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APPENDIX C

**Transportation**



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# I. Requirements of the Transportation Element

40 Specific requirements for the transportation element are found at RCW 36.70A.070(6)(a). The transportation  
41 element of the *King County Comprehensive Plan* meets those requirements as follows:

- 42 • **Land Use Assumptions.** The transportation element is based on the same population and employment  
43 growth targets provided in Chapter 2 (Urban Communities) of the *King County Comprehensive Plan*.
- 44 • **Estimated Traffic Impacts to State-Owned Facilities.** The travel forecast in Technical Appendix C uses  
45 the Puget Sound Regional Council Travel Model, which incorporates state-owned facilities.
- 46 • **An Inventory of Transportation Facilities and Services.** The inventory is provided in Appendix C of  
47 the *King County Comprehensive Plan*. As required by growth management legislation, it includes air,  
48 water, and ground transportation facilities and services as well as transit alignments and general  
49 aviation airport facilities. It includes both county-owned and state-owned transportation facilities within  
50 the county's boundaries.
- 51 • **Level of Service Standards including Standards for State Routes.** King County has adopted urban  
52 and rural area level of service standards for its Transportation Concurrency Management Program. The  
53 Puget Sound Regional Council uses regional level of service standards to evaluate facilities, including  
54 state routes. Level of service standards for regionally significant state highways are described in Chapter  
55 8 of the *King County Comprehensive Plan* and mapped in this appendix.
- 56 • **Actions to Bring Facilities into Compliance.** King County's Transportation Needs Report is adopted  
57 by reference with the *King County Comprehensive Plan*. In addition, the Roads Capital Improvement  
58 Program, guided by the *Strategic Plan for Road Services*, identifies specific projects, strategies, and  
59 actions to address transportation needs.
- 60 • **Traffic Forecasts for at Least Ten Years.** King County's Transportation Needs Report is prepared using  
61 the Puget Sound Regional Council's Travel Model, which has a 2050 horizon year.
- 62 • **State and Local Transportation Needs to Meet Current and Future Demands.** The County's  
63 Transportation Needs Report identifies local system needs, the *Strategic Plan for Road Services*  
64 establishes the priorities, and the Capital Improvement Program provides the funds for projects. State  
65 and local transportation needs are included in the Puget Sound Regional Council travel demand  
66 forecasts provided in the *King County Comprehensive Plan* Technical Appendix C. These elements  
67 address the Growth Management Act requirement of identifying state and local system needs to meet  
68 current and future demand.
- 69 • **Analysis of Funding Capability.** A financial analysis is included in the Transportation Needs Report,  
70 which is adopted as an element of the *King County Comprehensive Plan*. More information on the  
71 financial analysis and supporting policies is provided in Chapter 8 of the *King County Comprehensive*  
72 *Plan*.
- 73 • **Intergovernmental Coordination.** King County contacted adjacent cities, counties, and transit  
74 agencies as part of its update to the Transportation Needs Report. Additionally, the Puget Sound  
75 Regional Council's Travel Model informs preparation of the Transportation Needs Report, and the  
76 relevant capacity project needs identified in the report are also included as part of the Puget Sound  
77 Regional Council's adopted *Regional Transportation Plan 2022-2050*, a key input in the agency's  
78 regional travel demand analysis.
- 79 • **Transportation Demand Management.** King County includes transportation demand management  
80 (TDM) strategies in its policies, codes, and project implementation, as well as providing support for  
81 others through its transit, rideshare, and market strategies. Chapter 8 of the *King County*  
82 *Comprehensive Plan* and the Transportation Inventory of this appendix contain more information on  
83 King County TDM-related efforts.
- 84 • **Walking, Riding, and Rolling NeedsActive Transportation.** King County's Transportation Needs  
85 Report and Regional Trails Needs Report identify candidate improvements for ~~pedestrian and~~

86 ~~bicycle~~active transportation facilities in support of enhanced community access, multimodal  
87 transportation, recreation, and healthy lifestyles. Chapter 8 of the *King County Comprehensive Plan*  
88 provides additional detail regarding this topic.

- 89 • **Concurrency.** The Concurrency program is described in Chapter 8 of the *King County Comprehensive*  
90 *Plan*.
- 91 • **Consistency of Plans.** The *King County Comprehensive Plan* is consistent with the Puget Sound  
92 Regional Council's *Regional Transportation Plan 2022-2050*, the regional transportation plan for the  
93 four-county region. The *Regional Transportation Plan* is consistent with the region's urban growth  
94 strategy, *VISION 2050*, which is also developed by the Puget Sound Regional Council. The Puget Sound  
95 Regional Council reviews the *King County Comprehensive Plan* for consistency and has certified its  
96 previous versions and amendments. The *King County Comprehensive Plan* provides policy direction for  
97 the development of the County's related functional plans.

## 98 II. King County Arterial Functional Classification

99 Arterial functional classification is the designation of highways, roads, and streets into groups according to  
100 the function each road serves or is intended to provide. A foundational principle to this grouping process is  
101 that individual roads do not serve travel independently; instead, most travel involves movement through a  
102 network of roads. Functional classification helps to define the part that any individual road will play in  
103 serving traffic through the road system. There are two primary functions of a road: to provide mobility for  
104 users, and to provide access to adjacent land uses. Functional street classification is an important tool for  
105 planning a transportation or roadway system, as well as in designing and constructing individual facilities.  
106 The classification system and King County Road Standards are used to distinguish between different types  
107 of roads for planning analyses, road design, and the allocation of public funds for transportation  
108 improvements.

109 In unincorporated King County, there are three types of arterial functional classifications:

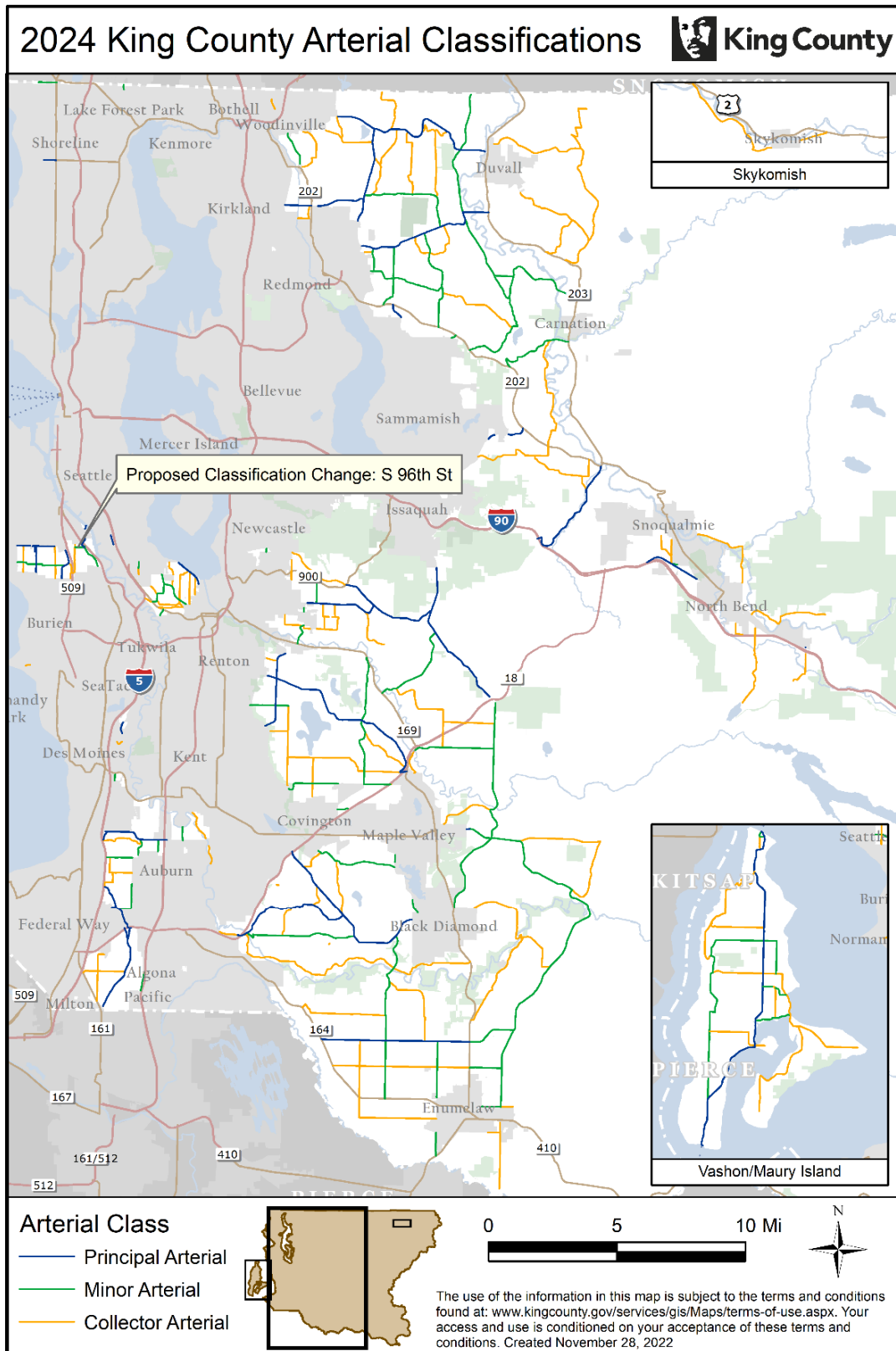
- 111 • **Principal Arterials** - Provide for movement across and between large subareas of an urban region and  
112 serve primarily through traffic with minimum direct access to neighboring land uses. Note that  
113 freeways and major highways under the jurisdiction of the Washington State Department of  
114 Transportation that fall within unincorporated King County also meet this definition, and are  
115 sometimes also referred to as Principal Arterials.
- 116 • **Minor Arterials** - Provide for movement within the larger subareas bound by principal arterials. A  
117 minor arterial may also serve through traffic but provides more direct access to adjacent land uses than  
118 does a principal arterial.
- 119 • **Collector Arterials** - Provide for movement within smaller areas which are often definable  
120 neighborhoods, and which may be bound by arterials with higher classifications. Collectors serve very  
121 little through traffic and serve a high proportion of local traffic requiring direct access to adjacent  
122 properties. Collector arterials provide the link between local neighborhood streets (i.e. non-arterials)  
123 and larger arterials.

124  
125 The current adopted arterial classifications and one new reclassification are shown below in Figure 1, "2024  
126 King County Arterial Functional Classification Change"; the proposed reclassification is described in Table  
127 1 below.

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Figure 1. 2024 King County Arterial Functional Classification Change



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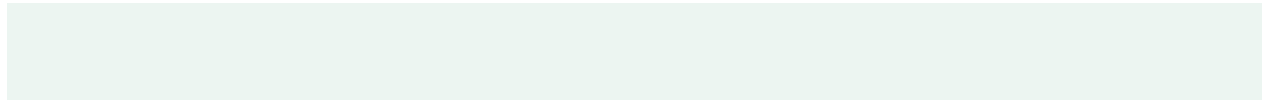
132

**Table 1. 2024 King County Arterial Functional Classification Change**

Road	Limits	King County Arterial Functional Classification	
		Existing	Proposed
S 96th Street	8th Avenue S to Des Moines Memorial Drive S	Collector	Minor

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### III. Regionally Significant State Highways Level of Service Standards

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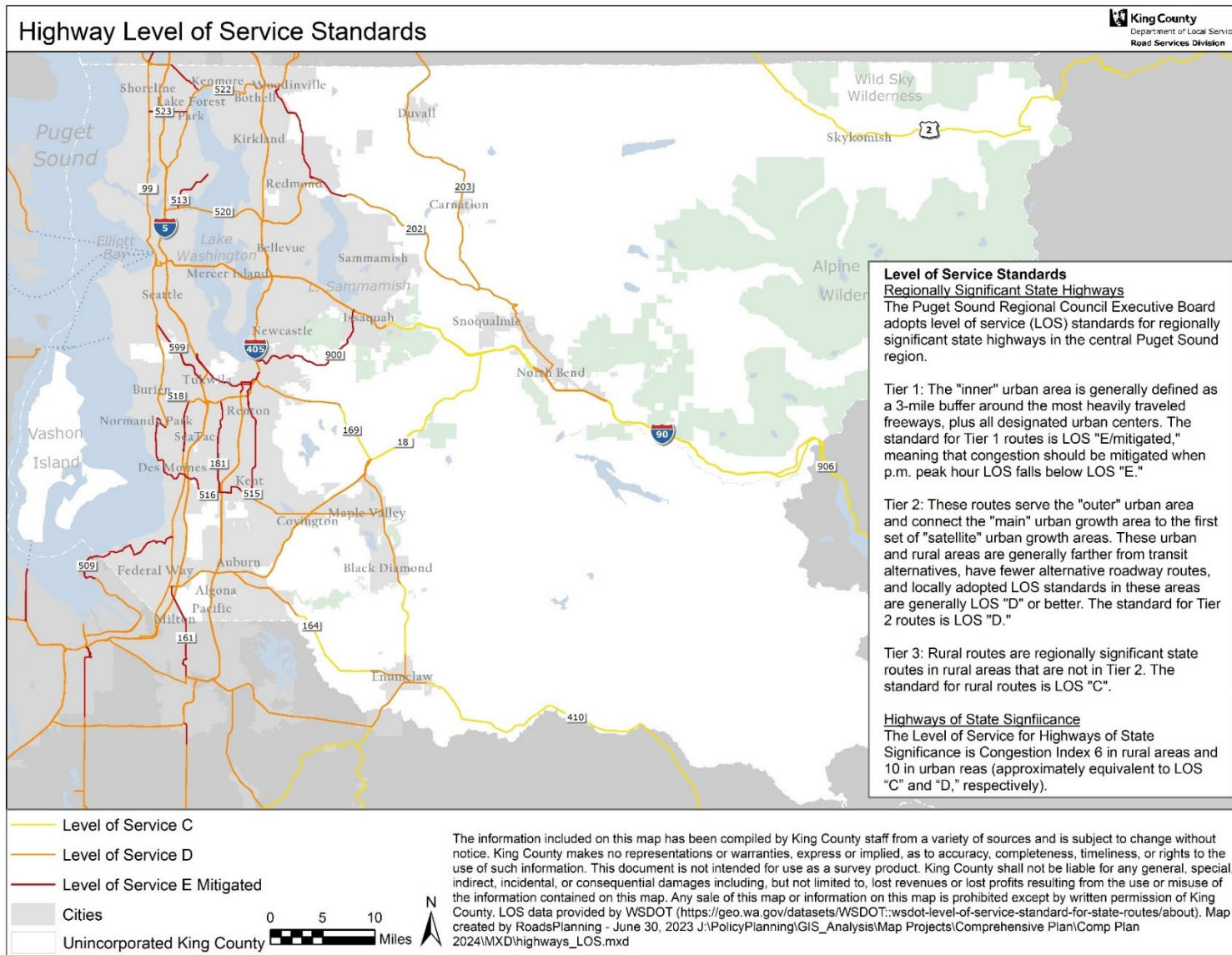
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Level of service standards for Regionally Significant State Highways are adopted by the Puget Sound Regional Council ~~(Executive Board)~~. Level of Service standards for Highways of Statewide Significance are set by the Washington State Department of Transportation. These highway level of service standards are shown below in Figure 2, "Highway Level of Service Standards."

142 **Figure 2. Highway Level of Service Standards**





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## IV. Transportation Inventory

### A. Introduction

#### 1. Requirements

The Growth Management Act (RCW 36.70A.070(6)(A)) requires an inventory of air, water, and land transportation facilities and services, including transit alignments, and general aviation facilities, to define existing capital facilities and travel levels as a basis for future planning. The inventory must include state-owned transportation facilities within the unincorporated King County boundaries. This document fulfills this requirement by describing King County's multimodal transportation system and by identifying available resource materials.

#### 2. Process

The County's approach to the inventory construction is that of reference, rather than collection. This approach will enable planners to evaluate inventory information and determine what data will best meet their studies' requirements. Even though the scope of the Comprehensive Plan Transportation Element is primarily focused on unincorporated King County, the scope of the Transportation Inventory is generally countywide.

#### 3. Coordination

The regional coordination of land use and transportation is mandated by the Growth Management Act (RCW 47.80.010). King County has taken an active role in assuring a regionally coordinated transportation system. In cooperation with other central Puget Sound jurisdictions, King County is striving toward a regional approach to important planning issues such as level of service, concurrency, locations of regional and countywide transportation facilities, financing, active transportation, and transportation demand management.

#### 4. Organization

The inventory is organized into three categories—(1) an inventory of air transportation facilities and services; (2) an inventory of marine transportation facilities and services; and (3) an inventory of land transportation facilities and services.

### B. Air Transportation System

The Growth Management Act requires an inventory of the air transportation system to define existing capital facilities and travel levels as a basis for future planning. The air transportation system plays an important role as part of the regional and national transportation network because it provides for quick and efficient intrastate, interstate, and international travel of passengers and cargo.

King County public-use airports represent an essential element of the county's transportation system and provide critical support to the King County economy. Sixteen airports are located within King County. The King County airports span a broad range in terms of scale and role, from the Port of Seattle, Seattle-Tacoma International Airport to King County International Airport-Boeing Field, to seaplane facilities and small privately owned airstrips. The King County airport inventory consists of public-use and privately owned airport facilities which are open to the public.

The Puget Sound Regional Council's *2011 Air Compatible Land Use Program Update Study* included a wide variety of activities related to planning and support for the central Puget Sound region's public-use airport system. Program activities were included such as airport ground access planning, regional air cargo

186 planning, cooperative efforts with the Washington State Department of Transportation Aviation Division in  
187 planning for long-range airport capacity, and ongoing efforts to address airport-compatible land use under  
188 the Puget Sound Regional Council's Growth Management Act authority.<sup>1</sup> The Washington State Department  
189 of Transportation released an update to the Washington Aviation System Plan in July 2017. The state  
190 Aviation System Plan is currently being updated with a projected completion date in 2024.<sup>2</sup>

191  
192 King County International Airport began an airport master plan update in 2023.

193  
194 Additional information on King County International Airport, Port of Seattle, regional, and state planning  
195 and inventories are available online.<sup>3</sup>

## 196 C. Marine Transportation System

197 The Growth Management Act requires an inventory of the marine transportation system to define existing  
198 capital facilities and travel levels as a basis for future planning. The marine transportation system plays an  
199 important role in the movement of people and goods within King County, supplying the main commuter link  
200 between Seattle's central business district and the west Puget Sound corridor and serving as the hub  
201 network for local, regional, and international freight movements.

202  
203 The marine passenger transportation system serves the entire Puget Sound region from Tacoma to Sidney,  
204 British Columbia. The facilities that serve King County include ferry terminals and vessels servicing ferry  
205 routes. Ferry services are provided by Washington State Ferries, King County Marine Division, and Kitsap  
206 Transit. Other passenger-only ferry operators, such as Argosy and FRS Clipper, offer more recreational and  
207 travel-related services.

208  
209 Passenger ferry services provide reliable transportation as regional waterways are not subjected to the  
210 typical congestion of the roadway network. As population increases and the demand for additional  
211 transportation options grows, more communities are evaluating passenger ferry services as part of the  
212 solution. Kitsap Transit has implemented three passenger ferry routes from Kitsap County to downtown  
213 Seattle ~~over the past few years~~ since 2017. The cities of Tacoma and Des Moines are studying routes from  
214 the south Sound to downtown Seattle, including a pilot program to test interest in additional Puget Sound  
215 service. Studies are also underway to evaluate possible passenger ferry service on Lake Washington and  
216 Lake Union. Additional information on future passenger ferry services is available online.<sup>4</sup>

### 217 1. Washington State Ferries

218 Washington State Ferries, established in 1951, is the largest ferry system in the United States, and the  
219 second largest in the world. The system includes 20 terminals and 21 vehicle ferries, carrying over 24.5  
220 million passenger and vehicle trips annually (before the COVID-19 pandemic). A vehicle reservation system  
221 (on select routes) spreads demand and reduces capital improvement costs associated with traffic control.

222  
223 Washington State Ferries provides service to 20 communities in eight counties, including King County. The  
224 vital system functions as both a marine highway and as a transit service provider. Washington State Ferries  
225 provides frequent mainland access to several island communities, including Vashon-Maury Island in King  
226 County, Bainbridge Island in Kitsap County, Whidbey Island in Island County, and San Juan, Orcas, Lopez,  
227 and Shaw Islands in San Juan County. Washington State Ferries takes people to and from work in the  
228 downtown Seattle business corridor and to other communities on the east and west sides of Puget Sound.

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<sup>1</sup> See a list of all general and commercial airports in Washington State at [wsdot.wa.gov/travel/aviation/airports-list](https://wsdot.wa.gov/travel/aviation/airports-list) (accessed September 5, 2023).

<sup>2</sup> Washington State Department of Transportation, Washington Aviation System Plan, [\[LINK\]](#) (accessed September 5, 2023).

<sup>3</sup> See additional air transportation information from King County at [kingcounty.gov/en/legacy/services/airport/planning](https://kingcounty.gov/en/legacy/services/airport/planning) (accessed September 25, 2023), Seattle-Tacoma International Airport at [portseattle.org/page/airport-statistics](https://portseattle.org/page/airport-statistics) (accessed September 25, 2023), and PSRC at [psrc.org/our-work/air-transportation](https://psrc.org/our-work/air-transportation) (accessed September 25, 2023).

<sup>4</sup> See additional ferry information from the City of Tacoma at <http://cms.cityoftacoma.org/pds/fastferrystudyresults.pdf> (accessed September 25, 2023) and the City of Des Moines at [desmoineswa.gov/doing\\_business/economic\\_development/passenger\\_ferry\\_studies](https://desmoineswa.gov/doing_business/economic_development/passenger_ferry_studies) (accessed September 25, 2023).

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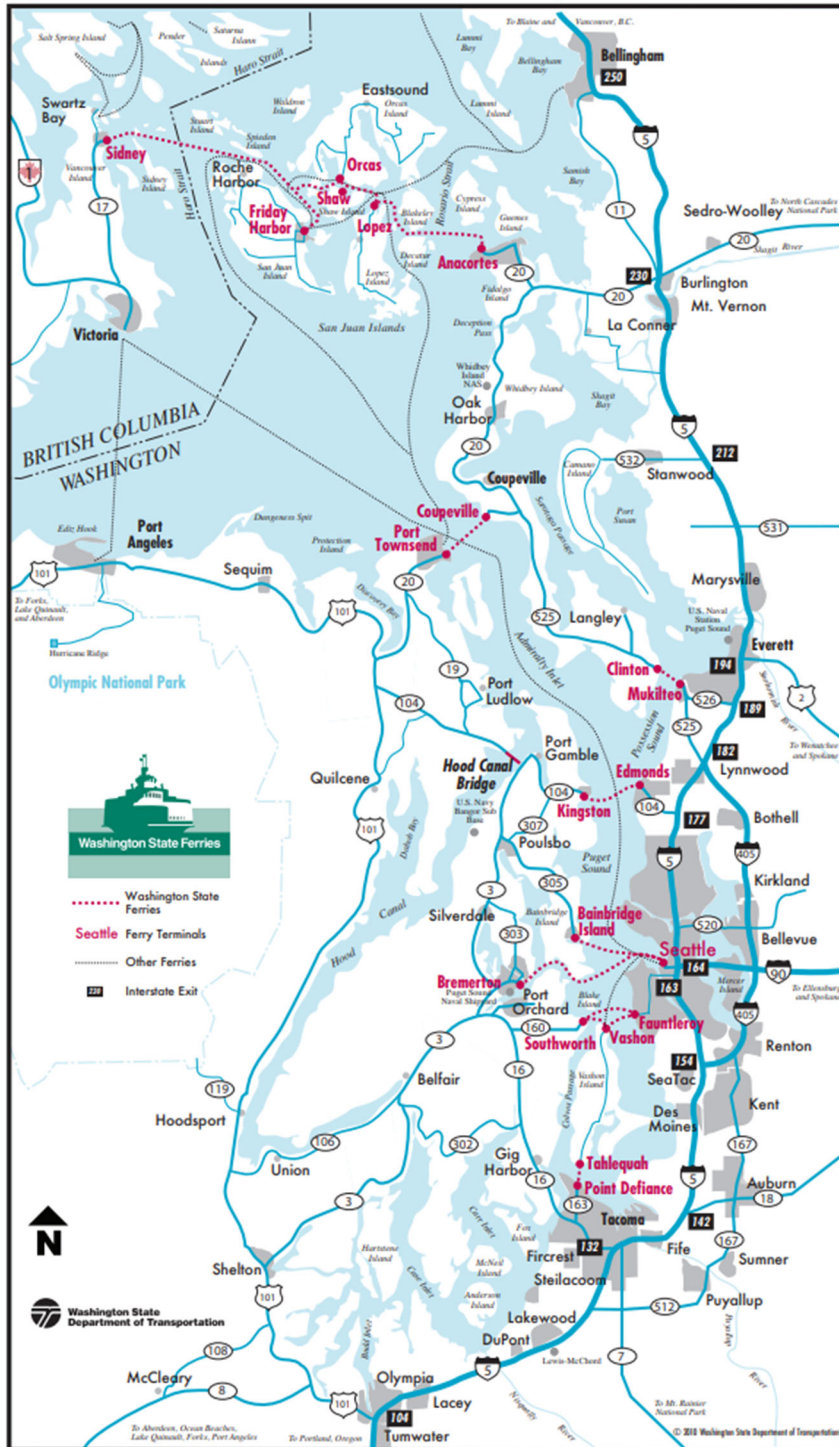
229 Detailed information about the Washington State Ferry System and the 2040 Long-Range Plan are available  
230 online.<sup>5</sup> Washington State Ferries routes are shown in Figure 3, “Washington State Ferries Route Map.”  
231

---

<sup>5</sup> See additional ferry information from the Washington State Department of Transportation at [wsdot.wa.gov/travel/washington-state-ferries](https://wsdot.wa.gov/travel/washington-state-ferries) (accessed September 25, 2023) and [wsdot.wa.gov/travel/washington-state-ferries/about-us/washington-state-ferries-planning/washington-state-ferries-long-range-plan](https://wsdot.wa.gov/travel/washington-state-ferries/about-us/washington-state-ferries-planning/washington-state-ferries-long-range-plan) (accessed September 25, 2023).

232  
233

Figure 3: Washington State Ferries Route Map<sup>6</sup>



234

<sup>6</sup> Washington State Ferries, Route Map, [LINK](#) (accessed October 24, 2022).

235 **2. King County Metro Transit Department Marine Division**

236 The King County Metro Transit Department Marine Division is responsible for the operations, moorage, and  
 237 maintenance of the vessels that provide passenger-only ferry services in King County. Passenger-only ferry  
 238 services are currently provided between downtown Seattle, Vashon-Maury Island, and West Seattle.  
 239

240 The Marine Division operates out of three terminals: Pier 50 in downtown Seattle is home to a King County-  
 241 owned ferry terminal and is a part of the Colman Dock multimodal hub; the ferry dock on Vashon-Maury  
 242 Island is leased from Washington State Ferries; and the West Seattle ferry dock, located at Seacrest Park, is  
 243 leased from the Seattle Parks Department. The King County Marine Division owns a moorage and  
 244 maintenance barge located at Pier 48 on the Seattle waterfront.  
 245

246 The Marine Division owns three vessels: the MV Sally Fox, the MV Doc Maynard, and the MV Spirit of  
 247 Kingston. The MV Sally Fox and MV Doc Maynard were constructed for the Marine Division in 2014 - 2015  
 248 and are each certified for a capacity of 278 passengers. The MV Spirit of Kingston is a 150-passenger vessel  
 249 and is used to back up the two in-service vessels. Each vessel operates with a crew of three.  
 250

251 In 2019, King County's Water Taxi provided service for over 700,000 passengers (pre-pandemic)  
 252 systemwide. Water taxi ridership declined with the pandemic, as did ridership on other Metro services, but  
 253 is recovering. As of September 2022, there were more than 334,000 boardings in 2022. Routes are shown in  
 254 Figure 4, "King County Water Taxi Route Map."  
 255

256 **Figure 4: King County Water Taxi Route Map**



257  
 258  
 259 Additional information on King County and Kitsap ferry services is available online.<sup>7</sup>

260 **3. Kitsap Transit Fast Ferry**

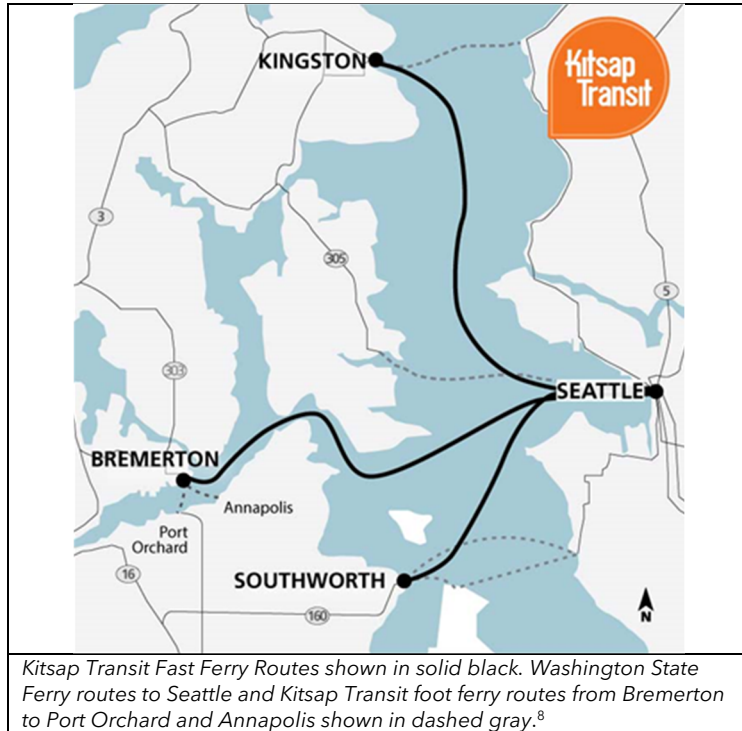
261 Kitsap Transit launched its passenger-only ferry service in 2017, following voter approval of a dedicated  
 262 sales tax for passenger-only ferry service. Today, Kitsap Transit operates Kitsap Fast Ferries year-round  
 263 connecting Seattle to Bremerton, Kingston, and Southworth on the Kitsap Peninsula. All three routes

<sup>7</sup> See additional ferry information from King County and Kitsap Transit at [kingcounty.gov/depts/transportation/water-taxi](http://kingcounty.gov/depts/transportation/water-taxi) (accessed September 25, 2023) and [kitsaptransit.com/service/category/fast-ferry](http://kitsaptransit.com/service/category/fast-ferry) (accessed September 25, 2023).



264 connect to Pier 50 in Seattle and coordinate landings and departures with the King County Marine Division.  
 265 Kitsap Transit operates weekday service during peak commute hours and on Saturdays, typically from May  
 266 through September. The service area of the Seattle-Bremerton ferry route is extended through two  
 267 connecting two Local Foot Ferry routes; these routes connect Bremerton to Port Orchard and Annapolis and  
 268 are heavily used by workers at the Puget Sound Naval Shipyard in Bremerton. Both Local Foot Ferries  
 269 operate year-round; the Port Orchard Foot Ferry operates seven days a week, while the Annapolis Foot  
 270 Ferry operates on weekdays only. Ferry routes serving King and Kitsap counties are shown in Figure 5,  
 271 "Kitsap-King County Ferry Routes."  
 272

273 **Figure 5: Kitsap-King County Ferry Routes**



274  
 275 Although King County's Pier 50 dock was designed to serve two vessels at a time, it currently serves five  
 276 passenger-only ferry routes (three operated by Kitsap Transit and two operated by King County). To support  
 277 current service levels and future growth, Kitsap Transit initiated the Seattle Fast Ferry Terminal Project to  
 278 analyze alternatives in 2020. The project is working with various Seattle waterfront partners, including local,  
 279 state, federal, and tribal governments. The goal of the project is to identify a suitable location for Kitsap  
 280 Transit's existing fast-ferry routes that allows for potential future routes.

281  
 282 Kitsap Transit owns its Bremerton passenger-only ferry dock and leases its Kingston dock from the Port of  
 283 King. Vessels for those routes are moored at these docks when not in service. For the Southworth route,  
 284 Kitsap Transit moors its primary vessel at its Bremerton dock and shares use of the Southworth dock with  
 285 Washington State Ferries. Kitsap Transit and Washington State Ferries are jointly pursuing development of a  
 286 second landing site at Southworth.

287  
 288 [Additional information on Kitsap ferry services is available online.](#)<sup>9</sup>  
 289

<sup>8</sup> Kitsap Transit, Fast Ferry System Map [\[LINK\]](#) (accessed October 24, 2022).

<sup>9</sup> See additional ferry information from Kitsap Transit at [and kitsaptransit.com/service/category/fast-ferry](https://www.kitsaptransit.com/service/category/fast-ferry) (accessed September 25, 2023).

## 4. Port of Seattle Marine Facilities and Services

The Port of Seattle plays a key role in the maritime sector in the Pacific Northwest. Through commercial fishing, cargo shipping, cruise tourism, recreational boating, maritime industrial development, and trade and tourism development, the Port of Seattle and local maritime industries make the region more globally competitive while directing investments toward economic development and environmental and community health. The Port operates or leases:

- Passenger cruise ship terminals: Smith Cove Terminal at Terminal 91 and Bell Street Terminal at Pier 66.
- FRS Clipper terminal: Victoria Clipper/Clipper Navigation fast ferry service at Pier 69.
- Fishing and commercial moorages, grain terminal: Fishermen’s Terminal; Maritime Industrial Center; Terminal 91; Terminal 18 dolphins; Pier 34 dolphins; and the north end of Terminal 46 and Terminal 86 Grain Terminal.
- Recreational boating marinas: Bell Harbor, Fisherman’s Terminal, Harbor Island, Salmon Bay, and Shilshole Bay.
- Conference centers: Bell Harbor Conference Center, and World Trade Center, ~~and facilities at Seattle-Tacoma International Airport.~~
- Parks and monuments: tatlalucid Park and Shoreline Habitat (formerly 8<sup>th</sup> Avenue Park/T18 Park), Bridge Gear Monument Park, Centennial Park, Duwamish River People’s Park and Shoreline Habitat (formerly T117), Jack Block Park, Jack Perry Park, Seattle Fisherman’s Memorial, tuʔelaltx<sup>w</sup> Village Park and Shoreline Habitat (formerly T105 Park), həʔapus Village Park and Shoreline Habitat (formerly T107 Park), and sbəqʷaʔ Park and Shoreline Habitat (formerly T108/Diagonal Park).

Additional information on Port of Seattle maritime activities, facility plans, and service and activity levels are available online.<sup>10</sup>

## 5. Northwest Seaport Alliance Marine Facilities and Services

In 2015, the ports of Seattle and Tacoma formed a marine cargo operating partnership, the Northwest Seaport Alliance. The Alliance is the fourth-largest container gateway in the United States. It is a major center for containerized cargo, bulk, breakbulk, project/heavy-lift cargoes, automobiles, and trucks. It connects to the second-largest concentration of distribution centers on the West Coast. The Alliance has five containerized cargo terminals in the North Harbor (Elliott Bay/Duwamish River in King County), including Terminal 5, Terminal 18, Terminal 30, Terminal 46, Terminal 115, and other industrial land and facilities.

Information regarding the Alliance’s services and facilities can be found online.<sup>11</sup>

## D. Land Transportation System

This section includes a wide range of information and references for land transportation related facilities, services, and transportation demand management programs in King County. This information provides a foundation for the Comprehensive Plan transportation element and for future transportation planning.

### 1. Unincorporated King County Roads

King County maintains a detailed inventory of assets that comprise the county’s unincorporated roadway system. Physical features include information on pavement type, roadway and shoulder width, number of

<sup>10</sup> See additional Port of Seattle maritime inventory and activities information at [portseattle.org/maritime/maritime-home](https://portseattle.org/maritime/maritime-home) (accessed September 25, 2023), with detailed information on fishing and commercial moorage at [portseattle.org/maritime/fishing-commercial-moorage](https://portseattle.org/maritime/fishing-commercial-moorage) (accessed September 25, 2023), conference centers at [portseattle.org/places/conference-centers](https://portseattle.org/places/conference-centers) (accessed September 25, 2023), and waterfront parks at [portseattle.org/community/waterfront-parks](https://portseattle.org/community/waterfront-parks) (accessed September 25, 2023).

<sup>11</sup> See additional Northwest Seaport Alliance Marine facilities and services information at [nwseaportalliance.com](https://nwseaportalliance.com) (accessed September 25, 2023).

lanes, medians, retaining and sea walls, guardrails, sidewalks, and walkways. Administrative features include information such as the roadway's functional classification, its comprehensive plan designation, and location in the urban ~~area, or~~ rural area, or natural resource lands. The unincorporated road system owned and managed by the Department of Local Services Road Services Division includes the following asset inventory (numbers are approximate):<sup>12</sup>

- 1,467 miles of roadway
- 185 bridges, including several jointly owned with cities
- 275 miles of sidewalk
- 723 marked crosswalks
- 49,000 traffic control signs
- 79 traffic signals
- 58 traffic cameras
- 118 miles of protective guardrail
- 4.6 million feet of drainage ditch
- 3.5 million feet of drainage pipe

#### Pavement

Pavement deteriorates naturally over time. As it ages, the pavement and underlying road base become increasingly susceptible to the impacts of stormwater, weather and temperature changes, and growing traffic volumes. The Road Services Division monitors the condition of unincorporated King County roads by assessing and tracking pavement condition over time. The Road Services Division conducts regular field assessments of all roadways to visually determine the condition of the pavement using the County Road Administration Board visual data collection system. Arterial roads are inspected every two years and local roads are inspected every three years. Current road resurfacing project information is available online.<sup>13</sup>

#### Bridges

The Road Services Division owns and maintains 185 bridges in the unincorporated area of King County. Built over many generations, these bridges are made of concrete, steel, timber, or a combination of the three building materials. King County's bridge inventory includes long span bridges (those over 20 feet in span length, which appear on the national bridge inventory), short span bridges, pedestrian bridges, and safety enhancement bridges that keep wildlife off roadways, ~~and pedestrian bridges~~. King County's bridge inventory includes:

- 181 vehicular bridges
- 3 pedestrian bridges
- 1 safety corridor bridge

An updated list of bridge needs is included in the Annual Bridge Report, which is prepared each year by the Road Services Division to fulfill the requirements of Washington Administrative Code (WAC) 136-20-060. The Road Services Division is required to review and update its list of bridge needs for replacement/rehabilitation, seismic retrofit, and re-decking annually, preparatory to the Capital Improvement Program budgeting process. The King County Annual Bridge Report is available online.<sup>14</sup>

<sup>12</sup> Based on best available data from fall 2022 inventory data. Data represents a point in time and can change slightly throughout the year.

<sup>13</sup> See additional road resurfacing information at [kingcounty.gov/depts/transportation/roads/paving-projects](https://kingcounty.gov/depts/transportation/roads/paving-projects) (accessed September 25, 2023).

<sup>14</sup> See Annual Bridge Reports at [kingcounty.gov/depts/transportation/roads/bridges](https://kingcounty.gov/depts/transportation/roads/bridges) (accessed September 25, 2023).



370

371 *Roadside Barriers (Guardrails)*

372 One way King County promotes safety on county-maintained unincorporated roads is by installing new  
373 guardrails, repairing existing barriers and rails, and upgrading older guardrails to meet current roadway  
374 standards. The unincorporated road network includes approximately 118 miles of guardrail.  
375

376 *Traffic Control Devices*

377 Traffic control devices are signals and information systems used to regulate, warn, or guide both vehicular  
378 and pedestrian traffic. These devices are placed on, over, or adjacent to a roadway, pedestrian path, or  
379 shared-use path. Examples of traffic control devices include traffic signals, signs, and pavement markings.  
380 Information on traffic control devices can be found online.<sup>15</sup>  
381

382 *Traffic Counts*

383 Unincorporated area traffic counts can be found online.<sup>16</sup>  
384

385 *Safety*

386 The Road Services Division produces an annual traffic safety report. This report reviews collision trends  
387 within unincorporated King County in an ongoing effort to reduce the number and severity of collisions. The  
388 report is intended to provide critical information that can be used to better allocate limited safety funds,  
389 increase driver awareness of safety concerns, and improve the safety of the traveling public. King County  
390 Traffic Safety Reports and Washington State Department of Transportation statewide travel and collision  
391 data are available online.<sup>17</sup>  
392

393 *Maintenance Facilities*

394 The Road Services Division is responsible for enhancing and maintaining nearly 1,500 miles of paved  
395 roadway. More information on maintenance services and activities, including a map of maintenance  
396 divisions and shop locations, is available online.<sup>18</sup>  
397

398 *King County Heritage Corridors*

399 In an effort to preserve the county's transportation history, King County has identified nine "Heritage  
400 Corridors" in unincorporated King County. These corridors represent King County's history through its most  
401 formative decades of development, from the 1870s through the 1930s. They touch on industrial,  
402 commercial, agricultural, and maritime themes. Identification of these Heritage Corridors helps the county  
403 maintain and operate its historic and scenic roads in keeping with their unique character.  
404

405 The Heritage Corridors program includes public education materials that enhance the public's travel  
406 experience and lead to a greater understanding and appreciation of the region's transportation history. The  
407 county also encourages adjacent private property owners to support the preservation of the corridors.  
408

409 The identified Heritage Corridors are:

- 410
- Cedarhurst Road / Westside Highway, Vashon-Maury Island

---

<sup>15</sup> See additional county traffic control device information at [kingcounty.gov/depts/transportation/roads/traffic](http://kingcounty.gov/depts/transportation/roads/traffic) (accessed September 25, 2023).

<sup>16</sup> See additional county traffic count information at [gismaps.kingcounty.gov/TrafficCounts](http://gismaps.kingcounty.gov/TrafficCounts) (accessed September 25, 2023).

<sup>17</sup> See additional collision information for the county at [kingcounty.gov/en/dept/local-services/transit-transportation-roads/roads-and-bridges/road-services/traffic/traffic-safety-reports](http://kingcounty.gov/en/dept/local-services/transit-transportation-roads/roads-and-bridges/road-services/traffic/traffic-safety-reports) (accessed September 25, 2023) and for the state at [wsdot.wa.gov/about/transportation-data](http://wsdot.wa.gov/about/transportation-data) (accessed September 25, 2023).

<sup>18</sup> See additional maintenance services and facility information at [kingcounty.gov/depts/transportation/roads/road-maintenance](http://kingcounty.gov/depts/transportation/roads/road-maintenance) (accessed September 25, 2023).

- 411 • Dockton Road, Vashon-Maury Island
- 412 • Green Valley Road, Auburn-Black Diamond
- 413 • Issaquah-Fall City Road, Snoqualmie Valley
- 414 • Osceola Loop, Enumclaw Plateau
- 415 • West Snoqualmie River Road, Snoqualmie Valley
- 416 • West Snoqualmie Valley Road / Carnation Farm Road, Snoqualmie Valley
- 417 • Old Cascade Scenic Highway, Stevens Pass
- 418 • Old Sunset Highway, Snoqualmie Pass

419  
420 Information about King County’s Heritage Corridors, including maps and final report, are available online.<sup>19</sup>

## 421 2. State and Federal Highways within King County

### 422 *Major Highways*

423 The State Highways of Washington comprise a network of state highways, including all Interstate and U.S.  
424 Highways that pass through the state, maintained by the Washington State Department of Transportation.  
425 Four Federal Highways and twenty-three State Highway Routes are located in King County. All state  
426 highways are designated by the Washington State Legislature. Maps of the State Highways can be viewed  
427 online.<sup>20</sup>

428

### 429 *Highways of Statewide Significance*

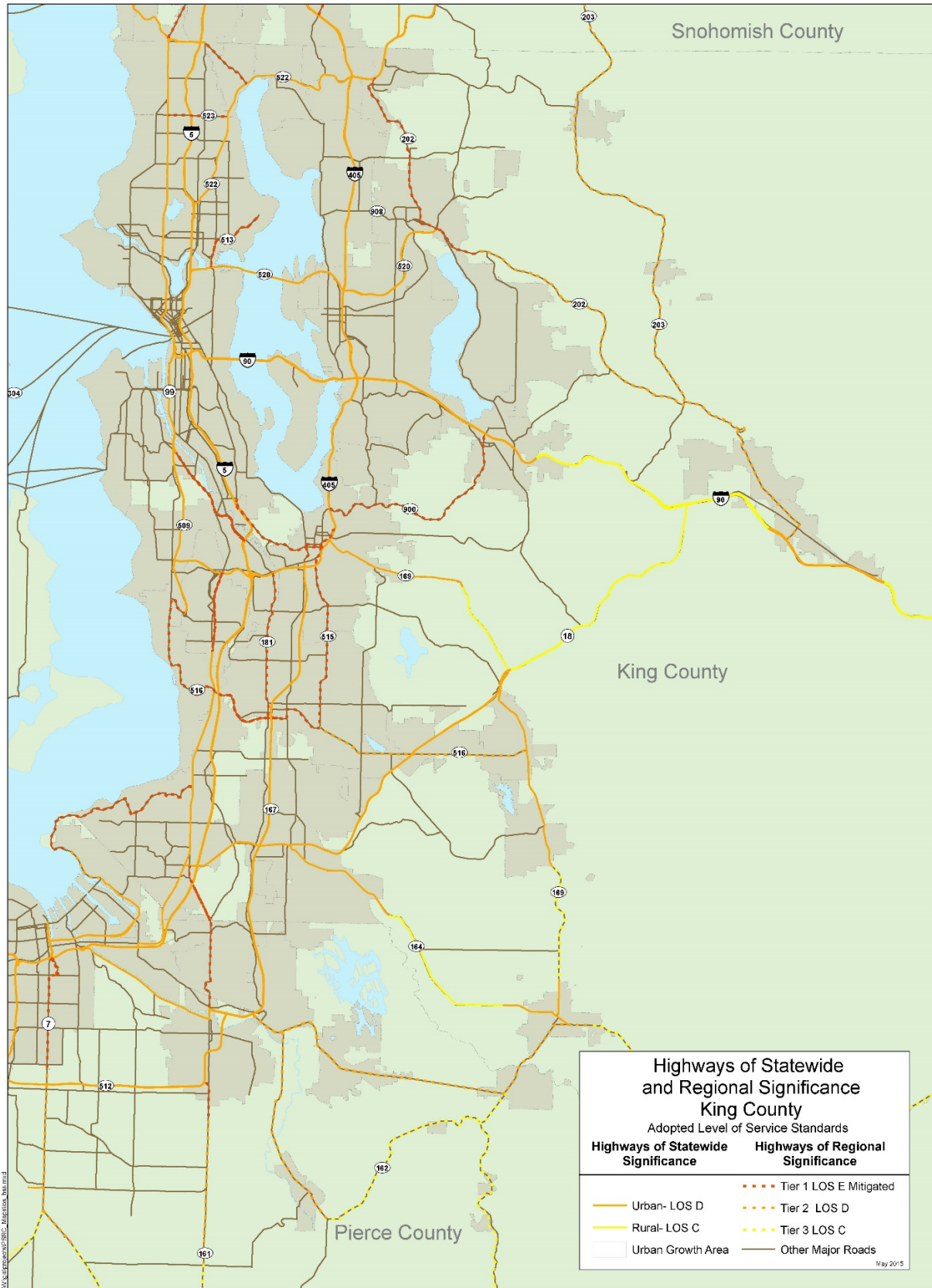
430 Highways of Statewide Significance include interstate highways and other state principal arterials that are  
431 needed to connect major communities in the state. The designation helps assist with the allocation and  
432 direction of funding. A map of Highways of Statewide Significance is [shown in Figure 6.](#)

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<sup>19</sup> See additional King County Heritage Corridor information at [kingcounty.gov/depts/transportation/roads/historic-corridors](http://kingcounty.gov/depts/transportation/roads/historic-corridors) (accessed September 25, 2023).

<sup>20</sup> See maps of the state highways at [wsdot.wa.gov/travel/printable-maps](http://wsdot.wa.gov/travel/printable-maps) (accessed September 25, 2023).

**Figure 6: Highways of Statewide and Regional Significance.**



434

435

available online.<sup>21</sup>

436

437 *Washington State Scenic and Recreational Highways*

438 Washington's Scenic and Recreational Highways, as designated in RCW 47.39, are important access routes  
439 to some of the most scenic resources and best recreational destinations in the state. In King County there  
440 are approximately 100 miles of designated Scenic and Recreational Highways and 30 miles of designated  
441 Scenic and Recreational ferry routes. King County Scenic and Recreational Highways include portions of I-90  
442 (Mountains to Sound Greenway), US 2 (Stevens Pass Greenway), SR 410 (Chinook Pass Scenic Byway), and  
443 SR 202 (Cascade Valleys Scenic Byway). A map of Washington Scenic and Recreational Highways is available  
444 online.<sup>22</sup>

445

446 *High Occupancy Vehicle System*

447 The High Occupancy Vehicle (HOV) system is an important element of King County's and the region's  
448 multimodal transportation system. HOV lanes—also known as carpool lanes, commuter lanes, diamond  
449 lanes, or bus lanes—are reserved for vehicles containing at least a specified number of occupants (such as  
450 two or more) or for transit vehicles. Such lanes can be on highways, arterials, or metered entrance ramps to  
451 highways. They may be physically separated from other lanes or indicated with signage. Some operate only  
452 during certain hours. Other types of strategies that potentially promote higher vehicle occupancy include  
453 ridesharing programs, parking management, guaranteed ride home policies, and other employer-based  
454 programs.

455

456 Coupled with the county's Transportation Demand Management program, HOV facilities are designed to  
457 help accommodate growth by moving more people in fewer vehicles, reducing the need for new road  
458 construction or major widening projects on the county's existing arterial system. ~~Recent changes to t~~The  
459 HOV system includes direct access ramps to support Sound Transit's regional bus service, as well as  
460 freeway-to-freeway improvements to connect the system. The HOV system is a crucial part of the central  
461 Puget Sound area's highway system, carrying more than one-third of freeway travelers during rush hours.  
462 Information on the HOV system, including a system map, is available online.<sup>23</sup>

463 **3. Transit Services**

464 Transit services in King County are provided by four public transit agencies and the City of Seattle. King  
465 County Metro Transit (Metro) provides most regular bus service, including RapidRide bus rapid transit, and  
466 flexible mobility options available to King County residents. Pierce Transit and Community Transit provide  
467 commuter bus services into King County urban centers including downtown Seattle, downtown Bellevue,  
468 the University District in ~~northeast~~Seattle, and Federal Way in south King County. Sound Transit provides  
469 regional high-capacity transportation throughout parts of King, Pierce, and Snohomish counties through  
470 commuter rail (Sounder), light rail (Link), and a regional express bus system (ST Express). Link light rail and  
471 ST Express bus service within King County are currently operated and maintained by Metro Transit under  
472 contract to Sound Transit. The Seattle Department of Transportation provides streetcar service in and near  
473 downtown Seattle. This streetcar service is also currently operated and maintained by Metro Transit under  
474 contract to the City of Seattle.

475

476 *King County Metro Transit*

477 As the largest public transportation agency in the Puget Sound region, Metro is creating a world-class,  
478 integrated public transportation network. Metro serves customers with a wide range of mobility services  
479 including providing and funding bus, paratransit, Vanpool, water taxi, and flexible services; and by  
480 operating the Seattle Streetcar, Sound Transit Link light rail, and Sound Transit Express bus services in King

<sup>21</sup> See map of Highways of Statewide Significance at [psrc.org/sites/default/files/2022-03/los\\_hss\\_king.pdf](https://psrc.org/sites/default/files/2022-03/los_hss_king.pdf) (accessed September 25, 2023);

<sup>22</sup> See map of Washington Scenic and Recreational Highways at [gisdata-wsdot.opendata.arcgis.com/datasets/WSDOT::wsdot-scenic-byways](https://gisdata-wsdot.opendata.arcgis.com/datasets/WSDOT::wsdot-scenic-byways) (accessed September 25, 2023).

<sup>23</sup> See additional HOV system information at [wsdot.wa.gov/travel/roads-bridges/hov-lanes](https://wsdot.wa.gov/travel/roads-bridges/hov-lanes) (accessed September 25, 2023).

481 County. Metro operates more than 180 bus routes and has more than 7,400 bus stops (as of 2021). In 2022,  
482 Metro operated approximately 3.7 million annual service hours of fixed route and DART services (excluding  
483 Sound Transit services and flexible services).

484  
485 In 2019, before the COVID-19 pandemic, Metro fixed-route services delivered more than 130 million  
486 passenger trips. Ridership declined during the pandemic, but is currently recovering. In 2021, Vanpool saw  
487 over 509,000 boardings, Access had more than 557,000 boardings, and fixed route (bus and DART)  
488 experienced more than 50 million boardings. As of November 2022, Metro is now serving five million riders  
489 per month as more people choose transit.

490  
491 ~~As a mobility agency, King County Metro Transit moves people throughout King County. It is Metro's duty to~~  
492 ~~provide mobility opportunities to all people in the county in a way that supports healthy communities, a~~  
493 ~~thriving economy, a sustainable environment, and equity and access to opportunities.~~

494  
495 ~~In 2020, the King County Council adopted Metro's Mobility Framework, which was co-created with~~  
496 ~~community leaders on Metro's Equity Cabinet. The Mobility Framework included guiding principles and~~  
497 ~~recommendations for how Metro should center advancing equity and addressing climate change in its work.~~  
498 ~~Metro then updated its guiding policies—the Strategic Plan for Public Transportation, Metro Connects~~  
499 ~~(Metro's long-range plan), and Service Guidelines were updated in 2021—to align with the Mobility~~  
500 ~~Framework's recommendations. In 2021, the King County Council adopted the updated policies, which~~  
501 ~~included a much stronger emphasis on equity and climate change. Metro's goal is to help align its funding,~~  
502 ~~policies, and investments to deliver livable communities, a thriving economy for all, and a sustainable~~  
503 ~~environment. More information on Metro policies; routes, schedules, and maps; and system performance~~  
504 ~~can be found online.<sup>24</sup>~~

## 505 Metro Services

506 Metro offers a wide range of mobility services including providing and funding bus, paratransit, Vanpool,  
507 water taxi, and flexible services; and by operating the Seattle Streetcar, Sound Transit Link light rail, and  
508 Sound Transit Express bus services in King County. Metro's fixed route bus services include RapidRide,  
509 frequent, express, and local service. More information about many of Metro's services is included below.

510  
511 • **RapidRide** - RapidRide, Metro's arterial bus rapid transit network, launched in 2010. As of 2022, Metro  
512 operates ~~six~~ seven RapidRide lines throughout King County, with ~~four~~ five more scheduled to begin  
513 service by ~~2026~~ 2030. RapidRide separates itself from standard bus service with high frequency (every  
514 10 minutes during peak hours, every 15 minutes during off-peak periods), fewer stops, use of semi-  
515 exclusive lanes, and all-door passenger boarding and exiting. Metro is looking to the future to  
516 determine how to continue to provide quality service to King County residents and businesses. ~~In~~  
517 ~~2021, the King County Council adopted an updated version of Metro Connects, the agency's long-~~  
518 ~~range plan.~~ Metro Connects calls for a significant expansion of the RapidRide program. By 2050, Metro  
519 plans to operate a minimum of 19 lines, providing this service to all areas of urban King County.  
520 Additional information on RapidRide is available online.<sup>25</sup>

521 • **Flexible services** - Flexible services are transportation services that do not operate using a fixed route  
522 and are tailored to meet specific community needs. Flexible services may or may not serve designated  
523 stops or hubs, depending on service design. Metro plans and provides a range of flexible services, with  
524 partner support, to parts of King County where the infrastructure, density, or land uses are not optimal  
525 for traditional fixed-route bus service and could benefit from new approaches and complementary  
526 services. Flexible services are an important part of Metro's efforts to deliver transportation alternatives

<sup>24</sup> See additional Metro policy information at [kingcounty.gov/depts/transportation/metro/about/policies](https://kingcounty.gov/depts/transportation/metro/about/policies) (accessed September 23, 2023); Metro routes, schedules, and maps at [kingcounty.gov/en/dept/metro/routes-and-service/schedules-and-maps](https://kingcounty.gov/en/dept/metro/routes-and-service/schedules-and-maps) (accessed September 23, 2023); and other Metro system and performance information at [kingcounty.gov/en/dept/metro/about/data-and-reports](https://kingcounty.gov/en/dept/metro/about/data-and-reports) (accessed September 23, 2023).

<sup>25</sup> See additional RapidRide information at [kingcounty.gov/depts/transportation/metro/travel-options/bus/rapidride](https://kingcounty.gov/depts/transportation/metro/travel-options/bus/rapidride) (accessed September 23, 2023).



527 across King County in an equitable and sustainable way. More information on Metro’s on-demand  
 528 flexible services options is available online.<sup>26</sup>

529 • **Access Paratransit** - Access Paratransit is Metro’s response to the Americans with Disabilities Act, which  
 530 requires transit agencies to provide paratransit services for people who cannot use regular, fixed-route  
 531 transit. It is a primarily van-operated, demand-responsive service with variable routes and schedules.  
 532 Access provides trips to eligible people with disabilities who are unable to use Metro’s fixed-route or  
 533 DART service. Passengers must apply and be found eligible to use Access service before making a trip.  
 534 Access Paratransit vehicles are owned by Metro and operated and maintained by a third-party  
 535 contractor. Additional information on the Access ADA Paratransit Program can be found online.<sup>27</sup>

536 • **Special and Custom Bus Service** - Metro provides special transit services for major community and  
 537 sporting events in partnership with event sponsors. Information regarding Metro’s special event service  
 538 can be found online.<sup>28</sup>

539 • **Contract Services** - Metro serves as the operator for other transit services in Seattle and King County.  
 540 Metro operates regional ST Express bus routes in King County as well as Link light rail for Sound Transit.  
 541 Metro operates the Seattle Streetcar lines for the City of Seattle.

542 ~~• **Marine Service (Water Taxi)** - Metro runs King County’s passenger ferry service (water taxi). Passenger  
 543 ferry service represents one component of the region’s transportation system and can provide fast and  
 544 reliable connections in appropriate locations. Ferries serve as a supplement to the countywide  
 545 transportation system in locations where it serves the network as well as, or better than, traditional fixed-  
 546 route transit service. Service hours could be extended during summer and special events to  
 547 accommodate rider demand. Section IV.C.2 of this appendix includes more information about Metro’s  
 548 marine services. Additional information passenger ferry service can be found online.<sup>29</sup>~~

549 • **Service Connections** - Metro service connects to a wide range of other transportation services in King  
 550 County, including bus, rail, ferry, and air travel hubs. Metro provides intermodal connections with Sound  
 551 Transit Link light rail and Sounder commuter rail service, Amtrak rail service, Washington State Ferries,  
 552 Kitsap Transit ferries, and Seattle-Tacoma International Airport. Metro also connects with other bus  
 553 services including Sound Transit, Community Transit, Pierce Transit, and intercity bus service.  
 554

555 **Metro Programs: Transportation Demand Management, Equity and Social Justice, and Partnerships**

556 Metro offers many programs, products, and services to area employers, other organizations, and individuals  
 557 to make transit accessible and affordable. These programs are designed to encourage behavior change to  
 558 reduce reliance on single occupancy vehicle trips, vehicle miles traveled (VMT), and environmental impacts.  
 559 Major Metro programs include:

560 • **ORCA Business Partnerships** - Employers can contract with Metro to provide ORCA cards as  
 561 subsidized passes for their employees to access public transportation services, including bus, commuter  
 562 rail, Link light rail, streetcar, ferry, water taxi, Vanpool/Vanshare, and guaranteed ride home services.  
 563 Employers can select a comprehensive program or a flexible package to suit their needs. Currently,  
 564 Metro’s ORCA Business Passport and ORCA Business Choice programs have more than 1,600  
 565 participating employers.

566 • **ORCA LIFT** - ORCA LIFT provides a discounted transit fare of \$1.00 per trip for residents who earn less  
 567 than 200 percent of the federal poverty level and are between 19 and 64 years of age. At the end of

<sup>26</sup> See additional Metro flexible services information at [kingcounty.gov/depts/transportation/metro/travel-options/on-demand](http://kingcounty.gov/depts/transportation/metro/travel-options/on-demand) (accessed September 25, 2023) and Community Van program information at [kingcounty.gov/en/dept/metro/travel-options/community-van](http://kingcounty.gov/en/dept/metro/travel-options/community-van) (accessed September 25, 2023).

<sup>27</sup> See additional Access ADA Paratransit Program information at [kingcounty.gov/en/dept/metro/travel-options/accessible-services](http://kingcounty.gov/en/dept/metro/travel-options/accessible-services) (accessed September 25, 2023).

<sup>28</sup> See additional special and custom bus service information at [kingcounty.gov/en/dept/metro/rider-tools/local-sports](http://kingcounty.gov/en/dept/metro/rider-tools/local-sports) (accessed September 25, 2023).

<sup>29</sup> See additional King County passenger ferry service information at [kingcounty.gov/depts/transportation/water-taxi](http://kingcounty.gov/depts/transportation/water-taxi) (accessed September 25, 2023).

- 568 2021 there were 40,128 valid ORCA LIFT cards. Additional information on ORCA LIFT can be found  
569 online.<sup>30</sup>
- 570 • **Human services bus tickets** - Metro subsidizes bus tickets annually for eligible human services  
571 agencies to purchase and distribute to the people they serve. Metro subsidizes 90 percent of the cost of  
572 the tickets, for a total annual subsidy of \$4 million. Human services agencies apply to participate in the  
573 program. During 2021, the 165 selected agencies distributed more than 983,500 tickets to people in  
574 need (human services ticket sales were lower in 2021 due to the COVID-19 pandemic). More  
575 information on human service agency tickets is available online.<sup>31</sup>
- 576 • **Commuter vans (Vanpool/Vanshare)** - The Metro Vanpool program groups five or more commuters  
577 to share a ride to work, using a Metro-supplied van. Vanshare is for shorter trips, intended to bridge the  
578 gap between public transportation (bus, train, water taxi, or ferry) and a final destination; groups of five  
579 or more commuters share the ride to or from a public transit link or transit hub. Metro provides the van  
580 and rider support services, maintenance, insurance, fuel, tires, and training for a per-rider monthly fee.  
581 More information on commuter vans is available online.<sup>32</sup>
- 582 • **Community Access Transportation Program** - The Community Access Transportation Program  
583 expands mobility options for people with disabilities, ~~older adults~~ people aged 62 years and older, and  
584 low-income populations by developing partnerships with community agencies and jurisdictions in King  
585 County. Metro provides vehicles and/or operating funds to assist community agencies in setting up their  
586 own transportation services.
- 587 • **Bicycle programs and facilities** - Metro supports bicycling in conjunction with public transportation by  
588 providing racks on every bus to accommodate three bicycles, racks on request for Vanpools, racks for  
589 multiple bikes on passenger ferries, bicycle lockers at park-and-ride lots and transit centers, and  
590 information about getting around by bicycle. Bicycling is also included as a travel option in Metro  
591 incentive programs that encourage alternatives to driving alone. More information about bike parking is  
592 available in section IV.D.4 of this appendix and online.<sup>33</sup>
- 593 • **Home Free Guarantee** - Metro provides emergency taxi service for commuters who arrive at work  
594 without their personal vehicle (by transit, carpool, Vanpool, bicycle, or walking) and have an unplanned  
595 emergency or unscheduled overtime. Information on this program can be found online.<sup>34</sup>
- 596 • **Job Access Reverse Commute Program** - The Job Access Reverse Commute Transportation Program  
597 partners with social service agencies, community-based organizations, housing authorities, local  
598 jurisdictions, and employers to assist with transportation issues for low-income individuals. Information  
599 on Metro's JARC program can be found online.<sup>35</sup>
- 600 • **In Motion Program** - In Motion enlists local businesses, organizations, and communities as partners to  
601 encourage people to register as participants and pledge to reduce car trips over a period of time as a  
602 challenge to change their behavior. Participants earn rewards for their reduced trips, including  
603 commute-based trips or everyday trips. Additional information on In Motion can be found online.<sup>36</sup>
- 604 • **Just One Trip Program** - The Just One Trip (JOT) Program delivers campaigns in sync with planned  
605 Metro service restructures, onboarding of new or flexible mobility services, and major transit system

<sup>30</sup> See additional ORCA LIFT information at [kingcounty.gov/en/dept/metro/fares-and-payment/discounted-fares/orca-lift](http://kingcounty.gov/en/dept/metro/fares-and-payment/discounted-fares/orca-lift) (accessed September 25, 2023).

<sup>31</sup> See additional human service agency ticket information at [kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/bus-ticket-program](http://kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/bus-ticket-program) (accessed September 25, 2023).

<sup>32</sup> See additional commuter van information at [kingcounty.gov/depts/transportation/metro/travel-options/rideshare/programs/vanpool](http://kingcounty.gov/depts/transportation/metro/travel-options/rideshare/programs/vanpool) (accessed September 25, 2023).

<sup>33</sup> See additional Metro bike facility information at [kingcounty.gov/depts/transportation/metro/travel-options/bike](http://kingcounty.gov/depts/transportation/metro/travel-options/bike) (accessed September 25, 2023).

<sup>34</sup> See additional Home Free Guarantee Program information at [kingcounty.gov/depts/transportation/metro/employer-programs/home-free-guarantee](http://kingcounty.gov/depts/transportation/metro/employer-programs/home-free-guarantee) (accessed September 25, 2023).

<sup>35</sup> See additional Job Access Reverse Commute Program information at [metro.kingcounty.gov/tops/jobaccess/jobseeker.html](http://metro.kingcounty.gov/tops/jobaccess/jobseeker.html) (accessed September 25, 2023).

<sup>36</sup> See additional In Motion information at [kingcounty.gov/depts/transportation/metro/programs-projects/transit-education-outreach/in-motion](http://kingcounty.gov/depts/transportation/metro/programs-projects/transit-education-outreach/in-motion) (accessed September 25, 2023).



606 expansions in the region such as the opening of new Link light rail lines. JOT campaigns focus on  
607 ensuring new and existing riders are aware of and understand these service changes, how their trip may  
608 be adjusted, and what new services have become available to them. The campaigns encourage  
609 ridership recovery of lapsed transit riders and share the importance of utilizing the ORCA card transit  
610 fare system to ease the payment process and receive the best fare for any trip. Through campaign  
611 messaging, the JOT Program strives to help riders make the connection between how their mode  
612 choice for any trip-local or regional, personal or commute, peak or mid-day-has an impact on the  
613 environment, their health, community safety and quality of life, and incentivizes behavior change. The  
614 most recent JOT campaign was related to the opening of North Link/Link Line 1 in fall 2022; it reached  
615 thousands of riders in north King County and engaged 7,800 households in an incentive program to  
616 recover transit ridership.

- 617 • **Metro Youth Mobility Program** - The Metro Youth Mobility Program (MYMP) works to realize a future  
618 where youth access to transit is safe, easy, affordable, and convenient and where today's young people  
619 become life-long transit riders. The MYMP is carried out in partnership with local school districts, school  
620 administrators, teachers, and community-based organizations to enhance youth access to transit and  
621 conduct education and outreach focused on building youth ridership. The MYMP also promotes the  
622 Free Youth Transit Pass implemented on September 1, 2022.
- 623 • **Ridership Recovery Program** - The Ridership Recovery Program focuses on partnership with  
624 community-based organizations and small/priority businesses to deepen Metro's reach into populations  
625 currently served or employed by these entities, including essential and under-employed workers;  
626 people with low-incomes, limited-English proficiency, or disabilities; communities of color; and cash-  
627 paying riders. The goal is to build upstream capacity to maximize downstream impacts to enhance  
628 equitable ridership recovery where needs are greatest in King County and to increase enrollment in  
629 reduced fares programs for eligible populations.
- 630 • **Community Transportation Navigators** - The Community Transportation Navigators is a peer-to-peer  
631 transportation outreach and education program focused on identifying and reducing barriers for low-  
632 income and limited-English speaking communities to access transportation. Community Navigators are  
633 paid community liaisons who have existing connections to the communities they serve, speak the same  
634 language of those they engage, have similar lived experiences to those participating in the program,  
635 and have experience using public transportation.
- 636 • **Rideshare Online** - RideshareOnline.com provides free online self-serve ride matching services. The  
637 online system matches commuters interested in sharing rides in carpools, commuter vans, group biking,  
638 event travel, and with other parents transporting kids to school. Additional information on Metro's  
639 Rideshare program can be found online.<sup>37</sup>

640

### 641 **Metro Capital Facilities**

642 Metro capital facilities include physical plants, rolling stock (buses and other vehicles), electrical trolley lines  
643 and substations, facilities such as park-and-ride lots and bus shelters, and roadway infrastructure developed  
644 in partnership with local jurisdictions, such as semi-exclusive bus priority lanes. Voter approved sales tax and  
645 federal grants are the primary revenue sources.

646 ~~On March 23, 2019, Metro ceased bus operations in the Downtown Seattle Transit Tunnel (DSTT), a 1.3 mile~~  
647 ~~dual-bore transit-only facility with four stations. To accommodate the expansion of Sound Transit's Link light~~  
648 ~~rail service, the DSTT is now only served by light rail trains. The transfer of the DSTT and its stations was~~  
649 ~~approved by the King County Council in October 2022 and by the Sound Transit Board in November 2022.~~  
650 ~~The Seattle City Council affirmed the transaction in 2023 and the transfer was recorded by the County~~  
651 ~~Recorder's Office. The transfer of the DSTT will streamline rail operations and maintenance to support near-~~  
652 ~~term regional rail network expansion. Metro continues to operate service on the SODO busway, a transit-~~  
653 ~~only roadway between S Spokane Street and Royal Brougham Way in Seattle.~~

- 654 • **Physical Plant** - Metro's administrative offices are located at 201 South Jackson Street in downtown  
655 Seattle. Metro maintains seven operating bases located throughout the county, with two-one additional

<sup>37</sup> See additional Rideshare Online information at [kingcounty.gov/depts/transportation/metro/travel-options/rideshare](http://kingcounty.gov/depts/transportation/metro/travel-options/rideshare) (accessed September 25, 2023).

- 656 bases under construction. Metro purchased an additional base for Access paratransit operations in  
657 2021. Metro has a variety of other physical facilities to support the provision of transit and ridesharing  
658 service. Major facilities include:
- 659 ○ *Central Campus and SODO (Seattle)*
    - 660 ▪ Atlantic/Central Bases, 1270 6th Avenue S, Seattle
    - 661 ▪ Atlantic Maintenance, 1555 Airport Way S, Seattle
    - 662 ▪ Central Maintenance, 640 S Massachusetts Street, Seattle
    - 663 ▪ Ryerson Base, 1220 4th Avenue S, Seattle
    - 664 ▪ Transit Control Center, 1263 6th Avenue S, Seattle
    - 665 ▪ Employee Parking Garage, 1505 6th Avenue S, Seattle
    - 666 ▪ Tire and Millwright Shop, 1555 Airport Way S, Seattle
    - 667 ▪ Marketing Distribution Center, 1523 6th Avenue S, Seattle
    - 668 ▪ Power Distribution, 2255 4th Avenue S, Seattle
  - 669 ○ *Campus & Eastside*
    - 670 ▪ Bellevue Base, 1790 124th Avenue NE, Bellevue
    - 671 ▪ East Base, 1975 124th Avenue NE, Bellevue
    - 672 ▪ Vanpool Distribution, 18655 NE Union Hill Road, Redmond
  - 673 ○ *Tukwila*
    - 674 ▪ South Base, 12100 East Marginal Way S, Tukwila
    - 675 ▪ Interim Base, 12400 E Marginal Way S, Tukwila
    - 676 ▪ South Annex Base, 11911 E Marginal Way S, Tukwila (opening in 2028 on the former site of the  
677 Training and Safety Center)
    - 678 ▪ Training and Safety Center, 3401 S Norfolk Street, Seattle (leased facility)
    - 679 ▪ South Facilities, 11911 E Marginal Way S, Tukwila
    - 680 ▪ Component Supply Center, 12200 E Marginal Way S, Tukwila
  - 681 ○ *South Park*
    - 682 ▪ Access Base, 8100 8th Avenue S, Seattle
  - 683 ○ *North Seattle and Shoreline*
    - 684 ▪ North Base, 2160 N 163rd Street, Shoreline
    - 685 ▪ North Facilities, 12525 Stone Avenue N, Seattle
  - 686 • **Metro Fleet** - As of 2022, Metro's fleet includes more than 1,400 fuel-efficient buses. The bus fleet  
687 includes 40- and 60-foot hybrid diesel-electric buses, electric trolleys, and battery electric buses. Metro  
688 also operates and maintains more than 100 Sound Transit buses. Metro's fleet includes paratransit and  
689 DART vehicles, Rideshare vans and electric Metropool vehicles, and passenger ferries. Metro also has a  
690 fleet of approximately 670 non-revenue vehicles to support service and operations, which consists of  
691 vehicles ranging from light-duty vehicles, such as sedans and vans, to medium- and heavy-duty vehicles  
692 such as tow trucks and maintenance trucks.
  - 693 • **Bus Stops and Shelters** - Metro's transit system includes more than 7,000 bus stops. As of 2019, 62  
694 percent of King County residents lived within one-half mile of frequent transit service, and 81 percent of  
695 jobs within King County were within one-half mile of frequent service.
  - 696 • **Park-and-Ride Facilities** - A park-and-ride facility is a lot or garage where people may park personal  
697 vehicles and catch a bus, light rail, train, Vanpool, or carpool to reach their destination. Park-and-ride  
698 lots are built, owned, leased, and maintained by several different agencies. A park-and-ride lot can also  
699 serve as a park-and-pool lot, where individuals can rendezvous to form carpools and Vanpools.  
700
- 701 There are 115 park-and-ride facilities in the King County Metro area, with a total of 26,065 vehicle spaces (as  
702 of 2022). Metro, Sound Transit, and the Washington State Department of Transportation own permanent  
703 park-and-ride lots within King County; Metro also leases spaces from a wide variety of agencies and  
704 organizations. Although there have been significant changes in park-and-ride usage patterns since the  
705 onset of the COVID-19 pandemic, Metro remains committed to implementing its permit parking fee  
706 program; this program was developed in 2019 and targets Metro-owned lots at or above 90% capacity.

707 Regional park-and-ride utilization reports and park-and-ride locations, capacity, routes, and amenities can  
708 be found online.<sup>38</sup>

- 709 • **Electric Vehicle Charging Equipment** - Fourteen Metro routes use electric trolley buses. To support  
710 the electric trolley bus network, Metro operates and maintains a network of overhead power  
711 infrastructure and 35 electrical substations to power the system. In addition, Metro has been testing  
712 battery-electric buses and developing the charging stations and power infrastructure necessary to  
713 charge them, with the goal of achieving a zero-emission fleet by 2035.

714 Metro oversees a system of Level 2 light-duty vehicle chargers installed at multiple King County facilities.  
715 These chargers are located at public-facing park-and-ride lots and transit facilities, as well as internally  
716 focused county facilities. Metro recently upgraded a number of these chargers at park-and-ride lots and  
717 other facilities to replace outdated equipment. Metro is currently focusing a major effort on installing  
718 chargers at its bases and facilities to support the phased electrification of its non-revenue vehicle fleets.  
719 Metro is also working to support its goal to electrify its bus fleet by 2035 by installing bus charging  
720 equipment at its bases. Metro has developed the South Base Test Charging Facility with bus charging  
721 equipment and will be installing bus charging equipment at Interim Base and South Annex Base as they are  
722 constructed. Metro is also planning for the conversion of its existing bases to electric operations to support  
723 a fully electric bus fleet.  
724

- 725 • **Capital Program** - The King County Capital Improvement Program funds capital projects to help  
726 maintain and improve transit assets and infrastructure. Metro has its own designated revenue sources  
727 and service areas. Metro's Public Transportation Fund Capital Program provides for ongoing  
728 replacement of aging infrastructure and supports service delivery and expansion. The Capital  
729 Improvement Program focuses on maintaining existing infrastructure and systems, partnering with other  
730 regional transportation agencies, and providing the physical capacity needed to support projected  
731 service. A key priority for Metro is supporting the transition to a zero-emissions fleet, with investments  
732 intended to support a fully zero-emission fleet by 2035. Additional information on the Capital  
733 Improvement Program and the Transit Asset Management plan can be found online.<sup>39</sup>  
734

### 735 *Sound Transit*

736 Sound Transit is a regional transit authority that plans, builds, and operates express buses, light rail, and  
737 commuter train services for the central Puget Sound Region so that people can get to where they're going,  
738 safely and economically. Additional information on Sound Transit can be found online.<sup>40</sup>  
739

### 740 **ST Express Regional Bus Service**

741 ST Express regional bus service includes limited-stop bus routes, partnerships with the Washington State  
742 Department of Transportation to develop HOV direct-access projects, and a variety of community  
743 connection facilities including transit centers, access improvements, and park-and-ride lots. ST Express  
744 buses travel between major cities in King, Snohomish, and Pierce counties. Information on routes, related  
745 projects, and fares can be found online.<sup>41</sup>  
746

### 747 **Souder Commuter Rail**

748 Souder commuter rail uses diesel-powered locomotives and multilevel passenger coach trains that run on  
749 BNSF Railway Company freight tracks. Souder trains share the tracks with freight trains and Amtrak  
750 passenger trains, using upgraded signals, switches, and street crossings. Trains travel between Lakewood

<sup>38</sup> See additional regional park-and-ride information at [psrc.org/park-and-ride-database](https://psrc.org/park-and-ride-database) (accessed September 25, 2023) and additional county park-and-ride information at [kingcounty.gov/depts/transportation/metro/travel-options/parking](https://kingcounty.gov/depts/transportation/metro/travel-options/parking) (accessed September 25, 2023).

<sup>39</sup> See additional Capital Improvement Program information at [kingcounty.gov/~media/council/documents/2022/A\\_Capital-Improvement-Program-11-4-2022](https://kingcounty.gov/~media/council/documents/2022/A_Capital-Improvement-Program-11-4-2022) (accessed September 25, 2023) and additional Transit Asset Management Plan information at [kingcounty.gov/metro/tam](https://kingcounty.gov/metro/tam) (accessed September 25, 2023).

<sup>40</sup> See additional Sound Transit information at [soundtransit.org](https://soundtransit.org) (accessed September 25, 2023).

<sup>41</sup> See additional Sound Transit Express services information at [soundtransit.org/Rider-Guide/ST-Express-bus](https://soundtransit.org/Rider-Guide/ST-Express-bus) (accessed September 25, 2023).

751 and Seattle and between Everett and Seattle. Information on routes, related projects, and fares can be  
752 found online.<sup>42</sup>

### 753 754 **Link Light Rail**

755 Link light rail is an electrically powered service that provides high-capacity transportation within the region's  
756 highest employment and transit ridership areas. Link light rail travels from Seattle Northgate station to  
757 SeaTac Angle Lake station. Information on routes, related projects, and fares can be found online.<sup>43</sup>

### 758 759 **Future Expansion and System Integration**

760 The regional mass transit light rail system, operated by Sound Transit, extends from Angle Lake to  
761 Northgate. Metro coordinates its services with regional system expansions to provide an integrated mobility  
762 network. For example, in 2021, Sound Transit opened three new Link light rail stations in north Seattle to  
763 extend the system from University of Washington station to Northgate Transit Center. Together with the  
764 opening of the Link extension, Metro implemented the North Link Connections Mobility Project to better  
765 serve the north Seattle, Shoreline, and North Shore communities.

766  
767 Sound Transit is continuing to expand the system and open more stations in the mid-2020s and beyond.  
768 Sound Transit 2 projects are currently scheduled to be completed by 2025. Sound Transit 3 projects will be  
769 delivered between 2026 (bus rapid transit) and 2045. More information on Sound Transit plans for system  
770 expansion and is available online.<sup>44</sup>

771  
772 Sound Transit services are integrated with local bus routes operated by King County Metro so that all  
773 services support and complement each other. A 1998 Memorandum of Understanding between the two  
774 agencies established the basic principles under which a coordinated system will be planned and operated.  
775 Metro has adapted bus service to reflect the existing components of Link light rail and is planning for future  
776 service restructures as additional segments of Link light rail are opened in the mid-2020s and beyond.

## 777 **4. Active Transportation Facilities**

### 778 *Bicycle Parking at Transit Facilities*

779 Bicycle parking and secure storage support ridership and overall mobility by increasing options for people  
780 to connect to bus service or to meet a carpool or Vanpool. King County park-and-ride lots and transit  
781 centers have bicycle racks and/or bicycle lockers for people who travel by personal bike to meet transit  
782 service. Metro aims to reduce car travel to these locations by making it reliable to secure bicycles. As of July  
783 2022, Metro provides secure bike parking at 29 locations, with a total of more than 250 spaces in a  
784 combination of leased and BikeLink on-demand lockers. In addition, regional partner Sound Transit  
785 provides more than 400 secure locker spaces at 20 locations within the King County portion of their service  
786 area. Sound Transit also offers secure bike cages at seven locations in King County with a total of more than  
787 270 spaces. Both Metro and Sound Transit plan expansion of secure bike parking and/or replacement of  
788 older equipment in the next few years. Information on transit-related bicycle parking is available online.<sup>45</sup>

### 789 790 *Regional Trails Network*

791 The Regional Trails network is used for recreational and transportation purposes. The network extends  
792 broadly throughout the county, linking cities, other counties in the Central Puget Sound, and other regions  
793 of the state. The network reaches more than 30 cities in King County, and is used extensively for active  
794 transportation and recreation. King County government stewards approximately 175 miles of the 300-mile  
795 network of multi-purpose paved and unpaved shared use paths. Several cities, the Port of Seattle, and the

<sup>42</sup> See additional Sound Transit commuter rail information at [soundtransit.org/ride-with-us](https://www.soundtransit.org/ride-with-us) (accessed September 25, 2023).

<sup>43</sup> See additional Sound Transit light rail information at [soundtransit.org/Rider-Guide/Link-light-rail](https://www.soundtransit.org/Rider-Guide/Link-light-rail) (accessed September 25, 2023).

<sup>44</sup> See additional Sound Transit expansion plan information at [soundtransit.org/system-expansion](https://www.soundtransit.org/system-expansion) (accessed September 25, 2023) and Sound Transit Development Plan Annual Reports at [soundtransit.org/About-Sound-Transit/News-and-events/Reports/Transit-Development-Plan](https://www.soundtransit.org/About-Sound-Transit/News-and-events/Reports/Transit-Development-Plan) (accessed September 25, 2023).

<sup>45</sup> See additional transit-related bicycle parking information at [kingcounty.gov/en/dept/metro/rider-tools/bikes-and-transit/secure-bike-parking](https://kingcounty.gov/en/dept/metro/rider-tools/bikes-and-transit/secure-bike-parking) (accessed September 25, 2023).

796 State of Washington are responsible for the remaining portions. Information about the King County  
797 Regional Trails System is available in the *King County Open Space Plan: Parks, Trails, and Natural Areas 2022*  
798 *Update*.<sup>46</sup>  
799

## 800 Roadside Active Transportation Facilities

801 The Department of Local Services Road Services Division maintains active transportation facilities such as  
802 bicycle lanes, sidewalks, and shoulders on unincorporated county roads. The division provides crosswalks,  
803 signals, pavement markings, and signage to help facilitate safer active travel. The Transportation Needs  
804 Report, an appendix to this *Comprehensive Plan*, includes known and forecasted active transportation  
805 needs on unincorporated King County roads. The *2021 King County Road Services Division Americans with*  
806 *Disabilities Act Transition Plan* inventoried unincorporated county road pedestrian facilities and guides  
807 accessibility improvements to the existing network.<sup>47</sup>

## 808 5. Rail and Freight

### 809 Rail Facilities

810 The rail network in the state has four distinct types of rail services: freight, long distance passenger, intercity  
811 passenger, and commuter.

813 The Class I freight railroad system primarily serves the inland transportation component of the supply chain  
814 for large volumes of import and export cargo moving through state ports including the Port of Seattle. Two  
815 Class I freight railroads, the BNSF Railway and the Union Pacific Railroad, as well as 27 Class III (short-line)  
816 freight railroads operate through communities in Washington. There are no Class II freight railroads in  
817 Washington.

819 Amtrak provides long distance passenger rail service between Seattle and Chicago, Illinois (the Empire  
820 Builder) and Seattle and Los Angeles, California (The Coast Starlight). Ridership for both services declined  
821 from 2013-2019 but is expected to increase steadily through 2040.  
822 Amtrak provides intercity passenger rail service, known as Amtrak Cascades, along the I-5 corridor between  
823 Eugene, Oregon and Vancouver, British Columbia; the service is supported by Washington State  
824 Department of Transportation funding. The Cascades High-Speed Rail Program provides four daily round  
825 trips between Seattle and Portland, and one daily round trip between Seattle and Vancouver, B.C. There are  
826 two Amtrak Stations in King County, located in the cities of Seattle and Tukwila. Ridership has been largely  
827 level, with slight growth in 2018-2019. Ridership for intercity rail is expected to increase steadily, pending  
828 Washington State Department of Transportation service investments. Information on passenger rail facilities,  
829 projects, and data and the Washington State Department of Transportation 2019 Washington State Rail Plan  
830 are available online.<sup>48</sup>

832 Sound Transit's Sounder commuter rail uses diesel-powered locomotives and multi-level passenger coach  
833 trains that run on BNSF Railway freight tracks. Sounder shares the tracks with freight trains and Amtrak  
834 passenger trains, using upgraded signals, switches, and street crossings. Trains travel between Lakewood  
835 and Seattle and between Everett and Seattle. Sounder ridership grew from about 2.1 million riders in 2010  
836 to 4.6 million riders in 2019 and is expected to grow significantly by 2040. Information on Sounder routes,  
837 related projects, and fares is available online.<sup>49</sup>  
838

<sup>46</sup> King County Open Space Plan: Parks, Trails, and Natural Areas 2022 Update, [kingcounty.gov/~media/services/parks-recreation/parks/openspace/2022\\_KC\\_OpenSpacePlan\\_Update\\_Final](https://kingcounty.gov/~media/services/parks-recreation/parks/openspace/2022_KC_OpenSpacePlan_Update_Final) (accessed September 25, 2023).

<sup>47</sup> 2021 King County Road Services Division Americans with Disabilities Act Transition Plan, [kingcounty.gov/depts/local-services/roads/ada-plan](https://kingcounty.gov/depts/local-services/roads/ada-plan) (accessed September 25, 2023).

<sup>48</sup> See additional passenger rail information at [wsdot.wa.gov/travel/passenger-rail](https://wsdot.wa.gov/travel/passenger-rail) (accessed September 25, 2023) and the state rail plan at [wsdot.wa.gov/construction-planning/statewide-plans/freight-rail-plans/2019-washington-state-rail-plan](https://wsdot.wa.gov/construction-planning/statewide-plans/freight-rail-plans/2019-washington-state-rail-plan) (accessed September 25, 2023).

<sup>49</sup> See additional Sounder commuter rail information at [soundtransit.org/get-to-know-us/documents-reports](https://soundtransit.org/get-to-know-us/documents-reports) (accessed September 25, 2023) and at [soundtransit.org/ride-with-us](https://soundtransit.org/ride-with-us) (accessed September 25, 2023).



839 *Other Freight Transport*

840 Freight transport is a major function of the regional transportation system. Regional planning for freight is  
 841 coordinated by the Puget Sound Regional Council and incorporated into the *2022-2050 Puget Sound*  
 842 *Regional Council Regional Transportation Plan*. The *Regional Transportation Plan* envisions an  
 843 interconnected network of highways and streets, railways, deep water ports and waterways, and airports. It  
 844 examines the current and future conditions and issues as the region looks to planning for a sustainable  
 845 transportation system out to 2050. Key elements of the regional freight system include roadway corridors  
 846 used for truck transport. The Washington State Department of Transportation maintains a statewide Freight  
 847 and Goods Transportation System which classifies the state's freight corridors by modes based on annual  
 848 freight tonnage. Regional centerline miles by Freight and Goods Transportation System classification are  
 849 included in the *Regional Transportation Plan*. Additional information on regional and state freight and  
 850 goods planning is available online.<sup>50</sup>

851 **V. Vehicle Travel Forecast Summary**

852 The Washington State Growth Management Act requires the transportation element of  
 853 comprehensive plans to include a forecast of traffic for at least ten years based on the adopted land use  
 854 plan, and to provide information on the location, timing, and capacity needs of future growth (RCW  
 855 36.70A.70(6)(E)). It also requires an estimate of traffic impacts to state-owned transportation facilities  
 856 resulting from the land use assumptions. To meet these requirements,  
 857 the King County Department of Local Services, Road Services Division, adopted the Puget Sound Regional  
 858 Council's Regional Travel Demand Forecasting Model (Travel Model).  
 859

860 The Puget Sound Regional Council Travel Model forecasts future travel patterns and conditions within the  
 861 four counties of the Puget Sound region (King, Kitsap, Pierce, and Snohomish). The Travel Model produces  
 862 data that are used to analyze the likely impacts of forecast growth, travel, and infrastructure investments on  
 863 the region's transportation infrastructure and environment, and thus provides the foundation from which the  
 864 Puget Sound Regional Council develops many of its plans, most notably the *Regional Transportation Plan*.  
 865 The Travel Model is used to support the technical analysis of transportation projects and investments under  
 866 consideration in the region. In addition to transportation analysis, the travel model also supports growth  
 867 management activities at the agency.<sup>51</sup>  
 868

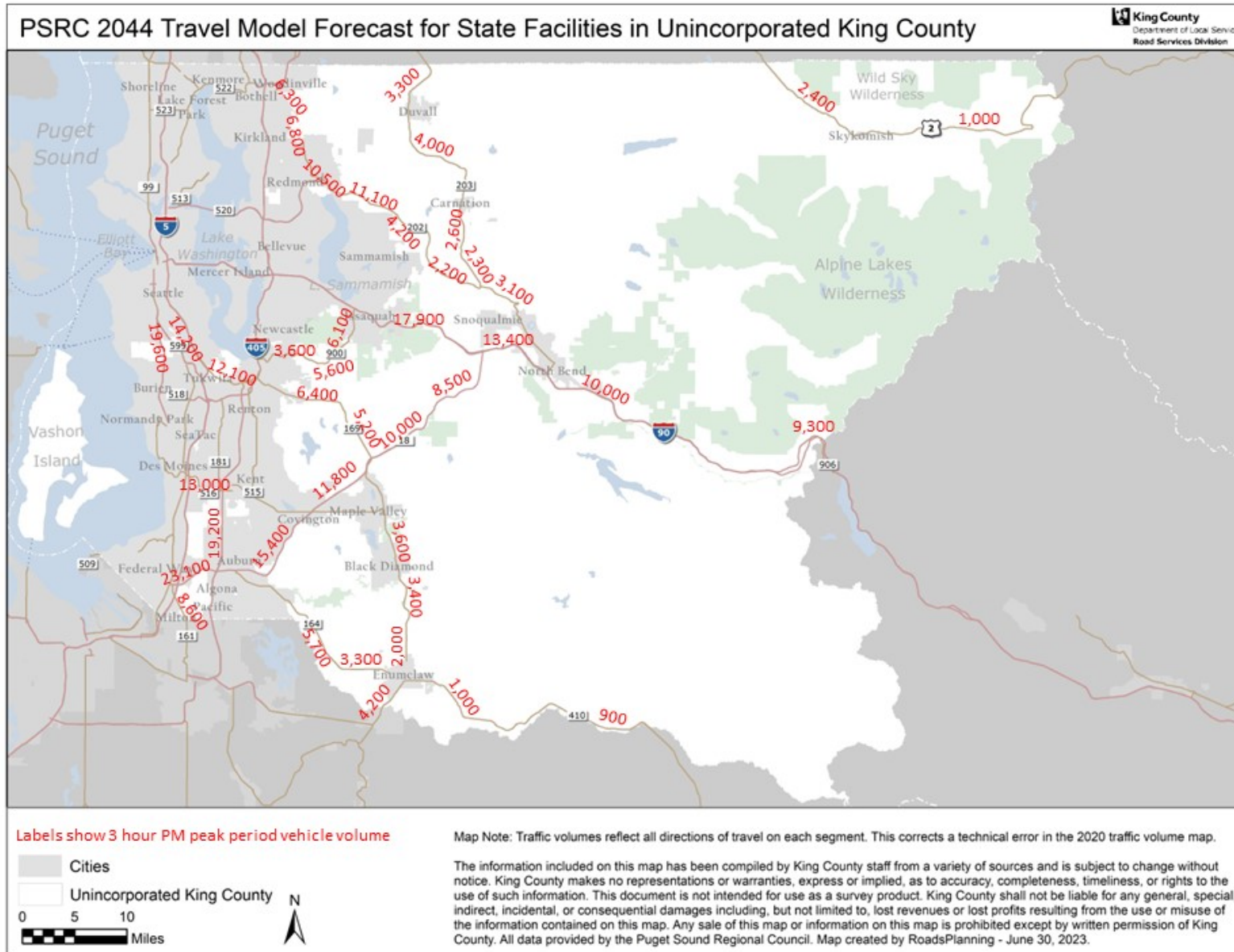
869 The Road Services Division worked with Puget Sound Regional Council modeling staff to run a model  
 870 scenario with a forecast year of 2044. Raw model output was analyzed by King County planning staff. The  
 871 forecast three-hour p.m. peak period (afternoon rush hour) traffic volumes on state facilities were mapped to  
 872 review performance on state facilities, as shown in Figure 76, "Puget Sound Regional Council 2044 Travel  
 873 Model Forecast for State Facilities in Unincorporated King County." Modeled traffic volumes and roadway  
 874 capacities on county roads were also reviewed for indications of potential future congestion. Road segments  
 875 where traffic volumes exceeded roadway capacities (ratios greater than one) were also mapped, as shown in  
 876 Figure 87, "Puget Sound Regional Council 2044 Travel Model Congestion Forecast for Unincorporated King  
 877 County." Planning and engineering staff considered Travel Model analysis and other factors in the  
 878 development of projects for King County's Transportation Needs Report.  
 879

880 Detailed information on the traffic forecasting model and assumptions used for the *Comprehensive Plan* are  
 881 available from the Puget Sound Regional Council.  
 882

<sup>50</sup> See additional regional freight information at [psrc.org/planning-2050/regional-transportation-plan](https://psrc.org/planning-2050/regional-transportation-plan) (accessed September 25, 2023) and state freight information at [wsdot.wa.gov/construction-planning/statewide-plans/freight-plans](https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans) (accessed September 25, 2023).

<sup>51</sup> See additional Puget Sound Regional Council Travel Model information at [psrc.org/activity-based-travel-model-soundcast](https://psrc.org/activity-based-travel-model-soundcast) (accessed September 25, 2023).

883 **Figure 76: Puget Sound Regional Council 2044 Travel Model Forecast for State Facilities in Unincorporated King County**



885  
886

Figure 87: Puget Sound Regional Council 2044 Travel Model Congestion Forecast for Unincorporated King County



887