

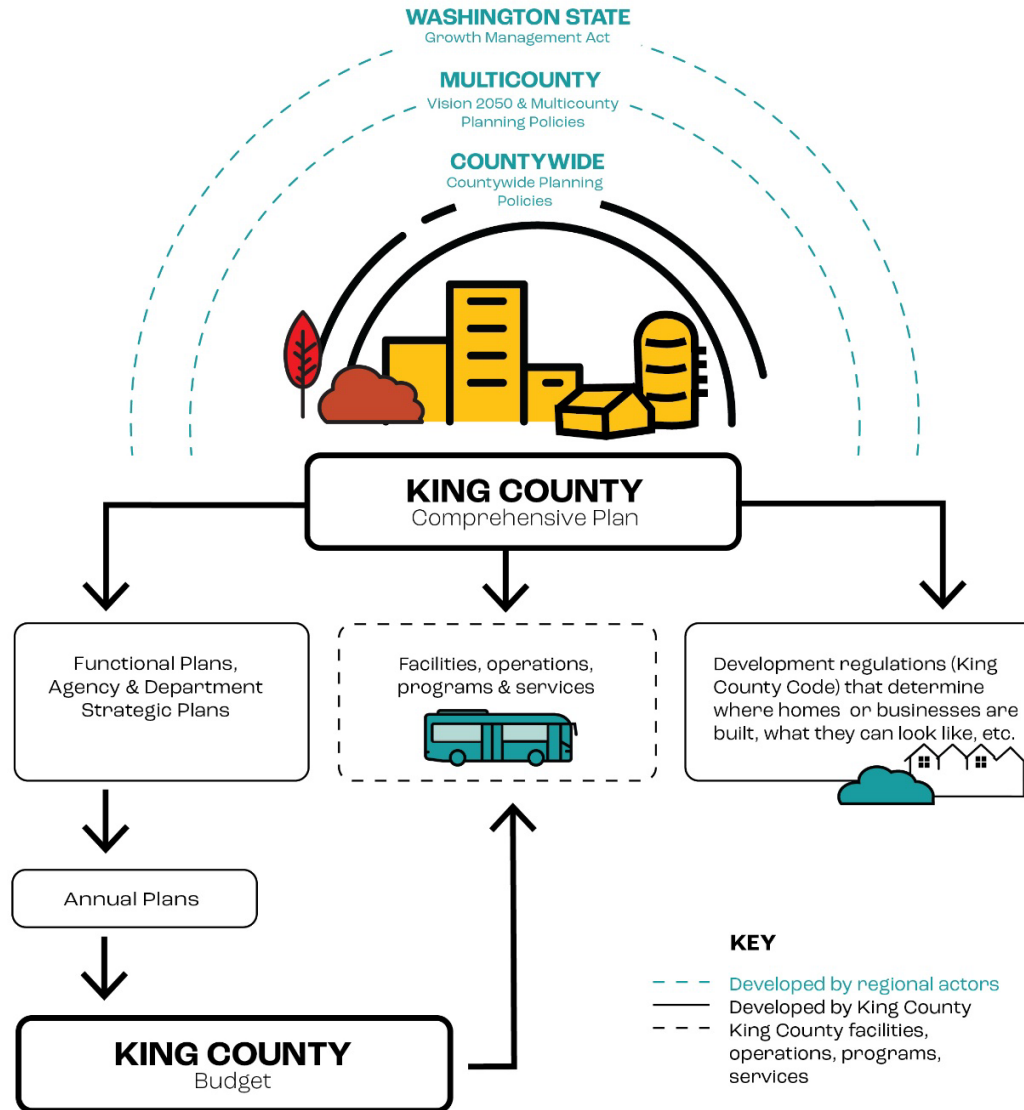
# 2024 King County Comprehensive Plan

King County Council Local Services and Land Use Committee

April 3, 2024

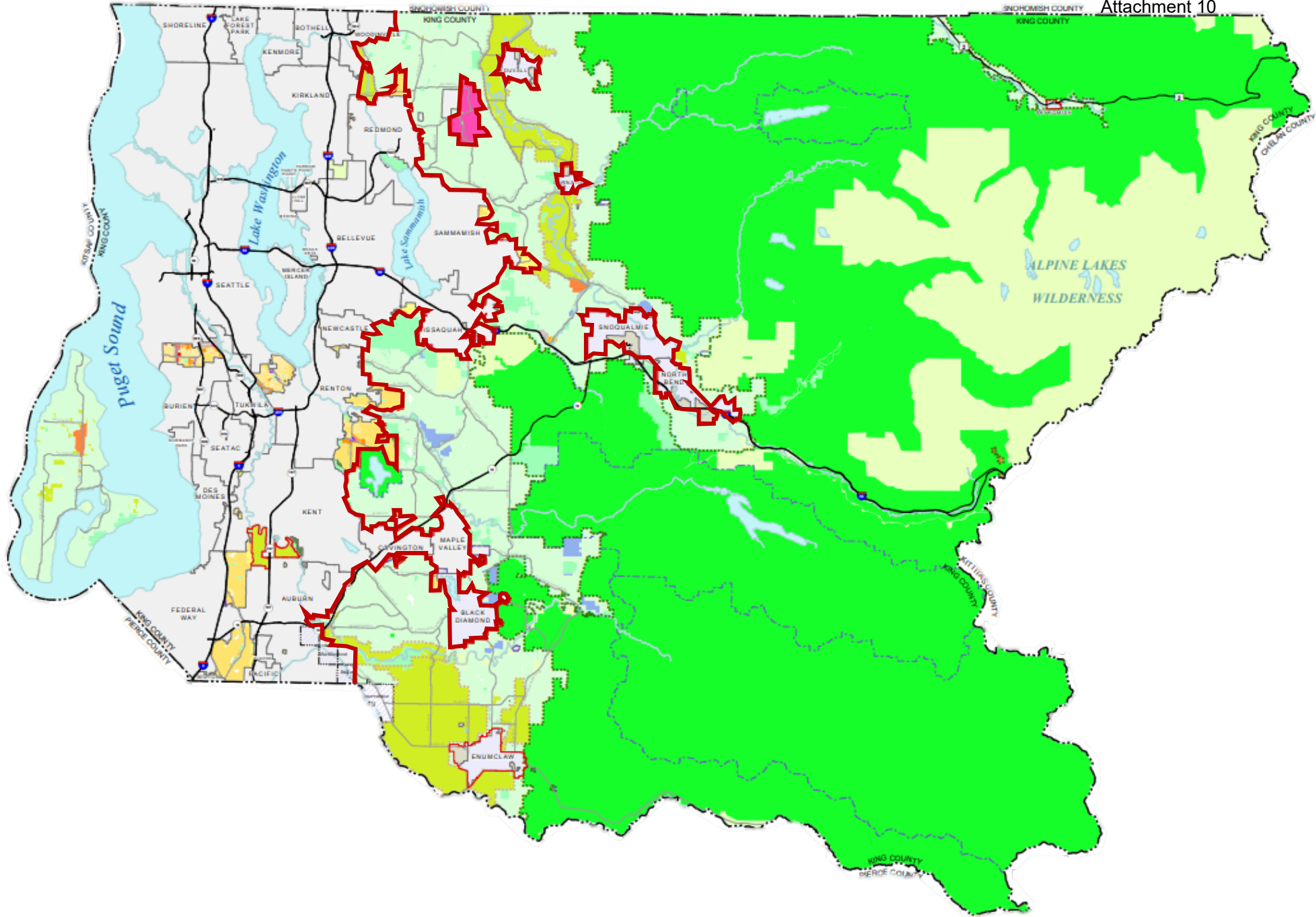
# Hierarchy of Planning

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King County Council  
2024 Comprehensive Plan

# King County's Urban Growth Boundary



# 2024 Comprehensive Plan

- 2024 Comprehensive Plan is a 10-year update
  - Substantive changes to policies and implementing regulations
  - Consistency with state law changes since last periodic update
  - Underlying data updates
- Snoqualmie Valley/NE King County Subarea Plan
- Four-to-One Program updates

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# 2024 Plan - Council Schedule

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# 2024 Plan - Council Schedule (cont)

LSLU date	Topics	Date	Amendment Dates
<b>Jan 17</b>	<ul style="list-style-type: none"> <li>- Overview, Schedule, Process</li> <li>- SVNE Subarea Plan</li> <li>- VMI Subarea Plan</li> <li>- Chapter 11: Subarea Planning</li> <li>- Map Amendments</li> <li>- Equity Analysis Summary</li> </ul>	<b>March 29</b>	- Amendment concepts for striker due from all Councilmembers (except critical area regulations)
		<b>April 5</b>	- Final Striker Direction due (except critical area regulations)
<b>Feb 7</b>	<ul style="list-style-type: none"> <li>- Chapter 1: Regional Planning</li> <li>- Chapter 2: Urban Communities</li> <li>- Growth Target Appendix</li> </ul>	<b>April 12</b>	- Amendment concepts for striker due from all Councilmembers - critical area regulations
		<b>April 19</b>	- Final Striker Direction due - critical area regulations
<b>Feb 21</b>	<ul style="list-style-type: none"> <li>- Chapter 5: Environment</li> <li>- Chapter 6: Shorelines</li> </ul>	<b>May 15</b>	Brief Striking Amendment
<b>Mar 6</b>	<ul style="list-style-type: none"> <li>- Chapter 4: Housing and Human Services</li> <li>- Housing Appendix</li> </ul>	<b>June 5</b>	Committee Action
<b>Mar 20</b>	<ul style="list-style-type: none"> <li>- Chapter 3: Rural and Resource Lands</li> </ul>		
<b>Apr 3</b>	<ul style="list-style-type: none"> <li>- Chapter 7: Parks &amp; RTNR</li> <li>- Chapter 8: Transportation &amp; TNR</li> </ul>		
<b>Apr 17</b>	<ul style="list-style-type: none"> <li>- Chapter 9: Facilities</li> <li>- Capital Facilities Plan Appendix</li> <li>- Chapter 10: Economic Development</li> <li>- Chapter 12: Implementation</li> <li>- Development Regulations</li> <li>- Four-to-One Program</li> </ul>		

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# April 3, 2024 Briefing

- Chapter 7, Parks, Open Space, and Cultural Resources
- Chapter 8, Transportation
- Appendix C, Transportation
- Appendix C1, Transportation Needs Report
- Appendix C2, Regional Trail Needs Report

# Types of changes

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Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
RP-102 <u>In its planning processes, including the development, update, and implementation of King County plans, ((King)) the County shall use equitable engagement strategies to actively solicit public participation from a wide variety of sources, particularly from populations historically underrepresented or excluded from planning processes ((in its planning processes, including the development, update, and implementation of its plans)).</u>	Substantive change	To improve equitable planning framework and address Countywide Planning Policies about prioritizing needs of underrepresented communities in access to services/process. To move beyond public participation, to not only engagement, but equitable engagement.	Improved engagement with priority populations, which can result in more equitable outcomes for those populations in County plans	Countywide Planning Policies, FW-6 and FW-8  Equity and Social Justice Strategic Plan	<ul style="list-style-type: none"> <li>• <u>Planned implementation of proposal:</u> Programmatic</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> Yes</li> <li>• <u>Anticipated timeline:</u> Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified. There is a work plan action (#2) in Chapter 12 related to the changes in this policy. As noted in the Executive's information here and in the Equity Analysis, additional resources would be needed to implement this policy.</li> </ul>
RP103 King County shall <del>((seek comment from))</del> <u>coordinate with Indian tribes during its planning processes in a manner that respects their sovereign status, promotes tribal self-determination and self-governance, and honors past and present agreements.</u>	Substantive change	Policy amendment for consistency with 2022 <a href="#">House Bill 1717</a> , and to clarify the manner in which the County will coordinate with Indian tribes consistent with existing practices.	Improved coordination with Indian tribes	n/a	<ul style="list-style-type: none"> <li>• <u>Planned implementation of proposal:</u> Programmatic</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> No</li> <li>• <u>Anticipated timeline:</u> Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified. Exec staff note that the new language was in the Public Review Draft and the Tulalip, Squamish, and Snoqualmie Tribes were individually emailed about the release of the PRD.</li> </ul>
<del>((R-102))</del> RP-103a King County <del>((will))</del> shall continue to support the diversity and richness of its rural communities and their distinct character by working with its rural constituencies through its Community Service Areas program to sustain and enhance the rural character of Rural Area and Natural Resource Lands.	Clarification of existing policy intent	"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen	n/a	n/a	<ul style="list-style-type: none"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• The language could be streamlined to reduce the number of times the word "rural" is used. "King County shall work with its rural constituencies to sustain and enhance the diversity and richness of the Rural Area and Natural Resource Lands."</li> </ul>



# April 3, 2024 Briefing

- Chapter 7, Parks, Recreation, and Open Space
- Regional Trains Needs Report Appendix
- Chapter 8, Transportation
- Transportation Appendix
- Transportation Needs Report Appendix

# Chapter 7 Policy Changes

**P-108a King County shall consider equity in the development and acquisition of its open space system to help reduce health disparities and promote environmental justice.**

# Chapter 7 Policy Changes

- P-113** Farmland owned by King County shall:
- a. ~~((€))~~ Contribute to the preservation of contiguous tracts of agricultural land; and**
  - b. ~~((make affordable farmland available for use by small-scale and new farmers))~~ Provide access to farmland for beginning, low-income, historically underserved, and socially disadvantaged farmers.**

# Chapter 7 Policy Changes

**P-116 Working forest land and conservation easements owned by King County shall provide large tracts of forested property in the Rural Forest Focus Areas, the Forest Production District, and Rural Area. ~~((that will))~~ These areas shall remain in active forestry, protect areas from development, or provide a buffer between commercial forestland and adjacent residential development, and may provide ecological or recreational benefits.**

# Chapter 7 Policy Changes

13

**P-118b King County shall encourage and pursue partnerships and mutually beneficial agreements with public agencies, Indian tribes, nonprofit and community organizations, and the private sector to fund, program, manage, and steward sites and facilities for public recreation and natural resource protection consistent with the classification, role, and use of said sites and facilities.**

# Chapter 7 Policy Changes

14

~~((P-128 King County will adopt an entrepreneurial approach to managing and operating the open space system and work aggressively to implement multiple and appropriate strategies to fiscally sustain the open space system.))~~

# Chapter 7 Policy Changes

15

~~((P-131 King County should work with cities to share operational and maintenance costs of parks and other open spaces in unincorporated areas in which a substantial portion of the users are from incorporated areas.))~~

# Chapter 7 Policy Changes

16

**P-135** King County ((will)) shall use a variety of equitable engagement methods to ensure public involvement from all county residents, such as public meetings, advisory groups, surveys, web and social media postings, news releases, park site signage, mailing lists, newsletters, and through various community groups (including Community Service Areas). These methods ((will)) shall allow for early, continuous, and broad public participation.



# Chapter 7 Policy Changes

**P-203** King County shall encourage preserving, reusing and recycling historic buildings in its facilities planning and other relevant actions. King County shall assist in encouraging interested parties in pursuing preservation, restoration, and repurposing projects, particularly in those doing repairs and/or upgrades themselves.

# Chapter 8 Policy Changes

18

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

# Chapter 8 Policy Changes

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

# Chapter 8 Policy Changes

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

# Chapter 8 Policy Changes

21

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

# Chapter 8 Policy Changes

22

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

# Chapter 8 Policy Changes

23

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

# Chapter 8 Policy Changes

24

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



# Chapter 8 Policy Changes

25

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

*(T-208 continued on next slide)*

# Chapter 8 Policy Changes

26

*(T-208 continued)*

- a. **Connects one urban area to another, or to a highway of statewide significance that provides such connection, by traversing the Rural Area and Natural Resource Lands;**
- b. **Classified as a principal arterial;**
- c. **Carries high traffic volumes (at least 15,000 average daily traffic); and**
- d. **At least half of (~~P.M.~~) p.m. peak trips on the corridor are traveling to cities or other counties.**

# Chapter 8 Policy Changes

27

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

# Chapter 8 Policy Changes

28

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

# Chapter 8 Policy Changes

29

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

# Chapter 8 Policy Changes

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

# Chapter 8 Policy Changes

31

- T-233** In unincorporated areas of King County, the following needs ~~((will))~~ shall be given the highest priority when identifying, planning, and programming ~~((nonmotorized))~~ active transportation improvements:
- a. Addressing known collision locations;
  - b. Fostering safe ~~((walking and bicycling))~~ active transportation routes to schools and other areas where school-aged children regularly assemble;
  - c. Filling gaps in, or enhancing connections to, the ~~((r))~~Regional ~~((t))~~Trails ~~((system))~~ network;
  - d. Serving ~~((L))~~locations of high concentration of pedestrian and/or bicycle traffic; and
  - e. Providing safe routes to transit.

# Chapter 8 Policy Changes

32

**T-234** In urban areas, (~~nonmotorized~~) active transportation improvements should increase access to transit and urban centers while enhancing community connections to parks, local trails, shopping, libraries, healthcare, and other public and private services and facilities.



# Chapter 8 Policy Changes

33

**T-235**      **The King County Regional Trails (~~(System)~~) network (~~(is)~~) shall be the centerpiece of the (~~(nonmotorized system)~~) network for active transportation in the Rural Area and Natural Resource Lands. The (~~(€)~~)County's efforts to enhance the Rural Area and Natural Resource Lands (~~(nonmotorized)~~) active transportation network should include filling in the Regional Trails (~~(System's)~~) network's missing links, coordinating road and trail projects whenever possible, considering access from roadways such as gateway (trailhead) parking, and enhancing access to transit, especially park(~~(-)~~)-and(~~(-)~~)-ride(~~(s)~~) lots and transit centers.**

# Chapter 8 Policy Changes

34

**T-236 In Rural Areas and Natural Resource Lands, ~~((nonmotorized))~~ active transportation improvements shall be consistent with providing rural levels of service, preserving rural character, and avoiding impacts to the environment and significant historic properties.**

# Chapter 8 Policy Changes

35

- T-237** To increase equitable access to walking, bicycling, and transit mobility options, the ~~((€))~~County should actively seek grant funding to improve ~~((nonmotorized))~~ active transportation infrastructure that serves the needs of Black, Indigenous, and other ((p))People of ((€))Color((;)); immigrants; refugees; and other intersectional populations, including ((low-income communities)) those who earn less than 80 percent of area median income, ((people with limited English-speaking proficiency, immigrant and refugee populations, and others who may have limited transportation options such as students, youth, seniors, and)) people with disabilities, seniors, LGBTQIA+ people, women, and others who may have limited transportation options such as students and youth.

# Chapter 8 Policy Changes

36

**T-238** New school development should address safe ~~((walking and bicycling))~~ active transportation routes for students. If the existing transportation infrastructure within a one-mile radius, together with the school's road frontage improvements, cannot support safe ~~((walking or bicycling to school))~~ active transportation access, King County shall use its development review authority to require the school district and the new school to address the long-term transportation needs of students, including through the state-mandated Safe Routes to School program.

# Chapter 8 Policy Changes

37

**T-239** New ~~((land use))~~ binding site plans and subdivisions shall seek to accommodate internal ~~((nonmotorized))~~ active transportation mobility and access to nearby shopping, parks, trails, schools, healthcare, community resources, and other public and private services and facilities, consistent with the different needs and service levels for urban ~~((and))~~ areas, the Rural Area~~((s))~~, and Natural Resource Lands.

# Chapter 8 Policy Changes

38

- T-240** The specifications in the King County Road Design and Construction Standards shall support ~~((nonmotorized))~~ active transportation safety and accessibility, consistent with the County's adopted policies regarding appropriate urban and rural levels of service.

# Chapter 8 Policy Changes

39

**T-242 King County shall seek opportunities to acquire and develop ~~((nonmotorized))~~ active transportation corridors. ~~((Evaluation of requests to vacate unused road rights-of-way will consider existing nonmotorized uses and future development of such uses.))~~**

# Chapter 8 Policy Changes

40

**T-243 King County should coordinate with ~~((bicycling, pedestrian, and equestrian stakeholders))~~ active transportation users and advocacy organizations to ensure that their input is included early and throughout in the planning and project design process for projects with ~~((nonmotorized))~~ active transportation elements or that have the potential to affect ~~((nonmotorized))~~ these users.**



# Chapter 8 Policy Changes

41

**T-244** King County should participate(~~(d)~~) in the Puget Sound Regional Council's regional bicycle network planning efforts(~~(;)~~) and consider related project needs within King County's jurisdiction (~~(should be considered)~~) in the (~~(e)~~)County's (~~(nonmotorized)~~) active transportation planning and project prioritization processes (~~(as financial resources allow)~~).

# Chapter 8 Policy Changes

42

**T-245 King County shall implement policies and programs that support transportation demand management, ~~((nonmotorized travel))~~ active transportation, transit service improvements, and expansion of high-occupancy((-))\_vehicle travel ~~((in order))~~ to increase the share of trips made by modes other than driving alone.**

# Chapter 8 Policy Changes

43

**T-246** ~~((Where appropriate))~~ King County should support the use of Transportation Demand Management strategies, including ~~((variable tolling on state highways))~~ congestion pricing, to increase mobility options, promote travel efficiency, optimize the existing transportation system ~~((and))~~, support King County climate goals, and reduce the adverse environmental impacts of the transportation system.

# Chapter 8 Policy Changes

44

**T-251 King County supports congestion pricing and other road usage pricing strategies, especially more equitable and less regressive approaches, as a means to optimize transportation system performance, generate revenues, reduce vehicle miles traveled, and reduce greenhouse gas emissions.**

# Chapter 8 Policy Changes

45

**T-252** Revenue from congestion pricing and other road usage pricing should be used to improve, preserve, and operate the transportation system, including transit and other multimodal investments, as well as to help fund improvements that address the diversionary impacts on non-tolled facilities.

# Chapter 8 Policy Changes

46

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

# Chapter 8 Policy Changes

47

~~((T-306 Maintenance and preservation of the unincorporated rural roadway system shall be emphasized in long-term planning and asset management in recognition of the fact that Rural Area and Natural Resource Land roads and bridges will remain the county's long-term responsibility after all annexations are complete.))~~

# Chapter 8 Policy Changes

48

**T-306 King County should contribute to achieving the state traffic safety goal of zero deaths and serious injuries using a safe systems approach, through which road system managers, public health organizations, law enforcement agencies, emergency responders, road users, and other parties collaborate to prioritize the elimination of crashes that result in death and serious injuries.**



# Chapter 8 Policy Changes

49

**T-308** Road projects and programs shall be implemented in ways that avoid or minimize negative impacts, as well as seek to provide positive benefits, for Black, Indigenous, and other ((p))People of ((e))Color((,)); immigrants; refugees; and other intersectional populations, including ((low-income communities)) those who earn less than 80 percent of the area median income, people with disabilities, seniors, LGBTQIA+ people, women, people ((with limited English proficiency)) speaking a language(s) other than English, ((immigrant and refugee populations)) and others who may have limited transportation options, such as students((,)) and youth((, seniors, and people with disabilities)). ~~((Projects and programs shall seek to provide tangible, positive benefits.))~~

# Chapter 8 Policy Changes

50

**T-313** The King County~~((’s))~~ ~~((f))~~Road ~~((d))~~Design and ~~((e))~~Construction ~~((s))~~Standards shall, to the extent practical and allowed by law, incorporate complete streets infrastructure to promote safe, cost-effective roads that ~~((encourage multimodal use,))~~ balance the health and safety needs of all road users and reflect the function of the road and the different needs of and service levels for the Urban Growth Area and Rural Area and Natural Resource Lands.

# Chapter 8 Policy Changes

51

## **T-317b King County and King County International Airport planning efforts shall:**

- a. Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities;**
- b. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones; and**
- c. Support the ongoing process of development of a new commercial aviation facility in Washington State.**

# Chapter 8 Policy Changes

52

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

# Chapter 8 Policy Changes

53

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

# Chapter 8 Policy Changes

54

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

# Chapter 8 Policy Changes

55

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

# Chapter 8 Policy Changes

56

- T-323** King County ~~((will))~~ shall strive to become a world leader in the use of transportation fuels and technologies that reduce operational greenhouse gas emissions from its fleets and vessels. King County ~~((will))~~ shall achieve this goal by buying ~~((hybrid-electric,))~~ electric, zero-emission, and other clean transportation technologies when feasible to meet operational needs; using clean fuels in its fleets and vessels; implementing demonstration projects that use alternative fuels and technologies; purchasing locally~~((-))~~ produced energy sources when practical; seeking local and federal support to expand the use of low-carbon fuels and alternative, zero~~((-))~~-emission technologies; and promoting best practices, innovations, ~~((trends))~~ and developments in transportation fuels and technologies. The ~~((€))~~County ~~((will))~~ shall also seek to deploy and use its vehicles in an energy-efficient manner through vehicle routing, idling-reduction, and operator practices.



# Chapter 8 Policy Changes

57

**T-324 King County (~~will~~) shall incorporate climate change impacts information into the construction, operations, and maintenance of transportation infrastructure projects(~~(. The department will incorporate climate change)~~) and into its transportation planning and design documents (~~(and also)~~). The County shall develop and implement strategies to incorporate climate change response into the design and operations of its transportation structures and services, where feasible.**

# Chapter 8 Policy Changes

58

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

# Chapter 8 Policy Changes

59

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

# Chapter 8 Policy Changes

60

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

# Chapter 8 Policy Changes

61

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

# Chapter 8 Policy Changes

62

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

# Chapter 8 Policy Changes

63

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

# Appendix C, Transportation

- Arterial Functional Classification
- Travel Forecast Summary



# Appendix C1, Transportation Needs Report

- Deleted Projects
- New Projects
- Guardrail Program
- ADA Program
- Bridge Program
- Financial Analysis

# Appendix C2, Regional Trail Needs Report

66

- Project Map and Listing
  - New Planning-Level Cost Estimates
  - Revisions to Project Status
  - Updates to the Map
  - Remove of Projects

# Logistics

- Website: [Kingcounty.gov/CouncilCompPlan](https://kingcounty.gov/CouncilCompPlan)
- Email: [CouncilCompPlan@kingcounty.gov](mailto:CouncilCompPlan@kingcounty.gov)