filling gaps in, or enhancing connections to, the ~~((r))~~Regional ~~((t))~~Trails
 846 ~~((system))~~ network;
- 847 d. Serving ~~((L))~~locations of high concentration of pedestrian and/or bicycle
 848 traffic; and
- 849 e. Providing safe routes to transit.
 850
- 851 T-234 In urban areas, ~~((nonmotorized))~~ active transportation improvements should
 852 increase access to transit and urban centers while enhancing community
 853 connections to parks, local trails, shopping, libraries, healthcare, and other
 854 public and private services and facilities.
 855
- 856 T-235 The King County Regional Trails ~~((System))~~ network ~~((is))~~ shall be the centerpiece
 857 of the ~~((nonmotorized-system))~~ network for active transportation in the Rural
 858 Area and Natural Resource Lands. The ~~((e))~~County's efforts to enhance the Rural
 859 Area and Natural Resource Lands ~~((nonmotorized))~~ active transportation network
 860 should include filling in the Regional Trails ~~((System's))~~ network's missing links,
 861 coordinating road and trail projects whenever possible, considering access from
 862 roadways such as gateway (trailhead) parking, and enhancing access to transit,
 863 especially park((-)-and((-)-ride((s)) lots and transit centers.
 864
- 865 T-236 In Rural Areas and Natural Resource Lands, ~~((nonmotorized))~~ active
 866 transportation improvements shall be consistent with providing rural levels of
 867 service, preserving rural character, and avoiding impacts to the environment and
 868 significant historic properties.
 869
- 870 T-237 To increase equitable access to walking, bicycling, and transit mobility options,
 871 the ~~((e))~~County should actively seek grant funding to improve ~~((nonmotorized))~~
 872 active transportation infrastructure that serves the needs of Black, Indigenous,
 873 and other ~~((p))~~People of ~~((e))~~Color ~~((;))~~; immigrants; refugees; and other
 874 intersectional populations, including ~~((low-income-communities))~~ those who earn
 875 less than 80 percent of area median income, ~~((people-with-limited-English-~~
 876 speaking-proficiency, immigrant and refugee populations, and others who may
 877 have limited transportation options such as students, youth, seniors, and))
 878 people with disabilities, seniors, LGBTQIA+ people, women, and others who may
 879 have limited transportation options such as students and youth.
 880
- 881 T-238 New school development should address safe ~~((walking-and-bicycling))~~ active
 882 transportation routes for students. If the existing transportation infrastructure
 883 within a one-mile radius, together with the school's road frontage improvements,
 884 cannot support safe ~~((walking-or-bicycling-to-school))~~ active transportation
 885 access, King County shall use its development review authority to require the

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- 886 school district and the new school to address the long-term transportation needs
887 of students, including through the state-mandated Safe Routes to School
888 program.
889
- 890 **T-239** New ~~((land use))~~ binding site plans and subdivisions shall seek to accommodate
891 internal ~~((nonmotorized))~~ active transportation mobility and access to nearby
892 shopping, parks, trails, schools, healthcare, community resources, and other
893 public and private services and facilities, consistent with the different needs and
894 service levels for urban ~~((and))~~ areas, the Rural Area((s)), and Natural Resource
895 Lands.
896
- 897 **T-240** The specifications in the King County Road Design and Construction Standards
898 shall support ~~((nonmotorized))~~ active transportation safety and accessibility,
899 consistent with the County’s adopted policies regarding appropriate urban and
900 rural levels of service.
901
- 902 **T-241** In supporting equestrian travel in the Rural Area~~((s))~~ and Natural Resource
903 Lands, King County should emphasize safety and connection to ~~((the Regional
904 Trail System and other))~~ established trail networks open to equestrian use.
905
- 906 **T-242** King County shall seek opportunities to acquire and develop ~~((nonmotorized))~~
907 active transportation corridors. ~~((Evaluation of requests to vacate unused road
908 rights-of-way will consider existing nonmotorized uses and future development
909 of such uses.))~~
910
- 911 **T-243** King County should coordinate with ~~((bicycling, pedestrian, and equestrian
912 stakeholders))~~ active transportation users and advocacy organizations to ensure
913 that their input is included early and throughout in the planning and project
914 design process for projects with ~~((nonmotorized))~~ active transportation elements
915 or that have the potential to affect ~~((nonmotorized))~~ these users.
916
- 917 **T-244** King County should participate~~((d))~~ in the Puget Sound Regional Council’s
918 regional bicycle network planning efforts~~((;))~~ and consider related project needs
919 within King County’s jurisdiction ~~((should be considered))~~ in the ~~((e))~~ County’s
920 ~~((nonmotorized))~~ active transportation planning and project prioritization
921 processes ~~((as financial resources allow)).~~
922

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923 **~~((J.))~~ Transportation Demand Management**

924 Transportation affects every aspect of the lives of King County residents, not only in terms of mobility but also in
925 terms of health, racial justice, economy, and environment. Transportation Demand Management consists of a
926 broad range of strategies that provide for reduced reliance on single occupancy vehicle trips, reduced vehicle
927 miles traveled, and increased efficiency of the whole transportation system. Transportation Demand
928 Management results in lower greenhouse gas emissions and other pollutants, and equitable access to alternative
929 mobility options.

930

931 King County, both as a government and as an employer, is a leader in implementing transportation initiatives
932 and encouraging land uses, policies, and development that lead people and businesses to reduce single occupant
933 vehicle trips and vehicle miles traveled, while decreasing the impacts of greenhouse gas emissions from the
934 transportation sector. King County's ability to provide for the mobility needs of its residents will increasingly
935 depend on actively managing the existing transportation system.

936

937 Transportation Demand Management strategies include (but are not limited to):

- 938
- 939 • Public education/information and incentive programs;
 - 940 • Public transportation ~~((i.e.))~~ bus, rail, passenger ferry, ~~((and))~~ vanpool, and carpool;
 - 941 • ~~((Nonmotorized travel))~~ Active transportation options;
 - 942 • State-mandated Commute Trip Reduction and Growth and Transportation Efficiency Centers;
 - 943 • Roadway and lane management (such as ridesharing, intelligent traffic systems, and active traffic
944 management);
 - 945 • Congestion pricing strategies (such as high-occupancy toll~~((s))~~ lanes, express toll lanes, corridor tolling,
946 cordon tolling, system-wide tolling, and vehicle miles traveled charges);
 - 947 • Joint use and intermodal transfer facilities (such as park~~((-))~~-and~~((-))~~-ride~~((s))~~ lots);
 - 948 • Parking management and pricing (such as connecting supply with mode split targets);
 - 949 • Telecommunications substitutes for physical travel ~~((e))~~, such as ~~((telecommuting, e-government, and
949 internet based business to business activities))~~ remote work; and
 - 950 • Land use decisions (such as site design standards and concurrency).

951

952 In its application of Transportation Demand Management strategies, King County fulfills many roles, including:

- 953
- 954 • The jurisdiction responsible for land use, transportation infrastructure, and permitting in unincorporated
955 areas;
 - 955 • The operator and manager of unincorporated area roadways and ~~((Metro-T))~~ transit services;

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- 956 • ~~An advocate at the~~ local, regional, and state~~((wide advocate))~~ levels for integrated transportation
957 solutions, equitable access to mobility options, and climate change actions; and
- 958 • A leading edge employer implementing progressive employee transportation programs.
- 959
- 960 **T-245 King County shall implement policies and programs that support transportation**
961 **demand management, ~~((nonmotorized travel))~~ active transportation, transit**
962 **service improvements, and expansion of high-occupancy((-)_vehicle travel ~~((in~~**
963 **order)) to increase the share of trips made by modes other than driving alone.**
- 964
- 965 **T-246 ~~((Where appropriate))~~ King County should support the use of Transportation**
966 **Demand Management strategies, including ~~((variable tolling on state highways))~~**
967 **congestion pricing, to increase mobility options, promote travel efficiency,**
968 **optimize the existing transportation system ~~((and))~~, support King County climate**
969 **goals, and reduce the adverse environmental impacts of the transportation**
970 **system.**
- 971
- 972 **T-247 King County should consider Transportation Demand Management strategies,**
973 **beyond those adopted as ~~((e))~~County regulation, among a menu of measures to**
974 **mitigate for traffic impacts of proposed development or major highway**
975 **construction projects. ~~((Transportation Demand Management, as well as other~~**
976 **~~mitigation requirements, may be imposed on new development as mandatory~~**
977 **~~mitigation measures as necessary to meet the requirements for mitigation of~~**
978 **~~impacts pursuant to the State Environmental Policy Act and the State~~**
979 **~~Subdivision Act.))~~**
- 980
- 981 **T-248 King County should promote employee transportation programs, including those**
982 **for its own employees, that encourage trip reduction, use of public**
983 **transportation, walking, and bicycling. ~~((King County should demonstrate~~**
984 **~~regional leadership by continuing to provide a model program for its own~~**
985 **~~employees.))~~**
- 986
- 987 **~~((T-248a King County should actively participate in developing and implementing~~**
988 **~~state-mandated Commute Trip Reduction programs.))~~**
- 989
- 990 **T-249 King County should participate in local, regional, and statewide efforts to**
991 **implement and measure the results of Transportation Demand Management**
992 **strategies, technologies, and systems, including policies developed through**
993 **regional consensus and adopted by the ~~((e))~~County. To this end, the ~~((e))~~County**
994 **shall identify funds to research, plan, implement, and measure the success of**
995 **Transportation Demand Management strategies.**
- 996

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- 997 **T-250** King County ~~((will))~~ shall work with the Washington State Department of
 998 Transportation, Washington State Transportation Commission, Puget Sound
 999 Regional Council, and cities to develop and implement applications of managed
 1000 transportation facilities and congestion pricing strategies on new and existing
 1001 transportation facilities.
 1002
- 1003 **T-251** King County supports congestion pricing and other road usage pricing
 1004 strategies, especially more equitable and less regressive approaches, as a
 1005 means to optimize transportation system performance, generate revenues,
 1006 reduce vehicle miles traveled, and reduce greenhouse gas emissions.
 1007
- 1008 **T-252** Revenue from congestion pricing and other road usage pricing should be used to
 1009 improve, preserve, and operate the transportation system, including transit and
 1010 other multimodal investments, as well as to help fund improvements that address
 1011 the diversionary impacts on non-tolled facilities.
 1012
- 1013 **T-253** King County should partner with the Washington State Department of
 1014 Transportation, Puget Sound Regional Council, local jurisdictions, employers,
 1015 major institutions and developers to implement programs to encourage
 1016 alternatives to commuting by single-occupant((-))_vehicles, and to improve travel
 1017 options and awareness of those options.
 1018
- 1019 **T-253a** King County shall provide culturally((-))_appropriate opportunities to inform and
 1020 participate in programs that increase access to effective alternatives to driving
 1021 alone for residents of low-income communities, Black, Indigenous, and other
 1022 ((p))_People of ((e))_Color((r)); people ((with limited English proficiency)) speaking a
 1023 language(s) other than English; ((and)) immigrants; and refugees_ ((populations to
 1024 inform and participate in programs to increase access to effective alternatives to
 1025 driving alone)).
 1026

1027 ~~((H.))~~ **Ensuring Effective Management and Efficient** 1028 **Operations**

1029 This section contains policy direction to guide the ongoing design, maintenance, operation, and management of
 1030 the county transportation system to provide for safety, efficiency, and sustainability. ~~((It is consistent with the~~
 1031 ~~King County Strategic Plan, which, as a component of the county's Performance Management and~~
 1032 ~~Accountability System, provides the foundation for managing the performance of county services.)) The
 1033 Strategic Plan for Public Transportation, Metro Service Guidelines, Metro Connects, and the Strategic Plan for
 1034 Road Services~~((, as transportation functional plans,))~~ provide ~~((the))~~ detailed guidance on operational issues and
 1035 ~~((also))~~ address transportation performance measurement and reporting.~~

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1036

1037 **~~((A.))~~ Public Transportation Policies and Service Guidelines**

1038 Metro is committed to ~~((using))~~ delivering a regional, innovative, and integrated mobility network that is safe,
 1039 equitable, and sustainable. To do this, Metro must invest in line with its values and policies, use resources
 1040 wisely, and ((increasing)) increase the efficiency of its operations. Consistent with its Strategic Plan and ((Long
 1041 Range Plan)) Metro Connects, Metro emphasizes planning and delivery of productive services and is committed
 1042 to controlling costs. To help ensure efficiency and investments aligned with Metro's values, Metro uses service
 1043 guidelines and performance measures to manage the transit system. Performance monitoring helps Metro
 1044 evaluate its progress, plan and budget for the future, and improve agency practices. Metro is also committed to
 1045 improving its transparency and so makes performance reports readily available to internal and external
 1046 audiences.

1047

1048 Metro's Strategic Plan for Public Transportation, Service Guidelines, and Metro Connects emphasize advancing
 1049 equity and addressing climate change. The three documents strongly emphasize the need to invest upstream and
 1050 where needs are greatest, including for priority populations: people who have low or no income; are Black,
 1051 Indigenous, and other People of Color; are immigrants or refugees; have disabilities; or are linguistically diverse.
 1052 For example, when considering where to add new service, Metro's Service Guidelines now direct Metro to
 1053 consider social equity first, and land use second.

1054

1055 **T-301 King County should provide reliable, safe, convenient, equitable, and accessible**
 1056 **public transportation services that are responsive to the needs of people,**
 1057 **businesses, and communities in King County – especially where needs are**
 1058 **greatest.**

1059

1060 **T-301a ~~((The))~~ King County ~~((Marine Division))~~ should be a leader in regional mobility by**
 1061 **providing passenger-only ferry service that benefits the community, helps reduce**
 1062 **road congestion, can assist in emergency management needs, and supports the**
 1063 **economic development and growth management needs of King County.**

1064

1065 **T-301b King County ~~((s))~~ should provide passenger-only ferry service ~~((should be))~~ that**
 1066 **is efficient, safe, accessible, and reliable, ~~((and provide))~~ in addition to providing**
 1067 **excellent customer service while being responsive and accountable to the public.**

1068

1069 **T-302 ~~((The))~~ King County ~~((Marine Division))~~ should work with the Washington State**
 1070 **Department of Transportation, Kitsap County, and other entities offering**
 1071 **passenger ferry services, to ensure that service and capital plans for ferries are**
 1072 **consistent with ~~((the King County Ferry District 2014 Strategic Plan))~~ Metro's**

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1073 **Strategic Plan for Public Transportation, Service Guidelines, and Metro**
1074 **Connects, or successor plans.**
1075

1076 **~~((B.))~~ Road Services Policies and Priorities**

1077 Effective design, management, and operation of the road system are critical to mobility and quality of life. King
1078 County strives to make efficient use of the existing infrastructure, serve the broad needs of users, address safety
1079 issues, and design facilities that are appropriate for the surrounding communities. King County has a structural
1080 funding deficit that continues to severely impact the ((e))County’s ability to provide basic preservation and
1081 maintenance of its aging and declining road system. Therefore, as the revenue available to manage the road
1082 system fluctuates, so will the ((e))County’s ability to maintain and preserve its roads and bridges. If sufficient
1083 revenue is not available to sustain the road system, then infrastructure may be downgraded or closed. The
1084 ((e))County’s focus will remain on the priorities in the Strategic Plan for Road Services to guide these critical
1085 decisions. The Strategic Plan for Road Services also prioritizes funding of services and projects, including both
1086 the type of activities and the location of investments.

1087
1088 The Strategic Plan for Road Services lays out the priority for the Road Services Division funding decisions in the
1089 following order:

- 1090 1. Prevent and respond to immediate operational life safety and property damage hazards.
- 1091 2. Meet regulatory requirements and standards in cooperation with regulatory agencies.
- 1092 3. Maintain and ((P))preserve the existing roadway facilities network.
- 1093 4. Enhance mobility (movement of people and goods) by facilitating more efficient use of the existing road
1094 system.
- 1095 5. Address roadway capacity when necessary to support growth targets in the urban area.

1096
1097 Based on the Strategic Plan for Road Services, King County has implemented a graduated service level decision
1098 framework that considers road function, traffic volume, life-safety needs, network connectivity, and transit use.
1099 Priority will be given to keep the most vital components of the road system operational for users. This approach
1100 guides service provision under limited funding scenarios and also helps direct investments toward the most
1101 critical needs when additional resources are available. Performance measurement and reporting is also an
1102 important aspect of the Strategic Plan for Road Services and a critical tool in managing the county’s road system.

1103
1104 To improve efficiency and productivity, King County has implemented and continues to enhance and refine a
1105 data driven asset management approach that, combined with the policy direction in this Comprehensive Plan
1106 and the Strategic Plan for Road Services, will guide investment choices over the next biennium and beyond.

1107
1108 The Road Services Division’s Capital Improvement Program and Financial Plan must be consistent with this
1109 Comprehensive Plan and consider the current performance of the transportation system, concurrency needs of

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1110 planned developments, priority projects, phased implementation of improvements, and other related factors.
1111 Revenues from a range of sources, including grants, are programmed to appropriate projects.

1112
1113 While new streets are designed to balance the safety and mobility needs of all users, including people walking
1114 and biking, much of the network was built many generations ago using the standards of the time. Over time, as
1115 resources become available, the County strives to improve the system to one that is designed and operated in a
1116 human-centric manner to accommodate certain types and levels of human mistakes, accommodates physical
1117 human vulnerabilities, proactively addresses safety, and reduces risk through redundant measures. The
1118 responsibility for traffic safety outcomes on the road network is shared between multiple actors, including the
1119 Road Services Division as the road system manager, as well as public health organizations, law enforcement
1120 agencies, emergency responders, road users, and others.

1121
1122 Arterial Functional Classification, established in Appendix C, Transportation, is implemented through the
1123 specifications provided in the King County Road Design and Construction Standards. The Urban Growth Area
1124 boundary provides the distinction between urban and rural arterials.

1125
1126 Management of the county road network gives special consideration to its designated Heritage Corridors, where
1127 travelers can still experience a sense of the county's rich transportation history. These historic and scenic
1128 corridors include:

- 1129 • Cedarhurst Road/Westside Highway and Dockton Road on Vashon Maury Island;
- 1130 • Green Valley Road in the Auburn Black Diamond area;
- 1131 • Issaquah Fall City Road, West Snoqualmie River Road, and West Snoqualmie Valley Road/Carnation
1132 Farm Road in the Snoqualmie Valley;
- 1133 • Old Cascade Scenic Highway and Old Sunset Highway in Stevens Pass; and
- 1134 • Osceola Loop in the Enumclaw Plateau.

1135
1136 Likewise, travelers in King County also benefit from multiple scenic, historic, and recreational highways located
1137 within King County. Designated Washington Scenic and Recreational Highways include:

- 1138 • I-90 (Mountains to Sound Greenway),
- 1139 • US 2 (Stevens Pass Greenway),
- 1140 • State Route 410 (Chinook Pass Scenic Byway), and
- 1141 • State Route 202 (Cascade Valleys Scenic Byway).

1142
1143

1144 **Equity and Racial and Social Justice**

1145 Equity and Racial and Social Justice principles receive significant consideration in decision-making
1146 processes. The Road Services Division's approach to integrating equity and social justice into agency
1147 business operations and budgeting includes the following components:

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- 1148 • Prioritize emergency snow and ice response along Metro’s highest priority transit snow routes, since
1149 these may be the only source of transportation available to lower-income residents.
- 1150 • Promote equal access to, and availability of, information and services for all county residents by
1151 designing division communications and public engagement processes that are culturally relevant for
1152 diverse communities, including communities whose residents ~~((have limited English proficiency))~~ speak
1153 a language(s) other than English.
- 1154 • Utilize partnerships with other King County or external agencies, community groups, and non((-)profit
1155 organizations to better understand community needs and obtain community input and involvement.
- 1156 • When available, grant funded ~~((non-motorized))~~ active transportation improvements are directed to
1157 ~~((disadvantaged))~~ historically underserved communities because they both help to support active,
1158 healthy lifestyles ~~((and also))~~; facilitate mobility for people with disabilities((-); and those who cannot
1159 drive or are unable to afford a car.
- 1160 • King County acknowledges that ~~((there are significant concentrations of))~~ Black, Indigenous, and other
1161 ~~((P))~~ People of ((e))Color((-, low-income populations)); people with low incomes((-); people ~~((with~~
1162 ~~limited English proficiency))~~ speaking a language(s) other than English((-, and)); immigrants; and
1163 refugees ~~((populations))~~ disproportionately reside in ((ertain areas)) some King County neighborhoods.
1164 The ((e))County also recognizes that these groups of people are ~~((disbursed))~~ dispersed across the
1165 county. Their mobility needs, as well as the mobility needs of students, youth, seniors, and people with
1166 disabilities, should be considered when evaluating division projects and programs.

1167
1168 **((General Priorities))**

1169 **T-303 King County shall maintain and preserve the unincorporated area road system to**
1170 **keep it operating safely, protect mobility and infrastructure investments, and**
1171 **maximize the useful life of transportation assets to the extent feasible under**
1172 **available funding levels.**

1174 **T-304 ~~((In order to))~~ To keep the most vital components of the road system operational**
1175 **for users, King County should use a decision framework that considers road**
1176 **function, life-safety needs, network connectivity, traffic volume, transit use, and**
1177 **other assessment criteria to both guide service provision and help direct**
1178 **investments toward((-e)) the most critical needs when additional resources are**
1179 **available.**

1180
1181 **T-305 ~~((To ensure that the most vital components of the county’s road system are kept~~**
1182 **operational,)) King County should fund safety, essential regulatory compliance,**
1183 **and maintenance and preservation needs of the existing road system ~~((should be~~**
1184 **funded)) prior to mobility and capacity improvements.**

1185

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- 1186 ~~((T-306~~ Maintenance and preservation of the unincorporated rural roadway system shall
 1187 be emphasized in long-term planning and asset management in recognition of
 1188 the fact that Rural Area and Natural Resource Land roads and bridges will remain
 1189 the county's long-term responsibility after all annexations are complete.))
 1190
- 1191 **T-306** King County should contribute to achieving the state traffic safety goal of zero
 1192 deaths and serious injuries using a safe systems approach, through which road
 1193 system managers, public health organizations, law enforcement agencies,
 1194 emergency responders, road users, and other parties collaborate to prioritize the
 1195 elimination of crashes that result in death and serious injuries.
 1196
- 1197 **T-306a** Decisions on road closures and abandonments should be made based on public
 1198 safety considerations, technical/engineering standards, and the policy guidance
 1199 set forth in the Strategic Plan for Road Services. Impacts to residents,
 1200 businesses, and other road users or ~~((stakeholders))~~ affected parties should be
 1201 identified and communicated to them in a timely manner.
 1202
- 1203 **T-307** Roadway stormwater facilities are an integral component of a properly
 1204 functioning transportation network and shall be maintained, preserved, and,
 1205 when practicable, upgraded ~~((in order))~~ to protect infrastructure, public health,
 1206 and the natural environment, as well as meet federal, state, and local regulations.
 1207
- 1208 **T-308** Road projects and programs shall be implemented in ways that avoid or minimize
 1209 negative impacts, as well as seek to provide positive benefits, for Black,
 1210 Indigenous, and other ~~((P))~~People of ~~((E))~~Color~~((,))~~; immigrants; refugees; and
 1211 other intersectional populations, including ~~((low-income communities))~~ those
 1212 who earn less than 80 percent of the area median income, people with
 1213 disabilities, seniors, LGBTQIA+ people, women, people ~~((with limited English~~
 1214 proficiency)) speaking a language(s) other than English, ~~((immigrant and refugee~~
 1215 populations)) and others who may have limited transportation options, such as
 1216 students~~((,))~~ and youth~~((, seniors, and people with disabilities))~~. ~~((Projects and~~
 1217 programs shall seek to provide tangible, positive benefits.))
 1218
- 1219 **T-309** To facilitate the establishment of a safe and efficient traffic circulation network
 1220 reflecting all transportation modes and to retain the availability of access to
 1221 adjacent properties, the ~~((E))~~County shall review and comment on the appropriate
 1222 placement of new or major modified facilities or physical barriers, such as
 1223 buildings, utilities, and surface water management facilities in or adjacent to road
 1224 rights-of-way.
 1225

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- 1226 T-310 ~~((State highway facilities and arterial roads are designed to accommodate higher~~
 1227 ~~traffic volumes, at higher speeds, than local roads. To protect residential~~
 1228 ~~neighborhoods from the impacts of pass through traffic,)) Whenever possible,~~
 1229 ~~King County should design and operate roads to direct ((such)) pass-through~~
 1230 ~~traffic away from local roads and encourage such traffic to use highways or~~
 1231 ~~arterials ((whenever possible)), which are designed to accommodate higher~~
 1232 ~~traffic volumes at higher speeds.~~
- 1233
- 1234 ~~((T-311) The Department of Local Services has responsibility for development and~~
 1235 ~~maintenance of transportation facilities in County-owned road rights-of-way.~~
 1236 ~~Other right-of-way users must obtain approval from the department regarding~~
 1237 ~~projects, maintenance and other activities impacting the right-of-way.~~
- 1238
- 1239 ~~T-312 Arterial Functional Classification, established in Appendix C of this plan, should~~
 1240 ~~be implemented through the specifications provided in the King County Road~~
 1241 ~~Design and Construction Standards. The Comprehensive Plan's Urban Growth~~
 1242 ~~Area boundary provides the distinction between urban and rural arterials.))~~
- 1243
- 1244 T-313 The King County((('s)) ((r))Road ((d))Design and ((e))Construction ((s))Standards
 1245 shall, to the extent practical and allowed by law, incorporate complete streets
 1246 infrastructure to promote safe, cost-effective roads that ((encourage multimodal
 1247 use,)) balance the health and safety needs of all road users and reflect the
 1248 function of the road and the different needs of and service levels for the Urban
 1249 Growth Area and Rural Area and Natural Resource Lands.
- 1250
- 1251 T-314 King County should provide road services in a manner that is sensitive to the
 1252 natural environment, historical properties, and archaeological resources, and to
 1253 design new facilities that fit within the context of the built or natural
 1254 environments in which they are located.
 1255

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1256 **T-315** King County should preserve its identified Heritage Corridors through context
 1257 sensitive design, planning, and maintenance, as exemplars of historic and scenic
 1258 character. ~~((The corridors include: Cedarhurst Road/Westside Highway (Vashon~~
 1259 ~~Island), Dockton Road (Vashon-Maury Island), Green Valley Road (Auburn-Black~~
 1260 ~~Diamond), Issaquah-Fall City Road (Snoqualmie Valley), Old Cascade Scenic~~
 1261 ~~Highway (Stevens Pass), Osceola Loop (Enumclaw Plateau), Old Sunset Highway~~
 1262 ~~(Snoqualmie Pass), West Snoqualmie River Road (Snoqualmie Valley), and West~~
 1263 ~~Snoqualmie Valley Road/Carnation Farm Road (Snoqualmie Valley).))~~ In-kind
 1264 replacement of road and roadside features and the use of materials that
 1265 complement the character of each corridor should be utilized to the extent that is
 1266 practicable and meets safety needs. King County should encourage adjacent
 1267 property owners, through outreach efforts, to similarly support the preservation
 1268 of these corridors.

1269 **T-316** King County shall support and encourage the preservation and enhancement of
 1270 scenic, historic, and recreational resources along the designated Washington
 1271 Scenic and Recreational Highways located in the county ~~((, including I-90~~
 1272 ~~(Mountains to Sound Greenway), US 2 (Stevens Pass Greenway), State Route 410~~
 1273 ~~(Chinook Pass Scenic Byway), and State Route 202 (Cascade Valleys Scenic~~
 1274 ~~Byway))).~~ The corridor management plans established for these highways
 1275 should be considered in the development and implementation of King County's
 1276 plans, projects, and programs.

1279 **((C.)) Air Transportation**

1280 **T-317** King County shall plan, design, and implement services, programs, and facilities
 1281 for the King County International Airport ~~((in compliance with Federal Aviation~~
 1282 ~~Administration regulatory requirements))~~ to support a safe, secure, and efficient
 1283 global aerospace system.

1284
 1285 **T-317a** King County International Airport shall continue to provide and maintain safe and
 1286 secure transportation services and facilities for the flying public and aviation
 1287 community in support of a broad range of uses, including corporate general
 1288 aviation, small general aviation, charter and commercial passenger services,
 1289 military aircraft, air cargo, and aircraft manufacturing, maintenance, storage, and
 1290 service, while improving mobility for people and freight to meet growing and
 1291 evolving demand.

1292
 1293 **T-317b** King County and King County International Airport planning efforts shall:
 1294 a. Promote coordinated planning and effective management to optimize the
 1295 movement of people and goods in the region's aviation system in a

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1296 manner that minimizes health, air quality, and noise impact to the
 1297 community, especially frontline communities;

1298 b. Consider demand management alternatives as future aviation growth
 1299 needs are analyzed, recognizing capacity constraints at existing facilities
 1300 and the time and resources necessary to build new ones; and

1301 c. Support the ongoing process of development of a new commercial
 1302 aviation facility in Washington State.

1303

1304 ~~((In 2005,)) King County International Airport noise reduction efforts in communities surrounding Boeing field~~
 1305 ~~are guided by the Federal Aviation Administration approved ((a)) Part 150 Noise and Land Use Compatibility~~
 1306 ~~Plan ((to reduce noise impacts in communities surrounding Boeing Field. This is a significant event and~~
 1307 ~~represents a positive step in making)). The Plan supports King County International Airport efforts to be a~~
 1308 ~~“good neighbor” to affected residential areas((. The Part 150 plan)) and identifies many actions that ((are~~
 1309 ~~allowed to)) may be taken by King County International Airport, pilots, tenants, the Federal Aviation~~
 1310 ~~Administration, and others to reduce noise impacts on residential areas. ((The Part 150 noise mitigation~~
 1311 ~~program, including home insulation, was completed in 2015.))~~

1312

1313 **T-318 Recognizing that certain noise reduction measures are contingent on ongoing**
 1314 **and future Federal Aviation Administration funding, King County shall implement**
 1315 **those actions((,)) under its control and identified in the Part 150 Noise and Land**
 1316 **Use Compatibility Plan. King County shall encourage other entities to implement**
 1317 **those measures under their control and also identified in the Part 150 Noise and**
 1318 **Land Use Compatibility Plan.**

1319

1320 **T-319 King County shall ~~((encourage all airports located in the county, whether owned~~**
 1321 **~~by a public or private entities, to be responsible neighbors and make all~~**
 1322 **~~reasonable efforts to minimize noise impacts on sensitive land uses such as~~**
 1323 **~~residences, hospitals, and schools)) work with airports, federal agencies that~~**
 1324 **oversee flight operations, local jurisdictions, community-based partners, and**
 1325 **others to advance health equity and racial and social justice by mitigating**
 1326 **exposure to noise and other airport-related harm.**

1327

1328 **~~((D-)) Climate Change, Air Quality, and the Environment~~**

1329 Clean air and eliminating greenhouse gas emissions contribute((s)) to the health of people, ((the)) ecosystems,
 1330 and the economy. ~~((Transportation is the primary source of air pollutants regionally. In addition to complying~~
 1331 ~~with state and federal regulations described below, t))The ((e))County is working to reduce transportation-related~~
 1332 ~~emissions – the primary source of air pollutants regionally and a major driver of climate change – through the~~
 1333 ~~policies ((and actions contained in this)) of the Comprehensive Plan.~~

1334

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1335 The Washington State Clean Air Conformity Act establishes guidelines and directives for implementing the
 1336 federal Clean Air Act Amendments(~~((– It specifically))~~) and links air quality conformity to growth management
 1337 planning (~~((efforts at the local and regional level))~~). The King County transportation system complies with the
 1338 federal and state Clean Air Acts by maintaining conformity with the Puget Sound Regional Council
 1339 (~~((Transportation 2040 plan))~~) Regional Transportation Plan 2022-2050 and by following the requirements of
 1340 Chapter 173-420 of the Washington Administrative Code.

1341

1342 (~~((Climate change is of significant local, national, and global concern. It is clear that greenhouse gas emissions
 1343 from transportation sources are a significant contributing factor to climate change. In addition to meeting its
 1344 regulatory requirements, King County is committed to addressing climate change through its decisions and
 1345 actions and encouraging others to act to reduce greenhouse gas emissions as well. Climate change is projected to
 1346 increase the frequency of flood events in most of western Washington’s river basins. Increased flood frequency
 1347 and intensity will increase public investment needed to ensure public safety and mobility, particularly on the
 1348 county road system. Climate change will affect the county’s road and transit infrastructure. More storm events
 1349 and increased temperatures will disrupt service, increase road maintenance requirements, and adversely affect
 1350 mobility. Changes in precipitation patterns and sea levels may cause greater damage to roads, bridges and
 1351 seawalls from erosion, landslides, and flooding.~~

1352

1353 ~~The goals and activities of King County departments and agencies that provide transportation services in King
 1354 County are integrally linked to the County’s strategies and activities for addressing climate change. This linkage
 1355 was refined in the County’s 2012 Strategic Climate Action Plan, with an entire chapter focused on the
 1356 operational and service targets related to transportation and land use. The Strategic Climate Action Plan
 1357 identifies clear performance targets (how much change is the County attempting to achieve) and strategies and
 1358 priority activities that reduce greenhouse gas emissions. It allows for the reporting of strategies, program
 1359 activities, and performance measures related to climate change in one location.~~

1360

1361 ~~The updated 2015 Strategic Climate Action Plan provides a mechanism to evaluate progress since the 2012
 1362 Strategic Climate Action Plan and refines strategies and program activities to achieve the objectives of reducing
 1363 greenhouse gas emissions and adapting to climate change impacts.))~~

1364

1365 In addition to reducing transportation-related greenhouse gas emissions, King County must also prepare County
 1366 roads and transit infrastructure for climate change. More extreme heat events, heavier rain events, and sea level
 1367 rise increase the potential for damage to roads, bridges, and sea walls, particularly as infrastructure ages. This
 1368 can result in higher maintenance costs, more service disruptions, and mobility impacts. Increased flood impacts
 1369 will require public investment to ensure public safety and mobility, particularly on the County road system.

1370

1371 King County transportation services are integral to implementing the Strategic Climate Action Plan. The plan
 1372 sets transportation-related greenhouse gas reduction goals and guides the planning, development, prioritization,

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1373 implementation, and tracking of County actions, such as linking transportation and land use, developing
 1374 community-driven transit, and creating climate-resilient transit infrastructure and services.

1375

1376 **T-320** **Transportation improvements should be designed, built, and operated to**
 1377 **minimize air, water, and noise pollution, greenhouse gas emissions, and the**
 1378 **disruption of natural surface water drainage in compliance with provisions and**
 1379 **requirements of applicable federal, state, and local environmental regulations.**
 1380 **Natural and historic resource protection should also be considered. Particular**
 1381 **care should be taken to minimize impacts where the location of such facilities**
 1382 **could increase the pressure for development in critical areas or the Rural**
 1383 **Area((s)) and Natural Resource Lands.**

1384

1385 **T-320a** **King County should proactively identify barriers to fish passage created by**
 1386 **existing County roads and prioritize multiple benefit solutions that enhance high-**
 1387 **priority habitats and address critical roadway maintenance and preservation**
 1388 **needs.**

1389

1390 **T-321** **Within new developments, King County supports designing and building roads,**
 1391 **bicycle facilities, pedestrian ways, and trails in ways that minimize pollution,**
 1392 **provide opportunities for physical activity, promote energy conservation,**
 1393 **increase community cohesion, and preserve natural flora and wildlife habitat.**

1394

1395 **T-322** **Through its own actions and through regional partnerships, King County ((will))**
 1396 **shall promote strategies to reduce emissions from the transportation sector. The**
 1397 **((e))County ((will)) shall promote new vehicle technologies, the use of low-carbon**
 1398 **fuels, and strategies to reduce greenhouse gas emissions, including land use**
 1399 **changes, investment in equitable transit-oriented development, provision of**
 1400 **transit, promotion of ((nonmotorized travel)) active transportation, joint**
 1401 **purchasing, pilot projects, and actions to reduce vehicle miles traveled.**

1402

1403 **T-322a** **King County shall increase the share of its fleet that are electric vehicles, as**
 1404 **guided by County policies and the Strategic Climate Action Plan, or successor**
 1405 **plans.**

1406

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- 1407 **T-323** King County ~~((will))~~ shall strive to become a world leader in the use of
 1408 transportation fuels and technologies that reduce operational greenhouse gas
 1409 emissions from its fleets and vessels. King County ~~((will))~~ shall achieve this goal
 1410 by buying ~~((hybrid electric,))~~ electric, zero-emission, and other clean
 1411 transportation technologies when feasible to meet operational needs; using
 1412 clean fuels in its fleets and vessels; implementing demonstration projects that
 1413 use alternative fuels and technologies; purchasing locally~~((-))~~ produced energy
 1414 sources when practical; seeking local and federal support to expand the use of
 1415 low-carbon fuels and alternative, zero~~((-))~~-emission technologies; and promoting
 1416 best practices, innovations, ~~((trends))~~ and developments in transportation fuels
 1417 and technologies. The ~~((c))~~County ~~((will))~~ shall also seek to deploy and use its
 1418 vehicles in an energy-efficient manner through vehicle routing, idling-reduction,
 1419 and operator practices.
 1420
- 1421 **T-324** King County ~~((will))~~ shall incorporate climate change impacts information into the
 1422 construction, operations, and maintenance of transportation infrastructure
 1423 projects~~((- The department will incorporate climate change))~~ and into its
 1424 transportation planning and design documents ~~((and also))~~. The County shall
 1425 develop and implement strategies to incorporate climate change response into
 1426 the design and operations of its transportation structures and services, where
 1427 feasible.
 1428
- 1429 **T-324a** King County ~~((will))~~ shall reduce greenhouse gas emissions from its off-road
 1430 vehicles and equipment by using low-carbon fuels and advanced technologies,
 1431 and by partnering with other agencies to implement demonstration projects
 1432 using these vehicle technologies.
 1433
- 1434 **T-325** King County ~~((will develop methods to))~~ shall periodically evaluate ~~((the))~~ climate
 1435 change impacts ~~((of its actions and))~~ related to transportation infrastructure and
 1436 services, and ~~((will))~~ implement climate ~~((sensitive))~~ change strategies and
 1437 practices consistent with ~~((the))~~ its environmental sustainability goals and
 1438 policies ~~((described in Chapter 5, Environment, as well as existing))~~ and state,
 1439 regional, and local plans, laws, and regulations.
 1440
- 1441 ~~((T-326))~~ To the extent practicable, future expansion or redevelopment of the county's
 1442 road stormwater infrastructure should minimize pollutant discharges and flow
 1443 alterations by mimicking the natural drainage system or preserving the ability to
 1444 create such a system in the future.)
 1445

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1446 **Electric vehicles**

1447 Transportation emissions – primarily from passenger cars and trucks – are the biggest source of carbon pollution
 1448 in Washington, accounting for 39 percent of total greenhouse gas emissions in 2019. Supporting the transition of
 1449 private cars and trucks to electric vehicles will lead to fewer climate-altering pollutants, improved air quality,
 1450 lower maintenance and fueling costs for car owners, and reduced pollution exposure for communities along
 1451 major transportation corridors.

1452
 1453 King County and Washington State have taken steps to support electric vehicle adoption and charging
 1454 availability, including the Washington State Motor Vehicle Emission Standards – Zero-Emission Vehicles law in
 1455 2020 (Revised Code of Washington 70A.30.010), Clean Fuels Program in 2022 (Chapter 173-424 Washington
 1456 Administrative Code), and Climate Commitment Act 2022 (Chapter 173-446 Washington Administrative Code).
 1457 The Strategic Climate Action Plan supports efforts to accelerate the adoption of electric vehicles while ensuring
 1458 the equitable distribution of benefits of electric vehicles and promoting equitable access to mobility that
 1459 prioritizes shared mobility solutions. The Strategic Climate Action Plan sets targets that the share of new
 1460 vehicles sold that are electric vehicles by 2035 are 100 percent of light-duty vehicles, 50 percent of medium-duty
 1461 vehicles, and 28 percent of heavy-duty vehicles. King County and the State have adopted regulations requiring
 1462 electric vehicle charging infrastructure be provided with new and substantial improvements to residential and
 1463 nonresidential development. Washington State has also developed the Washington State Plan for Electric
 1464 Vehicle Infrastructure Deployment and has set a target that all model year 2030 and later passenger and light-
 1465 duty vehicles that are sold, purchased, or registered in Washington be zero-emission vehicles. The State also
 1466 mandates that all new vehicles must be zero-emission vehicles from model year 2035 onward.

1467
 1468 Challenges remain for equitable access to electric vehicles due to higher vehicle costs and access to charging
 1469 infrastructure. On average, electric vehicles have a higher purchase price, though they are less expensive to own
 1470 overall. Additionally, people who live in multifamily or rental housing face barriers to securing electric vehicle
 1471 charging at home, as tenants do not have property control and property owners have few incentives to install
 1472 charging equipment. Constricted charging supply is exacerbated by existing disparities, as historically
 1473 underserved families disproportionately rent. However, there are some state and federal financial incentives
 1474 available.

1475
 1476 **T-327 King County supports expansion of private electric vehicle use and the**
 1477 **necessary charging infrastructure, including opportunities to improve equitable**
 1478 **access to the benefits of electric vehicle and geographically dispersed access to**
 1479 **public vehicle charging at King County-owned facilities and at partner locations.**

1480

1481 ~~((IV.))~~ **Financing Services and Facilities that Meet Local**
1482 **and Regional Goals**

1483 Fully achieving King County's transportation goals depends on adequate funding for transportation system and
1484 service needs. This section discusses the extent to which the transportation system and services can be funded
1485 within a reasonable revenue forecast and expenditure schedule. The Growth Management Act requires the
1486 ~~((e))~~County to include an analysis of funding capabilities, a multiyear financing plan based on needs, and a
1487 discussion of how to raise additional funds to build needed transportation projects, or to reassess growth and
1488 Level of Service standards to resolve potential funding shortfalls in a ~~((ten))~~10-year time frame. This analysis is
1489 provided in the Transportation Needs Report and summarized below.
1490

1491 ~~((A.))~~ **Public Transportation Revenue Sources**

1492 **Metro Transit**

1493 ~~((King County Metro Transit's))~~ Metro's budget provides for both the operating and capital needs of its public
1494 transportation system. The operating budget funds Metro's broad range of public transportation services. The
1495 capital budget provides for transit facilities needed to operate Metro's services, such as maintenance and bus
1496 storage facilities, transit centers and park-and-ride~~((s))~~ lots, bus shelters and other passenger facilities, buses, and
1497 non-revenue vehicles.
1498

1499 Metro's primary source of revenue, a 0.9~~((%))~~ percent sales tax (the maximum authorized by the state), provides
1500 ~~((approximately 54%))~~ more than half of Metro's revenues. This rate has been in effect since late 2006, when
1501 voters approved a 0.1~~((%))~~ percent increase as part of the Transit Now initiative. Sales tax is a highly volatile
1502 revenue source because it fluctuates with changes in economic conditions. It is also regressive, as people with
1503 lower incomes spend a larger portion of their income on sales tax than people with higher incomes. Metro has
1504 had to rely more on sales tax since 2000, when the Washington legislature eliminated the motor vehicle excise
1505 tax for transit.
1506

1507 ~~((Beginning in 2009, King County levied a 5.5-cent property tax to support transit.))~~ King County levies a 1.25
1508 cent property tax for ferry service and a 5.5 cent property tax for other Metro transit services. Fares paid by users
1509 of Metro's system ~~((and transit advertising revenues))~~ provided about ~~((a quarter))~~ 15 percent of Metro's
1510 operating revenues before the COVID-19 pandemic and about five percent of operative revenues in 2022.

1511 ~~((Metro also receives))~~ Other sources of revenues include federal and state grants, ~~((that))~~ which can fluctuate
1512 significantly and contributes primarily to capital expenses; vanpool operations, investment income, and service
1513 partners. Examples of service partnership funding include revenue from Sound Transit for operating Link light
1514 rail and Sound Transit Express, and from the City of Seattle; these sources account for about 15 percent of
1515 Metro's total operating revenue.
1516

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1517 ~~((The Great Recession and a slower than normal recovery took a major toll on Metro's largest revenue source,~~
 1518 ~~sales taxes. After the 2008 recession caused a steep drop in sales tax revenue, Metro took action to preserve~~
 1519 ~~transit service by cutting costs, raising fares, and making a host of fiscal reforms. Metro's ongoing efficiency~~
 1520 ~~gains, projections of lower fuel costs, improved sales tax forecasts and other financial improvements enabled the~~
 1521 ~~County to adopt a 2015/2016 budget and six year financial plan that does not envision future service cuts.~~

1522

1523 ~~Beginning in 2011, sales tax revenues began to recover and by 2015, sales tax receipts have been restored to~~
 1524 ~~pre-recession levels in terms of purchasing power. The near term outlook is for continued growth; however this is~~
 1525 ~~tempered by the reality and need to plan for economic downturns. Over the last 50 years there has been, on~~
 1526 ~~average, a recession every eight years. The county's financial policies and reserve requirements help Metro plan~~
 1527 ~~for the eventuality of economic downturns.~~

1528

1529 ~~In November 2014, Seattle voters approved funding for additional transit service. The City of Seattle~~
 1530 ~~subsequently entered into a contract with King County to purchase Metro service through the County's~~
 1531 ~~Community Mobility Contracts Program. Seattle will expand service on Metro routes that serve the city by about~~
 1532 ~~10%. Additionally, Metro will leverage Seattle's Regional Partnership Fund created as part of the voter approved~~
 1533 ~~measure to improve transit service for suburban commuters through regional partnerships. This funding is~~
 1534 ~~scheduled to expire after 2020.))~~

1535

1536 The COVID-19 pandemic added uncertainty to Metro's financial situation, particularly due to the pandemic's
 1537 impact on ridership and the resultant fare revenue impacts. The need remains for long-term, sustainable funding
 1538 that fully meets King County's current and future demand for ~~((bus))~~ transit service. The need for transit
 1539 outlined in Metro Connects exceeds Metro's current funding capacity for service, and the funding gap will only
 1540 increase as Metro moves toward the 2050 service network, which envisions approximately 70 percent more
 1541 transit service. Metro will not be able to grow its system as planned without significant amounts of new,
 1542 sustainable funding. Funding source volatility has a uniquely negative impact on service growth and capital
 1543 program development.

1544

1545 ~~((Metro will continue striving for efficiency improvements to make the most of every available transit dollar, and~~
 1546 ~~county leaders have pledged to continue working for a statewide transportation funding solution. Over the~~
 1547 ~~coming years, Metro will continue to take actions to stabilize its finances and improve the efficiency and~~
 1548 ~~effectiveness of service delivered as state, county and local officials work on a long term transit funding solution.~~

1549

1550 **B-)) Road-Related Funding Capabilities**

1551 King County is experiencing a structural roads funding crisis, largely due to municipal annexations, ~~((the 2008~~
 1552 ~~recession, declines in))~~ Washington State's outdated tax system, stagnant gas tax revenues, the effects of voter
 1553 initiatives, and an aging bridge and road system. The lack of revenue is significantly impacting the ~~((e))~~ County's

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1554 capacity to maintain and improve roads. Regional growth over the last few decades has resulted in higher traffic
 1555 volumes and congestion, contributing to the deterioration of the County's road network.

1556

1557 King County receives road revenues from a variety of sources, including a dedicated unincorporated King
 1558 County property tax, ~~((federal and state grants,))~~ gas tax, federal and state grants, and local taxes ~~((and road~~
 1559 ~~mitigation payments from private developments))~~. The dedicated property tax and gas tax provide the largest
 1560 portion of funding for the Road Services Division ~~((71% in 2014))~~ 76 percent in 2023. The property tax is tied
 1561 to the assessed value of properties in unincorporated King County. The county road system and its funding
 1562 mechanisms predate growth management. However, as the only county to have so successfully implemented the
 1563 Growth Management Act mandate to annex small, dense, urban areas of high-value properties into cities, King
 1564 County's unincorporated area tax base is small relative to the size and age of the unincorporated road system. In
 1565 King County, 13 percent of the total population pays for the roads that support more than one million trips every
 1566 day.

1567

1568 ~~((During the recession, property values in unincorporated King County dropped sharply. While the economy~~
 1569 ~~has shown signs of recovery, future growth in revenues is significantly limited by state law and is not predicted to~~
 1570 ~~recover in real terms during the horizon of this plan.))~~ Property tax growth is capped at one percent annually, a
 1571 pace slower than the ongoing growth in the cost of delivering services or the rate of inflation. Washington State's
 1572 outdated tax system limits the County's ability to leverage revenue sources to support its funding needs. Local
 1573 governments, like King County, need the flexibly and tools to help implement a more effective tax system and to
 1574 preserve and maintain local roads. Gas tax revenues ~~((have been))~~ are flat, in part because of increased vehicle~~((s~~
 1575 ~~that are more fuel efficient))~~ fuel efficiency, lower sales of gas due to ~~((the))~~ economic conditions, changing
 1576 driving patterns, and a decline in the revenue allocation to King County due to the reduction in road miles from
 1577 ~~((recent))~~ annexations.

1578

1579 Grant funding supports important road projects, but grants alone, even sizeable ones, will not be sufficient to
 1580 address the current and growing volume of unmet road and bridge needs. In addition, grants typically fund
 1581 capital projects, are rarely available for maintenance and operations, and are an unpredictable and unreliable
 1582 source of funding due to the competitiveness of the grant process. Local and regional solutions to the roads
 1583 funding crisis are still needed.

1584

1585 The County pursues structural funding solutions through collaboration at the local, regional, and state level.
 1586 Initiatives have included the 2015-2016 Bridges and Roads Task Force and the 2017 Regional Transportation
 1587 System Initiative. ~~((In August 2015, a panel))~~ This task force, comprised of regional leaders ~~((and))~~, community
 1588 members ~~((began meeting to explore solutions for maintaining and preserving the aging bridge and road system~~
 1589 ~~in unincorporated King County. The Bridges and Roads Task Force membership included neighbors,~~
 1590 ~~representatives from agriculture and recreation organizations))~~, road experts, and public policy leaders~~((In~~
 1591 January 2016, the Task Force recommended a host of reforms and funding principles. The Task Force)),
 1592 identified the range of the bridges and ~~((R))~~roads funding gap as \$250 to \$400 million a year, and ~~((generated 152~~

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1593 ~~recommendations)) recommended policy changes needed to address that gap((Among the recommendations~~
1594 ~~were the following)) including:~~

- 1595 • ~~((Revenue:))~~ Authority from the state Legislature for a fair, non-regressive, sustainable countywide
1596 revenue tool ~~((that is))~~ tied to inflation~~((, is sustainable over the long term, and))~~ that provides a benefit
1597 to both cities and the County. ~~((The Task Force recognized that the most successful approach may~~
1598 ~~involve using multiple revenue tools and efficiencies with some additional resources dedicated to city~~
1599 ~~transportation needs.~~
- 1600 • ~~Infrastructure: Authority))~~ Support from the state Legislature ~~((that provides for cities to annex~~
1601 ~~orphan))~~ to facilitate the annexation of ~~((€))~~county roads ~~((that lie))~~ inside ~~((their))~~ and adjacent to city
1602 boundaries~~((,))~~ and ~~((supports))~~ annexation of Potential Annexation Areas ~~((within the growth~~
1603 ~~boundaries of those cities)).~~

1604
1605 Under the Regional Transportation System Initiative, a similar panel identified a transportation network of
1606 regionally significant city, county, and state facilities; its unmet needs; and ways to improve network
1607 performance on the roads, streets, and routes that connect communities.

1608
1609 Without additional funding, it is increasingly difficult to monitor, maintain operate, repair, and improve the
1610 system of bridges and roads in unincorporated King County. Aging infrastructure and maintenance facilities,
1611 and an inability to adequately invest in infrastructure asset management, have resulted in a system of roads,
1612 bridges, and buildings in decline and at risk of failure. Without the resources to perform timely preventative
1613 maintenance, the County is forced into a more reactive maintenance mode. Deferring maintenance leads to an
1614 exponential increase in the cost to repair and sustain roads in the future.

1615
1616 Financial viability to support the operation of the road system and provide for capital construction and
1617 preservation needs is tested over two time frames for the Comprehensive Plan. The Transportation Needs
1618 Report, the ~~((€))~~County's 20-year transportation plan, identifies the road-related investments needed to support
1619 the land use vision of the ~~((County's))~~ Comprehensive Plan. The ~~((20-year plan))~~ Transportation Needs Report
1620 provides an assessment of revenues projected from currently available resources and identifies reasonable options
1621 for securing additional revenues over the life of the plan. Secondly, the biennial update of the ~~((€))~~Roads Capital
1622 Improvement Program examines the specifics of how to implement the financing plan over the next six years.

1624 **~~((€))~~ Funding Priorities Consistent with Transit and Road Strategic Plans**

1625
1626 **T-401 Financial investments in transportation should support a sustainable~~((,))~~**
1627 **transportation system, consistent with the priorities established in ~~((the King~~**
1628 **County Strategic Plan and)) each department and division's strategic plan or**
1629 **other functional plans.**

1630

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1631 **T-402** King County should fund services, operations, and capital facilities that support
1632 local and regional transportation and land use goals and result in a ~~((balanced,))~~
1633 sustainable, equitable, affordable, safe, and efficient multimodal transportation
1634 system.

1635
1636 **T-403** The unincorporated county road system provides transportation connections for
1637 large numbers of users that travel through the Rural Area and Natural Resource
1638 Lands to reach adjoining cities, other counties, or regional destinations. King
1639 County should ~~((seek))~~ pursue and support regional planning and funding
1640 sources that ~~((could be used to repair and maintain the arterial system))~~
1641 recognize the interdependent, cross-jurisdictional nature of the region's
1642 transportation system, including impacts of urban development on the rural area
1643 transportation network.

1644
1645 **T-404** When funding transportation projects in areas where annexations or
1646 incorporations are expected, King County should seek interlocal agreements
1647 with the affected cities and other service providers to provide opportunities for
1648 joint grant applications and cooperative funding of improvements.

1649

1650 **~~((D.))~~ Revenue Shortfall**

1651 The state Growth Management Act provides guidance for managing a revenue shortfall. The following actions
1652 can be used to balance the funding shortfall of the plan:

- 1653 1. Reduce transportation funding needs;
- 1654 2. Develop new revenue options;
- 1655 3. Change Level of Service; or
- 1656 4. Change land use.

1657

1658 **T-405** During review of its Comprehensive Plan, King County should consider and
1659 address any potential shortfalls likely to occur between expected revenues and
1660 costs to maintain, preserve, and improve transportation infrastructure and
1661 service levels. Such review could include a reassessment of land use, growth
1662 targets, Level of Service standards, and revenue availability.

1663

1664 **T-406** King County shall continually work to improve the efficiency of its operations
1665 and delivery of projects and services ~~((in order))~~ to minimize the need for new
1666 revenue sources.

1667

1668 **T-407** New funding sources should be identified and pursued that provide adequate
1669 and sustainable resources for transportation system investments. These funding

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1670 sources should not be regressive, and whenever possible provide
1671 multi-jurisdictional benefits.

1672
1673 **T-408** To help finance transportation services, infrastructure, and facility
1674 improvements, King County should leverage partnership opportunities, grants,
1675 and other cooperative funding mechanisms and shall maximize its efforts to
1676 obtain other federal and state funding ~~((to help finance transportation services,~~
1677 ~~infrastructure, and facility improvements)).~~

1678
1679 ~~((T-409) King County shall maximize its efforts to obtain federal and state funding for its~~
1680 ~~transportation services, infrastructure and facility improvements.~~

1681

1682 ~~V.)~~ **Coordination and Public Outreach**

1683 ~~((A))~~ The elements of the transportation system outlined in ~~((this))~~ the ~~((e))~~ Comprehensive ~~((p))~~ Plan ~~((update))~~
1684 are planned and operated in coordination with the cities in and abutting King County, the adjoining counties,
1685 the Puget Sound Regional Council, the Port of Seattle, the transit agencies providing service in and connecting to
1686 King County, and the Washington State Department of Transportation. ~~((Agencies and the public were invited~~
1687 ~~to review and comment on this plan.))~~

1688

1689 The following activities support the coordination process:

- 1690 • Review of plan updates by affected and interested parties, such as the transportation subarea boards ~~((;~~
- 1691 • Review by)) and unincorporated area residents and organizations ~~((within the county's Community~~
- 1692 Service Areas));
- 1693 • ~~((The u))~~ Updates of King County functional, strategic, and other plans such as the Strategic Plan for
1694 Public Transportation, (and) Metro Service Guidelines, Metro Connects , the Open Space Plan, and
1695 the Strategic Climate Action Plan;
- 1696 • ~~((The development of the Long Range Plan for Public Transportation;))~~
- 1697 • The statewide and countywide grant application process;
- 1698 • The Transportation Needs Report and Capital Improvement Program coordination process;
- 1699 • Participation in the Puget Sound Regional Council, which enables King County to coordinate its
1700 transportation planning activities with other local and regional agencies for the four central Puget
1701 Sound counties;
- 1702 • Review of information provided online by external agencies and organizations;
- 1703 • ~~((Internet sites and other p))~~ Public information provided in a variety of formats, including online; and

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- 1704 • Public outreach and meetings.

1705

1706 ~~((As a countywide transportation service provider, King County provides Metro Transit's public transportation~~
 1707 ~~services and works with Sound Transit and other transit and transportation agencies to provide seamless,~~
 1708 ~~multimodal transit services. King County cooperates with other local governments and the Washington State~~
 1709 ~~Department of Transportation to improve freight mobility and carry out strategies to maintain the efficiency of~~
 1710 ~~freeways and arterials in the region. One such strategy would include active management, which is the ability to~~
 1711 ~~dynamically manage congestion based on prevailing traffic conditions. King County works with the PSRC and~~
 1712 ~~its members to ensure that the transportation needs of the region's residents and economy are addressed in a~~
 1713 ~~timely manner.~~

1714

1715 **A.)) Regional Coordination**

1716 **T-501 King County should pursue regional coordination and partnership to address**
 1717 **county((-))wide transportation challenges.**

1718

1719 **T-502 King County should promote a multi-jurisdictional, multimodal regional corridor**
 1720 **approach to reducing congestion and improving efficiency on highways and**
 1721 **arterial roads.**

1722

1723 **T-503 King County should lead, partner in, and promote regional technology initiatives**
 1724 **that help to improve mobility.**

1725

1726 **T-504 King County should work with state agencies the Puget Sound Regional Council**
 1727 **and its members to ensure that any regional projected aviation capacity**
 1728 **problems, and the air transportation needs of the region's residents and**
 1729 **economy are addressed in a ~~((timely))~~ manner that is timely and reflects the**
 1730 **County's land use plans, transportation plans, and infrastructure capacity.**

1731

1732 **T-505 King County shall support active management of state-owned freeways to**
 1733 **optimize movement of people. High((-))_Occupancy Vehicle, High((-))_Occupancy**
 1734 **Toll, or Express Toll lanes should be managed to prioritize reliable speed**
 1735 **advantage for transit and vanpools, and maintain a reliable speed advantage for**
 1736 **the other high((-))_occupancy-vehicles consistent with the State's**
 1737 **High-Occupancy((-))_Vehicle lane minimum performance standard.**

1738

1739 **T-506 King County shall advocate that transit should be exempt from paying tolls as it**
 1740 **is an essential element of the transportation system, and is critical to maintaining**
 1741 **and increasing the person-carrying capacity of the highway and arterial network.**
 1742 **Transit provides an alternative travel mode and improves mobility for all users of**
 1743 **the system. Transit also increases the efficiency of transportation infrastructure,**

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1744 thereby reducing investments needed in roadway expansion and additional
1745 parking.

1746
1747 **T-507** King County should collaborate with the Puget Sound Regional Council, cities
1748 and other affected agencies to develop a regional parking strategy consistent
1749 with the parking pricing and management recommendations of ~~((Transportation~~
1750 ~~2040))~~ the Regional Transportation Plan, or successor plans.

1751
1752 **T-507a** King County should collaborate with the Puget Sound Regional Council, cities,
1753 and other agencies to improve interjurisdictional coordination on active
1754 transportation and Regional Trail infrastructure including bicycle/pedestrian
1755 facilities. The County should support efforts to maintain comprehensive
1756 information about existing and planned facilities, model plans and best practices,
1757 and grant opportunities.

1758
1759 The ~~((Eastside Rail Corridor))~~ development of the Eastrail corridor provides a ~~((rare and))~~ unique opportunity to
1760 ~~((develop dual use (recreational trail and public transportation) facilities supporting mobility through transit,~~
1761 ~~nonmotorized and active transportation, including access to transit outside the corridor))~~ support active
1762 transportation and transit mobility, consistent with its federal railbanked status. The ~~((owners share other~~
1763 ~~multiple objectives for the corridor including))~~ County's goal for the corridor is to support economic opportunity
1764 for all King County residents by linking jobs and housing through multimodal connections between regional
1765 growth centers, urban communities, local and high-capacity transit, and other regional trails – while
1766 accommodating utilities, parks, recreation, and cultural amenities~~((, and encouraging equitable access to these~~
1767 ~~facilities, and housing and jobs, in support of economic opportunity for all King County residents. Development~~
1768 ~~of the corridor will provide multimodal facilities and connections that link jobs and housing, and provide an~~
1769 ~~opportunity to illustrate innovative ways of connecting growing communities)).~~

1770
1771 **T-507b** King County ~~((shall support and participate in collaborative planning efforts –~~
1772 ~~both inter-departmentally and)),~~ in coordination with ~~((other))~~ federal, state, and
1773 other local agencies ~~((–to)),~~ shall develop the ~~((Eastside Rail C))~~ Eastrail corridor
1774 in ways that enhance multimodal mobility and connectivity, with a commitment to
1775 dual use (recreational trail and public transportation), consistent with federal
1776 railbanking. Planning and development should consider opportunities for
1777 integration of multimodal facilities, including regional trails, into the greater
1778 transportation network.

1779
1780 **((B.)) Freight Mobility**

1781 Freight mobility is critical to King County's economy and western Washington's role as a major national and
1782 international trading region. King County supports efforts to plan and create a fast, reliable freight
1783 transportation system in the region. To maintain the region's competitive edge, transportation infrastructure

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1784 must provide for the efficient movement of goods and freight to and from ports, airports, and industrial areas
1785 balanced with the needs of general purpose and high((-)-occupancy vehicle traffic.

1786

1787 **T-508** **The King County transportation system should support reliable and efficient**
1788 **movement of goods throughout the county, while minimizing the impacts of**
1789 **freight traffic on general purpose traffic and residential neighborhoods. The**
1790 **((e))County should participate in regional efforts and partnerships to achieve**
1791 **these goals.**

1792

1793 **T-509** **King County should support regional freight mobility by incorporating freight**
1794 **considerations into road planning, design, construction, and maintenance.**

1795

1796 **T-510** **King County should coordinate with other jurisdictions, the public, and the**
1797 **private sector to identify barriers to the effective and efficient movement of**
1798 **freight and goods and develop proposals to improve freight mobility on the**
1799 **arterial system.**

1800

1801 New or expanded truck parking along the I-5 corridor within the Seattle, Tacoma, and Federal Way areas is
1802 needed. Improved and expanded truck parking facilities are also needed at the chain-up locations on both sides
1803 of Snoqualmie Pass. The lack of truck parking capacity not only causes safety problems, it also has a negative
1804 impact on communities in high((-)-demand areas. For example, the city of North Bend is inundated with trucks
1805 parking on local roads when Snoqualmie Pass is closed in the winter.

1806

1807 ~~((The Federal Hours of Service rule changed effective July 1, 2013, exacerbating the state's truck parking~~
1808 ~~problem as it shortened)) Federal law limits the number of hours that truck drivers may work. This ~~((rule~~
1809 ~~change)) means that drivers must stop for rest ~~((more))~~ frequently and need ~~((increased))~~ access to safe, secure,~~~~

1810 and legal truck parking facilities. The shortage of truck parking can contribute to truck drivers driving while
1811 fatigued and parking illegally, creating a safety hazard on highways and greater community impacts.

1812

1813 Interstate commerce is a state and national priority and small communities located next to high-volume,
1814 long-haul truck corridors are not able to resolve multistate truck parking issues by themselves. Washington State
1815 Department of Transportation Truck Parking Studies show that the state's greatest need for additional truck
1816 parking is along I-5, I-405, ~~((and))~~ State Route 167 in central Puget Sound, and ~~((on))~~ I-90 near North Bend.

1817

1818 **T-510a** **King County should work with regional public and private partners ~~((and~~
1819 ~~stakeholders))~~ to plan for and develop adequate truck parking in high-demand
1820 **locations along King County's Truck Freight Economic Corridors to improve**
1821 **safety and reduce negative impacts on local communities. Development of truck**
1822 **parking should be supportive of technologies that reduce greenhouse gases,**
1823 **such as electric charging, energy efficiency, and biodiesel.****

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1824

1825 **~~((C.))~~ Public Involvement**

1826 **T-511** King County should provide accessible, culturally~~((-))~~ appropriate, timely,
1827 accurate, and consistent public information about transportation services,
1828 infrastructure, and funding issues, and ensure a wide range of opportunities for
1829 input and engagement with county residents, including ~~((low-income~~
1830 ~~communities,))~~ Black, Indigenous, and other ((p))People of ((e))Color((.));
1831 immigrants; refugees; and other intersectional populations, including those who
1832 earn less than 80 percent of area median income, people with disabilities,
1833 seniors, LGBTQIA+ people, women, people ((with limited English proficiency))
1834 speaking a language(s) other than English, ((immigrant and refugee populations))
1835 and other ~~((stakeholders))~~ affected community members.

1836

1837 **T-512** King County should actively engage the public and other appropriate
1838 ~~((stakeholders))~~ parties, such as the community service areas constituencies,
1839 community groups, ~~((and subarea transportation forums))~~ elected officials, and
1840 jurisdictions throughout the region, in transportation planning processes and
1841 plan updates.

1842

1843 **T-513** King County Metro Transit’s engagement should follow guidance in Metro’s
1844 Strategic Plan for Public Transportation, Service Guidelines, and Metro
1845 Connects, or successor plans, to prioritize equity, involve communities in
1846 upstream decisions, and build lasting relationships with community partners.

1847