

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
<p>T-101 King County should provide a <u>safe and accessible</u> system of transportation services and facilities that offers travel options to all members of the community.</p>	<p>Substantive change</p>	<p>Added in alignment with scope items 1) Advance integrated approaches to enhanced traffic safety; 2) Support investments to increase safe access to public transit; 3) Advance County investment upstream, where needs are greatest and in partnership with communities that are most directly impacted, such as ... people with disabilities</p>	<p>Improved safety and accessibility outcomes for the community</p>	<p>2021 King County Road Services Division Americans with Disabilities Act Transition Plan</p>	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic and Capital Projects Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
<p>T-101a King County should seek to ensure that its system of transportation services and facilities <u>equitably</u> serves the mobility needs of ((disadvantaged)) communities <u>with the greatest need</u>, ((and people with limited transportation options, including)) <u>including populations who are Black, Indigenous, and other</u> ((People of Color)); <u>immigrants, refugees, and other intersectional populations, including</u> ((low income communities)) <u>those who earn less than 80 percent of area median income and those that have no income</u>, ((people with limited English proficiency, immigrant and refugee populations, students, youth, seniors, and)) <u>people with disabilities, seniors, people with special transportation needs, LGBTQIA+ people, and/or women.</u></p>	<p>Substantive change</p>	<p>Updated per scope item: Support equitable access to mobility options and invest in transit services where the needs are greatest, especially for populations who are Black, Indigenous, People of Color, immigrants, ...</p>	<p>Improved transportation and equitable outcomes for priority equity populations.</p>	<p>Metro Connects Equity and Social Justice Strategic Plan</p>	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic and Capital Projects Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> The policy is generally consistent with the Metro policy documents adopted via Ordinance 19367. In this policy, as well as T-237, T-308, and T-511, several groups are referred to as "intersectional groups." Intersectionality means having two or more marginalized identities, so any one group cannot be an "intersectional group." This language mirrors what is in the scope of work for the KCCP. If councilmember intent is for the populations described as "intersectional" to always be considered as communities with greatest need, "and other intersectional populations, including" could potentially be removed. If, on the other hand, the intent is that groups such as seniors, people with disabilities, etc. are only considered "greatest need" when they are also part of one of the groups listed before "intersectional," that could be clarified. The language used in this policy is not reflected in the 2014 Roads Strategic Plan or KCC Title 14. However, the Executive has stated plan to update the Roads Strategic Plan in the near future, and the Comp Plan leads that effort. Therefore, it would make sense for the language to appear in the KCCP first and then be reflected in the forthcoming Roads Strategic Plan update.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
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.	Substantive change	Added to respond to scope item: equitable access to mobility options. Other edits to clarify existing intent	Improved equity in transportation services	Metro Connects Equity and Social Justice Strategic Plan	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic and Capital Projects Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-104 The Strategic Plan for Public Transportation ((2011-2024)) 2021-2031, King County Metro Service Guidelines, and ((the King County Metro Long Range Plan for Public Transportation)) Metro Connects, or successor plans, shall guide the planning, development, and implementation of the public transportation system and services operated by the King County Metro Transit Department.	Technical change	Reflects current plan names	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified, accurately describes the policy documents adopted via Ordinance 19367.
((T-105 The King County Ferry District 2014 Strategic Plan, or successor plans, shall guide the planning, development and implementation of the passenger-only ferry system and services operated by the King County Marine Division.))	Technical change	Ferry District, and associated plan, no longer exists	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This is correct, as this plan was repealed by Ordinance 19367 (and it is now incorporated into the policy documents referenced in T-104).
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.	Substantive change	Improve equitable access to mobility options	Enhanced effectiveness of equity analysis involved in transportation programs, projects, and services.	Metro Connects Equity and Social Justice Strategic Plan Countywide Planning Policy T-9	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic and Capital Projects Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> The change from "consider" to "evaluate" strengthens the policy. Equity impacts and displacement risk would require analysis, rather than mere consideration, in transportation planning.
T-109 As directed by the King County((s)) Comprehensive Emergency Management Plan, King County shall seek to protect its transportation system against disasters, to the extent possible, by developing prevention and recovery strategies in partnership with other jurisdictions and agencies, and coordinating emergency transportation response.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-201 Multimodal transportation options such as public transportation, bicycling and walking, are most effective in densely developed urban areas. ((As resources allow,)) King County's transportation investments in urban areas should emphasize public transportation and road services and facilities that support multiple modes and facilitate connections between them.	Clarification of existing policy intent	The Comprehensive Plan definition of "should" includes consideration of cost and availability of funding	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This does not include all the uses defined as "active transportation." However, as it is preceded by "such as," those uses are not necessarily excluded. The first sentence is not policy language and could be removed or reoriented. Council may want to consider whether the policies related to multimodal transportation meet the Council's policy goals.
T-202 ((As resources allow,)) King County's transportation investments in the Rural Area((s)) and Natural Resource Lands should emphasize maintaining and preserving safe road	Clarification of existing policy intent	The Comprehensive Plan definition of "should" includes	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a 	<ul style="list-style-type: none"> For transit services, this is consistent with the policy documents adopted via Ordinance 19367

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
infrastructure that is compatible with the preservation of rural character and does not promote urban or unplanned growth.		consideration of cost and availability of funding			<ul style="list-style-type: none"> • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • No issues from a Roads perspective.
T-202a In areas not well suited to fixed((-)-route transit, the ((ε))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)), ₁ in accordance with Metro plans and policies.	Substantive change	Various mobility modes are more appropriately addressed in Metro's plans, which can be updated more frequently than the Comprehensive Plan	More flexibility to respond to constantly changing mobility options	Metro Connects	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> Programmatic • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • This might include plans and policies not adopted by Council. If Council wanted this to apply only to plans adopted by Council, that could be added here. • This is consistent with the policy documents adopted by Ordinance 19367.
T-203 ((As funding permits,)) King County should partner with jurisdictions and the private sector to spur infrastructure investments that enhance <u>safe, equitable, and accessible</u> opportunities for transit, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles.	Substantive change	In response to scope item: 1) Advance County investment upstream, where needs are greatest and in partnership with communities that are most directly impacted, such as communities of color... ; 2) Support investments to increase safe access to public transit; and 3) Advance integrated approaches to enhanced traffic safety for all users, such as supporting complete streets and equitable infrastructure investments The Comprehensive Plan definition of "should" includes consideration of cost and availability of funding	Improved safety of and access to multimodal system	Strategic Plan for Road Services Metro Connects Strategic Climate Action Plan	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> Programmatic • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • No issues identified, this is consistent with the policy documents adopted by Ordinance 19367.
T-205 King County should support, encourage, and implement high-capacity transit facilities and services that are consistent with, and supportive of, the Comprehensive Plan, Metro's Strategic Plan for Public Transportation, Metro's ((Long Range Plan for Public Transportation and the King County Ferry District 2014 Strategic Plan)) Service Guidelines, and Metro Connects, or successor plans.	Technical change	Reflects current plan names	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • No issues identified, consistent with Ordinance 19367.
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.	Substantive change	T-206 (new roads), T-208 (adding capacity to existing roads), and T-209 (development regulations re: T-208) are updated and consolidated for clarity and to remove redundancies, consistent with existing intent	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • Revision prohibits the construction of any "new" arterials and highways which T-209, as currently adopted, could be interpreted to allow. Executive staff indicate that this is clarification of the existing intent, however, the language as adopted today does not prohibit construction of new "major roadways". This is a policy choice.
T-207 King County recognizes the importance to regional and local mobility of state highways that traverse the Rural Area and Natural Resource Lands and should advocate for state and federal agencies to improve ((performance)) the safety, efficiency, and resiliency of	Clarification of existing policy intent	Explicitly states what performance entails	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a 	<ul style="list-style-type: none"> • This policy could be clarified that this applies to "existing" highways, since the previous policy says that the County shall oppose new highways.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
these facilities, consistent with the ((county's adopted)) Comprehensive Plan policies to prevent unplanned development in the Rural Area and Natural Resource Lands and preserve rural character.					<ul style="list-style-type: none"> • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	
<p>T-208 King County shall not ((add any new arterial)) <u>expand capacity of existing arterial roads</u> in the Rural Area or Natural Resource Lands, <u>except as needed for safety and</u> for segments of rural regional corridors that pass through Rural Areas and Natural Resource Lands to accommodate levels of traffic between urban areas. <u>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.</u> Rural regional corridors shall be identified in the Transportation Needs Report (Appendix C1) and shall meet all of the following criteria:</p> <p>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;</p> <p>b. Classified as a principal arterial;</p> <p>c. Carries high traffic volumes (at least 15,000 average daily traffic); and</p> <p>d. At least half of ((P.M.)) <u>p.m.</u> peak trips on the corridor are traveling to cities or other counties.</p>	Substantive change	T-206 (new roads), T-208 (adding capacity to existing roads), and T-209 (development regulations re: T-208) are updated and consolidated for clarity and to remove redundancies, consistent with existing intent	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • Council staff understands that Executive intent is that the "ands" in this policy be "ors" so that an expansion be for safety <i>or</i> for a segment of rural regional corridor, and to prevent unplanned growth in the rural areas <i>or</i> natural resource lands. Revision prohibits adding any "new" arterials and limits expanding capacity to "existing" arterial roads. Executive staff state that this is clarification of the existing intent, however, the language as adopted today does not prohibit construction of new arterials. This is a policy choice.
((T-209 King County shall avoid construction of major roads and capacity expansion on existing roads in Rural Areas and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through Rural Areas and Natural Resource Lands, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in these areas.))	Clarification of existing policy intent	T-206 (new roads), T-208 (adding capacity to existing roads), and T-209 (development regulations re: T-208) are updated and consolidated for clarity and to remove redundancies, consistent with existing intent	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • See comments for T-206 and T-208.
T-210 Any capacity increases to rural regional corridors shall be designed to accommodate levels of traffic between urban areas consistent with ((the county's adopted)) Comprehensive Plan policies regarding development in the surrounding Rural Area or Natural Resource Lands. The ((e)) County shall seek to maximize the efficient use of existing roadway capacity before considering adding new capacity to rural regional corridors.	Technical change	Consistent Comprehensive Plan references and grammar	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • No issues identified. Consistent with Roads Strategic Plan.
T-212 King County shall work with cities for the annexation of ((e)) County ((-)) roadways and/or street segments located in the urban area and within or between cities ((, in order)) to provide for a consistent level of urban services on the affected roads and reduce the burden on unincorporated taxpayers that are supporting this urban infrastructure.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
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.	Substantive Change	To reflect inadvertent omission of an existing airport, consistent with existing intent, with additional edits for clarity	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This change adds private airports, were not previously included in the policy. The change is consistent with state law, which requires the County, through its comprehensive plan and development regulations, to discourage the siting of incompatible uses adjacent to airports, whether publicly or privately owned. Executive staff indicate there are existing regulatory protections for private airports.
((T-214b King County shall design a new concurrency management methodology that is efficient to administer, incorporates travel demand management principles, includes measures of congestion based on optimizing movement of people rather than cars, and promotes increased efficiency of the transportation system as a whole.))	Clarification of existing policy intent	Policy requirement has been met; a new concurrency system has been created.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-216 The Level of Service standard for certain minor residential and minor commercial developments ((, along with)) and certain public and educational facilities, as established in the King County Code, shall be Level of Service F. This standard shall be used in concurrency testing.	Clarification of existing policy intent	Standards for what "certain public and educational facilities" are established in K.C.C. 14.70.285	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-217 Rural Mobility Areas shall be defined as unincorporated Rural Towns designated in the Comprehensive Plan. The Level of Service standard for designated Rural Mobility Areas shall be E. This standard shall be used in concurrency testing.	Clarification of existing policy intent	Consolidates T-220	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
((T-219 For the purposes of concurrency testing, a travel shed is a geographic area within unincorporated King County where trips generated by development within the travel shed would likely use or be affected by traffic on arterials within the travel shed.))	Clarification of existing policy intent	Removed, as this is a definition/ explanation, not policy direction. Related narrative is updated to capture the sentiments here.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-220 The concurrency program shall include provision for mobility areas within travel sheds as provided in T-217. Rural Mobility Areas shall be defined as unincorporated Rural Towns as designated in the King County Comprehensive Plan.))	Clarification of existing policy intent	Consolidated in T-217	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-221 The concurrency map shall identify the travel sheds that meet or do not meet concurrency standards. Any proposed development in travel sheds that meet concurrency standards ((will)) shall be deemed concurrent.	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"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
T-222 The concurrency test shall be based on the Level of Service on arterials in unincorporated King County using the ((e))County's adopted methodology. ((The test may be applied to designated Highways of Statewide Significance.))	Clarification of existing policy intent	Deleted per RCW 36.70A.070(6)(a)(iii)(C) which states that concurrency requirements do not apply to transportation facilities and services of statewide significance.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-224 In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights ((in order)) to satisfy transportation concurrency requirements.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-226 King County shall encourage the development of highly connected, grid-based arterial and nonarterial road networks in new developments and areas of in((-))fill development. To this end, the ((e))County should: a. Make specific findings at the time of land-use permit review to establish a nonarterial grid system for public and emergency access in developments; and b. Require new commercial((-)) and multifamily((-)) developments and residential subdivisions to develop highly connective street networks to promote better accessibility and avoid single street((-))-only access.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
[Lead-in text on page 8-24] <u>Street safety, including consideration of vehicle speeds in roadway design, is also a critical tool to provide for safe and easy transportation options.</u>	Policy Staff Flag					<ul style="list-style-type: none"> This new lead-in text is the only reference to vehicle speeds and street safety in Chapter 8. Council may wish to consider whether policy language is needed to address this policy idea.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
<p>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)).</p>	<p>Substantive change</p>	<p>Updates to current terminology</p> <p>The Comprehensive Plan definition of "should" includes consideration of cost and availability of funding</p> <p>Streamlining/ clarifying edits</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> The removal of "to the extent feasible given available funding" is a substantive change as it would allow the County to consider the needs and abilities of active transportation users to a lesser extent if desired in any given case. This is a policy choice. "Active Transportation" is a broader category than walking and biking; it also includes equestrian travel and micromobility devices such as e-bikes and e-scooters, among other things. Updates to the GMA do, in the future, require an active transportation component, but whether any given policy addresses all active transportation or a subset (such as walking and bicycling) is a policy choice. Proposed Ordinance 2024-0007, which would update the Parks Code, would ban some forms of active transportation (e.g. some types e-bikes and e-scooters) from regional trails, absent a special allowance from the Parks Director.
<p>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.</p>	<p>Substantive change</p>	<p>Updates to current terminology</p> <p>Streamlining/ clarifying edits</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.
<p>T-232 King County shall evaluate and implement ((nonmotorized)) active transportation improvements in its road construction projects where appropriate and feasible.</p>	<p>Substantive change</p>	<p>Updates to current terminology</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation. This policy could be strengthened by removing "feasible."

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
<p>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:</p> <p>a. Addressing known collision locations;</p> <p>b. Fostering safe ((walking and bicycling)) active transportation routes to schools and other areas where school-aged children regularly assemble;</p> <p>c. Filling gaps in, or enhancing connections to, the ((#))Regional ((#))Trails ((system)) network;</p> <p>d. Serving ((#)) locations of high concentration of pedestrian and/or bicycle traffic; and</p> <p>e. Providing safe routes to transit.</p>	Substantive change	<p>"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.</p> <p>Updates to current terminology</p>	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> Subsection (sub) d. - Areas with high pedestrian and bicycle traffic are given a higher priority than ones with high concentrations of other types of active transportation. This is a policy choice.
<p>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.</p>	Substantive change	<p>Updates to current terminology</p> <p>Added "community" for clarity; Parks policy is not to provide local trails – edit shows that County investments should connect to local trails, not provide them</p>	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.
<p>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 ((e))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.</p>	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> The Regional Trails Network is managed separate from the County's motorized transportation system in the KCCP. The Council may wish to consider whether this meets the Council's policy goals. See comment in T-230 regarding active transportation. The language could be strengthened by changing "network's missing links" to "completing network gaps."
<p>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.</p>	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.
<p>T-237 To increase equitable access to walking, bicycling, and transit mobility options, the ((e))County should actively seek grant funding to improve ((nonmotorized)) active transportation infrastructure that serves the needs of 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, ((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.</p>	Substantive change	<p>In response to scope item: Advance County investment upstream, where needs are greatest and in partnership with communities that are most directly impacted, such as communities of color...</p>	Additional funding for active transportation and resulting infrastructure for priority populations, which can improve mobility and health outcomes	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
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.	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.
T239 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.	Substantive change	Updates to current terminology Specifies the type of land use plans intended	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> Binding site plans are commercial subdivisions. In practice, they don't really act as an entitlement right. Instead of using this term, it could be changed to "New commercial developments" See comment in T-230 regarding active transportation.
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.	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.
T-241 In supporting equestrian travel in the Rural Area ((s)) and Natural Resource Lands, King County should emphasize safety and connection to ((the Regional Trail System and other)) established trail networks open to equestrian use.	Clarification of existing policy intent	Updated brevity (Regional Trail System is an established trail network that is often open to equestrian use), and to reflect that equestrians most often use other "backcountry" or "equestrian" trails, especially on Natural Resource Lands, making Regional Trail System less relevant.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
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.))	Substantive change	Updates to current terminology Roads Fund (and associated funded infrastructure) cannot be used for independent nonmotorized facility without adjacent road and property interests, which typically preclude use by trails.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> The existing policy language is about two different topics. The language proposed to be struck is a policy choice. There have been recent Hearing Examiner decisions where road vacations have been recommended for denial based on the potential for future trail use. After discussions with Council Staff, Executive staff has requested retaining the sentence that was proposed to be struck, with some changes to clarify the intent.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
T-243 King County should coordinate with ((bicycling, pedestrian, and equestrian stakeholders)) <u>active transportation users</u> and advocacy organizations to ensure that their input is included early <u>and throughout</u> in the planning and project design process for projects with ((nonmotorized)) <u>active transportation</u> elements or that have the potential to affect ((nonmotorized)) <u>these</u> users.	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> <u>Planned implementation of proposal:</u> n/a <u>Description of proposed regulations:</u> n/a <u>Anticipated resource need:</u> n/a <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.
T-244 King County <u>should</u> participate ((d)) in the Puget Sound Regional Council's regional bicycle network planning efforts ((;)) <u>and consider</u> related project needs within King County's jurisdiction ((should be considered)) in the ((e)) County's ((nonmotorized)) <u>active transportation</u> planning and project prioritization processes ((as financial resources allow)) .	Substantive change	Reoriented from a statement to a directive Updates to current terminology The Comprehensive Plan definition of "should" includes consideration of cost and availability of funding	n/a	n/a	<ul style="list-style-type: none"> <u>Planned implementation of proposal:</u> n/a <u>Description of proposed regulations:</u> n/a <u>Anticipated resource need:</u> n/a <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> See comment in T-230 regarding active transportation.
T-245 King County shall implement policies and programs that support transportation demand management, ((nonmotorized travel)) <u>active transportation</u> , 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.	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> <u>Planned implementation of proposal:</u> n/a <u>Description of proposed regulations:</u> n/a <u>Anticipated resource need:</u> n/a <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> This could potentially be combined with T-253. "active transportation...vehicle travel" - These are either called out or implied in the glossary definition and/or list above as being subsets of transportation demand management. It therefore may not be necessary to call them out here as being additional to transportation demand management. This is consistent with the policy documents adopted via Ordinance 19367 for Metro.
T-246 ((Where appropriate)) King County should support the use of Transportation Demand Management strategies, including ((variable tolling on state highways)) <u>congestion pricing</u> , to increase mobility options, promote travel efficiency, optimize the existing transportation system ((and)) , <u>support King County climate goals</u> , <u>and</u> reduce the adverse environmental impacts of the transportation system.	Substantive change	Updated to reflect 1) contemporary language and the variety of congestion pricing strategies and 2) scope issue: Reduce transportation-related emissions	Increased mobility options, improved travel efficiency, mitigate and adapt to climate change, etc.	Strategic Climate Action Plan PSRC Regional Transportation Plan	<ul style="list-style-type: none"> <u>Planned implementation of proposal:</u> Programmatic and Capital Projects <u>Description of proposed regulations:</u> n/a <u>Anticipated resource need:</u> n/a <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> This policy could potentially be removed, since T-245 already requires King County to implement policies and programs that support Transportation Demand Management (TDM), which implies that King County supports TDM. If retained, the language about congestion pricing potentially conflicts with T-251, which says that the County "does" support congestion pricing, as opposed to "should" here. The reference to congestion pricing could be removed here, or T-251 could be changed to "should." The word "adverse" could be changed or removed, to avoid appearing to be a SEPA-related impact.
T-247 King County should consider Transportation Demand Management strategies, beyond those adopted as ((e)) County regulation, among a menu of measures to mitigate for traffic impacts of proposed development or major highway construction projects.	Clarification of existing policy intent	Removed language related to mitigation for development projects, as this already a given	n/a	n/a	<ul style="list-style-type: none"> <u>Planned implementation of proposal:</u> n/a <u>Description of proposed regulations:</u> n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
((Transportation Demand Management, as well as other mitigation requirements, may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act.))		under State Environmental Policy Act regulatory authority			<ul style="list-style-type: none"> Anticipated resource need: n/a Anticipated timeline: n/a 	
T-248 King County should promote employee transportation programs, including those for its own employees, that encourage trip reduction, use of public transportation, walking, and bicycling. ((King County should demonstrate regional leadership by continuing to provide a model program for its own employees.))	Clarifying edits to reflect existing intent	Streamlining	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> It is a policy choice whether other forms of active transportation, such as e-scooters, are excluded from the list.
((T-248a King County should actively participate in developing and implementing state-mandated Commute Trip Reduction programs.))	Clarifying edits to reflect existing intent	Removed policy, as King County is already required to do this for ourselves. Additionally, Metro no longer manages commute trip reduction programs for other jurisdictions.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-249 King County should participate in local, regional, and statewide efforts to implement and measure the results of Transportation Demand Management strategies, technologies, and systems, including policies developed through regional consensus and adopted by the ((e))County. To this end, the ((e))County shall identify funds to research, plan, implement, and measure the success of Transportation Demand Management strategies.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-250 King County ((will)) shall work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to develop and implement applications of managed transportation facilities and congestion pricing strategies on new and existing transportation facilities.	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"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> T-250 and T-251 could potentially be combined.
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.	Substantive change	To align with Puget Sound Regional Council's Regional Transportation Plan and Strategic Plan for Road Services, climate, and equity goals	Increased consideration of equity impacts as regional road usage systems are developed - particularly impacts on those with lower incomes	Equity and Social Justice Strategic Plan Puget Sound Regional Council's Regional Transportation Plan Strategic Plan for Road Services	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> T-250 and T-251 could potentially be combined.
T252 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 nontolled facilities.	Substantive change	To Align with Puget Sound Regional Council's Regional Transportation Plan and Strategic Plan for Road Services, and climate goals	Use of road usage pricing revenue to improve, preserve, and operate transportation system	Equity and Social Justice Strategic Plan Puget Sound Regional Council's Regional	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
				Transportation Plan Strategic Plan for Road Services		
T-253 King County should partner with the Washington State Department of Transportation, Puget Sound Regional Council, local jurisdictions, employers, major institutions and developers to implement programs to encourage alternatives to commuting by single-occupant(-) vehicles, and to improve travel options and awareness of those options.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This could potentially be combined with T-245.
T-253a King County shall provide culturally(-), appropriate opportunities to inform and participate in programs that increase access to effective alternatives to driving alone for residents of low-income communities, Black, Indigenous, and other ((p))People of ((e))Color((-)); people ((with limited English proficiency)) speaking a language(s) other than English; ((and)) immigrants; and refugees ((populations to inform and participate in programs to increase access to effective alternatives to driving alone)).	Clarification of existing policy intent	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
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.	Substantive change	To incorporate equity and accessibility into public transportation goals and align policy with Metro goals	Public transportation that better serves the needs of historically underserved communities and is provided where needs are greatest	Metro Connects	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This is consistent with the policy documents adopted via Ordinance 19367.
T-301a ((The)) King County ((Marine Division)) should be a leader in regional mobility by providing passenger-only ferry service that benefits the community, helps reduce road congestion, can assist in emergency management needs, and supports the economic development and growth management needs of King County.	Technical change	Marine Division no longer exists	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This is consistent with Ordinance 18777.
T-301b King County((-s)) should provide passenger-only ferry service ((should be)) that is efficient, safe, accessible, and reliable, ((and provide)) in addition to providing excellent customer service while being responsive and accountable to the public.	Clarification of existing policy intent	Edits for clarity	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> Executive staff have requested to strike "passenger-only ferry" from this policy.
T-302 ((The)) King County ((Marine Division)) should work with the Washington State Department of Transportation, Kitsap County, and other entities offering passenger ferry services, to ensure that service and capital plans for ferries are consistent with ((the King County Ferry District 2014 Strategic Plan)) Metro's Strategic Plan for Public Transportation, Service Guidelines, and Metro Connects, or successor plans.	Technical change	Marine Division no longer exists Updated to current plan names	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified, this is consistent with the policy documents adopted via Ordinance 19367.
T-304 ((In order to))To keep the most vital components of the road system operational for users, King County should use a decision framework that considers road function, life-safety needs, network connectivity, traffic volume, transit use, and other assessment	Clarification of existing policy intent	Provides more specificity on the decision framework for service provision and investments, reflective of current practice and	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
criteria to both guide service provision and help direct investments toward((s)) the most critical needs when additional resources are available.		the Strategic Plan for Road Services			<ul style="list-style-type: none"> • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	
T-305 ((To ensure that the most vital components of the county's road system are kept operational,)) King County should fund safety, essential regulatory compliance, and maintenance and preservation needs of the existing road system ((should be funded)) prior to mobility and capacity improvements.	Clarification of existing policy intent	Edits for clarity and streamlining	n/a	n/a	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> n/a • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • No issues identified.
((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.))	Substantive change	<p>The proposed deletion is intended better align with the County's strong focus on equity and social justice, as guided by the Equity and Social Justice Strategic Plan. The Equity and Social Justice Plan identifies transportation as a "Determinant of Equity," a key factor in accessing education, jobs, and services that allow residents to fulfill their potential. The T-306 policy focus on rural area roads directs County focus away from the unincorporated roads relied on by communities with disproportionately high priority populations. This unintended impact is not consistent with the today's commitments to equity, racial, and social justice.</p> <p>The existing policy was a reflection of the Road Services Division's strategic response to the road funding crisis, as defined in the 2010 Strategic Plan for Road Services and its 2014 update, and in anticipation of still-unrealized annexations. Roads anticipates updating the strategic plan within the next few years to incorporate equity consideration. The County's goal is, and will remain, that Potential Annexation Areas annex to cities as called for under the Growth Management Act, so that residents receive the urban-level of services needed to thrive and the County's responsibilities are better aligned with its resources.</p>	Increased County focus on long-term planning and asset management of transportation assets in unincorporated urban areas, thereby improving the road-related transportation functions in those areas; however, the effects of the policy change will be severely limited by the County road funding crisis and the more rural nature of County service provision.	Equity and Social Justice Strategic Plan	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> Programmatic and Capital Projects • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • Removal of this policy de-emphasizes the importance of rural roadways in the County's planning and asset management. This is a policy choice. • Removal of the policy potentially contradicts the stated goal of encouraging annexations of urban unincorporated areas, specifically in T-212. The rationale provided is unclear: it appears to be acknowledging that the County does not, and cannot, provide urban-level service to potential annexation areas yet at the same time wants to direct scarce resources to these areas.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
<p><u>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.</u></p>	<p>New policy</p>	<p>The proposed policy is based on countywide planning policies T-29 Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity. The policy reflects the centrality of safety to the County's operation of the unincorporated road system and identifies a framework for approaching traffic safety that reflects the critical traffic safety roles of other entities such as public health, law enforcement, emergency responders, and road users. The policy aligns the County with the statewide initiative led by the Washington Traffic Safety Commission in the State Strategic Highway Safety Plan - while reflecting the implementation constraints created by the county road funding crisis. The policy and accompanying narrative focus on the types of priority crashes (death & serious injury) and actors. The County acquired grant funding to complete a Traffic Safety Action Plan which will further the county's understanding of the collision factors that are most relevant on the unincorporated road system. Completion of this Action Plan will better inform the resources needed to fully address these types of collisions.</p> <p>Note that the 2019 Washington State Strategic Highway Safety Plan (Target Zero) identifies a target year of 2030. This target is likely to change before the next ten-year Comprehensive Plan update. So that date is not included in the Comprehensive Plan to preserve consistency and associated flexibility.</p>	<p>Increased collaboration across county agencies, sustained focus on collisions leading to death and serious injury, improved grant competitiveness</p>	<p>Washington State Strategic Highway Safety Plan (Target Zero)</p>	<ul style="list-style-type: none"> • <u>Planned implementation of proposal:</u> Programmatic and Capital Projects • <u>Description of proposed regulations:</u> n/a • <u>Anticipated resource need:</u> n/a • <u>Anticipated timeline:</u> n/a 	<ul style="list-style-type: none"> • As written, this "should" policy doesn't commit the County to achieving the Target Zero or adopting a safe systems approach. The Council may wish to consider whether this meets the Council's policy goals.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
T306a Decisions on road closures and abandonments should be made based on public safety considerations, technical/engineering standards, and the policy guidance set forth in the Strategic Plan for Road Services. Impacts to residents, businesses, and other road users or ((stakeholders)) affected parties should be identified and communicated to them in a timely manner.	Clarification of existing policy intent	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-307 Roadway stormwater facilities are an integral component of a properly functioning transportation network and shall be maintained, preserved, and, when practicable, upgraded ((in order)) to protect infrastructure, public health, and the natural environment, as well as meet federal, state, and local regulations.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> Stormwater facilities are required, and this policy could be deleted.
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.))	Substantive change	In response to scope item: Advance County investment upstream, where needs are greatest and in partnership with communities that are most directly impacted, such as communities of color...	Improved consideration of priority equity populations when implementing road projects and programs, which can help improve equitable outcomes	Equity and Social Justice Strategic Plan	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic and Capital Projects Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> The existing language "Shall be implemented in ways that avoid or minimize negative impacts" to the listed populations is stronger than what is required for the County's transportation system as a whole, which "should seek to ensure...services and facilities equitably serve" these populations in T-101a. Whether to hold the roads division to a higher standard than the rest of the County's transportation services is a policy choice. If the intent is to align the equity goals among the various transportation programs and policies, this policy could be removed in favor of providing overall direction in T-101a.
T-309 To facilitate the establishment of a safe and efficient traffic circulation network reflecting all transportation modes and to retain the availability of access to adjacent properties, the ((e)) County shall review and comment on the appropriate placement of new or major modified facilities or physical barriers, such as buildings, utilities, and surface water management facilities in or adjacent to road rights-of-way.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-310 ((State highway facilities and arterial roads are designed to accommodate higher traffic volumes, at higher speeds, than local roads. To protect residential neighborhoods from the impacts of pass through traffic,)) Whenever possible, King County should design and operate roads to direct ((such)) pass-through traffic away from local roads and encourage such traffic to use highways or arterials ((whenever possible)) , which are designed to accommodate higher traffic volumes at higher speeds.	Clarification of existing policy intent	Edits for clarity and streamlining	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
((T-311 The Department of Local Services has responsibility for development and maintenance of transportation facilities in County-owned road rights-of-way. Other right-of-way users must obtain approval from the department regarding projects, maintenance and other activities impacting the right-of-way.	Clarification of existing policy intent	This is a legal requirement and does not need a policy to do it	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
T-312 Arterial Functional Classification, established in Appendix C of this plan, should be implemented through the specifications provided in the King County Road Design and Construction Standards. The Comprehensive Plan's Urban Growth Area boundary provides the distinction between urban and rural arterials.)	Clarification of existing policy intent	This is not policy direction and is rather more of a statement of facts. Moved to narrative.	n/a	n/a	<ul style="list-style-type: none"> Anticipated timeline: n/a Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-313 The King County ((s)) ((r)) 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.	Substantive change	Strengthen existing policy language to describes roads that meet the needs of all users as "complete." Reflects that a "complete" street will look different in a rural vs urban context. For example, shoulders may more appropriately meet the needs of rural users and the rural context than urban-type infrastructure.	Road designs that meet the needs of all road users; however, County construction or reconstruction of roads will be significantly limited by the road funding crisis.	<p>Strategic Plan for Road Services</p> <p>King County Road Design and Construction Standards</p>	<ul style="list-style-type: none"> Planned implementation of proposal: Regulatory and Capital Projects Description of proposed regulations: Existing King County Road Standards Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> Incorporating complete streets infrastructure (i.e. infrastructure for multimodal use) would now become the prime objective of this policy, whereas before it was a byproduct of promoting safe cost-effective roads. Whether to prioritize complete streets infrastructure as a means to promote safe, cost-effective roads, rather than the other way around, is a policy choice.
T-315 King County should preserve its identified Heritage Corridors through context sensitive design, planning, and maintenance, as exemplars of historic and scenic character. ((The corridors include: Cedarhurst Road/Westside Highway (Vashon Island), Dockton Road (Vashon-Maury Island), Green Valley Road (Auburn-Black Diamond), Issaquah-Fall City Road (Snoqualmie Valley), Old Cascade Scenic Highway (Stevens Pass), Osceola Loop (Enumclaw Plateau), Old Sunset Highway (Snoqualmie Pass), West Snoqualmie River Road (Snoqualmie Valley), and West Snoqualmie Valley Road/Carnation Farm Road (Snoqualmie Valley).)) In-kind replacement of road and roadside features and the use of materials that complement the character of each corridor should be utilized to the extent that is practicable and meets safety needs. King County should encourage adjacent property owners, through outreach efforts, to similarly support the preservation of these corridors.	Clarification of existing policy intent	Removed language is not policy direction and is rather more of a statement of facts. Moved to narrative.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-316 King County shall support and encourage the preservation and enhancement of scenic, historic, and recreational resources along the designated Washington Scenic and Recreational Highways located in the county ((, including I-90 (Mountains to Sound Greenway), US 2 (Stevens Pass Greenway), State Route 410 (Chinook Pass Scenic Byway), and State Route 202 (Cascade Valleys Scenic Byway))). The corridor management plans established for these highways should be considered in the development and implementation of King County's plans, projects, and programs.	Clarification of existing policy intent	Removed language is not policy direction and is rather more of a statement of facts. Moved to narrative.	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-317 King County shall plan, design, and implement services, programs, and facilities for the King County International Airport ((in compliance with Federal Aviation Administration regulatory requirements)) to support a safe, secure, and efficient global aerospace system.	Clarification of existing policy intent	This is a legal requirement and does not need to be stated in a policy	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
T-317b King County and King County International Airport planning efforts shall: a. <u>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;</u> b. <u>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</u> c. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u>	New policy	To implement new direction in VISION 2050 and the 2021 Countywide Planning Policies	More equitable aviation system, with improved efficiencies and planning	Multicounty Planning Policy MPP-T-28 and Countywide Planning Policy T-17	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> No issues identified.
T319 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) <u>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.</u>	Substantive change	Reoriented to appropriate King County role; clarifies applicable parties; and advance equity goals, including those beyond just noise	Improved health outcomes	Multicounty Planning Policy MPP-T-28 and Countywide Planning Policy T-17	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> The policy is expanded to require the County to mitigate other airport-related harm, not just noise. This is a policy choice. Executive staff indicate that Public Health is also engaged in efforts relating to health impacts from airports, such as air quality and non-airplane vehicle noise.
T-320 Transportation improvements should be designed, built, and operated to minimize air, water, and noise pollution, greenhouse gas emissions, and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state, and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in critical areas or the Rural Area((s)) and Natural Resource Lands.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
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.	New policy	Affirm County's commitment to clean water and healthy habitat. Most barriers to salmon habitat are metal or concrete culverts that were installed below roads (and trails, and railroads) since the 19th century so that streams could flow underneath. The design of older culverts prevent fish from swimming through them. This policy reflects on-going collaboration between the County's Water and Land Resource Division and the Road Services Division to restore access to high-quality habitat at a faster pace and identifying projects that meet multiple objectives.	Improved habitat access for salmon population	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: Capital Projects Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-321 Within new developments, King County supports designing and building roads, bicycle facilities, pedestrian ways, and trails in ways that minimize pollution, provide opportunities for physical activity, promote energy conservation, increase community cohesion, and preserve natural flora and wildlife habitat.	Policy Staff Flag					<ul style="list-style-type: none"> This policy is very similar to E-215. The two could be combined.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
T-322 Through its own actions and through regional partnerships, King County ((will)) shall promote strategies to reduce emissions from the transportation sector. The ((e)) 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.	Substantive change	Updated to reflect to align with Strategic Climate Action Plan priorities Clarifying edits: "Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.	More transit-oriented development, which can reduce greenhouse gas emissions	Strategic Climate Action Plan Priority Actions GHG 4.5.1 and GHG 2.7.2.	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic and Capital Projects Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> This policy could be strengthened to give the County a more active role in equitable TOD, or investment in active transportation.
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.	New policy	To advance goals in the Strategic Climate Action Plan and Ordinance 19052. "Shall increase" is a statement that is currently true, and will continue to hold true over time. "As guided by" provides appropriate flexibility as SCAP or other policies may change over time.	Reduction in greenhouse gas emissions from County operations	Strategic Climate Action Plan Ordinance 19052	<ul style="list-style-type: none"> Planned implementation of proposal: Capital Projects Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> The SCAP is only adopted by motion. Including it in a "shall" policy elevates it to the level of a requirement. This is consistent with Ordinance 19052.
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 ((e)) County ((will)) shall also seek to deploy and use its vehicles in an energy-efficient manner through vehicle routing, idling-reduction, and operator practices.	Substantive change	To support Strategic Climate Action Plan goals and reflect County intent to purchase of electric/zero emission vehicles "Trends" is removed, as they are premature for being promoted. Clarifying edits: "Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.	Increasing use of zero-emission vehicles must meet operational need of County departments to be purchased /used.	Strategic Climate Action Plan Performance Measures GHG 9 and GHG 10	<ul style="list-style-type: none"> Planned implementation of proposal: Capital Projects Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> This policy contains a potential contradiction. The County "shall strive" to become a world leader, but then it could read to state that the County "shall" achieve the goal of becoming a world leader. Councilmembers could decide to align the language, either with "shall" or "should." The first sentence could also be deleted since it is unclear what would constitute being a "world leader." This policy is softened by stating that the County only need buy these transportation technologies <i>when feasible</i>.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
<p>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.</p>	<p>Substantive change</p>	<p>Adding implementation to strengthen policy beyond just development of strategies; but need to include feasibility caveat, as it is not always possible to fully address climate resiliency in all infrastructure projects.</p> <p>Clarifying edits: "Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.</p> <p>Edits for streamlining/clarity</p>	<p>Transportation system is more resilient to climate change</p>	<p>Strategic Climate Action Plan</p>	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic and Capital Projects Description of proposed regulations: n/a Anticipated resource need: No Anticipated timeline: Ongoing 	<ul style="list-style-type: none"> This policy is duplicative of E-221, which requires integrating and accounting for climate impacts in all County "policies, plans, practices, and procedures, and implementing climate-resilient decisions," and E-222, which states "King County shall plan and prepare for the likely impacts of climate change on County-owned facilities, infrastructure, and natural resources." Preparing for the impacts of climate change on County-owned facilities implies developing and implementing strategies to incorporate climate change response into the design and operations of its transportation structures and services. However, the two policies in the Environment chapter do not give the qualifier "where feasible." This policy potentially contradicts the other two by requiring less of transportation projects than is required of County projects generally. Councilmembers could choose to strike this policy as duplicative, align the language, or integrate it into E-221 and E-222.
<p>T-324a King County ((will)) shall reduce greenhouse gas emissions from its off-road vehicles and equipment by using low-carbon fuels and advanced technologies, and by partnering with other agencies to implement demonstration projects using these vehicle technologies.</p>	<p>Clarification of existing policy intent</p>	<p>"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
<p>T-325 King County ((will develop methods to)) shall periodically evaluate ((the)) climate change impacts ((of its actions and)) related to transportation infrastructure and services, and ((will)) implement climate ((sensitive)) change strategies and practices consistent with ((the)) its environmental sustainability goals and policies ((described in Chapter 5, Environment, as well as existing)) and state, regional, and local plans, laws, and regulations.</p>	<p>Clarification of existing policy intent</p>	<p>"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.</p> <p>Edits for streamlining/clarity and to reflect current practice (we've already developed the methods; we're now implementing them)</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> The direction of the underlying language "develop methods to evaluate" has been accomplished. The changes to this policy make it duplicative of E-221, which requires integrating of impacts and implementing of climate-resilient decisions in all County policies, plans, practices, and procedures. T-325 could potentially be removed.
<p>((T-326 To the extent practicable, future expansion or redevelopment of the county's road stormwater infrastructure should minimize pollutant discharges and flow alterations by mimicking the natural drainage system or preserving the ability to create such a system in the future.))</p>	<p>Clarification of existing policy intent</p>	<p>Removed as this is a requirement and policy is not needed. The Surface Water Design Manual appropriately reflects this.</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
<p>T-327 <u>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.</u></p>	<p>New policy</p>	<p>Supports goal of increasing support for electric vehicles countywide, especially for frontline communities</p>	<p>Increased electric vehicles use, which can decrease greenhouse gas emissions</p>	<p>Strategic Climate Action Plan</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This policy doesn't have policy direction. Executive staff indicate the Executive's intent is that the county <i>should</i> support expansion of electric vehicle use and infrastructure.
<p>T-401 Financial investments in transportation should support a sustainable(,) transportation system, consistent with the priorities established in ((the King County Strategic Plan and)) each department and division's strategic plan or other functional plans.</p>	<p>Technical change</p>	<p>Strategic Plan no longer exists</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
<p>T-402 <u>King County should fund services, operations, and capital facilities that support local and regional transportation and land use goals and result in a ((balanced,)) sustainable, equitable, affordable, safe, and efficient multimodal transportation system.</u></p>	<p>Clarification of existing policy intent</p>	<p>"Balanced" was an inaccurate word; replaced with language reflecting Puget Sound Regional Council Regional Transportation Plan</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This policy is mostly duplicative, but slightly different, than T-102, which states "As a transportation provider and participant in regional transportation planning, King County should support, plan, design, and implement an integrated and coordinated multimodal transportation system that serves the growing travel needs of the county safely, equitably, effectively, and efficiently, and reduces vehicle miles traveled." <p>Councilmembers could choose to add the words "fund," "sustainably," and "affordably" to T-102 and delete policy T-402.</p>
<p>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)) <u>recognize the interdependent, cross-jurisdictional nature of the region's transportation system, including impacts of urban development on the rural area transportation network.</u></p>	<p>Substantive change</p>	<p>Response to scope item: Review policies, regulations, and programs related to transportation improvements and access in the rural area, including mitigation of impacts of urban development on the rural area transportation network.</p> <p>Reinforces regional planning and regional funding as solution to urban impacts on rural road system, not infeasible access restrictions or development-level mitigation.</p>	<p>Continued collaboration with jurisdictions throughout the region to develop regional solutions to regional transportation and funding problems. Improved funding of the county road system - particularly on the corridors used by urban travelers to pass through the Rural Area and Natural Resource Lands - would benefit the residents of the unincorporated areas who rely on</p>	<p>Puget Sound Regional Council Regional Transportation Plan</p>	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> The first sentence is not policy direction and has been covered extensively in the pages above. It could be deleted.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
			the roadways as well as the urban through-travelers.			
T-406 King County shall continually work to improve the efficiency of its operations and delivery of projects and services ((in order)) to minimize the need for new revenue sources.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This policy is inconsistent with the Transportation Element and TNR, which states there is no dedicated revenue forecasted to support any road projects beyond 2029. This could be addressed by removing the language about "minimizing" the need for new revenue sources.
T408 <u>To help finance transportation services, infrastructure, and facility improvements,</u> King County should leverage partnership opportunities, grants, and other cooperative funding mechanisms and shall maximize its efforts to obtain other federal and state funding ((to help finance transportation services, infrastructure, and facility improvements)) .	Clarification of existing policy intent	Edits for streamlining/clarity; consolidates T-409	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> T-408 provides additional detail to T-407, but it doesn't have different policy direction. T-408 could be deleted.
((T-409 King County shall maximize its efforts to obtain federal and state funding for its transportation services, infrastructure and facility improvements.	Clarification of existing policy intent	Consolidated in T-408	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-501 King County should pursue regional coordination and partnership to address county((-))wide transportation challenges.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-504 King County should work with <u>state agencies</u> 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 <u>that is timely and reflects the County's land use plans, transportation plans, and infrastructure capacity.</u>	Substantive change	Emphasizes County support for aviation solutions that respect and reflect County plans and infrastructure. Provides additional guidance relevant to the State's on-going efforts to address aviation capacity in the region.	Aviation needs - and any new needed aviation facilities - are appropriate to the local context and infrastructure capacity	King County Road Design Standards Comprehensive Plan land use standards	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-505 King County shall support active management of state-owned freeways to optimize movement of people. High((-))_Occupancy Vehicle, High((-))_Occupancy Toll, or Express Toll lanes should be managed to prioritize reliable speed advantage for transit and vanpools, and maintain a reliable speed advantage for the other high((-))-occupancy-vehicles consistent with the State's High-Occupancy((-))_Vehicle lane minimum performance standard.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-507 King County should collaborate with the Puget Sound Regional Council, cities and other affected agencies to develop a regional parking strategy consistent with the parking pricing and management recommendations of ((Transportation 2040)) <u>the Regional Transportation Plan, or successor plans.</u>	Technical change	Reflects current plan name	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
T-507a King County should collaborate with the Puget Sound Regional Council, cities, and other agencies to improve interjurisdictional coordination on active transportation and Regional Trail infrastructure including bicycle/pedestrian facilities. The County should support efforts to maintain comprehensive information about existing and planned facilities, model plans and best practices, and grant opportunities.	Clarification of existing policy intent	Updated to incorporate Regional Trails for clarity, as there might be additional trail-specific considerations beyond just active transportation	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-507b King County ((shall support and participate in collaborative planning efforts—both inter departmentally and)), in coordination with ((either)) federal, state, and other local agencies ((—to)), shall develop the ((Eastside Rail-C)) Eastrail corridor in ways that enhance multimodal mobility and connectivity, with a commitment to dual use (recreational trail and public transportation), consistent with federal railbanking. Planning and development should consider opportunities for integration of multimodal facilities, including regional trails, into the greater transportation network.	Clarification of existing policy intent	Edits for streamlining/clarity; reflect current name	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> This policy is mostly duplicative of P-110. The language could be combined here or in Chapter 7, and one of the policies could be deleted.
T-508 The King County transportation system should support reliable and efficient movement of goods throughout the county, while minimizing the impacts of freight traffic on general purpose traffic and residential neighborhoods. The ((e)) County should participate in regional efforts and partnerships to achieve these goals.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
T-510a King County should work with regional public and private partners ((and stakeholders)) to plan for and develop adequate truck parking in high-demand locations along King County's Truck Freight Economic Corridors to improve safety and reduce negative impacts on local communities. Development of truck parking should be supportive of technologies that reduce greenhouse gases, such as electric charging, energy efficiency, and biodiesel.	Technical change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> Planned implementation of proposal: n/a Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
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.	Substantive change	In response to scope item: 1) Advance County investment upstream, where needs are greatest and in partnership with communities that are most directly impacted, such as communities of color...; and 2) Improve process equity to support full and equal participation in County planning and decision-making by all community members, implement Countywide Planning Policy requirements mandates for community engagement, and integrate and align with King County equitable engagement best practices	Improved knowledge of transportation services, infrastructure and funding issues among priority equity community members and improved understanding of priority equity community members' needs and knowledge to inform County transportation activities.	Metro Connects Equity and Social Justice Strategic Plan	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified, this is consistent with the policy documents adopted via Ordinance 19367.

Chapter 8 Transportation
2/23/24

Policy	Type of Change	Executive's Rationale	Executive's Anticipated outcome	Consistent with other plans	Executive's Planned Implementation	Policy Staff Comments
<p>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.</p>	<p>Substantive change</p>	<p>Reflect current terminology and the broader scope of engagement with elected officials (beyond limited engagement with subarea forums), consistent with current practice</p>	<p>Improved engagement and community input into transportation planning processes and plan updates.</p>	<p>Metro Connects</p>	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified.
<p>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.</p>	<p>New policy</p>	<p>In response to scope item: 1) Advance County investment upstream, where needs are greatest and in partnership with communities that are most directly impacted, such as communities of color...; and 2) Improve process equity to support full and equal participation in County planning and decision-making by all community members, implement Countywide Planning Policy requirements mandates for community engagement, and integrate and align with King County equitable engagement best practices</p>	<p>Metro's investments reflect community needs and priorities, making Metro's decision-making more transparent, and supporting Metro and partners in identifying opportunities to better coordinate to meet needs. Service concepts, capital plans, programs, and policies are built from the ground up with the communities they are intended to serve. More opportunities to understand community priorities, learn about community-led efforts, explore opportunities for partnership and co-creation, enabling staff and leaders to respond to their needs, building trust, and providing better opportunities to break down silos when involving communities in work across Metro divisions, County departments, and agencies.</p>	<p>Metro's Strategic Plan for Public Transportation Service Guidelines Metro Connects</p>	<ul style="list-style-type: none"> Planned implementation of proposal: Programmatic Description of proposed regulations: n/a Anticipated resource need: n/a Anticipated timeline: n/a 	<ul style="list-style-type: none"> No issues identified, this is consistent with the policy documents adopted via Ordinance 19367.