



**King County**

**Metropolitan King County Council  
Local Services and Land Use Committee**

**STAFF REPORT**

<b>Agenda Item:</b>	5, 6, and 7	<b>Name:</b>	Erin Auzins Jake Tracy Nick Bowman
<b>Proposed No.:</b>	2023-0438 2023-0439 2023-0440	<b>Date:</b>	April 3, 2024

**SUBJECT**

A discussion of the 2024 King County Comprehensive Plan. Today's meeting will include a staff briefing on Chapters 7 and 8 of the Comprehensive Plan, the Regional Trail Needs Report Appendix, Transportation Element Appendix, and Transportation Needs Report Appendix.

**SUMMARY**

The 2024 King County Comprehensive Plan (2024 KCCP) is the first opportunity where the entire plan will be open for review and update since 2016. Additionally, it will also serve as the Growth Management Act (GMA) mandated periodic review and update. The Executive transmitted the Executive's Recommended 2024 KCCP to the Council on December 7, 2023, and the Council has referred the 2024 KCCP to the Local Services and Land Use (LSLU) Committee.

Review of the 2024 KCCP will be led by the LSLU Chair, consistent with past updates, and will include Committee briefings on the substance of the Executive's Recommended 2024 KCCP, analysis by policy staff of each substantive change, public outreach, development of a LSLU Chair's striking amendment, line amendments by LSLU Committee members, and a vote in LSLU in June 2024. Full Council adoption is expected in December 2024, after a formal public hearing on November 19, 2024.

Today's staff presentation will cover Chapters 7 and 8:

- Chapter 7: Parks, Recreation, and Open Space;
- Chapter 8: Transportation;
- Regional Trail Needs Report Appendix;
- Transportation Element Appendix; and
- Transportation Needs Report Appendix.

## **BACKGROUND**

**King County Comprehensive Planning.** The King County Comprehensive Plan (KCCP) is the guiding policy document for land use and development regulations in unincorporated King County. The King County Code (K.C.C.) allows for amendments to the KCCP on an annual, midpoint, or ten-year update schedule.<sup>1</sup> The ten-year update is on the same timeline as the GMA mandated review and update. The entire KCCP, and associated implementing regulations, is open for substantive revision, subject to limitations in the GMA, VISION 2050, the Countywide Planning Policies, KCCP policies, and the King County Code.

**Scoping Motion.** K.C.C. 20.18.060 requires the County to approve a scope of work for the ten-year KCCP update, known as the scoping motion. The scoping motion establishes the baseline issues that the County proposes to consider in the development of the 2024 KCCP; additional issues beyond what is in the scope of work may also be addressed in the ten-year update. The Council approved the scoping motion, as well as the State Environmental Policy Act (SEPA) work program and public participation plan, as part of Motion 16142 in June 2022. The scope of work included three focus areas: Pro-Equity, Housing, and Climate Change and the Environment. It also adopted a General category to cover other required and priority items for the County.

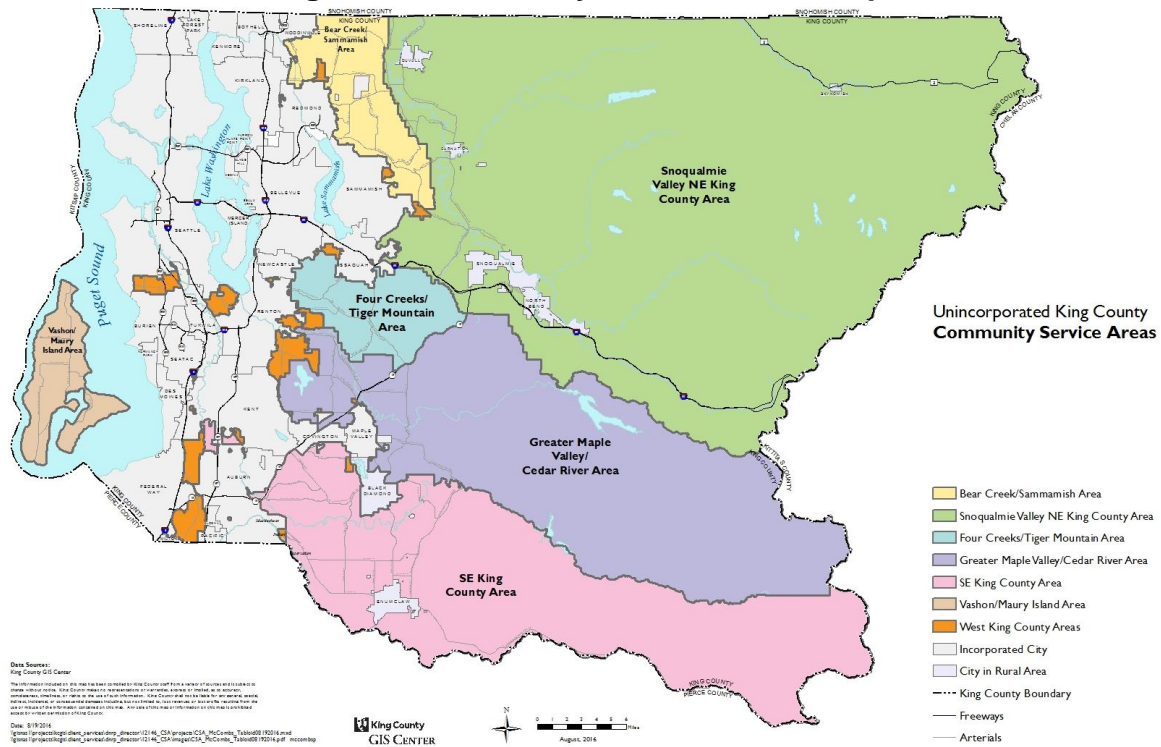
**SEPA Environmental Impact Statement.** The SEPA review for the 2024 KCCP includes an environmental impact statement (EIS), which includes alternatives analysis based on the scope of work and other potential amendment concepts. The Executive issued a Draft EIS concurrent with transmittal of the 2024 KCCP to the Council on December 7, 2023. The public comment period on the Draft EIS closed on January 31, 2024. A Final EIS will be developed based on any comments received, and the Committee-Recommended version of the 2024 KCCP and any new amendment concepts to be considered by the Council before final adoption. Amendment concepts raised after publication of the Draft EIS must be within the scope of the alternatives analyzed in the Draft EIS, otherwise a supplemental EIS may be required.

**Subarea Planning.** As part of the 2016 KCCP, the Council included Workplan Action #1, Implementation of the Community Service Area (CSA) Subarea Planning Program. As part of this Workplan Action item, the County will conduct subarea planning using the geography of the six rural CSAs, and the five remaining large urban unincorporated potential annexation areas (PAAs), as shown in the map in Chapter 11 of the 2024 KCCP and in Figure 1 of this staff report.

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<sup>1</sup> K.C.C. 20.18.030, including changes proposed with the 2024 KCCP.

**Figure 1. Community Services Area Map**



Since the implementation of the Subarea Planning Program in 2016, three subarea plans have been adopted: Vashon-Maury Island in 2017, Skyway-West Hill in 2022, and North Highline in 2022. The Executive's proposed Snoqualmie Valley/NE King County (SVNE) subarea plan will be taken up concurrently with the 2024 KCCP and the remaining subarea plans will later be taken up in the following order: Greater Maple Valley/Cedar River CSA, Fairwood PAA, Bear Creek/Sammamish CSA, Southeast King County CSA, Four Creeks/Tiger Mountain CSA, East Renton PAA, and Federal Way PAA.

*2020 Changes to the Subarea Planning Program.* As part of the 2020 KCCP, policy and code changes were made regarding the Subarea Planning Program. Generally, the changes required that subarea plans: be developed based on an established scope of work, use equity impact tools and resources in plan development, have more robust community engagement, and be monitored through performance measures and evaluation. K.C.C. 2.16.055.B. requires the Department of Local Services (DLS), in coordination with the regional planning unit and the Councilmember office representing the geography, to manage the CSA subarea planning program, and requires that each subarea plan:

- Be consistent with the KCCP;
- Be based on a scope of work established with the community;
- Establish a long-range vision and policies that implement that vision, but that are not redundant to the KCCP;
- Establish performance metrics and monitoring;
- Use the tools and resources of the Executive's Office of Equity and Racial and Social Justice (OERSJ) throughout development, implementation and monitoring,

including for community engagement and incorporating the findings of an equity impact analysis;

- Review existing policies (primarily from Chapter 11) of the KCCP and retain/transfer those that are still applicable;
- Review land use designations and zoning classifications, including special district overlays (SDOs) and property-specific (P-suffix) development conditions, and amend as necessary; and
- Incorporate the community needs list required to be developed simultaneously.

*Community Needs List.* As part of the 2020 KCCP, the Council established a Community Needs List (CNL) for each of the CSA geographies in the subarea planning program. Each CNL is intended to be consistent with its respective subarea plan by identifying potential services, programs, facilities, and improvements that respond to community-identified needs. Development of the CNLs, including community engagement, must use tools from the County's Office of Equity and Racial and Social Justice (formerly OESJ). CNLs are required to be submitted with transmittal of the applicable subarea plan, and with each county budget, via ordinance.

**Council Review Process.** The LSLU Committee will meet on the 1<sup>st</sup> and 3<sup>rd</sup> Wednesday of each month from January through June 2024, and is expected to make a recommendation to the full Council at its June 5, 2024, committee meeting. Each committee meeting will be dedicated to specific chapters of the 2024 KCCP. This approach allows for detailed review of each chapter but will not provide time in committee to revisit most issues discussed in earlier meetings. The Snoqualmie Valley/NE King County (SVNE) Subarea Plan will be briefed at the beginning of the committee review process, and then heard with the striking amendment at the end of the committee review process.

The schedule takes into account a number of factors, including the EIS process; LSLU Committee meeting dates; public comments; lead time to analyze and produce amendments; minimum noticing timeframes; and the state deadline for adoption. The schedule assumes one meeting solely for briefing the striking amendment and one meeting to vote on the underlying ordinance, the striking amendment, and all line amendments.

Special LSLU Evening Meetings. The Committee is expected to hold five special evening meetings on the 2024 KCCP and Draft EIS. The dates, locations, and the focus of each special evening meeting are provided in the following table. The remaining evening meetings will only allow for in person public comment.

<b>Meeting Date/Time</b>	<b>Location</b>	<b>Focus</b>
Thursday, January 18, 2024 Doors open: 6:00pm Meeting starts: 6:30pm	County Council Chambers 516 Third Ave, Room 1200 Seattle	Hearing on Draft EIS
Thursday, February 8, 2024 Doors open: 6:00pm Meeting starts: 6:30pm	Covington City Hall 16720 SE 271st Street, Suite 100 Covington	KCCP Overview
Thursday, March 7, 2024 Doors open: 6:00pm Meeting starts: 6:30pm	Riverview Educational Service Center 15510 1st Ave NE Duvall	Snoqualmie Valley / NE King County Subarea Plan
Thursday, April 4, 2024 Doors open: 5:00pm Meeting starts: 5:30pm	Vashon Center for the Arts 19600 Vashon Hwy SW Vashon	Map changes, Shoreline code changes
Thursday, May 16, 2024 Doors open: 6:00pm Meeting starts: 6:30pm	Skyway VFW 7421 S 126th St Seattle	Committee Striking Amendment

These locations were chosen based on the location of significant map amendments and issues of interest, and to provide geographic distribution of the meetings. The first meeting on January 18th was primarily to hear verbal public comment on the Draft EIS. Comments on the KCCP will be accepted at each evening meeting. The final evening meeting on May 16th will be focused on the Committee Chair's striking amendment.

Evening meetings are expected to include: a welcome/open house at the beginning, followed by councilmember remarks, a staff presentation, and public comment. The majority of the meeting will be dedicated to receiving public comment. Materials to share information and obtain written comment will be prepared and provided at the meeting.

Chair Striking Amendment. The LSLU Committee Chair is expected to sponsor and lead development of the committee striking amendment. Policy staff will prepare analysis and potential options that will be distributed to all committee members' offices for their consideration in advance of the amendment request deadline.

Regular briefings for district staff will be provided, and policy staff will be available to brief Councilmembers individually.

Amendment deadlines. The review schedule, Attachment 1 to this staff report, includes the established amendment deadlines. The attached schedule also includes the amendment deadlines for full Council.

Key Committee review dates include:

Date	Deadline
March 29	Amendment requests for Striking Amendment due – Except for Critical Area Regulations
April 5	Substantive direction deadline for Striking Amendment – Except for Critical Area Regulations
April 12	Amendment requests for Striking Amendment due – Critical Area Regulations
April 19	Substantive direction deadline for Striking Amendment – Critical Area Regulations
May 14	Striking Amendment released
May 22	Line amendment direction due
May 31	Public line amendments released

## **ANALYSIS**

**Executive Transmittal.** The Executive transmittal of the 2024 KCCP follows 18 months of work by the Executive, including, in part, public issuance of an early concepts document, an interbranch review by Council staff at two stages, a Public Review Draft with a public comment period, and an interdepartmental review of the plan by Executive staff. There are three proposed ordinances in the Executive’s transmittal to the Council.

- 1) Proposed Ordinance 2023-0440 would make changes to development and other implementing regulations and adopt the 2024 King County Comprehensive Plan, as well as the associated appendices (Housing, Transportation, Capital Facilities and Utilities, Regional Trails, Growth Targets). The transmittal also includes the following:
  - Changes to the Vashon-Maury Island Subarea Plan and associated zoning map conditions;
  - Proposed land use designation and zoning map amendments;
  - I-207 matrices and Plain Language Summary;
  - Equity Analysis; and
  - Other supporting materials (i.e., Public Participation Summary, area zoning and land use studies, code studies, best available science summary<sup>2</sup>).
- 2) Proposed Ordinance 2023-0439 would adopt the Snoqualmie Valley/Northeast King County Subarea Plan with subarea-specific development regulations and map amendments, as well as a Fall City residential study.
- 3) Proposed Ordinance 2023-0438 would adopt updated Countywide Planning Policies.

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<sup>2</sup> The required best available science and critical area regulations update will be transmitted to the Council on March 1, 2024, for the Council to incorporate into the LSLU striking amendment.

**How the Analysis Section is Organized.** As noted previously, each committee meeting will be dedicated to specific chapters of the 2024 KCCP. The analysis in this staff report focuses on the following items in the 2024 KCCP:

- 2024 KCCP (PO 2023-0440):
  - Chapter 7: Parks, Recreation, and Open Space;
  - Chapter 8: Transportation;
  - Transportation Element Appendix;
  - Transportation Needs Report Appendix; and
  - Regional Trail Needs Report Appendix.

Analysis of other chapters in the Executive's Recommended 2024 KCCP will be provided at subsequent LSLU meetings, as noted in the schedule attached to the staff report. Staff analysis of each component includes identification of each change and discussion of any policy issues or inconsistencies with adopted policies and plans.

One continuous theme throughout the KCCP chapters is a significant reduction in the amount of lead-in text, and reorganization with and across chapters to better group topics. The staff analysis will not address those, except when they represent a substantive change.

### **2024 KCCP Chapter 7: Parks, Recreation, and Open Space<sup>3</sup>**

Chapter 7 of the KCCP describes and includes policies related to parks, recreation, open space, and cultural resources.

Key themes in the Executive's Transmittal for Chapter 7 include policy changes addressing:

- Equity in development and acquisition of the open-space system;
- Provision of access of county-owned farmland for beginning, low-income, historically underserved, and socially disadvantaged farmers;
- Ecological or recreational benefits on county-owned forest land and conservation easements;
- Partnerships with public agencies, Indian tribes, organizations, and the private sector related to public recreation and natural resource protection;
- Entrepreneurial approaches to sustaining the open space system;
- Park and open space cost-sharing with cities;
- Equitable public engagement;
- Historic buildings and preservation.

Attachment 3 to this staff report provides the staff analysis of the Executive's transmittal, including some additional policy changes that could be made to further clarify or streamline the Executive's transmittal. At today's meeting, policy staff will brief the new policy and substantive policy changes.

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<sup>3</sup> Attachment 2 to this Staff Report

## 2024 KCCP Chapter 8: Transportation<sup>4</sup>

Chapter 8 of the KCCP describes and includes policies related to transit, roads, active transportation, and aviation, as well as climate change impacts associated with transportation.

Key themes in the Executive's Transmittal for Chapter 8 include policy changes addressing:

- A safe, accessible, and equitable transportation system;
- Flexible service options;
- Expansion and construction of new arterial roads or highways in the Rural Area or Natural Resource Lands;
- Public-use and private airports;
- Active transportation considerations, including for students and BIPOC and other intersectional populations;
- Congestion and other road usage pricing strategies;
- Safety and health related to roads;
- Implementation of road projects and programs that avoid or minimize negative impacts and seek to provide positive benefits for BIPOC and other intersectional populations;
- Aviation planning and impacts;
- Fish passage;
- Climate change response and strategies to reduce transportation emissions;
- Electric vehicle use, including private electric vehicle use;
- Regional planning efforts; and
- Provision of accessible information and opportunities for public input and community engagement on transportation.

Attachment 5 to this staff report provides the staff analysis of the Executive's transmittal, including some additional policy changes that could be made to further clarify or streamline the Executive's transmittal. At today's meeting, policy staff will brief the new policy and substantive policy changes.

## 2024 KCCP Appendix C: Transportation<sup>5</sup> and C1: Transportation Needs Report<sup>6</sup>

Technical Appendix C includes the County's Arterial Functional Classification of Roadways, the Transportation Inventory, and the Travel Forecast Summary, as well as the Transportation Needs Report (TNR) as outlined in Appendix C1. These appendices were last updated in 2020.

### 2024 ARTERIAL FUNCTIONAL CLASSIFICATION

King County's arterial functional classification system classifies roadways based on the degree to which a roadway serves the movement of traffic or provides access to adjacent

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<sup>4</sup> Attachment 4 to this Staff Report

<sup>5</sup> Attachment 6 to this Staff Report

<sup>6</sup> Attachment 7 to this Staff Report



land uses. Arterial classifications can be used to guide transportation planning, roadway design, and allocation of road improvement funds. King County designates three types of arterial roadways:

- Principal arterials that mostly serve "through traffic" across and between large subareas, with minimum direct service to abutting land uses;
- Minor arterials that provide for movement within the subareas and provide more direct access to abutting land uses than do principal arterials; and
- Collector arterials that link local neighborhood streets and larger arterials.

What's new in the transmitted 2024 KCCP?

**Classification changes.** The proposed 2024 KCCP update includes one classification change as shown in Table 1.

**Table 1 – Arterial Functional Classification Changes**

Location	Change	Rationale
S 96 <sup>th</sup> Street (Council District 8)	Collector to Minor	S 96th Street supports through-travel from several nearby residential areas and provides a moderate degree of access to adjacent industrial uses. It links a collector arterial (8th Ave S) to a principal arterial (Des Moines Memorial Dr S/14th Ave S) and a highway (State Route 99).

## 2024 TRANSPORTATION INVENTORY

The KCCP includes an inventory of transportation services and facilities to meet the requirements for the transportation element required by the GMA.<sup>7</sup>

What's new in the transmitted 2024 KCCP?

**Marine Transportation System.** The 2024 marine transportation inventory has several significant changes from the 2020 inventory, including:

- The Washington State Ferries inventory includes 21 vehicle ferries (two less than in the 2020 inventory);
- The 2024 King County Water Taxi inventory discusses the COVID-19 pandemic's impact on ridership, which saw 700,000 systemwide boardings in 2019 decline to approximately 334,000 boardings in 2022;
- The 2024 Port of Seattle Marine Facilities and Services inventory contains an expanded list of Port operations, leases, and attractions relative to the 2020 inventory. Additions to the 2024 inventory include, the FRS Clipper terminal located at Pier 69, Terminal 18 dolphins, Pier 34 dolphins, the north end of Terminal 46, Terminal 86 Grain Terminal, the Bell Harbor Conference Center, World Trade

<sup>7</sup> RCW 36.70A.070(6)(a)

Center, facilities at Seattle-Tacoma International Airport, ſaſaſucid Park and Shoreline Habitat (formerly 8<sup>th</sup> Avenue Park/T18 Park), Bridge Gear Monument Park, Centennial Park, Duwamish River People’s Park and Shoreline Habitat (formerly T117), Jack Block Park, Jack Perry Park, Seattle Fisherman’s Memorial, ſuʔalaltx<sup>w</sup> Village Park and Shoreline Habitat (formerly T105 Park), hæʔapus Village Park and Shoreline Habitat (formerly T107 Park), and sbəq̄waʔ Park and Shoreline Habitat (formerly T108/Diagonal Park); and

- The 2024 inventory includes two new sections covering the Kitsap Transit Fast-Ferry and the Northwest Seaport Alliance Marine Facilities and Services that were not part of the 2020 inventory. The Kitsap Transit Fast Ferry section provides details on the Kitsap Transit passenger-only ferry system, which launched its passenger-only ferry service in 2017, including routes, service area, moorage, and operations. The Northwest Seaport Alliance Marine Facilities and Services section discusses the marine cargo operating partnership formed in 2015 between the ports of Seattle and Tacoma and includes the Alliance’s five containerized cargo terminals in the North Harbor (Elliot Bay/Duwamish River in King County): Terminals 5, 18, 30, 46, 115, and other industrial land and facilities.

**Land Transportation System.** The 2024 inventory includes new and updated figures for road infrastructure owned by King County. A comparison of the 2020 and 2024 figures are shown in Table 2 below.

**Table 2 – 2020 and 2024 King County Transportation Infrastructure**

<b>Infrastructure Type</b>	<b>2020</b>	<b>2024</b>
Roadways	1,466 miles	1,467 miles
Bridges	182	185
Sidewalk	N/A	275 miles
Marked Crosswalks	N/A	723
Traffic Signals	80	79
Guardrail	114 miles	118 miles
Traffic Control Signs	Over 47,000	Over 49,000
Traffic Cameras	54	58
Drainage Ditches	~ 4.7 million feet	~ 4.6 million feet
Drainage Pipe	~3 million feet	~3.5 million feet

**Transit Services.** The 2024 inventory provides updated data and informational links for King County’s transit service options. The updated data includes the impact of the COVID-19 pandemic on Metro Transit’s fixed-route ridership, which saw 130 million boardings in 2019 decline to approximately 50 million boardings in 2022. A comparison of the transit figures included in the 2020 and 2024 Transportation Inventory are shown in Table 3.

**Table 3 – 2020 and 2024 King County Metro Transit Services Inventory**

<b>Inventory Type</b>	<b>2020<sup>8</sup></b>	<b>2024<sup>9</sup></b>
Fixed-Route Annual Service Hours	~4 million	~3.7 million
Fixed Route Ridership	122.2 million	~50 million
Vanpool Ridership	3.6 million	509,000
Access Ridership	1.3 million	557,000
Active Fleet	1,552 Buses	~1,500 Buses
Bus Stops	8,011	7,400
Park-and-Rides	136	115
Park-and Ride Spaces	26,300	26,065

The 2024 inventory also provides an update on the equity and sustainability framework intended to guide principles and recommendations at Metro Transit for advancing equity and addressing climate change that was discussed in the 2020 inventory. This includes references to the King County Council’s adoption of Metro’s Mobility Framework in 2020, Metro’s use of the Mobility Framework to update its guiding policies (the Strategic Plan for Public Transportation, Metro Connects, and Service Guidelines), and the Council’s adoption of those updated policies in 2021.

The 2024 inventory includes expanded Metro programs under the Transportation Demand Management, Equity and Social Justice, and Partnerships section. New programs include:

- Just One Trip Program — Delivers informational campaigns around planned Metro services restructures, onboarding of new or flexible mobility services, and major transit system expansions to ensure new and existing riders are aware of and understand how service changes may impact/benefit them;
- Metro Youth Mobility Program — Focuses on enhancing youth access to transit by conducting education and outreach intending to build youth ridership. The program also promotes the Free Youth Transit Pass, implemented on September 1, 2022;
- Ridership Recovery Program — Partners with community-based organizations and small/priority businesses to enhance equitable ridership recovery and increase enrollment in reduced fares programs for eligible populations; and
- Community Transportation Navigators — Identifies and reduces barriers for low-income and limited-English speaking communities to access public transportation services through peer-to-peer outreach and education by paid community liaisons.

Metro Transit’s 2024 inventory of major facilities has grown since 2020 to include two new bases in Tukwila (Interim Base, located at 12400 E Marginal Way S, & South Annex Base, located at 11911 E Marginal Way S on the former site of the Training and Safety Center, which moved to a leased facility at 3401 S Norfolk Street in Seattle), a new Access Paratransit Base in Seattle (located at 8100 8<sup>th</sup> Avenue S) and the North Facilities, also located in Seattle (12525 Stone Avenue N).

<sup>8</sup> Data taken from the 2017 King County Metro Strategic Plan Progress Report, June 2018

<sup>9</sup> Data taken between 2021 and 2022.

Metro Transit's 2024 inventory removes an Electric Charging Program found in the 2020 inventory and replaces it with an expanded Electric Vehicle Charging Equipment section. Metro's 2024 Electric Vehicle Charging Equipment inventory includes a network of overhead power infrastructure and 35 electrical substations used to support the 14 Metro routes that use electric trolley buses. The 14 routes using electric trolley buses is one less than the 15 electric trolley bus routes in 2020.<sup>10</sup>

The 2024 inventory also describes Metro's system of "Level 2 light-duty vehicle chargers"<sup>11</sup> installed at multiple King County facilities. According to the Executive, this is a continuation and expansion on Metro efforts to upgrade and install additional chargers. Since the 2020 update, Metro has installed 30 additional chargers, bringing the total to 81 chargers with 130 charging ports. These include 42 publicly accessible chargers at park-and-ride lots and other public locations and 39 fleet-only chargers.

Other noteworthy information in the 2024 Electric Vehicle Charging Equipment section identifies that Metro has developed the South Base Test Charging Facility, will be installing bus charging equipment at Interim Base and South Annex Base as they are constructed, and is planning for the conversion of its existing bases to electric operations to support a fully electric bus fleet.

**Active Transportation Facilities.** The 2024 inventory replaces the Nonmotorized Facilities section used in the 2020 inventory with an Active Transportation Facilities section. This language change is consistent with changes made throughout the 2024 KCCP. Other changes include:

- An increase of bicycle parking and secure storage options at Metro Transit and Sound Transit locations. In 2020, Metro and Sound Transit offered 523 secure bicycle parking options across 40 locations. In 2024, that number has grown to 920 secure bicycle parking options across 56 locations;
- Replacing the King County Trail inventory section with a more expansive Regional Trails Network inventory and including updated informational links; and
- Adding a new Roadside Active Transportation Facilities inventory section that describes the Department of Local Services Road Services Division's role in providing and maintaining active transportation facilities and that references two documents (KCCP Appendix C1: Transportation Needs Report & 2021 King County Road Services Division Americans with Disabilities Act Transition Plan) where further information on the topic can be found.

**Rail and Freight.** The 2024 inventory provides new and updated information on the rail network in King County, and throughout the state more broadly, including information on long distance passenger rail service, ridership for commuter rail, long distance, and intercity passenger rail service, and weblinks on passenger rail facilities, projects and data

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<sup>10</sup> Route 47 (trolley route in the Capital Hill area of Seattle) was suspended in early 2020 and has not operated since. However, under the proposed Madison Street / G Line restructure (PO 2024-0053) Route 3 would be restructured to include Route 47's service area.

<sup>11</sup> Level 2 equipment offers higher-rate "alternating current" (AC) charging through 240V (in residential applications) or 208V (in commercial applications) electrical service. Level 2 equipment is common for home, workplace, and public charging. Level 2 chargers can charge a battery-electric vehicle to 80 percent from empty in 4-10 hours and a plug-in hybrid-electric vehicle in 1-2 hours.

not found in the 2020 inventory. The 2024 inventory also identifies 27 Class III freight railroads<sup>12</sup> operating in communities in Washington State, which is 4 more than the 23 operating in 2020.

The 2024 inventory provides updated information on regional planning for freight transportation, specifically the 2050 Puget Sound Regional Council Regional Transportation Plan. The Regional Transportation Plan envisions an interconnected network of highways and streets, railways, deep water ports and waterways, and airports and examines the current and future conditions and issues as the region looks to planning for a sustainable transportation system out to 2050.

## **2024 TRAVEL FORECAST SUMMARY**

State law requires the Transportation Element of a Comprehensive Plan to include a forecast of traffic for at least ten years based on the adopted land use plan, and to provide information on the location, timing, and capacity needs of future growth.<sup>13</sup>

### What's new in the transmitted 2024 KCCP?

The 2024 Travel Forecast Summary is the first update since 2016<sup>14</sup> and runs a model scenario with a forecast year of 2044 rather than a forecast year of 2031. In addition to the change in forecast year, the 2024 Travel Forecast is based on updated Puget Sound Regional Council modeling methodology, which, according to the Executive, limits the comparability across years.

Forecasted P.M. peak hour traffic volumes on state facilities and County roads predicted to see congestion are highlighted in two maps, like those provided in the 2016 Travel Forecast Summary. The 2024 forecast shows a substantial increase in P.M. peak hour traffic volume on most state facilities in unincorporated King County from that of the 2016 Forecast; however, this is due to an error in the 2016 traffic volume map. According to the Executive, the prior traffic volume forecast map reflected only one direction of travel when the reporting of traffic volume should have included both directions of travel. The Executive states further that, after adjusting for this error, the 2024 traffic volume forecast is similar to the 2016 Plan forecast.

## **APPENDIX C1 TRANSPORTATION NEEDS REPORT (TNR)**

The Transportation Needs Report (TNR) is a long-term, comprehensive list of recommended improvements for unincorporated King County. King County uses this list, together with its six-year Capital Improvement Program (CIP) and operating budget, to serve as the Growth Management Act-required transportation capital facilities plan element of the KCCP.<sup>15</sup>

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<sup>12</sup> Class III railroads (also known as Shortline railroads) are railway carriers designated by the Surface Transportation Board (STB) that earn less than approximately \$42 million in revenue per year.

<sup>13</sup> RCW 36.70A.070(6)(E)

<sup>14</sup> The 2020 Travel Forecast Summary, which runs a model scenario with a forecast year of 2031, was not updated from the 2016 KCCP and thus includes the same traffic forecasts included in the 2016 forecast summary.

<sup>15</sup> RCW 36.70A.070(6)

## What's new in the transmitted 2024 KCCP?

**Deleted projects.** The 2024 TNR does not include 60 projects that were in the 2020 TNR. Of these, 33 were removed because they have been completed, and the remaining 27 were removed due to updated technical information and completed studies.<sup>16</sup>

**New projects.** The 2024 TNR includes 486 separate projects, totaling approximately \$2.42 billion, including 127 new projects totaling approximately \$301 million, which were not previously listed in the 2020 TNR. The 2024 TNR also includes a new Accessibility Improvements category for projects that improve existing pedestrian facilities to current Americans with Disabilities Act standards. However, due to the large number of accessibility needs and relatively low project costs for individual accessibility improvements, the 2024 TNR reports only the total estimated cost of the high-priority needs identified in the 2021 King County Road Services Division Americans with Disabilities Act Transition Plan. The total estimated cost of those high-priority accessibility improvement projects included in the 2024 TNR is approximately \$118 million.

Table 4 shows the cost and percentage breakdown of the full TNR project list by project type.

**Table 4 – 2024 TNR Projects by Project Type as a Percent of the TNR**

<b>Project Category</b>	<b># of Projects</b>	<b>Total TNR</b>	<b>% of TNR</b>
Bridge	42	\$473,000,000	19%
Capacity-Major Reconstruction	15	\$404,360,000	17%
Active Transportation	36	\$337,730,000	17%
Intersection/Traffic Safety Operations	80	\$350,280,000	14%
Vulnerable Road Segments	65	\$270,740,000	11%
Accessibility Improvements	48	\$191,320,000	8%
Drainage	N/A	\$118,157,000	5%
Guardrail	135	\$253,060,000	10%
Intelligent Transportation Systems	49	\$11,294,000	0.5%
	16	\$10,880,000	0.4%
<b>TOTAL</b>	<b>486</b>	<b>\$2,420,821,000</b>	<b>100%<sup>17</sup></b>

The 2024 TNR removes two capacity-major projects, on 8th Ave S from Seattle city limits north of S 96th St to Burien city limits at S 112th St, and on 6th Ave S from Myers Way S to 5th Ave S. According to the Executive, these projects were removed based on the PSRC congestion analysis described in Appendix C. PSRC did not forecast volume exceeding capacity; therefore, the County does not consider additional capacity necessary to support growth on these corridors.

Table 5 illustrates the cost and breakdown of the new projects as a percent of the total new project costs included in the 2024 TNR. The 44 new drainage projects and the high-

<sup>16</sup> Updated technical information and completed studies may determine that a project is no longer needed, or will not be feasible within the 20-year TNR planning timeframe. In addition, some projects are re-scoped and folded in with other TNR project needs rather than identified as a standalone need.

<sup>17</sup> Totals equal over 100% due to rounding.

priority accessibility improvement projects make up the largest share of total added costs in the 2024 TNR, at approximately \$237 million. The 11 new bridge projects are the next largest share in total added costs, at approximately \$110 million.

**Table 5 – New TNR Projects by Project Category as a Percent of New TNR Costs**

<b>Project Category</b>	<b>New Projects</b>	<b>New Projects Costs</b>	<b>% of Total New TNR Costs</b>
Bridge	11	\$110,160,000	26%
Capacity-Major	0	\$0	0%
Reconstruction	0	\$0	0%
Active Transportation	12	\$28,408,000	7%
Intersection/Traffic Safety Operations	23	\$27,070,000	7%
Vulnerable Road Segments	4	\$9,100,000	2%
Accessibility Improvements	N/A	\$118,157,000	28%
Drainage	44	\$118,960,000	28%
Guardrail	33	\$7,400,000	2%
Intelligent Transportation Systems	0	\$0	0%
<b>TOTAL</b>	<b>127</b>	<b>\$419,255,000</b>	<b>100%</b>

The 2024 TNR shows that overall costs for road improvements continues to increase even when no new projects are added. For example, the capacity major project category included two less projects than the 2020 TNR, yet the overall costs increased by approximately \$36 million and reconstruction project category costs increased by approximately \$49 million.

### **Guardrail Program**

The 2024 TNR includes an expanded guardrail program section that distinguishes roadside barrier retrofits from that of bridge railing retrofits and describes how Roads prioritizes retrofit projects in greater detail. This includes Roads maintaining a priority array of bridge railing upgrade locations using an algorithm that considers structural factors relating to the existing railing’s geometry and strength, the complexity and feasibility of upgrading the railing, the sufficiency of the bridge-to-roadway transition, the risk potential based on average daily traffic, potential collision severity based on posted speed limits, and the planned bridge replacement projects. According to the Executive, all new guardrail projects included in the 2024 TNR are bridge railing retrofits.

### **Americans with Disabilities Act (ADA) Program**

The 2024 TNR describes how the 2021 King County Road Services Division Americans with Disabilities Act Transition Plan guides the selection of projects included in the new Accessibility Improvements project category. The plan estimates that the highest priority accessibility improvements have a total cost of approximately \$118,157,000, while medium and low-priority improvements have an additional cost of \$432,790,000. The ADA transition plan was referenced as under development in the 2020 TNR.

## Bridge Program

The 2024 TNR provides updated information for the Roads' Bridge Program. Table 6 summarizes the major changes included in the 2024 Bridge Program from that of the 2020 TNR.

**Table 6 – Major Bridge Program Changes from 2020 TNR to 2024**

Item	2020 TNR	2024 TNR
Total County Bridges	182	185
Avg. Inventory Age	50	52
Total # of Bridges Beyond Useful Life	75	76
Avg. Age of Timber Bridges	67	69
# of Weight Restricted Vehicle Bridges	21	10
# of Bridge Replacement Projects in TNR	43	42

The most significant change in the 2024 Bridge Program is the reduced number of vehicle bridges with weight restrictions. The 2020 TNR stated that almost 30% of the 71 vehicular bridges (out of 178) evaluated under new federal standards had been posted with weight restrictions. With the full evaluation now complete, the 2024 TNR states that only 10 bridges out of all 181 vehicular bridges have posted weight restrictions. According to the Executive, the number of bridges with weight restrictions has decreased since the writing of the 2020 TNR due to bridge replacements, load upgrade construction projects, and additional technical analysis of posted bridges that were completed since the 2020 TNR report was published.

The additional technical analysis of posted bridges is described in the 2021 Annual Bridge Report. According to the Executive, the Roads Division found a unique opportunity to conduct “proof load” testing of several precast channel beams that were decommissioned from two County bridges. Six previously posted bridges have similar spans and structure details as the removed beams and were built about the same time. The American Association of State Highway and Transportation Officials (AASHTO) allows proof test results to supplement standard load rating methods, as conducting tests on actual materials can demonstrate load capacity that is not initially identified by the standard methods. This was the case with the bridges tested by Roads.

## Financial Analysis

Both the 2020 and 2024 TNRs include a financial analysis intended to quantify any anticipated revenue shortfall over the twenty-year period on which the TNR is based. Table 7 shows how the anticipated shortfall has increased considerably from the 2020 TNR as anticipated revenues continue to decline relative to the cost of providing current service levels.



**Table 7 – Revenue Shortfall in 2020 and 2024 TNR**

<b>Item</b>	<b>2020-2039 (2020 TNR)</b>	<b>2024-2043 (2024 TNR)</b>
<b>Total Project Costs</b>	\$1,721,010,000	\$2,420,821,000
<b>Anticipated Revenue</b>	\$172,705,000	\$288,985,000
<b>Shortfall</b>	\$1,548,305,000	\$2,131,836,000

Unless a sustainable revenue source is identified, the impact of this decline will mean that Road Fund<sup>18</sup> contributions to the Roads capital program will cease by 2029, and operating programs will be reduced. The financial analysis further expects that only \$85 million of the estimated \$289 million in TNR revenues will come from Roads’ funding sources through 2028. From 2029 through 2043, the remaining \$204 million in anticipated revenues is expected to come from grants (\$172,500,000) and other non-Road fund revenue sources (\$31,016,000).

A new section in the Financial Analysis chapter of the 2024 TNR highlights potential road funding strategies that were identified in the unincorporated King County Fiscal Sustainability Plan required by the 2021-2022 biennial budget.<sup>19</sup> These strategies include raising Transportation Benefit District revenue, seeking a roads levy lid lift, and advocating for state and regional funding.

Council Staff Analysis

*RCW and CPP requirements.* The 2024 Arterial Functional Classification and Transportation Needs Report appear to provide the information necessary to meet the requirements of RCW 36.70A.070(6), WAC chapter 136-14, and CPP T-208.

<b>2024 KCCP Appendix C2: Regional Trail Needs Report<sup>20</sup></b>
--

Appendix C2 contains the County’s Regional Trail Needs Report (RTNR). This appendix was last updated in 2016.

**PROJECT MAP AND LISTING**

The RTNR identifies the long-range vision for new regional trail development throughout King County. According to the Executive, it is a prioritization guide but does not direct funding or implementation timelines, which are established through the County budget process. It consists of a map of existing and planned regional trails, and a list of potential regional trail projects. Each project includes an approximate distance, a cost-estimate range, and prioritization. The prioritization categories are as follows, from highest priority to lowest:

- Regional Trails Network - Legacy Project. This consists of the Eastrail and Lake to Sound trail segments;

<sup>18</sup> The Road Fund Contribution is funded primarily by a dedicated unincorporated area property tax and gas tax distribution. Property tax revenue projections are based on the most recent approved King County, Office of Economic and Financial Analysis forecast.

<sup>19</sup> Ordinance 19210 & Proposed Motion 2021-0457

<sup>20</sup> Attachment 8 to this Staff Report

- Tier 2. This category comprises projects with design and/or construction programmed in the 2014 - 2019 CIP, including East Lake Sammamish Trail, Green to Cedar Rivers, Green River Trail North Extension, Soos Creek Phase 5, the SVT Mill Gap, and the Foothills Trail and White River Bridge;
- Tier 3;
- Tier 4;
- Regional Trail - Planned Project; and
- Regional Trail - Long-Range Planned Project.

For projects in Tiers 3 and below, Executive staff state that the classification was done as part of previous parks planning based on each project's connectivity, aesthetics/scenic value, timing or relationship to other projects, geographical equity, public support, and expectations for urban center connections/equity and social justice. While the RTNR remains Parks' guiding document for expansion of the regional trail system, project prioritization may shift based on budgeting processes and other factors.

### What's new in the transmitted 2024 KCCP?

**New Planning-Level Cost Estimates.** Cost estimates have been updated based on most recent information. However, Executive staff notes that the wide ranges in cost estimates found in the table are usually a result of uncertainty about when the project will advance, and are meant to factor in future inflation, increases in material costs, and project complexities that have not yet been identified.

**Revisions to Project Status.** Many projects listed in the RNTR are either candidate or approved investments in [PSRC's Regional Transportation Plan](#). Several projects are not, however, and the need or possible need to update the Regional Transportation Plan for their inclusion is noted. The RTNR is updated with the most recent project status for each trail project to align with the most recent version of the Regional Transportation Plan, which was adopted in 2022.

**Updates to the Map.** The map is updated to show projects that are now completed, including the Foothills Trail in Enumclaw and the Redmond Central Connector Phase II.

**Removal of Projects Anticipated to be Complete by Adoption.** Some projects from the 2016 RTNR are anticipated to be completed by adoption of the KCCP in December 2024. These projects have therefore been removed from the RTNR.

### Council Staff Analysis

No issues identified.

### ATTACHMENTS

1. Council's Review Schedule for 2024 KCCP, updated March 4, 2024
2. Proposed Ordinance 2023-0440 – Chapter 7 of the KCCP
3. Council staff analysis of Chapter 7
4. Proposed Ordinance 2023-0440 – Chapter 8 of the KCCP
5. Council staff analysis of Chapter 8

6. Proposed Ordinance 2023-0440 - Transportation Element Appendix
7. Proposed Ordinance 2023-0440 - Transportation Needs Report Appendix
8. Proposed Ordinance 2023-0440 - Regional Trail Needs Report Appendix
9. PowerPoint for April 3, 2024 Committee meeting

## **INVITED**

- Lauren Smith, Director of Regional Planning Unit, Office of Performance, Strategy and Budget
- Chris Jensen, Comprehensive Planning Manager, Office of Performance, Strategy and Budget

## **LINKS**

**All materials of the transmitted 2024 KCCP, as well as additional information about the Council's review of the proposal, can be found at:**  
[kingcounty.gov/CouncilCompPlan](https://kingcounty.gov/CouncilCompPlan)

### **Proposed Ordinance 2023-0440 – 2024 King County Comprehensive Plan**

- Attachment A – 2024 King County Comprehensive Plan
- Attachment B – Capital Facilities and Utilities
- Attachment C – Housing Needs Assessment
- Attachment D – Transportation
- Attachment E – Transportation Needs Report
- Attachment F – Regional Trail Needs Report
- Attachment G – Growth Targets and the Urban Growth Area
- Attachment H – Vashon-Maury Island Subarea Plan Amendments
- Attachment I – Land Use and Zoning Map Amendments

### **Supporting Materials**

- Transmittal Letter
- Fiscal Note
- Summary of Proposed Ordinance
- Policy I-207 Analysis Matrix
- Equity Analysis
- Area Land Use and Zoning Studies
- Middle Housing Code Study
- Vashon-Maury Island P-Suffix Conditions Report
- Vashon Rural Town Affordable Housing Special District Overlay Final Evaluation
- Update on Best Available Science Critical Area Ordinance Review
- Public Participation Summary

### **Proposed Ordinance 2023-0439 – Snoqualmie Valley/Northeast King County Subarea Plan**

- Attachment A – Supplemental Changes to the Comprehensive Plan
- Attachment B – Snoqualmie Valley/Northeast King County Subarea Plan
- Attachment C – Land Use and Zoning Map Amendments

- Attachment D – Fall City Moratorium Report

#### Supporting Materials

- Transmittal Letter
- Fiscal Note
- Summary of Proposed Ordinance
- Policy I-207 Analysis Matrix

#### **Proposed Ordinance 2023-0438 – Countywide Planning Policy Update**

- Attachment A – GMPC Motion 23-4 Relating to the Four-to-One Program

#### Supporting Materials

- Transmittal Letter
- Fiscal Note

#### **Executive Recommended 2024 Critical Areas Update**

- Critical Areas King County Code Updates
- Critical Areas Comprehensive Plan Updates
- 

#### Supporting materials

- Transmittal Letter
- Best Available Science Review and Updates to Critical Areas Protection
- Supplemental I-207 Analysis – Critical Areas Update

## 2024 King County Comprehensive Plan

Proposed Ordinance 2023-0438, 2023-0439, 2023-0440

### King County Council Committee Review and Adoption Schedule As of March 4, 2024 - subject to change

Date	Event
December 7, 2023	Executive Recommended Plan Transmitted
December 12	Referral to Local Services and Land Use (LSLU) Committee
January 17 9:30am Council Chambers	<b>LSLU Committee - Briefing 1</b> <ul style="list-style-type: none"> <li>- Overview, Schedule, Process</li> <li>- Snoqualmie Valley/Northeast King County Subarea Plan</li> <li>- Vashon-Maury Island Subarea Plan changes</li> <li>- Chapter 11: Community Service Area Subarea Planning</li> <li>- Map Amendments</li> <li>- Equity Analysis Summary</li> <li>- Equity Work Group Presentation</li> </ul> <i>Opportunity for Public Comment - Remote and In-Person</i>
January 18 6:30pm Council Chambers	<b>LSLU Special Committee Meeting</b> <ul style="list-style-type: none"> <li>- Public Hearing on Draft Environmental Impact Statement</li> <li>- Public Comment on Executive's Recommended Plan</li> </ul> <i>Opportunity for Public Comment - Remote and In-Person</i>
February 7 9:30am Council Chambers	<b>LSLU Committee - Briefing 2</b> <ul style="list-style-type: none"> <li>- Chapter 1: Regional Growth Management Planning</li> <li>- Chapter 2: Urban Communities</li> <li>- Growth Targets and the Urban Growth Area Appendix</li> </ul> <i>Opportunity for Public Comment - Remote and In-Person</i>
February 8 6:30pm Covington City Hall	<b>LSLU Special Committee Meeting</b> <ul style="list-style-type: none"> <li>- Public Comment on Executive's Recommended Plan</li> </ul> <i>Opportunity for Public Comment - Remote and In-Person</i>
February 21 9:30am Council Chambers	<b>LSLU Committee - Briefing 3</b> <ul style="list-style-type: none"> <li>- Chapter 5: Environment</li> <li>- Chapter 6: Shorelines</li> </ul> <i>Opportunity for Public Comment - Remote and In-Person</i>
March 6 9:30am Council Chambers  Joint Meeting with Health and Human Services Committee	<b>LSLU Committee - Briefing 4</b> <ul style="list-style-type: none"> <li>- Chapter 4: Housing and Human Services</li> <li>- Housing Needs Assessment Appendix</li> </ul> <i>Opportunity for Public Comment - Remote and In-Person</i>
March 7 6:30pm Riverview Educational Center, Duvall	<b>LSLU Special Committee Meeting</b> <ul style="list-style-type: none"> <li>- Public Comment on Executive's Recommended Plan</li> </ul> <i>Opportunity for Public Comment - In-Person only</i>

Color key:

Gray: Executive actions

Blue: Public Hearing or Action dates

White: Regular Committee Meetings

Red: Amendment deadlines

Yellow: Special Committee Meetings

Green: SEPA actions

Date	Event
<b>March 20</b> <b>9:30am</b> <b>Council Chambers</b>	<b>LSLU Committee - Briefing 5</b> - Chapter 3: Rural Areas and Natural Resource Lands  <i>Opportunity for Public Comment - Remote and In-Person</i>
<b>March 29</b>	Amendment requests for Striking Amendment due - Except for Critical Area Regulations
<b>April 3</b> <b>9:30am</b> <b>Council Chambers</b>	<b>LSLU Committee - Briefing 6</b> - Chapter 7: Parks, Open Space, and Cultural Resources - Regional Trails Needs Report Appendix - Chapter 8: Transportation - Transportation Appendix - Transportation Needs Report Appendix  <i>Opportunity for Public Comment - Remote and In-Person</i>
<b>April 4</b> <b>5:30pm</b> <b>Vashon Center for the Arts</b>	<b>LSLU Special Committee Meeting</b> - Public Comment on Executive's Recommended Plan  <i>Opportunity for Public Comment - In-Person only</i>
<b>April 5</b>	Substantive direction deadline for Striking Amendment - Except for Critical Area Regulations
<b>April 12</b>	Amendment requests for Striking Amendment due - Critical Area Regulations
<b>April 17</b> <b>9:00am</b> <b>Council Chambers</b>	<b>LSLU Committee - Briefing 7</b> - Chapter 9: Services, Facilities, and Utilities - Capital Facilities and Utilities Appendix - Chapter 10: Economic Development - Chapter 12: Implementation, Amendments, and Evaluation - Development Regulations - Four-to-One Program  <i>Opportunity for Public Comment - Remote and In-Person</i>
<b>April 19</b>	Substantive direction deadline for Striking Amendment - Critical Area Regulations
<b>May 14</b>	Striking Amendment released
<b>May 15</b> <b>9:30am</b> <b>Council Chambers</b>	<b>LSLU Committee Briefing</b> - Briefing on the Striking Amendment  <i>Opportunity for Public Comment - Remote and In-Person</i>
<b>May 16</b> <b>6:30pm</b> <b>Skyway VFW</b>	<b>LSLU Special Committee Meeting</b> - Public Comment on Committee Striking Amendment  <i>Opportunity for Public Comment - In-Person only</i>
<b>May 22</b>	Line amendment direction due
<b>May 31</b>	Public Line Amendments released
<b>June 5</b> <b>9:30am</b> <b>Council Chambers</b>	<b>Local Services and Land Use Committee</b> - Review and consideration of striking and line amendments - <b>Vote</b> on Committee recommendation  <i>Opportunity for Public Comment - Remote and In-Person</i>
<b>June 14</b>	<b>Council amendment concept deadline</b> for FEIS and public hearing notice
<b>June 21</b>	Substitute Ordinance, Public Hearing Notice concepts, to Exec for FEIS
<b>September 19 to ~Thanksgiving (November 28)</b>	Budget Standdown

Color key:

Gray: Executive actions

Blue: Public Hearing or Action dates

White: Regular Committee Meetings

Red: Amendment deadlines

Yellow: Special Committee Meetings

Green: SEPA actions

Date	Event
<b>October 14 to 18</b> <b>October 21 to 25</b>	Public Hearing Notice Prepared by Council staff Public Hearing Notice Issued
<b>October 4</b>	Substantive direction needed on Striking Amendment
<b>October 28</b>	Striking Amendment distributed to Councilmembers
<b>November 1</b>	Line amendment direction due
<b>November 12</b>	Public Amendments released
<b>November 6</b> <b>November 6 to 13</b>	FEIS Issued - last possible date for hearing on November 19 7 day waiting period for FEIS
<b>November 19</b> <b>1:30pm</b> <b>Council Chambers</b>	<b>Public Hearing at full Council</b> <i>Opportunity for Public Testimony - Remote and In-Person</i>
<b>December 3</b> <b>1:30pm</b> <b>Council Chambers</b>	<b>Possible vote at full Council</b> <ul style="list-style-type: none"> <li>• Consideration of amendments</li> <li>• <b>Vote</b> on final adoption of proposed 2022 King County Comprehensive Plan Update</li> </ul>
<b>December 10</b> <b>1:30pm</b> <b>Council Chambers</b>	<b>Back up vote if 1-week courtesy delay</b>

For more information on the Council's Review of the 2024 Comprehensive Plan, please visit the website: <https://kingcounty.gov/CouncilCompPlan>.

Color key:

Gray: Executive actions

Blue: Public Hearing or Action dates

White: Regular Committee Meetings

Red: Amendment deadlines

Yellow: Special Committee Meetings

Green: SEPA actions



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## CHAPTER 7 PARKS, OPEN SPACE, AND CULTURAL RESOURCES

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The quality of life in King County is directly linked to the quality of the region’s environment, with its diverse landscapes reaching from Puget Sound to the Cascade Mountains, scenic beauty and the variety of cultural and recreational opportunities that enriches lives. These vital natural and cultural resources contribute to the physical, mental, and emotional well-being of county residents and are integral to attracting employment and business activity.

The policies in this chapter focus on the ((e))County’s role as a regional leader in acquiring and protecting its system of ((e))County-owned parks, forests, natural areas, trails and other open spaces. In addition to protecting these natural resources, the ((e))County promotes a high quality of life by supporting cultural opportunities such as music, theater, ethnic heritage museums, literary activities, public art collections, urban historic districts, ((and)) rural landmarks, and Indian tribal cultural and historic resources.

9  
10



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

## 11 I. Parks, Recreation and Open Space

12 The Growth Management Act requires cities and counties to identify open space corridors within and between  
13 ~~((U))urban ((Growth A))~~ areas, including lands useful for recreation, wildlife habitat, trails, and connection of  
14 critical areas. The ~~((e))~~ County's designation of open space includes those lands that are part of the King County  
15 open space system as well as state parks and natural resource conservation areas and federal wilderness areas in  
16 unincorporated King County. See the Land Use Map ~~((is))~~ located at the end of Chapter 1, Regional Growth  
17 Management Planning. The Growth Management Act states that counties are the providers of regional services  
18 and local rural services, while cities are the appropriate providers of local urban services. As the regional  
19 government, King County manages a regional open space system of parks, regional trails, natural or ecological  
20 areas and working resource lands. While the cities are the managers of local parks, trails and open space lands in  
21 the incorporated portions of the Urban Growth Area, King County will continue to be the provider of local  
22 parks, trails and open space lands in the Rural Area, ~~((and))~~ Natural Resource Lands, and the urban  
23 unincorporated area.

24  
25 ~~((Population growth and associated development continue to transform the county's landscape as forested and  
26 open lands have been converted to urban uses resulting in the fragmentation of wildlife corridors and riparian  
27 habitat, as well as the depletion of working resource lands and open vistas.))~~ The policies in this section provide  
28 guidance for the open space system of lands the ~~((e))~~ County owns and manages to protect and restore the health  
29 of natural systems, provide recreational opportunities, shape community character, and help sustain agriculture  
30 and forestry economics. Additional benefits ~~((of the open space and regional trails systems))~~ beyond recreation  
31 include providing transportation alternatives as well as health benefits from physical activity and access to the  
32 outdoors for those who have mobility disabilities. Large forested parks and natural areas help maintain air  
33 quality, water quality and quantity, and help mitigate the effects of climate change. Parks and green spaces also  
34 provide stress relief, rest and relaxation and contribute to improved mental health and well-being. The policies  
35 also reinforce the ~~((e))~~ County's focus on linking components of the open space system with an emphasis on  
36 completing the regional trails system, connecting riparian habitat, and reducing forestland fragmentation.

37  
38 Regional recreation and multiuse parks serve a countywide population and provide high-quality, developed  
39 facilities that support multiple events, large group gatherings, and special events. Passive parks serve less formal,  
40 organized or intense activities. Local ~~((rural))~~ park sites provide for active and passive recreation close to home.  
41 The Regional Trails ~~((System))~~ network forms the foundation for King County and other agencies' shared use  
42 path networks that reach broadly throughout the county linking cities, other counties, and the state, and offering  
43 extensive recreation opportunities. In addition to service recreational users, ~~((F))~~ the Regional Trails ~~((System is  
44 also an essential part of King County's multimodal transportation system, providing))~~ network also provides  
45 interconnected ~~((nonmotorized travel))~~ active transportation options. Local trails provide circulation within  
46 local communities and access to the larger ~~((R))~~ Regional ~~((T))~~ Trails ~~((system))~~ network.

47

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

48 Natural areas and working forest sites can provide opportunities for informal, low intensity and low impact  
 49 activities which enable the understanding, appreciation and significance of natural resources. Passive recreation  
 50 use of these sites requires little infrastructure, although amenities such as backcountry trails and trailhead  
 51 facilities may be needed to accommodate appropriate types and levels of public use. Natural areas often contain  
 52 undeveloped or un-developable acreage that is managed primarily to support habitat to provide ecological  
 53 benefits and contribute to biodiversity. Forested areas provide carbon sequestration and reduction in greenhouse  
 54 gas emissions, and play a role in adaptation to climate change.

55

56 For the purposes of the King County open space system, “regional” means sites and facilities that are large in  
 57 size and serve communities from long distances and multiple jurisdictions. “Local” means sites and facilities  
 58 that serve unincorporated communities and are smaller sites servicing close-to-home park and recreation needs.

59

60 ~~((P-101 ————— For the purposes of the King County open space system: “regional” shall define~~  
 61 ~~sites and facilities that are large in size, have unique features or characteristics~~  
 62 ~~or significant ecological value, and serve communities from many jurisdictions;~~  
 63 ~~and “local” shall define sites and facilities that serve unincorporated~~  
 64 ~~communities predominately in the Rural Area and Natural Resource Lands.))~~

65

## 66 **A. ~~((The Regional)) King County's Open Space System of Parks, Trails,~~** 67 **Natural Areas and Working Resource Lands**

68 The policies in this chapter provide the basis to develop a contiguous and functional open space system,  
 69 connecting and including recreation and multiuse parks, natural areas, working resource lands and regional  
 70 trails. The components of this vital system contribute to the physical, mental and emotional well-being of county  
 71 residents. ~~((Other publicly owned lands such as Farmland Preservation Program and Flood Hazard~~  
 72 ~~Management properties also contribute to the system and its environmental benefits.)) The Open Space System  
 73 Map shows these publicly-owned open space lands and provides the basis for identifying the linkages necessary  
 74 to strengthen the physical and functional connectivity of the ((e))County’s open space system. The following  
 75 policies reinforce the importance of the ((e))County’s open space system, and guide planning and management of  
 76 appropriate recreational opportunities that best meet regional and local ~~((rural))~~ unincorporated needs, preserve  
 77 ecologically significant resources and protect working resource lands.~~

78

79 **P-102 King County shall be a regional ~~((leader in the provision of a regional))~~ provider**  
 80 **of an open space system consisting of regional and local parks, regional and**  
 81 **backcountry trails, natural areas, working resource lands, and flood hazard**  
 82 **management lands. The regional network of open space~~((s))~~ should provide~~((s))~~**  
 83 **benefits to all county residents equitably including: recreation facilities,**  
 84 **conservation of natural and working resource lands, improving air and water**  
 85 **quality, ~~((flood hazard management))~~ and related programs and services, thereby**

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

86 contributing to the physical, mental, and emotional well-being of county  
87 residents.

88

89 **P-103** King County ~~((will))~~ shall preserve wildlife corridors, riparian habitat, contiguous  
90 forest land, as well as open space areas separating ~~((U))~~ ((A)) areas from the  
91 Rural Area~~((s))~~ and Natural Resource Lands as part of its open space system.

92

## 93 **B. Components of ~~((the Regional))~~ King County's Open Space System**

94 King County's regional open space system contains lands with many functions including: active and passive  
95 recreation; special purpose sites such as pools and trails; natural areas, with educational, scientific, wildlife  
96 habitat, cultural or scenic values; working resource lands including agriculture and forest~~((-))~~lands; and  
97 community-defining systems, including physical and or visual buffers between areas of urban and rural  
98 development. Many sites within the open space system serve more than one function, but each site generally  
99 serves a primary role within the system.

100

### 101 **1. Recreation Sites**

#### 102 **Regional Parks**

103 King County's regional ~~((recreation))~~ parks and facilities accommodate a wide range of ~~((active and passive))~~  
104 recreational activities. Recreation sites that make up a functional system include: highly developed sites with  
105 organized, scheduled activities such as soccer and softball; ~~((passive or low impact recreation sites that include~~  
106 ~~((both physical activities and less intense activities such as))~~ informal play, trail use, and picnicking; and multiuse  
107 sites that include a ~~((combination of active recreation and passive))~~ spectrum of recreation ~~((with less intensely~~  
108 ~~developed facilities and natural areas))~~ opportunities. ~~((Regional recreation parks serve a broad spectrum of~~  
109 ~~users. These parks and their facilities include those not generally viable for serving individual communities alone~~  
110 ~~due to site or specialized facility requirements or the unique nature of the offering requiring a broader user base~~  
111 ~~to support them.))~~ Regional parks include recreational facilities that rely on a broad user base, require a large  
112 area, include a specialized facility, or offer a unique experience.

113

114 **P-104** King County shall provide regional parks and recreational facilities that serve  
115 users from multiple neighborhoods and communities. Regional parks include  
116 unique sites and facilities that should be equitably and geographically  
117 distributed.

118

119 Educational and interpretive programming promotes appropriate and enjoyable use of the park system, increases  
120 public awareness of the park system's resources and values, and builds support and stewardship for the system  
121 and its resources. Programming and special events provide activities and entertainment that attract people to the  
122 parks.

123

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

124 **P-105** King County should facilitate affordable and culturally((-)\_accessible  
125 educational, interpretive, and aquatic programs on ((e))County-owned properties  
126 that further the enjoyment, understanding and appreciation of the natural,  
127 cultural, and recreational resources of the park system and the region.

129 **P-106** King County should facilitate and seek regional and national programs and  
130 special events at regional sites and facilities.

131

## 132 **2. Local Parks, Trails, and Open Spaces**

133 In the Rural Area, the large geographic area and dispersed populations, individual lots, low residential density  
134 and economies of site management dictate fewer and smaller individual park sites than in urban areas. Nearby  
135 regional parks and other open spaces also provide recreational opportunities in the Rural Area and Natural  
136 Resource Lands. King County's role in the Rural Area and Natural Resource Lands ((will)) reflects rural levels  
137 of service. King County also provides local parks in unincorporated urban areas and the County's role in these  
138 parks reflect urban levels of service. These vital local parks, local trails, and recreational facilities contribute to  
139 the physical, mental, and emotional well-being of county residents.

140

141 **P-107** King County shall provide local parks, trails and other open spaces in ~~((the Rural~~  
142 ~~Area)) unincorporated areas. Local parks, trails and other open spaces that  
143 complement the regional system should be provided in each community ~~((in~~  
144 ~~Rural Areas)) to meet local recreation and open space needs and enhance~~  
145 ~~environmental quality and ((visual quality)) view corridors.~~~~

146

147 **P-108** King County should provide local parks within ~~((rural)) unincorporated~~  
148 ~~communities with fields and other facilities that provide opportunities for active~~  
149 ~~sports. These facilities shall be in addition to and compatible with King County's~~  
150 ~~regional parks.~~

151

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

155

## 156 **3. Regional Trails ((System)) Network**

157 The Regional Trails ~~((System)) network~~ is a major element of the county's greater open space system that  
158 provides opportunities for recreation and ~~((nonmotorized transportation)) active transportation~~, as well as  
159 corridors often used by wildlife. This system contributes to the health and well-being of ~~((both county residents))  
160 trail users and the environment. King County is home to one of the largest ~~((nonmotorized)) regional trail  
161 networks in the North America. King County and local jurisdictions collectively offer ~~((approximately)) over  
162 300 miles of shared-use (multi-purpose) paved and unpaved paths connecting communities and linking Puget~~~~~~

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

163 Sound urban areas with Rural Areas, Natural Resource Lands and the Cascade Mountains. ~~((These facilities are~~  
 164 ~~classified as shared use paths by the Federal Highway Administration and are a component of the federally-~~  
 165 ~~designated regional transportation plan administered by the Puget Sound Regional Council. The)) King County  
 166 government stewards some 175 miles of the overall network. The remaining portions of the network are  
 167 managed by local cities, the Port of Seattle, and Washington State.~~

168

169 Regional trails are ~~((non-motorized facilities))~~ used for bicycling, walking, jogging, skating, horseback riding  
 170 where appropriate, and other activities. The paths provide both recreational opportunities and mobility options,  
 171 connecting users in neighborhoods and communities with schools, parks, employment, and other important  
 172 destinations. Regional trails may be paved or soft-surface (gravel) or a combination of both. The network  
 173 reaches more than 30 cities throughout King County, and use is extensive. It has been estimated that ~~((12~~  
 174 ~~million bicycle and pedestrian)) millions of trips are made on the network in King County annually. These paths  
 175 serve a wide range of land uses, both urban and rural. They link urban centers, business districts,  
 176 neighborhoods, universities, schools, parks, and transportation centers. They run through cities, along  
 177 waterfronts and scenic shorelines, through river valleys and farmlands, and into the Cascade forests.~~

178

179 While intended originally as recreational amenities and linear parks, the regional trails in King County have  
 180 evolved to provide not only extensive recreation, but also important active transportation opportunities, and  
 181 social and cultural venues. Today, thousands of daily trips are made on paths such as the Burke-Gilman Trail  
 182 between suburban cities and Seattle.

183

184 Recreation remains the primary use, but ~~((an increasing number of those))~~ some trips are made for work and  
 185 school, combining the healthy recreational benefits of cycling and walking with the workday commute. The  
 186 trails are also used for a variety of special activities that enrich life in the central Puget Sound region, from  
 187 art-related treks to community fundraisers to long-distance cycling events.

188

189 Regional trails in King County now include ~~((not only))~~ decades-old popular routes like the Burke-Gilman  
 190 Trail~~((, but also))~~ and trails networking many landscapes and destinations. Routes follow abandoned railroad  
 191 lines, water pipeline and power line corridors, river levees, and other special features or they may establish their  
 192 own alignments as they seek out practical courses between destinations. More interconnections provide more  
 193 travel opportunities. Paths access parks and scenic landscapes, but they also now serve urban centers, major  
 194 transit facilities, and other important everyday destinations. Future facilities will continue to provide the joint  
 195 benefits of recreation and regional mobility. More information regarding King County's Regional Trails  
 196 ~~((System))~~ network including the proposed future regional trails plan, the Regional Trails Needs Report, can be  
 197 found in ~~((the Appendices))~~ Appendix C2.

198

199 **P-109 King County shall complete and maintain a regional trails ((system)) network,**  
 200 **((linking trail corridors to form a countywide network)) to provide recreational**  
 201 **opportunities and to allow for transportation and wildlife corridor uses to**

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202 contribute to the health and wellbeing of both trail users and the environment.  
 203 King County ((will)) shall continue to primarily own the land necessary for the  
 204 operation and management of the trail ((system)) network and pursue  
 205 public-private funding opportunities for development and maintenance, while  
 206 ensuring opportunities for access for all King County residents.  
 207

208 Policies related to the planning, development, and management of the Regional Trails ((System)) network can be  
 209 found in the King County ((Parks)) Open Space Plan; Parks, Trails, and Natural Areas, a functional plan of the  
 210 King County Comprehensive Plan. Additional policies can also be found in Chapter 8, Transportation.  
 211

212 **((Eastside Rail Corridor)) Eastrail**

213 ~~((The Eastside Rail Corridor)) Eastrail~~ provides a ~~((rare and))~~ unique opportunity to develop a major north-  
 214 south, dual use ~~((recreational trail and public transportation))~~ corridor in support of active transportation and  
 215 transit mobility ~~((through transit, nonmotorized and active transportation, including access to transit outside the~~  
 216 ~~corridor))~~, consistent with its federal railbanked status. The owners share ~~((other))~~ multiple objectives for the  
 217 corridor including accommodating utilities, parks, recreation, and cultural amenities, and encouraging equitable  
 218 access to these facilities, and to housing and jobs, in support of economic opportunity for all King County  
 219 residents. ~~((The corridor will be the focus of regional trail planning and development by King County Parks))~~  
 220 King County is actively developing the regional trail component of Eastrail, connecting regional growth centers,  
 221 urban communities, other regional trails, and both local and high-capacity transit. The trail will connect to  
 222 existing major regional trail corridors including the Mountains to Sound/I-90 Trail, State Route 520 Trail,  
 223 Sammamish River Trail, Lake to Sound Trail, and others. ~~((The trail will provide opportunities for safe~~  
 224 ~~recreation and mobility as a component of King County's Regional Trails System and provide opportunities for~~  
 225 ~~environmental benefits to the region.))~~ The trail will help enhance the quality of life of the region's residents by  
 226 providing important recreation and mobility options for adjacent land uses.  
 227

228 **((P-110a)) P-110** ~~((The Eastside Rail Corridor regional trail shall be developed))~~ King County shall  
 229 develop Eastrail in coordination with the other trail owners, other jurisdictions,  
 230 local and state agencies, utilities with property interests, and nonprofit and  
 231 private partners to enhance regional recreation and mobility and connectivity  
 232 between regional growth centers, urban communities, other regional trails, and  
 233 local and high-capacity transit, consistent with a commitment to dual use  
 234 (recreational trail and public transportation), and consistent with federal  
 235 railbanking. ((The trail will enhance the quality of life by providing important  
 236 recreation and mobility options for adjacent land uses.)) The trail corridor shall  
 237 include high-quality landscaping and environmental features, where appropriate,  
 238 to enhance the trail experience and to provide ecological benefits to the region.  
 239

240 **((P-110))** ~~King County shall include the planning and development of a regional trail in the~~  
 241 ~~Eastside Rail Corridor, to enhance regional recreation and mobility. This facility~~

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

242 ~~will be planned and developed in coordination with other owners of BNSF's~~  
243 ~~former interests, and in close coordination with King County Department of~~  
244 ~~Transportation and other state and local agencies, in support of the commitment~~  
245 ~~to dual use (recreational trail and public transportation), consistent with federal~~  
246 ~~railbanking, and multiple objectives of King County and the other owners. ((The~~  
247 ~~trail will be identified in King County's regional trails plan, the Regional Trails~~  
248 ~~Needs Report, as a priority capital facility.~~

249  
250 ~~P-110b The Eastside Rail Corridor regional trail shall be developed to the most current~~  
251 ~~regional trail standards, ensuring safe recreation and mobility in accessing trails,~~  
252 ~~streets, and transit consistent with a commitment to dual use (recreational trail~~  
253 ~~and public transportation), and consistent with federal railbanking. The trail~~  
254 ~~corridor will include high quality landscaping and environmental features where~~  
255 ~~appropriate to enhance the trail experience and to provide ecologic benefits to~~  
256 ~~the region.~~

257

#### 258 **4.) Multi-Use Sites**

259 Each portion of a multi-use site will be developed and managed to support the level of use or conservation  
260 appropriate to that portion of the site.

261

262 **P-110c** Multi-use sites should include lands that have areas of environmental value, but  
263 also may accommodate extensive public access and active and/or passive  
264 recreation opportunities.

265

#### 266 **5. Natural Areas**

267 The King County open space system includes many sites owned by King County whose primary purpose is to  
268 conserve and restore ecological value. These sites may allow varying types of public use that do not harm the  
269 ecological resources of the site. These sites include many scenic and environmental features of King County's  
270 landscape, which play a role in protecting a diversity of vegetation and fish and wildlife important to the beauty  
271 and character of the region. King County ~~((will))~~ focuses on linking natural areas to create regional open space  
272 corridors of greenways and waterways along the major natural systems, such as rivers and shorelines.

273

274 Preserving these areas in partnership with other agencies, Indian tribes, private groups and individuals will  
275 provide multiple values including environmental and economic benefits of air and water quality, surface water  
276 management, aquifer recharge, ~~((and))~~ fish and wildlife habitat preservation and enhancement, and preservation  
277 of Indian tribal cultural and historic resources.

278

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

- 279 P-111 ~~((King County will manage its))~~ **Management of natural areas owned by King**  
 280 **County shall ((to)) protect, preserve, and enhance important natural resource**  
 281 **habitat, biological diversity, and the ecological integrity of natural systems.**  
 282
- 283 P-112 ~~((King County shall recognize and protect t))~~ **The natural character and ecological**  
 284 **value of its natural areas owned by King County shall be protected.** These areas  
 285 are important for preserving fish and wildlife and their habitat, native vegetation,  
 286 ~~((and))~~ **features of scientific and educational value, and Indian tribal cultural and**  
 287 **historic resources.** Development and public use may be limited to preserve the  
 288 natural state and reduce disturbance of the natural and cultural resources. Site  
 289 improvements should be focused on providing educational and interpretive  
 290 opportunities. Public access should be directed to the less fragile portions of a  
 291 site to ensure continued protection of the ecological resources.  
 292

293 **6. Working Resource Lands**

294 The ((e))County's open space system includes lands owned by King County that are managed as working farms  
 295 and forests. The ((e))County has purchased these properties ~~((in fee or less than fee ownership))~~ with the  
 296 intention of conserving the resource use on the site. County ownership and management of these lands  
 297 conserves the resource land base, allowing the resource activity to continue, while contributing to the local  
 298 ~~((rural))~~ economy, providing healthy foods, reducing carbon emissions associated with importing food into the  
 299 region, providing education about agriculture and forestry, and providing passive recreational opportunities on  
 300 some properties. The ((e))County's policies to conserve farmland and encourage agriculture are discussed in  
 301 Chapter 3, Rural Areas and Natural Resource Lands.

302

303 **Farmland**

304 ~~((The Farmland Preservation Program is a county program that preserves farmland through the purchase of~~  
 305 ~~development rights. The farms in the Farmland Preservation Program generally remain in private ownership.~~  
 306 ~~The county has purchased a farm outright in a few cases, with the intention of reselling the land without the~~  
 307 ~~development rights to a private farmer.)) The County occasionally acquires farmland, either to address farmland  
 308 access issues or as part of an acquisition for other purposes, such as habitat protection, food risk reduction, or  
 309 recreational access. Although the County usually intends to resell farmland to a private farmer while retaining a  
 310 Farmland Preservation Program easement, some farmland has strategic importance to advancing County  
 311 initiatives and priorities and will be retained in County ownership long-term. The ((e))County has developed a  
 312 program to lease farms ~~((to small-scale farmers))~~ until such time that the property ~~((can be))~~ is resold.~~

313

- 314 P-113 **Farmland owned by King County shall:**  
 315 **a. ((e))Contribute to the preservation of contiguous tracts of agricultural**  
 316 **land; and**



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317 **b. ((make affordable farmland available for use by small-scale and new**  
 318 **farmers)) Provide access to farmland for beginning, low-income,**  
 319 **historically underserved, and socially disadvantaged farmers.**

320

321 **P-114 Farmers leasing properties owned by King County shall use ((A))agricultural**  
 322 **((B))best ((M))management practices, ((I))integrated ((P))pest ((M))management,**  
 323 **and other sustainable farming methods.**

324

325 **P-115 The use and management of farmlands owned by King County shall be**  
 326 **consistent with any requirements imposed by the funding program used to**  
 327 **purchase each property and shall serve to meet and enhance the objectives of**  
 328 **the King County Agriculture Program.**

329

### 330 **Forestland**

331 One goal of the King County Open Space System is the conservation of forestland, through acquisition of land or  
 332 conservation easements, to decrease threat of conversion resulting from development and fragmentation, as well  
 333 as promote the understanding of the importance of forest management, including restoration of the forests to  
 334 more natural conditions. The working forests owned by King County are generally very large parcels of land  
 335 (several hundred acres or more) that support sustainable forest management practices and contribute to the  
 336 retention of a contiguous forest.

337

338 These properties contain valuable fish and wildlife habitat, provide environmental services (such as stormwater  
 339 management, clean air and water and carbon sequestration), and help mitigate the impacts of climate change, as  
 340 well as provide high-quality passive recreation, scenic vistas, and educational~~((/))~~ and interpretation  
 341 opportunities.

342

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

349

350 **P-117 Management goals for working ((F))forest land owned by King County shall ((be**  
 351 **used to sustain and enhance environmental)) include enhancing ecological**  
 352 **benefits and functions, ((demonstrate progressive)) demonstrating best forest**  
 353 **management ((and research)) practices, ((and provide)) providing passive**  
 354 **recreation opportunities, and generating revenue ((for the)) facilitate sustainable**  
 355 **management of ((the working forest lands)) those sites.**

356

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

357 ~~((P-118) Forest land owned by King County shall provide a balance between sustainable~~  
 358 ~~timber production, conservation and restoration of resources, and appropriate~~  
 359 ~~public use.))~~  
 360

## 361 **7. Backcountry Trails**

362 Backcountry trails are not a separate open space category; rather they are facilities located within King County's  
 363 multi-use sites, forest lands and natural areas. These trails allow visitors to directly experience the county's  
 364 beautiful natural environment as found in its forests, meadows, and marine and fresh water shoreline. Unlike  
 365 multi-purpose regional trails that network urban and rural landscapes throughout the county, these soft-surface  
 366 trails are intended for ~~((passive))~~ outdoor recreation and appreciation and enjoyment of a natural experience with  
 367 forest and trees, streams and wetlands, shorelines and birds and wildlife. Where backcountry trails are  
 368 developed on lands containing fish ~~((and)),~~ wildlife, and cultural resources, development and management of  
 369 such trails is undertaken so as to minimize the impacts on those resources.

371 **P-118a King County ~~((will))~~ shall continue to provide and manage a backcountry trail**  
 372 **system on its lands in collaboration with other public and private landholders**  
 373 **and consistent with its Trail Programmatic Permit.**  
 374

## 375 **8. Other Open Spaces**

376 Preservation of open space in the county reaches beyond the ~~((e))~~ County owned system. Large areas of the  
 377 county are owned and managed by federal agencies, the state, and other local jurisdictions that manage the land  
 378 for environmental protection, resource production, or a wide range of recreational ~~((opportunities))~~ uses.  
 379 Additionally, open space benefits are often provided by private land~~((s))~~ owners managing their land in ways that  
 380 protect the environment, conserve natural resources, or provide scenic vistas. ~~((King County acquires property~~  
 381 ~~for other reasons, such as flood hazards or providing needed public facilities. These lands can also provide open~~  
 382 ~~space conservation benefits.))~~

384 **P-118b King County shall encourage and pursue partnerships and mutually beneficial**  
 385 **agreements with public agencies, Indian tribes, nonprofit and community**  
 386 **organizations, and the private sector to fund, program, manage, and steward**  
 387 **sites and facilities for public recreation and natural resource protection**  
 388 **consistent with the classification, role, and use of said sites and facilities.**  
 389

390 King County has acquired lands and manages facilities along major river and stream systems for the primary  
 391 purpose of floodplain management and flood hazard management. Major streams and rivers are vital  
 392 components of the ~~((e))~~ County's open space system, therefore the flood hazard management lands contribute  
 393 critical links in the ~~((e))~~ County's open space network. ~~((The King County Flood Control District will continue~~  
 394 ~~to maintain flood hazard management land and facilities within available funding levels.))~~ The ~~((e))~~ County will  
 395 also seek innovative measures for maintaining and improving flood hazard management, reducing maintenance

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396 costs, integrating flood hazard management and recreational opportunities, and achieving wildlife habitat  
397 protection and salmon recovery.

398

399 **C. ((Achieving)) Sustaining and Growing the Open Space System**

400 Parks and other ((e))County-owned open space lands ensure a quality of life today and a legacy to future  
401 generations. In King County, many types of open spaces and fish and wildlife habitat remain in private  
402 ownership and may be subject to future development. King County's Land Conservation Initiative guides the  
403 collaborative strategy to accelerate the preservation of natural lands, working farms and forests, urban green  
404 space, and trails in the next 30 years. To ensure that these lands and resources are protected and to offer an  
405 alternative to acquisition, the ((e))County offers landowners a wide variety of tools to preserve their property.  
406 ((Policies outlining strategies for using these tools can be found in Chapters 3, Rural Areas and Natural Resource  
407 Lands, 4, Housing and Human Services, and 7, Parks, Open Space and Cultural Resources.))

408

409 Cooperation, coordination and partnerships with public agencies, private groups and individuals are necessary to  
410 develop the regional parks and open space system, to meet existing needs for park and recreation facilities and to  
411 accommodate the needs of growth. The Mountains-to-Sound Greenway National Heritage Area, along the I-90  
412 corridor, is a successful model for coordination of efforts by public and private entities to protect the backbone of  
413 the ((e))County's open space system. King County will achieve the multiple benefits of resource protection and  
414 recreation by building partnerships and coordinating with providers and user groups of the parks and open space  
415 system. Working together, stewardship can be fostered and these lands and facilities can be enhanced, restored  
416 and operated more economically and efficiently to benefit all county residents.

417

418 **1. Priorities**

419 **P-119 Open space lands should be acquired to expand and enhance the open space**  
420 **system as identified in the King County Open Space Plan: Parks, ((Regional))**  
421 **Trails and Natural Areas.**

422

423 **P-120 Regional trail corridors should be acquired when identified in King County's**  
424 **Regional Trails Needs Report or other trails plans.**

425

426 **P-121 King County shall consider equity in the location, development, and acquisition**  
427 **of its open space system to help in the reduction of health disparities and in the**  
428 **promotion of racial, social, and environmental justice.**

429

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

430 **2. Criteria**

431 P-122 Lands preserved for public parks, regional trails, or other open space should  
432 provide multiple benefits whenever possible.

433  
434 P-123 Decisions on acquisition and development of park, regional trail, and other open  
435 space sites should consider funding needs for public engagement, initial  
436 stewardship, site development, long((-)-)term maintenance, and operations.

437  
438 P-124 A variety of measures should be used to acquire, protect, manage, and develop  
439 regional and local parks, regional trails, and open space. Measures can include:  
440 ((€))County funding and other funding mechanisms, grants, partnerships,  
441 incentives, regulations, dedications, and contributions from residential and  
442 commercial development based on their service impacts and trades of lands and  
443 shared development activities.

444

445 **3. Managing the System**

446 As the caretaker of ((200)) 205 parks, 175 miles of regional trails, more than ((200)) 250 miles of backcountry  
447 trails, ((28,000)) 32,000 acres of open space, and ((145,000)) 150,000 acres of conservation easements, King  
448 County is one of the region's important providers and managers of public lands. As such, the principles and  
449 policies that guide stewardship and management of these lands and resources are critical to ensure these assets  
450 continue to contribute to the region's quality of life now and for future generations.

451

452 P-125 Management of the regional open space system of parks, regional trails, natural  
453 areas and working resource lands ((is)) shall be guided by the King County Open  
454 Space Plan: Parks, Trails and Natural Areas.

455

456 P-126 Development and management of parks, regional trails and open space sites  
457 should be consistent with the purposes of their acquisition and in consideration  
458 of their funding sources.

459

460 P-127 Open space lands shall be classified to identify their role in the open space  
461 system and the purpose of the acquisition as recreation site, regional trail,  
462 natural area ((park, multiuse site, or)), working ((resource land)) forestland, or  
463 multi-use site.

464

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

468

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

- 469 P-128a King County should develop management plans (such as master plans, forest  
470 stewardship plans or site management guidelines) that outline goals and  
471 objectives and management recommendations for sites within the open space  
472 system as appropriate.  
473
- 474 P-128b King County's use of pesticides and fungicides ~~((will))~~ shall be based on  
475 integrated pest management principles.  
476
- 477 P-128c King County shall support activities at County parks that advance public health,  
478 provide clean environments, and avoid exposure to harmful products, such as  
479 tobacco and vaping products, ~~((in order))~~ to promote play, physical activity, and  
480 family and community connection.  
481

482 **4. Coordination and Partnerships**

- 483 P-129 Recognizing the value of open space in promoting social and economic health  
484 and wellness across the county, King County shall be a leader in establishing  
485 partnerships with cities, adjacent counties, Indian tribes, state and federal  
486 agencies, school and special purpose districts, community organizations,  
487 non((-))profit organizations, land((-))owners, and other residents. The ~~((e))~~ County  
488 and these partners should work to:  
489 a. Support and strengthen the linkages between rural, resource, and urban  
490 communities' use and maintenance of these open spaces;  
491 b. ~~((p))~~ Promote and protect all aspects of environmental quality, while  
492 addressing equity and racial and social justice goals to complete the  
493 regional parks and open space system through joint planning and  
494 management of local and regional sites and facilities.  
495
- 496 P-130 In the Urban Growth Area, King County shall work in partnership with other  
497 jurisdictions to facilitate annexation and transfer of local parks ~~((, and local trails))~~  
498 and other open space sites to cities or other providers to ensure continued  
499 service to the community.  
500
- 501 ~~((P-131))~~ ~~King County should work with cities to share operational and maintenance costs~~  
502 ~~of parks and other open spaces in unincorporated areas in which a substantial~~  
503 ~~portion of the users are from incorporated areas.))~~  
504
- 505 P-132 King County ~~((will))~~ shall encourage and support volunteer efforts to maintain  
506 and enhance programs, sites, and facilities.  
507

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

508 **5. Public Participation**

509 P-133 King County ~~((will))~~ shall encourage and seek public input, advice and  
510 participation ~~((from the public))~~ in decisions about ~~((management of))~~ the open  
511 space system ~~((that relate to key issues such as funding, planning, acquisition,  
512 development and stewardship))~~ and to advance equitable access to parks and  
513 trails.

514  
515 P-134 King County ~~((will invite and involve a wide variety of interests via a diversity of  
516 individuals, groups and agencies))~~ shall engage the public using approaches  
517 consistent with the County's equity and racial and social justice goals and  
518 policies. King County ~~((will intentionally engage communities that are the most  
519 affected by proposals and plans))~~ shall provide equitable access for historically  
520 underrepresented and historically underserved populations in public  
521 engagement and access to the open space system.

522  
523 P-135 King County ~~((will))~~ shall use a variety of equitable engagement methods to  
524 ensure public involvement from all county residents, such as public meetings,  
525 advisory groups, surveys, web and social media postings, news releases, park  
526 site signage, mailing lists, newsletters, and through various community groups  
527 (including Community Service Areas). These methods ~~((will))~~ shall allow for  
528 early, continuous, and broad public participation.  
529

530 **II. Cultural Resources**

531 Cultural resources make a significant contribution to the quality of life in King County. Arts and heritage  
532 organizations, public art ~~((and))~~, historic and archaeological properties, and Indian tribal celebrations and  
533 traditional cultural events contribute to the region's economic vitality, play an essential role in cultural tourism,  
534 and contribute significantly to the county's overall quality of life. As King County grows, the need to protect,  
535 support and enhance cultural opportunities and resources is essential ~~((in order))~~ to sustain livability. King  
536 County plays an important role in supporting the region's cultural life. 4Culture, a County-chartered Public  
537 Development Authority serves as the county's cultural services agency. 4Culture has operational responsibility  
538 for advancing the work of the cultural community in King County by advocating for, supporting, promoting, and  
539 enhancing:

- 540 • arts;
- 541 • heritage;
- 542 • preservation; and
- 543 • public art.

544

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

4Culture((s)) and the King County ((h))Historic ((p))Preservation ((p))Program work together to provide((s)) funding, advocacy, assistance, and support in preserving and conserving the county's historical and archeological resources through projects and programs including: interpretation, community education and outreach, cultural tourism, and rehabilitation of historical resources(~~((The King County Historic Preservation Program, housed in the County's Department of Natural Resources and Parks, also plays an important role ensuring))~~) and to ensure that historic properties throughout King County are protected and enhanced.

551

King County government can lead by example through stewardship and wise management of its own cultural resources. Historic public buildings and facilities, such as bridges and roads, can be preserved and continue to be used; other historic resources can be converted to public use. As set by policy ED-106, found in Chapter 10, Economic Development, ~~((in order))~~ to enhance the region's quality of life and economic vitality, the ((e))County will engage in programs and projects to protect cultural resources and promote expanded cultural opportunities for the county's residents and visitors.

558

**P-201                      King County shall be a steward of cultural resources under its control. It shall identify and evaluate cultural resources, preserve public art works and significant historic properties, and interpret and provide public access to them whenever appropriate. County departments and divisions shall collaborate with the Historic Preservation Program to nominate eligible properties for landmark designation.**

565

**P-202                      King County shall consider equity and racial, social, and environmental justice in its promotion and protection of cultural resources.**

568

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

574

## **A. Relationships**

County residents need arts and heritage opportunities. These include both attendance-driven programs and projects, as well as more localized, community-orientated opportunities of hands-on participation and education. The county's cultural system is comprised of regional and local arts and heritage organizations, individuals and venues. It also involves relationships with both public and private entities to preserve the region's history, as well as to enhance placement of art in public places. As such, cultural resource management crosses jurisdictional boundaries and involves countless public and private entities and artists throughout the region. The range and complexity of cultural activity in the region requires coordination and cooperation. King County, through its creation of 4Culture, provides this regional coordination and leadership.

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

584

585 While 4Culture is not a ((e))County department, the ((e))County and 4Culture maintain a unique cooperative  
 586 relationship. Historically over 95((%)) percent of 4Culture's budget has been funded by King County resources  
 587 from either dedicated tax revenue or capital improvement project budgets. The council approves the executive's  
 588 nominations for membership on 4Culture's board. Three councilmembers serve on 4Culture's board. The  
 589 council annually receives briefings from 4Culture on its work program and to discuss plans for the coming year.  
 590 Therefore, it is through 4Culture that King County maintains its regional role with regard to cultural resource  
 591 management.

592

593 **P-204 King County shall support the retention and promotion of the region's cultural**  
 594 **legacy, promote cultural education, and encourage the preservation and**  
 595 **celebration of cultural diversity and creativity.**

596

597 **P-205 King County shall support and encourage development of regional cultural**  
 598 **organizations, facilities, and services that address a countywide audience or are**  
 599 **dedicated to unique and significant cultural themes or disciplines.**

600

601 **P-206 King County shall support and encourage community cultural organizations,**  
 602 **facilities, and services to provide opportunities for local access and participation**  
 603 **by all residents throughout the county.**

604

605 **P-207 King County shall encourage excellence and vitality in the arts by supporting**  
 606 **opportunities for attendance at and participation in diverse arts and cultural**  
 607 **activities throughout the county.**

608

609 **P-208 King County shall pursue its cultural resource goals by working with residents,**  
 610 **property owners, cultural organizations, public agencies, Indian tribes, schools**  
 611 **and school districts, and others.**

612

613 **P-209 King County shall provide leadership in pursuing its cultural resource goals by**  
 614 **actively advancing the protection, enhancement, and ongoing use of**  
 615 **((e))County-owned and other cultural resources, and by promoting**  
 616 **intergovernmental cooperation and partnerships for the preservation and use of**  
 617 **cultural resources.**

618

619 **P-210 King County shall partner with cities to protect and enhance historic resources**  
 620 **and public art located within city boundaries and Potential ((a))Annexation**  
 621 **((a))Areas.**

622



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

## 623 B. Arts, Heritage, and Public Art

624 The region's artistic environment parallels its natural features in variety and richness. Its arts organizations,  
625 artists and opportunities are widely known and valued for their diversity and excellence in music, theater, dance,  
626 literary activity, and visual arts. Museums, historical societies, heritage groups, historians, archivists, folklorists,  
627 and other heritage specialists enrich community life and provide rich cultural experiences for county residents  
628 and visitors. Without preservation and stewardship of local history by these groups, the county's rich history  
629 would be lost.

630

631 **P-211 King County shall support, preserve and enhance its heritage by encouraging**  
632 **opportunities for public attendance and participation in diverse heritage activities**  
633 **throughout the county.**

634

635 **P-212 The King County executive and the King County council shall regularly seek**  
636 **advice from 4Culture on programs, policies and regulations that support, enrich,**  
637 **and increase access to the arts, public art, and King County's heritage.**

638

639 Public art means art for shared public space in King County, including King County buildings and infrastructure.  
640 King County's public art collection includes portable, permanently sited and architecturally integrated artworks  
641 that help define ((e))County buildings as cultural spaces. Public art also includes art installed or incorporated in  
642 places developed by others, but accessible to the public. Public art enhances community character and diversity,  
643 sparks imagination, and provides a direct cultural experience for county residents and visitors every day. For  
644 new or changing communities, public art is a powerful contributor to local character, sense of place and  
645 belonging. Public art can also help mitigate the adverse effects of new development.

646

647 **P-213 King County shall incorporate public art in its construction and mitigation**  
648 **projects, as well as its undertakings involving public-private partnerships, and**  
649 **development authorities that include public funds or resources or have publicly**  
650 **accessible components.**

651

652 **P-214 Maintenance and conservation shall be a consideration in the development and**  
653 **management of public art.**

654

## 655 C. Historic Preservation

656 Preservation of historic properties provides multiple benefits. Historic properties maintain a tangible connection  
657 with the past and contribute to community understanding, character, and diversity. Preservation saves energy,  
658 conserves existing housing and commercial buildings, and retains historically significant open space. Historic  
659 properties also play a major role in attracting tourists. The mission of the King County Historic Preservation  
660 Program, housed in the County's Department of Natural Resources and Parks, is to conserve existing historic  
661 housing, commercial buildings and other significant properties and foster heritage tourism throughout county. It

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

662 provides technical and other assistance to cities lacking preservation programs. It also supports the work of the  
663 King County Landmarks Commission.

664

665 **P-215 The King County executive and the King County council shall regularly seek**  
666 **advice from the Landmarks Commission on programs, policies and regulations**  
667 **that support and enhance preservation and protection of significant historic**  
668 **properties.**

669

670 Many municipalities do not have sufficient resources to administer an historic preservation program. As a result,  
671 the history of the region is endangered. Comprehensive and coordinated protection of significant historic  
672 properties is necessary ~~((in order))~~ to ensure that King County's history is preserved.

673

674 **P-216 King County shall administer a historic preservation program to identify, protect**  
675 **and enhance historic properties throughout the region.**

676

677 Historic preservation is an ongoing process that requires identification, evaluation, designation and protection of  
678 significant properties, and attention to long-term enhancement and interpretation. Historic properties are often  
679 destroyed through neglect. Regular maintenance and other management practices that protect historic properties  
680 are critical to long-term preservation. King County government can lead by example through stewardship and  
681 wise management of its own historic properties.

682

683 **P-217 King County shall acquire and preserve historic properties for use by ((e))County**  
684 **and other public agencies and shall give priority to occupying historic buildings**  
685 **whenever feasible.**

686

687 Review of development proposals and other actions affecting historic properties resources is necessary ~~((in~~  
688 ~~order))~~ to eliminate or minimize adverse effects of development or changing land use. Archaeological sites are  
689 particularly sensitive and endangered because they are not visible and may be unexpectedly encountered. King  
690 County government can also protect historic properties through careful planning and review of its own  
691 undertakings, both directly and in partnerships with private parties and other agencies.

692

693 **P-218 King County shall establish comprehensive review and protection procedures for**  
694 **historic properties affected by public and private projects.**

695

696 **P-219 King County may condition public and private projects ((in order)) to protect**  
697 **historic properties. King County agencies shall coordinate with the Historic**  
698 **Preservation Program to provide consistent review and mitigation for their**  
699 **projects and undertakings throughout the county.**

700

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

701     **P-220**                   **King County shall encourage land uses and development that retain and enhance**  
 702                                   **significant historic properties and sustain historic community character. County**  
 703                                   **building and zoning codes and other regulations and standards should provide**  
 704                                   **flexibility to accommodate preservation and reuse of historic properties. Zoning**  
 705                                   **actions should take into account the effects of zoning on historic properties.**

706

707     **P-221**                   **King County shall maintain an inventory of historic properties ((in order)) to**  
 708                                   **guide its historic preservation decision making.**

709

710     Preservation requires active support by governments and cooperation with property owners. Incentives such as  
 711     tax reduction, revolving loans, transfer of development rights, expedited permitting, reduced permit fees, zoning  
 712     flexibility, technical assistance, and other measures can be used to encourage preservation. As set by policy  
 713     ED-208, found in Chapter 10, Economic Development, the ((e))County ((shall)) assist businesses, property  
 714     owners, and other jurisdictions in preserving and enhancing historic properties, including historic business  
 715     districts, through a variety of incentives and economic development measures.

716

Chapter 7 Parks, Recreation, and Open Space  
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
<del>((P-101 For the purposes of the King County open space system: "regional" shall define sites and facilities that are large in size, have unique features or characteristics or significant ecological value, and serve communities from many jurisdictions; and "local" shall define sites and facilities that serve unincorporated communities predominately in the Rural Area and Natural Resource Lands.))</del>	Clarification of existing policy intent	This is a factual statement, not policy direction. More appropriate for (and moved to) narrative.	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-102 King County shall be a regional <del>((leader in the provision of a regional))</del> provider of an open space system consisting of regional and local parks, regional and backcountry trails, natural areas, working resource lands, and flood hazard management lands. The regional network of open space <del>((s))</del> should provide <del>((s))</del> benefits to all county residents equitably including: recreation facilities, conservation of natural and working resource lands, improving air and water quality, <del>((flood hazard management))</del> and related programs and services, thereby contributing to the physical, mental, and emotional well-being of county residents.	Clarification of existing policy intent	Creates consistency between the Open Space Plan and Comprehensive Plan  Open Space Plan: Section 3.2, Figure 3.2, OS-104	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>The policy addresses two separate ideas: what is in the system the County provides, and equitable provision of the system. This policy could be split into two policies.</li> </ul>
P-103 King County <del>((will))</del> shall preserve wildlife corridors, riparian habitat, contiguous forest land, as well as open space areas separating <del>((U))</del> urban <del>((A))</del> areas from the Rural Area <del>((s))</del> and Natural Resource Lands as part of its open space system.	Clarification of existing policy intent	"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.  Other edits for current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-105 King County should facilitate affordable and culturally <del>((-))</del> accessible educational, interpretive, and aquatic programs on <del>((e))</del> County-owned properties that further the enjoyment, understanding and appreciation of the natural, cultural, and recreational resources of the park system and the region.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-107 King County shall provide local parks, trails and other open spaces in <del>((the Rural Area))</del> unincorporated areas. Local parks, trails and other open spaces that complement the regional system should be provided in each community <del>((in Rural Areas))</del> to meet local recreation and open space needs and enhance environmental quality and <del>((visual quality))</del> view corridors.	Clarification of existing policy intent	Creates consistency between the Open Space Plan and Comprehensive Plan; better describes King County's role in Urban Unincorporated Areas  Open Space Plan: 3.1.2 Values, 3.2.1, OS-105	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>Expansion to unincorporated areas reflects changes in the 2022 Open Space Plan. This changes the policy to require the County to provide parks, trails, and open spaces in all unincorporated areas, rather than in the Rural Area alone.</li> </ul>
P-108 King County should provide local parks within <del>((rural))</del> unincorporated communities with fields and other facilities that provide opportunities for active sports. These facilities shall be in addition to and compatible with King County's regional parks.	Clarification of existing policy intent	Creates consistency between the Open Space Plan and Comprehensive Plan; better describes King County's role in Urban Unincorporated Areas  Open Space Plan: 3.1.2 Values, 3.2.1, OS-105	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>Executive staff indicate that "compatible with regional parks" means that the local park is consistent with and complementary to surrounding regional parks. This could be clarified.</li> </ul>

Chapter 7 Parks, Recreation, and Open Space  
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>P-108a King County shall consider equity in the development and acquisition of its open space system to help reduce health disparities and promote environmental justice.</u></p>	<p>New policy</p>	<p>Emphasizes equity lens King County uses to improve service, consistent with existing practice and the Parks Open Space Plan</p>	<p>No change; existing practice</p>	<p>Open Space Plan, CIP-115</p>	<ul style="list-style-type: none"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>As this is in the "local" section, this policy only applies to local parks, trails, and open spaces, not regional ones. If Councilmembers want this to apply to the entirety of the open space system, it could be moved to that appropriate section.</li> <li>This policy intent could be added to P-104 and P-107, rather than adding a new policy.</li> </ul>
<p>P-109 King County shall complete and maintain a regional trails ((system)) network, ((linking trail corridors to form a countywide network)) to provide recreational opportunities and to allow for transportation and wildlife corridor uses to contribute to the health and wellbeing of both trail users and the environment. King County ((will)) shall continue to primarily own the land necessary for the operation and management of the trail ((system)) network and pursue public-private funding opportunities for development and maintenance, while ensuring opportunities for access for all King County residents.</p>	<p>Clarification of existing policy intent</p>	<p>Edits for clarity, current terminology, and alignment with Open Space Plan.</p> <p>"Completing" the network implies "linking corridors to form a countywide network," consistent with Open Space Plan Goal 3 that states "Improve regional trails and mobility to ensure that essential connections are completed and existing trails are maintained." Open Space Plan also includes "maintaining" in similar context, which is added here for consistency.</p> <p>Reflects that recreation is the primary focus of the network, although other uses and benefits also occur such as (transportation/ mobility), consistent with the Open Space Plan</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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<p><del>((P-110a))</del> P-110 <del>((The Eastside Rail Corridor regional trail shall be developed))</del> King County shall develop Eastrail in coordination with the other trail owners, other jurisdictions, local and state agencies, utilities with property interests, and nonprofit and private partners to enhance regional recreation and mobility and connectivity between regional growth centers, urban communities, other regional trails, and local and high-capacity transit, consistent with a commitment to dual use (recreational trail and public transportation), and consistent with federal railbanking. <del>((The trail will enhance the quality of life by providing important recreation and mobility options for adjacent land uses.))</del> The trail corridor shall include high-quality landscaping and environmental features, where appropriate, to enhance the trail experience and to provide ecological benefits to the region.</p>	<p>Clarification of existing policy intent</p>	<p>Consolidates P-110, P-110a, and P-110b</p>	<p>n/a</p>	<p>n/a</p>	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

Chapter 7 Parks, Recreation, and Open Space  
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
<del>((P-110 King County shall include the planning and development of a regional trail in the Eastside Rail Corridor, to enhance regional recreation and mobility. This facility will be planned and developed in coordination with other owners of BNSF's former interests, and in close coordination with King County Department of Transportation and other state and local agencies, in support of the commitment to dual use (recreational trail and public transportation), consistent with federal railbanking, and multiple objectives of King County and the other owners. ((The trail will be identified in King County's regional trails plan, the Regional Trails Needs Report, as a priority capital facility.</del>	Clarification of existing policy intent	Consolidated in updated P-110	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<del>P-110b The Eastside Rail Corridor regional trail shall be developed to the most current regional trail standards, ensuring safe recreation and mobility in accessing trails, streets, and transit consistent with a commitment to dual use (recreational trail and public transportation), and consistent with federal railbanking. The trail corridor will include high-quality landscaping and environmental features where appropriate to enhance the trail experience and to provide ecologic benefits to the region.</del>	Clarification of existing policy intent	Consolidated in updated P-110	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<del>P-110c Multi-use sites should include lands that have areas of environmental value, but also may accommodate extensive public access and active and/or passive recreation opportunities.</del>	Clarification of existing policy intent	Reoriented from a statement to policy direction, consistent with existing intent	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>The lead-in text preceding this reads as policy language. It could potentially be either deleted or added to the policy.</li> </ul>
<del>P-111 ((King County will manage its)) Management of natural areas owned by King County shall ((to)) protect, preserve, and enhance important natural resource habitat, biological diversity, and the ecological integrity of natural systems.</del>	Clarification of existing policy intent	Reoriented from a statement to policy direction, consistent with existing intent	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This change is potentially substantive, as not all of the natural areas in King County's Open Space System are owned outright by the County. This is a policy choice.</li> </ul>
<del>P112 ((King County shall recognize and protect))The natural character and ecological value of its natural areas owned by King County shall be protected. These areas are important for preserving fish and wildlife and their habitat, native vegetation, ((and)) features of scientific and educational value, and Indian tribal cultural and historic resources. Development and public use may be limited to preserve the natural state and reduce disturbance of the natural and cultural resources. Site improvements should be focused on providing educational and interpretive opportunities. Public access should be directed to the less fragile portions of a site to ensure continued protection of the ecological resources.</del>	Clarification of existing policy intent	Reoriented the County's current role and authority, and reflects preservation of tribal and cultural and historic resources, consistent with existing practice and Open Space Plan SO-125 and CIP-135.	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This change is potentially substantive, as not all of the natural areas in King County's Open Space System are owned outright by the County. This is a policy choice.</li> </ul>

Chapter 7 Parks, Recreation, and Open Space  
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-113 Farmland owned by King County shall: a. <del>_____((e))</del> Contribute to the preservation of contiguous tracts of agricultural land; and b. <del>_____((make affordable farmland available for use by small-scale and new farmers))</del> Provide access to farmland for beginning, low-income, historically underserved, and socially disadvantaged farmers.	Substantive change	Advancing equity goals and aligning with language in Policies R-661a and R-661b, consistent with existing practice.  While "socially disadvantaged" is not current County terminology, it is aligned with U.S. Department of Agriculture (USDA) language which is defined as farmers and ranchers (SDFRs) belonging to groups that have been subject to racial or ethnic prejudice. SDFRs include farmers who are Black or African American, American Indian or Alaska Native, Hispanic or Latino, and Asian or Pacific Islander. For some but not all USDA programs, the SDFR category also includes women.	Increased accessibility of land to priority populations	Local Food Initiative	<ul style="list-style-type: none"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>Executive staff indicate that, although currently all farmland owned by King County meets both of these criteria (hence the "and"), there could potentially be future desired acquisitions that are urban farms not contiguous to other agriculture lands. The language could be clarified to meet this intent.</li> <li>This policy deals with similar issues to policies in Chapter 3, specifically R-643, R-661a, R-675, R-677c and could be combined with those. However, Executive staff has expressed support for keeping agricultural policies in this chapter to recognize the interrelatedness of issues.</li> </ul>
P-114 Farmers leasing properties owned by King County shall use <del>((A))</del> agricultural <del>((B))</del> best <del>((M))</del> management practices, <del>((t))</del> integrated <del>((P))</del> pest <del>((M))</del> management, and other sustainable farming methods.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This policy is very similar to R-669a. It could be removed here and combined with that one. However, Executive staff has expressed support for keeping agricultural policies in this chapter to recognize the interrelatedness of issues.</li> </ul>
P-115 The use and management of farmlands owned by King County shall be consistent with any requirements imposed by the funding program used to purchase each property and shall serve to meet and enhance the objectives of the King County Agriculture Program.	Policy Staff Flag					<ul style="list-style-type: none"> <li>Executive staff indicate there are not any examples of Agriculture Program objectives other than the two things listed in P-113. As land owned by the County is already required by P-113 (or wherever P-113 is consolidated) to meet those objectives, this policy is duplicative and could be deleted.</li> </ul>
P-116 Working forest land and conservation easements owned by King County shall provide large tracts of forested property in the Rural Forest Focus Areas, the Forest Production District, and Rural Area. <del>((that will))</del> These areas shall remain in active forestry, protect areas from development, or provide a buffer between commercial forestland and adjacent residential development, and may provide ecological or recreational benefits.	Substantive change	Added for consistency with new old growth /mature forest changes in Chapter 3 and 5 and related work plan action, recognizing the acceptability of Forest Production Districts easements that allow recreation or favor ecological forest practices. Without this added, the policies could be in conflict. Use of "may" (permissive but not required) was intentional because not every easement will allow for recreation or create ecological benefits (e.g., a straight Transfer of Development Rights easement, which just pulls development rights but otherwise	Additional protection of upper watershed and major river corridors	Strategic Climate Action Plan Action GHG 6.4.1  Land Conservation Initiative	<ul style="list-style-type: none"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This policy covers two different ideas, working forests and forests that are to be preserved. Council may want to consider whether to split these policy intents into two separate policies.</li> </ul>

Chapter 7 Parks, Recreation, and Open Space  
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
		allows private commercial forestry to continue).  Other edits for clarity and existing policy intent, including: "will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.				
P117 <del>Management goals for working ((F))forest land owned by King County shall ((be used to sustain and enhance environmental)) include enhancing ecological benefits and functions, ((demonstrate progressive)) <u>demonstrating best forest management ((and research)) practices, ((and provide)) providing passive recreation opportunities, and generating revenue ((for the)) facilitate sustainable management of ((the working forest lands)) those sites.</u></del>	Clarification of existing policy intent	To align with current terminology, existing practices, and the Open Space Plan (such as OS-115), as well as consolidation of P-118	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This policy is softened by changing "forest land...shall be used to" to "management goals for forest land...shall include." This change is a policy choice.</li> <li>Although the Executive narrative states that P-118 is integrated here, the meaning is different. First, sustainable timber production is no longer directly mentioned. Second, it is a "management goal" rather than a requirement. Third, "generating revenue to facilitate the sustainable management of those sites" does not necessarily mean that revenue would be generated from timber production (for example user fees from recreational users could fall into this category. Whether to make this change or retain P-118 is a policy choice.</li> </ul>
<del>((P-118 Forest land owned by King County shall provide a balance between sustainable timber production, conservation and restoration of resources, and appropriate public use.))</del>	Clarification of existing policy intent	Consolidated in P-117	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See note above on P-117.</li> </ul>
P-118a King County <del>((will)) shall</del> continue to provide and manage a backcountry trail system on its lands in collaboration with other public and private landholders and consistent with its Trail Programmatic Permit.	Clarification of existing policy intent	"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<u>P-118b King County shall encourage and pursue partnerships and mutually beneficial agreements with public agencies, Indian tribes, nonprofit and community organizations, and the private sector to fund, program, manage, and steward sites and facilities for public recreation and natural resource protection consistent with the classification, role, and use of said sites and facilities.</u>	New policy	To provide policy direction related to other open spaces, consistent with the Open Space Plan and current practice	Leverages the County open space system with other sites owned by other public and private partners to support countywide public recreation and natural resource protection goals	Open Space Plan PCI-101	<ul style="list-style-type: none"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>The policy could be streamlined to remove the specific references to potential partners.</li> </ul>



**Chapter 7 Parks, Recreation, and Open Space**  
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-119 Open space lands should be acquired to expand and enhance the open space system as identified in the King County Open Space Plan: Parks, <del>((Regional))</del> Trails and Natural Areas.	Technical change	Reflects current plan name	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-121 King County shall consider equity in the location, development, and acquisition of its open space system to help in the reduction of health disparities and in the promotion of racial, social, and environmental justice.	Clarification of existing policy intent	Reflects current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-123 Decisions on acquisition and development of park, regional trail, and other open space sites should consider funding needs for public engagement, initial stewardship, site development, long((-))-term maintenance, and operations.	Clarification of existing policy intent	Recognizes funding needs for other key elements of acquiring and owning land, consistent with current practice	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-124 A variety of measures should be used to acquire, protect, manage, and develop regional and local parks, regional trails, and open space. Measures can include: <del>((e))</del> County funding and other funding mechanisms, grants, partnerships, incentives, regulations, dedications, and contributions from residential and commercial development based on their service impacts and trades of lands and shared development activities.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-125 Management of the regional open space system of parks, regional trails, natural areas and working resource lands <del>((is))</del> shall be guided by the King County Open Space Plan: Parks, Trails and Natural Areas.	Clarification of existing policy intent	Reoriented from statement to policy direction, consistent with existing intent	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-127 Open space lands shall be classified to identify their role in the open space system and the purpose of the acquisition as recreation site, regional trail, natural area <del>((park, multiuse site, or))</del> , working <del>((resource land))</del> forestland, or multi-use site.	Clarification of existing policy intent	Updated to align with categories in the Open Space Plan OS-106	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<del>((P-128 King County will adopt an entrepreneurial approach to managing and operating the open space system and work aggressively to implement multiple and appropriate strategies to fiscally sustain the open space system.))</del>	Substantive change	Related policy in the previous Open Space Pan was removed in 2022 update. This is not as much of a focus in open space planning as it was 10 years ago. Removal here aligns with that change and defers to the Open Space Plan as the functional plan of the Comprehensive Plan to guide this work. There is no need for duplicative policies in both plans, unless they are necessary for the foundational open space policy framework.	No change; reflects existing practice	Open Space Plan SO-101	<ul style="list-style-type: none"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

Chapter 7 Parks, Recreation, and Open Space  
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-128b King County's use of pesticides and fungicides <del>((will))</del> shall be based on integrated pest management principles.	Clarification of existing policy intent	"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-128c King County shall support activities at County parks that advance public health, provide clean environments, and avoid exposure to harmful products, such as tobacco and vaping products, <del>((in order))</del> to promote play, physical activity, and family and community connection.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-129 Recognizing the value of open space in promoting social and economic health and wellness across the county, King County shall be a leader in establishing partnerships with cities, adjacent counties, Indian tribes, state and federal agencies, school and special purpose districts, community organizations, non((-)profit organizations, land((-)owners, and other residents. The <del>((e))</del> County and these partners should work to: a. <del>Support and strengthen the linkages between rural, resource, and urban communities' use and maintenance of these open spaces;</del> b. <del>((p))</del> Promote and protect all aspects of environmental quality, while addressing equity and racial and social justice goals to complete the regional parks and open space system through joint planning and management of local and regional sites and facilities.	Clarification of existing policy intent	Consolidates ED-605, with removal of "green space" as redundant to "open space." Other edits for grammar, current terminology, and clarity.	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-130 In the Urban Growth Area, King County shall work in partnership with other jurisdictions to facilitate annexation and transfer of local parks <del>((, and local trails))</del> and other open space sites to cities or other providers to ensure continued service to the community.	Clarification of existing policy intent	For consistent with Open Space Plan OS-116 and current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<del>((P-131 King County should work with cities to share operational and maintenance costs of parks and other open spaces in unincorporated areas in which a substantial portion of the users are from incorporated areas.))</del>	Substantive change	This policy is not needed and does not reflect current practice. The Parks Division is not aware of agreements driven by this policy. Though the County does sometimes share costs with cities, in practical terms, it is hard to track where park visitors come from.	No change; aligns with current practice	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-132 King County <del>((will))</del> shall encourage and support volunteer efforts to maintain and enhance programs, sites, and 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-133 King County <del>((will))</del> shall encourage and seek public input, advice and participation <del>((from the public))</del> in decisions about <del>((management of))</del> the open space system <del>((that relate to key issues such as funding, planning, acquisition, development and stewardship))</del> and to advance equitable access to parks and trails.	Clarification of existing policy intent	Reflects current practice, Open Space Plan (PIE-101, PIE-102) and related equity goals	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

Chapter 7 Parks, Recreation, and Open Space  
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
		Other edits for clarity, including "will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.			<ul style="list-style-type: none"> <li>Anticipated timeline: n/a</li> </ul>	
P-134 King County ( <del>will invite and involve a wide variety of interests via a diversity of individuals, groups and agencies</del> ) shall engage the public using approaches consistent with the County's equity and racial and social justice goals and policies. King County ( <del>will intentionally engage communities that are the most affected by proposals and plans</del> ) shall provide equitable access for historically underrepresented and historically underserved populations in public engagement and access to the open space system.	Clarification of existing policy intent	Reflects current practice, Open Space Plan (PIE-101, PIE-102, PIE-103, PIE-104) and related equity goals  Other edits for clarity, including "will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This change states that the County will no longer necessarily engage communities that are most affected by proposals and plans, but will instead prioritize access for historically underrepresented and historically underserved populations in public engagement, regardless of whether they are most affected by the proposal. This is a policy choice.</li> </ul>
P-135 King County ( <del>will</del> ) shall use a variety of equitable engagement methods to ensure public involvement from all county residents, such as public meetings, advisory groups, surveys, web and social media postings, news releases, park site signage, mailing lists, newsletters, and through various community groups (including Community Service Areas). These methods ( <del>will</del> ) shall allow for early, continuous, and broad public participation.	Substantive change	Reflects current practice, Open Space Plan (PIE-101, PIE-102, PIE-103, PIE-104) and related equity goals  Other edits for clarity, including "will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>While the policy states that "equitable engagement methods" are required to be used, none of the proposed methods lend themselves well to actual engagement with communities. This could be strengthened.</li> </ul>
P-202 King County shall consider equity and racial, social, and environmental justice in its promotion and protection of cultural resources.	Technical change	Reflects current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>The County's cultural policy established in K.C.C. 2.48.030 doesn't specifically mention equity or social, racial, or environmental justice; The code could be amended to align with this policy which requires the County to consider those factors.</li> </ul>
P-203 King County shall encourage preserving, reusing and recycling historic buildings in its facilities planning and other relevant actions. <u>King County shall assist in encouraging interested parties in pursuing preservation, restoration, and repurposing projects, particularly in those doing repairs and/or upgrades themselves.</u>	Substantive change	Added in response to comments from the Joint Area Team, consistent with existing practice.	Increased preservation, restoration, and repurposing actions by non-County parties	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>Council staff asked for clarification on "recycling" historic buildings. Executive staff indicate that the intent is that materials from demolished historic buildings be recycled. This could be clarified.</li> <li>The added sentence appears to be about relationships, not County-owned properties, and therefore might be more appropriate for the subsequent section of Chapter 7.</li> </ul>
P-208 King County shall pursue its cultural resource goals by working with residents, property owners, cultural organizations, public agencies, <u>Indian</u> tribes, schools and school districts, and others.	Technical change	Reflects current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
P-209 King County shall provide leadership in pursuing its cultural resource goals by actively advancing the protection, enhancement,	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

Chapter 7 Parks, Recreation, and Open Space  
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
and ongoing use of ((e))County-owned and other cultural resources, and by promoting intergovernmental cooperation and partnerships for the preservation and use of cultural resources.					<ul style="list-style-type: none"> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	
P-210 King County shall partner with cities to protect and enhance historic resources and public art located within city boundaries and Potential ((a))Annexation ((a))Areas.	Technical change	Reflects current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified.</li> </ul>
P-211 King County shall support, preserve and enhance its heritage by encouraging opportunities for public attendance and participation in diverse heritage activities throughout the county.	Policy Staff Flag					<ul style="list-style-type: none"> <li>• This policy could be deleted, as it is covered by P-207. Could add "diverse heritage activities" to P-207 if Councilmembers want to retain that policy intent.</li> </ul>
P-212 The King County executive and the King County council shall regularly seek advice from 4Culture on programs, policies and regulations that support, enrich, and increase access to the arts, public art, and King County's heritage.	Policy Staff Flag					<ul style="list-style-type: none"> <li>• This policy could be deleted since this advice is formally adopted in 4Culture's governance documents.</li> </ul>
P-213 King County shall incorporate public art in its construction and mitigation projects, as well as its undertakings involving public private partnerships, and development authorities that include public funds or resources or have publicly accessible components.	Policy Staff Flag					<ul style="list-style-type: none"> <li>• This policy appears to require public art in <i>all</i> construction and mitigation projects, which is not current practice or the Executive's intent. This could be clarified to match the Executive's intent.</li> <li>• As written, the second part of this policies requires public art to be incorporated into development authorities, rather than its undertakings with development authorities. The language could be clarified to match Executive intent and support the corresponding code provisions.</li> </ul>
P-217 King County shall acquire and preserve historic properties for use by ((e))County and other public agencies and shall give priority to occupying historic buildings whenever feasible.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified.</li> </ul>
P-219 King County may condition public and private projects ((in order)) to protect historic properties. King County agencies shall coordinate with the Historic Preservation Program to provide consistent review and mitigation for their projects and undertakings throughout the county.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified.</li> </ul>
P-221 King County shall maintain an inventory of historic properties ((in order)) to guide its historic preservation decision making.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified.</li> </ul>

**Chapter 7 Parks, Recreation, and Open Space**  
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>[Lead-in text on Page 7-1] In addition to protecting these natural resources, the <del>((e))</del>County promotes a high quality of life by supporting cultural opportunities such as music, theater, ethnic heritage museums, literary activities, public art collections, urban historic districts, <del>((and))</del> rural landmarks, and Indian tribal cultural and historic resources.</p> <p>[Lead-in text on Page 7-8] Preserving these areas in partnership with other agencies, <u>Indian tribes</u>, private groups and individuals will provide multiple values including environmental and economic benefits of air and water quality, surface water management, aquifer recharge, <del>((and))</del> fish and wildlife habitat preservation and enhancement, and preservation of Indian tribal cultural and historic resources.</p> <p>P-112 <del>((King County shall recognize and protect t))</del>The natural character and ecological value of its natural areas <u>owned by King County shall be protected</u>. These areas are important for preserving fish and wildlife and their habitat, native vegetation, <del>((and))</del> features of scientific and educational value, <u>and Indian tribal cultural and historic resources</u>. Development and public use may be limited to preserve the natural state and reduce disturbance of the natural <u>and cultural</u> resources. Site improvements should be focused on providing educational and interpretive opportunities. Public access should be directed to the less fragile portions of a site to ensure continued protection of the ecological resources.</p> <p>[Lead-in text on Page 7-11] Backcountry trails are not a separate open space category; rather they are facilities located within King County's multi-use sites, forest lands and natural areas. These trails allow visitors to directly experience the county's beautiful natural environment as found in its forests, meadows, and marine and fresh water shoreline. Unlike multi-purpose regional trails that network urban and rural landscapes throughout the county, these soft-surface <u>trails</u> are intended for <del>((passive))</del> <u>outdoor</u> recreation and appreciation and enjoyment of a natural experience with forest and trees, streams and wetlands, shorelines and birds and wildlife. Where backcountry trails are developed on lands containing fish <del>((and))</del>, <u>wildlife, and cultural</u> resources, development and management of such trails is undertaken so as to minimize the impacts on those resources.</p> <p>P-118b King County shall encourage and pursue partnerships and <u>mutually beneficial agreements with public agencies, Indian tribes, nonprofit and community organizations, and the private sector to fund, program, manage, and steward sites and facilities for public recreation and natural resource protection consistent with the classification, role, and use of said sites and facilities.</u></p> <p>[Lead-in text on Page 7-15]</p>	<p>Policy Staff Flag</p>				<ul style="list-style-type: none"> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• In response to a Council staff question, Executive staff note where references to Indian tribal and archaeological resources are added.</li> <li>• This is an area the county has historically neglected to specifically address in cultural/historical preservation programs. although Council staff's understanding is there is some collaboration between 4Culture and Indian tribes through grant opportunities/processes.</li> <li>• Councilmembers may want to consider whether, given the increased coordination with Indian tribes, there should be more lead-in text or policies addressing Indian tribal cultural resources in this Chapter.</li> <li>• Councilmembers may further want to consider other policy guidance such as cultural/historical preservation/landmarking code language and collaborating with the Historic Preservation Officer and Landmarks Commission on how the county can better support Indian tribal cultural programs and preservation efforts.</li> </ul>

**Chapter 7 Parks, Recreation, and Open Space  
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>Cultural resources make a significant contribution to the quality of life in King County. Arts and heritage organizations, public art <del>((and))</del>, historic and archaeological properties, and Indian tribal celebrations and traditional cultural events contribute to the region's economic vitality, play an essential role in cultural tourism, and contribute significantly to the county's overall quality of life. As King County grows, the need to protect, support and enhance cultural opportunities and resources is essential <del>((in order))</del> to sustain livability. King County plays an important role in supporting the region's cultural life. 4Culture, a County-chartered Public Development Authority serves as the county's cultural services agency. 4Culture has operational responsibility for advancing the work of the cultural community in King County by advocating for, supporting, promoting, and enhancing:</p> <ul style="list-style-type: none"> <li>• arts;</li> <li>• heritage;</li> <li>• preservation; and</li> <li>• public art.</li> </ul>						



Photo: John Stamet for KC DOT

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## CHAPTER 8 TRANSPORTATION

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

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

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

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

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

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

two dozen cities and other agencies through contractual agreements.

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

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

7

8



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

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

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

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

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

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

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

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79 and

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

82

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

87

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

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

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

100

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

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

107

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

112

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

121

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

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

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

138

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

140

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

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

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

153 **Metro Transit Department))**

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

159  
 160 Metro ~~((provides))~~ operates more than 180 bus routes, and its fixed-route services delivered more than ((420))  
 161 130 million ((fixed-route transit rides per year)) passenger trips in 2019. Prior to the COVID-19 pandemic,  
 162 Metro delivered more than 400,000 trips every weekday; roughly half of downtown Seattle commuters relied on  
 163 transit. Even at the peak of the COVID-19 pandemic, Metro delivered more than 100,000 trips daily. Its fixed(  
 164 ))-route system includes a network of frequent all-day(~~((two-way))~~) bus routes between residential, business, and  
 165 other ~~((transit))~~ activity centers; express and peak(~~(( ))~~)-period commuter service to major destinations from many  
 166 neighborhoods and from a network of park-and-ride lots; and local bus services that connect people to their  
 167 communities and the larger transportation system. ~~((In addition to bus service, Metro provides alternative~~  
 168 ~~services, such as commuter vanpools, Access paratransit service, Commute Trip Reduction programs, and~~  
 169 ~~Rideshare Online, as well as community programs such as In Motion and car sharing.)) For people with~~  
 170 disabilities who cannot use Metro’s regular buses, Metro offers Access paratransit service and additional service  
 171 for seniors and people with disabilities via the Community Access Transportation program. Metro’s commuter  
 172 vanpool program had approximately 1,600 vehicles in operation in 2019. Metro also offers a growing number of  
 173 flexible services tailored to local needs.

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

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

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

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

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

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

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

238

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

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

252

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

255

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

263

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

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

274

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

290

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

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



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

300

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

311

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

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

322

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

330

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

337

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

344

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

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

348

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

359

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

366

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

370

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

376

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

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

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

380

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

384

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

388

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

392

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

398

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

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

414

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

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

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

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

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

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

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

454

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

458

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

467

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

478

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

481

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

487

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

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

492

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

497

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

502

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

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

508

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

513

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

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

524

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

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

530

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

533

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

540

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

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

545

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

552

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

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

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

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

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

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

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

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

## 598 ~~((E-))~~ Airports

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



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

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

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

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

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

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

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

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

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

648

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

654

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

660

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

665

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

670

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

674

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

678

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

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

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

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

688

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

693

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

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

702

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

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

711

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

716

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

721

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

725

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

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

### 737 ~~((H-))~~ Impact Mitigation

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

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

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

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

772 ~~((Vision 2040,))~~ VISION is the region's long-range ~~((growth management, economic, and transportation strategy,~~  
773 ~~and))~~ plan for how and where development occurs and how the region supports efforts to manage growth.  
774 ~~((Transportation 2040))~~ VISION, the Regional Transportation Plan, the adopted Metropolitan Transportation  
775 Plan, ~~((and the associated Active Transportation Plan))~~ call for the development of a regional transportation  
776 system that offers a variety of travel choices while preserving environmental quality and open space.  
777 ~~((Nonmotorized))~~ Active transportation – such as walking, biking, using a wheelchair, and, in some parts of the  
778 county, equestrian travel – plays a key role in achieving these goals and is an essential component of King  
779 County's multimodal transportation system. ~~((Pedestrians, bicyclists and in some parts of the county,~~  
780 equestrians, are nonmotorized users of the transportation system.)) Regional trails serve a recreational function  
781 and also allow for uses such as transportation – enabling integration of the trail network with other active  
782 transportation networks.

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

791 Well-designed, strategically located ~~((bicycle and pedestrian))~~ active transportation facilities can also provide  
792 increased and safer access to transit for more people. ~~((Bicycle, pedestrian, and equestrian t))~~ Trails are important  
793 ~~((community))~~ recreational amenities that foster vibrant communities and may help spur economic development.  
794 Equestrian travel is also an important aspect of the rural heritage and lifestyle of King County as well as a very  
795 popular recreational activity.

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

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

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

810

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

821

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

827

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

835

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

838

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

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

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

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

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



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

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

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

930

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

936

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

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

951

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

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

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

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

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

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

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

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

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

1036

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

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

1047

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

1054

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

1059

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

1064

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

1068

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

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

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

1076 **((B-)) Road Services Policies and Priorities**

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

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

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

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

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

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

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

1110 planned developments, priority projects, phased implementation of improvements, and other related factors.

1111 Revenues from a range of sources, including grants, are programmed to appropriate projects.

1112

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

1121

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

1125

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

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

1135

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

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

1142

1143

1144 **Equity and Racial and Social Justice**

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

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

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

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

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

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

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

1185

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

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



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

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

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

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

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

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

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

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

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

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

- 1296 manner that minimizes health, air quality, and noise impact to the  
 1297 community, especially frontline communities;  
 1298 **b. Consider demand management alternatives as future aviation growth**  
 1299 **needs are analyzed, recognizing capacity constraints at existing facilities**  
 1300 **and the time and resources necessary to build new ones; and**  
 1301 **c. Support the ongoing process of development of a new commercial**  
 1302 **aviation facility in Washington State.**  
 1303

1304 ((In 2005,)) King County International Airport noise reduction efforts in communities surrounding Boeing field  
 1305 are guided by the Federal Aviation Administration approved ((a)) Part 150 Noise and Land Use Compatibility  
 1306 Plan ((to reduce noise impacts in communities surrounding Boeing Field. This is a significant event and  
 1307 represents a positive step in making)). The Plan supports King County International Airport efforts to be a  
 1308 “good neighbor” to affected residential areas((- The Part 150 plan)) and identifies many actions that ((are  
 1309 allowed to)) may be taken by King County International Airport, pilots, tenants, the Federal Aviation  
 1310 Administration, and others to reduce noise impacts on residential areas. ((The Part 150 noise mitigation  
 1311 program, including home insulation, was completed in 2015.))  
 1312

1313 **T-318 Recognizing that certain noise reduction measures are contingent on ongoing**  
 1314 **and future Federal Aviation Administration funding, King County shall implement**  
 1315 **those actions((,)) under its control and identified in the Part 150 Noise and Land**  
 1316 **Use Compatibility Plan. King County shall encourage other entities to implement**  
 1317 **those measures under their control and also identified in the Part 150 Noise and**  
 1318 **Land Use Compatibility Plan.**  
 1319

1320 **T-319 King County shall ((encourage all airports located in the county, whether owned**  
 1321 **by a public or private entities, to be responsible neighbors and make all**  
 1322 **reasonable efforts to minimize noise impacts on sensitive land uses such as**  
 1323 **residences, hospitals, and schools)) work with airports, federal agencies that**  
 1324 **oversee flight operations, local jurisdictions, community-based partners, and**  
 1325 **others to advance health equity and racial and social justice by mitigating**  
 1326 **exposure to noise and other airport-related harm.**  
 1327

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

1329 Clean air and eliminating greenhouse gas emissions contribute((s)) to the health of people, ((the)) ecosystems,  
 1330 and the economy. ((Transportation is the primary source of air pollutants regionally. In addition to complying  
 1331 with state and federal regulations described below, t))The ((e))County is working to reduce transportation-related  
 1332 emissions – the primary source of air pollutants regionally and a major driver of climate change – through the  
 1333 policies ((and actions contained in this)) of the Comprehensive Plan.  
 1334

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

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

1341

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

1352

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

1360

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

1364

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

1370

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

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

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

1375

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

1384

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

1389

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

1394

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

1402

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

1406

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

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

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

1446 **Electric vehicles**

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

1452

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

1467

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

1475

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

1480

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

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

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

#### 1492 **Metro Transit**

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

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

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

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



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

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

1522

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

1528

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

1535

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

1544

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

1549

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

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

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

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

1556

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

1567

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

1578

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

1584

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

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

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

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

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

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

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

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

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

1630

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

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

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

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

1649

## 1650 **~~((D-))~~ Revenue Shortfall**

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

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

1657

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

1663

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

1667

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

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

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

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

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

1681

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

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

1688

1689 The following activities support the coordination process:

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

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

- 1704       • Public outreach and meetings.

1705

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

1714

1715       **A.)) Regional Coordination**

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

1718

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

1722

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

1725

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

1731

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

1738

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

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

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

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

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

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

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

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

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

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

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

1786

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

1792

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

1795

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

1800

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

1806

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

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

1812

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

1817

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



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

1824

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

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

1836

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

1842

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

1847

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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<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 <del>((disadvantaged))</del> communities <u>with the greatest need</u>, <del>((and people with limited transportation options, including))</del> <u>including populations who are Black, Indigenous, and other</u> <del>((p))</del> People of <del>((e))</del> Color <del>((;))</del>; <u>immigrants, refugees, and other intersectional populations, including</u> <del>((low income communities))</del> <u>those who earn less than 80 percent of area median income and those that have no income</u>, <del>((people with limited English proficiency, immigrant and refugee populations, students, youth, seniors, and))</del> people with disabilities, seniors, people with special transportation needs, <u>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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>The policy is generally consistent with the Metro policy documents adopted via Ordinance 19367.</li> <li>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.</li> <li>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.</li> </ul>

**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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified, accurately describes the policy documents adopted via Ordinance 19367.</li> </ul>
((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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This is correct, as this plan was repealed by Ordinance 19367 (and it is now incorporated into the policy documents referenced in T-104).</li> </ul>
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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>The change from "consider" to "evaluate" strengthens the policy. Equity impacts and displacement risk would require analysis, rather than mere consideration, in transportation planning.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>The first sentence is not policy language and could be removed or reoriented.</li> <li>Council may want to consider whether the policies related to multimodal transportation meet the Council's policy goals.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> </ul>	<ul style="list-style-type: none"> <li>For transit services, this is consistent with the policy documents adopted via Ordinance 19367</li> </ul>

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"> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues from a Roads perspective.</li> </ul>
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)), <sub>1</sub> 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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>This is consistent with the policy documents adopted by Ordinance 19367.</li> </ul>
T-203 ((As funding permits,)) King County should partner with jurisdictions and the private sector to spur infrastructure investments that enhance safe, equitable, and accessible opportunities for transit, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles.	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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified, this is consistent with the policy documents adopted by Ordinance 19367.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified, consistent with Ordinance 19367.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This policy could be clarified that this applies to "existing" highways, since the previous policy says that the County shall oppose new highways.</li> </ul>

**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 <del>((county's adopted))</del> 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"> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	
T-208 King County shall not <del>((add any new arterial))</del> <u>expand capacity of existing arterial roads</u> in the Rural Area or Natural Resource Lands, <u>except as needed for safety and for segments of rural regional corridors that pass through Rural Areas and Natural Resource Lands to accommodate levels of traffic between urban areas. Appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing capacity expansion of rural regional corridors to prevent unplanned growth in the Rural Area and Natural Resource Lands.</u> Rural regional corridors shall be identified in the Transportation Needs Report (Appendix C1) and shall meet all of the following criteria: a. Connects one urban area to another, or to a highway of statewide significance that provides such connection, by traversing the Rural Area and Natural Resource Lands; b. Classified as a principal arterial; c. Carries high traffic volumes (at least 15,000 average daily traffic); and d. At least half of <del>((P.M.))</del> <u>p.m.</u> peak trips on the corridor are traveling to cities or other counties.	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"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<del>((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.))</del>	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"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• See comments for T-206 and T-208.</li> </ul>
T-210 Any capacity increases to rural regional corridors shall be designed to accommodate levels of traffic between urban areas consistent with <del>((the county's adopted))</del> Comprehensive Plan policies regarding development in the surrounding Rural Area or Natural Resource Lands. The <del>((e))</del> 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"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified. Consistent with Roads Strategic Plan.</li> </ul>
T-212 King County shall work with cities for the annexation of <del>((e))</del> County <del>((-))</del> roadways and/or street segments located in the urban area and within or between cities <del>((, in order))</del> 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"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified.</li> </ul>

**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 <del>((public use airports of))</del> <del>Bandera ((near the town of North Bend)), Vashon, and Skykomish ((airport in King County))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<del>((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.))</del>	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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-216 The Level of Service standard for certain minor residential and minor commercial developments <del>((, along with))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<del>((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.))</del>	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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<del>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.))</del>	Clarification of existing policy intent	Consolidated in T-217	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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 <del>((will))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

**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. <del>((The test may be applied to designated Highways of Statewide Significance.))</del>	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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-224 In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights <del>((in order))</del> to satisfy transportation concurrency requirements.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
[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"> <li>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.</li> </ul>

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 <del>((nonmotorized))</del> active transportation users <del>((of the transportation system))</del> in the planning, design, construction, maintenance, preservation, and operation of road infrastructure and other transportation facilities <del>((to the extent feasible given available funding))</del>.</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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>"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.</li> <li>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.</li> </ul>
<p>T-231 Consistent with the priorities defined in the County's <del>((functional))</del> transportation plans<del>((;))</del> and the Regional Growth Strategy, <del>((nonmotorized))</del> active transportation system investments should aim to increase safety, accessibility and mobility<del>((; facilitating))</del>; facilitate mode integration and intermodal connections<del>((;))</del>; improve access to centers, where appropriate<del>((;))</del>; and <del>((providing))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>
<p>T-232 King County shall evaluate and implement <del>((nonmotorized))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> <li>This policy could be strengthened by removing "feasible."</li> </ul>



**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-233 In unincorporated areas of King County, the following needs <del>((will))</del> shall be given the highest priority when identifying, planning, and programming <del>((nonmotorized))</del> active transportation improvements: a. Addressing known collision locations; b. Fostering safe <del>((walking and bicycling))</del> active transportation routes to schools and other areas where school-aged children regularly assemble; c. Filling gaps in, or enhancing connections to, the <del>((#))</del> Regional <del>((t))</del> Trails <del>((system))</del> network; d. <del>Serving ((L))</del> locations of high concentration of pedestrian and/or bicycle traffic; and e. Providing safe routes to transit.	Substantive change	"Will" is predictive but "shall" is directive; policies should be directive, not statements of what is anticipated to happen.  Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
T-234 In urban areas, <del>((nonmotorized))</del> 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.	Substantive change	Updates to current terminology  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	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>
T-235 The King County Regional Trails <del>((System))</del> network <del>((is))</del> shall be the centerpiece of the <del>((nonmotorized system))</del> network for active transportation in the Rural Area and Natural Resource Lands. The <del>((e))</del> County's efforts to enhance the Rural Area and Natural Resource Lands <del>((nonmotorized))</del> active transportation network should include filling in the Regional Trails <del>((System's))</del> 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 <del>((--))</del> -and <del>((--))</del> -ride <del>((s))</del> lots and transit centers.	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>See comment in T-230 regarding active transportation.</li> <li>The language could be strengthened by changing "network's missing links" to "completing network gaps."</li> </ul>
T-236 In Rural Areas and Natural Resource Lands, <del>((nonmotorized))</del> 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.	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>
T-237 To increase equitable access to walking, bicycling, and transit mobility options, the <del>((e))</del> County should actively seek grant funding to improve <del>((nonmotorized))</del> active transportation infrastructure that serves the needs of Black, Indigenous, and other <del>((p))</del> People of <del>((e))</del> Color <del>((,))</del> ; immigrants; refugees; and other intersectional populations, including <del>((low-income communities))</del> those who earn less than 80 percent of area median income, <del>((people with limited English-speaking proficiency, immigrant and refugee populations, and others who may have limited transportation options such as students, youth, seniors, and))</del> people with disabilities, seniors, LGBTQIA+ people, women, and others who may have limited transportation options such as students and youth.	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...	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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>

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 <del>((walking and bicycling))</del> 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 <del>((walking or bicycling to school))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>
T239 New <del>((land use))</del> binding site plans and subdivisions shall seek to accommodate internal <del>((nonmotorized))</del> 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 <del>((and))</del> areas, the Rural Area <del>((s))</del> , 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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"</li> <li>See comment in T-230 regarding active transportation.</li> </ul>
T-240 The specifications in the King County Road Design and Construction Standards shall support <del>((nonmotorized))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>
T-241 In supporting equestrian travel in the Rural Area <del>((s))</del> and Natural Resource Lands, King County should emphasize safety and connection to <del>((the Regional Trail System and other))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-242 King County shall seek opportunities to acquire and develop <del>((nonmotorized))</del> active transportation corridors. <del>((Evaluation of requests to vacate unused road rights-of-way will consider existing nonmotorized uses and future development of such uses.))</del>	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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>

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 <del>((bicycling, pedestrian, and equestrian stakeholders))</del> <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 <del>((nonmotorized))</del> <u>active transportation</u> elements or that have the potential to affect <del>((nonmotorized))</del> <u>these</u> users.	Substantive change	Updates to current terminology	n/a	n/a	<ul style="list-style-type: none"> <li><u>Planned implementation of proposal:</u> n/a</li> <li><u>Description of proposed regulations:</u> n/a</li> <li><u>Anticipated resource need:</u> n/a</li> <li><u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>
T-244 King County <u>should</u> participate <del>((d))</del> in the Puget Sound Regional Council's regional bicycle network planning efforts <del>((;))</del> <u>and consider</u> related project needs within King County's jurisdiction <del>((should be considered))</del> in the <del>((e))</del> County's <del>((nonmotorized))</del> <u>active transportation</u> planning and project prioritization processes <del>((as financial resources allow))</del> .	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"> <li><u>Planned implementation of proposal:</u> n/a</li> <li><u>Description of proposed regulations:</u> n/a</li> <li><u>Anticipated resource need:</u> n/a</li> <li><u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>See comment in T-230 regarding active transportation.</li> </ul>
T-245 King County shall implement policies and programs that support transportation demand management, <del>((nonmotorized travel))</del> <u>active transportation</u> , transit service improvements, and expansion of high-occupancy <del>((-))</del> vehicle travel <del>((in order))</del> 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"> <li><u>Planned implementation of proposal:</u> n/a</li> <li><u>Description of proposed regulations:</u> n/a</li> <li><u>Anticipated resource need:</u> n/a</li> <li><u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>This could potentially be combined with T-253.</li> <li>"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.</li> <li>This is consistent with the policy documents adopted via Ordinance 19367 for Metro.</li> </ul>
T-246 <del>((Where appropriate))</del> King County should support the use of Transportation Demand Management strategies, including <del>((variable tolling on state highways))</del> <u>congestion pricing</u> , to increase mobility options, promote travel efficiency, optimize the existing transportation system <del>((and))</del> , <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"> <li><u>Planned implementation of proposal:</u> Programmatic and Capital Projects</li> <li><u>Description of proposed regulations:</u> n/a</li> <li><u>Anticipated resource need:</u> n/a</li> <li><u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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."</li> <li>The word "adverse" could be changed or removed, to avoid appearing to be a SEPA-related impact.</li> </ul>
T-247 King County should consider Transportation Demand Management strategies, beyond those adopted as <del>((e))</del> 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"> <li><u>Planned implementation of proposal:</u> n/a</li> <li><u>Description of proposed regulations:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

**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
<del>((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.))</del>		under State Environmental Policy Act regulatory authority			<ul style="list-style-type: none"> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	
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. <del>((King County should demonstrate regional leadership by continuing to provide a model program for its own employees.))</del>	Clarifying edits to reflect existing intent	Streamlining	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>It is a policy choice whether other forms of active transportation, such as e-scooters, are excluded from the list.</li> </ul>
<del>((T-248a King County should actively participate in developing and implementing state-mandated Commute Trip Reduction programs.))</del>	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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-250 King County <del>((will))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>T-250 and T-251 could potentially be combined.</li> </ul>
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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>T-250 and T-251 could potentially be combined.</li> </ul>
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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This could potentially be combined with T-245.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This is consistent with the policy documents adopted via Ordinance 19367.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>This is consistent with Ordinance 18777.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>Executive staff have requested to strike "passenger-only ferry" from this policy.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified, this is consistent with the policy documents adopted via Ordinance 19367.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

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"> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	
T-305 <del>((To ensure that the most vital components of the county's road system are kept operational,))</del> King County should fund safety, essential regulatory compliance, and maintenance and preservation needs of the existing road system <del>((should be funded))</del> 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"> <li>• <u>Planned implementation of proposal:</u> n/a</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• No issues identified.</li> </ul>
<del>((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.))</del>	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"> <li>• <u>Planned implementation of proposal:</u> Programmatic and Capital Projects</li> <li>• <u>Description of proposed regulations:</u> n/a</li> <li>• <u>Anticipated resource need:</u> n/a</li> <li>• <u>Anticipated timeline:</u> n/a</li> </ul>	<ul style="list-style-type: none"> <li>• Removal of this policy de-emphasizes the importance of rural roadways in the County's planning and asset management. This is a policy choice.</li> <li>• 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.</li> </ul>

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 &amp; 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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

**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 <del>((stakeholders))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-307 Roadway stormwater facilities are an integral component of a properly functioning transportation network and shall be maintained, preserved, and, when practicable, upgraded <del>((in order))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>Stormwater facilities are required, and this policy could be deleted.</li> </ul>
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 <del>((p))</del> People of <del>((e))</del> Color <del>((,))</del> ; immigrants; refugees; and other intersectional populations, including <del>((low-income communities))</del> those who earn less than 80 percent of the area median income, people with disabilities, seniors, LGBTQIA+ people, women, people <del>((with limited English proficiency))</del> speaking a language(s) other than English, <del>((immigrant and refugee populations))</del> and others who may have limited transportation options, such as students <del>((,))</del> and youth <del>((, seniors, and people with disabilities))</del> . <del>((Projects and programs shall seek to provide tangible, positive benefits.))</del>	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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
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 <del>((e))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-310 <del>((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,))</del> Whenever possible, King County should design and operate roads to direct <del>((such))</del> pass-through traffic away from local roads and encourage such traffic to use highways or arterials <del>((whenever possible))</del> , 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<del>((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.</del>	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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>



**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
<del>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.)</del>	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"> <li>Anticipated timeline: n/a</li> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-313 <del>The King County</del> <del>((s))</del> <del>((r))</del> <del>Road</del> <del>((d))</del> <del>Design and</del> <del>((e))</del> <del>Construction</del> <del>((s))</del> <del>Standards shall, to the extent practical and allowed by law, incorporate complete streets infrastructure to promote safe, cost-effective roads that</del> <del>((encourage multimodal use,))</del> <del>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.</del>	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"> <li>Planned implementation of proposal: Regulatory and Capital Projects</li> <li>Description of proposed regulations: Existing King County Road Standards</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
T-315 King County should preserve its identified Heritage Corridors through context sensitive design, planning, and maintenance, as exemplars of historic and scenic character. <del>((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).))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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 <del>((, 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))</del> ). 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-317 King County shall plan, design, and implement services, programs, and facilities for the King County International Airport <del>((in compliance with Federal Aviation Administration regulatory requirements))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

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. Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities; b. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones; and c. Support the ongoing process of development of a new commercial aviation facility in Washington State.	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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T319 King County shall ( <del>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</del> ) 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.	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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>This policy is very similar to E-215. The two could be combined.</li> </ul>

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 <del>((will))</del> shall promote strategies to reduce emissions from the transportation sector. The <del>((e))</del> County <del>((will))</del> 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 <del>((nonmotorized travel))</del> 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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>This policy could be strengthened to give the County a more active role in equitable TOD, or investment in active transportation.</li> </ul>
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"> <li>Planned implementation of proposal: Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>The SCAP is only adopted by motion. Including it in a "shall" policy elevates it to the level of a requirement.</li> <li>This is consistent with Ordinance 19052.</li> </ul>
T-323 King County <del>((will))</del> 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 <del>((will))</del> shall achieve this goal by buying <del>((hybrid-electric,))</del> 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 <del>((--))</del> produced energy sources when practical; seeking local and federal support to expand the use of low-carbon fuels and alternative, zero <del>((--))</del> -emission technologies; and promoting best practices, innovations, <del>((trends))</del> and developments in transportation fuels and technologies. The <del>((e))</del> County <del>((will))</del> 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"> <li>Planned implementation of proposal: Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>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."</li> <li>This policy is softened by stating that the County only need buy these transportation technologies <i>when feasible</i>.</li> </ul>

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 <del>((will))</del> shall incorporate climate change impacts information into the construction, operations, and maintenance of transportation infrastructure projects <del>((The department will incorporate climate change))</del> and into its transportation planning and design documents <del>((and also))</del>. 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"> <li>Planned implementation of proposal: Programmatic and Capital Projects</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: No</li> <li>Anticipated timeline: Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>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."</li> <li>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.</li> <li>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.</li> </ul>
<p>T-324a King County <del>((will))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<p>T-325 King County <del>((will develop methods to))</del> shall periodically evaluate <del>((the))</del> climate change impacts <del>((of its actions and))</del> related to transportation infrastructure and services, and <del>((will))</del> implement climate <del>((sensitive))</del> change strategies and practices consistent with <del>((the))</del> its environmental sustainability goals and policies <del>((described in Chapter 5, Environment, as well as existing))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<p><del>((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.))</del></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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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."</li> <li>Councilmembers could choose to add the words "fund," "sustainably," and "affordably" to T-102 and delete policy T-402.</li> </ul>
<p>T-403 <u>The unincorporated county road system provides transportation connections for large numbers of users that travel through the Rural Area and Natural Resource Lands to reach adjoining cities, other counties, or regional destinations. King County should ((seek)) pursue and support regional planning and funding sources that ((could be used to repair and maintain the arterial system)) recognize the interdependent, cross-jurisdictional nature of the region's transportation system, including impacts of urban development on the rural area transportation network.</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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>The first sentence is not policy direction and has been covered extensively in the pages above. It could be deleted.</li> </ul>

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 <del>((in order))</del> to minimize the need for new revenue sources.	Technical change	Grammar	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
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 <del>((to help finance transportation services, infrastructure, and facility improvements))</del> .	Clarification of existing policy intent	Edits for streamlining/clarity; consolidates T-409	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>T-408 provides additional detail to T-407, but it doesn't have different policy direction. T-408 could be deleted.</li> </ul>
<del>((T-409 King County shall maximize its efforts to obtain federal and state funding for its transportation services, infrastructure and facility improvements.</del>	Clarification of existing policy intent	Consolidated in T-408	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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 <del>((timely))</del> 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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
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 <del>((Transportation 2040))</del> <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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>

**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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-507b King County <del>((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.</del>	Clarification of existing policy intent	Edits for streamlining/clarity; reflect current name	n/a	n/a	<ul style="list-style-type: none"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
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 <del>((e))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-510a King County should work with regional public and private partners <del>((and stakeholders))</del> 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"> <li>Planned implementation of proposal: n/a</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
T-511 King County should provide accessible, culturally <del>((-))</del> 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 <del>((low income communities,))</del> Black, Indigenous, and other <del>((p))</del> People of <del>((e))</del> Color <del>((,))</del> ; 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 <del>((with limited English proficiency))</del> speaking a language(s) other than English, <del>((immigrant and refugee populations))</del> and other <del>((stakeholders))</del> 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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified, this is consistent with the policy documents adopted via Ordinance 19367.</li> </ul>

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 <del>((stakeholders))</del> parties, such as the community service areas constituencies, community groups, <del>((and subarea transportation forums))</del> 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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified.</li> </ul>
<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"> <li>Planned implementation of proposal: Programmatic</li> <li>Description of proposed regulations: n/a</li> <li>Anticipated resource need: n/a</li> <li>Anticipated timeline: n/a</li> </ul>	<ul style="list-style-type: none"> <li>No issues identified, this is consistent with the policy documents adopted via Ordinance 19367.</li> </ul>



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**Appendix C: Transportation**

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December 2023



**King County**

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# Table of Contents

23

24

25

26

27 I. Requirements of the Transportation Element ..... 3

28 II. King County Arterial Functional Classification ..... 4

29 III. Regionally Significant State Highways Level of Service Standards ..... 7

30 IV. Transportation Inventory ..... 9

31 V. Travel Forecast Summary .....30

32

33

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## 39 I. Requirements of the Transportation Element

40

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

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

85 Needs Report, and the relevant capacity project needs identified in the report are also  
86 included as part of the Puget Sound Regional Council's adopted *Regional Transportation*  
87 *Plan 2022-2050*, a key input in the agency's regional travel demand analysis.

88 • **Transportation Demand Management.** King County includes transportation demand  
89 management (TDM) strategies in its policies, codes, and project implementation, as well  
90 as providing support for others through its transit, rideshare, and market strategies.  
91 Chapter 8 of the *King County Comprehensive Plan* and the Transportation Inventory of  
92 this appendix contain more information on King County TDM-related efforts.

93 • **Walking, Riding, and Rolling Needs Active Transportation.** King County's  
94 Transportation Needs Report and Regional Trails Needs Report identify candidate  
95 improvements for pedestrian and bicycle facilities in support of enhanced community  
96 access, multimodal transportation, recreation, and healthy lifestyles. Chapter 8 of the  
97 *King County Comprehensive Plan* provides additional detail regarding this topic.

98 • **Concurrency.** The Concurrency program is described in Chapter 8 of the *King County*  
99 *Comprehensive Plan*.

100 • **Consistency of Plans.** The *King County Comprehensive Plan* is consistent with the Puget  
101 Sound Regional Council's *Regional Transportation Plan 2022-2050*, the regional  
102 transportation plan for the four-county region. The *Regional Transportation Plan* is  
103 consistent with the region's urban growth strategy, *VISION 2050*, which is also developed  
104 by the Puget Sound Regional Council. The Puget Sound Regional Council reviews the  
105 *King County Comprehensive Plan* for consistency and has certified its previous versions  
106 and amendments. The *King County Comprehensive Plan* provides policy direction for the  
107 development of the County's related functional plans.

108

## 109 II. King County Arterial Functional Classification

110

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

122

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

124 • **Principal Arterials** - Provide for movement across and between large subareas of an  
125 urban region and serve primarily through traffic with minimum direct access to neighboring  
126 land uses. Note that freeways and major highways under the jurisdiction of the Washington  
127 State Department of Transportation that fall within unincorporated King County also meet  
128 this definition, and are sometimes also referred to as Principal Arterials.

129 • **Minor Arterials** - Provide for movement within the larger subareas bound by principal  
130 arterials. A minor arterial may also serve through traffic but provides more direct access to  
131 adjacent land uses than does a principal arterial.

- 132 • **Collector Arterials** - Provide for movement within smaller areas which are often definable

133 neighborhoods, and which may be bound by arterials with higher classifications. Collectors

134 serve very little through traffic and serve a high proportion of local traffic requiring direct

135 access to adjacent properties. Collector arterials provide the link between local

136 neighborhood streets (i.e. non-arterials) and larger arterials.

137 The current adopted arterial classifications and one new reclassification are shown below in

138 Figure 1, “2024 King County Arterial Functional Classification Change”; the proposed

139 reclassification is described in Table 1 below.

140

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

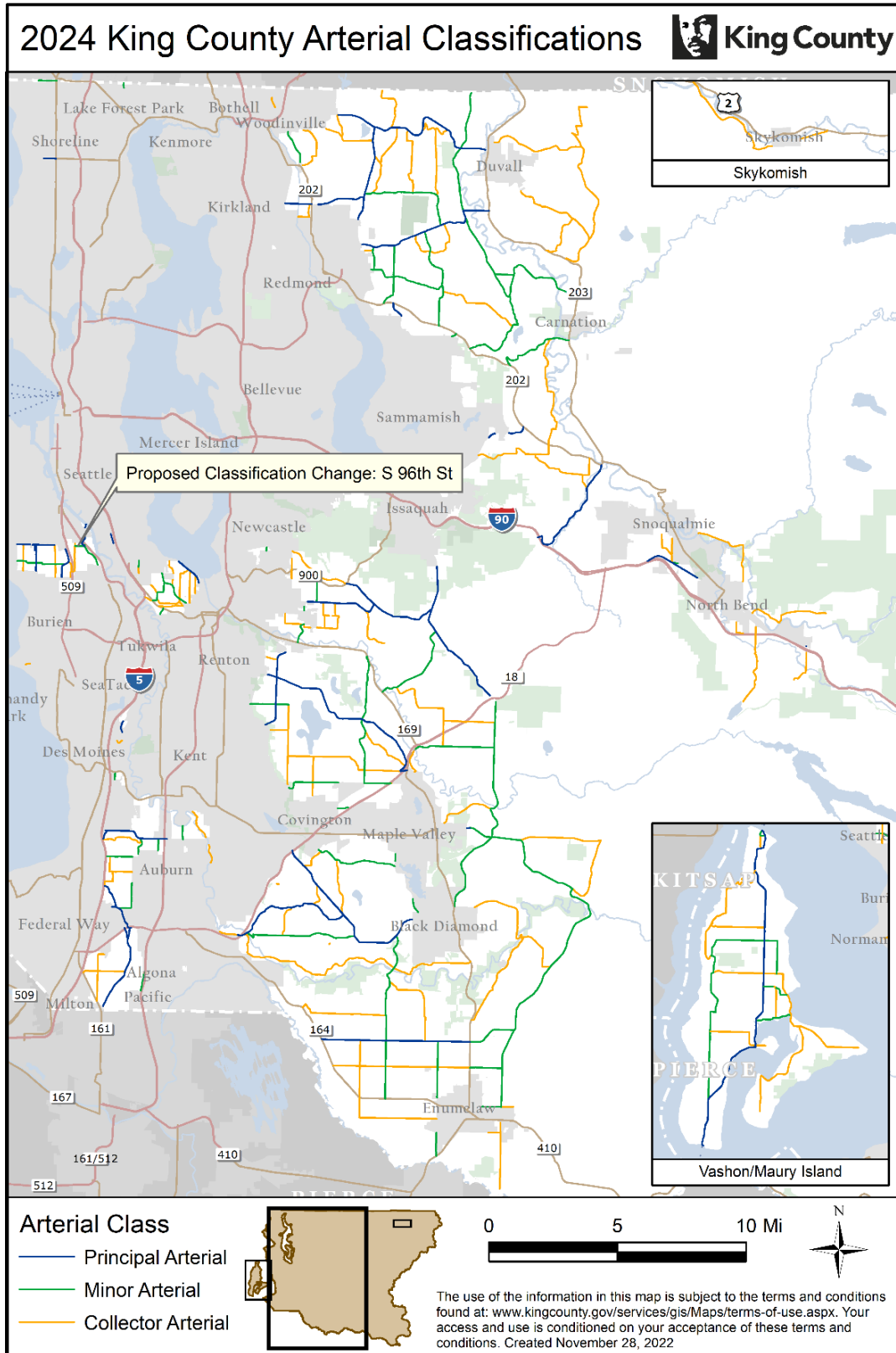
142

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

143

144

145 Figure 1. 2024 King County Arterial Functional Classification Change



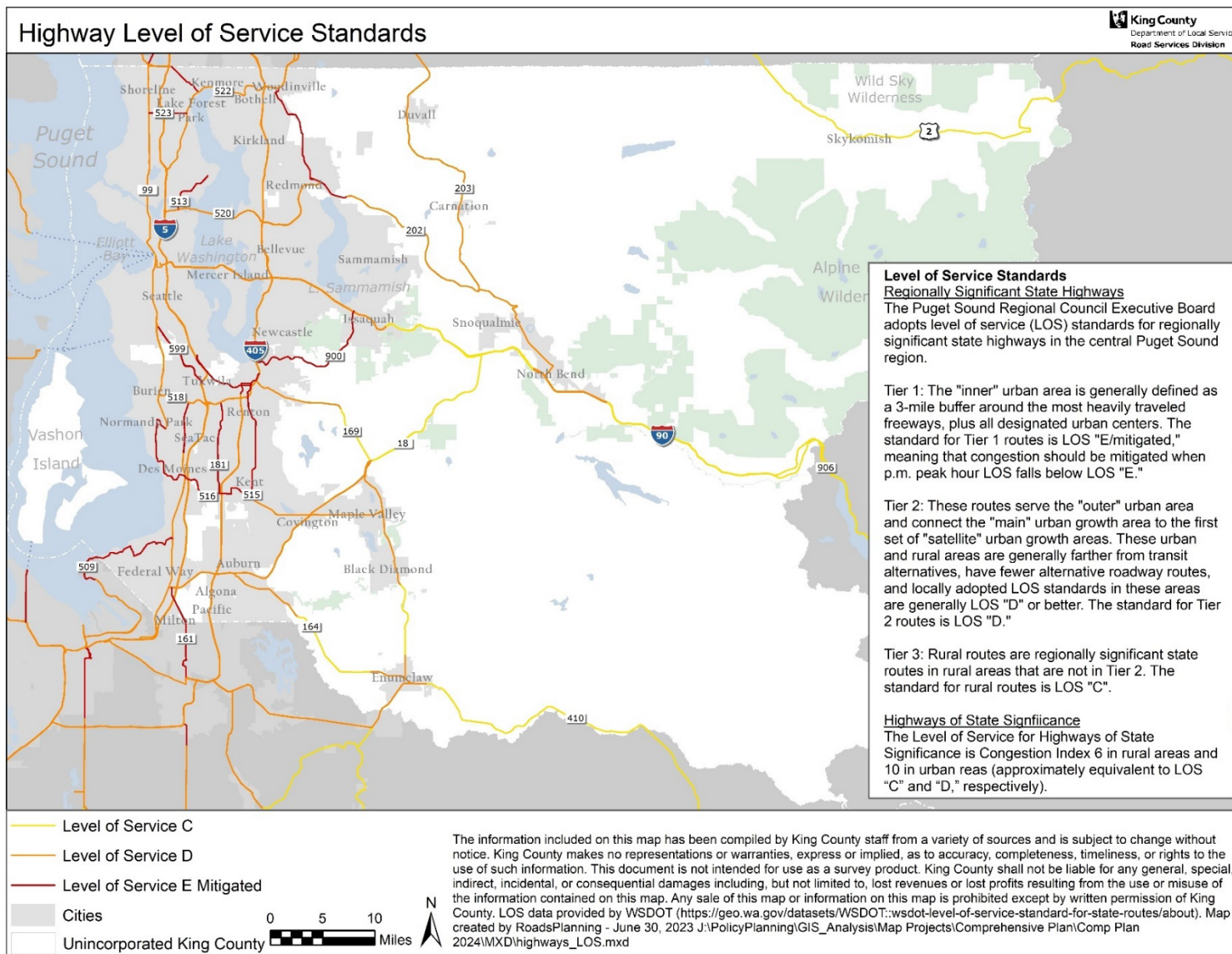
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147 **III. Regionally Significant State Highways Level of Service Standards**

148

149 Level of service standards for Regionally Significant State Highways are adopted by the Puget  
150 Sound Regional Council Executive Board. Level of Service standards for Highways of Statewide  
151 Significance are set by the Washington State Department of Transportation. These highway  
152 level of service standards are shown below in Figure 2, “Highway Level of Service Standards.”

153 Figure 2. Highway Level of Service Standards



154



## 155 **IV. Transportation Inventory**

156

### 157 **A. Introduction**

#### 158 1. Requirements

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

#### 165 2. Process

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

#### 171 3. Coordination

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

#### 178 4. Organization

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

182

### 183 **B. Air Transportation System**

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

189

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

197

198 The Puget Sound Regional Council's *2011 Air Compatible Land Use Program Update Study*  
199 included a wide variety of activities related to planning and support for the central Puget Sound

200 region’s public-use airport system. Program activities were included such as airport ground  
201 access planning, regional air cargo planning, cooperative efforts with the Washington State  
202 Department of Transportation Aviation Division in planning for long-range airport capacity, and  
203 ongoing efforts to address airport-compatible land use under the Puget Sound Regional  
204 Council’s Growth Management Act authority.<sup>1</sup> The Washington State Department of  
205 Transportation released an update to the Washington Aviation System Plan in July 2017. The  
206 state Aviation System Plan is currently being updated with a projected completion date in 2024.<sup>2</sup>

207  
208 King County International Airport began an airport master plan update in 2023.

209  
210 Additional information on King County International Airport, Port of Seattle, regional, and state  
211 planning and inventories are available online.<sup>3</sup>

212

### 213 **C. Marine Transportation System**

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

220

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

226

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

236

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

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

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

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

## 237 1. Washington State Ferries

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

243  
244 Washington State Ferries provides service to 20 communities in eight counties, including King  
245 County. The vital system functions as both a marine highway and as a transit service provider.  
246 Washington State Ferries provides frequent mainland access to several island communities,  
247 including Vashon Island in King County, Bainbridge Island in Kitsap County, Whidbey Island in  
248 Island County, and San Juan, Orcas, Lopez, and Shaw Islands in San Juan County.

249 Washington State Ferries takes people to and from work in the downtown Seattle business  
250 corridor and to other communities on the east and west sides of Puget Sound. Detailed  
251 information about the Washington State Ferry System and the 2040 Long-Range Plan are  
252 available online.<sup>5</sup> Washington State Ferries routes are shown in Figure 3, “Washington State  
253 Ferries Route Map.”

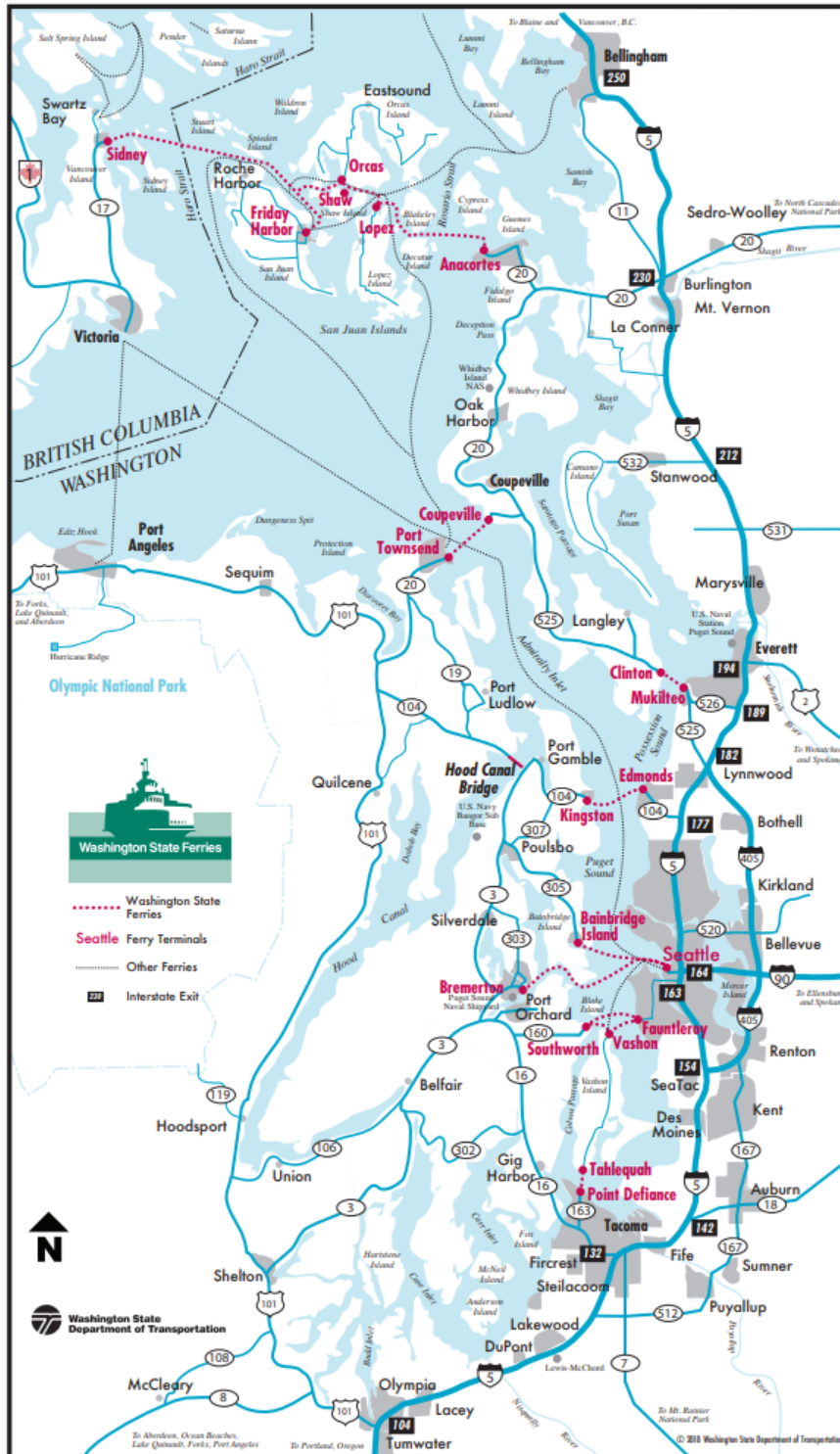
254  
255

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

256  
257

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



258

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

## 259 2. King County Metro Transit Department Marine Division

260 The King County Metro Transit Department Marine Division is responsible for the operations,  
261 moorage, and maintenance of the vessels that provide passenger-only ferry services in King  
262 County. Passenger-only ferry services are currently provided between downtown Seattle,  
263 Vashon Island, and West Seattle.  
264

265 The Marine Division operates out of three terminals: Pier 50 in downtown Seattle is home to a  
266 King County-owned ferry terminal and is a part of the Colman Dock multimodal hub; the ferry  
267 dock on Vashon Island is leased from Washington State Ferries; and the West Seattle ferry  
268 dock, located at Seacrest Park, is leased from the Seattle Parks Department. The King County  
269 Marine Division owns a moorage and maintenance barge located at Pier 48 on the Seattle  
270 waterfront.  
271

272 The Marine Division owns three vessels: the MV Sally Fox, the MV Doc Maynard, and the MV  
273 Spirit of Kingston. The MV Sally Fox and MV Doc Maynard were constructed for the Marine  
274 Division in 2014 – 2015 and are each certified for a capacity of 278 passengers. The MV Spirit  
275 of Kingston is a 150-passenger vessel and is used to back up the two in-service vessels. Each  
276 vessel operates with a crew of three.  
277

278 In 2019, King County’s Water Taxi provided service for over 700,000 passengers (pre-  
279 pandemic) systemwide. Water taxi ridership declined with the pandemic, as did ridership on  
280 other Metro services, but is recovering. As of September 2022, there were more than 334,000  
281 boardings in 2022. Routes are shown in Figure 4, “King County Water Taxi Route Map.”  
282

283 *Figure 4: King County Water Taxi Route Map*  
284



285  
286  
287 Additional information on King County and Kitsap ferry services is available online.<sup>7</sup>

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

288

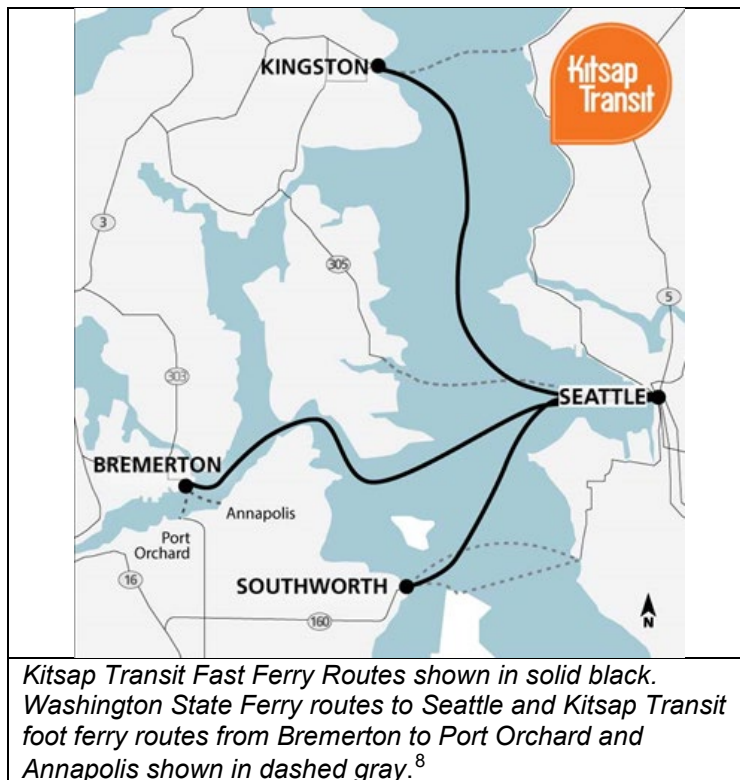
## 289 3. Kitsap Transit Fast Ferry

290 Kitsap Transit launched its passenger-only ferry service in 2017, following voter approval of a  
 291 dedicated sales tax for passenger-only ferry service. Today, Kitsap Transit operates Kitsap Fast  
 292 Ferries year-round connecting Seattle to Bremerton, Kingston, and Southworth on the Kitsap  
 293 Peninsula. All three routes connect to Pier 50 in Seattle and coordinate landings and departures  
 294 with the King County Marine Division. Kitsap Transit operates weekday service during peak  
 295 commute hours and on Saturdays, typically from May through September. The service area of  
 296 the Seattle-Bremerton ferry route is extended through two connecting two Local Foot Ferry  
 297 routes; these routes connect Bremerton to Port Orchard and Annapolis and are heavily used by  
 298 workers at the Puget Sound Naval Shipyard in Bremerton. Both Local Foot Ferries operate  
 299 year-round; the Port Orchard Foot Ferry operates seven days a week, while the Annapolis Foot  
 300 Ferry operates on weekdays only. Ferry routes serving King and Kitsap counties are shown in  
 301 Figure 5, “Kitsap-King County Ferry Routes.”

302

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

304



305

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

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

313  
314 Kitsap Transit owns its Bremerton passenger-only ferry dock and leases its Kingston dock from  
315 the Port of Kingston. Vessels for those routes are moored at these docks when not in service.  
316 For the Southworth route, Kitsap Transit moors its primary vessel at its Bremerton dock and  
317 shares use of the Southworth dock with Washington State Ferries. Kitsap Transit and  
318 Washington State Ferries are jointly pursuing development of a second landing site at  
319 Southworth.

#### 320 4. Port of Seattle Marine Facilities and Services

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

- 326 • Passenger cruise ship terminals: Smith Cove Terminal at Terminal 91 and Bell Street  
327 Terminal at Pier 66.
- 328 • FRS Clipper terminal: Victoria Clipper/Clipper Navigation fast ferry service at Pier 69.
- 329 • Fishing and commercial moorages, grain terminal: Fishermen’s Terminal; Maritime  
330 Industrial Center; Terminal 91; Terminal 18 dolphins; Pier 34 dolphins; and the north end  
331 of Terminal 46 and Terminal 86 Grain Terminal.
- 332 • Recreational boating marinas: Bell Harbor, Fisherman’s Terminal, Harbor Island, Salmon  
333 Bay, and Shilshole Bay.
- 334 • Conference centers: Bell Harbor Conference Center, World Trade Center, and facilities  
335 at Seattle-Tacoma International Airport.
- 336 • Parks and monuments: Taft Park and Shoreline Habitat (formerly 8<sup>th</sup> Avenue  
337 Park/T18 Park), Bridge Gear Monument Park, Centennial Park, Duwamish River  
338 People’s Park and Shoreline Habitat (formerly T117), Jack Block Park, Jack Perry Park,  
339 Seattle Fisherman’s Memorial, Village Park and Shoreline Habitat (formerly  
340 T105 Park), Magnus Village Park and Shoreline Habitat (formerly T107 Park), and  
341 Seward Park and Shoreline Habitat (formerly T108/Diagonal Park).

342  
343 Additional information on Port of Seattle maritime activities, facility plans, and service and  
344 activity levels are available online.<sup>9</sup>

#### 345 5. Northwest Seaport Alliance Marine Facilities and Services

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

353

<sup>9</sup> See additional Port of Seattle maritime inventory and activities information at [portseattle.org/maritime/maritime-home](https://portseattle.org/maritime/maritime-home) (accessed September 25, 2023), with detailed information on fishing and commercial moorage at [portseattle.org/maritime/fishing-commercial-moorage](https://portseattle.org/maritime/fishing-commercial-moorage) (accessed September 25, 2023), conference centers at [portseattle.org/places/conference-centers](https://portseattle.org/places/conference-centers) (accessed September 25, 2023), and waterfront parks at [portseattle.org/community/waterfront-parks](https://portseattle.org/community/waterfront-parks) (accessed September 25, 2023).

354 Information regarding the Alliance’s services and facilities can be found online.<sup>10</sup>  
355

### 356 **D. Land Transportation System**

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

#### 361 1. Unincorporated King County Roads

362 King County maintains a detailed inventory of assets that comprise the county’s unincorporated  
363 roadway system. Physical features include information on pavement type, roadway and  
364 shoulder width, number of lanes, medians, retaining and sea walls, guardrails, sidewalks, and  
365 walkways. Administrative features include information such as the roadway’s functional  
366 classification, its comprehensive plan designation, and location in the urban or rural areas. The  
367 unincorporated road system owned and managed by the Department of Local Services Road  
368 Services Division includes the following asset inventory (numbers are approximate):<sup>11</sup>

- 369 • 1,467 miles of roadway
- 370 • 185 bridges, including several jointly owned with cities
- 371 • 275 miles of sidewalk
- 372 • 723 marked crosswalks
- 373 • 49,000 traffic control signs
- 374 • 79 traffic signals
- 375 • 58 traffic cameras
- 376 • 118 miles of protective guardrail
- 377 • 4.6 million feet of drainage ditch
- 378 • 3.5 million feet of drainage pipe

#### 379 *Pavement*

380 Pavement deteriorates naturally over time. As it ages, the pavement and underlying road base  
381 become increasingly susceptible to the impacts of stormwater, weather and temperature  
382 changes, and growing traffic volumes. The Road Services Division monitors the condition of  
383 unincorporated King County roads by assessing and tracking pavement condition over time.  
384 The Road Services Division conducts regular field assessments of all roadways to visually  
385 determine the condition of the pavement using the County Road Administration Board visual  
386 data collection system. Arterial roads are inspected every two years and local roads are  
387 inspected every three years. Current road resurfacing project information is available online.<sup>12</sup>  
388

#### 389 *Bridges*

390 The Road Services Division owns and maintains 185 bridges in the unincorporated area of King  
391 County. Built over many generations, these bridges are made of concrete, steel, timber, or a  
392 combination of the three building materials. King County’s bridge inventory includes long span  
393 bridges (those over 20 feet in span length, which appear on the national bridge inventory), short

<sup>10</sup> See additional Northwest Seaport Alliance Marine facilities and services information at [nwseaportalliance.com](http://nwseaportalliance.com) (accessed September 25, 2023).

<sup>11</sup> Based on best available data from fall 2022 inventory data. Data represents a point in time and can change slightly throughout the year.

<sup>12</sup> See additional road resurfacing information at [kingcounty.gov/depts/transportation/roads/paving-projects](http://kingcounty.gov/depts/transportation/roads/paving-projects) (accessed September 25, 2023).



394 span bridges, safety enhancement bridges that keep wildlife off roadways, and pedestrian  
395 bridges. King County’s bridge inventory includes:

- 396 • 181 vehicular bridges
- 397 • 3 pedestrian bridges
- 398 • 1 safety corridor bridge

399 An updated list of bridge needs is included in the Annual Bridge Report, which is prepared each  
400 year by the Road Services Division to fulfill the requirements of Washington Administrative  
401 Code (WAC) 136-20-060. The Road Services Division is required to review and update its list of  
402 bridge needs for replacement/rehabilitation, seismic retrofit, and re-decking annually,  
403 preparatory to the Capital Improvement Program budgeting process. The King County Annual  
404 Bridge Report is available online.<sup>13</sup>

405

#### 406 *Roadside Barriers (Guardrails)*

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

411

#### 412 *Traffic Control Devices*

413 Traffic control devices are signals and information systems used to regulate, warn, or guide both  
414 vehicular and pedestrian traffic. These devices are placed on, over, or adjacent to a roadway,  
415 pedestrian path, or shared-use path. Examples of traffic control devices include traffic signals,  
416 signs, and pavement markings. Information on traffic control devices can be found online.<sup>14</sup>

417

#### 418 *Traffic Counts*

419 Unincorporated area traffic counts can be found online.<sup>15</sup>

420

#### 421 *Safety*

422 The Road Services Division produces an annual traffic safety report. This report reviews  
423 collision trends within unincorporated King County in an ongoing effort to reduce the number  
424 and severity of collisions. The report is intended to provide critical information that can be used  
425 to better allocate limited safety funds, increase driver awareness of safety concerns, and  
426 improve the safety of the traveling public. King County Traffic Safety Reports and Washington  
427 State Department of Transportation statewide travel and collision data are available online.<sup>16</sup>

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<sup>13</sup> See Annual Bridge Reports at [kingcounty.gov/depts/transportation/roads/bridges](http://kingcounty.gov/depts/transportation/roads/bridges) (accessed September 25, 2023).

<sup>14</sup> See additional county traffic control device information at [kingcounty.gov/depts/transportation/roads/traffic](http://kingcounty.gov/depts/transportation/roads/traffic) (accessed September 25, 2023).

<sup>15</sup> See additional county traffic count information at [gismaps.kingcounty.gov/TrafficCounts](http://gismaps.kingcounty.gov/TrafficCounts) (accessed September 25, 2023).

<sup>16</sup> See additional collision information for the county at [kingcounty.gov/en/dept/local-services/transit-transportation-roads/roads-and-bridges/road-services/traffic/traffic-safety-reports](http://kingcounty.gov/en/dept/local-services/transit-transportation-roads/roads-and-bridges/road-services/traffic/traffic-safety-reports) (accessed September 25, 2023) and for the state at [wsdot.wa.gov/about/transportation-data](http://wsdot.wa.gov/about/transportation-data) (accessed September 25, 2023).

428

429 *Maintenance Facilities*

430 The Road Services Division is responsible for enhancing and maintaining nearly 1,500 miles of  
431 paved roadway. More information on maintenance services and activities, including a map of  
432 maintenance divisions and shop locations, is available online.<sup>17</sup>

433

434 *King County Heritage Corridors*

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

441

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

446

447 The identified Heritage Corridors are:

- 448 • Cedarhurst Road / Westside Highway, Vashon Island
- 449 • Dockton Road, Vashon-Maury Island
- 450 • Green Valley Road, Auburn-Black Diamond
- 451 • Issaquah-Fall City Road, Snoqualmie Valley
- 452 • Osceola Loop, Enumclaw Plateau
- 453 • West Snoqualmie River Road, Snoqualmie Valley
- 454 • West Snoqualmie Valley Road / Carnation Farm Road, Snoqualmie Valley
- 455 • Old Cascade Scenic Highway, Stevens Pass
- 456 • Old Sunset Highway, Snoqualmie Pass

457 Information about King County's Heritage Corridors, including maps and final report, are  
458 available online.<sup>18</sup>

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

460 *Major Highways*

461 The State Highways of Washington comprise a network of state highways, including all  
462 Interstate and U.S. Highways that pass through the state, maintained by the Washington State  
463 Department of Transportation. Four Federal Highways and twenty-three State Highway Routes  
464 are located in King County. All state highways are designated by the Washington State  
465 Legislature. Maps of the State Highways can be viewed online.<sup>19</sup>

466

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<sup>17</sup> See additional maintenance services and facility information at [kingcounty.gov/depts/transportation/roads/road-maintenance](http://kingcounty.gov/depts/transportation/roads/road-maintenance) (accessed September 25, 2023).

<sup>18</sup> See additional King County Heritage Corridor information at [kingcounty.gov/depts/transportation/roads/historic-corridors](http://kingcounty.gov/depts/transportation/roads/historic-corridors) (accessed September 25, 2023).

<sup>19</sup> See maps of the state highways at [wsdot.wa.gov/travel/printable-maps](http://wsdot.wa.gov/travel/printable-maps) (accessed September 25, 2023).

467 *Highways of Statewide Significance*

468 Highways of Statewide Significance include interstate highways and other state principal  
469 arterials that are needed to connect major communities in the state. The designation helps  
470 assist with the allocation and direction of funding. A map of Highways of Statewide Significance  
471 is available online.<sup>20</sup>  
472

473 *Washington State Scenic and Recreational Highways*

474 Washington's Scenic and Recreational Highways, as designated in RCW 47.39, are important  
475 access routes to some of the most scenic resources and best recreational destinations in the  
476 state. In King County there are approximately 100 miles of designated Scenic and Recreational  
477 Highways and 30 miles of designated Scenic and Recreational ferry routes. King County Scenic  
478 and Recreational Highways include portions of I-90 (Mountains to Sound Greenway), US 2  
479 (Stevens Pass Greenway), SR 410 (Chinook Pass Scenic Byway), and SR 202 (Cascade  
480 Valleys Scenic Byway). A map of Washington Scenic and Recreational Highways is available  
481 online.<sup>21</sup>  
482

483 *High Occupancy Vehicle System*

484 The High Occupancy Vehicle (HOV) system is an important element of King County's and the  
485 region's multimodal transportation system. HOV lanes—also known as carpool lanes, commuter  
486 lanes, diamond lanes, or bus lanes—are reserved for vehicles containing at least a specified  
487 number of occupants (such as two or more) or for transit vehicles. Such lanes can be on  
488 highways, arterials, or metered entrance ramps to highways. They may be physically separated  
489 from other lanes or indicated with signage. Some operate only during certain hours. Other types  
490 of strategies that potentially promote higher vehicle occupancy include ridesharing programs,  
491 parking management, guaranteed ride home policies, and other employer-based programs.  
492 Coupled with the county's Transportation Demand Management program, HOV facilities are  
493 designed to help accommodate growth by moving more people in fewer vehicles, reducing the  
494 need for new road construction or major widening projects on the county's existing arterial  
495 system. Recent changes to the HOV system include direct access ramps to support Sound  
496 Transit's regional bus service, as well as freeway-to-freeway improvements to connect the  
497 system. The HOV system is a crucial part of the central Puget Sound area's highway system,  
498 carrying more than one-third of freeway travelers during rush hours. Information on the HOV  
499 system, including a system map, is available online.<sup>22</sup>

## 500 3. Transit Services

501 Transit services in King County are provided by four public transit agencies and the City of  
502 Seattle. King County Metro Transit (Metro) provides most regular bus service, including  
503 RapidRide bus rapid transit, and flexible mobility options available to King County residents.  
504 Pierce Transit and Community Transit provide commuter bus services into King County urban  
505 centers including downtown Seattle, downtown Bellevue, the University District in northeast  
506 Seattle, and Federal Way in south King County. Sound Transit provides regional high-capacity  
507 transportation throughout parts of King, Pierce, and Snohomish counties through commuter rail  
508 (Sounder), light rail (Link), and a regional express bus system (ST Express). Link light rail and  
509 ST Express bus service within King County are currently operated and maintained by Metro

<sup>20</sup> See map of Highways of Statewide Significance at [psrc.org/sites/default/files/2022-03/los\\_hss\\_king.pdf](https://psrc.org/sites/default/files/2022-03/los_hss_king.pdf) (accessed September 25, 2023).

<sup>21</sup> See map of Washington Scenic and Recreational Highways at [gisdata-wsdot.opendata.arcgis.com/datasets/WSDOT::wsdot-scenic-byways](https://gisdata.wsdot.opendata.arcgis.com/datasets/WSDOT::wsdot-scenic-byways) (accessed September 25, 2023).

<sup>22</sup> See additional HOV system information at [wsdot.wa.gov/travel/roads-bridges/hov-lanes](https://wsdot.wa.gov/travel/roads-bridges/hov-lanes) (accessed September 25, 2023).

510 Transit under contract to Sound Transit. The Seattle Department of Transportation provides  
511 streetcar service in and near downtown Seattle. This streetcar service is also currently operated  
512 and maintained by Metro Transit under contract to the City of Seattle.

#### 514 *King County Metro Transit*

515 As the largest public transportation agency in the Puget Sound region, Metro is creating a world-  
516 class, integrated public transportation network. Metro serves customers with a wide range of  
517 mobility services including providing and funding bus, paratransit, Vanpool, water taxi, and  
518 flexible services; and by operating the Seattle Streetcar, Sound Transit Link light rail, and Sound  
519 Transit Express bus services in King County. Metro operates more than 180 bus routes and has  
520 more than 7,400 bus stops (as of 2021). In 2022, Metro operated approximately 3.7 million  
521 annual service hours of fixed route and DART services (excluding Sound Transit services and  
522 flexible services).

523  
524 In 2019, before the COVID-19 pandemic, Metro fixed-route services delivered more than 130  
525 million passenger trips. Ridership declined during the pandemic, but is currently recovering. In  
526 2021, Vanpool saw over 509,000 boardings, Access had more than 557,000 boardings, and  
527 fixed route (bus and DART) experienced more than 50 million boardings. As of November 2022,  
528 Metro is now serving five million riders per month as more people choose transit.

529  
530 As a mobility agency, King County Metro Transit moves people throughout King County. It is  
531 Metro's duty to provide mobility opportunities to all people in the county in a way that supports  
532 healthy communities, a thriving economy, a sustainable environment, and equity and access to  
533 opportunities.

534  
535 In 2020, the King County Council adopted Metro's Mobility Framework, which was co-created  
536 with community leaders on Metro's Equity Cabinet. The Mobility Framework included guiding  
537 principles and recommendations for how Metro should center advancing equity and addressing  
538 climate change in its work. Metro then updated its guiding policies—the Strategic Plan for Public  
539 Transportation, Metro Connects (Metro's long-range plan), and Service Guidelines—to align  
540 with the Mobility Framework's recommendations. In 2021, the King County Council adopted the  
541 updated policies, which included a much stronger emphasis on equity and climate change.  
542 Metro's goal is to help align its funding, policies, and investments to deliver livable communities,  
543 a thriving economy for all, and a sustainable environment. More information on Metro policies;  
544 routes, schedules, and maps; and system performance can be found online.<sup>23</sup>

#### 546 Metro Services

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

- 552 • *RapidRide* – RapidRide, Metro's arterial bus rapid transit network, launched in 2010. As  
553 of 2022, Metro operates six RapidRide lines throughout King County, with four more

---

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

554 scheduled to begin service by 2026. RapidRide separates itself from standard bus  
555 service with high frequency (every 10 minutes during peak hours, every 15 minutes  
556 during off-peak periods), fewer stops, use of semi-exclusive lanes, and all-door  
557 passenger boarding and exiting. Metro is looking to the future to determine how to  
558 continue to provide quality service to King County residents and businesses. In 2021,  
559 the King County Council adopted an updated version of Metro Connects, the agency's  
560 long-range plan. Metro Connects calls for a significant expansion of the RapidRide  
561 program. By 2050, Metro plans to operate a minimum of 19 lines, providing this service  
562 to all areas of urban King County. Additional information on RapidRide is available  
563 online.<sup>24</sup>

564 • *Flexible services* – Flexible services are transportation services that do not operate  
565 using a fixed route and are tailored to meet specific community needs. Flexible services  
566 may or may not serve designated stops or hubs, depending on service design. Metro  
567 plans and provides a range of flexible services, with partner support, to parts of King  
568 County where the infrastructure, density, or land uses are not optimal for traditional  
569 fixed-route bus service and could benefit from new approaches and complementary  
570 services. Flexible services are an important part of Metro's efforts to deliver  
571 transportation alternatives across King County in an equitable and sustainable way.  
572 More information on Metro's on-demand flexible services options is available online.<sup>25</sup>

573 • *Access Paratransit* – Access Paratransit is Metro's response to the Americans with  
574 Disabilities Act, which requires transit agencies to provide paratransit services for people  
575 who cannot use regular, fixed-route transit. It is a primarily van-operated, demand-  
576 responsive service with variable routes and schedules. Access provides trips to eligible  
577 people with disabilities who are unable to use Metro's fixed-route or DART service.  
578 Passengers must apply and be found eligible to use Access service before making a trip.  
579 Access Paratransit vehicles are owned by Metro and operated and maintained by a  
580 third-party contractor. Additional information on the Access ADA Paratransit Program  
581 can be found online.<sup>26</sup>

582 • *Special and Custom Bus Service* – Metro provides special transit services for major  
583 community and sporting events in partnership with event sponsors. Information  
584 regarding Metro's special event service can be found online.<sup>27</sup>

585 • *Contract Services* – Metro serves as the operator for other transit services in Seattle and  
586 King County. Metro operates regional ST Express bus routes in King County as well as  
587 Link light rail for Sound Transit. Metro operates the Seattle Streetcar lines for the City of  
588 Seattle.

589 • *Marine Service (Water Taxi)* – Metro runs King County's passenger ferry service (water  
590 taxi). Passenger ferry service represents one component of the region's transportation  
591 system and can provide fast and reliable connections in appropriate locations. Ferries

<sup>24</sup> See additional RapidRide information at [kingcounty.gov/depts/transportation/metro/travel-options/bus/rapidride](https://kingcounty.gov/depts/transportation/metro/travel-options/bus/rapidride) (accessed September 23, 2023).

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

<sup>26</sup> See additional Access ADA Paratransit Program information at [kingcounty.gov/en/dept/metro/travel-options/accessible-services](https://kingcounty.gov/en/dept/metro/travel-options/accessible-services) (accessed September 25, 2023).

<sup>27</sup> See additional special and custom bus service information at [kingcounty.gov/en/dept/metro/rider-tools/local-sports](https://kingcounty.gov/en/dept/metro/rider-tools/local-sports) (accessed September 25, 2023).

592 serve as a supplement to the countywide transportation system in locations where it  
593 serves the network as well as, or better than, traditional fixed-route transit service.  
594 Service hours could be extended during summer and special events to accommodate  
595 rider demand. Section IV.C.2 of this appendix includes more information about Metro's  
596 marine services. Additional information passenger ferry service can be found online.<sup>28</sup>

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

#### 603 Metro Programs: Transportation Demand Management, Equity and Social Justice, and 604 Partnerships

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

609 • *ORCA Business Partnerships* – Employers can contract with Metro to provide ORCA  
610 cards as subsidized passes for their employees to access public transportation services,  
611 including bus, commuter rail, Link light rail, streetcar, ferry, water taxi,  
612 Vanpool/Vanshare, and guaranteed ride home services. Employers can select a  
613 comprehensive program or a flexible package to suit their needs. Currently, Metro's  
614 ORCA Business Passport and ORCA Business Choice programs have more than 1,600  
615 participating employers.  
616

617 • *ORCA LIFT* – ORCA LIFT provides a discounted transit fare of \$1.00 per trip for  
618 residents who earn less than 200 percent of the federal poverty level and are between  
619 19 and 64 years of age. At the end of 2021 there were 40,128 valid ORCA LIFT cards.  
620 Additional information on ORCA LIFT can be found online.<sup>29</sup>

621 • *Human services bus tickets* – Metro subsidizes bus tickets annually for eligible human  
622 services agencies to purchase and distribute to the people they serve. Metro subsidizes  
623 90 percent of the cost of the tickets, for a total annual subsidy of \$4 million. Human  
624 services agencies apply to participate in the program. During 2021, the 165 selected  
625 agencies distributed more than 983,500 tickets to people in need (human services ticket  
626 sales were lower in 2021 due to the COVID-19 pandemic). More information on human  
627 service agency tickets is available online.<sup>30</sup>

628 • *Commuter vans (Vanpool/Vanshare)* – The Metro Vanpool program groups five or more  
629 commuters to share a ride to work, using a Metro-supplied van. Vanshare is for shorter  
630 trips, intended to bridge the gap between public transportation (bus, train, water taxi, or  
631 ferry) and a final destination; groups of five or more commuters share the ride to or from  
632 a public transit link or transit hub. Metro provides the van and rider support services,

<sup>28</sup> See additional King County passenger ferry service information at [kingcounty.gov/depts/transportation/water-taxi](http://kingcounty.gov/depts/transportation/water-taxi) (accessed September 25, 2023).

<sup>29</sup> See additional ORCA LIFT information at [kingcounty.gov/en/dept/metro/fares-and-payment/discounted-fares/orca-lift](http://kingcounty.gov/en/dept/metro/fares-and-payment/discounted-fares/orca-lift) (accessed September 25, 2023).

<sup>30</sup> See additional human service agency ticket information at [kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/bus-ticket-program](http://kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/bus-ticket-program) (accessed September 25, 2023).

- 633 maintenance, insurance, fuel, tires, and training for a per-rider monthly fee. More  
634 information on commuter vans is available online.<sup>31</sup>
- 635 • *Community Access Transportation Program* – The Community Access Transportation  
636 Program expands mobility options for people with disabilities, older adults, and low-  
637 income populations by developing partnerships with community agencies and  
638 jurisdictions in King County. Metro provides vehicles and/or operating funds to assist  
639 community agencies in setting up their own transportation services.
  - 640 • *Bicycle programs and facilities* – Metro supports bicycling in conjunction with public  
641 transportation by providing racks on every bus to accommodate three bicycles, racks on  
642 request for Vanpools, racks for multiple bikes on passenger ferries, bicycle lockers at  
643 park-and-ride lots and transit centers, and information about getting around by bicycle.  
644 Bicycling is also included as a travel option in Metro incentive programs that encourage  
645 alternatives to driving alone. More information about bike parking is available in section  
646 IV.D.4 of this appendix and online.<sup>32</sup>
  - 647 • *Home Free Guarantee* – Metro provides emergency taxi service for commuters who  
648 arrive at work without their personal vehicle (by transit, carpool, Vanpool, bicycle, or  
649 walking) and have an unplanned emergency or unscheduled overtime. Information on  
650 this program can be found online.<sup>33</sup>
  - 651 • *Job Access Reverse Commute Program* – The Job Access Reverse Commute  
652 Transportation Program partners with social service agencies, community-based  
653 organizations, housing authorities, local jurisdictions, and employers to assist with  
654 transportation issues for low-income individuals. Information on Metro’s JARC program  
655 can be found online.<sup>34</sup>
  - 656 • *In Motion Program* – In Motion enlists local businesses, organizations, and communities  
657 as partners to encourage people to register as participants and pledge to reduce car  
658 trips over a period of time as a challenge to change their behavior. Participants earn  
659 rewards for their reduced trips, including commute-based trips or everyday trips.  
660 Additional information on In Motion can be found online.<sup>35</sup>
  - 661 • *Just One Trip Program* – The Just One Trip (JOT) Program delivers campaigns in sync  
662 with planned Metro service restructures, onboarding of new or flexible mobility services,  
663 and major transit system expansions in the region such as the opening of new Link light  
664 rail lines. JOT campaigns focus on ensuring new and existing riders are aware of and  
665 understand these service changes, how their trip may be adjusted, and what new  
666 services have become available to them. The campaigns encourage ridership recovery  
667 of lapsed transit riders and share the importance of utilizing the ORCA card transit fare

<sup>31</sup> See additional commuter van information at [kingcounty.gov/depts/transportation/metro/travel-options/rideshare/programs/vanpool](https://kingcounty.gov/depts/transportation/metro/travel-options/rideshare/programs/vanpool) (accessed September 25, 2023).

<sup>32</sup> See additional Metro bike facility information at [kingcounty.gov/depts/transportation/metro/travel-options/bike](https://kingcounty.gov/depts/transportation/metro/travel-options/bike) (accessed September 25, 2023).

<sup>33</sup> See additional Home Free Guarantee Program information at [kingcounty.gov/depts/transportation/metro/employer-programs/home-free-guarantee](https://kingcounty.gov/depts/transportation/metro/employer-programs/home-free-guarantee) (accessed September 25, 2023).

<sup>34</sup> See additional Job Access Reverse Commute Program information at [metro.kingcounty.gov/tops/jobaccess/jobseeker.html](https://metro.kingcounty.gov/tops/jobaccess/jobseeker.html) (accessed September 25, 2023).

<sup>35</sup> See additional In Motion information at [kingcounty.gov/depts/transportation/metro/projects/transit-education-outreach/in-motion](https://kingcounty.gov/depts/transportation/metro/projects/transit-education-outreach/in-motion) (accessed September 25, 2023).

668 system to ease the payment process and receive the best fare for any trip. Through  
669 campaign messaging, the JOT Program strives to help riders make the connection  
670 between how their mode choice for any trip—local or regional, personal or commute,  
671 peak or mid-day—has an impact on the environment, their health, community safety and  
672 quality of life, and incentivizes behavior change. The most recent JOT campaign was  
673 related to the opening of North Link/Link Line 1 in fall 2022; it reached thousands of  
674 riders in north King County and engaged 7,800 households in an incentive program to  
675 recover transit ridership.

- 676 • *Metro Youth Mobility Program* – The Metro Youth Mobility Program (MYMP) works to  
677 realize a future where youth access to transit is safe, easy, affordable, and convenient  
678 and where today’s young people become life-long transit riders. The MYMP is carried  
679 out in partnership with local school districts, school administrators, teachers, and  
680 community-based organizations to enhance youth access to transit and conduct  
681 education and outreach focused on building youth ridership. The MYMP also promotes  
682 the Free Youth Transit Pass implemented on September 1, 2022.
- 683 • *Ridership Recovery Program* – The Ridership Recovery Program focuses on partnership  
684 with community-based organizations and small/priority businesses to deepen Metro’s  
685 reach into populations currently served or employed by these entities, including essential  
686 and under-employed workers; people with low-incomes, limited-English proficiency, or  
687 disabilities; communities of color; and cash-paying riders. The goal is to build upstream  
688 capacity to maximize downstream impacts to enhance equitable ridership recovery  
689 where needs are greatest in King County and to increase enrollment in reduced fares  
690 programs for eligible populations.
- 691 • *Community Transportation Navigators* – The Community Transportation Navigators is a  
692 peer-to-peer transportation outreach and education program focused on identifying and  
693 reducing barriers for low-income and limited-English speaking communities to access  
694 transportation. Community Navigators are paid community liaisons who have existing  
695 connections to the communities they serve, speak the same language of those they  
696 engage, have similar lived experiences to those participating in the program, and have  
697 experience using public transportation.
- 698 • *Rideshare Online* - RideshareOnline.com provides free online self-serve ride matching  
699 services. The online system matches commuters interested in sharing rides in carpools,  
700 commuter vans, group biking, event travel, and with other parents transporting kids to  
701 school. Additional information on Metro’s Rideshare program can be found online.<sup>36</sup>

## 702 Metro Capital Facilities

703 Metro capital facilities include physical plants, rolling stock (buses and other vehicles), electrical  
704 trolley lines and substations, facilities such as park-and-ride lots and bus shelters, and roadway  
705 infrastructure developed in partnership with local jurisdictions, such as semi-exclusive bus  
706 priority lanes. Voter approved sales tax and federal grants are the primary revenue sources.  
707 On March 23, 2019, Metro ceased bus operations in the Downtown Seattle Transit Tunnel  
708 (DSTT), a 1.3 mile dual-bore transit-only facility with four stations. To accommodate the  
709 expansion of Sound Transit’s Link light rail service, the DSTT is now only served by light rail  
710 trains. The transfer of the DSTT and its stations was approved by the King County Council in  
711 October 2022 and by the Sound Transit Board in November 2022. The Seattle City Council  
712 affirmed the transaction in 2023 and the transfer was recorded by the County Recorder’s Office.

<sup>36</sup> See additional Rideshare Online information at [kingcounty.gov/depts/transportation/metro/travel-options/rideshare](https://kingcounty.gov/depts/transportation/metro/travel-options/rideshare) (accessed September 25, 2023).



713 The transfer of the DSTT will streamline rail operations and maintenance to support near-term  
714 regional rail network expansion. Metro continues to operate service on the SODO busway, a  
715 transit-only roadway between S Spokane Street and Royal Brougham Way in Seattle.  
716

- 717 • *Physical Plant* – Metro’s administrative offices are located at 201 South Jackson Street  
718 in downtown Seattle. Metro maintains seven operating bases located throughout the  
719 county, with two additional bases under construction. Metro purchased an additional  
720 base for Access paratransit operations in 2021. Metro has a variety of other physical  
721 facilities to support the provision of transit and ridesharing service. Major facilities  
722 include:
  - 723 ○ *Central Campus and SODO (Seattle)*
    - 724 ■ Atlantic/Central Bases, 1270 6th Avenue S, Seattle
    - 725 ■ Atlantic Maintenance, 1555 Airport Way S, Seattle
    - 726 ■ Central Maintenance, 640 S Massachusetts Street, Seattle
    - 727 ■ Ryerson Base, 1220 4th Avenue S, Seattle
    - 728 ■ Transit Control Center, 1263 6th Avenue S, Seattle
    - 729 ■ Employee Parking Garage, 1505 6th Avenue S, Seattle
    - 730 ■ Tire and Millwright Shop, 1555 Airport Way S, Seattle
    - 731 ■ Marketing Distribution Center, 1523 6th Avenue S, Seattle
    - 732 ■ Power Distribution, 2255 4th Avenue S, Seattle
  - 733 ○ *Campus & Eastside*
    - 734 ■ Bellevue Base, 1790 124th Avenue NE, Bellevue
    - 735 ■ East Base, 1975 124th Avenue NE, Bellevue
    - 736 ■ Vanpool Distribution, 18655 NE Union Hill Road, Redmond
  - 737 ○ *Tukwila*
    - 738 ■ South Base, 12100 East Marginal Way S, Tukwila
    - 739 ■ Interim Base, 12400 E Marginal Way S, Tukwila
    - 740 ■ South Annex Base, 11911 E Marginal Way S, Tukwila (opening in 2028  
741 on the former site of the Training and Safety Center)
    - 742 ■ Training and Safety Center, 3401 S Norfolk Street, Seattle (leased facility)
    - 743 ■ South Facilities, 11911 E Marginal Way S, Tukwila
    - 744 ■ Component Supply Center, 12200 E Marginal Way S, Tukwila
  - 745 ○ *South Park*
    - 746 ■ Access Base, 8100 8th Avenue S, Seattle
  - 747 ○ *North Seattle & Shoreline*
    - 748 ■ North Base, 2160 N 163rd Street, Shoreline
    - 749 ■ North Facilities, 12525 Stone Avenue N, Seattle
- 750 • *Metro Fleet* – As of 2022, Metro’s fleet includes more than 1,400 fuel-efficient buses.  
751 The bus fleet includes 40- and 60-foot hybrid diesel-electric buses, electric trolleys, and  
752 battery electric buses. Metro also operates and maintains more than 100 Sound Transit  
753 buses. Metro’s fleet includes paratransit and DART vehicles, Rideshare vans and  
754 electric Metropool vehicles, and passenger ferries. Metro also has a fleet of  
755 approximately 670 non-revenue vehicles to support service and operations, which  
756 consists of vehicles ranging from light-duty vehicles, such as sedans and vans, to  
757 medium- and heavy-duty vehicles such as tow trucks and maintenance trucks.
- 758 • *Bus Stops and Shelters* – Metro’s transit system includes more than 7,000 bus stops. As  
759 of 2019, 62 percent of King County residents lived within one-half mile of frequent transit  
760 service, and 81 percent of jobs within King County were within one-half mile of frequent  
761 service.

762 • *Park-and-Ride Facilities* – A park-and-ride facility is a lot or garage where people may  
763 park personal vehicles and catch a bus, light rail, train, Vanpool, or carpool to reach their  
764 destination. Park-and-ride lots are built, owned, leased, and maintained by several  
765 different agencies. A park-and-ride lot can also serve as a park-and-pool lot, where  
766 individuals can rendezvous to form carpools and Vanpools.

767 There are 115 park-and-ride facilities in the King County Metro area, with a total of  
768 26,065 vehicle spaces (as of 2022). Metro, Sound Transit, and the Washington State  
769 Department of Transportation own permanent park-and-ride lots within King County;  
770 Metro also leases spaces from a wide variety of agencies and organizations. Although  
771 there have been significant changes in park-and-ride usage patterns since the onset of  
772 the COVID-19 pandemic, Metro remains committed to implementing its permit parking  
773 fee program; this program was developed in 2019 and targets Metro-owned lots at or  
774 above 90% capacity. Regional park-and-ride utilization reports and park-and-ride  
775 locations, capacity, routes, and amenities can be found online.<sup>37</sup>

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

782 Metro oversees a system of Level 2 light-duty vehicle chargers installed at multiple King  
783 County facilities. These chargers are located at public-facing park-and-ride lots and  
784 transit facilities, as well as internally focused county facilities. Metro recently upgraded a  
785 number of these chargers at park-and-ride lots and other facilities to replace outdated  
786 equipment. Metro is currently focusing a major effort on installing chargers at its bases  
787 and facilities to support the phased electrification of its non-revenue vehicle fleets. Metro  
788 is also working to support its goal to electrify its bus fleet by 2035 by installing bus  
789 charging equipment at its bases. Metro has developed the South Base Test Charging  
790 Facility with bus charging equipment and will be installing bus charging equipment at  
791 Interim Base and South Annex Base as they are constructed. Metro is also planning for  
792 the conversion of its existing bases to electric operations to support a fully electric bus  
793 fleet.

794 • *Capital Program* – The King County Capital Improvement Program funds capital projects  
795 to help maintain and improve transit assets and infrastructure. Metro has its own  
796 designated revenue sources and service areas. Metro's Public Transportation Fund  
797 Capital Program provides for ongoing replacement of aging infrastructure and supports  
798 service delivery and expansion. The Capital Improvement Program focuses on  
799 maintaining existing infrastructure and systems, partnering with other regional  
800 transportation agencies, and providing the physical capacity needed to support projected  
801 service. A key priority for Metro is supporting the transition to a zero-emissions fleet, with  
802 investments intended to support a fully zero-emission fleet by 2035. Additional

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<sup>37</sup> See additional regional park-and-ride information at [psrc.org/park-and-ride-database](https://psrc.org/park-and-ride-database) (accessed September 25, 2023) and additional county park-and-ride information at [kingcounty.gov/depts/transportation/metro/travel-options/parking](https://kingcounty.gov/depts/transportation/metro/travel-options/parking) (accessed September 25, 2023).

803 information on the Capital Improvement Program and the Transit Asset Management  
804 plan can be found online.<sup>38</sup>  
805

### 806 *Sound Transit*

807 Sound Transit is a regional transit authority that plans, builds, and operates express buses, light  
808 rail, and commuter train services for the central Puget Sound Region so that people can get to  
809 where they're going, safely and economically. Additional information on Sound Transit can be  
810 found online.<sup>39</sup>

811

### 812 ST Express Regional Bus Service

813 ST Express regional bus service includes limited-stop bus routes, partnerships with the  
814 Washington State Department of Transportation to develop HOV direct-access projects, and a  
815 variety of community connection facilities including transit centers, access improvements, and  
816 park-and-ride lots. ST Express buses travel between major cities in King, Snohomish, and  
817 Pierce counties. Information on routes, related projects, and fares can be found online.<sup>40</sup>

818

### 819 Sounder Commuter Rail

820 Sounder commuter rail uses diesel-powered locomotives and multilevel passenger coach trains  
821 that run on BNSF Railway Company freight tracks. Sounder trains share the tracks with freight  
822 trains and Amtrak passenger trains, using upgraded signals, switches, and street crossings.  
823 Trains travel between Lakewood and Seattle and between Everett and Seattle. Information on  
824 routes, related projects, and fares can be found online.<sup>41</sup>

825

### 826 Link Light Rail

827 Link light rail is an electrically powered service that provides high-capacity transportation within  
828 the region's highest employment and transit ridership areas. Link light rail travels from Seattle  
829 Northgate station to SeaTac Angle Lake station. Information on routes, related projects, and  
830 fares can be found online.<sup>42</sup>

831

### 832 Future Expansion and System Integration

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

840

841 Sound Transit is continuing to expand the system and open more stations in the mid-2020s and  
842 beyond. Sound Transit 2 projects are currently scheduled to be completed by 2025. Sound

<sup>38</sup> See additional Capital Improvement Program information at [kingcounty.gov/~media/council/documents/2022/A\\_Capital-Improvement-Program-11-4-2022](https://kingcounty.gov/~media/council/documents/2022/A_Capital-Improvement-Program-11-4-2022) (accessed September 25, 2023) and additional Transit Asset Management Plan information at [kingcounty.gov/metro/tam](https://kingcounty.gov/metro/tam) (accessed September 25, 2023).

<sup>39</sup> See additional Sound Transit information at [soundtransit.org](https://soundtransit.org) (accessed September 25, 2023).

<sup>40</sup> See additional Sound Transit Express services information at [soundtransit.org/Rider-Guide/ST-Express-bus](https://soundtransit.org/Rider-Guide/ST-Express-bus) (accessed September 25, 2023).

<sup>41</sup> See additional Sound Transit commuter rail information at [soundtransit.org/ride-with-us](https://soundtransit.org/ride-with-us) (accessed September 25, 2023).

<sup>42</sup> See additional Sound Transit light rail information at [soundtransit.org/Rider-Guide/Link-light-rail](https://soundtransit.org/Rider-Guide/Link-light-rail) (accessed September 25, 2023).

843 Transit 3 projects will be delivered between 2026 (bus rapid transit) and 2045. More information  
844 on Sound Transit plans for system expansion and is available online.<sup>43</sup>  
845

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

#### 852 4. Active Transportation Facilities

##### 853 Bicycle Parking at Transit Facilities

854 Bicycle parking and secure storage support ridership and overall mobility by increasing options  
855 for people to connect to bus service or to meet a carpool or Vanpool. King County park-and-ride  
856 lots and transit centers have bicycle racks and/or bicycle lockers for people who travel by  
857 personal bike to meet transit service. Metro aims to reduce car travel to these locations by  
858 making it reliable to secure bicycles. As of July 2022, Metro provides secure bike parking at 29  
859 locations, with a total of more than 250 spaces in a combination of leased and BikeLink on-  
860 demand lockers. In addition, regional partner Sound Transit provides more than 400 secure  
861 locker spaces at 20 locations within the King County portion of their service area. Sound Transit  
862 also offers secure bike cages at seven locations in King County with a total of more than 270  
863 spaces. Both Metro and Sound Transit plan expansion of secure bike parking and/or  
864 replacement of older equipment in the next few years. Information on transit-related bicycle  
865 parking is available online.<sup>44</sup>  
866

##### 867 Regional Trails Network

868 The Regional Trails network is used for recreational and transportation purposes. The network  
869 extends broadly throughout the county, linking cities, other counties in the Central Puget Sound,  
870 and other regions of the state. The network reaches more than 30 cities in King County, and is  
871 used extensively for active transportation and recreation. King County government stewards  
872 approximately 175 miles of the 300-mile network of multi-purpose paved and unpaved shared  
873 use paths. Several cities, the Port of Seattle, and the State of Washington are responsible for  
874 the remaining portions. Information about the King County Regional Trails System is available  
875 in the *King County Open Space Plan: Parks, Trails, and Natural Areas 2022 Update*.<sup>45</sup>  
876

##### 877 Roadside Active Transportation Facilities

878 The Department of Local Services Road Services Division maintains active transportation  
879 facilities such as bicycle lanes, sidewalks, and shoulders on unincorporated county roads. The  
880 division provides crosswalks, signals, pavement markings, and signage to help facilitate safer  
881 active travel. The Transportation Needs Report, an appendix to this *Comprehensive Plan*,  
882 includes known and forecast active transportation needs on unincorporated King County roads.

<sup>43</sup> See additional Sound Transit expansion plan information at [soundtransit.org/system-expansion](https://soundtransit.org/system-expansion) (accessed September 25, 2023) and Sound Transit Development Plan Annual Reports at [soundtransit.org/About-Sound-Transit/News-and-events/Reports/Transit-Development-Plan](https://soundtransit.org/About-Sound-Transit/News-and-events/Reports/Transit-Development-Plan) (accessed September 25, 2023).

<sup>44</sup> See additional transit-related bicycle parking information at [kingcounty.gov/en/dept/metro/riders-tools/bikes-and-transit/secure-bike-parking](https://kingcounty.gov/en/dept/metro/riders-tools/bikes-and-transit/secure-bike-parking) (accessed September 25, 2023).

<sup>45</sup> King County Open Space Plan: Parks, Trails, and Natural Areas 2022 Update, [kingcounty.gov/~media/services/parks-recreation/parks/openspace/2022\\_KC\\_OpenSpacePlan\\_Update\\_Final](https://kingcounty.gov/~media/services/parks-recreation/parks/openspace/2022_KC_OpenSpacePlan_Update_Final) (accessed September 25, 2023).

883 The *2021 King County Road Services Division Americans with Disabilities Act Transition Plan*  
884 inventoried unincorporated county road pedestrian facilities and guides accessibility  
885 improvements to the existing network.<sup>46</sup>

## 886 5. Rail and Freight

### 887 Rail Facilities

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

890  
891 The Class I freight railroad system primarily serves the inland transportation component of the  
892 supply chain for large volumes of import and export cargo moving through state ports including  
893 the Port of Seattle. Two Class I freight railroads, the BNSF Railway and the Union Pacific  
894 Railroad, as well as 27 Class III (short-line) freight railroads operate through communities in  
895 Washington. There are no Class II freight railroads in Washington.

896  
897 Amtrak provides long distance passenger rail service between Seattle and Chicago, Illinois (the  
898 Empire Builder) and Seattle and Los Angeles, California (The Coast Starlight). Ridership for  
899 both services declined from 2013-2019 but is expected to increase steadily through 2040.

900 Amtrak provides intercity passenger rail service, known as Amtrak Cascades, along the I-5  
901 corridor between Eugene, Oregon and Vancouver, British Columbia; the service is supported by  
902 Washington State Department of Transportation funding. The Cascades High-Speed Rail  
903 Program provides four daily round trips between Seattle and Portland, and one daily round trip  
904 between Seattle and Vancouver, B.C. There are two Amtrak Stations in King County, located in  
905 the cities of Seattle and Tukwila. Ridership has been largely level, with slight growth in 2018-  
906 2019. Ridership for intercity rail is expected to increase steadily, pending Washington State  
907 Department of Transportation service investments. Information on passenger rail facilities,  
908 projects, and data and the Washington State Department of Transportation 2019 Washington  
909 State Rail Plan are available online.<sup>47</sup>

910  
911 Sound Transit's Sounder commuter rail uses diesel-powered locomotives and multi-level  
912 passenger coach trains that run on BNSF Railway freight tracks. Sounder shares the tracks with  
913 freight trains and Amtrak passenger trains, using upgraded signals, switches, and street  
914 crossings. Trains travel between Lakewood and Seattle and between Everett and Seattle.  
915 Sounder ridership grew from about 2.1 million riders in 2010 to 4.6 million riders in 2019 and is  
916 expected to grow significantly by 2040. Information on Sounder routes, related projects, and  
917 fares is available online.<sup>48</sup>

### 918 919 Other Freight Transport

920 Freight transport is a major function of the regional transportation system. Regional planning for  
921 freight is coordinated by the Puget Sound Regional Council and incorporated into the *2022-*  
922 *2050 Puget Sound Regional Council Regional Transportation Plan. The Regional*  
923 *Transportation Plan* envisions an interconnected network of highways and streets, railways,

<sup>46</sup> 2021 King County Road Services Division Americans with Disabilities Act Transition Plan, [kingcounty.gov/depts/local-services/roads/ada-plan](https://kingcounty.gov/depts/local-services/roads/ada-plan) (accessed September 25, 2023).

<sup>47</sup> See additional passenger rail information at [wsdot.wa.gov/travel/passenger-rail](https://wsdot.wa.gov/travel/passenger-rail) (accessed September 25, 2023) and the state rail plan at [wsdot.wa.gov/construction-planning/statewide-plans/freight-rail-plans/2019-washington-state-rail-plan](https://wsdot.wa.gov/construction-planning/statewide-plans/freight-rail-plans/2019-washington-state-rail-plan) (accessed September 25, 2023).

<sup>48</sup> See additional Sounder commuter rail information at [soundtransit.org/get-to-know-us/documents-reports](https://soundtransit.org/get-to-know-us/documents-reports) (accessed September 25, 2023) and at [soundtransit.org/ride-with-us](https://soundtransit.org/ride-with-us) (accessed September 25, 2023).

924 deep water ports and waterways, and airports. It examines the current and future conditions and  
 925 issues as the region looks to planning for a sustainable transportation system out to 2050. Key  
 926 elements of the regional freight system include roadway corridors used for truck transport. The  
 927 Washington State Department of Transportation maintains a statewide Freight and Goods  
 928 Transportation System which classifies the state’s freight corridors by modes based on annual  
 929 freight tonnage. Regional centerline miles by Freight and Goods Transportation System  
 930 classification are included in the *Regional Transportation Plan*. Additional information on  
 931 regional and state freight and goods planning is available online.<sup>49</sup>

## 932 V. Travel Forecast Summary

933  
 934 The Washington State Growth Management Act requires the transportation element of  
 935 comprehensive plans to include a forecast of traffic for at least ten years based on the adopted  
 936 land use plan, and to provide information on the location, timing, and capacity needs of future  
 937 growth (RCW 36.70A.70(6)(E)). It also requires an estimate of traffic impacts to state-owned  
 938 transportation facilities resulting from the land use assumptions. To meet these requirements,  
 939 the King County Department of Local Services, Road Services Division, adopted the Puget  
 940 Sound Regional Council’s Regional Travel Demand Forecasting Model (Travel Model).

941  
 942 The Puget Sound Regional Council Travel Model forecasts future travel patterns and conditions  
 943 within the four counties of the Puget Sound region (King, Kitsap, Pierce, and Snohomish). The  
 944 Travel Model produces data that are used to analyze the likely impacts of forecast growth,  
 945 travel, and infrastructure investments on the region’s transportation infrastructure and  
 946 environment, and thus provides the foundation from which the Puget Sound Regional Council  
 947 develops many of its plans, most notably the *Regional Transportation Plan*. The Travel Model is  
 948 used to support the technical analysis of transportation projects and investments under  
 949 consideration in the region. In addition to transportation analysis, the travel model also supports  
 950 growth management activities at the agency.<sup>50</sup>

951  
 952 The Road Services Division worked with Puget Sound Regional Council modeling staff to run a  
 953 model scenario with a forecast year of 2044. Raw model output was analyzed by King County  
 954 planning staff. The forecast three-hour p.m. peak period (afternoon rush hour) traffic volumes on  
 955 state facilities were mapped to review performance on state facilities, as shown in Figure 6,  
 956 “Puget Sound Regional Council 2044 Travel Model Forecast for State Facilities in  
 957 Unincorporated King County.” Modeled traffic volumes and roadway capacities on county roads  
 958 were also reviewed for indications of potential future congestion. Road segments where traffic  
 959 volumes exceeded roadway capacities (ratios greater than one) were also mapped, as shown in  
 960 Figure 7, “Puget Sound Regional Council 2044 Travel Model Congestion Forecast for  
 961 Unincorporated King County.” Planning and engineering staff considered Travel Model analysis  
 962 and other factors in the development of projects for King County’s Transportation Needs Report.

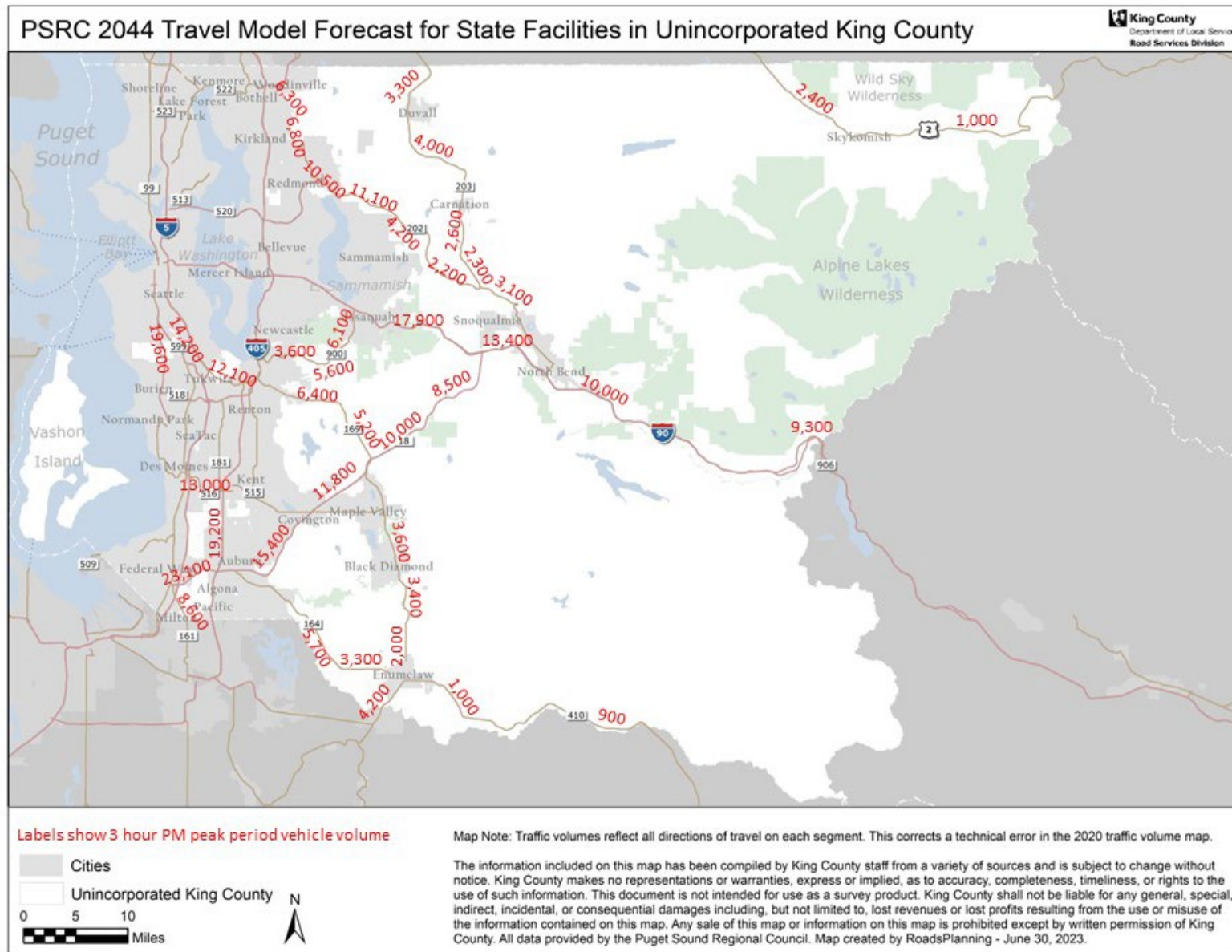
963  
 964 Detailed information on the traffic forecasting model and assumptions used for the  
 965 *Comprehensive Plan* are available from the Puget Sound Regional Council.

966  
 967

<sup>49</sup> See additional regional freight information at [psrc.org/planning-2050/regional-transportation-plan](https://psrc.org/planning-2050/regional-transportation-plan) (accessed September 25, 2023) and state freight information at [wsdot.wa.gov/construction-planning/statewide-plans/freight-plans](https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans) (accessed September 25, 2023).

<sup>50</sup> See additional Puget Sound Regional Council Travel Model information at [psrc.org/activity-based-travel-model-soundcast](https://psrc.org/activity-based-travel-model-soundcast) (accessed September 25, 2023).

968 Figure 6: Puget Sound Regional Council 2044 Travel Model Forecast for State Facilities in Unincorporated King County



969

970 Figure 7: Puget Sound Regional Council 2044 Travel Model Congestion Forecast for Unincorporated King County



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**Appendix C1: Transportation Needs Report**

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December 2023



**King County**

# Table of Contents

23		
24		
25	<b>Chapter 1. Planning Context and Introduction .....</b>	<b>3</b>
26	1.1 What Is the Transportation Needs Report? .....	3
27	1.2 Relationship to the King County Comprehensive Plan .....	3
28	1.3 Strategic Context .....	4
29	1.4 King County’s Transportation Needs and Funding .....	5
30	1.5 Rural Regional Corridors .....	6
31	1.6 How is the TNR Used? .....	7
32	1.7 2024 Transportation Needs Report Changes.....	8
33	<b>Chapter 2. Unincorporated King County Road and Bridge Assets .....</b>	<b>10</b>
34	2.1 Roadway .....	10
35	2.2 Roadside .....	13
36	2.3 Traffic Control.....	18
37	2.4 Drainage Systems .....	23
38	2.5 Bridges and Structures .....	26
39	2.6 Facilities .....	31
40	<b>Chapter 3. Transportation Modeling.....</b>	<b>33</b>
41	<b>Chapter 4. Drivers of Change Affecting Transportation in Unincorporated King County .</b>	<b>34</b>
42	4.1 Puget Sound Regional Demographic and Employment Trends .....	34
43	4.2 Puget Sound Transportation Trends .....	34
44	4.3 Transportation Trends in Unincorporated King County .....	36
45	<b>Chapter 5. TNR Project Needs and Cost Analysis .....</b>	<b>37</b>
46	<b>Chapter 6. Financial Analysis .....</b>	<b>40</b>
47	<b>Exhibit A. 2024 Transportation Needs Report Project List .....</b>	<b>45</b>
48	<b>Exhibit B. 2024 Transportation Needs Report Maps.....</b>	<b>98</b>
49		

## 50 Chapter 1. Planning Context and Introduction

### 51 1.1 What Is the Transportation Needs Report?

52 The King County Transportation Needs Report (TNR) is a long-term, comprehensive list of  
53 improvement needs for the roads, bridges, and related infrastructure located in unincorporated  
54 King County. It includes consideration of significant projects in adjacent cities and counties, and  
55 on state highways, as they relate to the overall functioning of the transportation system. The  
56 transportation needs outlined in the TNR include those that are currently known, as well as  
57 those that are forecast based on regionally  
58 adopted targets for growth and development.

59 The TNR is a functional plan of the *King*  
60 *County Comprehensive Plan*. Together with  
61 the King County Department of Local  
62 Services Road Services Division (Roads)  
63 Six-Year Capital Improvement Program  
64 (CIP) and the biennial operating budget, the  
65 TNR fulfills the requirement of growth  
66 management legislation (RCW 36.70A.070)  
67 as the transportation capital facilities plan  
68 element of the *King County Comprehensive*  
69 *Plan*.

70 The TNR also fulfills requirements of  
71 Washington Administrative Code Chapter  
72 136-14 to describe the process through  
73 which roadway needs are prioritized. These  
74 requirements are met by Chapter 2 of this  
75 report, which describes how Roads meets  
76 the standards of good practice established  
77 by the Washington State County Road  
78 Administration Board, the agency  
79 responsible for statutory oversight of  
80 Washington's county road departments.

### 81 1.2 Relationship to the King County 82 Comprehensive Plan

83 A primary purpose of the TNR is to fulfill specific requirements of state growth management  
84 legislation for comprehensive planning. The schedule for updating the TNR corresponds to  
85 updates of the *King County Comprehensive Plan*.

86 King County's TNR fulfills these requirements, as outlined in state legislation (RCW 36.70A.070  
87 (6)):

- 88 • Specific actions and requirements for bringing into compliance locally owned  
89 transportation facilities or services that are below the comprehensive plan established  
90 level of service standards;
- 91 • Forecasts of traffic of at least ten years based on the adopted growth targets and land  
92 use plan to provide information on the location, timing, and capacity needs of future  
93 growth;
- 94 • Identification of state and local system needs to meet current and future demands;

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#### How does the King County Transportation Needs Report comply with the law?

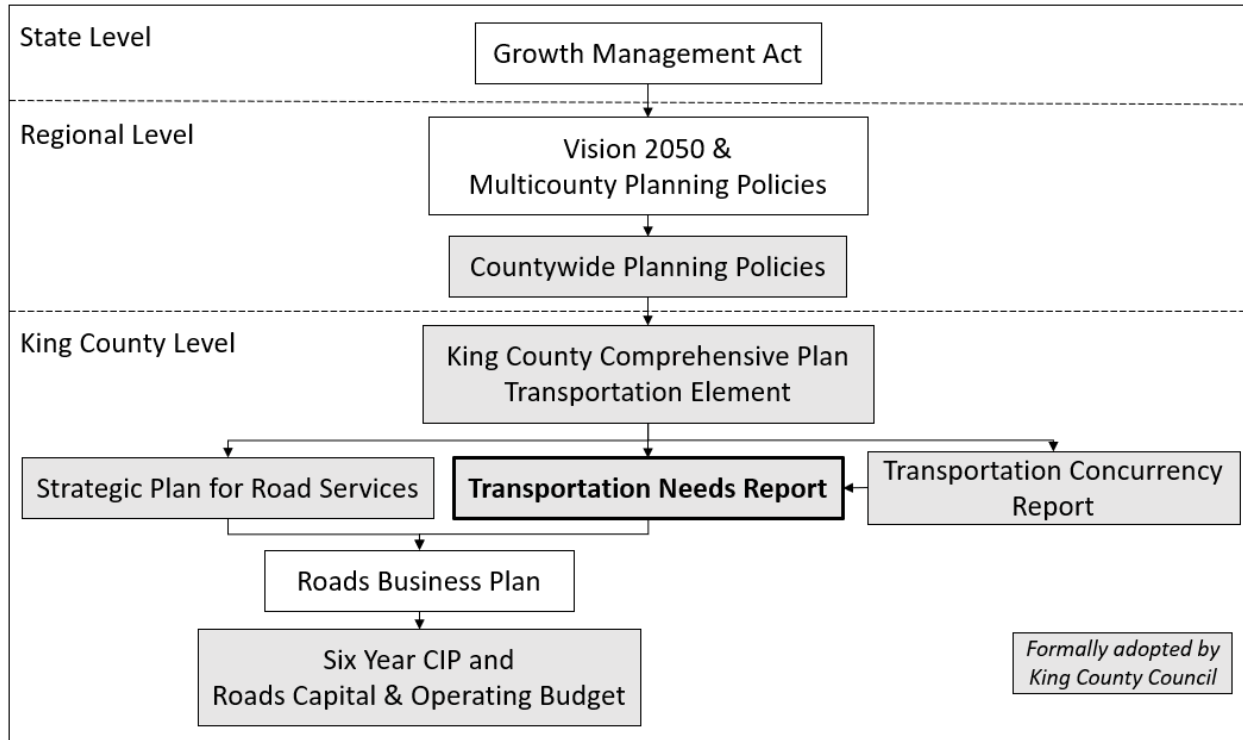
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1. It is based on the land use element of the *Comprehensive Plan*.
2. The list of transportation needs and recommended improvements for capacity projects was developed using travel forecasts that are based on the regionally adopted growth targets.
3. It includes a financial analysis that reflects the most recent land use changes, project amendments, costs, and financial revenue assumptions.
4. It documents intergovernmental coordination, with particular attention to potential impacts on adjacent jurisdictions.
5. It includes active transportation (bicycle and pedestrian) needs.

- 95 • An analysis of funding capability to judge needs against probable funding resources;
- 96 • A multiyear financing plan based on the needs identified.

97 The development of the TNR is part of a comprehensive planning process guided by state  
98 growth management legislation. Figure 1 summarizes the relationships between state  
99 regulations, the *King County Comprehensive Plan* and the *Strategic Plan for Road Services* with  
100 the development of the TNR, the Transportation Concurrency Report, the Roads Six-Year CIP,  
101 and the Roads biennial budget.

102 Figure 1. Relationship among Planning Documents



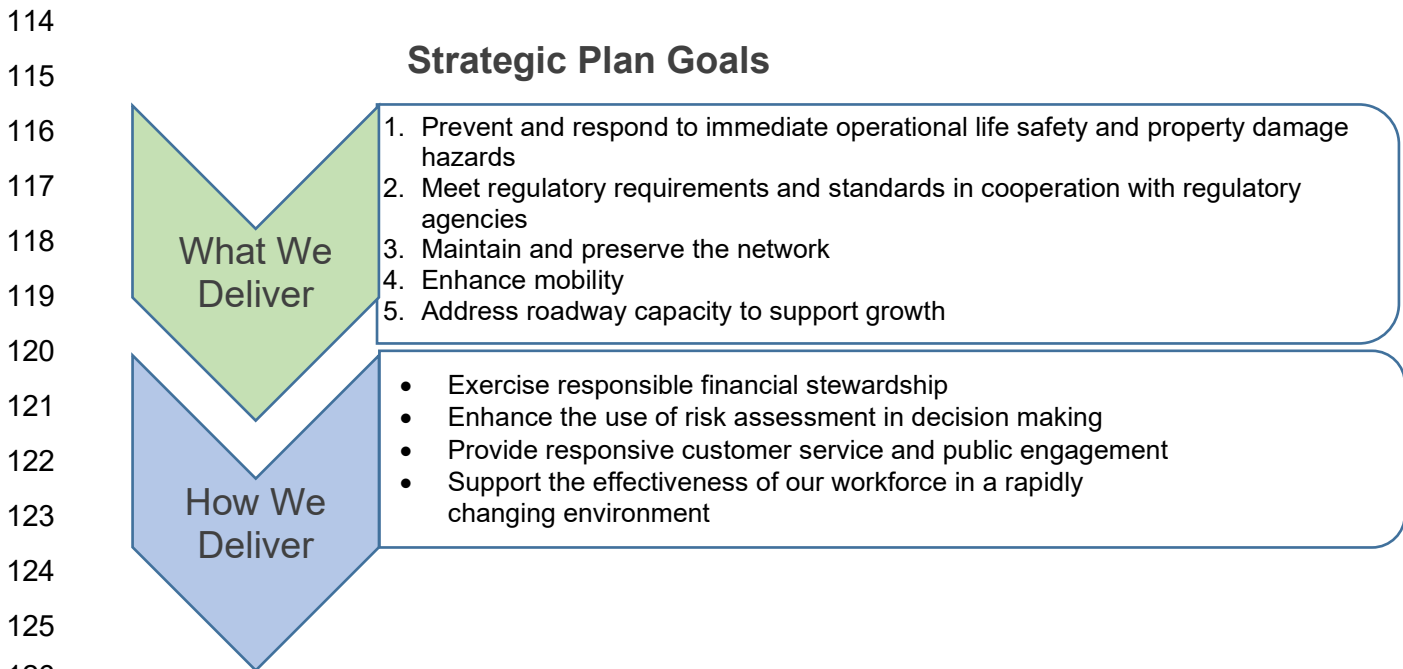
103

### 104 1.3 Strategic Context

105 The strategic context for preparation of the TNR includes insufficient funds, an aging system of  
106 roads and bridges, and a backlog of maintenance and preservation needs. Roads employs a  
107 risk management approach to its roads and bridges, and the *Strategic Plan for Road Services*  
108 (July 2014) responds to the dilemma of significantly constrained resources by setting clear  
109 priorities to guide the division's decision making.<sup>1</sup> The strategic plan's goals prioritize  
110 operational safety, regulatory compliance, and the maintenance and preservation of  
111 infrastructure (Figure 2).

112

<sup>1</sup> *Strategic Plan for Road Services* (2014 Update) [\[LINK\]](#)

113 Figure 2. *Strategic Plan for Road Services Strategic Goals*

127 While Roads recognizes that it is not able to fully accomplish all of the concepts outlined within  
128 its strategic plan, these goals are used to guide work that meets the most critical needs within  
129 available funding and resources. This strategic context is exceptionally important as the agency  
130 grapples with near-term funding uncertainties.

131 Revenue projections indicate that the agency does not have the capital funds to address the  
132 majority of the project needs identified within the 2024 TNR. Roads applies its strategic plan  
133 goals and priorities to build its biennial budget and six-year capital improvement program, which  
134 results in funding safety and regulatory work first and then, due to revenue constraints, a limited  
135 amount of preservation and maintenance activities. The division lacks resources to fund  
136 roadway capacity improvements. The strategic guidance provided by the 2014 *Strategic Plan for*  
137 *Road Services* and the *Road Services Business Plan* will continue to play an important role in  
138 the division's decision making, especially as funding for the Roads capital program decreases  
139 over time.

#### 140 **1.4 King County's Transportation Needs and Funding**

141 The TNR evaluates the difference between identified transportation needs and revenues  
142 associated with a twenty-year planning horizon. This needs analysis augments work undertaken  
143 by Roads to assess the County's ability to maintain the condition of its roads and bridges given  
144 declining dedicated revenues.

145 King County continues to experience a structural roads funding crisis. The lack of revenue is  
146 significantly impacting the County's ability to maintain and improve roads. The Roads Fund  
147 relies on a small tax base relative to the size and age of the unincorporated road network.  
148 Without additional funding, it is increasingly difficult to monitor, maintain, and operate the  
149 system of bridges and roads in unincorporated King County. Aging infrastructure and  
150 maintenance facilities, and an inability to adequately invest in infrastructure asset management,  
151 have resulted in a system of roads, bridges, and buildings in decline and at risk of failure.  
152 Critical safety work remains the top priority. Without the resources to perform timely

153 preventative maintenance, Roads is forced into a more reactive maintenance mode. Deferring  
154 maintenance leads to an exponential increase in the cost to repair and sustain roads in the  
155 future.

156 It has been more than a decade since a new capacity project has been funded, and  
157 preservation projects have been primarily associated with one-time funding. The six-year capital  
158 improvement program is focused on addressing critical safety needs and deterioration rather  
159 than planned preservation and maintenance. The division anticipates the need to continue to  
160 focus available resources on unplanned failures and system deterioration; not all of these needs  
161 will be met, which will result in restricted or closed roads and bridges.

162 Additionally, the unincorporated county road network needs restorative infrastructure investment  
163 in traditionally underserved communities. Mobility connects people with opportunities; whether  
164 for school, work, or play, the ability to safely and efficiently navigate King County is critical for  
165 creating an environment for people to thrive. Investments in these communities were deferred  
166 due to anticipated annexations, which have not occurred. Urban segments of the  
167 unincorporated road network have some of the oldest infrastructure in the county. This  
168 infrastructure was not built to meet current urban standards or to support multimodal  
169 transportation. Historic methods for evaluating and prioritizing infrastructure investments have  
170 not centered equity. County planning and engagement efforts have highlighted the needs and  
171 opportunities for an enhanced, pro-equity, anti-racism, approach to managing and investing in  
172 the road system.

173 In 2015, King County convened a panel of regional leaders and community members to explore  
174 solutions for maintaining and preserving the aging bridge and road system in unincorporated  
175 King County. The Bridges and Roads Task Force reviewed the history of the roads funding  
176 crisis, its current context, and an independent consultant analysis that identified a funding gap of  
177 \$250 million to \$400 million a year to maintain, replace, and improve county bridges and roads.  
178 In 2017 and 2018, King County collaborated with the Sound Cities Association, King County  
179 cities, the Puget Sound Regional Council, and the Washington State Department of  
180 Transportation on a Regional Transportation System Initiative to identify the critical connecting  
181 roads that comprise the regional road network and to identify unmet maintenance, operations,  
182 and capital needs. King County continues to work with local and regional partners to advance  
183 regional transportation funding solutions. See Chapter 6 of this report for additional Roads  
184 funding detail.

## 185 **1.5 Rural Regional Corridors**

186 Rural Regional Corridors are recognized in the *King County Comprehensive Plan* as segments  
187 of certain arterials that pass through rural lands to primarily connect urban areas. This type of  
188 roadway plays a key mobility role in the regional transportation system. While county policy  
189 generally prohibits adding capacity on arterial roads in the rural area, a limited exception is  
190 made for Rural Regional Corridors. These corridors may receive capacity improvements if the  
191 increased capacity is designed to serve mobility and safety needs of the urban population, while  
192 discouraging inappropriate development in the surrounding Rural Area and Natural Resource  
193 Lands.

194 Rural Regional Corridors must be classified as Principal Arterials and carry high traffic volumes,  
195 defined as a minimum of 15,000 average daily trips. They also have at least half of their p.m.  
196 peak (evening commute) trips traveling to cities or other counties. They connect one urban area  
197 to another, or to a highway of statewide significance that provides such connection, by  
198 traversing the rural area.

199 Based on the criteria set by the comprehensive plan, the following King County unincorporated  
200 area roads currently qualify as Rural Regional Corridors (Table 1).

201 Table 1. Rural Regional Corridors of Unincorporated King County

	<b>NE Woodinville Duvall Road</b>	<b>NE Novelty Hill Road</b>	<b>Issaquah Hobart Road SE</b>	<b>Avondale Road NE</b>
<b>Limits</b>	Woodinville city limits to Duvall city limits	Redmond city limits to West Snoqualmie Valley Road	Issaquah city limits to SR-18	NE 116 <sup>th</sup> to Woodinville-Duvall Road
<b>King County Arterial Classification</b>	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
<b>2021 Average Daily Traffic</b>	<b>18,000</b>	<b>24,000</b>	<b>19,000</b>	<b>22,000</b>

## 202 1.6 How is the TNR Used?

203 Roads makes use of the TNR in a variety of ways, including to support interagency and intra-  
204 agency coordination, to inform annexation discussions, to assess proposed development  
205 actions, to review proposed road vacations, and to inform the Roads grant program.

206 **Interagency Coordination:** The TNR leverages improved coordination between the Puget  
207 Sound Regional Council (PSRC), King County, and other jurisdictions, including the Washington  
208 State Department of Transportation (WSDOT), cities, and counties. The PSRC transportation  
209 model incorporates the capacity projects anticipated by local agencies. By clearly showing the  
210 scope, location, and cost of unincorporated King County road system needs, the TNR provides  
211 PSRC and other jurisdictions with information that supports regional collaboration, modeling,  
212 and cooperative solutions.

213 **King County Intra-Agency Collaboration:** The TNR supports collaboration among King  
214 County agencies. The TNR project list is consulted to understand the relationship between road  
215 system needs and other county priorities and to help identify projects with multiple benefits.

216 **Annexations:** As cities consider annexation of portions of unincorporated King County, the  
217 TNR provides useful summary information regarding transportation needs associated with those  
218 areas.

219 **Development Review:** The TNR project list is one of the tools used during reviews of proposed  
220 developments to better understand how the proposals relate to broader transportation needs of  
221 the unincorporated King County road system.

222 **Road Vacation:** Property owners can petition King County to have portions of the county's  
223 unused road rights-of-way sold to them if the property is not needed for current or future road  
224 purposes. The TNR is used to identify future projects on the road system and is one tool in the  
225 road vacation process.

226 **Grants:** As grant opportunities emerge, the TNR is consulted to identify transportation project  
227 needs that are consistent with the granting authority's requirements.

**228 1.7 2024 Transportation Needs Report Changes**

229 The adopted 2020 TNR served as a starting point for this update. The 2020 needs list was  
230 updated to reflect recently completed capital projects as well as current technical information  
231 regarding traffic safety, asset condition, regulatory requirements, community needs, and local or  
232 regional considerations. The 2024 TNR list reflects the following changes:

- 233 • 129 new needs were added;
- 234 • High-priority needs to meet Americans with Disabilities Act standards were added;
- 235 • 33 needs identified within the adopted 2020 TNR were addressed through completed  
236 capital projects and were removed;
- 237 • 27 needs identified within the 2020 TNR were removed due to updated technical  
238 information and completed studies.

239  
240 Table 2 provides a summary of these changes by TNR category. Exhibit A contains a complete  
241 list of proposed transportation needs to be included within the 2024 TNR. Exhibit B contains  
242 TNR maps.



243 Table 2. 2024 Transportation Needs Report (TNR) Summary of Changes

Transportation Needs Report Category	2020 TNR				2024 TNR		
	Proj- ects	Completed since 2020	Deleted for 2024	Added for 2024	Proj- ects	Estimated cost	% of TNR cost
<b>Bridge:</b> Vehicular and pedestrian bridge replacement projects improve safety and asset conditions of the county's bridges.	44	4	9	11	42	\$473,000,000	19%
<b>Capacity-Major:</b> Capacity projects increase the size of the road to improve its ability to safely accommodate higher traffic volumes.	17	0	2	0	15	\$404,360,000	17%
<b>Reconstruction:</b> Road reconstruction projects improve safety and typically involve full removal and replacement of the surface layer, road base, and related road infrastructure (drainage, guardrails, etc.).	36	0	0	0	36	\$337,730,000	17%
<b>Active Transportation:</b> Safety improvements to benefit people walking, biking, or using other active transportation. Sidewalk construction or shoulder widening/paving are common active transportation projects.	73	4	1	14	82	\$350,280,000	14%
<b>Intersection and Traffic Safety Operations:</b> Projects typically incorporate one or more traffic safety measures, such as sightline improvements, re-channelization ("striping"), signals, and roundabouts.	43	0	1	23	65	\$270,740,000	11%
<b>Vulnerable Road Segments:</b> Roads frequently impacted by flooding, tides, wave action, storm surges, or slides are often protected through infrastructure, such as seawalls, armored slopes, and retaining walls.	47	3	0	4	48	\$191,320,000	8%
<b>Accessibility Improvements:</b> Projects that improve existing pedestrian facilities to current Americans with Disabilities Act standards.	-	-	-	-	*	\$118,157,000	5%
<b>Drainage:</b> Projects that preserve road integrity and improve safety by moving water away from the road. Projects typically improve infrastructure such as culverts, ditches, and catch basins.	99	8	0	44	135	\$253,060,000	10%
<b>Guardrail:</b> Projects to improve safety by reducing the severity of run-off-the-road collisions.	44	14	14	33	49	\$11,294,000	0%
<b>Intelligent Transportation Systems:</b> Projects that advance safety and mobility by integrating communications technologies, such as cameras, vehicle detection, traffic signal equipment, and timing upgrades into transportation infrastructure.	16	0	0	0	16	\$10,880,000	0%
<b>Total</b>	419	33	27	129	488	\$2,420,821,000	100%

244 \* Due to the large number of accessibility needs and relatively low project costs for individual accessibility improvements, the TNR reports only the  
245 total estimated cost to address high-priority needs identified in the *2021 King County Road Services Division Americans with Disabilities Act*  
246 *Transition Plan*.

## 247 Chapter 2. Unincorporated King County Road and Bridge Assets

248 Roads organizes its road and bridge assets into five product families: roadway, bridges/structures,  
249 drainage, traffic control/safety, and roadside. This chapter describes each product family and  
250 briefly summarizes its assets, the processes used to identify and prioritize projects, and the  
251 associated maintenance and operations programs.<sup>2</sup>

### 252 2.1 Roadway

253 The roadway enables the 24/7 movement of people  
254 and goods, serving residents, commerce, emergency  
255 services, and other users. Cars, trucks, buses, and  
256 bicycles all use the roadway for their travel needs.

257 This category of assets includes the drivable surface  
258 and the supporting road base (the layers of gravel,  
259 dirt, and other materials of the road that provide the  
260 structural integrity of the road). Road pavement  
261 protects against deterioration of the road base. If the  
262 road base becomes deteriorated, no amount of  
263 repaving will keep the surface smooth or provide the  
264 expected pavement lifespan.

265 Pavement deteriorates naturally over time. As it  
266 ages, the pavement and underlying road base  
267 become increasingly susceptible to the impacts of stormwater, weather and temperature changes,  
268 and growing traffic volumes. Roads monitors the condition of unincorporated King County roads by  
269 assessing and tracking pavement condition and other testing over time. These methods are  
270 discussed in detail below.

#### 271 2.1.a Pavement Inspection and Testing

##### 272 Inspection

273 Roads conducts regular field assessments of all  
274 roadways to visually determine the condition of the  
275 pavement using the County Road Administration  
276 Board visual data collection system (VisRate). Arterial  
277 roads are inspected every two years; local roads are  
278 inspected every three years.

279 These assessments use the Pavement Condition  
280 Index rating scale, which ranges from 0 to 100, with 0 representing the worst and 100 representing  
281 the best possible condition. Roads categorizes pavement condition as Very Poor (<25), Poor (25-  
282 49), Fair (50-70), and Good to Excellent (71-100). As the ratings are based on a visual assessment  
283 of the road surface, they may not accurately indicate the condition of the underlying base and  
284 subgrade of the pavement.

285 Pavement Condition Index scores inform the selection of pavement preservation treatment options,  
286 including crack sealing, overlay, and pavement rehabilitation.

#### Roadway Facts

There are **nearly 1,500 miles of unincorporated King County roads** (more than the distance from Canada to Mexico).

**About 1/3 of the road system consists of arterials.**

**Over 1 million trips per day** occur on unincorporated King County roads.

The state **County Road Administration Board** requires the County to rate and report on pavement condition for the County to receive state gas tax revenues.

<sup>2</sup> This chapter fulfills Washington Administrative Code Chapter 136-14 requirements to describe the process through which roadway needs are prioritized, following standards of good practice established by the Washington State County Road Administration Board.

287 Deflection Testing

288 Between 2003 and 2012, Roads conducted deflection testing on all unincorporated county arterials  
289 to evaluate the subsurface condition. The falling weight deflectometer testing used trailer mounted  
290 equipment consisting of a load package, load plate, load cell, and geophones (“deflection  
291 sensors”). The load package was made of steel plates balanced on either side of the load cell and  
292 tower assembly. This package was raised to a set height and dropped onto the load plate. The  
293 load cell recorded the amount of load applied to the plate. Testers repeated the process  
294 approximately every 200 feet, then analyzed the data using AREA and EVERCALC 5.0 programs  
295 to determine the condition of the roadway. The 2003 and 2007 deflection testing efforts collected  
296 core samples of road material, which were then analyzed for surface composition, base course  
297 thickness, composition and course condition, subgrade soil type, and subgrade strength.

298 The data and calculated parameters identified sections of roadway for potential reconstruction,  
299 road base or pavement rehabilitation, or overlay.

300 **2.1.b Pavement Preservation Program**

301 King County employs a risk management approach to its pavement preservation program as funding  
302 levels are insufficient to manage the system through a typical asset management program. The  
303 pavement preservation program has been focused only on arterial roadways, with the goal of keeping  
304 these roads functioning at their current level. No major investment in preserving non-arterial roadways,  
305 other than minor maintenance activities, has been made for over ten years.

306 By conducting minor rehabilitation and maintenance  
307 activities, King County’s pavement preservation  
308 program seeks to delay the decline of pavement  
309 surface conditions and extend the service life of the  
310 road system. Roads uses a variety of pavement  
311 management methods, including:

- 312 • Crack sealing, patching, minor  
313 reconstruction, seal coating, paving, and  
314 shoulder restoration;
- 315 • Chip sealing and hot mix asphalt;
- 316 • Pilot project testing of emergent pavement materials.

*Unincorporated King County’s arterial road system will be subject to considerable deterioration over the next ten years due to recent and projected lack of resources to invest in pavement maintenance or reconstruction. Portions of the system may be subject to speed limitations or partial closure in the future.*

317 Additionally, the county’s pavement preservation program employs the following program management  
318 strategies:

- 319 • Conducting benefit-cost analyses to inform  
320 the identification of appropriate techniques  
321 in a given location.
- 322 • Collecting life-cycle costs for each  
323 resurfacing type and updating maintenance  
324 and rehabilitation costs at the end of each  
325 construction season. Cost and performance  
326 data is compared to peer agency data.
- 327 • Preparing a yearly accomplishment report  
328 for the Governmental Accounting Standards  
329 Board (GASB), and both projection and  
330 accomplishment reports for the County  
331 Road Administration Board.



332 As data accumulates over time, Roads uses it to establish performance measures and targets that  
333 support informed programmatic decision making.

### 334 Prioritization

335 Roadway preservation prioritization follows the  
336 strategic goals in the *Strategic Plan for Road*  
337 *Services*. This approach directs funding to the  
338 highest priority locations; however, the lack of  
339 available funding leaves portions of the county  
340 roadway network inadequately preserved.

### 341 Selection

342 Selection of roadway preservation candidates  
343 starts with the collection and entry of pavement  
344 inspection data into the division's Pavement  
345 Management System Database, which provides  
346 the specific roadway condition data needed to  
347 assist engineers in establishing smaller year-,  
348 tier-, or pavement condition score-specific  
349 candidate lists. Road engineers and  
350 maintenance staff jointly review these lists to  
351 coordinate pavement preservation efforts  
352 throughout the county. See inset for details.

### 353 **2.1.c Roadway Reconstruction**

354 Roadway reconstruction involves full removal  
355 and replacement of the surface layer, road base, and ancillary structures (culverts, guardrail, etc.).  
356 No reconstruction projects have been performed in the last 10 years, other than a few grant-funded  
357 projects.

358 In 2007, deflection testing identified 82 road segments requiring further assessment for potential  
359 reconstruction. This assessment led to preliminary scope of work and cost estimates for the  
360 reconstruction of 30 road segments, which were subsequently added to the TNR. This list has  
361 been updated to reflect additional deflectometer testing in 2012, routine pavement condition testing  
362 and other studies, completed rehabilitation projects, and completed annexations.

363 Roads has used pavement overlay, rehabilitation, or crack sealing and patching to temporarily  
364 preserve many of the roads identified in the 2024 TNR Reconstruction category. Depending on the  
365 original road design, these preservation measures can extend the life of the road for three to ten  
366 years.

### 367 **2.1.d Roadway Maintenance and Operations**

368 Roads programs facilitate routine inspections, maintenance, repair, and operation of the roadway.  
369 These programs fall into the following categories:

370 Small Surface Repairs: Pothole filling; square cut, skin surface, and grinder patching; acute  
371 pavement surface repair; crack sealing and pouring; curb and gutter replacement and repair; and  
372 gravel roadway grading and patching.

#### **Pavement Prioritization Process**

1. Process visual condition rating data.
2. Update the Pavement Management System as new data is received.
3. Create candidate list to facilitate collaboration between maintenance and engineering staff, Capital Improvement Program planning, and potential grant funding opportunities.
4. Evaluate potential preservation options based on projected funding.
5. Publish final list for High-Risk Roadway Candidates to be implemented by maintenance staff.
6. Develop the preservation project candidate list to be implemented by a contractor in the upcoming year.

373 General Roadway Maintenance: Routine—but important—safety and environmental compliance  
374 work, such as sweeping and dust control, to remove leaves, rocks, fallen trees, and debris from the  
375 roadway for safety. Prompt cleaning also prevents sediments from polluting creeks and streams,  
376 endangering salmon and water quality.

377 Storm - Quick Response: Emergency or urgent  
378 maintenance and operations activities to address the  
379 effects of storms, floods, and slides, such as snow and  
380 ice control and washout repair.

## 381 **2.2 Roadside**

382 The roadside product family includes road system  
383 features and components within the road right-of-way,  
384 but outside the travel lanes of the road. Drainage  
385 facilities may be located in the roadside area but are  
386 treated as a separate category. Roadside infrastructure  
387 includes:

- 388 • Active transportation assets including sidewalks, pathways, and curb ramps to enhance  
389 pedestrian safety and mobility;
- 390 • Road shoulders to provide space for slow-moving and disabled vehicles, active  
391 transportation, construction and maintenance activities, and police and other emergency  
392 activities;
- 393 • Guardrail to prevent or mitigate the impacts of run-off-the-road collisions;
- 394 • Landscaping and vegetation, such as landscaped walls, slopes, and planters.

### 395 **2.2.a Active Transportation Safety and Mobility**

396 Active transportation is an essential component of King County’s multimodal transportation system.  
397 Pedestrians, bicyclists, and in some parts of the county, equestrians, are active transportation  
398 users of the unincorporated King County network.

399 In unincorporated King County, Roads maintains active transportation facilities such as bicycle  
400 lanes, sidewalks, and shoulders. The division provides crosswalks, signals, pavement markings,  
401 and signage to help facilitate safer active travel. The King County Road Design and Construction  
402 Standards include accommodation for active transportation uses, including specific criteria for  
403 marked bicycle lanes, sidewalks, or road shoulders on unincorporated roads.

### 404 Active Transportation Evaluation

405 Active transportation needs are assessed using criteria that include connectivity to travel  
406 destinations, proximity to public transit, road traffic volumes and speeds, existing shoulder widths  
407 and roadside conditions, customer requests and feedback from public engagement, proximity of a  
408 school or other community gathering place, and overall network connectivity. Roads also considers  
409 additional contextual information such as King County arterial classification, surrounding land uses,  
410 community plan recommendations, the Puget Sound Regional Bike Network Plan, and best  
411 available traffic safety data.

412 A small portion of the King County Regional Trails network coincides with the unincorporated King  
413 County road network. In some locations, a regional trail crosses a King County road; in other  
414 locations, a short regional trail segment follows an existing unincorporated King County road.  
415 Roads collaborated with the Parks Division of the King County Department of Natural Resources to  
416 update a list of King County regional trail needs that coincide with the unincorporated King County



417 road network (Table 3). While these regional trail projects are not included within the  
418 Transportation Needs Report project lists, they are included within this chapter to support future  
419 planning, collaboration, and implementation by the King County Parks Division.

420 Table 3. King County Parks Division Proposed Future Projects with Potential King County Road  
421 Connections

Regional Trail Project	Location	Description	From	To	Note
East Plateau Trail	Unincorporated King County near Klahanie; SE Duthie Hill Rd near SE Issaquah-Fall City Rd	SE Duthie Hill Rd, signalized crossing and other ROW improvements			Likely signalized crossing of SE Duthie Hill Rd near SE Issaquah-Fall City Rd to access Duthie Hill Park and continue trail to the northeast
East Plateau Trail	Unincorporated King County west of Trossachs Blvd SE	SE Duthie Hill Rd Trail crossing and sidepath and/or other trail/road ROW project	Duthie Hill Park west of Trossachs Blvd SE	Trossachs Blvd SE	Planning envisions the trail exiting the north entrance of Duthie Hill Park and running as a sidepath in SE Duthie Hill Rd right-of-way before crossing at Trossachs Blvd SE intersection and continuing north along Trossachs Blvd SE
Green to Cedar Rivers Trail (South Segment)	Maple Valley/Black Diamond Green River Valley at 218th Ave SE	Trail sidepath or other trail/road ROW project	218th Ave SE at Green to Cedar Rivers Trail	SE Green Valley Rd	Current feasibility study uses 218th Ave SE as possible route for trail in south Black Diamond to SE Green Valley Rd
Green to Cedar Rivers Trail (South Segment)	Upper Green Valley at 218th Ave SE	SE Green Valley Rd crossing			Current feasibility study would have the trail cross SE Green Valley Rd at 218th Ave SE
Green to Cedar Rivers Trail (South Segment)	Upper Green Valley at SE Green Valley Rd	SE Green Valley Rd sidepath	218th Ave SE	SE Flaming Geyser Rd	Current feasibility study envisions sidepath along SE Green Valley Rd from 218th Ave SE to SE Flaming Geyser Rd

Regional Trail Project	Location	Description	From	To	Note
Green River Trail, North Extension (Green to Duwamish)	Tukwila and Unincorporated King County at W Marginal PI S	W Marginal PI S sidepath or other trail/road right-of-way project	S 102nd St	S Director St	Design underway for Green River Trail along and incorporating portions of W Marginal PI S between Cecil Moses Park in Tukwila to Seattle South Park community
Green River Trail 2.2	S 259th St, Kent at Green River Trail	Trail sidepath or other trail/road right-of-way project	S 259th St at Union Pacific Railway bridge	S 259th St at 80th Ave S sidepath	Design underway by City of Kent. Project assumes relocation and redesign of S 259th St with sidepath between the Union Pacific RR bridge and 80th Ave S sidepath
Green River Trail, Phase 3, North	94th Place S, Unincorporated King County	Trail sidepath or other trail/road right-of-way project	North terminus of 94th PI S at Green River Rd	South terminus of 94th PI S at Green River Rd S	Feasibility report recommends possible trail sidepath or other trail project within road right-of-way along west side of 94th PI S
Green River Trail, Phase 3, South	Green River Rd S, Unincorporated King County	Trail crossing and sidepath or other trail/road right-of-way project	Green River Rd S at south terminus of 94th Place S	Green River Rd at S 277th St	Feasibility report proposes possible trail crossing of Green River Rd S at south terminus of 94th PI S and sidepath along west side of Green River Rd S to pedestrian bridge near S 277th Street
Green River Trail, Phase 5	Green River Valley	SE Green Valley Rd sidepath or other trail/road right-of-way project	SR-18	SE Flaming Geyser Rd	Upper Green River Trail concept would develop a sidepath along SE Green Valley Rd and Green River
Landsburg-Kanaskat Trail	Landsburg Rd SE at Landsburg	Landsburg Rd SE signalized crossing			Likely signalized crossing of Landsburg Rd SE from existing Cedar River Trail

Regional Trail Project	Location	Description	From	To	Note
Preston Snoqualmie Trail	Preston Fall City Rd SE/Raging River	Trail crossing and alignment evaluation			Evaluate location and design alternatives at Fall City Rd SE
Redmond Ridge Trail	North side of NE Novelty Hill Rd	Trail widening			Links two regional trails
Snoqualmie Valley Trail, Snoqualmie Mill Gap	Unincorporated King County, Snoqualmie River Bridge at SE Reinig Rd	SE Reinig Rd Trail Bridge crossing			New trail bridge structure needed to cross SE Reinig Rd to facilitate trail development through Mill Gap from the Snoqualmie River Bridge. Interim at-grade crossing may be used.
Soos Creek Trail Extension	Soos Creek Trail at SE 192nd St	Crossing improvement and trail extension			
Tolt Pipeline Trail and Bridge – Snoqualmie River	W Snoqualmie Valley Rd NE north of NE 124th St	W Snoqualmie Valley Rd NE signalized crossing and/or other trail/road right-of-way project			Likely crossing of W Snoqualmie Valley Rd to continue trail to the Snoqualmie River

422

**2.2.b Guardrail**

423 King County's guardrail programs install, refurbish, and upgrade existing guardrail to meet current  
424 standards. King County uses a quantitative methodology for identifying and ranking potential safety  
425 mitigation sites into three categories: new roadside barriers, retrofits to existing barriers, and  
426 retrofits to bridge railings.  
427

428 Risk potential and severity are the primary considerations when considering guardrail and bridge  
429 railing prioritization. Risk potential is a function of the probability of vehicles running off the road.  
430 Severity is the quantitative potential for personal injury if a run-off-the-road collision were to occur.  
431 Factors included in the analysis of guardrail or bridge railing need and priority include collision  
432 data, average daily traffic, road functional classification, corridor geometry, bridge geometry, speed  
433 limit, embankment slope, and roadside obstacles.

**New Roadside Barriers**

434 Roads maintains a priority array of new guardrail locations using an algorithm to assess the factors  
435 described above. This method was fully tested following development, using statistically valid  
436 sample sizes, field review by county engineering staff, and a comparison between staff ranking  
437 and algorithm results. The testing indicated a 90 percent or better correlation between staff and  
438 algorithm ranking. Planned installations of new guardrail are identified in the TNR Guardrail  
439 category.  
440



441 Roadside Barrier Retrofits

442 Federal standards for guardrail design and construction have evolved over time, and older  
443 infrastructure is replaced to comply with the latest and best practices. The roadside barrier retrofit  
444 program improves road safety by upgrading existing guardrail and guardrail end terminals, often by  
445 raising them to meet current height standards.

446 All sites with existing roadside barriers that are not compliant with current standards are included  
447 as candidates for retrofits. Risk exposure, degree of deficiency, and tier service level are the  
448 primary considerations in the prioritization process for barrier retrofits.

449 Bridge Railing Retrofits

450 Federal standards for bridge railings have changed over time. Roads reviews all existing bridge  
451 railings for compliance with current standards. Roads maintains a priority array of bridge railing  
452 upgrade locations using an algorithm that considers structural factors related to the existing  
453 railing's geometry and strength, the complexity and feasibility of upgrading the railing, the  
454 sufficiency of the bridge-to-roadway transition, the risk potential based on average daily traffic,  
455 potential collision severity based on posted speed limits, and planned bridge replacement projects.  
456 Railing upgrades can be challenging to implement due to the age of the county's bridges, structural  
457 design and weight limitations, and other factors. The highest priority bridge railing replacements  
458 are identified in the TNR Guardrail category.

459 **2.2.c Americans with Disabilities Act (ADA) Program**

460 The Federal Highway Administration issues regulations to implement the federal Americans with  
461 Disabilities Act (ADA). These regulations require that pedestrian facilities such as curb ramps,  
462 sidewalks, and signal pushbuttons be upgraded to be accessible to people with disabilities  
463 whenever a roadway is altered. Roadway alterations include reconstruction, rehabilitation, or  
464 simple asphalt surface overlay.

465 Accessibility improvements are guided by the *2021*  
466 *King County Road Services Division Americans with*  
467 *Disabilities Act Transition Plan*. The plan identifies the  
468 highest priority unincorporated county road  
469 pedestrian facilities to improve based on each  
470 facility's geometric design, condition, and proximity to  
471 important destinations such as bus stops, schools,  
472 and businesses. The plan estimates a total cost of  
473 \$118,160,000 to address the highest priority needs,  
474 and an additional \$432,790,000 to address low and  
475 medium priority needs. ADA upgrades are completed  
476 through a dedicated ADA program, as funding allows,  
477 and as incidental elements of other capital projects.  
478 The total cost for high-priority needs is included in the  
479 TNR.

480 **2.2.d Roadside Maintenance and Operations**

481 Maintenance and operation activities in and along roadsides are done to enhance pedestrian  
482 safety and mobility on pathways and sidewalks and to mitigate the impacts of run-off-the-road  
483 collisions. Properly maintained roadsides have good sight distance and are free of hazards,  
484 obstructions, and vegetation.

485 Roads employs a continuous cycle of inspections, maintenance, repairs, replacement, and  
486 improvements to its roadside features. These programs fall into the following categories:

- 487 • Vegetation Management includes mowing  
488 and maintaining trees, brush, and natural  
489 areas on the roadside to provide clear  
490 sightlines for drivers, improve drainage, keep  
491 signs and traffic signals from being obscured,  
492 provide pedestrians space to walk outside of  
493 the roadway, and prevent roadways from  
494 being blocked by dangerous or downed trees.  
495 Related activities include noxious weed  
496 control and shoulder or roadside spraying.
- 497 • Shoulder Cleaning and Restoration includes  
498 maintenance of paved and gravel shoulders, such as gravel patching, grading and  
499 restoration, and landscape maintenance. Maintaining shoulders prevents standing water  
500 and reduces deterioration of the roadway.
- 501 • Storm Response includes bank stabilization, material removal and disposal, repairs, and  
502 other responses to storms and landslides. Roads conducts a preventive maintenance  
503 program that identifies areas with the greatest washout risk and implements measures to  
504 prevent future damage. Most critical washout repairs are made immediately, while others  
505 take more time to complete.
- 506 • Minor Maintenance of roadside features includes repair or replacement of guardrails,  
507 retaining walls, fences, sidewalks, and walkways, and removal of hazardous material,  
508 debris, and other material that may pose a risk to the traveling public.

*Slope and shoulder mowing serves a critical safety function by removing vegetation from lines of sight, from blocking visibility of traffic control devices, and from obstructing pedestrian walkways. Limited funding has reduced the frequency of slope and shoulder mowing activities.*

## 509 **2.3 Traffic Control**

510 The traffic control product family includes traffic-related safety devices and other measures used to  
511 regulate, warn, or guide traffic. King County use and prioritization of these devices is based on  
512 King County Code Title 14 *Roads and Bridges* and the *Manual on Uniform Traffic Control Devices*  
513 (MUTCD). The MUTCD is published by the Federal Highway Administration to set national  
514 standards for road managers when installing and maintaining traffic control devices on public  
515 streets, highways, bikeways, and private roads open to public travel. National standards set by the  
516 MUTCD apply to all traffic control devices, including:

- 517 • Traffic signs to warn the public of sharp curves and intersections, provide speed limits,  
518 guide traffic, control intersections, and prohibit parking.
- 519 • Traffic signals or controls, including  
520 warning flashers, exclusive and  
521 protected left turn lanes, traffic signals,  
522 signal timing, signal head and phasing  
523 revision (ex., flashing yellow arrow  
524 phases), and roundabouts.
- 525 • Roadway delineation or pavement  
526 markings, including centerline and  
527 edge line markings, raised pavement  
528 markers, markings for crosswalks,  
529 rumble strips, or post delineators.
- 530 • Street lighting



- 531 • Channelization, including left and right turn lanes, acceleration or deceleration lanes, and
- 532 access restrictions (i.e., curbs and medians).
- 533 • Pavement treatments such as high friction surface treatments.
- 534 • Alignment alterations that modify the horizontal and vertical alignment and curve geometry.

535 Traffic control devices optimize traffic performance, promote uniformity nationwide, and help  
 536 improve safety by reducing the number and severity of traffic crashes. Additionally, by enabling the  
 537 orderly movement of all road users, traffic control devices and intelligent transportation systems  
 538 can promote safety, increase efficiency, and enhance transit speed and reliability. The following  
 539 sections describe the processes developed for identifying projects and managing programs to  
 540 address collisions, congestion, MUTCD requirements, and design constraints.

### 541 **2.3.a Traffic Signals and Other Intersection Controls**

542 Prior to selecting signalization as a preferred intersection control solution, intersections first  
 543 undergo an extensive evaluation of alternatives, as listed in the MUTCD, Section 4B.04. The list of  
 544 alternative evaluations includes, but is not limited to, the construction of additional lanes, revising  
 545 the intersection geometrics to channelize movements and realign the intersection, installing street  
 546 lighting, improving sight distance, installing roundabouts, installing measures to reduce approach  
 547 speeds, changing lane use assignments, restricting movements, or adding stop controls or  
 548 intersection flashers. Particular attention is given to the predominant type of collision occurring at  
 549 the intersection. Intersection evaluations also include analyses of existing and future traffic  
 550 patterns to determine the effectiveness of each alternative, and development of cost estimates for  
 551 alternative comparisons. Safety outcomes and cost effectiveness are primary determinants for  
 552 selecting intersection improvement solutions.

#### 553 Traffic Signal Priority Array

554 King County's process to identify and prioritize intersection control needs conforms to the *Strategic*  
 555 *Plan for Road Services* goals, federal and state law, and the MUTCD. Prioritization and selection  
 556 of intersections for signalization or other intersection controls starts with data collection. Roads  
 557 collect vehicle and pedestrian volumes, prevailing speeds, and collision history at each  
 558 intersection for the most recent three-year period.

559 Each intersection is then evaluated using MUTCD signal warrants, which define the minimum  
 560 conditions under which installing a traffic signal might be justified; traffic signals are typically not  
 561 installed unless one or more of the nine signal warrants are met. Three of the warrants are based  
 562 on traffic volumes at several periods during the day: the peak hour, the fourth highest hour, and the  
 563 eighth highest hour. One warrant examines the traffic collision history, focusing on collisions  
 564 correctable by signalization (left-turn and right-angle types). Two warrants examine whether  
 565 pedestrian volumes warrant signalization. Two warrants examine whether signalization would  
 566 improve traffic flow in a coordinated signal system or roadway network. The final warrant examines  
 567 the proximity to a railway ("grade") crossing.

568 Roads uses the five primary warrants described  
 569 in the inset to evaluate signalization need and  
 570 relative priority across locations. While the  
 571 remaining warrants are also considered in the  
 572 evaluation process, they are less applicable to  
 573 the largely suburban and rural nature of  
 574 unincorporated King County.

575 In addition to the MUTCD warrants, King County  
 576 adds a factor for proximity to a school site. While  
 577 this factor does not replace the pedestrian-  
 578 related warrants, it addresses the potential for  
 579 pedestrian activity outside of average-day  
 580 activities. For locations near schools, shopping,  
 581 and other pedestrian attractors, the volume of  
 582 pedestrian activity is examined as well as  
 583 pedestrian warrants.

**Five Primary Warrants Used for Unincorporated King County**

**Warrant 1** – Eight-Hour Vehicular Volume

- Condition A: Minimum Vehicular Volume
- Condition B: Interruption of Continuous Traffic

**Warrant 2** – Four-Hour Vehicular Volume

**Warrant 4** – Pedestrian Volume

**Warrant 6** – Coordinated Signal System

**Warrant 7** – Crash Experience

584 For each intersection, Roads assigns values representing the degree to which each of the primary  
 585 warrants is met, then sums the total for the intersection. Intersections are categorized and sorted  
 586 first by the number of collisions within the last three years that could be corrected through  
 587 signalization, then by warrant rating values. The resulting list of rank-ordered intersections forms  
 588 the Traffic Signal Priority Array, which serves as a starting point for determining locations to  
 589 construct a signal, roundabout, or other form of intersection control. Ultimately, the selection and  
 590 use of traffic control signals are based on the warrant analysis, careful analysis of traffic  
 591 operations, pedestrian and bicyclist needs, engineering judgment, and other factors. Table 4  
 592 summarizes intersection criteria and high, medium, and low priority categories.

593 Table 4. King County Intersection Categories

Category	Intersections that meet:
High	<ul style="list-style-type: none"> <li>• Warrant 1 (Eight-Hour Vehicular Volume) OR</li> <li>• Both Warrants 2 (Four-Hour Vehicular Volume) and 7 (Crash Experience)</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• Warrant 2 (Four-Hour Vehicular Volume) OR</li> <li>• Warrant 3 (Peak Hour) OR</li> <li>• Warrant 4 (Pedestrian Volume) OR</li> <li>• Warrant 5 (School Crossing)</li> </ul>
Low	<ul style="list-style-type: none"> <li>• Warrant 6 (Coordinated Signal System) OR</li> <li>• Warrant 8 (Roadway Network) OR</li> <li>• Warrant 9 (Intersection Near a Grade Crossing)</li> </ul>

594

595 Traffic Signal Programmatic Needs: Phasing, Operations, and Lighting

596 King County regularly reviews existing signalized intersections for left turn phasing revisions,  
 597 safety needs, and congestion concerns.

598 *Phasing* – Monitoring and evaluating the left turn phasing at existing traffic signal locations ensures  
599 that the appropriate level of protection and capacity is provided. Engineers determine whether the  
600 left turn phase should be permissive (left-turning drivers see a solid green light or flashing yellow  
601 arrow and yield to through traffic), protected-permissive (left-turning drivers see a green arrow  
602 while through traffic is stopped, then a solid green light when they must yield), or protected-only  
603 (left-turning drivers may only turn when they see a green arrow and do not have to yield). Roads  
604 updates phasing as needed, then continues to monitor altered intersections for safety.

605 *Signal Operations* – Existing traffic signal operations are field-reviewed on a three-year cycle to  
606 ensure that changes in conditions such as adjacent new development, shifts in vehicle volumes,  
607 new or improved pathways or other pedestrian attractors, vegetation growth, queue lengths  
608 relative to length of existing turn pockets, vehicle delays, and other elements of the traffic signal  
609 operation are acceptable based on engineering judgment.

610 *Street Lighting* – Street lighting helps motorists and other road users safely maneuver. King  
611 County Road Design and Construction Standards require street lighting on all roadways with three  
612 or more lanes of travel or where local roads intersect arterials.

### 613 **2.3.b Intelligent Transportation Systems**

614 Intelligent Transportation Systems (ITS) equipment promotes safety and efficiency, and can  
615 enhance transit speed and reliability, by enabling the orderly movement of all road users on streets  
616 and highways. This equipment also provides real-time traffic information to King County traffic  
617 operators, the media, and the traveling public. Installation of new county ITS infrastructure has  
618 been primarily funded through grant programs.

#### 619 Intelligent Transportation Systems Corridor Project Prioritization Criteria

620 Criteria for prioritizing projects were established through the *2005 ITS Strategic Plan*, and were  
621 based on examples from the 2004 Transportation Needs Report, criteria specific to ITS projects,  
622 and the county's needs. Each criterion was rated on a scale of 1 to 5 points. The relative priority  
623 (low, medium, or high) of each project was established by totaling its points. Criteria included:

- 624 • Average Daily Traffic: A traffic volume scale was used to assign priority for ITS projects  
625 along roads with the highest average daily traffic.
- 626 • Volume to Capacity Ratios: Roads whose volumes were approaching or exceeding  
627 capacity were scored higher.
- 628 • Collision Rates: Corridors with high collision rates were scored higher.
- 629 • Transit Ridership: Corridors with greater volumes of transit ridership were scored higher.
- 630 • Potential for Annexation: Corridors with little probability of annexation were scored higher.
- 631 • Availability of Communications: Corridors with access to communications infrastructure  
632 were scored higher.
- 633 • Links to Other Existing or Planned Projects: Corridor projects that could coordinate or  
634 leverage other county ITS corridor projects were scored higher.
- 635 • Hazard Areas: Corridors with two or more locations with hazards (collision history, flooding,  
636 icing, landslides, etc.) were scored higher than other corridors.

637 All but two of the high-priority ITS corridor projects have been completed or annexed by other  
638 jurisdictions. The remaining projects are low-to-medium priority. Uncompleted projects from the  
639 *2005 ITS Strategic Plan* are included on the 2024 TNR project list.

640 Programmatic Intelligent Transportation System Projects

641 Programmatic ITS projects provide the information processing and dissemination capability to add  
642 value to the data collected by field devices. They include projects that can be implemented  
643 countywide and are not focused on one corridor. Regional ITS projects include Emergency  
644 Management, Traffic Management, Data Management, Weather and Hazard Detection,  
645 Communications, Maintenance and Construction Activity Coordination, and Traveler Information.  
646 The *2005 ITS Strategic Plan* prioritizes programmatic ITS projects using the following criteria:

- 647 • Improvement to traffic flow
- 648 • Improvement to incident response time
- 649 • Improvement to regional information sharing for traveling public
- 650 • Improvement to the efficiency of county service delivery
- 651 • Potential for phased implementation
- 652 • Relative ease of implementation
- 653 • Eligibility to leverage non-county funding sources
- 654 • Potential to leverage existing infrastructure and other projects

655 **2.3.c High Collision Location Analysis**

656 Critical safety work remains the top priority for Roads. King County completes a systemwide study  
657 of collision locations every two years. The High Collision Location analysis is consistent with the  
658 goals and criteria established by the Washington Traffic Safety Commission Target Zero program.  
659 The methodology is updated as needed to reflect current best practices.

660 The initial list of study locations is compiled by analyzing the spatial density of ten years of collision  
661 data to produce heat maps of intersections and road segments with a concentration of crashes.  
662 Locations with the highest concentrations receive additional study, including analyses of crash  
663 frequency and trends over time, crash rate (the number of crashes compared to the amount of  
664 traffic and/or length of road), and the crash history relative to other locations. Locations that meet  
665 thresholds from these analyses receive in-depth analysis of collision history, patterns, and trends;  
666 traffic volumes; and site conditions and roadway characteristics.

667 These location-specific studies are used to develop countermeasures (improvements intended to  
668 reduce the occurrence of collisions). There are a broad range of countermeasures, ranging from  
669 changing roadway geometrics to altering traffic signal timing. Countermeasures are selected based  
670 on predominant collision patterns, field observations, King County practices and context, and the  
671 expertise of the review team. Countermeasures may not be developed at locations where recent  
672 improvements have been completed, where no clear collision pattern or deficiencies are noted, or  
673 where the location is no longer under King County jurisdiction.

674 Once countermeasures are developed, Roads prepares a benefit-cost analysis for each location.  
675 Benefit-cost analysis is used to determine whether an improvement is cost-effective (the benefits  
676 outweigh the costs) and to compare the relative cost-effectiveness of improvements across all  
677 locations.

678 To determine a potential improvement's benefits, the expected reduction in collisions is estimated  
679 using nationally published "crash reduction factors" for the selected countermeasures, with  
680 modifications based on the past effectiveness of the countermeasure in King County. The crash  
681 reduction factor is used in combination with typical collision costs to determine the expected  
682 societal benefit (in dollars) of completing the improvement. Benefits are then normalized by  
683 converting to a present value based on the expected service life of the improvement. Finally, the

684 normalized benefit is divided by a planning-level cost estimate to obtain the benefit-cost ratio for  
685 the project.

686 The culmination of this analysis identifies a list of safety improvements, which are further prioritized  
687 according to their respective benefit-cost ratio. Many of the proposed projects are smaller,  
688 targeted, operational improvements. The analysis informs prioritization across several TNR  
689 categories, including the Intersection and Traffic Safety Operations category.

### 690 **2.3.d Traffic Control Devices: Maintenance and Operations**

691 Common maintenance tasks to ensure the proper functioning of traffic control devices include:

- 692 • Maintenance of street lighting, signals,  
693 flashers, and ITS equipment, and all  
694 associated components such as  
695 controllers, lights, mast arms, timers,  
696 cameras, cabinets, and loop detectors.
- 697 • Sign maintenance including replacement  
698 and installation, fabrication, inspection,  
699 cleaning, and responding to community  
700 member concerns.
- 701 • Pavement marking maintenance including  
702 replacement of pavement markings,  
703 including paint striping, thermoplastic, and  
704 raised pavement markings (sometimes  
705 referred to as “buttons”).

#### Regular maintenance of traffic control devices ensures that:

- Safety standards are met
- Damaged signs are replaced
- Traffic signs, stripes, and markings are replaced so that they are visible night and day
- Intersections operate efficiently
- Traffic control systems operate correctly
- Traffic information is accurate, clear, and appropriate
- Traffic restrictions are clearly marked

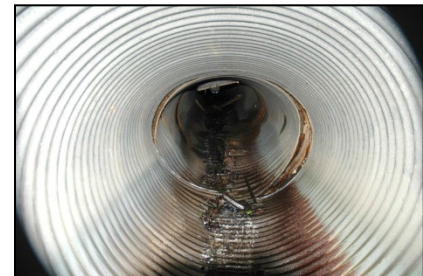
## 706 **2.4 Drainage Systems**

707 Standing water can be a safety hazard to road  
708 users and accelerates the deterioration of the roadway surface and substructure. The drainage  
709 asset product family includes infrastructure that moves stormwater away from the roadway and  
710 reduces flood risk to the built environment (man-made structures) by collecting and redirecting  
711 stormwater to natural bodies of water and designated collection points. Drainage infrastructure  
712 reduces water pollution by collecting stormwater and filtering out pollutants and sediment via  
713 settlement, infiltration, or other processes.

714 Roads is responsible for the drainage infrastructure within, alongside, and under unincorporated  
715 road right-of-way, including pipes, ditches, catch basins, manholes, retention/detention ponds, rain  
716 gardens, vaults, and bio-swales.

### 717 **2.4.a Large Drainage Project Identification and Prioritization**

718 The largest and most costly components of King County’s aging  
719 system are enclosed pipes 24 inches and greater in diameter.  
720 These pipes serve a critical role in conveying regional surface  
721 water. Due to their size and function, failure of these pipes would  
722 have significant consequences for public safety, property, and  
723 aquatic resources. In unincorporated King County, regional pipe  
724 systems represent about 2 percent of the drainage system in the  
725 road right-of-way.



726 This section discusses how larger-scale drainage projects are identified and prioritized. These  
727 large projects are included in the 2024 TNR project list. Smaller projects, constructed by county

728 staff under the Countywide Drainage Preservation Program, are prioritized in the same manner but  
729 are not included in the TNR project list.

730 Field Confirmation

731 Drainage problems and concerns are brought to  
732 the attention of Roads in variety of ways,  
733 including community member inquiries, routine  
734 road patrol and field work, and notification from  
735 other agencies. Drainage concerns are  
736 reviewed to determine the agency responsible  
737 for the infrastructure. When Roads is  
738 responsible, a project is created in Roadworks,  
739 Roads' asset management database.

740 Two evaluation systems are used to prioritize  
741 drainage projects: Field Priority Score and  
742 Habitat Evaluation. A third system based on  
743 water quality benefits is under development.

744 *Field Priority Score:* Scores for field priority  
745 reflect the problem's threat to public safety and  
746 impact on private property. There are eight  
747 criteria used to evaluate each problem (see  
748 inset). These criteria help identify system-wide  
749 impacts of each drainage problem.

750 Field priority criteria are assigned point values  
751 (from 0 to 10) and weights (from 1 to 5) based  
752 on their importance to the maintenance of the  
753 county road system.

754 *Habitat Evaluation Process:* To address federal, state, and local regulatory requirements (such as  
755 the Endangered Species Act, the Washington State Hydraulic Code, and the King County Critical  
756 Areas Ordinance), and to improve environmental health, a staff biologist completes a field visit and  
757 habitat evaluation for projects that affect aquatic areas, fish habitats, and their buffers. The  
758 project's impacts or benefits are identified using the habitat evaluation criteria. The Habitat  
759 Evaluation also documents potential regulatory mitigation requirements.

760 The Field Priority Score, Habitat Evaluation, and other available information are entered into the  
761 Roadworks database. Roadworks is then used to monitor the status of the projects through design,  
762 permitting, and project completion. This software can also be used to evaluate lifecycle costs once  
763 fully populated, track problems by area, and help guide coordination with other departments using  
764 its geospatial analysis and countywide drainage layer.

### Drainage Project Prioritization

#### Field Priority Criteria

1. Threat to public safety
2. Threat to public property
3. Threat to private property
4. Water quality improvement
5. Maintenance problem resolved
6. Road closure severity (detour length and availability, if needed)
7. Road classification (principal/minor or collector arterial vs. local access)
8. Road failure potential

#### Habitat Evaluation Criteria

1. Fish stock status (species of concern or listed under Endangered Species Act)
2. Site specific information (fish passage, water quality, wetland improvement or risk of habitat damage)
3. Basin/system concerns



765 Life-Cycle Analysis and Condition Assessment

766 A large portion of King County’s unincorporated  
767 drainage system is at or nearing the end of its useful  
768 life, and its current condition is largely unknown. To  
769 address this lack of knowledge, an effort was  
770 developed to identify the location, age, type, size,  
771 and condition of regional drainage facilities in  
772 unincorporated King County right-of-way. This  
773 information was necessary to identify and assess the  
774 urgency and cost of drainage facility maintenance  
775 and renewal needs. In 2015, Roads coordinated this  
776 effort with the King County Water and Land  
777 Resources Division for the most at-risk system  
778 elements, which are estimated to comprise 40  
779 percent of the pipes that are 24” in diameter and  
780 larger, or 2 percent of the entire system in the  
781 roadway. This program identified 33 regional system  
782 projects deemed critical. Work to address these  
783 deficient systems is currently underway; these  
784 projects are included in the TNR Drainage category.

**Drainage infrastructure is doing its job when...**

- Safety and environmental standards are met.
- Water on the roadway causes minimal impact to travelers, infrastructure, or private property.
- Surrounding streams, rivers and lakes enjoy good water quality.
- Ponds, ditches, and enclosed drainage systems are free of litter/debris.
- Road-related ponds or ditches are mosquito free.

785 This effort provided information for completing an inventory and condition assessment of the  
786 remaining drainage system. The assessment also informed policy discussions regarding the  
787 responsibility and funding structure for operation, maintenance, and renewal of regional drainage  
788 systems in the unincorporated areas.

789 Fish Passage Prioritization

790 In order to support the county’s Fish Passage  
791 Restoration Program, Roads has developed a  
792 Culvert Replacement and Fish Passage Program.  
793 Projects selected for this program are identified  
794 through collaboration with the King County Water  
795 and Land Resources Division. The selection  
796 process considers the benefits to the safety and  
797 condition of the public road system (using the field  
798 confirmation process described above), and to fish  
799 passage (using Washington Department of Fish  
800 and Wildlife guidelines and an analysis of current  
801 habitat conditions, upstream and downstream  
802 barriers, the amount of potentially restored habitat,  
803 and other habitat restoration factors). This selection  
804 process may evolve over time. These projects are included in the TNR Drainage category.

805 Emergency projects and project schedules

806 Projects are scheduled in the Countywide Drainage Preservation Program annually. Scheduling  
807 annually helps reduce frequent reallocation of resources. However, drainage problems are  
808 reported to Roads almost daily. Some of these concerns are so urgent that they must be included  
809 in the current year’s work program. Project priorities are reevaluated every time a new project is  
810 identified to ensure that effort is expended on the most urgent safety and preservation projects.

**811 2.4.b Drainage Program Programmatic Needs**

812 Roads prioritizes all known major and minor drainage infrastructure needs, from the replacement  
813 of small segments of pipe to large cross-culvert replacements. Drainage improvements may be  
814 needed to meet regulatory requirements, safety, or preservation needs. Projects that impact  
815 streams undergo a significantly different planning process. These projects are required to meet  
816 state or federal design standards for fish passage or other aquatic habitat needs relating to vertical  
817 drops, water depth, water velocity, and other factors. Projects that do not impact streams typically  
818 include stormwater system retrofits and the installation or replacement of catch basins, vaults, or  
819 pipes.

**820 2.4.c Drainage Maintenance and Operations**

821 To ensure successful drainage management, Roads employs routine inspections, and regular  
822 maintenance, repair, and infrastructure replacement that fall into the following categories:

- 823 • Quick response: Work associated with unanticipated failures of the drainage system.
- 824 • Drainage system cleaning: Routine inspection and maintenance of the drainage system,  
825 including cleaning pipes and catch basins, removing sediment, and completing incidental  
826 repairs.
- 827 • Ditch maintenance: Reshaping and cleaning roadside ditches to ensure proper drainage.  
828 This work is primarily performed through bucket ditching with a front end loader or a  
829 backhoe.
- 830 • Other repair: Using best management practices to repair or replace drainage pipes, catch  
831 basins, catch basin lids, trash racks and headers, and rip-rap; to mark pipes to ensure  
832 infrastructure visibility; to prevent erosion; to install stream bypasses; and to restore  
833 streams.
- 834 • Stormwater pond maintenance: Mowing, brush removal, and cleaning of stormwater ponds.

**835 2.5 Bridges and Structures**

836 Bridges and structures are key components of the  
837 county road network, providing routes over bodies of  
838 water, roads, lowlands, railroad tracks, and other  
839 obstacles. Structures enable county roads to exist in  
840 diverse landscapes by controlling and shaping the  
841 natural environment and providing protection from  
842 environmental impacts such as flooding, tides,  
843 waves, storm surges, or landslides. Types of  
844 roadway structures include seawalls, retaining walls,  
845 and mechanically stabilized earth walls.

**846 2.5.a Bridge Program**

847 Roads owns and maintains 185 bridges in the  
848 unincorporated area of King County. Built over many  
849 generations, these bridges are made of concrete, steel, timber, or a combination of the three  
850 building materials. The Roads bridge inventory includes long-span bridges (those over 20 feet in  
851 span length, which appear on the national bridge inventory), short-span bridges, safety  
852 enhancement bridges that keep wildlife off roadways, and pedestrian bridges.

853 The Bridge Program employs a comprehensive, integrated strategy to maintain and preserve the  
854 county's bridges and the continuity of the road network. Primary bridge program goals include:

- 855 • Keeping bridges open and safe for public use;

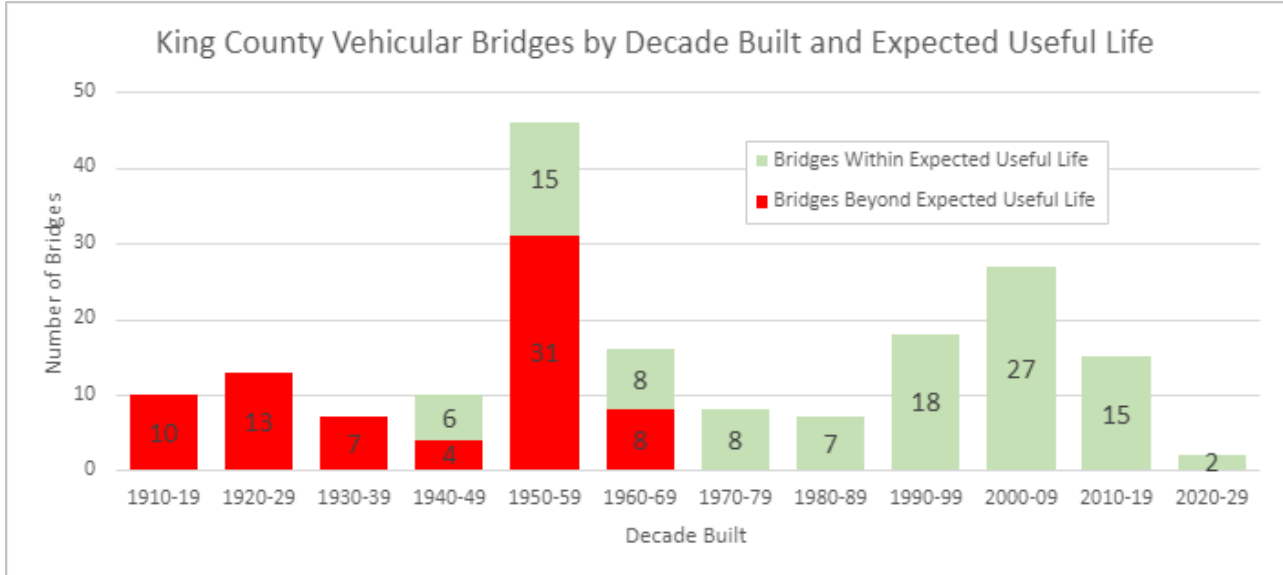
- 856 • Preserving bridge infrastructure by maximizing its useful life through active maintenance,  
 857 repair, load upgrades, or rehabilitation;
- 858 • When possible, replacing existing bridges with reliable new structures when repair, load  
 859 upgrades, or rehabilitation is not feasible.

860 Essential to meeting these goals are a well-documented inspection program coupled with a robust  
 861 bridge preservation program. Once preservation is no longer an option, it becomes necessary to  
 862 close or replace bridges. Management challenges for the county-owned bridge inventory include:

- 863 • Bridges are aging beyond their useful life and exceeding their theoretical design life;
- 864 • Traffic volumes are continuing to grow;
- 865 • Type and size of highway trucks are changing, resulting in more concentrated loads on  
 866 bridges;
- 867 • Costs to replace bridges are increasing.

868 King County-owned bridges range in age from less than two years old to over 100 years old, and  
 869 many are failing. The average age of the Roads bridge inventory is 52 years old. At the end of  
 870 2021, there were 76 bridges beyond their expected useful life. The issue is particularly pronounced  
 871 with timber bridges, which make up about one-third of the inventory. Although timber bridges have  
 872 a typical useful life of 50 years, the average age of the Roads timber bridge inventory is 69 years  
 873 old. The issue of the aging inventory is compounded by the steep revenue decline over the last  
 874 eight years. Figure 3 summarizes the number of King County vehicle bridges built by decade.

875 Figure 3. Number of King County Vehicle Bridges Built by Decade (2021 King County Annual  
 876 Bridge Report)



877

878 Roads prepares an Annual Bridge Report to fulfill the requirements of Washington Administrative  
 879 Code (WAC) 136-20-060. The annual report summarizes best available information about the  
 880 county’s bridges and includes information regarding inspections, the priority array for bridge  
 881 replacement and rehabilitation, capital project status, and other maintenance and operations  
 882 information. The report, and the included prioritization, guides bridge replacement and  
 883 rehabilitation decisions. It is published annually as a supporting document to the Roads budget.

884 Inspection, Assessment, and Prioritization

885 Annual assessment and prioritization of bridge needs begins with bridge inspections. Roads  
886 inspects and assesses all of its bridges regularly to ensure the safety of the traveling public.  
887 Inspection of each King County roadway bridge occurs on a two-year or shorter cycle and aims to  
888 implement the National Bridge Inspection Standards by calculating a sufficiency rating for each  
889 bridge. The sufficiency rating is based on factors such as structural adequacy and safety,  
890 serviceability and functional obsolescence, and how essential the bridge is for public use.  
891 Sufficiency rating ranges from zero (worst) to 100 (best).

892 In addition to the sufficiency rating, the County considers several factors to prioritize bridges for  
893 replacement or rehabilitation, such as load limitations, hydraulics, geometric deficiency, and  
894 expected useful life. The prioritization factors, their rationale, and other elements of the King  
895 County bridge priority process were adopted in 1994 by the King County Council (Ordinance  
896 11693).

897 One element of the annual bridge ranking process is bridge weight-carrying capacity information.  
898 In 2022, Roads completed its mandate to reevaluate the weight-carrying capacity for all of its 181  
899 vehicular bridges using current bridge condition information and new federal standards. Under the  
900 new standards, 11 bridges have been posted with weight restrictions.

901 The Washington State Department of Transportation Local Programs Division (WSDOT) allocates  
902 federal bridge funds to local agencies using a technical, competitive process. WSDOT focuses on  
903 funding local agency bridges that are classified as “structurally deficient.” Structurally deficient  
904 bridges have significant load-carrying elements in poor condition, or an inadequate waterway  
905 opening under the bridge that causes significant flooding over the bridge deck.

906 Minor maintenance, repair, and quick response activities are addressed by maintenance and  
907 operations. Larger projects are designated as stand-alone preservation projects or are addressed  
908 through preservation programs, including bridge preservation and painting programs.

909 Bridge Preservation

910 The Bridge Preservation program addresses bridge needs outside of routine operations. Its goal is  
911 to perform cost-effective projects that extend the useful life of King County bridges. The program  
912 includes the following work categories:

- 913 • Load upgrades
- 914 • Re-decks
- 915 • Painting
- 916 • Scour protection
- 917 • Seismic retrofits
- 918 • Bridge Priority Maintenance repairs

919 Bridge Painting

920 The Roads bridge inventory includes 22 bridges with  
921 painted steel components requiring regular repainting to prevent premature corrosion, including  
922 trusses, steel girders and floor beams, and secondary stabilizing members. Of these bridges,  
923 approximately one-third have lead paint that was applied prior to 1970. All lead paint must be  
924 properly removed prior to applying new paint, which necessitates a costly full lead containment and  
925 abatement system.



926 Bridge Inspection Program

927 All bridges are inspected at two-year or shorter intervals. Inspection reports for bridges on the  
928 National Bridge Inventory are provided to the Federal Highway Administration by WSDOT. Some  
929 bridges require more frequent or special  
930 inspections when deterioration is being closely  
931 monitored.

932 Bridge Replacement

933 The 20-year projected need for bridge  
934 replacement includes 42 bridges selected based  
935 on three factors: the current bridge condition and  
936 projected remaining useful life, the King County  
937 Council-approved prioritization criteria, and a  
938 review of candidate bridges by technical subject  
939 matter experts and Roads management. The resultant list is the best current representation of the  
940 bridges that will be most in need of replacement over the next 20 years. The list includes both  
941 short-span and long-span bridges. These projects are included in the 2024 TNR Bridge  
942 Replacement Category.

**Routinely inspected and maintained bridges and structures serve the public by ensuring that:**

- Bridges are kept safe for public use
- Structures are free of hazards
- Roads remain open to travel
- Crossing delays are minimized

943 **2.5.b Structures Needed to Protect Vulnerable Road Segments**

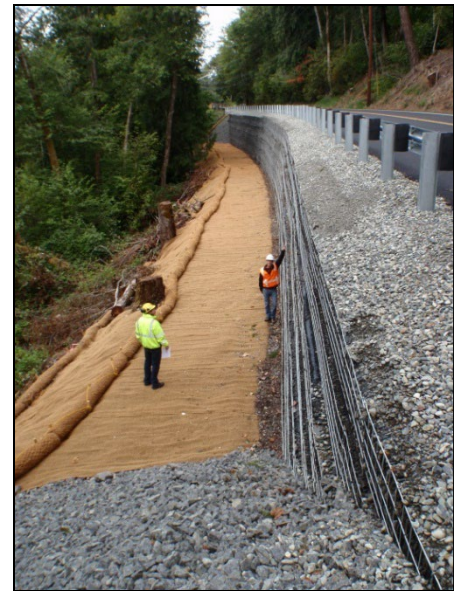
944 A subset of unincorporated King County roads has suffered repeated failures requiring expensive  
945 or frequent repairs following storm or prolonged rain events. The 2005 Vulnerable Road Segments  
946 (VRS) study identified, quantified, and prioritized vulnerable road segments throughout the county  
947 and developed projects to resolve their vulnerability. The study developed a list of unstable slopes  
948 and other locations requiring frequent reactive maintenance.  
949 Sixty-three road segments were initially identified as  
950 candidates. Each of the road segments was grouped into one  
951 of six problem categories: steep slopes, landslide, seawall,  
952 river erosion, flood, and roadway settlement. Roads identified  
953 proposed solutions, possible environmental impacts, and cost  
954 estimates for each category.

955 Data was gathered for each road segment, including  
956 descriptions of the segment and its location. Each segment  
957 was then analyzed regarding:

- 958 • Traffic data
- 959 • Engineering assessment of the problem
- 960 • Estimated cost to remedy the problem
- 961 • Guardrail needs
- 962 • Roadway classification
- 963 • Detour length

964 Recommendations for potential long-term fixes or continued maintenance were developed, then  
965 prioritized based on:

- 966 • Maintenance Cost per Year: This factor reflects the average estimated annual cost of  
967 repairing the road segment to its pre-damage condition (temporary repair). Projects with  
968 higher annual maintenance costs were given a higher priority.



- 969 • Construction Cost per Vehicle: This factor divides the cost of the permanent construction fix  
970 by the average daily number of vehicles that travel the road. Projects with a lower cost  
971 benefitting a higher number of vehicles were given a higher priority.
- 972 • Impact of Failure: This factor addressed the importance of correcting a vulnerable road  
973 segment. Scoring reflected the likelihood and extent of road failure and closure if the  
974 segment was left unaddressed beyond routine maintenance.
- 975 • Driver Inconvenience: This factor measured the overall level of driver inconvenience if a  
976 road segment was closed, taking into consideration the detour length and traffic volume.  
977 Road segments involving longer detours with higher traffic volumes were given a higher  
978 priority.
- 979 • Inclusion in a Future Project: This factor gave a higher priority to segments that were  
980 included in the Roads capital improvement program or Transportation Needs Report to  
981 account for the opportunity to address two needs with one project.
- 982 • Guardrail Need: This factor gave a higher  
983 priority to road segments slated for future  
984 guardrail improvements to account for the  
985 opportunity to address two needs with one  
986 project.



987 The team selected and refined the factors above  
988 through an iterative process, adjusting the scoring  
989 and factor weighting for reasonableness after each  
990 iteration. The final ranking process distributed the  
991 full numerical range of each factor across the  
992 segments, and the factor weights resulted in a  
993 logical ranking.

994 Proposed permanent solutions to these vulnerabilities include:

- 995 • Constructing retaining walls to prevent slides on steep slopes above and below the  
996 roadway, stabilizing the slope and adjacent riverbanks.
- 997 • Replacing seawalls to adequately support the road prism, protect the road from storm wave  
998 action, and eliminate routine road failures.
- 999 • Replacing undersized culverts with bridges to provide better conveyance of water, silt, and  
1000 debris.
- 1001 • Raising the roadway using walls or other armored structures to minimize flooding and  
1002 erosion impacts to the roadway. Typically, these projects require perforations in the  
1003 armored walls to allow for the conveyance of water and the inclusion of guardrails.
- 1004 • Armoring road shoulders with hardened structures to prevent routine washouts during flood  
1005 events.

1006 Projects were not proposed for some locations with  
1007 low average daily traffic, difficulty in obtaining  
1008 regulatory approvals, limited right-of-way, or sufficient  
1009 minor repair or routine maintenance options. In 2011,  
1010 the original study was reevaluated based on current  
1011 conditions and three new road segments were added.  
1012 In 2019, the vulnerable road segment list was  
1013 reviewed with respect to best available information  
1014 and eight additional vulnerable road segments were  
1015 added.

1016 The 2024 TNR Vulnerable Road Segment category of  
1017 needs includes the recommended projects from the  
1018 2005 VRS study, and the 2011 and 2019 updates.  
1019 This category also includes needs identified within the  
1020 adopted six-year capital improvement program.



### 1021 **2.5.c Bridges and Structures – Maintenance and Operations**

1022 If bridges and road structures are not regularly inspected and maintained, they may become  
1023 unsafe and require closures, which can result in loss of access to property or longer travel times.  
1024 To minimize these consequences and maximize the outcomes listed above, Roads employs  
1025 programs that facilitate routine maintenance and repair of bridges and structures. These programs  
1026 fall into the following categories:

- 1027 • Minor bridge maintenance and repair: Includes the Maintenance Operations Program's  
1028 routine bridge maintenance and repair activities, such as small repairs, debris removal,  
1029 surface cleaning, and graffiti removal. Routine inspections inform the need for the minor  
1030 maintenance and repair of structures.
- 1031 • Operations: Includes the resources needed to operate King County's bascule ("moveable")  
1032 South Park Bridge, including funding for staff to raise the bridge for boat traffic.
- 1033 • Quick response: Includes work associated with unexpected bridge and seawall failures.

### 1034 **2.6 Facilities**

1035 Roads has five regional maintenance facilities that provide routine maintenance and emergency  
1036 services to the road system throughout the unincorporated area, including remote facilities on  
1037 Vashon Island and in the Skykomish area near Stevens Pass. Roads also has a maintenance  
1038 headquarters campus in the City of Renton that provides centralized maintenance and  
1039 administration functions; a regional maintenance facility; a regional vector decant facility; and  
1040 specialized services such as a materials lab, traffic sign and signal shops, and other specialty  
1041 services and equipment used throughout the system. Ten satellite maintenance sites located  
1042 throughout King County are used for project staging and for the stockpiling and storage of waste,  
1043 supplementary equipment, and snow and ice or other emergency response materials.

1044 Many of King County's existing road maintenance facilities are old and require significant capital  
1045 improvements or have exceeded their useful lives and require replacement. Most are between 40  
1046 and 60 years old, with a few dating back to the early 1900s. As a result, some do not meet current  
1047 building standards or do not readily accommodate the needs of a modern workforce and  
1048 equipment inventory. Some facilities have inadequate heat, insufficient restrooms, failing septic  
1049 systems, leaking roofs, mold, or rodent infestations.

1050 The conditions of Roads maintenance facilities compromise the agency's ability to provide routine  
1051 and emergency services in a timely and efficient manner. These maintenance activities are vital for

1052 keeping the county’s road-related assets in working condition to maximize the public’s investment  
1053 and to provide for the safety of users. Some common maintenance activities include routine  
1054 maintenance and repair of pavement, bridge components, ditches, culverts, shoulders, and  
1055 guardrail; vegetation management; debris removal; maintenance of traffic control devices; and  
1056 road striping. Examples of Roads emergency response activities include responding to significant  
1057 collisions that impede travel; winter storm response activities such as plowing, sanding, and salting  
1058 of the roads; removing downed trees and clearing other debris caused by landslides; managing  
1059 flood-related or other types of emergency road closures; and completing storm-related repairs to  
1060 roadways and other assets such as bridges, drainage systems, shoulders, and adjacent slopes.

1061 Adequate maintenance facilities located in the right places and kept in operational condition are  
1062 necessary for the efficient provision of vital services to the traveling public. Investments in Roads  
1063 maintenance facilities are necessary for continued delivery of essential safety and routine  
1064 maintenance services.

### 1065 **2.6.a Assessment of current facilities**

1066 The *Strategic Plan for Road Services* reflects an extensive evaluation of the division’s  
1067 maintenance facilities. This effort identified the need to deliver maintenance services more  
1068 efficiently, consolidate facilities, and complete priority facility repairs. Roads maintenance facilities  
1069 were evaluated according to physical condition, location suitability, and functional/operation  
1070 sufficiency.

- 1071 • Physical Condition. To establish a baseline and get a comprehensive understanding of the  
1072 condition of existing maintenance facilities, buildings and properties were assessed and  
1073 site-specific capital needs with cost estimates were generated.
- 1074 • Location Suitability. The location of each maintenance facility was assessed based on  
1075 travel time, size, land use issues, and other contextual factors. The unincorporated service  
1076 area has changed significantly with annexations and incorporations over the past two  
1077 decades; as a result, a number of facilities are no longer sited in the best locations to serve  
1078 the core unincorporated service areas. In addition, the facility sites have certain size, land  
1079 use, zoning, environmental, and other requirements and constraints. Because Roads  
1080 facilities have been sited, acquired, and developed ad hoc over a very long period of time,  
1081 many facilities have issues related to their location (e.g., the Fall City site is located in the  
1082 Snoqualmie River floodplain). In order to deliver the most service possible with limited  
1083 resources and to be able to respond to emergencies, crews need to be located centrally  
1084 within their maintenance districts.
- 1085 • Functional/Operational Deficiencies. Each facility’s functional and operational deficiencies  
1086 were assessed to evaluate covered and heated bays for vehicle and equipment storage;  
1087 covered sand and bulk salt storage for snow and ice operation; and adequate, safe  
1088 administrative and crew facilities.

1089 The facility planning and assessment effort identified the following types of facility needs:

- 1090 • Exploration of facility co-location opportunities with WSDOT;
- 1091 • Construction, relocation, and/or expansion of permanent facilities;
- 1092 • Enhancement of two emergency response satellite facilities;
- 1093 • Major renovation of existing facilities; and
- 1094 • High-priority maintenance, repair, or installation of septic systems, fencing, doors and  
1095 windows, HVAC systems, roofs, and interior improvements such as electrical and plumbing  
1096 systems.



1097 The 2017 *King County Road Services Regional Maintenance Facility Siting Assessment* identifies  
1098 candidate site alternatives for two maintenance facilities: Vashon and Cadman. Consistent with  
1099 county financial policies, Roads intends to use the proceeds of future property sales to fund facility  
1100 replacement activities.

1101 The Vashon Island maintenance facility is very old, significantly undersized, and failing. There are  
1102 a limited number of suitable land parcels on Vashon Island in terms of size, location, allowable  
1103 zoning, and site conditions. Roads has prioritized advancing the acquisition of a suitable site(s)  
1104 from the few identified as viable in the 2017 siting assessment study and 2019 study update,  
1105 before there are no options left for replacing the failing facility.

1106 The Cadman facility in northeast King County is sub-optimally located within the City of Redmond.  
1107 It does not best serve current and future operational needs. Roads has proposed replace the  
1108 Cadman facility by acquiring land and constructing a new, centrally located maintenance facility to  
1109 better serve northeastern King County.

### 1110 **2.6.b Facility Maintenance and Operations**

1111 The needs associated with efficiently maintaining and operating facilities include, but are not  
1112 limited to, yard maintenance, cleaning, utility service, building security, carpentry, electrical repair,  
1113 painting, fence repair, machinery service, structural repairs, and plumbing.

## 1114 **Chapter 3. Transportation Modeling**

1115 The Transportation Needs Report is informed by a regional travel forecasting model that is  
1116 maintained by the Puget Sound Regional Council (PSRC). The PSRC model is activity-based and  
1117 uses mathematical and statistical processes to estimate daily travel patterns within the Puget  
1118 Sound region. This regional model uses existing traffic, population, employment, trip rates, and  
1119 other data to develop a traffic demand model for a base year, then uses forecast population,  
1120 employment, and other data to estimate future traffic. These forecasts are used to understand  
1121 demand versus capacity (level of service), and to meet other policy, planning, and engineering  
1122 needs. For additional information regarding PSRC's regional model, please visit the PSRC  
1123 website.<sup>3</sup>

1124 Roads collaborates closely with PSRC and uses the regional transportation model to ensure  
1125 regional planning consistency with the TNR. The regional model also satisfies the following  
1126 requirements of the Growth Management Act (RCW 36.70A.070(6)(a)):

- 1127 1. Traffic forecasts of 10 years or more: The model forecasts to 2044, 20 years from the  
1128 expected adoption of the TNR in 2024.
- 1129 2. Land use assumptions: The model incorporates regionally adopted household, population,  
1130 and employment data.
- 1131 3. Intergovernmental coordination: The model incorporates growth targets agreed to by a  
1132 coalition of King County jurisdictions.
- 1133 4. Estimated traffic impacts to state-owned facilities: Projected travel on state facilities was  
1134 included in the sufficiency analysis.
- 1135 5. Consistency of plans: PSRC solicited input from member jurisdictions in the development of  
1136 the travel model, including forecast land use and road improvement assumptions.

1137 The 2024 TNR was prepared using best available information, including findings from the PSRC  
1138 regional model.

<sup>3</sup> Puget Sound Regional Council, *Activity-Based Travel Model: SoundCast* [\[LINK\]](#).

## 1139 Chapter 4. Drivers of Change Affecting Transportation in 1140 Unincorporated King County

### 1141 4.1 Puget Sound Regional Demographic and Employment Trends

1142 The most powerful indicators of how people travel are where they live and work. The Puget  
1143 Sound region is expected to continue to grow jobs and urbanize, creating more demands on an  
1144 already burdened transportation system. New forecasts from the Puget Sound Regional  
1145 Council (PSRC) indicate population in the region is expected to reach about 5.8 million people  
1146 by 2050, a nearly 35 percent increase from 2021.<sup>4</sup> This substantial increase in population will  
1147 create a need for more housing, employment, and services, and in turn will create significant  
1148 impacts to existing roads, travel patterns, and demands.

1149 The Puget Sound region's current transportation system reflects and is guided by land use  
1150 patterns developed through decades of growth. As the region continues to grow, its demographic  
1151 profile will continue to evolve. On average, future transportation system users will be older and  
1152 more ethnically and racially diverse. The region is and will remain relatively affluent, with higher  
1153 wages led by workers in information, technical, and management sectors, historically located in a  
1154 few urban areas.<sup>5</sup> However, lower-income populations within the region will face increasing  
1155 economic challenges as housing, transportation, and other living costs continue to escalate.<sup>6</sup>

1156 Increasing public preference for living in compact, walkable neighborhoods may encourage  
1157 increased density in the county's urban core. As jobs increasingly locate into large city centers,  
1158 transit and active transportation will become increasingly important.<sup>7</sup> Residents' willingness to  
1159 pay for transportation choices that they value—particularly transit—remains high, as evidenced  
1160 by voter support for the 2016 Sound Transit 3 levy and the 2015 Move Seattle levy.

1161 Affordability issues and low housing inventory often force residents to move farther from their  
1162 jobs, thereby increasing reliance on single-occupancy vehicles and road congestion.<sup>8</sup> The  
1163 Washington State Growth Management Act and its implementation in King County have  
1164 produced both intended and unintended consequences related to transportation and road  
1165 congestion. Urban centers will continue to experience intended densities with improved access  
1166 to multimodal transportation systems, while rural unincorporated King County areas have  
1167 experienced increased road congestion due to travel to, from, and between urban areas.

### 1168 4.2 Puget Sound Transportation Trends

1169 Travel by car is expected to remain the predominant transportation mode in the region, despite  
1170 significant increases in the share of trips made by transit, walking, and biking. In 2021, 80 percent  
1171 of trips were made by car.<sup>9</sup> The PSRC *Regional Transportation Plan 2022-2050* forecasts that by  
1172 2050 the share of trips made by car will drop to 72 percent regionally.<sup>10</sup> The share of trips made  
1173 by transit will increase to 8 percent, and the share of trips made by walking or biking will increase  
1174 to 20 percent.<sup>11</sup> These shifts will be particularly pronounced for work-related trips, for which the

<sup>4</sup> Puget Sound Regional Council, *VISION 2050*, October 2020 [\[LINK\]](#) (accessed November 18, 2022), p. 2.

<sup>5</sup> Puget Sound Regional Council, *VISION 2050*, p. 92.

<sup>6</sup> Puget Sound Regional Council, *VISION 2050*, p. 92, 102.

<sup>7</sup> Puget Sound Regional Council, *VISION 2050*, p. 103.

<sup>8</sup> National Association of Realtors, *Millennials and Silent Generation Drive Desire for Walkable Communities, Say Realtors*, December 19, 2017 [\[LINK\]](#) (accessed October 11, 2022); Puget Sound Regional Council, *VISION 2050: Housing Background Paper*, June 2018 [\[LINK\]](#) (accessed November 18, 2022), p.28.

<sup>9</sup> Puget Sound Regional Council, 2021 Household Travel Survey Explorer, [\[LINK\]](#) (accessed November 29, 2022).

<sup>10</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, [\[LINK\]](#) (accessed November 18, 2022), p.159.

<sup>11</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, p.161.

1175 share of trips made by transit is expected to double.

1176 While personal vehicle travel will continue to be an important mode choice throughout the county,  
1177 it will remain particularly important in the rural areas, where the lack of density and scarcity of  
1178 funding makes mass transit service impractical. The *Regional Transportation Plan 2022-2050*  
1179 forecasts that the proportion of the region's trips made by car in 2050 will drop significantly in the  
1180 region's Metropolitan and Core Cities, but will decrease only 2 to 4 percent in urban  
1181 unincorporated areas, and 1 percent in rural areas.<sup>12</sup> In the region's urban unincorporated and  
1182 rural areas, the share of trips made by cars is expected to remain between 86 percent and 90  
1183 percent. Daily vehicle miles traveled per capita are also expected to remain relatively high for  
1184 urban unincorporated and rural areas (17.8 and 24.4 miles, respectively).<sup>13</sup>

1185 Driving is also expected to remain the primary travel mode for commuting, although the share of  
1186 the region's work trips made by car is expected to drop from 83 percent in 2018 to 69 percent in  
1187 2050.<sup>14</sup> Congestion, which typically takes place during commuting periods, will remain high.  
1188 During peak commute hours in 2018, over 20 percent of the regional road system experienced  
1189 heavy to severe congestion (i.e., average speeds were less than half of the posted speed limit).<sup>15</sup>  
1190 By 2050, the portion of roads experiencing heavy to severe commute congestion is expected to  
1191 rise slightly to 25 percent. Regionally, congestion-related delay is expected to increase most  
1192 significantly for urban unincorporated and rural areas. While annual delay per capita is expected  
1193 to drop or rise only slightly for Metropolitan Cities, Core Cities, High-Capacity Transit  
1194 Communities, and Cities & Towns, the annual delay per capita in urban unincorporated areas is  
1195 expected to increase to 53 minutes (a 20 percent increase) and to 63 minutes in rural areas (a 26  
1196 percent increase).

1197 Transit use is likely to play an increasingly large role in urban and suburban travel. In 2018,  
1198 regional transit agencies provided 216 million regular transit boardings; by 2050, annual  
1199 boardings are planned to more than triple to 747 million, outpacing the growth of population and  
1200 jobs. Regionally, the share of jobs within one half-mile of a high-capacity transit station is  
1201 expected to increase from 47 percent in 2018 to 76 percent in 2050; within King County, the  
1202 share is expected to rise to 85 percent.<sup>16</sup> The share of households living within one half-mile of a  
1203 high capacity transit station is expected to grow from 25 percent in 2018 to 60 percent in 2050.<sup>17</sup>  
1204 However, the share of households within one half-mile of a high capacity transit station will be  
1205 much smaller in the region's urban unincorporated area (5 percent in 2018 vs. 20 percent in  
1206 2050) and rural areas (0 percent in 2018 vs. 1 percent in 2050).<sup>18</sup>

1207 Roadway tolling of state highways may play a role in shaping regional housing and employment  
1208 trends. The PSRC *Regional Transportation Plan 2022-2050* sets broad direction for a regional  
1209 tolling system and other user fees to raise critical funding for transportation investments, and to  
1210 reduce peak-period demand on the transportation system.<sup>19</sup> The Washington State Department  
1211 of Transportation (WSDOT) has implemented tolls on I-405 and state routes 520, 99, and 167.  
1212 WSDOT is planning for additional tolling on I-405 and State Route 509 in the future, and will likely  
1213 finance major highway capacity projects at least partially through tolls.<sup>20</sup> In 2020, based on a

<sup>12</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, [\[LINK\]](#) (accessed September 6, 2023), Appendix H, p.18.

<sup>13</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, Appendix H, p.10.

<sup>14</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, p.159.

<sup>15</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, p.68.

<sup>16</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, p.163.

<sup>17</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, p.18.

<sup>18</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, p.162.

<sup>19</sup> Puget Sound Regional Council, *Regional Transportation Plan 2022-2050*, p.141.

<sup>20</sup> Washington State Transportation Commission, 2022 WSTC Tolling Report & Tacoma Narrows Bridge Loan Update, [\[LINK\]](#) (accessed November 30, 2022), p.11.

1214 multi-year investigation, extensive analysis, and a pilot project, the Washington State  
1215 Transportation Commission recommended enactment of a small-scale road usage charge  
1216 program. The commission’s recommendation is intended to be the first step in a 10- to 25-year  
1217 transition away from gas taxes to fund the state highway system.<sup>21</sup>

1218 Gas prices may also encourage location of housing near employment. The second highest  
1219 expense for a typical U.S. household is transportation.<sup>22</sup> Gasoline prices are volatile and affected  
1220 by multiple factors: worldwide demand for and supply of crude oil; disruptions due to geopolitical  
1221 events, severe weather, and infrastructure failures; seasonal changes in demand and gasoline  
1222 specifications; and the amount of gasoline reserves.<sup>23</sup> As of December 2022, Washington’s gas  
1223 price (\$4.42 per gallon of regular gas) was the fourth-highest in the nation; Washington gas taxes  
1224 (49.4 cents per gallon state tax plus 18.4 cents per gallon federal tax) were third-highest in the  
1225 nation.<sup>24</sup> The effect of electric vehicle technology and teleworking on housing choice and the  
1226 transportation system are not yet known.

### 1227 **4.3 Transportation Trends in Unincorporated King County**

1228 Unincorporated King County’s nearly 1,500-mile road network supports more than one million  
1229 trips per day, with people across the region traveling to work, school, and other destinations.<sup>25</sup>  
1230 Decades of annexations, limited sales tax revenues, flat/declining gas taxes, and the effects of  
1231 voter initiatives have contributed to the decline of revenues needed to maintain the road system.  
1232 Roads has an unsustainable financial model with insufficient revenue to support the preservation  
1233 of unincorporated road and bridge infrastructure, or address capacity and congestion.

1234 The majority of King County’s population, development, and employment growth has been within  
1235 the Urban Growth Area, not within rural King County.<sup>26</sup> Following adoption of King County’s first  
1236 comprehensive plan in 1994, the percent of growth in rural areas declined sharply, and this trend is  
1237 expected to continue.<sup>27</sup> Since 2006, less than 3 percent of new housing in King County has  
1238 occurred in the rural area.<sup>28</sup> With the majority of people and jobs located within the urban growth  
1239 area, there are few employment options in the county’s rural area and many rural residents drive  
1240 long distances to urban employment centers. PSRC estimates that close to 92 percent of  
1241 employed residents outside the contiguous urban growth boundary (those in unincorporated rural  
1242 areas, freestanding cities and towns, tribal reservations, military installations, etc.) travel to jobs  
1243 inside the Urban Growth Boundary, and they travel about twice as far, with an average commute of  
1244 22 miles.<sup>29</sup>

<sup>21</sup> Washington State Transportation Commission, Washington State Road Usage Charge Assessment Final Report, [LINK](#) (accessed November 30, 2022).

<sup>22</sup> U.S. Department of Transportation, Bureau of Transportation Statistics, “Transportation Economic Trends,” [LINK](#) (accessed December 1, 2022).

<sup>23</sup> U.S. Energy Information Administration, “Gasoline explained,” [LINK](#) (accessed November 18, 2022); “Oil and petroleum products explained,” [LINK](#) (accessed November 18, 2022).

<sup>24</sup> AAA, “State Gas Price Averages,” [LINK](#) (accessed December 1, 2022); Lord, Debbie, “How much tax does your state charge on gasoline? What makes up the price of a gallon?” June 2022, [LINK](#) (accessed December 1, 2022).

<sup>25</sup> King County Department of Transportation, *Strategic Plan for Road Services*, July 2014, [LINK](#) (accessed October 18, 2022), p. 1.

<sup>26</sup> Puget Sound Regional Council, *Regional Growth Strategy: Background Paper*, March 2019, [LINK](#) (accessed November 18, 2022), p. 18.

<sup>27</sup> King County, 2021 King County Urban Growth Capacity Report, June 2021, [LINK](#) (accessed November 18, 2022), p.46.

<sup>28</sup> King County, 2021 King County Urban Growth Capacity Report, p.30.

<sup>29</sup> Puget Sound Regional Council, *Transportation 2040 Update - Appendix R: Rural Transportation Study*, May 29, 2014, p. 5.

1245 Urban unincorporated King County has also seen relatively low growth; since 2006, the number of  
1246 urban unincorporated King County housing units grew by just 4 percent.<sup>30</sup> Combined, urban and  
1247 rural unincorporated King County has experienced a population decrease of 14 percent from 2011  
1248 to 2022, including population lost through annexations.<sup>31</sup>

1249 Unless changes are made to the state and regional transportation funding allocation process,  
1250 federal, state, and local transportation investments will continue to be focused within King County’s  
1251 Urban Growth Boundary, serving the densest residential and employment centers. Transportation  
1252 funding allocated in support of improved local and regional transit will benefit urban portions of  
1253 unincorporated King County, while more geographically dispersed populations of rural King County  
1254 will continue to receive less transit and multimodal investment. King County Metro is developing  
1255 innovative and cost-efficient transit service delivery options, such as reservation-based or flexible  
1256 route shuttles, community vans, real-time ridesharing, and partnerships with taxi and transportation  
1257 network companies in areas that don’t have the infrastructure, density, or land use to support  
1258 regular, fixed-route bus service.<sup>32</sup> In spite of these efforts, limited transit service within rural King  
1259 County will continue to result in many unincorporated King County residents relying on their  
1260 personal vehicles for transport to work and other destinations. Additionally, demand and usage of  
1261 unincorporated roads by residents of incorporated areas and other counties will likely continue to  
1262 increase.<sup>33</sup>

1263 The policies set forth within Washington State’s Growth Management Act have successfully  
1264 created public benefits such as protected parks, farmland, and open spaces by focusing growth  
1265 within designated cities and urban areas. However, this has created regional traffic demand on the  
1266 unincorporated road network without commensurate funding. Funding availability for  
1267 unincorporated King County roads has decreased dramatically as a direct outcome of annexations  
1268 and associated reductions in property and sales tax contributions to the King County Road Fund.  
1269 Yet traffic volumes and use of the unincorporated King County road system have increased over  
1270 time, and portions of the network experience extreme congestion because road capacity has been  
1271 exceeded. Additionally, many county road facilities have reached the end of their useful life,  
1272 requiring complete replacement or reconstruction. Insufficient funding has resulted in a backlog of  
1273 road and bridge projects, and portions of the system are faced with imminent closure if unmet road  
1274 funding needs are not addressed. This issue is regional, and Roads will continue to work with  
1275 residents, cities, Washington State, and other partners to achieve scaled-up, regional funding  
1276 solutions. Chapter 5. TNR Project Needs and Cost Analysis

1277 The 2024 Transportation Needs Report represents King County’s contemporary thinking regarding  
1278 transportation needs across its system of unincorporated roads and bridges. The underlying  
1279 approaches taken to identify needs and evaluate road and bridge assets are summarized within  
1280 Chapter 2 of this report. This chapter provides the cost analysis associated with the 488 identified  
1281 transportation project needs, organized using ten TNR categories:

- 1282 • **Bridge:** Vehicular and pedestrian bridge projects include design, compliance, and  
1283 construction to improve safety and asset conditions of the county’s bridges.
- 1284 • **Capacity-Major:** Capacity projects increase the size of the road to improve its ability to  
1285 safely accommodate higher traffic volumes.

<sup>30</sup> King County, 2021 King County Urban Growth Capacity Report, p.30.

<sup>31</sup> Puget Sound Regional Council, Puget Sound Trends, [\[LINK\]](#) (accessed November 30, 2022), p. 8.

<sup>32</sup> King County Metro, “Our Programs,” [\[LINK\]](#) (accessed November 18, 2022); King County Metro, “On-demand services,” [\[LINK\]](#) (accessed November 18, 2022).

<sup>33</sup> King County Department of Transportation, *Strategic Plan for Road Services*, p. 12.

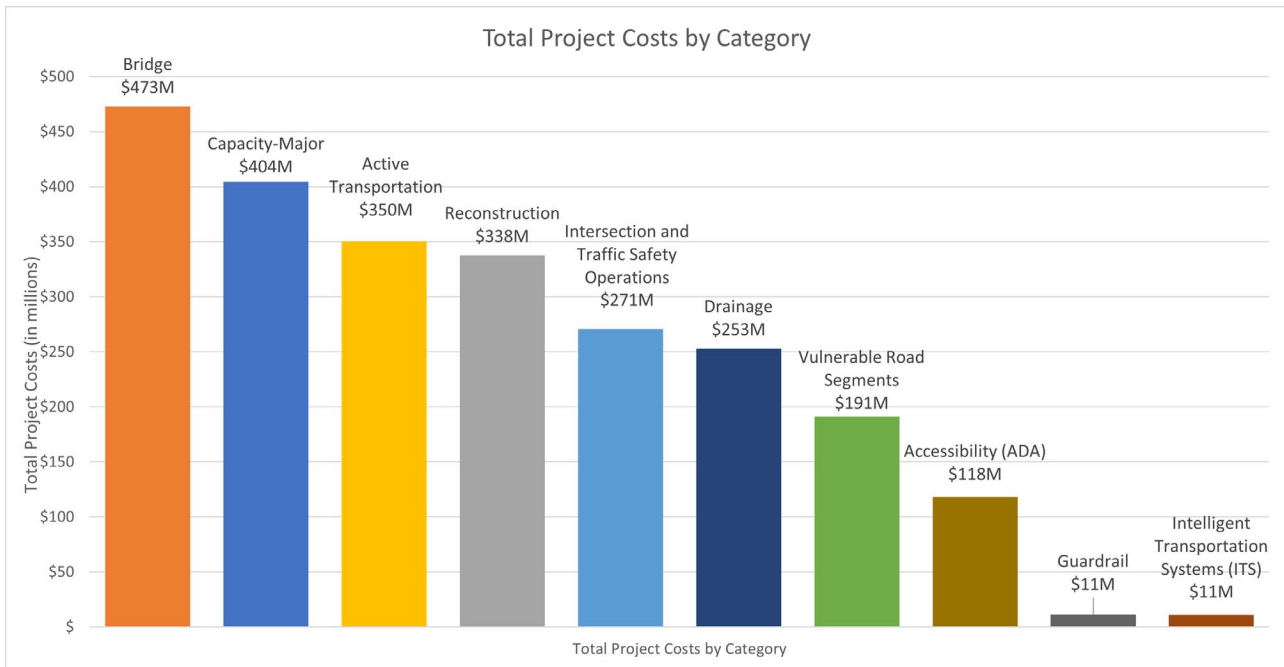
- 1286 • **Reconstruction:** Road reconstruction projects improve safety and typically involve full  
1287 removal and replacement of the surface layer, road base, and related road infrastructure,  
1288 such as drainage and guardrails.
- 1289 • **Active Transportation:** Safety improvements to benefit people walking, biking, or  
1290 participating in other active recreation activities. Sidewalk construction or shoulder  
1291 widening/paving are common active transportation projects.
- 1292 • **Intersection and Traffic Safety Operations:** Projects typically incorporate one or more  
1293 traffic safety measures, such as sightline improvements, traffic signals, re-channelization  
1294 (“striping”), and roundabouts.
- 1295 • **Vulnerable Road Segments:** Roads frequently impacted by flooding, tides, wave action,  
1296 storm surges or slides are often protected through infrastructure such as seawalls, armored  
1297 slopes, and retaining walls.
- 1298 • **Accessibility Improvements:** Projects that improve existing pedestrian facilities to current  
1299 Americans with Disabilities Act standards.
- 1300 • **Drainage:** Projects that preserve the integrity of the road and improve safety by moving  
1301 water away from the road. Projects typically improve infrastructure such as culverts,  
1302 ditches, catch basins, and drainage systems.
- 1303 • **Guardrail:** Roadside guardrail and bridge railing projects to improve safety by reducing the  
1304 severity of run-off-the-road collisions.
- 1305 • **Intelligent Transportation Systems (ITS):** Projects that advance safety and mobility by  
1306 integrating communications technologies such as cameras, vehicle detection, traffic signal  
1307 equipment, and timing upgrades into transportation infrastructure.

1308 Together the total cost estimates for Capacity and Bridge projects account for over one-third of the  
1309 total cost of the TNR Project Needs List (see Figures 4 and 5). This is due to the significantly  
1310 higher cost of engineering, materials, labor, environmental permitting, and right-of-way that goes  
1311 into rebuilding and widening roads and replacing bridges compared to relatively smaller-scale  
1312 projects associated with other TNR categories. Figure 6 summarizes the average project cost by  
1313 TNR category and reveals similar cost patterns. For example, the average Capacity-Major project  
1314 costs over five times the average TNR project cost. Note that Accessibility (ADA) needs are not  
1315 included in Figure 6, as the TNR includes these needs at the programmatic rather than project  
1316 level.

1317

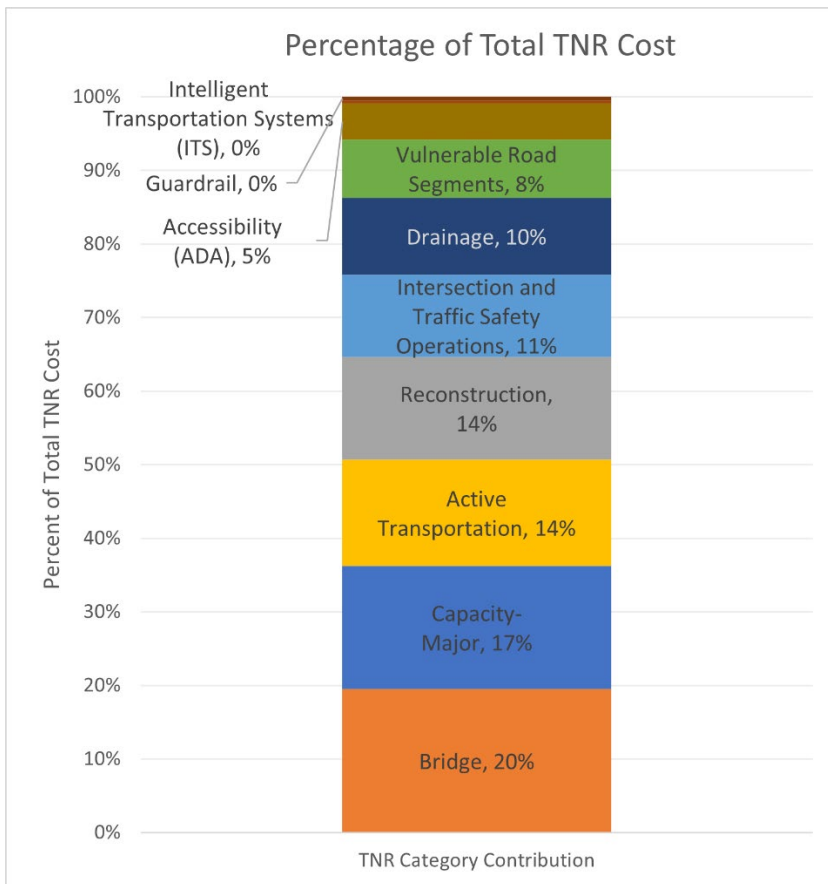
1318 Figure 4. 2024 TNR Summary of Costs, by Category

1319



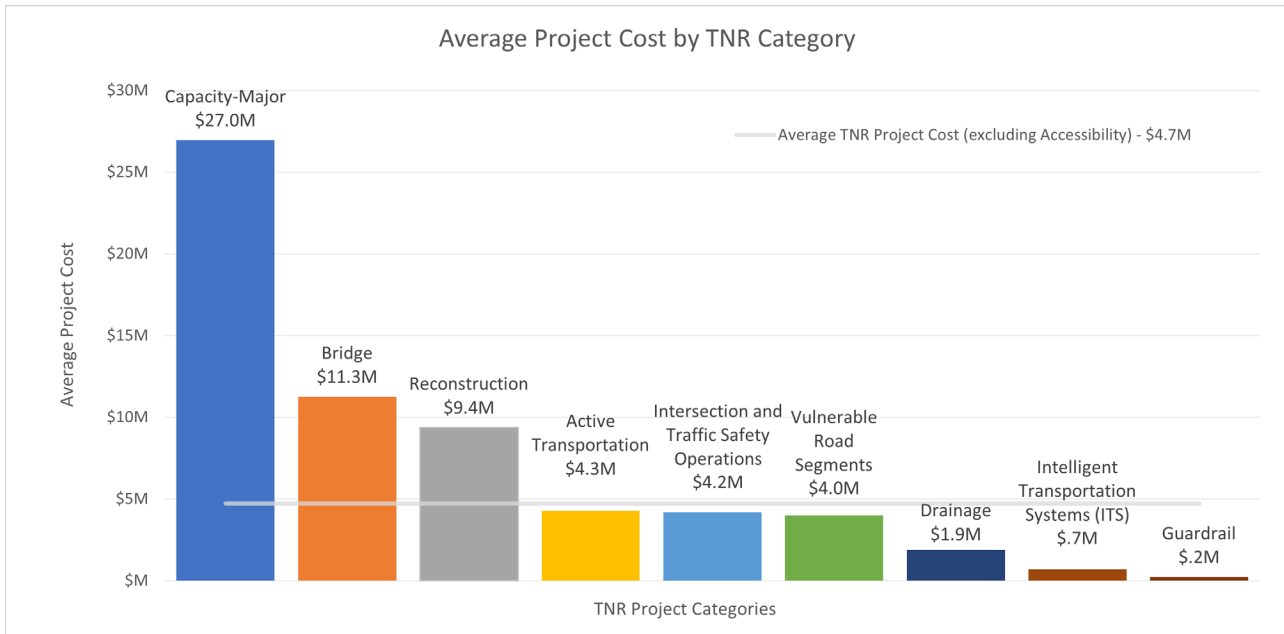
1320

1321 Figure 5. 2024 TNR Percentage of Total Cost, by Category



1322

1323 Figure 6. Average Project Cost, by Category



1324

1325

1326 **Chapter 6. Financial Analysis**

1327 A financial analysis was completed to compare the estimated costs, over twenty years, of  
 1328 projected transportation needs to Roads' anticipated revenue. Planning level cost estimates were  
 1329 generated for each of the 488 transportation needs identified within the 2024 TNR. Cost  
 1330 estimating in support of the 2024 TNR reflects contemporary estimation methods, market rates,  
 1331 and best available information. Table 5 summarizes these estimated costs across ten thematic  
 1332 TNR needs categories. The total estimated cost associated with the identified needs exceeds \$2.4  
 1333 billion.



1334 Table 5. 2024 TNR Financial Summary of Estimated Cost

2024 TNR Category	2024 TNR Project Count	2024 Estimated TNR Costs
Capacity-Major	15	\$404,360,000
Bridge	42	\$473,000,000
Reconstruction	36	\$337,730,000
Active Transportation	80	\$350,280,000
Intersection and Traffic Safety Operations	65	\$270,740,000
Vulnerable Road Segments	48	\$191,320,000
Accessibility (ADA) Improvements	*	\$118,157,000
Drainage	135	\$253,060,000
Intelligent Transportation Systems (ITS)	16	\$10,880,000
Guardrail	49	\$11,294,000
<b>Total Estimated 2024 TNR Cost</b>	<b>488</b>	<b>\$2,420,821,000</b>

\* Due to the large number of accessibility needs and relatively low project costs for individual improvements, the TNR reports only the total estimated cost to address high-priority needs identified in the *2021 King County Road Services ADA Transition Plan*.

1335

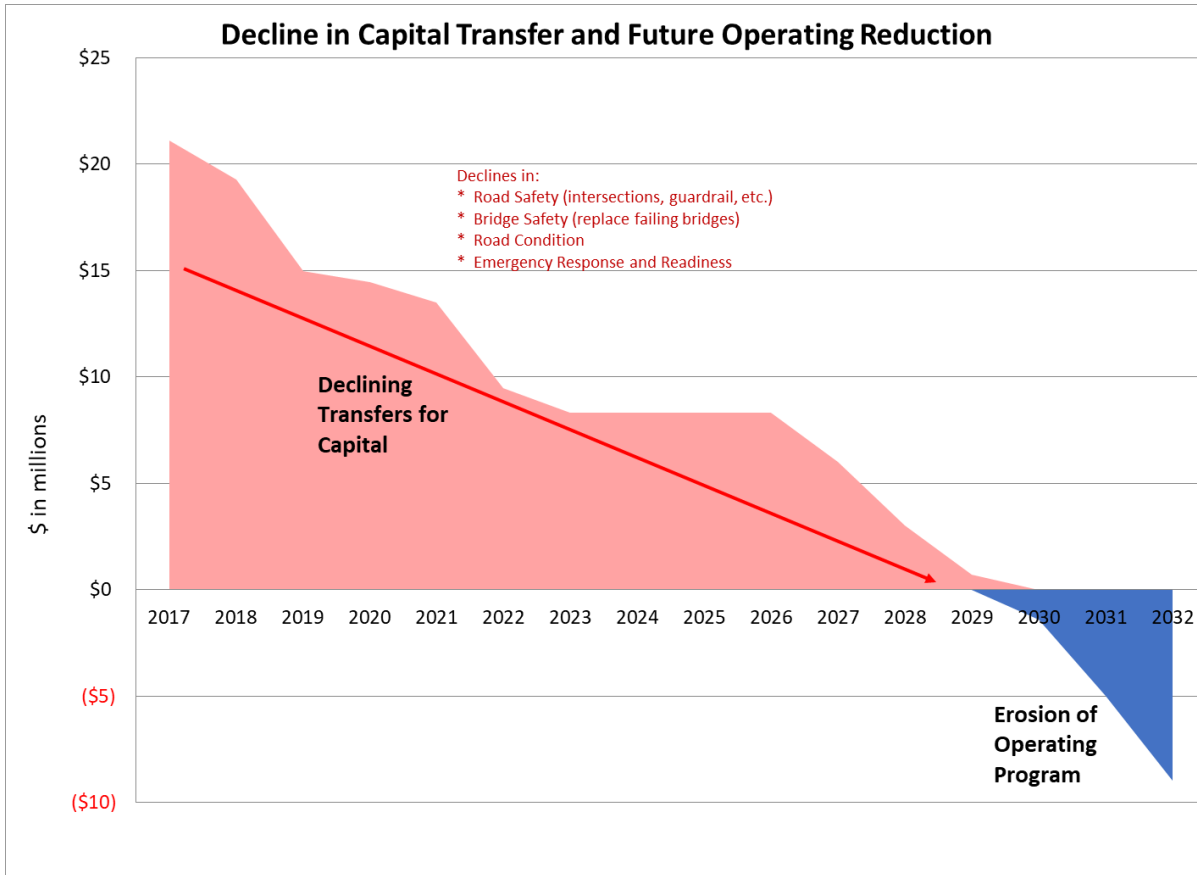
1336 King County continues to experience a road funding crisis as a result of a structural gap. This is a  
1337 result of an unincorporated—and largely rural—tax base supporting a local and regional system,  
1338 municipal annexations reducing the taxpayer base, Washington’s outdated tax structure, voter  
1339 initiatives limiting property tax growth, and an aging bridge and road system. The lack of sufficient  
1340 revenue significantly impacts the county’s ability to maintain and improve roads. It has been more  
1341 than a decade since a project adding new capacity to the system has been funded, and  
1342 preservation projects have been primarily associated with one-time funding. Dedicated funds for  
1343 the six-year capital improvement program—gas and property taxes not used for operating  
1344 expenses—have significantly diminished from past years. The capital improvement program is  
1345 focused on addressing deterioration, high-priority safety needs, and a small amount of  
1346 preservation and maintenance. The 2024 TNR was prepared with this funding crisis as a backdrop.

1347 This structural gap between dedicated revenues and expenditures has resulted in insufficient funds  
1348 for a full preservation program or timely replacement of infrastructure. Available revenues are  
1349 focused on reacting to the higher risks associated with the deteriorating road system. Expenditures  
1350 are increasing at a greater rate than the growth of dedicated revenue. The increasing cost of  
1351 current service levels without a commensurate increase in revenues directly impacts Roads capital  
1352 and maintenance programs. By 2029, if no sustainable revenue source is identified, the Road  
1353 Fund contributions to the Roads capital program will end.<sup>34</sup> Figure 7 summarizes the effect of the  
1354 loss of this revenue source from 2029 onward, which includes a dramatically reduced capital

<sup>34</sup> The Road Fund Contribution is funded primarily by a dedicated unincorporated area property tax and gas tax distribution. Property tax revenue projections are based on the most recent approved King County, Office of Economic and Financial Analysis forecast. Projections shown here reflect the current balance in the operating fund (the source of funds for the capital transfer) and current economic assumptions.

1355 program and a reduction in operating programs.

1356 Figure 7. Decline in Roads CIP Contribution and Future Operating Reduction



1357  
 1358 Primary revenue sources for Roads capital projects include the Road Fund contribution, as well as  
 1359 state and federal grants. A portion of the Roads capital program is also funded through other  
 1360 agencies and their revenue sources, such as Surface Water Management Fee funding for certain  
 1361 drainage projects, and grants from the Flood Control District. Across these revenue sources,  
 1362 approximately \$289 million is forecast to be available to fund 2024 TNR identified needs over a  
 1363 twenty-year period, which translates to an overall funding shortfall of approximately \$2.1 billion  
 1364 (Table 6).

1365 Table 6. 2024 TNR Funding Shortfall

Item	Amount
Total estimated 2024 TNR Cost	\$2,420,821,000
Projected revenue (2024-2043 forecast) that is available to fund TNR Needs	\$288,985,000
<b>Funding shortfall associated with the 2024 TNR</b>	<b>\$2,131,836,000</b>

1366  
 1367

1368 Of the revenues available to fund needs identified within the 2024 TNR, over \$85 million is through  
1369 the adopted 2023-2028 Six-Year Capital Improvement Program using Roads funding sources,  
1370 including 30-year bonds backed by the Real Estate Excise Tax. In addition, it is anticipated that  
1371 non-Road Fund revenue sources will fund approximately \$204 million of 2024 TNR identified  
1372 needs through 2043 (Table 7).

1373 Table 7. Projected Funding of 2024 TNR Needs, 2024-2043

<b>TNR Category</b>	<b>Funded 2024 TNR Needs (2024-2028)<sup>35</sup></b>	<b>Anticipated Revenue to Fund 2024 TNR Needs (2025-2043)<sup>36</sup></b>	<b>Total Projected Revenue to Fund TNR Needs (2024-2043)</b>
Capacity-Major	\$0	\$0	\$0
Bridge	\$57,959,000	\$0	\$57,959,000
Reconstruction	\$0	\$0	\$0
Active Transportation	\$1,093,000	\$0	\$1,093,000
Intersection and Traffic Safety Operations	\$551,000	\$0	\$551,000
Vulnerable Road Segments	\$2,336,000	\$0	\$2,336,000
Accessibility (ADA) Improvements	\$847,000	\$0	\$847,000
Drainage	\$22,683,000	\$31,016,000	\$53,699,000
Intelligent Transportation Systems	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0
Grants (All Categories)	(included above)	\$172,500,000	\$172,500,000
<b>Total Projected Funded TNR Needs (2024-43)</b>	<b>\$85,469,000</b>	<b>\$203,516,000</b>	<b>\$288,985,000</b>

1374

1375 The county has identified several potential strategies to address the funding shortfall for 2024 TNR  
1376 needs.<sup>37</sup>

1377 The options include:

- 1378 • Increased pursuit of grant funding. Roads actively seeks grant funding to meet the needs of  
1379 the unincorporated county road network in alignment with the division's strategic priorities.  
1380 However, grant funds typically require matching funds from the recipient, and have a  
1381 narrow range of allowable uses.
- 1382 • Raising Transportation Benefit District revenue. Under this strategy, revenues could be  
1383 raised through a vehicle licensing fee, sales tax increases, general obligation bonds, impact

<sup>35</sup> Existing TNR funding reflects years 2024-2028 of the adopted Roads 2023-2028 Six-Year CIP. CIP funding for other categories of work, such as pavement preservation and facility replacement, are not included in the analysis.

<sup>36</sup> Anticipated TNR funding (2029-2043) reflects a continuation of grant funding and other non-Road Fund revenue sources at approximately current levels and assumes no Road Fund contributions to the capital program.

<sup>37</sup> Unincorporated King County Fiscal Sustainability Plan, December 2021, [\[LINK\]](#), (accessed April 24, 2023).

- 1384 fees on certain development, vehicle tolls, or a combination of measures—many of which  
1385 would require voter approval.
- 1386 • Levy lid lift. A roads levy lid lift would temporarily increase the property tax levy to the  
1387 statutory limit. At the conclusion of the levy lid lift period, property tax increases would  
1388 return to their legal maximum—currently 1 percent of the total proceeds—plus proceeds  
1389 from new construction. As of January 2023, a levy lid lift would require council and voter  
1390 approval.
  - 1391 • Advocate for state funding. State funding dedicated to management of the county road  
1392 system would offset the unintended consequences of the Growth Management Act and  
1393 provide a predictable revenue source for financial planning.
  - 1394 • Advocate for state legislative changes. County leadership will use its political leadership to  
1395 ask the legislature to provide additional or more flexible tools, such as raising the 1 percent  
1396 property tax limit, giving counties more tools to facilitate annexations, and addressing the  
1397 broken fiscal underpinnings of the Growth Management Act.
  - 1398 • Regional funding. The county anticipates that a regional funding solution would offer the  
1399 most effective and comprehensive solution to the road funding crisis. County roads form  
1400 one element in a regional road network and are used to travel to and between urban  
1401 residential and employment centers. The county will continue to collaborate with regional  
1402 partners to identify mutually beneficial transportation funding solutions.
- 1403

1404 **Exhibit A. 2024 Transportation Needs Report Project List**

1405 The 2024 Transportation Needs Report (TNR) contains a project list that is comprised of 488  
1406 project needs. Individual project needs are organized geographically, using 23 tables (Exhibit A)  
1407 and corresponding maps (Exhibit B). Due to the large number of accessibility needs and  
1408 relatively low project costs for individual improvements, the TNR reports only the total estimated  
1409 cost to address high-priority needs identified in the *2021 King County Road Services ADA*  
1410 *Transition Plan*.

1411 TNR project list tables provide the following information for each identified TNR need:

- 1412 • **TNR Project Number.** The TNR project number is a unique identifier for the 2024 TNR.  
1413 TNR project numbers are referenced in the corresponding TNR map, in Exhibit B,  
1414 proximate to the project location.
- 1415 • **TNR Category.** Each TNR project need is categorized using one of nine TNR categories:  
1416 ○ Capacity-Major  
1417 ○ Bridge  
1418 ○ Reconstruction  
1419 ○ Active Transportation  
1420 ○ Intersection and Traffic Safety Operations  
1421 ○ Vulnerable Road Segments (VRS)  
1422 ○ Drainage  
1423 ○ Intelligent Transportation Systems (ITS)  
1424 ○ Guardrail
- 1425 • **Location.** The location of each TNR project is provided using the nearest intersection or  
1426 street address.
- 1427 • **Project Scope.** A high-level preliminary scope is identified for each TNR project need.  
1428 Scope information is highly conceptual.
- 1429 • **Estimated Cost.** A planning level cost estimate is provided for each identified 2024 TNR  
1430 project need. Estimates reflect best available unit costs, market rate, and other  
1431 contemporary approaches to generating planning level cost estimates.
- 1432 • **Community Service Area.** Unincorporated King County is divided into seven Community  
1433 Service Areas (CSA). The related CSA is identified for each TNR project need.

## 1434 Map Number 1: North Vashon

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-19	Drainage	Beall Rd SW at SW 188 St	Replace/Construct drainage infrastructure	\$1,610,000	Vashon/Maury Island	
DR-20-20	Drainage	SW 156 St E of Vashon Hwy SW	Replace/Construct drainage infrastructure	\$1,320,000	Vashon/Maury Island	
DR-20-67	Drainage	11010 SW Cemetery Rd	Replace/Construct drainage infrastructure	\$1,350,000	Vashon/Maury Island	
DR-8	Drainage	SW 171st St & 93rd Ave SW (Gorsuch Creek)	Replace/Construct drainage infrastructure	\$340,000	Vashon/Maury Island	
NM-0106	Active Transportation	SW Bank Rd: 97 PI SW to Beall Rd SW	Provide active transportation facility	\$710,000	Vashon/Maury Island	
NM-0203	Active Transportation	SW 177th St/98th PI SW: Vashon Hwy SW to SW Bank Rd, Vashon Hwy SW north of SE SW 177th St, SW Bank Road: Vashon Hwy SW to 98th PI SW	Provide active transportation facility	\$590,000	Vashon/Maury Island	
NM-15-9	Active Transportation	SE Cemetery Rd/ Beall Rd SW: 107th Ave SW to SW 184th St	Provide active transportation facility	\$9,420,000	Vashon/Maury Island	
NM-5054	Active Transportation	SW Bank Rd: 107th Ave SW to Vashon Hwy SW	Provide active transportation facility	\$6,320,000	Vashon/Maury Island	
RC-56	Vulnerable Road Segments	Westside Highway SW: Crescent Dr SW to McIntyre Rd SW	Reconstruct roadway	\$700,000	Vashon/Maury Island	
RC-58	Vulnerable Road Segments	Crescent Dr SW: Westside Highway SW to SW Cove Road	Reconstruct roadway	\$880,000	Vashon/Maury Island	

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## 1436 Map Number 2: South Vashon

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-15-13	Drainage	Chautauqua Beach Rd SW & Ellisport Creek	Pipe replacement, seawall removal, contaminated solid removal	\$2,250,000	Vashon/Maury Island	
DR-20-18	Drainage	SW 232 St at Old Mill Rd SW	Replace/Construct drainage infrastructure	\$4,250,000	Vashon/Maury Island	
DR-20-49	Drainage	23737 Old Mill Rd SW	Replace/Construct drainage infrastructure	\$2,530,000	Vashon/Maury Island	
GR-15-40	Guardrail	Dockton Rd SW: SW Ellisport Rd to SW 222nd St	Construct guardrail along seawall	\$912,000	Vashon/Maury Island	
GR-15-41	Guardrail	Vashon Hwy SW Seawall: SW 240th Pl to 115th Ave SW	Construct guardrail along seawall	\$768,000	Vashon/Maury Island	
GR-15-42	Guardrail	SW Quartermaster Dr: Monument Rd SW to Dockton Rd SW	Construct guardrail along seawall	\$444,000	Vashon/Maury Island	
NM-9975	Active Transportation	SW Tahlequah Rd near Tahlequah Ferry Dock	Provide active transportation facility	\$160,000	Vashon/Maury Island	
RC-10	Vulnerable Road Segments	Dockton Rd SW: SW Ellisport Road to Portage Way SW	Replace seawall	\$47,710,000	Vashon/Maury Island	
RC-15	Vulnerable Road Segments	Vashon Hwy SW: 115th Ave SW to SW 240th Pl	Replace seawall	\$23,790,000	Vashon/Maury Island	
RC-54	Vulnerable Road Segments	SW Governors Lane: 99th Ave SW to 96th Ave SW	Replace seawall	\$4,250,000	Vashon/Maury Island	
RC-59	Vulnerable Road Segments	Kingsbury Rd SW: SW 234th St to 80th Ave SW	Reconstruct roadway	\$880,000	Vashon/Maury Island	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
VRS-20-11	Vulnerable Road Segments	SW Quartermaster Drive	Rebuild seawall and raise road	\$6,750,000	Vashon/Maury Island	

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## Map Number 3: White Center/Skyway

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-15-5	Drainage	S 96th St: 4th Ave S to 10th Ave S	Replace/Construct drainage infrastructure	\$620,000	West King County Areas	
DR-20-21	Drainage	SW 108 St at 10 Ave SW	Replace/Construct drainage infrastructure	\$670,000	West King County Areas	
DR-6	Drainage	60th Ave S/S Langston Rd: S 129th St to S 124th St	Replace/Construct drainage infrastructure	\$3,370,000	West King County Areas	
INT-TSO-20-12	Intersection and Traffic Safety Operations	64th Ave S & S 129th St	Intersection Improvement	\$5,400,000	West King County Areas	
INT-TSO-20-14	Intersection and Traffic Safety Operations	Myers Way S & 6th Ave S	Intersection improvement	\$4,270,000	West King County Areas	
INT-TSO-22-18	Intersection and Traffic Safety Operations	Rainier Ave S at S 115th PI	Replace spanwire signal with mast arms	\$800,000	West King County Areas	
INT-TSO-22-3	Intersection and Traffic Safety Operations	Rainier Ave S & S Lakeridge Dr	Intersection Improvement	\$1,600,000	West King County Areas	



TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
INT-TSO-22-9	Intersection and Traffic Safety Operations	12th Ave SW at SW 112th St	Replace spanwire signal with mast arms	\$800,000	West King County Areas	
ITS-12	ITS	Renton Ave S: Seattle city limits (S 112th St) to Renton city limits (S 130th St)	Cameras, vehicle detection, sync signals, fiber	\$280,000	West King County Areas	
IPA-35	Active Transportation	Renton Ave S: 74th Ave S to 75th Ave S	Provide active transportation facility	\$1,110,000	West King County Areas	
IPA-36	Active Transportation	Renton Ave S: 76th Ave S to Renton City Limits	Provide active transportation facility	\$4,005,000	West King County Areas	
IPA-37	Active Transportation	S 114th St: Cornell Ave S to 80th Ave S	Provide active transportation facility	\$1,620,000	West King County Areas	
IPA-38	Active Transportation	S 126th St: 76th Ave S to 78th Ave S	Provide active transportation facility	\$320,000	West King County Areas	
NM-0004	Active Transportation	76th Ave S: S 114th St to S 116th St	Provide active transportation facility	\$670,000	West King County Areas	
NM-0302	Active Transportation	1st Ave SW: From SW 110th St to SW 112th St	Provide active transportation facility	\$540,000	West King County Areas	
NM-15-1	Active Transportation	S Langston Rd: 64th Ave S to S 132nd St	Provide active transportation facility	\$4,970,000	West King County Areas	
NM-15-10	Active Transportation	14th Ave SW: SW 110th St to SW 114th St	Provide active transportation facility	\$760,000	West King County Areas	
NM-15-2	Active Transportation	S 132nd St: S Langston Rd to S 133rd St	Provide active transportation facility	\$1,570,000	West King County Areas	
NM-15-3	Active Transportation	S 120th St: Beacon Ave S to 68th Ave S	Provide active transportation facility	\$2,700,000	West King County Areas	
NM-15-4	Active Transportation	S 133rd St: State Route 900 to S 132nd St	Provide active transportation facility	\$11,180,000	West King County Areas	
NM-15-5	Active Transportation	84th Ave S: Rainier Ave S to S 124th St	Provide active transportation facility	\$15,620,000	West King County Areas	
NM-15-6	Active Transportation	S 120th Pl: 68th Ave S to Skyway Park	Provide active transportation facility	\$1,090,000	West King County Areas	
NM-15-7	Active Transportation	S 123rd St: S 125th St to S 124th St	Provide active transportation facility	\$1,710,000	West King County Areas	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
NM-15-8	Active Transportation	81st PI S/S 124th St: SE side of middle school to 84th Ave S	Provide active transportation facility	\$1,780,000	West King County Areas	
NM-20-22	Active Transportation	S Langston Rd between S 132nd St and 76th Avenue S	Provide active transportation facility	\$1,080,000	West King County Areas	
NM-20-23	Active Transportation	69th Avenue S/S 125th Street between S 128th Street and 70th Avenue S	Provide active transportation facility	\$490,000	West King County Areas	
NM-20-6	Active Transportation	8th Ave S: S 105th St to S 96th St	Provide active transportation facility	\$2,517,000	West King County Areas	
NM-22-1	Active Transportation	57th PI S from State Route 900 to S Langston Rd	Provide active transportation facility	\$1,400,000	West King County Areas	
NM-22-12	Active Transportation	1st Ave S from S 116th St to Myers Way S	Provide active transportation facility	\$9,335,000	West King County Areas	
NM-22-13	Active Transportation	28th Ave SW from SW 102nd St to SW 106th	Provide active transportation facility	\$807,000	West King County Areas	
NM-22-14	Active Transportation	12th Ave SW from SW 106th St to SW 107th St	Provide active transportation facility	\$439,000	West King County Areas	
NM-22-5	Active Transportation	14th Avenue S between S 99th St and existing sidewalk on S 100th Street	Provide active transportation facility	\$446,000	West King County Areas	
NM-22-6	Active Transportation	SW 102nd Street between 13th Avenue SW & 4th Avenue SW	Provide active transportation facility	\$1,859,000	West King County Areas	
NM-22-8	Active Transportation	S 124th Street between 68th Avenue S & 71st Avenue S	Provide active transportation facility	\$864,000	West King County Areas	
NM-4012	Active Transportation	80th Ave S: S 114th St to S 118th St	Provide active transportation facility	\$400,000	West King County Areas	
NM-4077	Active Transportation	SW 112th St: 16th Ave SW to 10th Ave SW	Provide active transportation facility	\$2,160,000	West King County Areas	
NM-5018	Active Transportation	SW 104th St: 15th Ave SW to 17th Ave SW	Provide active transportation facility	\$2,190,000	West King County Areas	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
NM-5020	Active Transportation	8th Ave SW: SW 108th St to SW 100th St	Provide active transportation facility	\$4,790,000	West King County Areas	
NM-5021	Active Transportation	76th Ave S: S 124th St to S 128th St	Provide active transportation facility	\$930,000	West King County Areas	
NM-9920	Active Transportation	28th Ave SW: SW Roxbury St to SW 102nd St	Provide active transportation facility	\$400,000	West King County Areas	
NM-9922	Active Transportation	SW 112th St: 16th Ave SW to 26th Ave SW	Provide active transportation facility	\$1,090,000	West King County Areas	
NM-9930	Active Transportation	SW 112th St: From 2nd Ln SW to 4th Ave SW	Provide active transportation facility	\$1,220,000	West King County Areas	
NM-9936	Active Transportation	75th Ave S / S 122nd St: Renton Ave S to 80th Ave S	Provide active transportation facility	\$1,000,000	West King County Areas	
NM-9937	Active Transportation	S 120th St: 76th Ave S to 80th Ave S	Provide active transportation facility	\$700,000	West King County Areas	
NM-9938	Active Transportation	78th Ave S: S 120th St to S 124th St	Provide active transportation facility	\$1,750,000	West King County Areas	
NM-9939	Active Transportation	76th Ave S: S 120th St to S 124th St	Provide active transportation facility	\$700,000	West King County Areas	
RC-41	Vulnerable Road Segments	68th Ave S: from State Route 900 to Renton city limits	Construct retaining wall	\$3,320,000	West King County Areas	

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## Map Number 4: Kent/Des Moines

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
CP-15-6	Capacity-Major	S 277th St & 55th Ave S / S Star Lake Rd	Construct congestion relief measures	\$5,090,000	West King County Areas	
CP-5	Capacity-Major	Military Rd S: S 272nd St to S Star Lake Rd	Construct congestion relief measures	\$9,150,000	West King County Areas	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-15-9	Drainage	Green River Rd S & 94th PI S	Replace/Construct drainage infrastructure	\$1,550,000	West King County Areas	
DR-2	Drainage	S 277th St & 55th Ave S	Replace pipe, retaining wall, and signal	\$2,810,000	West King County Areas	
DR-22-23	Drainage	86th Ave S .2 mi north of S 277th St	Replace/Construct drainage infrastructure	\$1,278,000	SE King County	
INT-TSO-22-2	Intersection and Traffic Safety Operations	Military Rd S & S Star Lk Rd (N-Intersection)	Intersection Improvement	\$800,000	West King County Areas	
OP-INT-120	Intersection and Traffic Safety Operations	40th Ave S & S 272nd St	Add turn lanes on 272nd, rebuild traffic signal	\$5,060,000	West King County Areas	
NM-20-25	Active Transportation	Military Rd S from SR 516 to S 240th St	Provide active transportation facility	\$3,830,000	West King County Areas	
NM-20-26	Active Transportation	Military Rd S from S 272nd St to S Star Lake Rd	Provide active transportation facility	\$2,380,000	West King County Areas	
NM-5015	Active Transportation	Green River Rd: Kent city limits (S 259th St) to Kent city limits (S 277th St)	Provide active transportation facility	\$5,950,000	West King County Areas	
VRS-20-14	Vulnerable Road Segments	S 272nd Way debris slump	Construct retaining wall	\$1,120,000	West King County Areas	

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1442 Map Number 5: East Federal Way

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-15-10	Drainage	West Valley Hwy N, 1300 Ft S of S 277th	Replace/Construct drainage infrastructure	\$880,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-13	Drainage	S 370 St east of Enchanted Parkway S	Replace/Construct drainage infrastructure	\$901,000	West King County Areas	
GR-15-29	Guardrail	S 282nd St: 46th Ave SE to 48th Ave SE	Construct guardrail	\$48,000	West King County Areas	
INT-TSO-20-1	Intersection and Traffic Safety Operations	28th Ave S & S 360th St	Intersection Improvement	\$2,850,000	West King County Areas	
INT-TSO-20-2	Intersection and Traffic Safety Operations	Military Rd S & S 342nd St	Intersection Improvement	\$2,920,000	West King County Areas	
INT-TSO-20-3	Intersection and Traffic Safety Operations	48th Ave S & S 288th St	Intersection Improvement	\$2,420,000	West King County Areas	
INT-TSO-20-4	Intersection and Traffic Safety Operations	Military Rd S & 42nd Ave S	Construct turn lanes	\$2,510,000	West King County Areas	
INT-TSO-20-9	Intersection and Traffic Safety Operations	SE Auburn Black Diamond Rd & Green Valley Rd	Intersection Improvement	\$2,420,000	SE King County	
INT-TSO-22-1	Intersection and Traffic Safety Operations	Military Rd S & Peasley Canyon Way S	Intersection Improvement	\$6,500,000	West King County Areas	
INT-TSO-22-10	Intersection and Traffic Safety Operations	42nd Ave S at S 288th St	Replace spanwire signal with mast arms	\$800,000	West King County Areas	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
INT-TSO-22-14	Intersection and Traffic Safety Operations	Military Rd S at 31st Ave S	Replace spanwire signal with mast arms	\$800,000	West King County Areas	
INT-TSO-22-22	Intersection and Traffic Safety Operations	Peasley Canyon Road at S 321st	Intersection Improvement	\$1,200,000	West King County Areas	
INT-TSO-22-8	Intersection and Traffic Safety Operations	3203 S 360th St	Replace spanwire signal with mast arms	\$800,000	West King County Areas	
IPA-25	Intersection and Traffic Safety Operations	Military Rd S & S 360th St	Intersection Improvement	\$5,850,000	West King County Areas	
OP-INT-100	Intersection and Traffic Safety Operations	S 321st St: S Peasley Canyon Rd to 46th Pl S	Reconstruct 321st St approach; expand turn lanes	\$5,400,000	West King County Areas	
OP-RD-48	Intersection and Traffic Safety Operations	S 360th St: State Route 161 to 28th Ave S	Construct turn lanes	\$8,890,000	West King County Areas	
SW-21	Intersection and Traffic Safety Operations	51st Ave S & S 316th St	Intersection Improvement	\$5,400,000	West King County Areas	
SW-73	Intersection and Traffic Safety Operations	46th Pl S & S 321st St	Intersection Improvement	\$4,720,000	West King County Areas	
NM-20-17	Active Transportation	S 304th Street between 32nd Ave S and 37th Ave S	Provide active transportation facility	\$380,000	West King County Areas	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
NM-20-27	Active Transportation	Military Rd S from 31st Ave S to S 320th	Provide active transportation facility	\$13,980,000	West King County Areas	
NM-20-8	Active Transportation	S 285th Pl: 46th Ave S to 48th Ave S	Provide active transportation facility	\$320,000	West King County Areas	
NM-20-9	Active Transportation	S 308th St: 38th Ave S to 42nd Ave S	Provide active transportation facility	\$300,000	West King County Areas	
NM-22-11	Active Transportation	S 298th Street between 36th Place S and 39th Place S	Provide active transportation facility	\$1,318,000	West King County Areas	
NM-22-2	Active Transportation	37th Avenue S from S 300th Place north to existing sidewalk	Provide active transportation facility	\$130,000	West King County Areas	
NM-4066	Active Transportation	28th Ave S: S 349 St to S 360th St	Provide active transportation facility	\$2,020,000	West King County Areas	
NM-5014	Active Transportation	Military Rd S: Federal Way City Limits to State Route 161	Provide active transportation facility	\$47,510,000	West King County Areas	
NM-9970	Active Transportation	34th Ave S: S 288th St to S 298th St	Provide active transportation facility	\$1,460,000	West King County Areas	
NM-9971	Active Transportation	36th Pl S/ S 294 St/ 45 Pl S: S 298th St to S 288th St	Provide active transportation facility	\$2,540,000	West King County Areas	
RC-137	Reconstruction	SE Auburn Black Diamond Rd: Highway 18 to SE Green Valley Rd	Reconstruct roadway	\$1,030,000	SE King County	
RC-138	Reconstruction	SE Auburn Black Diamond Rd: SE Green Valley Rd to SE Lake Holm Dr	Reconstruct roadway	\$1,150,000	SE King County	
RC-139	Reconstruction	SE Auburn Black Diamond Rd: SE Lake Holm Rd to 148th Way SE	Reconstruct roadway	\$13,040,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
RC-140	Reconstruction	SE Lake Holm Rd: SE Auburn Black Diamond Rd to 147th Ave SE	Reconstruct roadway	\$9,810,000	SE King County	*
RC-24	Vulnerable Road Segments	S 304th St: from 32nd Ave S to 37th Ave S	Armor shoulders to reduce road washouts	\$300,000	West King County Areas	
RC-42	Vulnerable Road Segments	Peasley Canyon Way S: S Peasley Canyon Rd to Military Rd S	Construct retaining wall	\$840,000	West King County Areas	
VRS-20-16	Vulnerable Road Segments	S Peasley Canyon Road Shallow Debris Slide	Construct retaining wall	\$11,250,000	West King County Areas	
VRS-20-5	Vulnerable Road Segments	SE Green Valley Road	Elevate roadway	\$110,000	SE King County	

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## Map Number 6: Woodinville

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-1136B	Bridge	Woodinville-Duvall Road Bridge Duvall Slough: NE Woodinville Duvall Rd 0.3 mile west of State Route 203	Replace bridge	\$105,600,000	Snoqualmie Valley NE King County	
BR-240A	Bridge	Cottage Lake Creek Bridge: NE 132nd St at Cottage Lake Creek, east of Avondale Rd NE	Replace bridge	\$3,810,000	Bear Creek/Sammamish	
BR-333A	Bridge	Bear Creek Bridge: NE 133rd St at Bear Creek, east of Bear Creek Rd NE	Replace bridge	\$3,710,000	Bear Creek/Sammamish	



TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-480A	Bridge	Bear Creek Bridge: NE 116th St at Bear Creek, east of Avondale Rd NE	Replace bridge	\$2,360,000	West King County Areas, Bear Creek/Sammamish	
BR-5011	Bridge	Walter Shults Bridge: NE 106th St, 0.1 miles E of Avondale Rd	Replace bridge	\$4,110,000	Bear Creek/Sammamish	
BR-5042	Bridge	Cottage Lake Creek Bridge: NE 130th St, 0.1 miles W of Avondale Rd	Replace bridge	\$4,000,000	Bear Creek/Sammamish	
CP-12	Capacity-Major	Woodinville-Duvall Rd: 171st Ave NE to Avondale Rd NE	Construct congestion relief measures	\$19,520,000	Bear Creek/Sammamish	
CP-15-5	Capacity-Major	Avondale Rd NE: NE 133rd St to NE Woodinville Duvall Rd	Construct congestion relief measures	\$44,090,000	Bear Creek/Sammamish	
CP-15-3	Capacity-Major	W Snoqualmie Valley Rd: NE 124th St to NE Novelty Hill Rd	Construct congestion relief measures	\$10,730,000	Bear Creek/Sammamish	
CP-15-8	Capacity-Major	NE Novelty Hill Rd: 243rd Ave NE to W Snoqualmie Valley Rd NE	Construct congestion relief measures	\$92,010,000	Bear Creek/Sammamish	
CP-16	Capacity-Major	NE Woodinville Duvall Rd: Avondale Rd NE to 194th Ave NE	Construct congestion relief measures	\$4,550,000	Bear Creek/Sammamish	
CP-8	Capacity-Major	Novelty Hill Rd: 197th PI NE to 234th PI NE	Construct congestion relief measures	\$51,900,000	Bear Creek/Sammamish	
OP-RD-52	Capacity-Major	NE 128th St/Avondale Rd NE/NE 132nd St: 181st Ave NE to NE 133rd St	Construct congestion relief measures	\$40,140,000	Bear Creek/Sammamish, West King County Areas	
DR-15-1	Drainage	185th Ave NE, north of NE 179th St	Elevate roadway	\$4,891,000	Bear Creek/Sammamish	
DR-15-7	Drainage	NE 124th St & 162nd PI NE	Replace/Construct drainage infrastructure	\$630,000	Bear Creek/Sammamish	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-12	Drainage	NE Woodinville Duvall Rd at NE 172 St	Replace/Construct drainage infrastructure	\$5,330,000	Bear Creek/Sammamish	
DR-20-3	Drainage	18430 NE 128 St	Replace/Construct drainage infrastructure	\$810,000	Bear Creek/Sammamish	
DR-20-31	Drainage	243 Ave NE at NE Novelty Hill Rd	Replace/Construct drainage infrastructure	\$170,000	Bear Creek/Sammamish	
DR-20-33	Drainage	NE 138 St West & SR 203	Replace/Construct drainage infrastructure	\$510,000	Snoqualmie Valley NE King County	
DR-20-41	Drainage	15165 148 Ave NE	Replace/Construct drainage infrastructure	\$1,010,000	Bear Creek/Sammamish	
DR-20-47	Drainage	NE 133 St & 227 Ave NE	Replace/Construct drainage infrastructure	\$840,000	Bear Creek/Sammamish	
DR-20-50	Drainage	17502 NE 131 St	Replace/Construct drainage infrastructure	\$670,000	West King County Areas	
DR-20-53	Drainage	148 Ave NE & 140 PI NE	Replace/Construct drainage infrastructure	\$1,010,000	Bear Creek/Sammamish	
DR-20-54	Drainage	148th Ave NE & 140th PI NE	Replace/Construct drainage infrastructure	\$1,010,000	Bear Creek/Sammamish	
DR-20-56	Drainage	16116 140 PI NE	Replace/Construct drainage infrastructure	\$1,350,000	Bear Creek/Sammamish	
DR-20-59	Drainage	NE Woodinville-Duvall Rd at NE Old Woodinville-Duvall Rd	Replace/Construct drainage infrastructure	\$1,350,000	Bear Creek/Sammamish	
DR-20-60	Drainage	187th Ave NE & NE 161st PI	Replace/Construct drainage infrastructure	\$670,000	Bear Creek/Sammamish	
DR-20-61	Drainage	20229 NE 198 St	Replace/Construct drainage infrastructure	\$670,000	Bear Creek/Sammamish	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-66	Drainage	NE 124th St and SR 203	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	*
DR-20-69	Drainage	19020 NE Woodinville/Duvall Rd	Replace/Construct drainage infrastructure	\$1,690,000	Bear Creek/Sammamish	
DR-20-7	Drainage	Avondale Rd NE at NE 144 PI	Replace/Construct drainage infrastructure	\$1,820,000	Bear Creek/Sammamish	
DR-20-70	Drainage	12527 183 Ave NE	Replace/Construct drainage infrastructure	\$340,000	West King County Areas	
DR-20-8	Drainage	NE 165 St at 176 NE	Replace/Construct drainage infrastructure	\$920,000	Bear Creek/Sammamish	
DR-22-25	Drainage	Avondale Rd NE north of NE 151st St	Replace/Construct drainage infrastructure	\$7,711,000	Bear Creek/Sammamish	
DR-22-43	Drainage	NE Woodinville-Duvall Rd east of 176th Ave NE	Replace/Construct drainage infrastructure	\$4,984,000	Bear Creek/Sammamish	
GR-15-21	Guardrail	NE Redmond Rd: NE Novelty Hill Rd and 204th Ave NE	Construct guardrail	\$150,000	Bear Creek/Sammamish	
GR-22-11	Guardrail	Walter Shults Bridge (#5011) on NE 106th St 0.1 Mi E of Avondale Rd	Upgrade bridge rail	\$110,000	Bear Creek/Sammamish	
GR-22-18	Guardrail	Bear Creek Bridge (#480A) on NE 116th St 0.1 Mi E of Avondale	Upgrade bridge rail	\$150,000	Bear Creek/Sammamish	
GR-22-26	Guardrail	Woodinville-Duvall Bridge (#1136E) on Woodinville Duvall Rd 0.9 Mi W of SR-203	Upgrade bridge rail	\$150,000	Snoqualmie Valley NE King County	
GR-22-35	Guardrail	Woodinville-Duvall Rd Bridge (#1136D) on Woodinville Duvall Rd 0.8 Mi W of SR-203	Upgrade bridge rail	\$220,000	Snoqualmie Valley NE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
INT-TSO-20-11	Intersection and Traffic Safety Operations	Novelty Hill Rd & NE Redmond Rd	Construct roundabout	\$3,500,000	Bear Creek/Sammamish	
INT-TSO-20-13	Intersection and Traffic Safety Operations	NE Woodinville-Duvall Rd & 194th Ave NE	Construct turn lanes	\$2,320,000	Bear Creek/Sammamish	
INT-TSO-22-12	Intersection and Traffic Safety Operations	172nd Ave NE & NE 128th St	Replace spanwire signal with mast arms	\$800,000	West King County Areas	
INT-TSO-22-13	Intersection and Traffic Safety Operations	Woodinville Duvall Rd at 182nd Ave NE	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	
INT-TSO-22-15	Intersection and Traffic Safety Operations	Avondale Rd NE at Cottage Lake Elem	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	
INT-TSO-22-16	Intersection and Traffic Safety Operations	Avondale Rd NE at NE 132nd St	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	
INT-TSO-22-17	Intersection and Traffic Safety Operations	Avondale Rd NE at NE 151st Trail Crossing	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	
INT-TSO-22-19	Intersection and Traffic Safety Operations	Bear Creek Rd at NE 133rd St	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	
INT-TSO-22-20	Intersection and Traffic Safety Operations	Novelty Hill Rd at 208th Ave NE	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
INT-TSO-22-21	Intersection and Traffic Safety Operations	Novelty Hill Rd at W Snoqualmie Valley Rd	Replace spanwire signal with mast arms	\$800,000	Snoqualmie Valley NE King County	
INT-TSO-22-5	Intersection and Traffic Safety Operations	Avondale Rd NE & Woodinville Duvall Rd	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	
INT-TSO-22-6	Intersection and Traffic Safety Operations	Avondale Rd NE & NE 128th St	Replace spanwire signal with mast arms	\$800,000	Bear Creek/Sammamish	
IPA-23	Intersection and Traffic Safety Operations	162nd PI NE & NE 124th St	Intersection Improvement	\$3,940,000	West King County Areas	
IPA-40	Intersection and Traffic Safety Operations	NE Woodinville-Duvall Rd & West Snoqualmie Valley Rd NE	Intersection and drainage improvements	\$7,710,000	Snoqualmie Valley NE King County, Bear Creek/Sammamish	
OP-INT-122	Intersection and Traffic Safety Operations	NE 124th St & West Snoqualmie Valley Rd NE	Construct turn pockets and replace signal	\$5,770,000	Snoqualmie Valley NE King County	
OP-INT-81	Intersection and Traffic Safety Operations	155th Ave NE & NE 146th PI	Reconstruct intersection to improve sight distance	\$3,090,000	Bear Creek/Sammamish	
OP-INT-99	Intersection and Traffic Safety Operations	Avondale Road NE & NE 165th St	Turn lanes, replace traffic signal	\$5,230,000	Bear Creek/Sammamish	
ITS-13	ITS	NE Woodinville Duvall Rd: 212th Ave NE to Duvall city limits	Install weather sensors, travel time equipment	\$130,000	Bear Creek/Sammamish, Snoqualmie Valley NE King County	*

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
ITS-16	ITS	NE 124th Way/NE 128th St: Redmond city limits to Avondale Road NE	Cameras, vehicle and flood detection	\$4,160,000	West King County Areas, Bear Creek/Sammamish	
ITS-18	ITS	W Snoqualmie Valley Rd NE: NE Woodinville Duvall Road to Ames Lake Carnation Rd NE	Vehicle detection, flood detection, cameras	\$930,000	Snoqualmie Valley NE King County	*
ITS-35	ITS	NE Novelty Hill Rd: 208th Ave NE to West Snoqualmie Valley Road	Weather sensors, travel time, and EB DMS	\$220,000	Bear Creek/Sammamish	
NM-20-7	Active Transportation	NE 150th St: 216th Ave NE to 221st Ave NE	Provide active transportation facility	\$1,520,000	Bear Creek/Sammamish	
NM-5001	Active Transportation	204th Ave NE/NE 198th St/197th Ave: NE Woodinville Duvall Rd to Snohomish County line	Provide active transportation facility	\$11,230,000	Bear Creek/Sammamish	
NM-5002	Active Transportation	NE Woodinville Duvall Rd: Avondale Rd NE to Duvall city limits	Provide active transportation facility	\$29,530,000	Bear Creek/Sammamish, Snoqualmie Valley NE King County	
NM-5026	Active Transportation	172nd Ave NE: NE 134th PI to NE 125th St	Provide active transportation facility	\$3,340,000	West King County Areas	
NM-5027	Active Transportation	171st/174th Ave NE: NE Woodinville Duvall Rd to NE 172nd PI	Provide active transportation facility	\$3,520,000	Bear Creek/Sammamish	
OP-RD-18	Reconstruction	NE 175 St/NE 172nd PI NE: 164th Ave NE to 174th Ave NE	Reconstruct roadway	\$3,760,000	Bear Creek/Sammamish	
OP-RD-45	Reconstruction	232nd Ave NE: NE 142nd PI to Old Woodinville Duvall Rd	Reconstruct roadway	\$9,750,000	Bear Creek/Sammamish	
OP-RD-7	Reconstruction	NE 165th St: 179th PI NE to 183rd PI NE	Reconstruct roadway	\$3,080,000	Bear Creek/Sammamish	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
OP-RD-9	Reconstruction	NE Old Woodinville-Duvall Rd: NE Woodinville-Duvall Rd to NE Woodinville-Duvall Rd	Reconstruct roadway	\$10,020,000	Bear Creek/Sammamish	
RC-113	Reconstruction	West Snoqualmie Valley Rd NE: NE 124th St to NE Novelty Hill Rd	Reconstruct roadway	\$1,980,000	Snoqualmie Valley NE King County	
RC-151	Reconstruction	Avondale Rd NE: NE 133rd St to NE Woodinville Duvall Road	Reconstruct roadway	\$37,400,000	Bear Creek/Sammamish	
RC-150	Vulnerable Road Segments	West Snoqualmie Valley Rd NE: Snohomish County line to NE Woodinville Duvall Rd	Replace seawall	\$4,610,000	Snoqualmie Valley NE King County	
RC-39	Vulnerable Road Segments	West Snoqualmie Valley Rd NE: NE 124th St to Ames Lake Carnation Rd NE	Construct retaining wall to prevent slides	\$4,940,000	Snoqualmie Valley NE King County	*
RC-43	Vulnerable Road Segments	NE Woodinville Duvall Rd: Old Woodinville-Duvall Rd to W Snoqualmie Valley Rd NE	Construct retaining wall	\$730,000	Bear Creek/Sammamish, Snoqualmie Valley NE King County	
RC-48	Vulnerable Road Segments	NE 146th Pl: Woodinville city limits to 155th Ave NE	Construct retaining wall	\$180,000	Bear Creek/Sammamish	
VRS-20-1	Vulnerable Road Segments	NE 124th St, NE Woodinville Duvall Rd, NE Carnation Farm Rd, Tolt Hill Rd	Study major cross-Snoqualmie Valley roadways to determine cost effectiveness of flood-improvement.	\$560,000	Snoqualmie Valley NE King County	*

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
VRS-20-20	Vulnerable Road Segments	NE 124 St east of 162 Way NE	Reinforce slope	\$560,000	West King County Areas	
VRS-22-3	Vulnerable Road Segments	NE 165th St near Cottage Lake	Raise roadway to reduce flood risk	\$745,000	Bear Creek/Sammamish	

1445

1446

## Map Number 7: Redmond/Sammamish

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-180A	Bridge	Evans Creek Bridge: NE 50th St, about 0.1 mile west of State Route 202	Replace bridge	\$1,660,000	Bear Creek/Sammamish	
BR-578A	Bridge	Evans Creek Bridge: 196th Ave NE, 0.1 miles S of SR-202	Replace bridge	\$3,660,000	Bear Creek/Sammamish	
CP-15-1	Capacity-Major	NE Union Hill Rd: 196th Ave NE to 208th Ave NE	Construct congestion relief measures	\$15,230,000	Bear Creek/Sammamish	
OP-RD-5	Capacity-Major	NE Union Hill Rd: 208th Ave NE to 238th Ave NE	Construct congestion relief measures	\$22,850,000	Bear Creek/Sammamish	
DR-20-30	Drainage	208 Ave NE at NE 89 St	Replace/Construct drainage infrastructure	\$670,000	Bear Creek/Sammamish	
DR-20-4	Drainage	238 Ave NE at NE 70 St	Replace/Construct drainage infrastructure	\$1,841,000	Bear Creek/Sammamish	
DR-20-40	Drainage	NE Union Hill Rd & 247 Ave NE	Replace/Construct drainage infrastructure	\$670,000	Bear Creek/Sammamish	
DR-20-9	Drainage	NE 80 St at 240 PI NE	Replace/Construct drainage infrastructure	\$4,861,000	Bear Creek/Sammamish	



TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-22-3	Drainage	4810 236 Ave NE	Replace/Construct drainage infrastructure	\$1,680,000	Bear Creek/Sammamish	
DR-22-8	Drainage	NE 45 St & 260 Ave NE	Replace/Construct drainage infrastructure	\$1,800,000	Bear Creek/Sammamish	
DR-7	Drainage	NE 40th St & 264th Ave NE (Dry Creek)	Replace/Construct drainage infrastructure	\$710,000	Bear Creek/Sammamish	
GR-15-27	Guardrail	NE 50th St: 196th Ave NE to Sahalee Way NE	Construct guardrail	\$240,000	Bear Creek/Sammamish	
GR-22-27	Guardrail	Evans Creek Bridge (#578A) on 196th Ave NE 0.1 Mi S of SR-202	Upgrade bridge rail	\$130,000	Bear Creek/Sammamish	
OP-INT-113	Intersection and Traffic Safety Operations	208th Ave NE & NE Union Hill Rd	Construct turn lanes	\$2,470,000	Bear Creek/Sammamish	
SW-51	Intersection and Traffic Safety Operations	238th Ave NE & NE 63rd Pl	Intersection Improvement	\$3,940,000	Bear Creek/Sammamish	
ITS-11	ITS	NE Union Hill Rd: 238th Ave NE to NE Ames Lake Rd	Cameras, speed warning system, vehicle detection	\$260,000	Bear Creek/Sammamish	*
ITS-18	ITS	W Snoqualmie Valley Rd NE: NE Woodinville Duvall Road to Ames Lake Carnation Rd NE	Vehicle detection, flood detection, cameras	\$930,000	Snoqualmie Valley NE King County	*
ITS-20	ITS	NE Union Hill Rd: 196th Ave NE to 238rd Ave NE	Utilize fiber between 196th and 208th Ave NE, curve warning system, weather station, and travel time equipment	\$380,000	Bear Creek/Sammamish	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
NM-20-24	Active Transportation	208th Ave NE: NE Union Hill Road to 204th PI NE	Provide active transportation facility	\$4,990,000	Bear Creek/Sammamish	
RC-116	Reconstruction	NE Union Hill Rd: 238th Ave NE to 258th Ave NE	Reconstruct roadway	\$7,770,000	Bear Creek/Sammamish	
RC-35	Vulnerable Road Segments	NE 50th St: 214th Ave NE to State Route 202	Armor shoulders to reduce road washouts	\$100,000	Bear Creek/Sammamish	
RC-38	Vulnerable Road Segments	NE 100th St: West Snoqualmie Valley Rd to 284th Ave NE	Armor shoulders to reduce road washouts	\$890,000	Snoqualmie Valley NE King County	*
RC-39	Vulnerable Road Segments	West Snoqualmie Valley Rd NE: NE 124th St to Ames Lake Carnation Rd NE	Construct retaining wall to prevent slides	\$4,940,000	Snoqualmie Valley NE King County	*
RC-44	Vulnerable Road Segments	NE Union Hill Rd: 196th Ave NE to 206th PI NE	Construct retaining wall	\$240,000	Bear Creek/Sammamish	
RC-51	Vulnerable Road Segments	NE Union Hill Rd: 229th PI NE to 238th Ave NE	Construct retaining wall	\$3,230,000	Bear Creek/Sammamish	
VRS-20-10	Vulnerable Road Segments	NE 8th St at Lake Allen Outlet	Study culvert replacement and road-raising options and implement flood reduction measures.	\$3,150,000	Bear Creek/Sammamish	
VRS-20-18	Vulnerable Road Segments	NE Ames Lake Road	Construct retaining wall and/or flatten slope	\$560,000	Bear Creek/Sammamish	
VRS-22-1	Vulnerable Road Segments	264th Ave NE off of SR-202	Raise roadway to reduce flood risk	\$2,700,000	Bear Creek/Sammamish	

1447

## 1448 Map Number 8: Newcastle/Issaquah

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
CP-15-2	Capacity-Major	Issaquah Hobart Rd SE: Issaquah city limits to Cedar Grove Rd SE	Construct congestion relief measures	\$45,850,000	Four Creeks/Tiger Mountain	*
GR-15-34	Guardrail	169th Ave SE/SE Licorice Way: SE 112th St to end of road (173rd Ave SE)	Construct guardrail	\$84,000	Four Creeks/Tiger Mountain	
GR-22-6	Guardrail	May Creek Bridge (#593C) on 164th Ave SE .05 Mi N of SR-900	Upgrade bridge rail	\$180,000	Four Creeks/Tiger Mountain	
OP-RD-24	Intersection and Traffic Safety Operations	SE May Valley Rd: Renton city limits (148th Ave SE) to State Route 900	Widen travel lanes	\$17,770,000	Four Creeks/Tiger Mountain, West King County Areas	
ITS-15	ITS	Issaquah Hobart Road: Issaquah City Limits to SR 18	Cameras, message signs, weather stations, and travel time equipment	\$1,080,000	Four Creeks/Tiger Mountain	*
ITS-34	ITS	164th Ave SE: SE 128th St to SE May Valley Rd	Cameras, data collection station, weather station	\$120,000	Four Creeks/Tiger Mountain	*
RC-118	Reconstruction	Issaquah Hobart Rd SE: S Issaquah city limits to SE May Valley Rd	Reconstruct roadway	\$9,850,000	Four Creeks/Tiger Mountain	*

1449

## 1450 Map Number 9: East Renton/Lake Youngs

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-1741A	Bridge	Issaquah Creek Bridge: 252nd Ave SE at Issaquah Creek, south of Issaquah Hobart Rd SE	Replace bridge	\$16,430,000	Four Creeks/Tiger Mountain	
BR-3109A	Bridge	Soos Creek Bridge: SE 216th St at Big Soos Creek, about 0.3 mile east of 132nd Ave SE	Replace bridge	\$5,410,000	West King County Areas, Greater Maple Valley/Cedar River	
BR-3109B	Bridge	Lake Youngs Way Bridge: SE Lake Youngs Way at Big Soos Creek. 0.3 miles northeast of SE 208th St	Replace bridge	\$3,200,000	West King County Areas	
BR-3110	Bridge	Soos Creek Bridge: SE 208th St at Big Soos Creek 0.3 Mi E of SE 204th	Replace bridge	\$2,930,000	West King County Areas	
BR-3202	Bridge	Maxwell Road Bridge: 225th Ave SE/Maxwell Rd SE cattle crossing	Replace bridge	\$1,660,000	Greater Maple Valley/Cedar River	
BR-493C	Bridge	Fifteen Mile Creek Bridge: SE May Valley Rd at Fifteenmile Creek, west of Issaquah Hobart Rd SE	Replace bridge	\$6,000,000	Four Creeks/Tiger Mountain	
BR-83D	Bridge	Issaquah Creek Bridge: Cedar Grove Rd, 2 miles E of SR 169	Replace bridge	\$16,570,000	Four Creeks/Tiger Mountain	
CP-15	Capacity-Major	140th Ave SE & SE Petrovitsky Rd	Construct congestion relief measures	\$14,930,000	West King County Areas	
CP-15-2	Capacity-Major	Issaquah Hobart Rd SE: Issaquah city limits to Cedar Grove Rd SE	Construct congestion relief measures	\$45,850,000	Four Creeks/Tiger Mountain	*

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
CP-15-4	Capacity-Major	SE Petrovitsky Rd: 151st Ave SE to SE 184th St	Construct congestion relief measures	\$19,930,000	West King County Areas	
OP-RD-25	Capacity-Major	154 PI SE / SE 142 PI: SE Jones Rd to 156th Ave SE (Renton city limits)	Construct congestion relief measures	\$8,390,000	West King County Areas	
DR-20-1	Drainage	13515 208 Ave SE	Replace/Construct drainage infrastructure	\$1,501,000	Four Creeks/Tiger Mountain	
DR-20-16	Drainage	SE Fairwood Blvd at 151 Ave SE	Replace/Construct drainage infrastructure	\$4,860,000	West King County Areas	
DR-20-17	Drainage	SE Petrovitsky RD at 134 Ave SE	Replace/Construct drainage infrastructure	\$4,860,000	West King County Areas	
DR-20-24	Drainage	134 Ave SE at SE 187 PI	Replace/Construct drainage infrastructure	\$3,040,000	West King County Areas	
DR-20-48	Drainage	20530 140 Ave SE	Replace/Construct drainage infrastructure	\$840,000	Greater Maple Valley/Cedar River	
DR-20-57	Drainage	21015 148 Ave SE	Replace/Construct drainage infrastructure	\$1,010,000	Greater Maple Valley/Cedar River	
DR-20-68	Drainage	26803 SE 200 St	Replace/Construct drainage infrastructure	\$510,000	Greater Maple Valley/Cedar River	
DR-22-12	Drainage	Issaquah Hobart Rd SE at SE 132 Way	Replace/Construct drainage infrastructure	\$1,800,000	Four Creeks/Tiger Mountain	
DR-22-16	Drainage	26803 SE 200th St	Replace/Construct drainage infrastructure	\$1,800,000	Greater Maple Valley/Cedar River	
DR-22-17	Drainage	17601 SE Jones Rd	Replace/Construct drainage infrastructure	\$840,000	Greater Maple Valley/Cedar River	
DR-22-39	Drainage	208 SE at SE 135	Replace/Construct drainage infrastructure	\$1,500,000	Four Creeks/Tiger Mountain	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-22-6	Drainage	Issaquah Hobart Rd & SE 156 St	Replace/Construct drainage infrastructure	\$1,680,000	Four Creeks/Tiger Mountain	
GR-15-35	Guardrail	SE 156th St: SE Cedar Grove Rd to Issaquah Hobart Rd SE	Construct guardrail	\$48,000	Four Creeks/Tiger Mountain	
GR-15-36	Guardrail	SE Mirrmont Dr: Issaquah Hobart Rd SE to Tiger Mountain Rd SE	Replace jersey barrier with improved barrier	\$96,000	Four Creeks/Tiger Mountain	
GR-15-38	Guardrail	184th Ave SE / Peter Grubb Rd: SE Lake Youngs Rd to SE 224th St	Construct guardrail	\$42,000	Greater Maple Valley/Cedar River	*
GR-22-13	Guardrail	Soos Creek Bridge (#3109A) on SE 216th St 0.3 Mi E of 132nd Ave SE	Upgrade bridge rail	\$140,000	West King County Areas	
GR-22-22	Guardrail	Jem Creek Bridge (#3099A) on SE 206th St 0.5 Mi E of SR 169	Upgrade bridge rail	\$160,000	Greater Maple Valley/Cedar River	
GR-22-30	Guardrail	Issaquah Creek Bridge (#83B) on SE 156th St 2 Mi E of SR 169	Upgrade bridge rail	\$200,000	Four Creeks/Tiger Mountain	
GR-22-31	Guardrail	Issaquah Creek Bridge (#1741A) on 252nd Ave SE (Issaq) 0.1 Mi S of Issaquah Hobart Rd	Upgrade bridge rail	\$160,000	Four Creeks/Tiger Mountain	
INT-TSO-20-5	Intersection and Traffic Safety Operations	SE Petrovitsky Rd & 162nd PI SE	Intersection Improvement	\$3,550,000	West King County Areas	
INT-TSO-20-6	Intersection and Traffic Safety Operations	Issaquah Hobart Rd SE & SE Cedar Grove Rd	Intersection Improvement	\$6,640,000	Four Creeks/Tiger Mountain	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
INT-TSO-20-7	Intersection and Traffic Safety Operations	148th Ave SE & SE 208th St	Intersection Improvement	\$3,940,000	Greater Maple Valley/Cedar River	
INT-TSO-20-8	Intersection and Traffic Safety Operations	SE Petrovitsky & 140th Ave SE	Replace and upgrade signal equipment and detection	\$1,050,000	West King County Areas	
INT-TSO-22-7	Intersection and Traffic Safety Operations	Patriot Way & SE 128th St	Replace spanwire signal with mast arms	\$800,000	Four Creeks/Tiger Mountain	
IPA-1	Intersection and Traffic Safety Operations	SE Petrovitsky Rd: 140th Ave SE to 143rd Ave SE	Street lighting for existing turn lanes and tapers	\$480,000	West King County Areas	
OP-INT-124	Intersection and Traffic Safety Operations	Issaquah Hobart Rd SE & SE May Valley Rd	Intersection Improvement	\$6,880,000	Four Creeks/Tiger Mountain	
OP-RD-22	Intersection and Traffic Safety Operations	SE May Valley Rd: SE 128th Way to Issaquah Hobart Rd SE	Widen travel lanes	\$22,610,000	Four Creeks/Tiger Mountain	
OP-RD-26	Intersection and Traffic Safety Operations	SE May Valley Rd: State Route 900 to SE 128th Way	Improve sight distance	\$14,290,000	Four Creeks/Tiger Mountain	
SW-81	Intersection and Traffic Safety Operations	140th Ave SE & SE 200th St	Construct turn lanes	\$2,440,000	West King County Areas	
ITS-15	ITS	Issaquah Hobart Rd: Issaquah City Limits to SR 18	Cameras, message signs, weather stations, and travel time equipment	\$1,080,000	Four Creeks/Tiger Mountain	*

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
ITS-19	ITS	154th PI SE / SE 142nd PI: State Route 169 to 156th Ave SE	Cameras, pavement sensors, speed warning system	\$300,000	West King County Areas	
ITS-24	ITS	SE Petrovitsky Rd: 151st Ave SE to SR 18	Cameras, vehicle detection, data collection station, weather station, DMS, Travel time (to 134th)	\$830,000	Greater Maple Valley/Cedar River, West King County Areas	*
ITS-28	ITS	SE 128th St: 158th Ave SE to SE May Valley Rd	Cameras, data collection station, weather station, curve warning system	\$440,000	Four Creeks/Tiger Mountain, West King County Areas	
ITS-29	ITS	SE May Valley Rd: State Route 900 to Issaquah Hobart Rd SE	Cameras, vehicle detection, road weather sensors, travel time equipment	\$420,000	Four Creeks/Tiger Mountain	
ITS-34	ITS	164th Ave SE: SE 128th St to SE May Valley Rd	Cameras, data collection station, weather station	\$120,000	Four Creeks/Tiger Mountain	*
NM-20-4	Active Transportation	169th Ave SE: SE 136th St to SE 144th St	Provide active transportation facility	\$5,620,000	West King County Areas	
NM-22-3	Active Transportation	171st Ave SE between SE 136th St and SE 144th St	Provide active transportation facility	\$4,010,000	West King County Areas	
NM-22-4	Active Transportation	SE 144th Street between 169th Ave SE and Renton/KC Boundary	Provide active transportation facility	\$3,554,000	West King County Areas	
NM-22-7	Active Transportation	SE 192nd St between 140th Ave SE to 146th Ave SE	Provide active transportation facility	\$4,246,000	West King County Areas	
NM-5038	Active Transportation	SE 208th St: 148th Ave SE to Kent city limits	Provide active transportation facility	\$3,780,000	Greater Maple Valley/Cedar River, West King County Areas	



TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
RC-118	Reconstruction	Issaquah Hobart Rd SE: S Issaquah city limits to SE May Valley Rd	Reconstruct roadway	\$9,850,000	Four Creeks/Tiger Mountain	*
RC-119	Reconstruction	Issaquah Hobart Rd SE: SE May Valley Rd to Cedar Grove Rd SE	Reconstruct roadway	\$12,920,000	Four Creeks/Tiger Mountain	
RC-120	Reconstruction	Issaquah Hobart Rd SE: SE 156th St to Cedar Grove Rd SE	Reconstruct roadway	\$11,270,000	Four Creeks/Tiger Mountain	
RC-121	Reconstruction	Issaquah Hobart Rd SE: SE 156th St to Highway 18	Reconstruct roadway	\$17,530,000	Four Creeks/Tiger Mountain	*
RC-129	Reconstruction	SE 216th Way: State Route 169 to 244th Ave SE	Reconstruct roadway	\$8,400,000	Greater Maple Valley/Cedar River	*
RC-3	Reconstruction	SE Petrovitsky Rd: 134th Ave SE to 143rd Ave SE	Reconstruct roadway	\$10,750,000	West King County Areas	
RC-50	Vulnerable Road Segments	196th Ave SE: SE 162nd St to SE 170th St	Construct retaining wall	\$1,420,000	Greater Maple Valley/Cedar River	
VRS-20-4	Vulnerable Road Segments	Cedar Grove Road	Elevate roadway	\$110,000	Greater Maple Valley/Cedar River	

1451

1452 Map Number 10: Covington/Black Diamond

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-3085	Bridge	Covington Bridge: Covington-Sawyer Rd at Jenkins Creek 0.7 Mi SE of SR-516	Replace bridge	\$16,820,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-3086OX	Bridge	Berrydale OX Bridge: Kent Black Diamond Rd SE over the railroad, at SE 292nd St (Jenkins Creek)	Replace bridge	\$15,290,000	SE King County	
BR-3108	Bridge	Soos Creek Bridge: 148th Ave SE at Soos Creek, about 0.2 mile north of SE 240th	Replace bridge	\$3,660,000	West King County Areas	
DR-10	Drainage	SE 240th St & 172nd Ave SE at Little Soos Creek	Replace undersized culvert with a bridge structure	\$5,281,000	Greater Maple Valley/Cedar River	
DR-15-17	Drainage	Kent Black Diamond Rd SE & SE 292nd St at Jenkins Creek	Replace/Construct drainage infrastructure	\$4,649,000	SE King County	
DR-20-14	Drainage	SE 317 Pl and Thomas Rd SE	Replace/Construct drainage infrastructure	\$1,801,000	SE King County	
DR-20-43	Drainage	156 Ave SE and SE 240 St	Replace/Construct drainage infrastructure	\$4,298,000	Greater Maple Valley/Cedar River	
DR-22-11	Drainage	29030 188th Ave SE	Replace/Construct drainage infrastructure	\$1,680,000	SE King County	
DR-22-20	Drainage	268th Ave SE south of SE 273rd Pl	Replace/Construct drainage infrastructure	\$2,598,000	Greater Maple Valley/Cedar River	
DR-22-42	Drainage	SE Ravensdale Way south of 272nd Ave SE	Replace/Construct drainage infrastructure	\$6,293,000	Greater Maple Valley/Cedar River	
DR-22-7	Drainage	156th Ave SE & SE 234th St	Replace/Construct drainage infrastructure	\$1,440,000	Greater Maple Valley/Cedar River	
DR-22-9	Drainage	SE 224 St, 150 feet east of #18023	Replace/Construct drainage infrastructure	\$1,680,000	Greater Maple Valley/Cedar River	
DR-9	Drainage	164th Ave SE & SE 225th St	Replace/Construct drainage infrastructure	\$1,410,000	Greater Maple Valley/Cedar River	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
GR-15-25	Guardrail	SE 224th St: 244th Ave SE to 276th Ave SE	Construct guardrail	\$120,000	Greater Maple Valley/Cedar River	*
GR-15-38	Guardrail	184th Ave SE / Peter Grubb Rd: SE Lake Youngs Rd to SE 224th St	Construct guardrail	\$42,000	Greater Maple Valley/Cedar River	*
GR-22-17	Guardrail	Berrydale OX Bridge (#3086OX) on SE Kent-Black Diamond Rd at SE 291st	Upgrade bridge rail	\$610,000	SE King County	
GR-22-28	Guardrail	Covington Bridge (#3085) on Covington-Sawyer Rd 0.7 Mi SE of SR 516	Upgrade bridge rail	\$210,000	SE King County	
GR-88	Guardrail	156th Ave SE: SE 240th St to SE 251st St/Covington city limits	Construct guardrail	\$60,000	Greater Maple Valley/Cedar River	
INT-TSO-22-11	Intersection and Traffic Safety Operations	Soos Creek Trail at SE 240th St	Replace spanwire signal with mast arms	\$800,000	West King County Areas	
INT-TSO-22-23	Intersection and Traffic Safety Operations	Covington Way SE east of 164th Place SE	Sightline improvement	\$1,770,000	SE King County	
INT-TSO-22-4	Intersection and Traffic Safety Operations	SE 240th Street & 172nd Ave SE	Vertical Realignment	\$1,600,000	Greater Maple Valley/Cedar River	
IPA-33	Intersection and Traffic Safety Operations	164th PI SE & SE Covington-Sawyer Rd	Intersection Improvement	\$4,260,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
OP-RD-41	Intersection and Traffic Safety Operations	SE Covington-Sawyer Rd: Thomas Rd to 216th Ave SE	Realign roadway	\$21,030,000	SE King County, West King County Areas	
SW-20	Intersection and Traffic Safety Operations	148th Ave SE & SE 224th St	Intersection Improvement	\$4,720,000	Greater Maple Valley/Cedar River	
SW-56	Intersection and Traffic Safety Operations	164th Ave SE & SE 240th St	Intersection Improvement	\$3,940,000	Greater Maple Valley/Cedar River	
ITS-24	ITS	SE Petrovitsky Rd: 151st Ave SE to Highway 18	Cameras, vehicle detection, data collection station, weather station, DMS, Travel time (to 134th)	\$830,000	Greater Maple Valley/Cedar River, West King County Areas	*
NM-0202	Active Transportation	195th Ave SE: E Lake Morton Dr SE to SE 320th St	Provide active transportation facility	\$300,000	SE King County	
NM-20-5	Active Transportation	SE Covington Sawyer Way: 164th Pl SE to 216th Ave SE	Provide active transportation facility	\$9,310,000	SE King County, West King County Areas	
NM-4033	Active Transportation	164th Ave SE: SE 224th St to SE 240th St	Provide active transportation facility	\$2,500,000	Greater Maple Valley/Cedar River	
NM-4041	Active Transportation	SE 240th St: 156th Ave SE to 172nd Ave SE	Provide active transportation facility	\$4,290,000	Greater Maple Valley/Cedar River	
NM-5034	Active Transportation	168th Ave SE: Kent-Black Diamond Rd SE to SE Auburn Black Diamond Rd	Provide active transportation facility	\$4,540,000	SE King County	
NM-5049	Active Transportation	SE 216th St: 276th Ave SE to Maxwell Rd SE	Provide active transportation facility	\$11,910,000	Greater Maple Valley/Cedar River	*

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
NM-5051	Active Transportation	Black Diamond-Ravensdale Rd SE: State Route 169 to SE Kent-Kangley Rd	Provide active transportation facility	\$17,760,000	Greater Maple Valley/Cedar River	*
NM-5068	Active Transportation	SE 240th St: 148th Ave SE to 164th Ave SE	Provide active transportation facility	\$5,530,000	Greater Maple Valley/Cedar River, West King County Areas	
NM-5069	Active Transportation	SE 240th St: 164th Ave SE to 180th Ave SE	Provide active transportation facility	\$5,510,000	Greater Maple Valley/Cedar River	
NM-9980	Active Transportation	168th Way SE & Covington Creek	Construct pedestrian bridge	\$2,590,000	SE King County	
RC-129	Reconstruction	SE 216th Way: State Route 169 to 244th Ave SE	Reconstruct roadway	\$8,400,000	Greater Maple Valley/Cedar River	*
RC-130	Reconstruction	SE 216th St: 244th Ave SE to 276th Ave SE	Reconstruct roadway	\$11,320,000	Greater Maple Valley/Cedar River	*
RC-132	Reconstruction	SE Kent-Kangley Rd: Kent city limits to Landsburg Rd SE	Reconstruct roadway	\$8,030,000	Greater Maple Valley/Cedar River	*
RC-135	Reconstruction	SE Ravensdale Way: SE Kent-Kangley Rd to 268th Ave SE	Reconstruct roadway	\$3,080,000	Greater Maple Valley/Cedar River	*
RC-139	Reconstruction	SE Auburn Black Diamond Rd: SE Lake Holm Rd to 148th Way SE	Reconstruct roadway	\$13,040,000	SE King County	*
RC-15-3	Reconstruction	SE Summit Landsburg Rd: Kent city limits (244th Ave SE) to Landsburg Rd SE	Reconstruct roadway	\$11,890,000	Greater Maple Valley/Cedar River	*
RC-6	Reconstruction	SE Covington-Sawyer Rd: Covington city limits to 216th Ave SE	Reconstruct roadway	\$28,430,000	SE King County, West King County Areas	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
VRS-20-19	Vulnerable Road Segments	SE Auburn Black Diamond	Relocate road	\$22,500,000	SE King County	

1453

1454

## Map Number 11: North Enumclaw

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-3015	Bridge	Patton Bridge: SE Green Valley Rd at Green River, about 1.5 miles southeast of Highway 18	Replace bridge	\$46,290,000	SE King County	
BR-3020	Bridge	Green Valley Rd Bridge: SE Green Valley Rd, about 5.5 miles east of Highway 18	Replace bridge	\$2,960,000	SE King County	
BR-3022	Bridge	Green Valley Road Bridge: SE Green Valley Rd, 6.7 miles E of SR-18	Replace bridge	\$3,200,000	SE King County	
BR-3030	Bridge	SE 380th St Bridge: SE 380th St & SE 383rd Way, about 1 mile west of State Route 169	Replace bridge	\$980,000	SE King County	
BR-3056A	Bridge	SE 408th St Bridge: SE 408th St, 0.2 miles E of SR-164	Replace bridge	\$2,560,000	SE King County	
DR-15-16	Drainage	SE Auburn Black Diamond Rd at Krisp Creek	Replace/Construct drainage infrastructure	\$1,430,000	SE King County	
DR-20-2	Drainage	180 Ave SE at SE 408 St	Replace/Construct drainage infrastructure	\$1,410,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-37	Drainage	13405 Auburn Black Diamond Rd	Replace/Construct drainage infrastructure	\$1,010,000	SE King County	
DR-20-6	Drainage	36500 200 Ave SE	Replace/Construct drainage infrastructure	\$1,170,000	SE King County	
DR-22-1	Drainage	13604 SE Auburn Black Diamond Rd	Replace/Construct drainage infrastructure	\$600,000	SE King County	
DR-22-14	Drainage	17110 SE 384 St	Replace/Construct drainage infrastructure	\$1,035,000	SE King County	
DR-22-21	Drainage	SE 384th St & 176th SE	Replace/Construct drainage infrastructure	\$1,642,000	SE King County	
DR-22-27	Drainage	196th Ave SE south of 192nd PI SE	Replace/Construct drainage infrastructure	\$2,126,000	SE King County	
DR-22-33	Drainage	40316 196th Ave SE	Replace/Construct drainage infrastructure	\$2,178,000	SE King County	
DR-22-34	Drainage	249th Ave SE 360' south of SE 370th Ln	Replace/Construct drainage infrastructure	\$3,700,000	SE King County	
DR-22-36	Drainage	SE 400th St west of 228th Ave SE	Replace/Construct drainage infrastructure	\$8,541,000	SE King County	
DR-22-45	Drainage	212th Ave SE at SE 396th St	Replace/Construct drainage infrastructure	\$2,132,000	SE King County	
GR-22-10	Guardrail	Green Valley Road Bridge (#3020) on SE Green Valley Rd 5.5 Mi E of SR-18	Upgrade bridge rail	\$100,000	SE King County	
GR-22-21	Guardrail	SE 380 St Bridge (#3030) on SE 308th St 0.8 Mi W of SR-169	Upgrade bridge rail	\$120,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
GR-22-33	Guardrail	Green Valley Rd Bridge (#3022) on SE Green Valley Rd 6.7 Mi E of SR-18	Upgrade bridge rail	\$140,000	SE King County	
INT-TSO-20-10	Intersection and Traffic Safety Operations	Kent Black Diamond Rd & SE Auburn Black Diamond Rd	Intersection Improvement	\$13,610,000	SE King County	
IPA-12	Intersection and Traffic Safety Operations	SE Auburn Black Diamond Rd & 190th Ave SE	Realign intersection	\$2,290,000	SE King County	
ITS-27	ITS	SE Auburn Black Diamond Rd: Kent Black Diamond Rd SE to SE Lake Holm Rd	Vehicle detection/flasher system, slide detection	\$220,000	SE King County	
NM-20-15	Active Transportation	212th Ave SE: SE 409th St to SE 416th St	Provide active transportation facility	\$930,000	SE King County	
NM-5012	Active Transportation	244th Ave SE: Enumclaw city limits (SE 436th) to SE 400th St	Provide active transportation facility	\$9,640,000	SE King County	*
NM-5010	Reconstruction	SE 400th Way: SE 400th St to SE 392nd St	Reconstruct roadway	\$3,440,000	SE King County	*
RC-139	Reconstruction	SE Auburn Black Diamond Rd: SE Lake Holm Rd to 148th Way SE	Reconstruct roadway	\$13,040,000	SE King County	*
RC-140	Reconstruction	SE Lake Holm Rd: SE Auburn Black Diamond Rd to 147th Ave SE	Reconstruct roadway	\$9,810,000	SE King County	*
RC-142	Reconstruction	SE Green Valley Rd: 243rd Ave SE to State Route 169	Reconstruct roadway	\$12,050,000	SE King County	



TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
VRS-20-6	Vulnerable Road Segments	SE 384 St at 176 Ave SE	Replace culvert	\$1,860,000	SE King County	

1455

1456

## Map Number 12: South Enumclaw

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-3055A	Bridge	Boise X Connection Bridge: SE Mud Mountain Dam Rd at Boise Creek, southeast of State Route 410	Replace bridge	\$4,700,000	SE King County	
BR-3060	Bridge	208th Ave SE Bridge: 208th Ave SE at drainage ditch 0.5 Mi S of SR 164	Replace bridge	\$2,990,000	SE King County	
DR-20-32	Drainage	27609 SE 432 St	Replace/Construct drainage infrastructure	\$1,550,000	SE King County	
DR-20-55	Drainage	46913 284 Ave SE	Replace/Construct drainage infrastructure	\$840,000	SE King County	
DR-22-15	Drainage	20702 SE 424th St	Replace/Construct drainage infrastructure	\$1,440,000	SE King County	
DR-22-31	Drainage	42406 228th Ave SE	Replace/Construct drainage infrastructure	\$2,472,000	SE King County	
DR-22-32	Drainage	45326 196th Ave SE	Replace/Construct drainage infrastructure	\$3,679,000	SE King County	
DR-22-35	Drainage	216th Ave SE at SE 436th St	Replace/Construct drainage infrastructure	\$1,457,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-22-37	Drainage	26124 SE 472 St	Replace/Construct drainage infrastructure	\$893,000	SE King County	
DR-22-38	Drainage	25414 SE 424 St	Replace/Construct drainage infrastructure	\$1,501,000	SE King County	
GR-20-2	Guardrail	SE 472nd St: 288th Ave SE to 303rd Ave SE	Construct guardrail	\$90,000	SE King County	
GR-22-25	Guardrail	208th Ave SE Bridge (#3060) on 208th Ave SE 0.5 Mi S of SR-164	Upgrade bridge rail	\$140,000	SE King County	
GR-22-36	Guardrail	Newaukum Creek Bridge (#3071) on SE 424th St 0.5 Mi W of SR-169	Upgrade bridge rail	\$170,000	SE King County	
GR-22-5	Guardrail	Boise Creek Bridge (#3051) on 276th Ave SE 0.3 Mi S of SR-410	Upgrade bridge rail	\$120,000	SE King County	
GR-22-8	Guardrail	284 Ave SE Bridge (#3049) on 284th Ave SE 1.0 Mi S of SR-410	Upgrade bridge rail	\$170,000	SE King County	
NM-5008	Active Transportation	SE 432nd St: 284th Ave SE to Enumclaw city limits	Provide active transportation facility	\$2,830,000	SE King County	
NM-5012	Active Transportation	244th Ave SE: Enumclaw city limits (SE 436th) to SE 400th St	Provide active transportation facility	\$9,640,000	SE King County	*
VRS-20-12	Vulnerable Road Segments	212 Ave SE at 43200 Block	Study to reduce flooding and improve flow capacity.	\$220,000	SE King County	

1457

## 1458 Map Number 13: Duvall

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-39	Drainage	NE Stossel Creek Way @ 4.5 Mi mark off Paved Rd	Replace/Construct drainage infrastructure	\$510,000	Snoqualmie Valley NE King County	
DR-20-46	Drainage	27033 NE Cherry Valley Rd	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	
DR-20-62	Drainage	28810 NE Cherry Valley Rd	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	
DR-20-66	Drainage	NE 124th St and SR 203	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	*
DR-20-73	Drainage	29925 NE Big Rock Rd	Replace/Construct drainage infrastructure	\$840,000	Snoqualmie Valley NE King County	
DR-22-22	Drainage	33416 NE Stossel Creek Way	Replace/Construct drainage infrastructure	\$4,679,000	Snoqualmie Valley NE King County	
DR-22-24	Drainage	33632 NE Stossel Creek Way	Replace/Construct drainage infrastructure	\$4,006,000	Snoqualmie Valley NE King County	
DR-22-26	Drainage	33932 NE Stossel Creek Way	Replace/Construct drainage infrastructure	\$3,590,000	Snoqualmie Valley NE King County	
DR-22-28	Drainage	20121 W Snoqualmie River Rd NE	Replace/Construct drainage infrastructure	\$4,315,000	Snoqualmie Valley NE King County	
DR-22-29	Drainage	18321 W Snoqualmie River Rd NE	Replace/Construct drainage infrastructure	\$1,278,000	Snoqualmie Valley NE King County	
DR-22-30	Drainage	Parcel 2326079008, NE Stossel Creek Way	Replace/Construct drainage infrastructure	\$3,592,000	Snoqualmie Valley NE King County	
DR-22-4	Drainage	15866 Kelly Rd NE	Replace/Construct drainage infrastructure	\$2,400,000	Snoqualmie Valley NE King County	
DR-4	Drainage	NE 106th St & 314th Ave NE	Replace/Construct drainage infrastructure	\$1,120,000	Snoqualmie Valley NE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-5	Drainage	NE 195th St & Margaret Creek, west of 327th Ave NE	Replace/Construct drainage infrastructure	\$1,120,000	Snoqualmie Valley NE King County	
GR-22-2	Guardrail	Stossel Creek Bridge (#5032) on Stossel Creek Rd 6.2 Mi NE of Kelly Rd	Upgrade bridge rail	\$110,000	Snoqualmie Valley NE King County	
GR-22-37	Guardrail	Lake Joy Bridge (#5034A) on 346th Pl NE 2.5 Mi NE of SR-203	Upgrade bridge rail	\$110,000	Snoqualmie Valley NE King County	

1459

1460 Map Number 14: Carnation

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-1320A	Bridge	Ames Lake Trestle Bridge: Ames Lake-Carnation Rd at Ames Creek .2 Mi S of W Snoqualmie Rd	Replace bridge	\$6,330,000	Snoqualmie Valley NE King County	
BR-2133A	Bridge	Sikes Lake Trestle: 284th Ave NE at Sikes Lake, about 0.5 mile east of State Route 202	Replace bridge	\$21,770,000	Snoqualmie Valley NE King County	
BR-257Z	Bridge	Horseshoe Lake Creek Bridge: 310th Ave NE at Horseshoe Lake Creek	Replace bridge	\$2,560,000	Snoqualmie Valley NE King County	
BR-916A	Bridge	W Snoqualmie River Road Bridge: W Snoqualmie River Rd, 1.5 miles W of SR-203	Replace bridge	\$1,660,000	Snoqualmie Valley NE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-10	Drainage	NE 80 St at West Snoqualmie Valley Rd NE	Replace/Construct drainage infrastructure	\$1,420,000	Snoqualmie Valley NE King County	
DR-20-26	Drainage	W Snoqualmie River Rd at NE Tolt Hill Rd	Replace/Construct drainage infrastructure	\$170,000	Snoqualmie Valley NE King County	
DR-20-5	Drainage	33609 NE 24 St	Replace/Construct drainage infrastructure	\$1,240,000	Snoqualmie Valley NE King County	
DR-22-19	Drainage	NE 80th St east of West Snoqualmie Valley Rd NE	Replace/Construct drainage infrastructure	\$4,970,000	Snoqualmie Valley NE King County	
DR-22-40	Drainage	8402 W Snoqualmie Valley Rd NE	Replace/Construct drainage infrastructure	\$2,041,000	Snoqualmie Valley NE King County	
DR-22-41	Drainage	NE 100th St .2 mi east of West Snoqualmie Valley Rd NE	Replace/Construct drainage infrastructure	\$2,976,000	Snoqualmie Valley NE King County	
GR-22-19	Guardrail	W Snoqualmie River Road Bridge (#916A) on W Snoqualmie River Rd 1.5 Mi W of SR-203	Upgrade bridge rail	\$150,000	Snoqualmie Valley NE King County	
ITS-11	ITS	NE Union Hill Rd: 238th Ave NE to NE Ames Lake Rd	Cameras, speed warning system, vehicle detection	\$260,000	Bear Creek/Sammamish	*
ITS-25	ITS	W Snoqualmie River Rd SE: SE 24th St to NE Tolt Hill Rd and State Route 203	Cameras, vehicle detection, pavement sensors	\$660,000	Snoqualmie Valley NE King County	*
OP-RD-37	Reconstruction	NE Tolt Hill Rd: Tolt Hill Bridge to 500 feet west of State Route 203	Reconstruct roadway	\$2,240,000	Snoqualmie Valley NE King County	
RC-18	Vulnerable Road Segments	West Snoqualmie River Rd NE: NE Tolt Hill Rd to SE 24th St	Armor shoulders to reduce road washouts	\$480,000	Snoqualmie Valley NE King County	*

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
RC-32	Vulnerable Road Segments	Tolt Hill Rd: Tolt Hill Bridge to State Route 203	Armor shoulders to reduce road washouts	\$130,000	Snoqualmie Valley NE King County	
RC-34	Vulnerable Road Segments	284th Ave NE: NE 100 St to NE Carnation Farm Rd	Armor shoulders to reduce road washouts	\$270,000	Snoqualmie Valley NE King County	
RC-36	Vulnerable Road Segments	NE 80th St: West Snoqualmie Valley Rd NE to Ames Lake-Carnation Rd	Armor shoulders to reduce road washouts	\$2,000,000	Snoqualmie Valley NE King County	
RC-38	Vulnerable Road Segments	NE 100th St: West Snoqualmie Valley Rd to 284th Ave NE	Armor shoulders to reduce road washouts	\$890,000	Snoqualmie Valley NE King County	*
RC-39	Vulnerable Road Segments	West Snoqualmie Valley Rd NE: NE 124th St to Ames Lake Carnation Rd NE	Construct retaining wall to prevent slides	\$4,940,000	Snoqualmie Valley NE King County	
RC-40	Vulnerable Road Segments	Neal Rd SE: State Route 203 to State Route 203	Armor shoulders to reduce road washouts	\$1,690,000	Snoqualmie Valley NE King County	*
VRS-20-1	Vulnerable Road Segments	NE 124th St, NE Woodinville Duvall Rd, NE Carnation Farm Rd, Tolt Hill Rd	Study major cross-Snoqualmie Valley roadways to determine cost effectiveness of flood-improvement.	\$560,000	Snoqualmie Valley NE King County	*
VRS-20-17	Vulnerable Road Segments	NE Tolt Hill Road Debris Slide	Construct retaining wall and/or flatten slope	\$560,000	Bear Creek/Sammamish	
VRS-22-4	Vulnerable Road Segments	NE Tolt Hill Road near Tolt Bridge	Replace gabion wall	\$3,155,000	Snoqualmie Valley NE King County	

1461

## 1462 Map Number 15: Snoqualmie

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-1086A	Bridge	Kimball Creek Bridge: SE 80th St at Kimball Creek, 0.4 mile west of State Route 202	Replace bridge	\$5,030,000	Snoqualmie Valley NE King County	
BR-1239A	Bridge	Upper Preston Bridge: Upper Preston Rd SE at Echo Lake Creek, north of SE 110th St	Replace bridge	\$5,340,000	Snoqualmie Valley NE King County	
BR-249B	Bridge	C.W. Neal Road Bridge: Neal Rd SE, about 1.5 mile south of State Route 203	Replace bridge	\$1,660,000	Snoqualmie Valley NE King County	
BR-249C	Bridge	C.W. Neal Road Bridge: CW Neal Rd, 0.3 miles W of SR-203	Replace bridge	\$1,660,000	Snoqualmie Valley NE King County	
DR-15-14	Drainage	Just east of Preston Fall City Rd SE & on SE 47th St	Replace/Construct drainage infrastructure	\$1,070,000	Snoqualmie Valley NE King County	
DR-20-15	Drainage	SE Duthie Hill Rd at 270 Ave SE	Replace/Construct drainage infrastructure	\$1,650,000	Snoqualmie Valley NE King County	
DR-20-35	Drainage	30829 SE 40 St	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	
DR-20-38	Drainage	About 250' East Of 41502 SE Reinig Rd	Replace/Construct drainage infrastructure	\$1,180,000	Snoqualmie Valley NE King County	
DR-20-42	Drainage	5935 Preston/Fall City Rd SE	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	
DR-20-51	Drainage	35827 SE David Powell Rd	Replace/Construct drainage infrastructure	\$670,000	Snoqualmie Valley NE King County	
DR-20-52	Drainage	28405 SE High Point Way	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-63	Drainage	8106 382 Ave SE	Replace/Construct drainage infrastructure	\$510,000	Snoqualmie Valley NE King County	
DR-20-64	Drainage	8416 Preston/Fall City Rd SE	Replace/Construct drainage infrastructure	\$1,350,000	Snoqualmie Valley NE King County	
DR-20-71	Drainage	SE North Bend Way & Meadowbrook Way	Replace/Construct drainage infrastructure	\$1,520,000	Snoqualmie Valley NE King County	
DR-20-72	Drainage	30211 SE 40 St	Replace/Construct drainage infrastructure	\$1,010,000	Snoqualmie Valley NE King County	
DR-20-75	Drainage	SE David Powell Rd & 347 PI SE	Replace/Construct drainage infrastructure	\$510,000	Snoqualmie Valley NE King County	
DR-20-77	Drainage	30415 SE 40 St	Replace/Construct drainage infrastructure	\$670,000	Snoqualmie Valley NE King County	
DR-20-78	Drainage	8528 378 Ave SE	Replace/Construct drainage infrastructure	\$510,000	Snoqualmie Valley NE King County	
DR-22-44	Drainage	SE High Point Way north of I-90	Replace/Construct drainage infrastructure	\$6,426,000	Snoqualmie Valley NE King County	
DR-22-5	Drainage	33638 SE 55 St	Replace/Construct drainage infrastructure	\$3,000,000	Snoqualmie Valley NE King County	
GR-22-34	Guardrail	Tokol Cr Park Bridge (#61G) on Fish Hatchery Rd 0.8 Mi S of SR-202	Upgrade bridge rail	\$490,000	Snoqualmie Valley NE King County	
GR-22-39	Guardrail	Fire Station Bridge (#186J) on Preston Fall City Rd 0.5 Mi SE of I-90	Upgrade bridge rail	\$120,000	Snoqualmie Valley NE King County	
GR-22-40	Guardrail	Patterson Creek Bridge (#927B) on 300th Ave SE 0.1 Mi S of SR-202	Upgrade bridge rail	\$100,000	Snoqualmie Valley NE King County	



TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
GR-22-41	Guardrail	Patterson Creek Bridge (#228E) on Snoqualmie River Rd 0.8 Mi N of SR-202	Upgrade bridge rail	\$330,000	Snoqualmie Valley NE King County	
GR-28	Guardrail	SE David Powell Rd: Preston Fall City Road to 340th block	Construct guardrail	\$300,000	Snoqualmie Valley NE King County	
IPA-27	Intersection and Traffic Safety Operations	SE 82nd St/ SE High Point Way & SE 82nd St	Intersection Improvement	\$4,840,000	Snoqualmie Valley NE King County	
OP-INT-88	Intersection and Traffic Safety Operations	Preston Fall City Rd SE & SE 43rd St	Realign intersection	\$5,500,000	Snoqualmie Valley NE King County	
ITS-14	ITS	Preston Fall City Rd SE: I-90 to State Route 202	Cameras, road sensors, weather station, data collection station	\$450,000	Snoqualmie Valley NE King County	
ITS-25	ITS	W Snoqualmie River Rd SE: SE 24th St to NE Tolt Hill Rd and State Route 203	Cameras, vehicle detection, pavement sensors	\$660,000	Snoqualmie Valley NE King County	*
RC-15-4	Reconstruction	Preston Fall City Road: the 7600 block to 7800 block	Reconstruct roadway	\$1,510,000	Snoqualmie Valley NE King County	
RC-7	Reconstruction	Neal Rd SE: State Route 203 to State Route 203	Reconstruct roadway	\$4,490,000	Snoqualmie Valley NE King County	
RC-15-5	Vulnerable Road Segments	Upper Preston Rd: SE 97th St to SE 97th St	Stabilize downhill side and improve drainage	\$3,400,000	Snoqualmie Valley NE King County	
RC-17	Vulnerable Road Segments	SE 24th St: 309th Ave SE to W Snoqualmie River Rd SE	Armor shoulders to reduce road washouts	\$480,000	Snoqualmie Valley NE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
RC-18	Vulnerable Road Segments	West Snoqualmie River Rd NE: NE Tolt Hill Rd to SE 24th St	Armor shoulders to reduce road washouts	\$480,000	Snoqualmie Valley NE King County	*
RC-40	Vulnerable Road Segments	Neal Rd SE: State Route 203 to State Route 203	Armor shoulders to reduce road washouts	\$1,690,000	Snoqualmie Valley NE King County	*
VRS-20-13	Vulnerable Road Segments	SE David Powell Rd	Reinforce slope	\$1,120,000	Snoqualmie Valley NE King County	
VRS-20-15	Vulnerable Road Segments	356th Dr SE	Construct horizontal drains and retaining wall	\$1,120,000	Snoqualmie Valley NE King County	
VRS-20-2	Vulnerable Road Segments	SE Reining Road	Elevate roadway	\$60,000	Snoqualmie Valley NE King County	*
VRS-22-2	Vulnerable Road Segments	334th Avenue SE and SE 43rd Place	Construct drainage system	\$2,500,000	Snoqualmie Valley NE King County	

1463

1464

## Map Number 16: Tiger Mountain/Hobart

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-909B	Bridge	Clough Creek Bridge: 415th Way SE & SE 141st St	Replace bridge	\$5,800,000	Snoqualmie Valley NE King County	
DR-15-18	Drainage	276th Ave SE at Carey Creek	Replace/Construct drainage infrastructure	\$3,599,000	Greater Maple Valley/Cedar River	
DR-20-36	Drainage	11429 Upper Preston Rd SE	Replace/Construct drainage infrastructure	\$670,000	Snoqualmie Valley NE King County	
DR-20-45	Drainage	13918 415 Way SE	Replace/Construct drainage infrastructure	\$340,000	Snoqualmie Valley NE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-58	Drainage	Kerriston Rd 4 Mi past end of pvmnt - Marker 44	Replace/Construct drainage infrastructure	\$510,000	Greater Maple Valley/Cedar River	
DR-22-2	Drainage	Issaquah Hobart Rd SE & SR 18 Ramp	Replace/Construct drainage infrastructure	\$600,000	Four Creeks/Tiger Mountain	
GR-22-12	Guardrail	Kerriston Bridge (#896B) on 208th SE 6.8 Mi E of Issaquah-Hobart Rd	Upgrade bridge rail	\$130,000	Greater Maple Valley/Cedar River	
GR-22-14	Guardrail	Kerriston Bridge (#896C) on 208th SE 6.8 Mi E of Issaquah-Hobart Rd	Upgrade bridge rail	\$180,000	Greater Maple Valley/Cedar River	
ITS-15	ITS	Issaquah Hobart Road: Issaquah City Limits to SR 18	Cameras, message signs, weather stations, and travel time equipment	\$1,080,000	Four Creeks/Tiger Mountain	
RC-121	Reconstruction	Issaquah Hobart Rd SE: SE 156th St to Highway 18	Reconstruct roadway	\$17,530,000	Four Creeks/Tiger Mountain	*
RC-125	Reconstruction	276th Ave SE: Highway 18 to SE 200th St	Reconstruct roadway	\$5,950,000	Greater Maple Valley/Cedar River	
RC-126	Reconstruction	276th Ave SE: SE 200th St to SE 216th St	Reconstruct roadway	\$9,290,000	Greater Maple Valley/Cedar River	

1465

1466 Map Number 17: Ravensdale

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-22	Drainage	Landsberg RD SE at SE Summit Landsberg Rd	Replace/Construct drainage infrastructure	\$170,000	Greater Maple Valley/Cedar River	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
DR-20-65	Drainage	346 Ave SE and SE 268 St	Replace/Construct drainage infrastructure	\$510,000	Greater Maple Valley/Cedar River	
DR-22-18	Drainage	290th Ave SE north of SE 312th Way	Replace/Construct drainage infrastructure	\$1,727,000	SE King County	
GR-15-25	Guardrail	SE 224th St: 244th Ave SE to 276th Ave SE	Construct guardrail	\$120,000	Greater Maple Valley/Cedar River	*
IPA-22	Intersection and Traffic Safety Operations	SE Kent-Kangley Rd & Landsburg Rd SE	Intersection Improvement	\$5,410,000	Greater Maple Valley/Cedar River	
OP-INT-92	Intersection and Traffic Safety Operations	SE Kent-Kangley Rd & Retreat Kanaskat Rd	Realign Intersection and install turn lanes	\$2,340,000	Greater Maple Valley/Cedar River	
NM-5049	Active Transportation	SE 216th St: 276th Ave SE to Maxwell Rd SE	Provide active transportation facility	\$11,910,000	Greater Maple Valley/Cedar River	*
NM-5051	Active Transportation	Black Diamond-Ravensdale Rd SE: State Route 169 to SE Kent-Kangley Rd	Provide active transportation facility	\$17,760,000	Greater Maple Valley/Cedar River	*
RC-127	Reconstruction	276th Ave SE: SE 216th St to SE Summit Landsburg Rd	Reconstruct roadway	\$14,550,000	Greater Maple Valley/Cedar River	*
RC-128	Reconstruction	Landsburg Rd SE: SE Summit Landsburg Rd to SE Kent Kangley Rd	Reconstruct roadway	\$6,940,000	Greater Maple Valley/Cedar River	
RC-130	Reconstruction	SE 216th St: 244th Ave SE to 276th Ave SE	Reconstruct roadway	\$11,320,000	Greater Maple Valley/Cedar River	*
RC-132	Reconstruction	SE Kent-Kangley Rd: Kent city limits to Landsburg Rd SE	Reconstruct roadway	\$8,030,000	Greater Maple Valley/Cedar River	*
RC-133	Reconstruction	SE Kent Kangley Rd: Landsburg Rd SE to Retreat Kanaskat Rd	Reconstruct roadway	\$5,790,000	Greater Maple Valley/Cedar River	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
RC-135	Reconstruction	SE Ravensdale Way: SE Kent-Kangley Rd to 268th Ave SE	Reconstruct roadway	\$3,080,000	Greater Maple Valley/Cedar River	*
RC-136	Reconstruction	Retreat Kanaskat Rd: SE Kent Kangley Rd to Cumberland Kanasket Rd SE	Reconstruct roadway	\$17,680,000	Greater Maple Valley/Cedar River	
RC-15-3	Reconstruction	SE Summit Landsburg Rd: Kent city limits (244th Ave SE) to Landsburg Rd SE	Reconstruct roadway	\$11,890,000	Greater Maple Valley/Cedar River	*

1467

1468 Map Number 18: Cumberland

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-3032	Bridge	Green River Gorge Bridge: Franklin Road, 4.0 miles E of SR-169	Replace bridge	\$31,720,000	SE King County	
DR-20-74	Drainage	SE Kuzak Rd and Cumberland-Kanasket Rd	Replace/Construct drainage infrastructure	\$1,010,000	SE King County	
DR-20-76	Drainage	292nd Ave SE at Stonequarry Creek (n/o Fell Hill Park)	Replace/Construct drainage infrastructure	\$1,010,000	SE King County	
DR-22-13	Drainage	SE Kuzak Rd ~0.35 Miles east of Veazie- Cumberland Rd SE	Replace/Construct drainage infrastructure	\$1,200,000	SE King County	
GR-15-32	Guardrail	292nd Ave SE/SE 416th St: SE 392nd St to 284th Ave SE	Construct guardrail	\$180,000	SE King County	
GR-15-33	Guardrail	278th Way SE: SE 392nd St to SE 416th St	Construct guardrail	\$312,000	SE King County	

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
GR-22-9	Guardrail	Veazie Bridge (#3038) on Veazie-Cumberland Rd 0.6 Mi E of SR-169	Upgrade bridge rail	\$210,000	SE King County	
NM-5007	Active Transportation	Veazie-Cumberland Rd SE: SE 384th St to SE 416th St	Provide active transportation facility	\$11,770,000	SE King County	
NM-5010	Reconstruction	SE 400th Way: SE 400th St to SE 392nd St	Reconstruct roadway	\$3,440,000	SE King County	*

1469

1470 Map Number 19: Mount Si

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-364A	Bridge	Deep Creek Bridge: North Fork Rd SE, about 13.7 miles north of North Bend	Replace bridge	\$3,400,000	Snoqualmie Valley NE King County	
DR-20-34	Drainage	North Fork Rd SE, 5.3 Miles Past Ernies Grove Rd	Replace/Construct drainage infrastructure	\$510,000	Snoqualmie Valley NE King County	
GR-22-4	Guardrail	Deep Creek Bridge (#364A) on North Fork Rd SE 13.7 Mi N of 1-90	Upgrade bridge rail	\$1,550,000	Snoqualmie Valley NE King County	
RC-8	Reconstruction	N Fork Rd SE: 428th Ave SE to Lake Hancock Rd	Reconstruct roadway	\$12,990,000	Snoqualmie Valley NE King County	*

1471

## 1472 Map Number 20: East North Bend

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-122I	Bridge	North Fork Rd Bridge: 428th Ave SE at North Fork Snoqualmie Rd 2.4 Mi E of SR 202	Replace bridge	\$30,840,000	Snoqualmie Valley NE King County	
BR-122N	Bridge	Tate Creek Bridge: SE 73rd St at Tate Creek, west of 440th Ave SE	Replace bridge	\$6,890,000	Snoqualmie Valley NE King County	
BR-359A	Bridge	Granite Creek Bridge: Private Road, 5.1 miles N of I-90	Replace bridge	\$4,670,000	Snoqualmie Valley NE King County	
DR-20-25	Drainage	SE Reinig Rd west of 428 Ave SE	Replace/Construct drainage infrastructure	\$1,767,000	Snoqualmie Valley NE King County	
GR-22-1	Guardrail	Tate Creek Bridge (#122N) on SE 73rd St 4.0 Mi N of I-90	Upgrade bridge rail	\$110,000	Snoqualmie Valley NE King County	
OP-RD-54	Reconstruction	SE Middle Fork Rd: 496th Ave SE to 476th Ave SE	Reconstruct roadway	\$8,030,000	Snoqualmie Valley NE King County	
RC-8	Reconstruction	N Fork Rd SE: 428th Ave SE to Lake Hancock Rd	Reconstruct roadway	\$12,990,000	Snoqualmie Valley NE King County	*
VRS-20-2	Vulnerable Road Segments	SE Reining Road	Elevate roadway	\$60,000	Snoqualmie Valley NE King County	*
VRS-20-21	Vulnerable Road Segments	SE Middle Fork Road lower couplet	Construct retaining walls, widen road, improve clear zone and sight distance.	\$21,260,000	Snoqualmie Valley NE King County	
VRS-20-3	Vulnerable Road Segments	SE 92nd Street	Install box culvert to reduce flooding	\$840,000	Snoqualmie Valley NE King County	

1473

## 1474 Map Number 21: Greenwater

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
GR-22-24	Guardrail	Greenwater Bridge (#3050A) on SE 496th PI 0.3 Mi NE of SR-410	Upgrade bridge rail	\$80,000	SE King County	
GR-22-32	Guardrail	Greenwater River Bridge (#3050B) on Two County Road 0.2 Mi NE of SR-410	Upgrade bridge rail	\$350,000	SE King County	

1475

## 1476 Map Number 22: Skykomish

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-509A	Bridge	Baring Bridge: Index Creek Rd over the South Fork Skykomish River, west of Highway 2	Replace bridge	\$22,790,000	Snoqualmie Valley NE King County	
BR-999W	Bridge	Miller River Bridge: Old Stevens Pass Hwy, 1.5 miles SE of SR-2	Replace bridge	\$36,350,000	Snoqualmie Valley NE King County	
DR-20-27	Drainage	NE 179 St at 644 Ave NE	Replace/Construct drainage infrastructure	\$510,000	Snoqualmie Valley NE King County	
RC-57	Reconstruction	NE Old Cascade Highway at Miller River	Reconstruct roadway	\$520,000	Snoqualmie Valley NE King County	
RC-55	Vulnerable Road Segments	NE Money Creek Rd & Money Creek	Construct retaining wall	\$1,050,000	Snoqualmie Valley NE King County	

1477



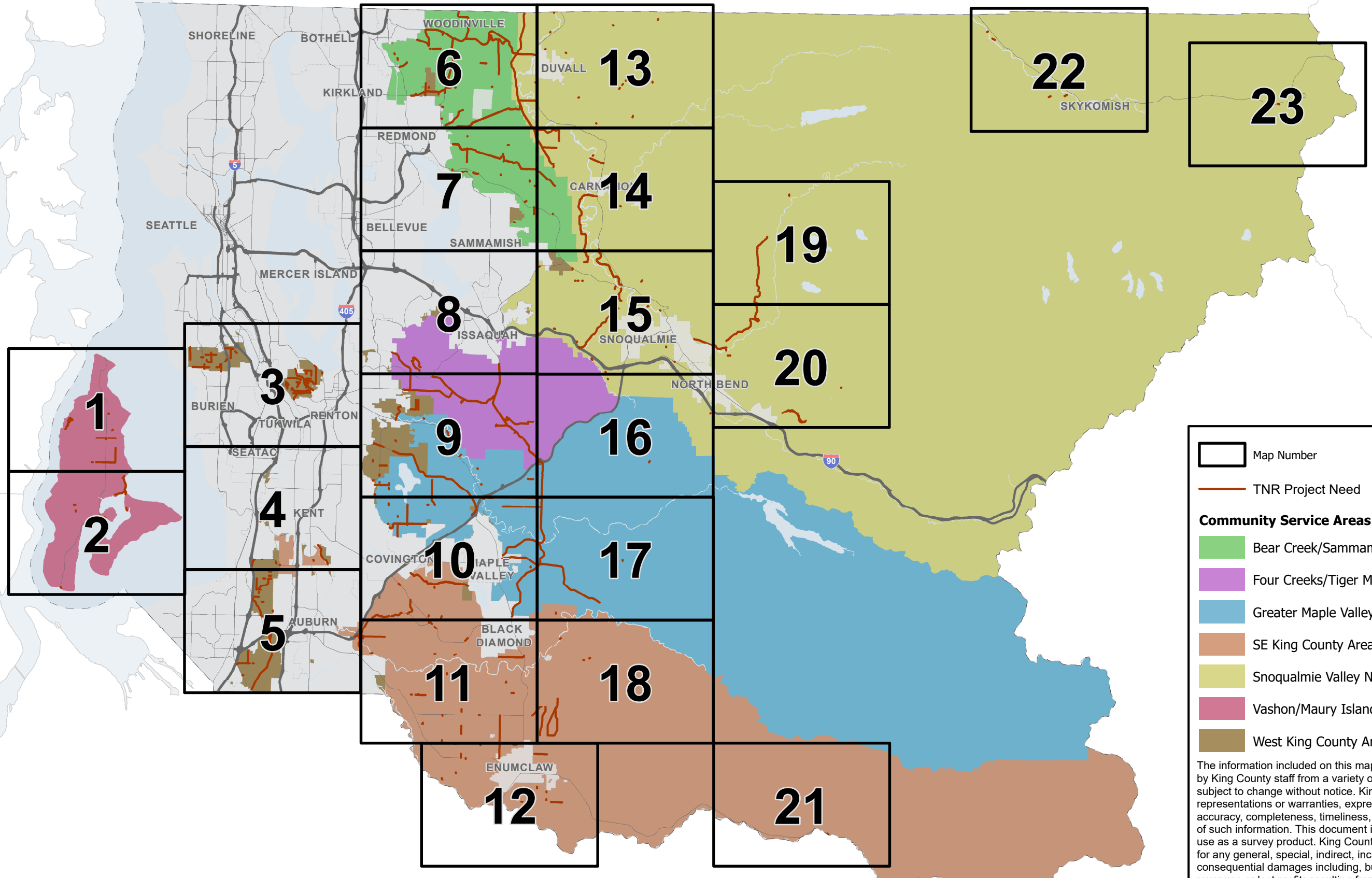
1478 Map Number 23: Scenic

TNR Project Number	TNR Category	Location	Scope	Estimated Cost	Community Service Area	Appears on Multiple Maps
BR-999K2	Bridge	Scenic Bridge: County Road at Tye River 0.1 Mi S of SR-2	Replace bridge	\$3,970,000	Snoqualmie Valley NE King County	

1479

1480 **Exhibit B. 2024 Transportation Needs Report Maps**

1481 Exhibit B contains 23 maps that identify the approximate location of each needed project. Maps  
1482 are formatted to print at 11x17. Please see Exhibit A project list tables for additional information  
1483 associated with each TNR project referenced on the 2024 TNR maps.



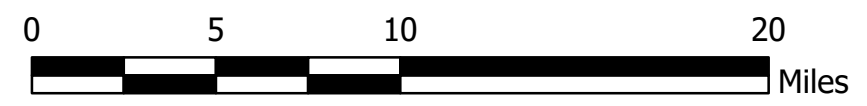
**Map Number**

**TNR Project Need**

**Community Service Areas**

- Bear Creek/Sammamish Area
- Four Creeks/Tiger Mountain Area
- Greater Maple Valley/Cedar River Area
- SE King County Area
- Snoqualmie Valley NE King County Area
- Vashon/Maury Island Area
- West King County Areas

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**North Vashon  
Map Number: 1**

Seattle

Puget Sound

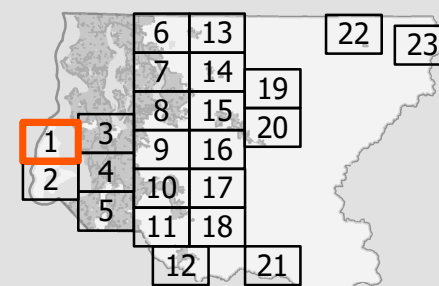
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C O U N T Y

**TNR Project Type**

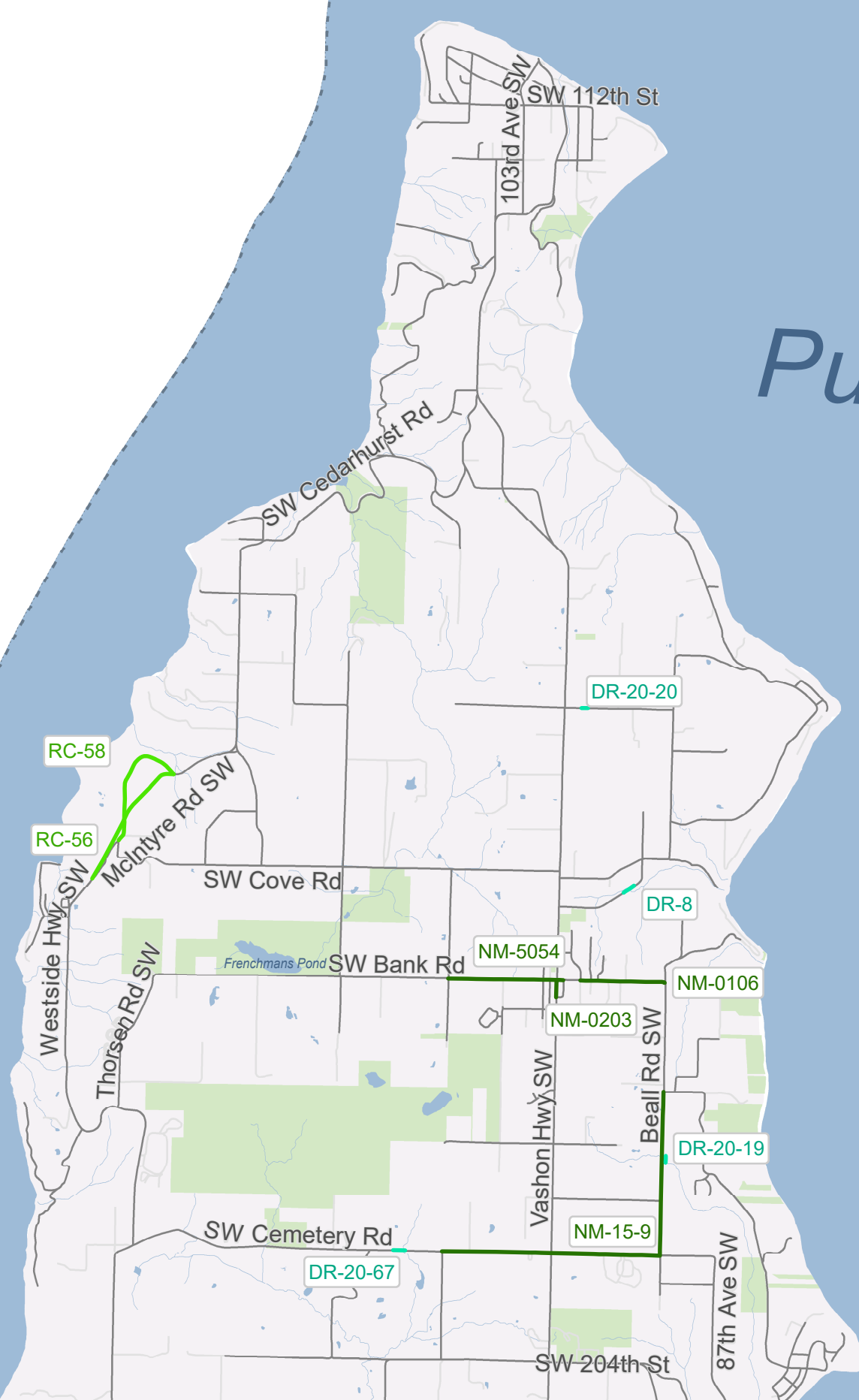
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

**Jurisdiction**

- State or Federal Highway
- Unincorporated King County Maintained Road
- City or Private Road
- King County
- Incorporated Area



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KITSAP COUNTY

PIERCE COUNTY



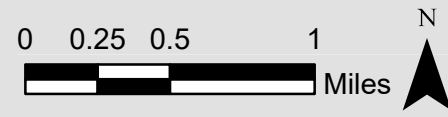
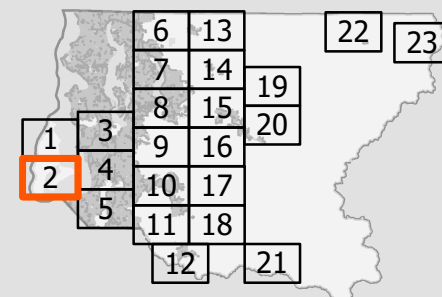
### South Vashon Map Number: 2

#### TNR Project Type

- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

#### Jurisdiction

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area

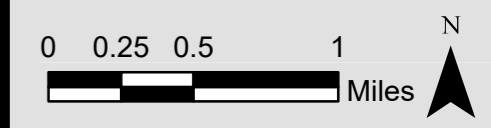
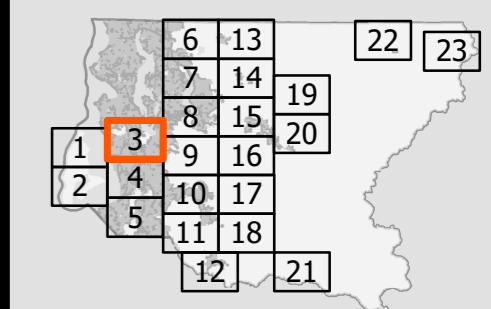


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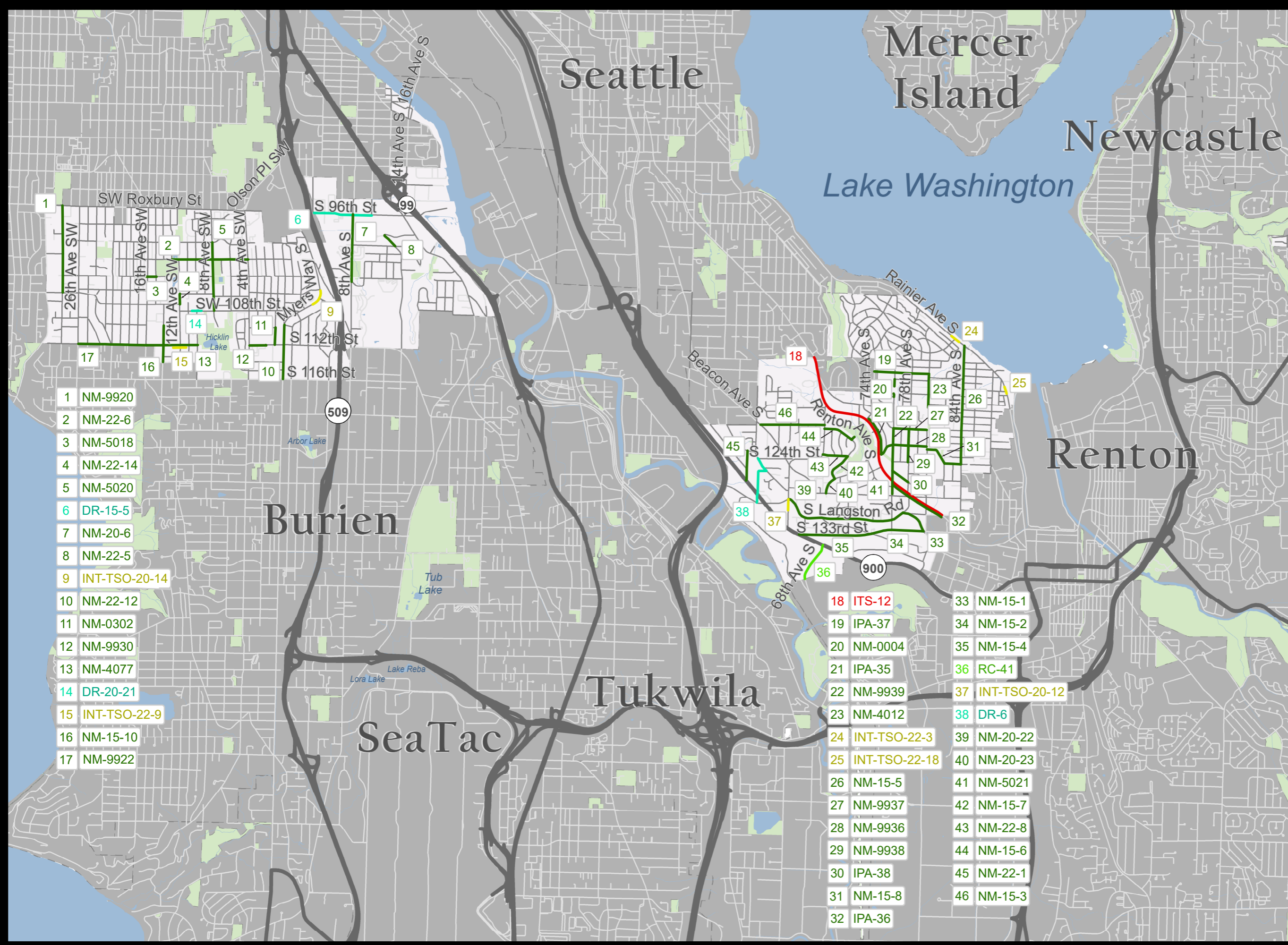
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**White Center/Skyway  
Map Number: 3**

- TNR Project Type**
- Bridge
  - Capacity-Major
  - Drainage
  - Guardrail
  - ITS
  - Intersection and Traffic Safety Operations
  - Active Transportation
  - Reconstruction
  - Vulnerable Road Segment
- Jurisdiction**
- State or Federal Highway
  - Unincorporated King County Maintained Road
  - City or Private Road
  - King County
  - Incorporated Area



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- 2 NM-22-6
- 3 NM-5018
- 4 NM-22-14
- 5 NM-5020
- 6 DR-15-5
- 7 NM-20-6
- 8 NM-22-5
- 9 INT-TSO-20-14
- 10 NM-22-12
- 11 NM-0302
- 12 NM-9930
- 13 NM-4077
- 14 DR-20-21
- 15 INT-TSO-22-9
- 16 NM-15-10
- 17 NM-9922

- 18 ITS-12
- 19 IPA-37
- 20 NM-0004
- 21 IPA-35
- 22 NM-9939
- 23 NM-4012
- 24 INT-TSO-22-3
- 25 INT-TSO-22-18
- 26 NM-15-5
- 27 NM-9937
- 28 NM-9936
- 29 NM-9938
- 30 IPA-38
- 31 NM-15-8
- 32 IPA-36
- 33 NM-15-1
- 34 NM-15-2
- 35 NM-15-4
- 36 RC-41
- 37 INT-TSO-20-12
- 38 DR-6
- 39 NM-20-22
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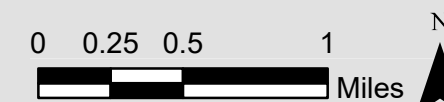
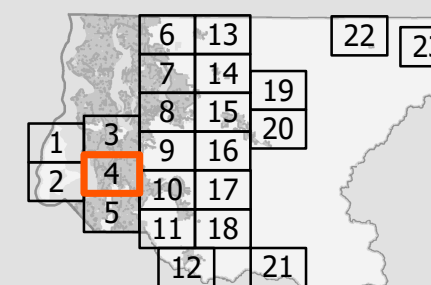
**Kent/Des Moines**  
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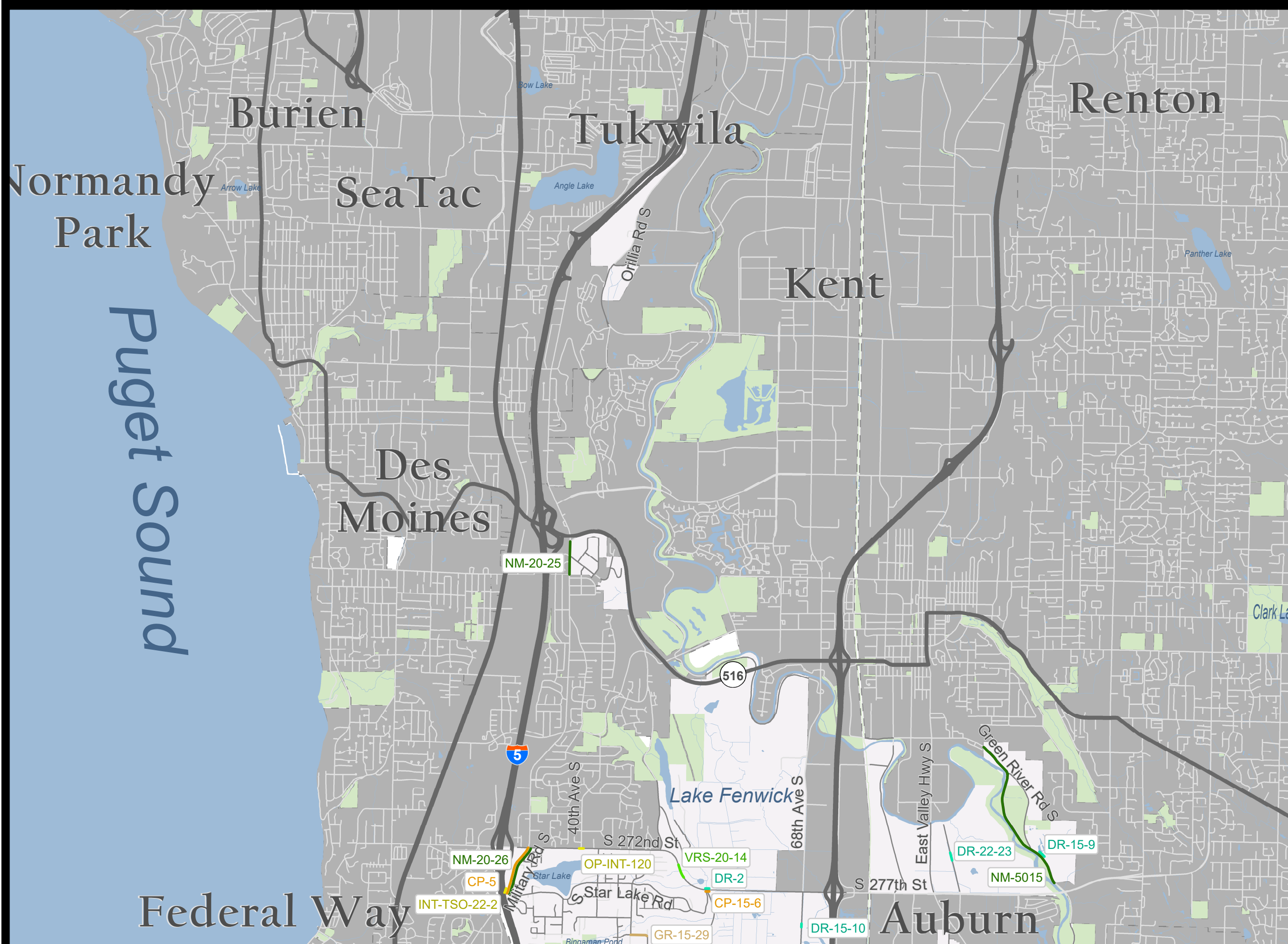
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

**Jurisdiction**

- State or Federal Highway
- Unincorporated King
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- Incorporated Area



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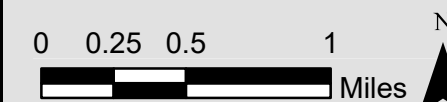
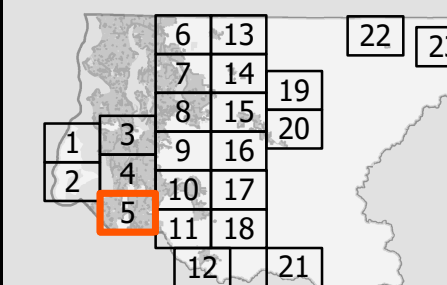
**East Federal Way  
Map Number: 5**

**TNR Project Type**

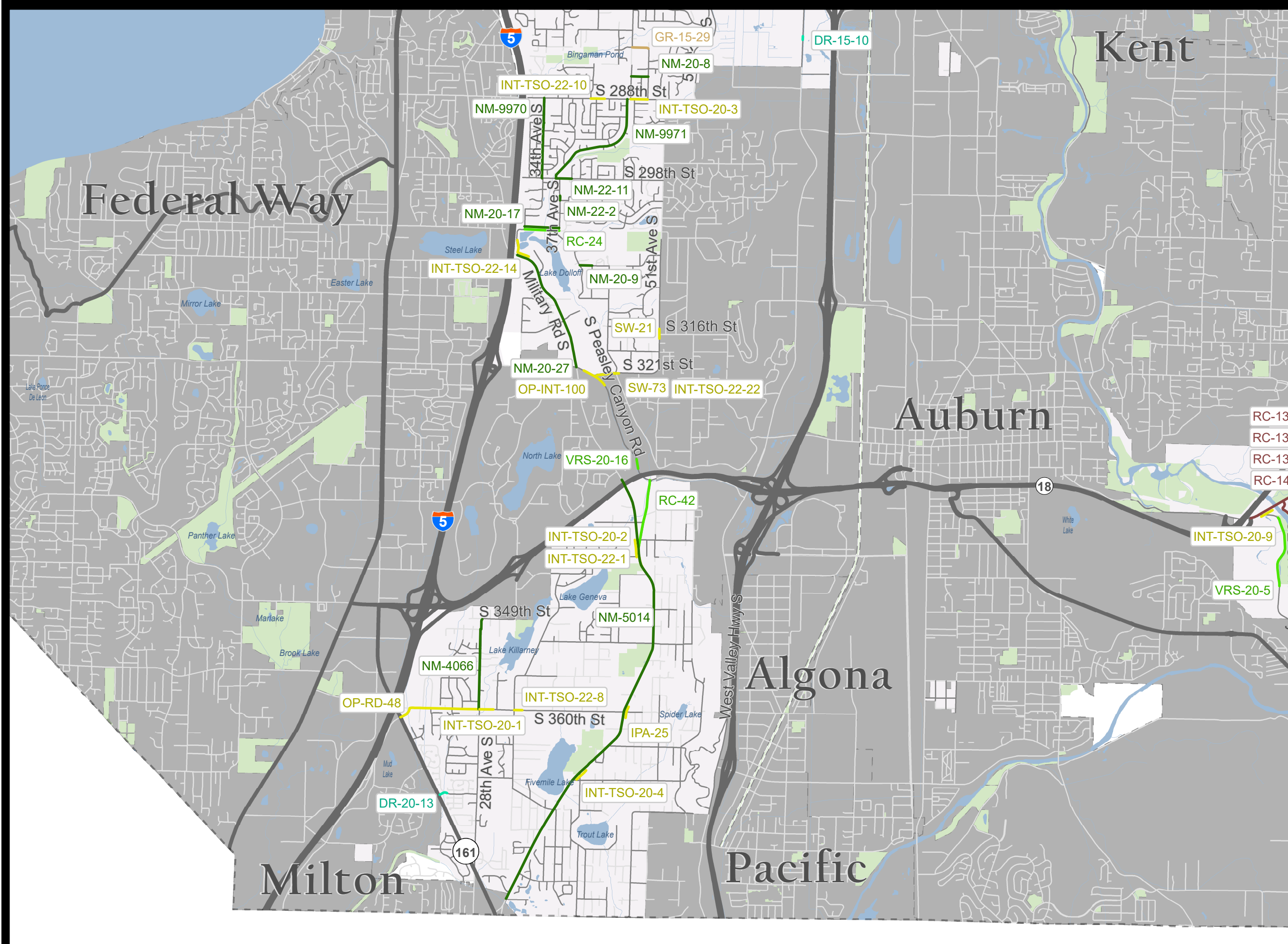
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
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- Vulnerable Road Segment

**Jurisdiction**

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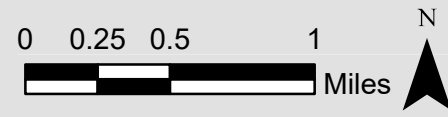
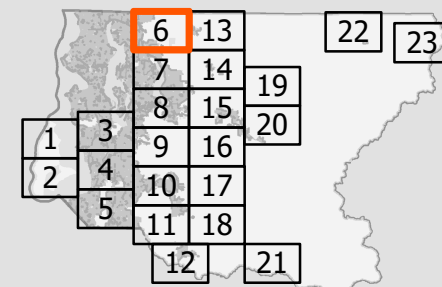
# Woodinville Map Number: 6

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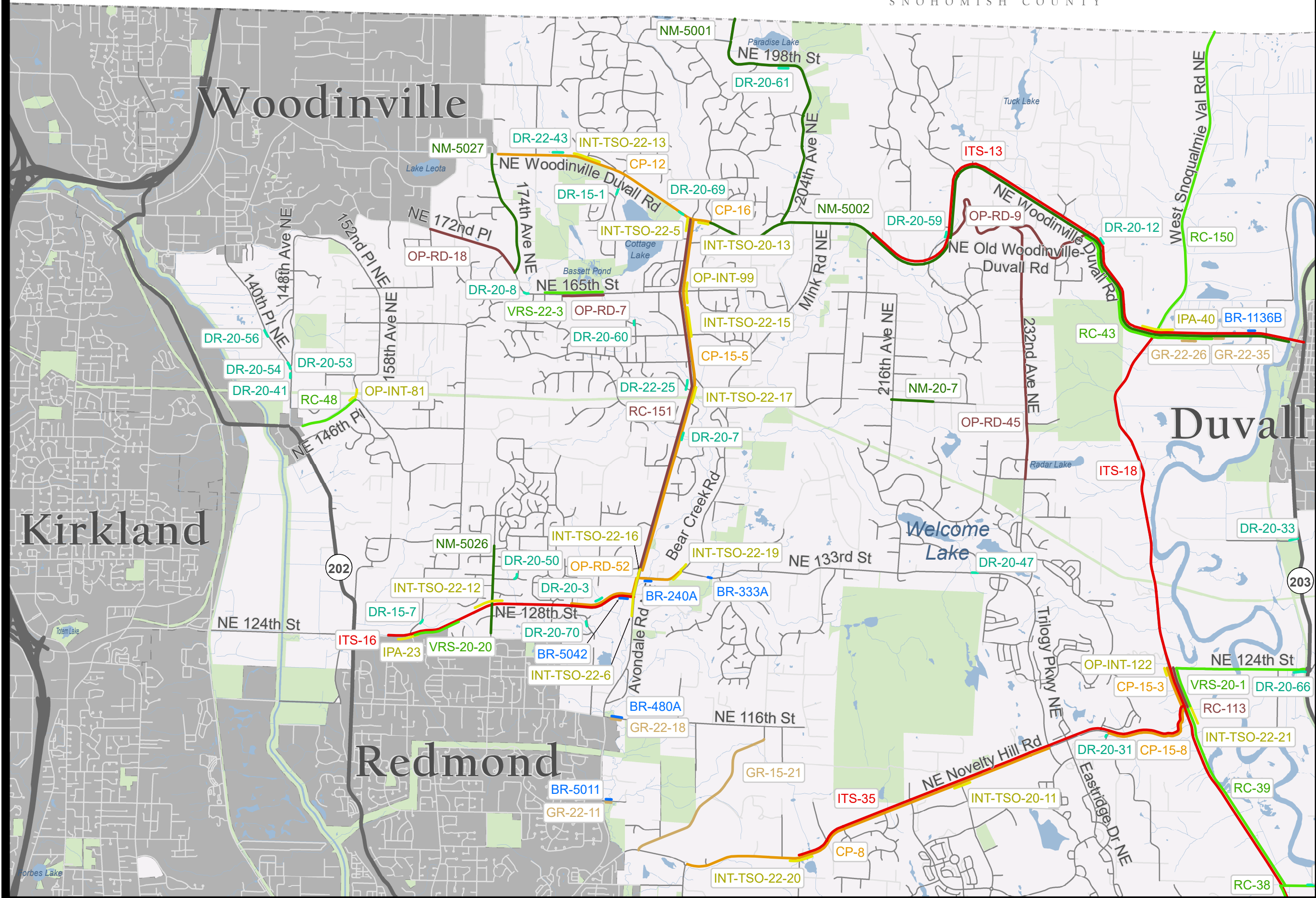
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- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

## Jurisdiction

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area

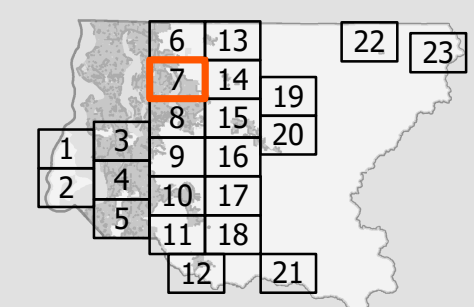


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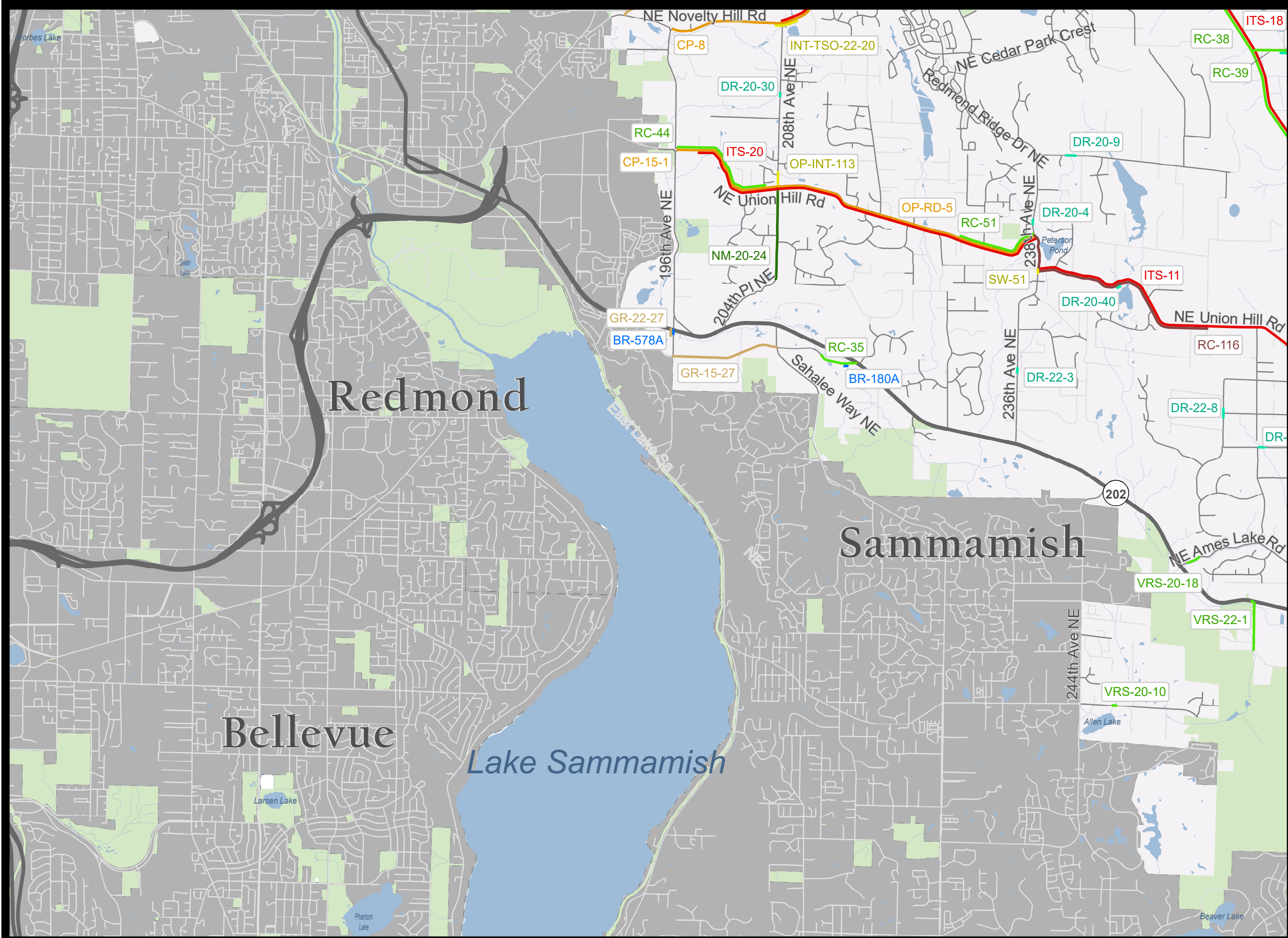


# Redmond/Sammamish Map Number: 7

- ### TNR Project Type
- Bridge
  - Capacity-Major
  - Drainage
  - Guardrail
  - ITS
  - Intersection and Traffic Safety Operations
  - Active Transportation
  - Reconstruction
  - Vulnerable Road Segment
- ### Jurisdiction
- State or Federal Highway
  - Unincorporated King
  - County Maintained Road
  - City or Private Road
  - King County
  - Incorporated Area



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# Sammamish

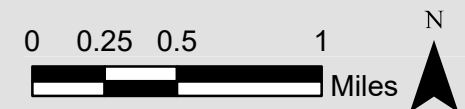
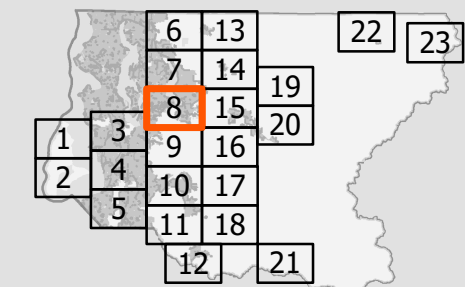
## Newcastle/Issaquah Map Number: 8

### TNR Project Type

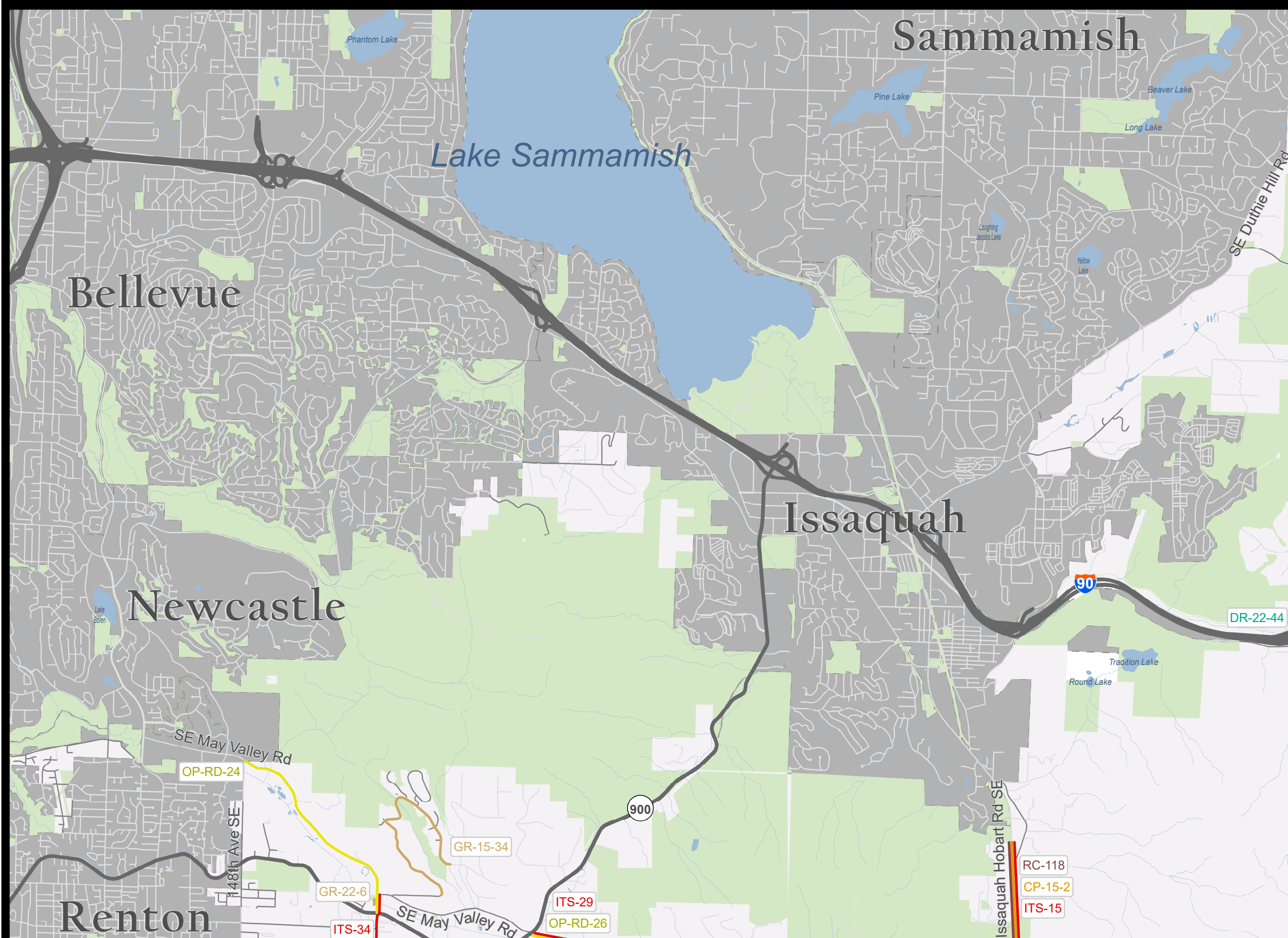
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

### Jurisdiction

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area

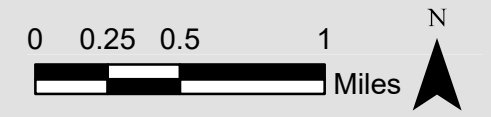
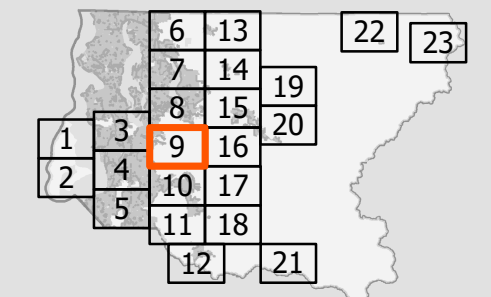


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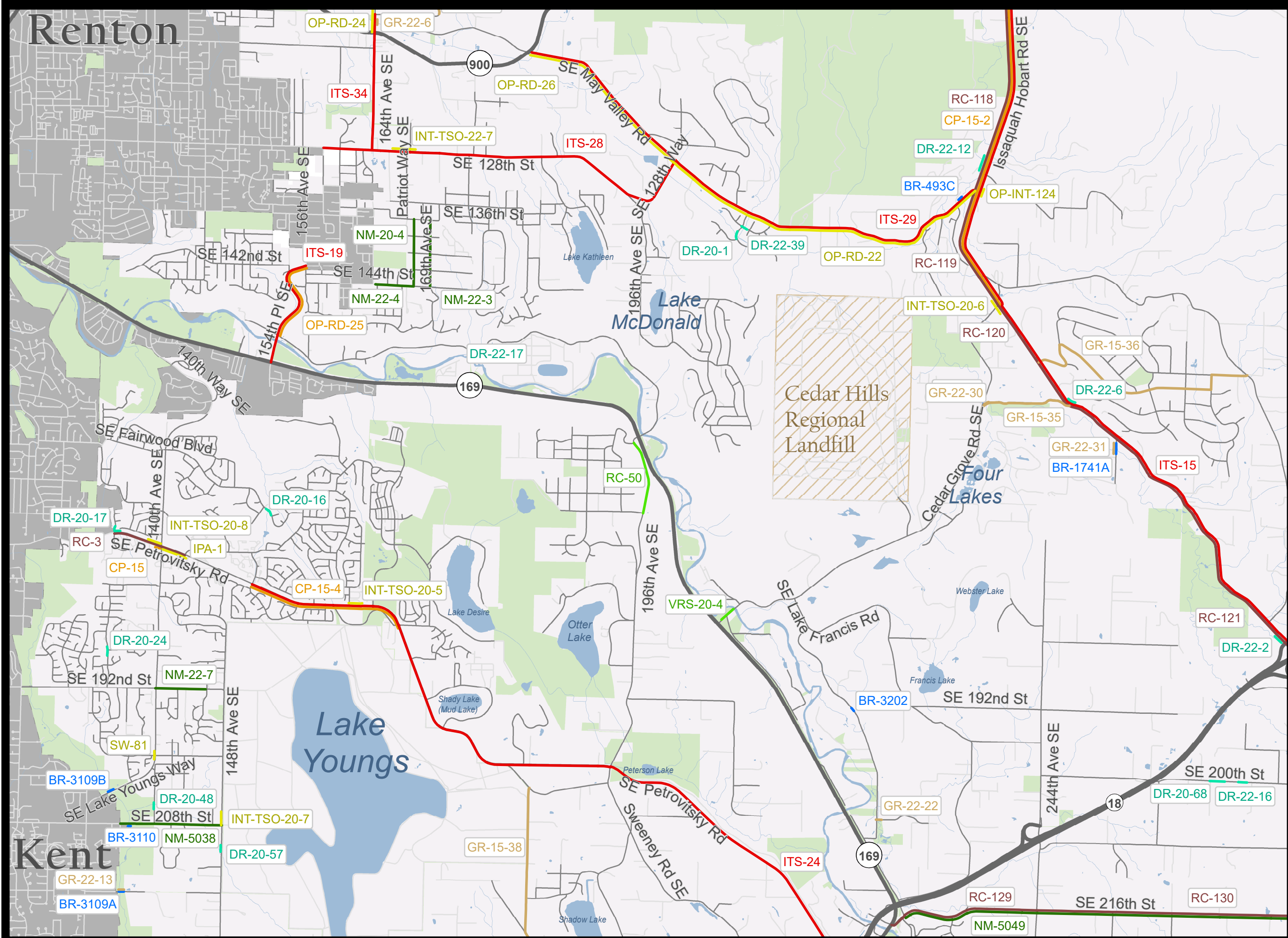


- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

- ### Jurisdiction
- State or Federal Highway
  - Unincorporated King
  - County Maintained Road
  - City or Private Road
  - King County
  - Incorporated Area



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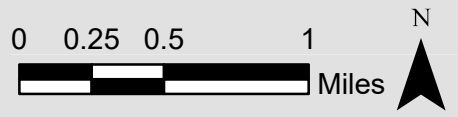
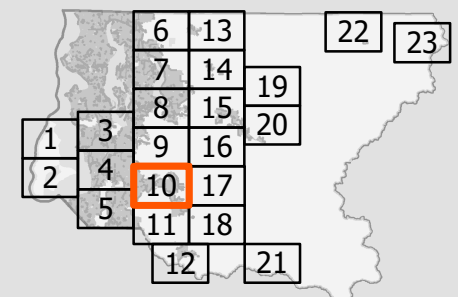
**Covington/Black Diamond**  
**Map Number: 10**

**TNR Project Type**

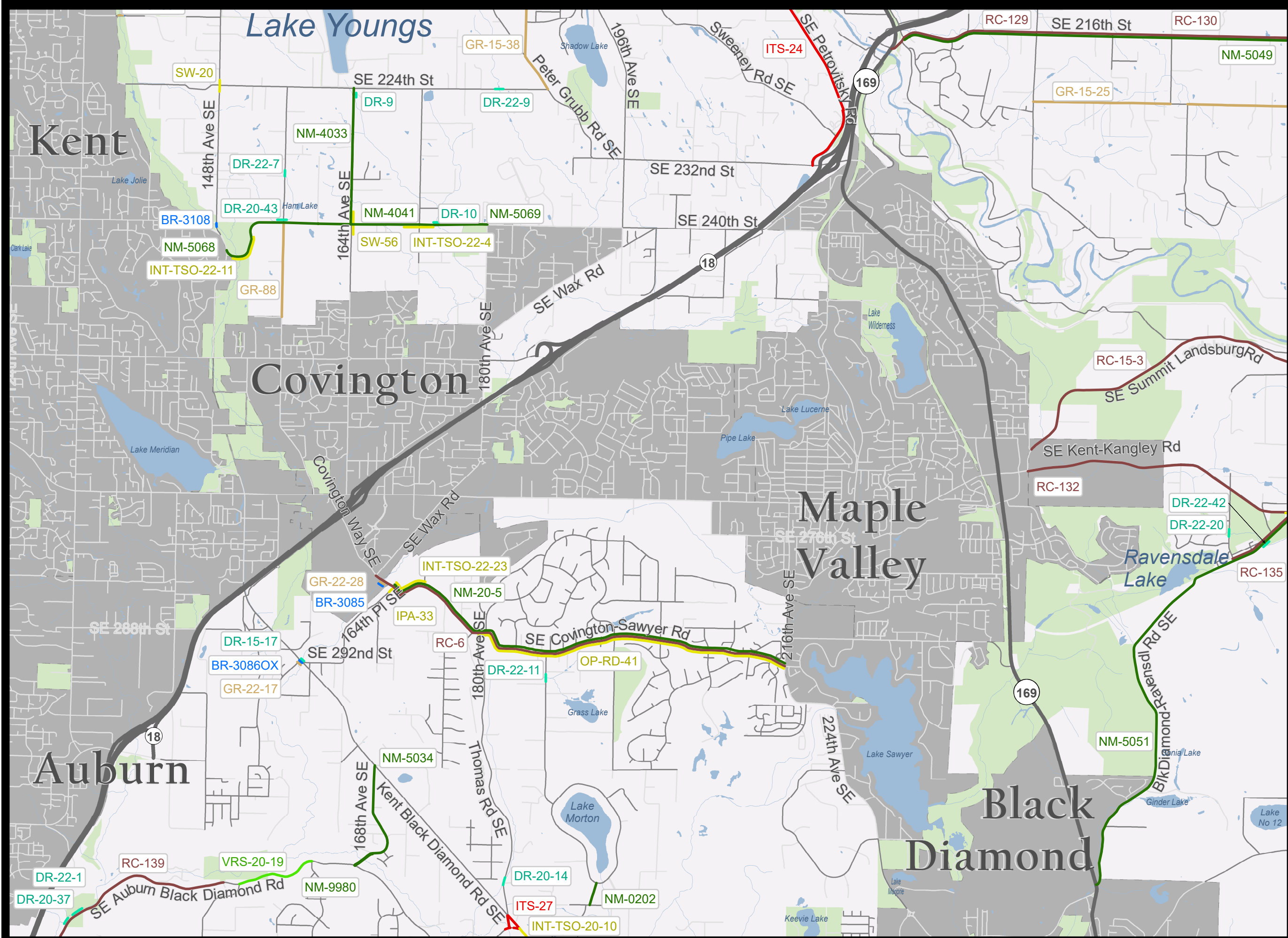
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

**Jurisdiction**

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area



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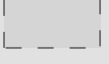


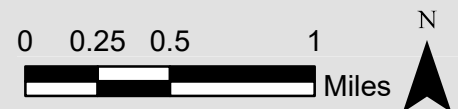
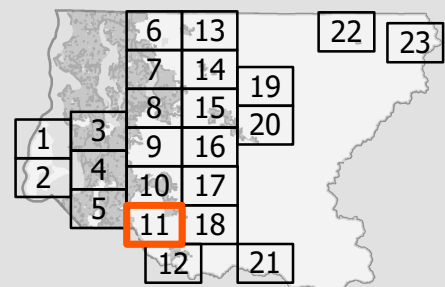
# North Enumclaw Map Number: 11

## TNR Project Type

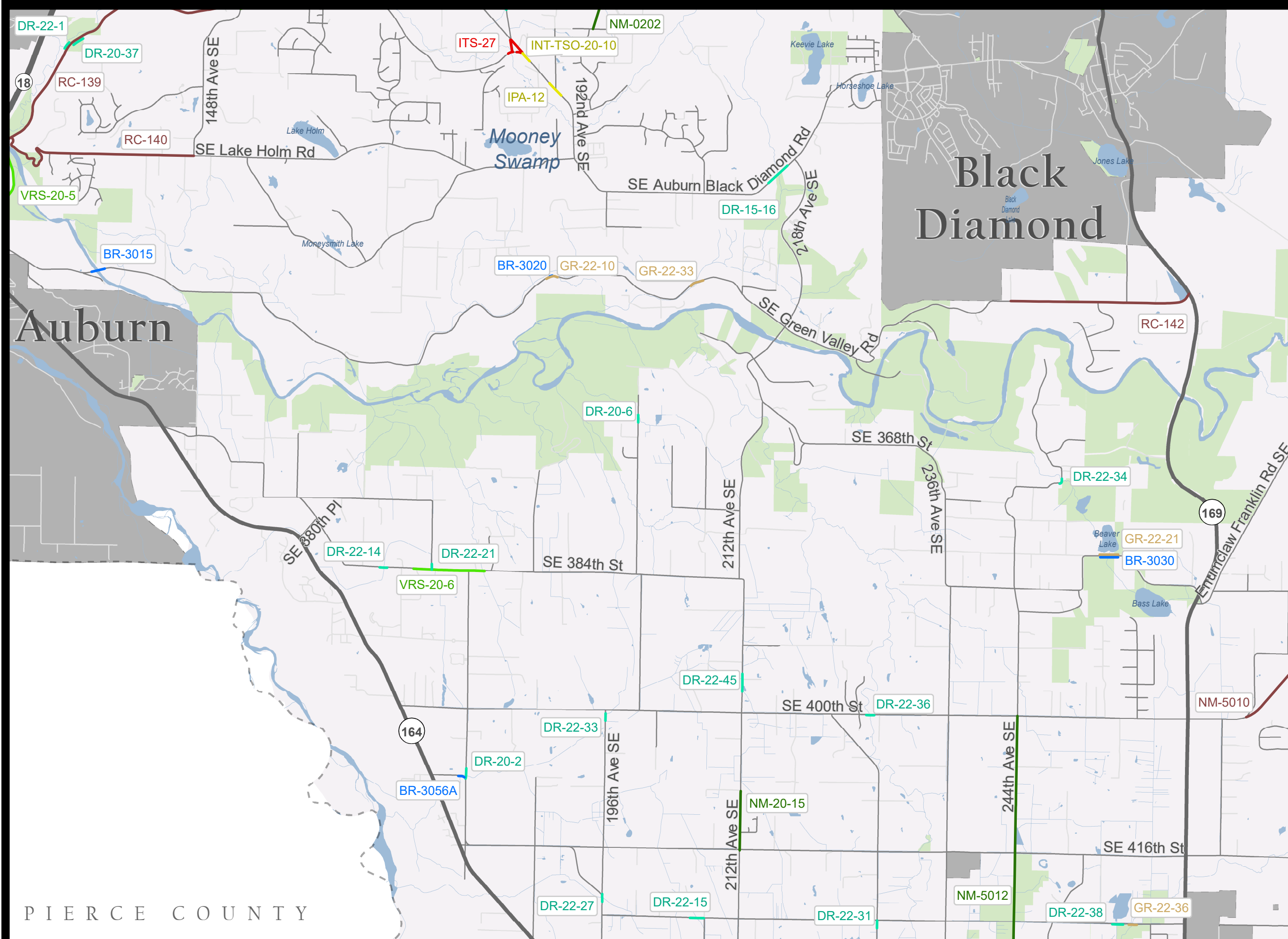
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

## Jurisdiction

-  State or Federal Highway
-  Unincorporated King
-  County Maintained Road
-  City or Private Road
-  King County
-  Incorporated Area



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PIERCE COUNTY

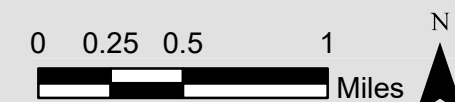
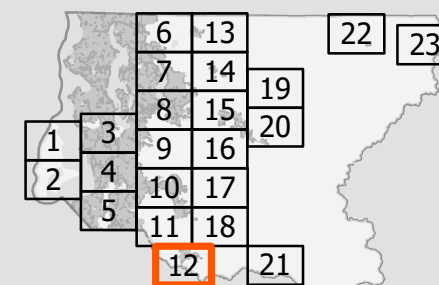
# South Enumclaw Map Number: 12

## TNR Project Type

- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

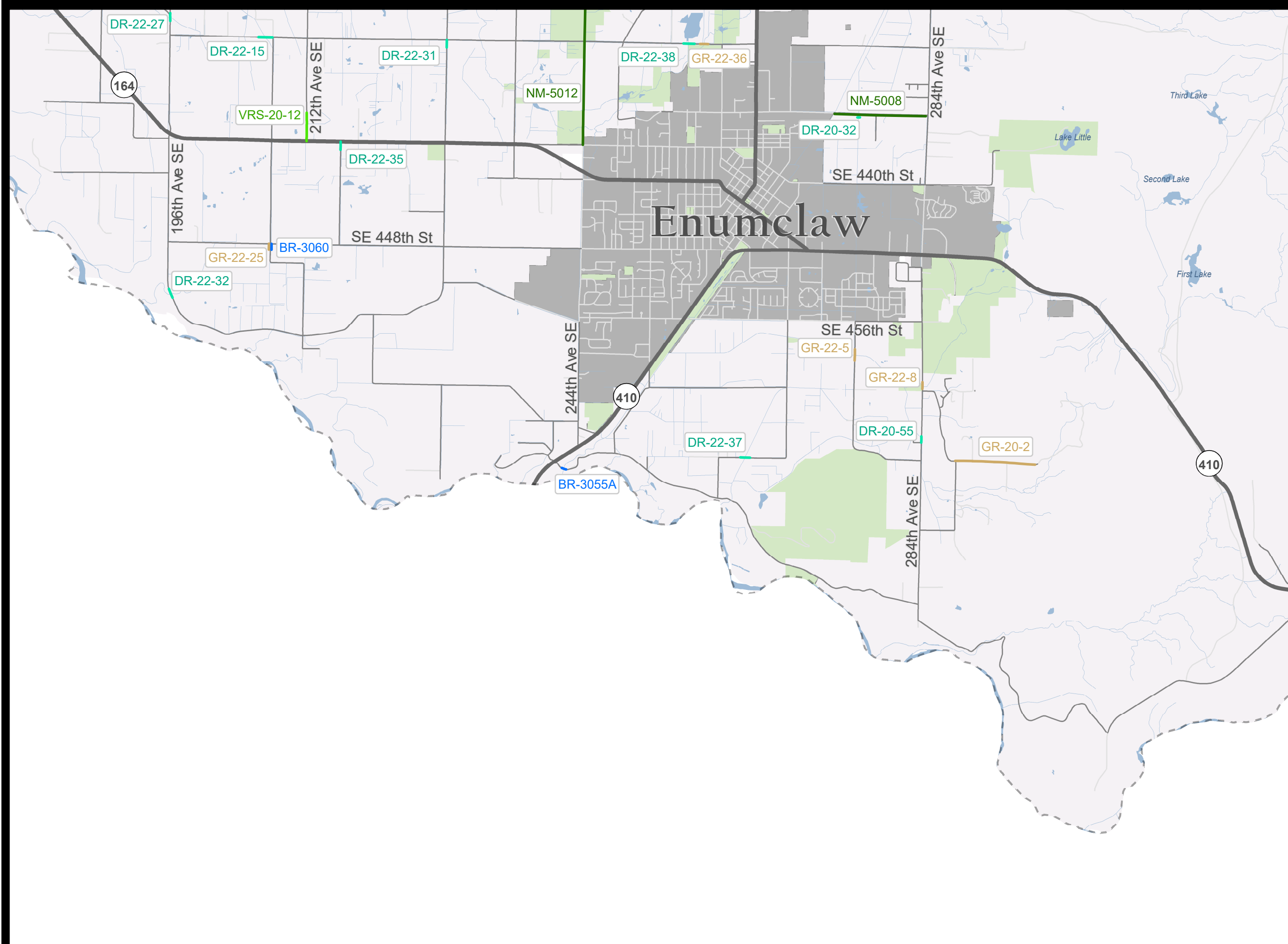
## Jurisdiction

-  State or Federal Highway
-  Unincorporated King
-  County Maintained Road
-  City or Private Road
-  King County
-  Incorporated Area



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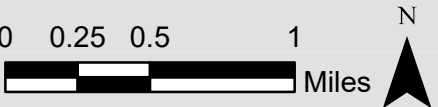
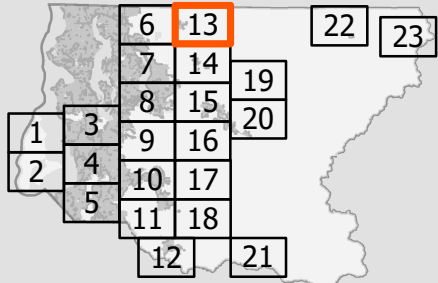


TNR Project Type

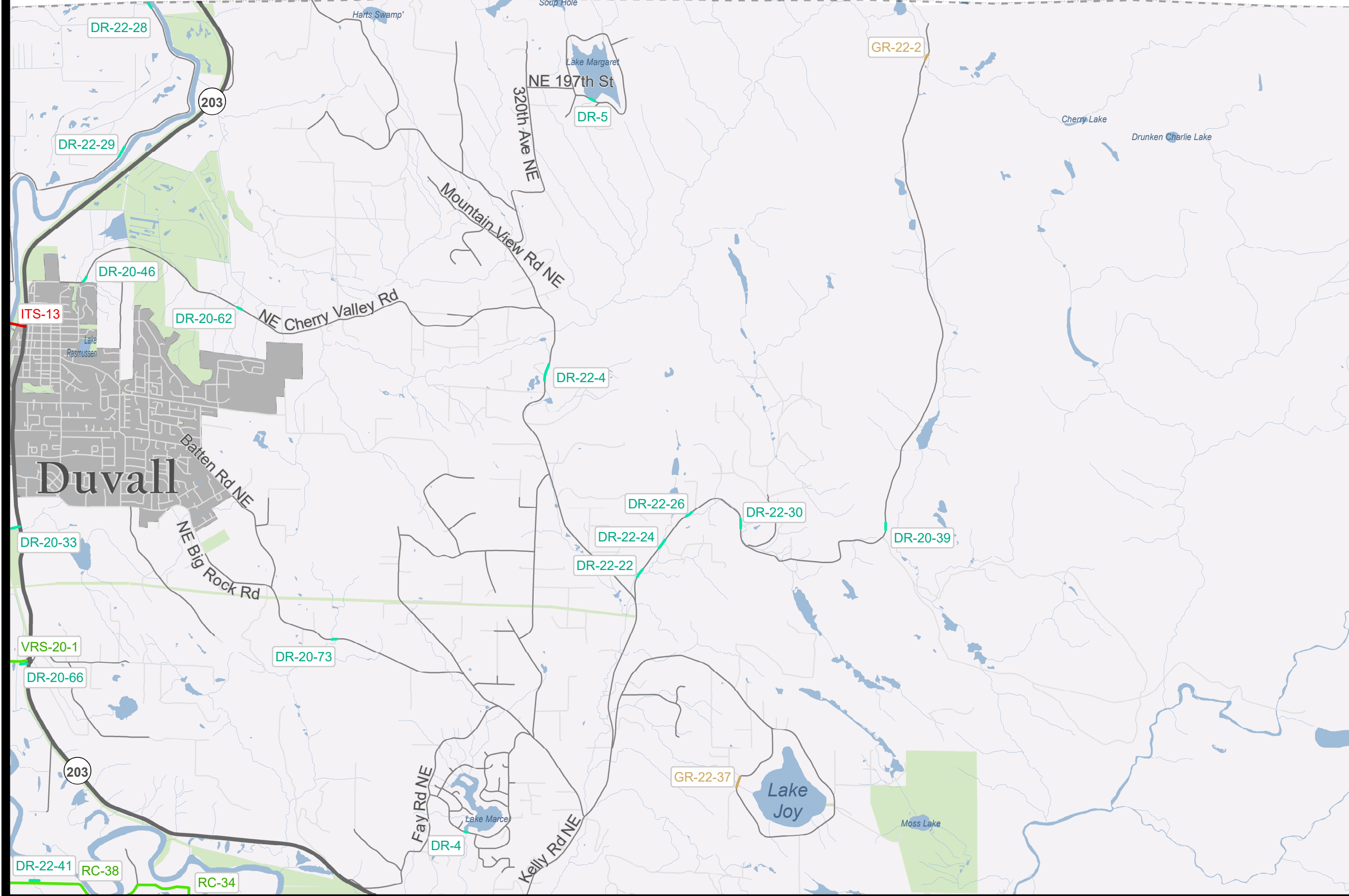
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

Jurisdiction

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area



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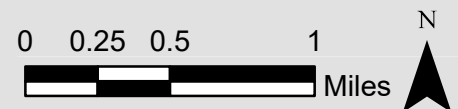
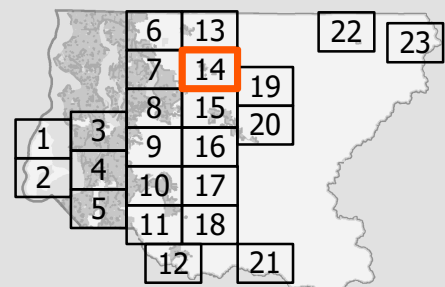
# Carnation Map Number: 14

## TNR Project Type

- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

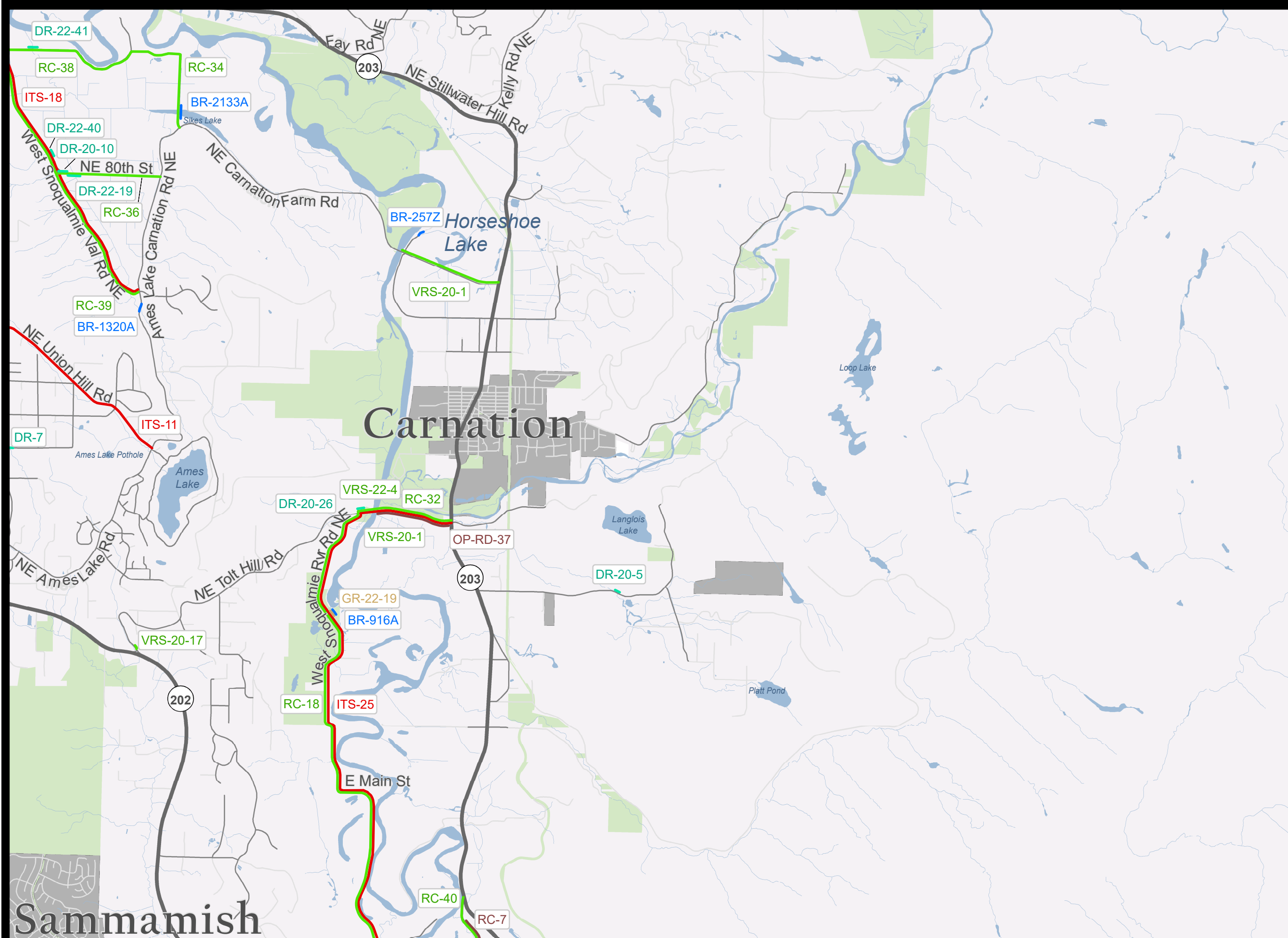
## Jurisdiction

-  State or Federal Highway
-  Unincorporated King
-  County Maintained Road
-  City or Private Road
-  King County
-  Incorporated Area



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# Sammamish

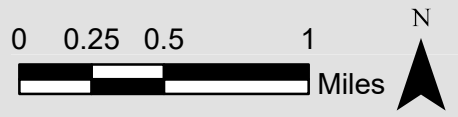
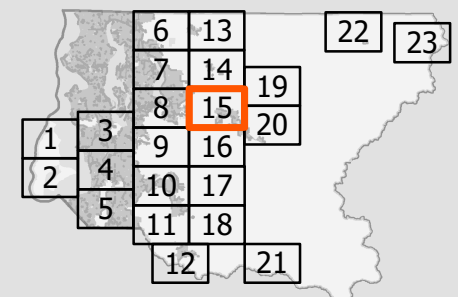
## Snoqualmie Map Number: 15

### TNR Project Type

- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

### Jurisdiction

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area



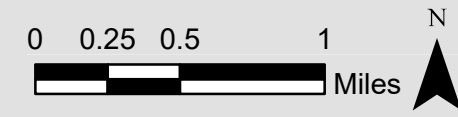
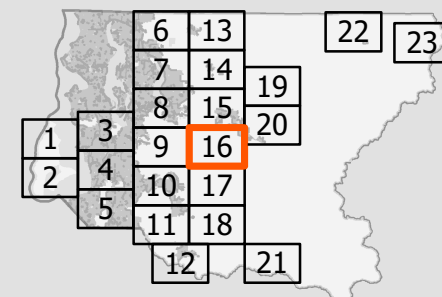
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# 2024 Transportation Needs Report Project Locations

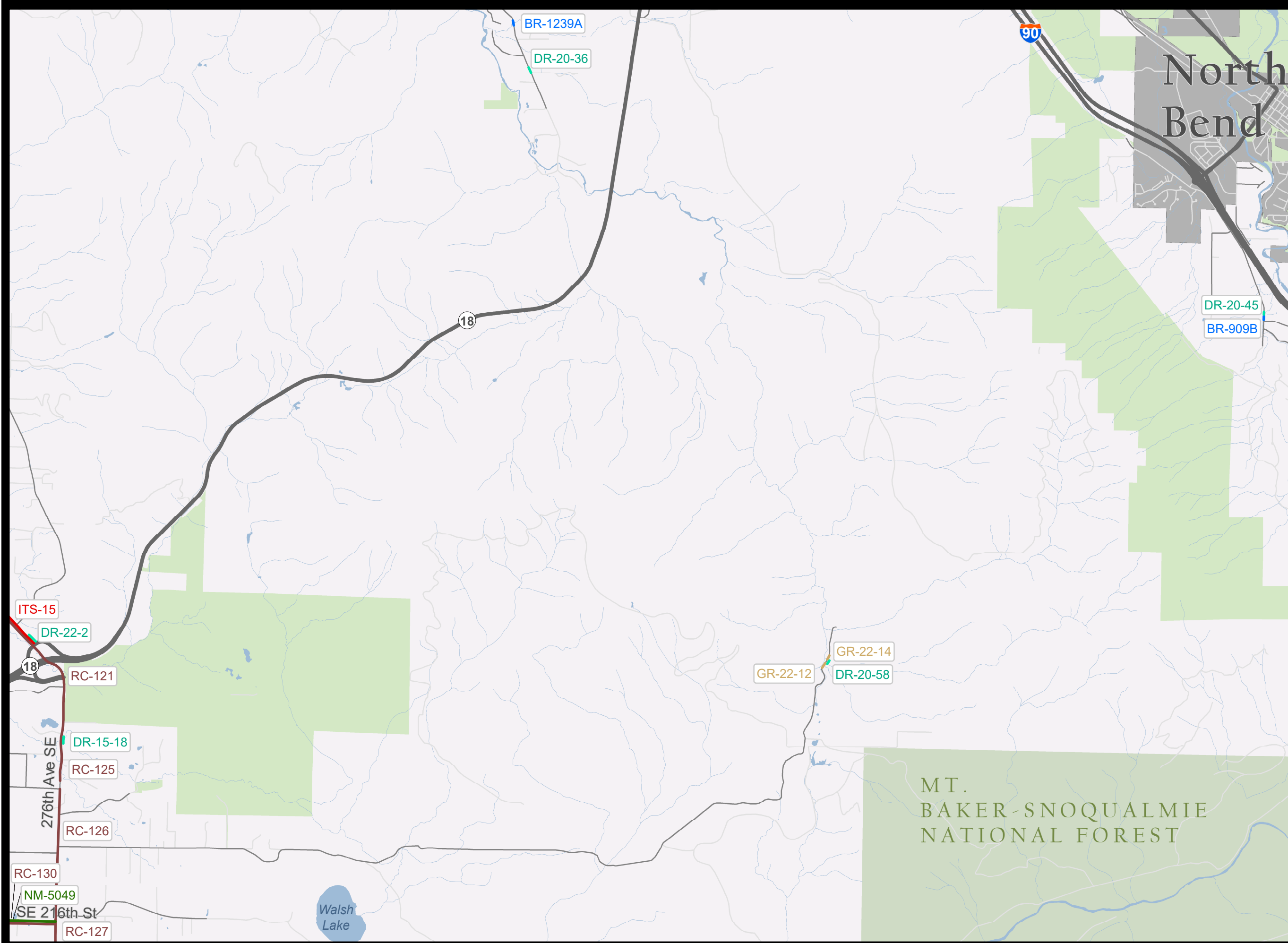
**Tiger Mountain/Hobart  
Map Number: 16**

- TNR Project Type**
- Bridge
  - Capacity-Major
  - Drainage
  - Guardrail
  - ITS
  - Intersection and Traffic Safety Operations
  - Active Transportation
  - Reconstruction
  - Vulnerable Road Segment
- Jurisdiction**
- State or Federal Highway
  - Unincorporated King
  - County Maintained Road
  - City or Private Road
- King County
- Incorporated Area



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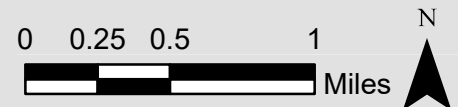
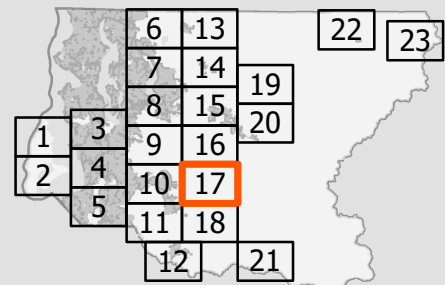
# Ravensdale Map Number: 17

## TNR Project Type

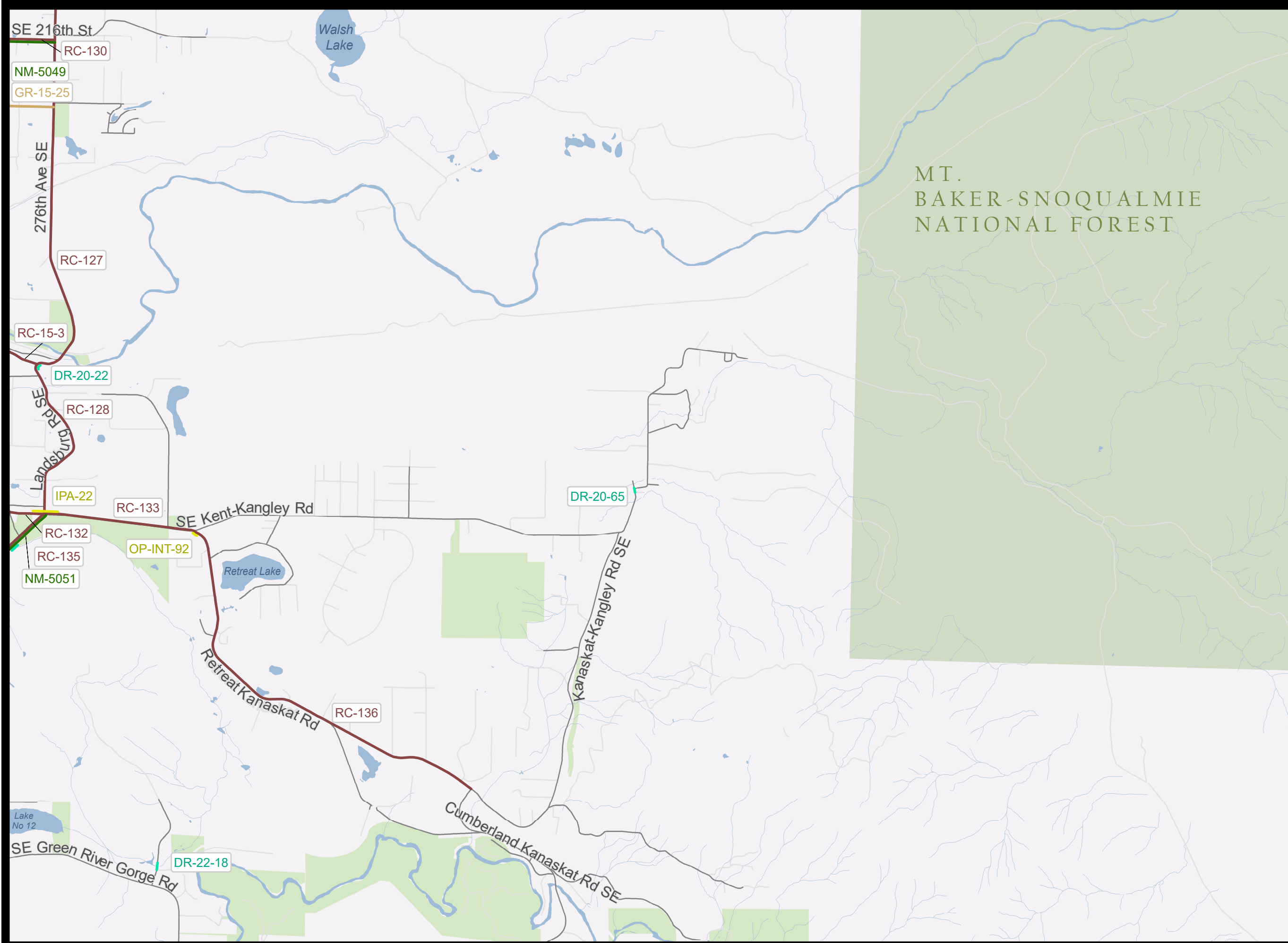
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

## Jurisdiction

-  State or Federal Highway
-  Unincorporated King
-  County Maintained Road
-  City or Private Road
-  King County
-  Incorporated Area












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





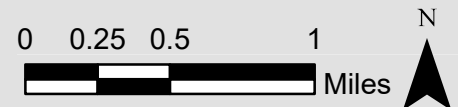
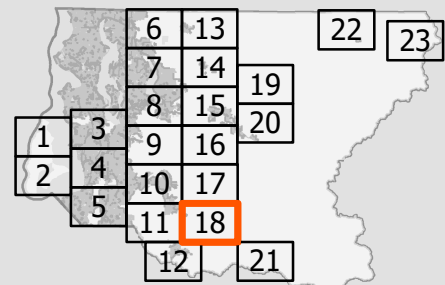
# Cumberland Map Number: 18

## TNR Project Type

-  Bridge
-  Capacity-Major
-  Drainage
-  Guardrail
-  ITS
-  Intersection and Traffic Safety Operations
-  Active Transportation
-  Reconstruction
-  Vulnerable Road Segment

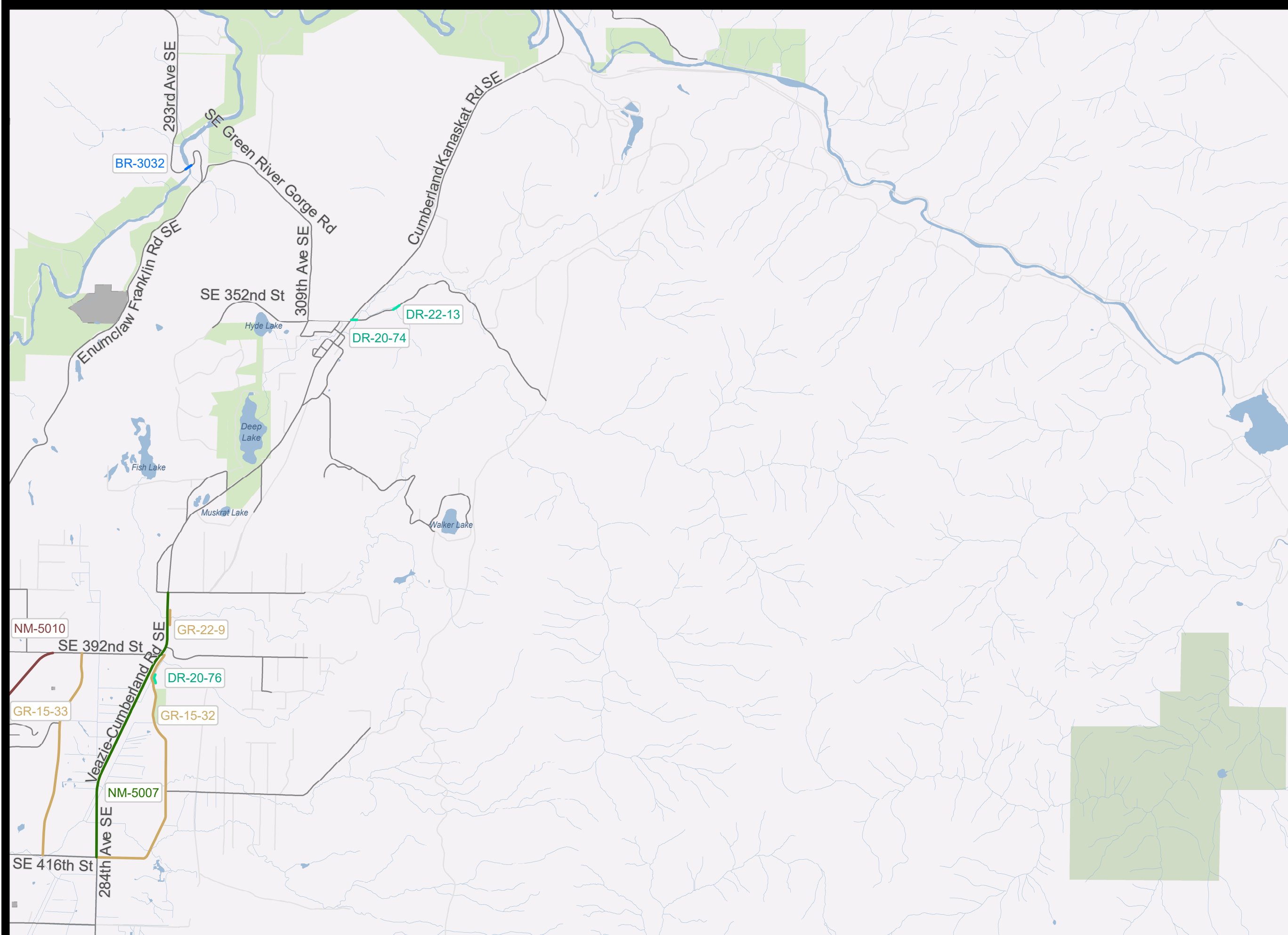
## Jurisdiction

-  State or Federal Highway
-  Unincorporated King
-  County Maintained Road
-  City or Private Road
-  King County
-  Incorporated Area



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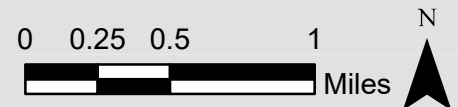
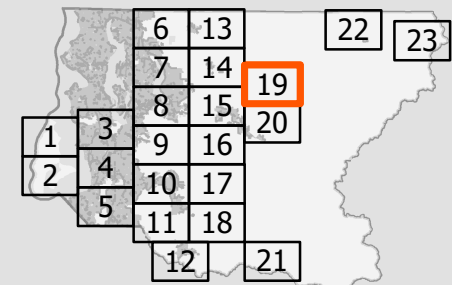
**Mount Si  
Map Number: 19**

**TNR Project Type**

- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

**Jurisdiction**

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area



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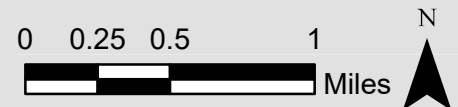
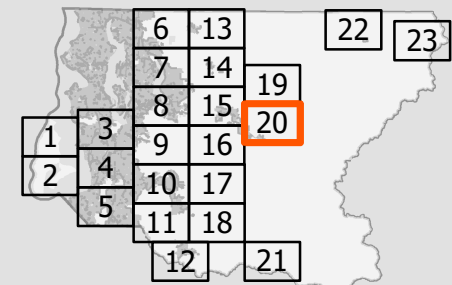
# East North Bend Map Number: 20

## TNR Project Type

- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

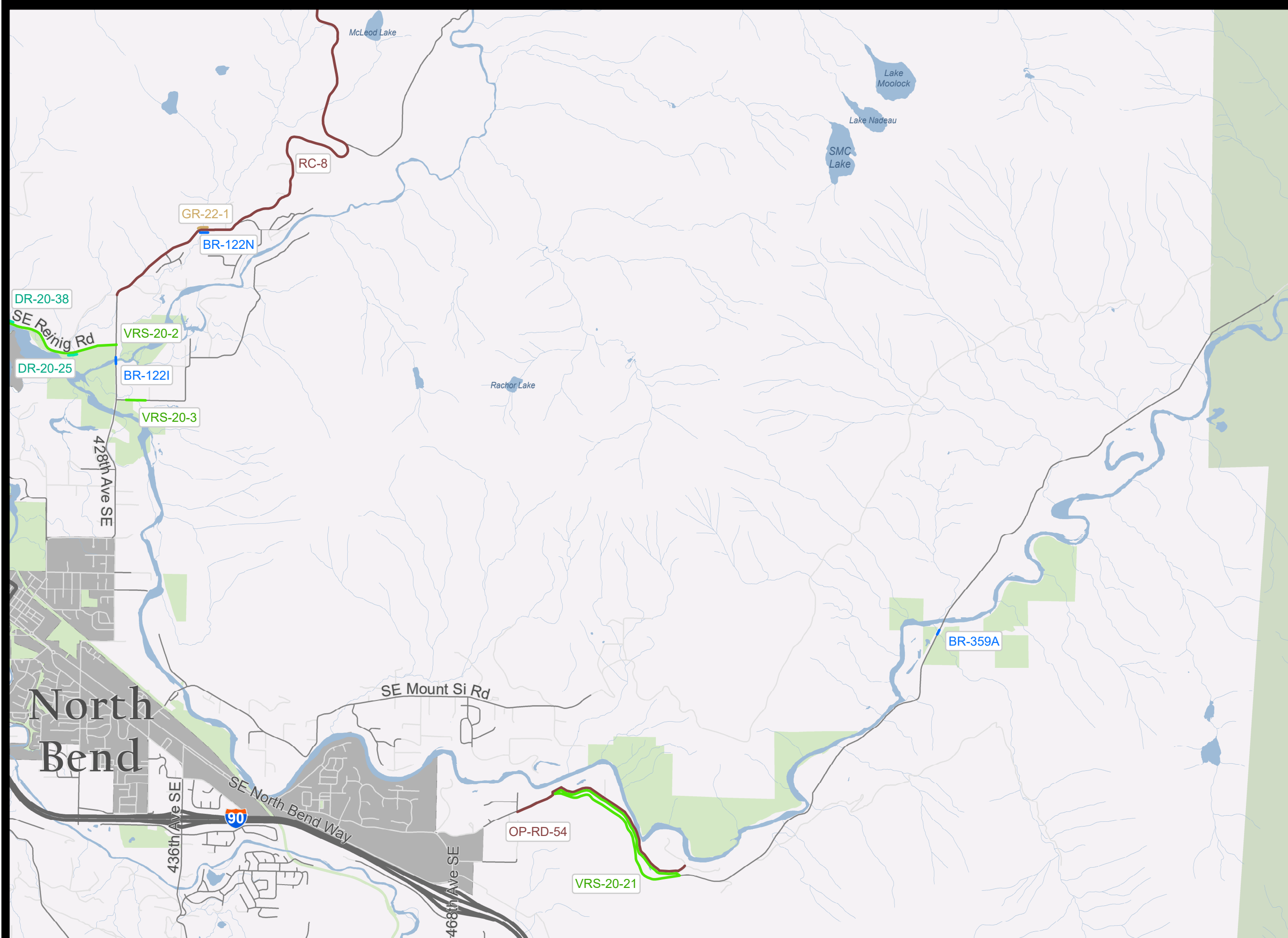
## Jurisdiction

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area



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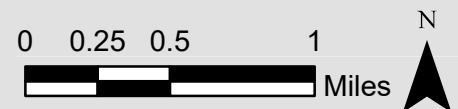
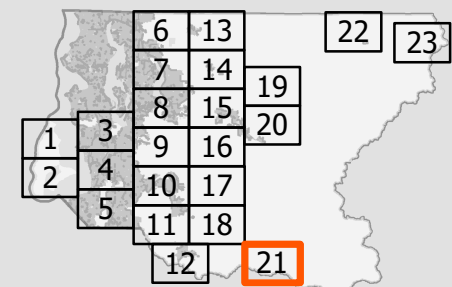
# Greenwater Map Number: 21

## TNR Project Type

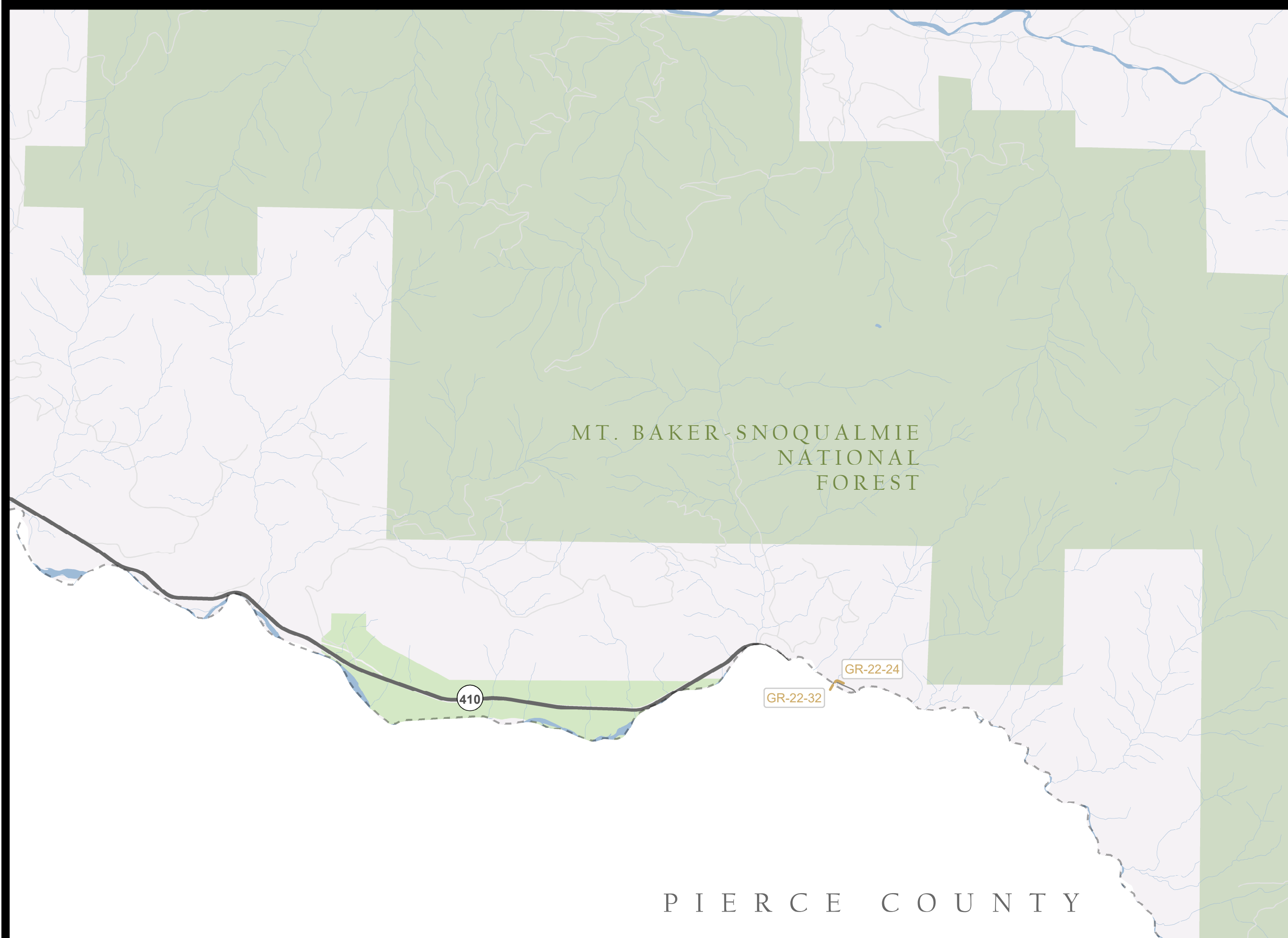
- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

## Jurisdiction

- State or Federal Highway
- Unincorporated King
- County Maintained Road
- City or Private Road
- King County
- Incorporated Area



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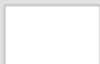

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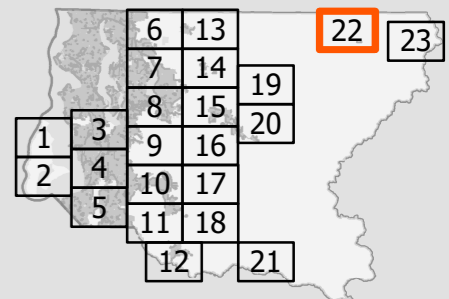


**TNR Project Type**

- Bridge
- Capacity-Major
- Drainage
- Guardrail
- ITS
- Intersection and Traffic Safety Operations
- Active Transportation
- Reconstruction
- Vulnerable Road Segment

**Jurisdiction**

-  State or Federal Highway
-  Unincorporated King County Maintained Road
-  City or Private Road
-  King County
-  Incorporated Area



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# Wild Sky Wilderness

Bertha Lake

Jakes Lake

Embro Lake

Skyline Lake

2

BR-999K2

Murphy Lakes

Spark Plug Lake

Surprise Lake

## MT. BAKER-SNOQUALMIE NATIONAL FOREST

## C H E L A N C O U N T Y

Sheet 7

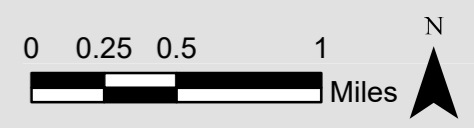
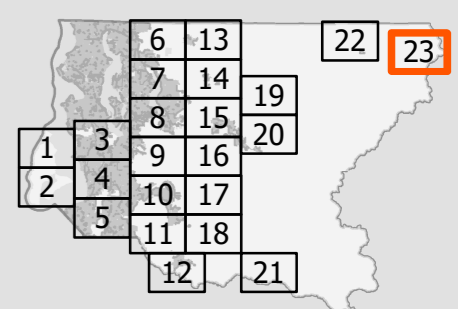
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#### TNR Project Type

- Bridge
- Capacity-Major
- Drainage
- Guardrail
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- Intersection and Traffic Safety Operations
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- Reconstruction
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#### Jurisdiction

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## Appendix C2: Regional Trail Needs Report

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December 2023



# Table of Contents

25

26

27

28 I. Introduction ..... 3

29 II. Project Map..... 4

30 III. Projects Listing..... 5

31

32

33

34

## 35 I. Introduction

36

37 The King County Regional Trails network is one of the nation’s most extensive multi- use off-road networks with over 175 miles  
38 of trails for bicycling, hiking, walking, and other activities. This Report identifies the long-range vision for new trail development  
39 to continue to expand recreational opportunities throughout King County.

40

41 The following map and table provide planning level information regarding trail projects to consider building in the future.

42 Locations, costs, etc. are general, ballpark, figures to provide context about the future trail network development. More detail  
43 about each project, or phase of a project, will be generated as a project moves towards implementation through a feasibility  
44 study or initiating design.

45

46 Regional Trail Needs Report (RTNR) projects are prioritized to help consider what regional trails are, at a high level, anticipated  
47 to best meet County goals. RTNR prioritization is simply a guide and does not direct budgeting processes or implementation  
48 timelines.

49

50 Actual project funding decisions are made through County budgeting processes which are more reflective of current priorities.

51

52 The 2024 update to the RTNR was revised to reflect the following:

53

54 • New planning level cost estimates for all projects

55 • Updates to the existing regional trail network on the Project Map, including but not limited to the Redmond Central  
56 Connector Phase II and the Foothills Trail in the City of Enumclaw

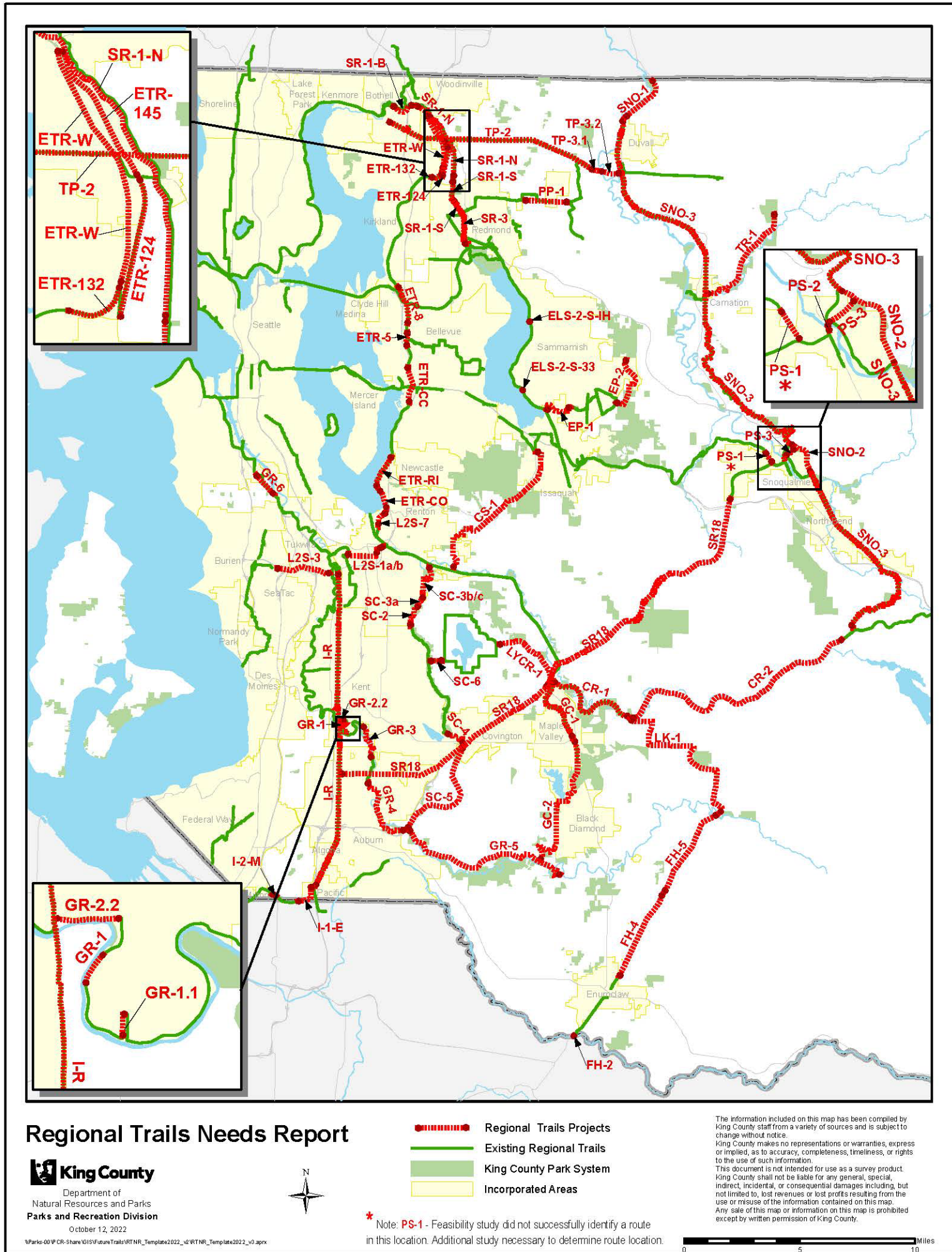
57 • Revisions to projects where new information is available such as Regional Transportation Plan Status

58 • Removals of RTNR projects anticipated to be complete around the time of 2024 RTNR adoption and revisions to project  
59 segments and names, including but not limited to segments of the East Lake Sammamish Trail – South, Lake to Sound  
60 Trail Segments B and C, Foothills Trail South, and segments of Eastrail

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63 II. Project Map  
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67  
68**III. Projects Listing**

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Regional Trails Network - Legacy Projects <sup>(4)</sup></b>									
1	ETR-CO	<b>Eastrail</b> , Mainline Coulon Park <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail along Coulon Park.	Inside UGA	Candidate	1.1	\$16.5	\$32.0
2	ETR-RI	<b>Eastrail</b> , Mainline Coulon Park to Ripley Lane <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from Coulon Park to Ripley Lane.	Inside UGA	Candidate	1.3	\$22.0	\$42.7
3	ETR-CC	<b>Eastrail</b> , Mainline Coal Creek Parkway to Bellefields Trailhead <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from Coal Creek Parkway to Bellefields Trailhead.	Inside UGA	Candidate	1.8	\$31.7	\$61.4
4	ETR-5	<b>Eastrail</b> , Mainline SE 5th to NE 6th <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from SE 5th Street to NE 6th Street.	Inside UGA	Candidate	0.8	\$9.0	\$17.5
5	ETR-8	<b>Eastrail</b> , Mainline NE 8th to 108th NE <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from NE 8th Street to 108th Avenue NE.	Inside UGA	Candidate	1.9	\$24.8	\$48.0
6	ETR-132	<b>Eastrail</b> , Mainline 132nd NE to Willows Road <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from 132nd Avenue NE to Willows Road.	Inside UGA	Candidate	0.8	\$9.3	\$17.9
7	ETR-124	<b>Eastrail</b> , Spur NE 124th to NE 145th <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from NE 124th Street to NE 145th Street.	Inside UGA	Candidate	1.5	\$18.8	\$36.3
8	ETR-145	<b>Eastrail</b> , Spur NE 145th to NE 175th <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from NE 145th Street to NE 175th Street.	Inside UGA	Candidate	1.6	\$20.1	\$39.0
9	ETR-W	<b>Eastrail</b> , Mainline Willows Road to NE 175th <sup>(5)</sup>	Regional Trail	Planning/Design/Construction of paved regional trail from Willows Road to NE 175th Street.	Inside UGA	Candidate	2.7	\$35.2	\$68.2
10	L2S-1a	<b>Lake to Sound Trail</b> , Segment D	Regional Trail	Design/Construction - West Renton Downtown	Inside UGA	May Require Update to Plan	1.7	\$13.5	\$26.1

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Regional Trails Network - Legacy Projects <sup>(4)</sup></b>									
11	L2S-1b	Lake to Sound Trail, Segment E	Regional Trail	Design/Construction - East Renton Downtown	Inside UGA	N/A	0.4	\$3.3	\$6.3
12	L2S-3	Lake to Sound Trail, Segment F	Regional Trail	Design/Construction - Tukwila and SeaTac - Green River Trail to SeaTac Airport	Inside UGA	May Require Update to Plan	2.6	\$20.9	\$40.5
							<b>18.2</b>	<b>\$225.0</b>	<b>\$435.9</b>

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Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Tier 2 Priority <sup>(4)</sup></b>									
13	ELS-2-S-IH	East Lake Sammamish Trail, Parking - Inglewood Hill <sup>(6)</sup>	Regional Trail Gateway	Design/construction of new parking lot to serve East Lake Sammamish Trail	Inside UGA	N/A	N/A	\$9.1	\$13.3
14	ELS-2-S-33	East Lake Sammamish Trail, Parking - SE 33rd Street <sup>(6)</sup>	Regional Trail Gateway	Design/construction of new parking lot to serve East Lake Sammamish Trail	Inside UGA	N/A	N/A	\$2.7	\$4.3
15	GC-1	Green to Cedar Rivers Trail, North	Regional Trail	Design/construct Green-to-Cedar Rivers Trail - Retrofit: Paved and Equestrian Trail - Cedar River Trail to Kent-Kangley Road	Inside UGA	Candidate	3.3	\$26.1	\$50.6
16	GC-2	Green to Cedar Rivers Trail, South	Regional Trail	Design/construct paved and soft surface trail from Kent-Kangley Road south to Flaming Geyser State Park along railroad corridor and other alignments.	Inside and outside UGA	Candidate	7.3	\$58.6	\$113.6



Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Tier 2 Priority <sup>(4)</sup></b>									
17	MC-1-12	<b>Mobility Connections</b> , Priority bicycle/pedestrian projects linking RTS to designated Urban Centers and Transit. Potentially implemented as a high priority. <sup>(7)</sup>	Mobility Connection	Design/construct bicycle/pedestrian mobility connections in public right-of-way linking regional trails with urban centers and transit stations. Projects and locations to be determined.	Inside UGA	N/A	Varies	\$15.0	\$30.0
18	L2S-7	<b>Lake to Sound Trail</b> , Segment G (Eastrail to Lake to Sound Connector)	Regional Trail	Design/construct paved trail - Downtown Renton to south terminus of the Eastrail.	Inside UGA	Candidate	0.9	\$7.0	\$13.6
19	GR-6	<b>Green River Trail</b> , North Extension (Green to Duwamish)	Regional Trail or In-Road Route	Design/construct Green River Trail to Seattle to connect with Duwamish Trail. Trail may require in-road development due to highly constrained property.	Inside UGA	Candidate	1.1	\$9.2	\$17.8
20	SC-2	<b>Soos Creek Trail</b> , Phase 5 (192nd - Petrovitsky)	Regional Trail	Design/construct paved trail from SE 192nd Street to Petrovitsky Road.	Inside UGA	Candidate	1.3	\$10.0	\$19.5
21	SNO-2	<b>Snoqualmie Valley Trail</b> , Snoqualmie Mill Gap	Regional Trail	Design/construct soft surface trail through historic Snoqualmie Mill Site to fill gap in Snoqualmie Valley Trail. Reinig Road to Tokul Road. May include bridging Reinig Road.	Inside UGA	N/A	1.9	\$13.2	\$27.4
22	FH-2	<b>Foothills Trail</b> , White River Bridge	Regional Trail Bridge	Design/construct regional trail bridge over White River extending from the south terminus of Foothills Trail in King County to Pierce County.	Outside UGA	Approved	0.1	\$0.6	\$1.2
							<b>15.8</b>	<b>\$151.7</b>	<b>\$291.3</b>

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Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Tier 3 Priority <sup>(4)</sup></b>									
23	SR-3	<b>Sammamish River Trail, Redmond Improvement (Widening)</b>	Regional Trail Upgrade	Upgrade (widen and improve) existing paved trail in Redmond from NE 116th Street to Marymoor Park. The project would continue and complete the previous Sammamish River Trail widening program.	Inside UGA	May Require Update to Plan	2.6	\$21.2	\$41.0
24	SC-3a	<b>Soos Creek Trail, Phase 6 - Petrovitsky Crossing</b>	Regional Trail Grade Separated Crossing	Design/construct grade separated crossing of Petrovitsky Road.	Inside UGA	Candidate	0.1	\$0.8	\$1.6
25	SC-3b	<b>Soos Creek Trail, Phase 6 - Renton Park Segment</b>	Regional Trail	Design/construct paved regional trail, Renton Park - Petrovitsky to Lindbergh High School.	Inside UGA	Candidate	0.5	\$4.0	\$7.8
26	SC-3c	<b>Soos Creek Trail, Phase 6 - Lindbergh to Cedar River Trail</b>	Regional Trail	Design/construct paved regional trail, Lindbergh High School to Cedar River Trail.	Inside UGA	Candidate	2.2	\$17.7	\$34.2
27	GR-1	<b>Green River Trail, Phase 2</b>	Regional Trail	Design/construct paved trail south of SE 259th Street in Kent.	Inside UGA	N/A	0.2	\$1.5	\$2.9
28	I-R	<b>Interurban Trail (South), Redevelopment</b>	Regional Trails Redevelopment	Plan/design/construct redeveloped paved trail to replace existing trail; Green River Trail in Tukwila to 3rd Street in Pacific. May be undertaken in multiple phases.	Inside UGA	Candidate	14.2	\$113.2	\$219.4
29	SC-4	<b>Soos Creek Trail, Phase 7</b>	Regional Trail	Design/construct paved and soft surface regional trail; southern terminus of existing Soos Creek Trail near SE 266th Street to Covington Way/Kent-Kangley Road.	Inside UGA	N/A	1.2	\$9.4	\$18.3
30	SR18	<b>SR18 Trail (Segments)</b>	Regional Trail	Design/construct paved and soft surface regional trail. Project may be developed in distinct segments.	Inside and outside UGA	Candidate	22.6	\$181.1	\$351.0

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Tier 3 Priority <sup>(4)</sup></b>									
31	SNO-1	<b>Snoqualmie Valley Trail, Phase 4 (North Extension)</b>	Regional Trail	Design/construct extension of soft surface trail from Duvall to Snohomish County to link with Snohomish County regional trails.	Outside UGA	May Require Update to Plan	2.4	\$17.0	\$35.2
							<b>46.0</b>	<b>\$365.9</b>	<b>\$711.2</b>

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Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Tier 4 Priority <sup>(4)</sup></b>									
32	CS-1	<b>Cedar-Sammamish Trail</b>	Regional Trail	Design and construct a paved trail between the Cedar River Trail and Issaquah. Project would intersect Cedar River Trail at 154th Place SE near Renton and continue north to existing trail at intersection of 17th Avenue NW at Newport Way NW in Issaquah.	Inside and outside UGA	Unprogrammed	8.0	\$64.3	\$124.5
33	PS-1	<b>Preston Snoqualmie Trail Extension</b>	Regional Trail	Design and construct extension of existing trail to the City of Snoqualmie.	Inside and outside UGA	N/A	1.3	\$10.5	\$20.3
34	SR-1-S	<b>W Sammamish River Trail (Soft-Surface), South Phase - Leary Way to NE 124th Street</b>	Regional Trail	Design and construct a soft surface trail along the west side of the Sammamish River parallel with existing paved trail.	Inside and outside UGA	May Require Update to Plan	3.2	\$22.2	\$45.9
35	SR-1-N	<b>W Sammamish River Trail (Soft-Surface), North Phase - NE 124th to Brickyard Road NE</b>	Regional Trail	Design and construct a soft surface trail on west side of Sammamish River between NE 124th Street at Redmond to Brickyard Road NE. May be developed in phases.	Inside and outside UGA	Update to Plan Necessary	4.0	\$28.0	\$58.0

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Tier 4 Priority <sup>(4)</sup></b>									
36	SR-1-B	<b>W Sammamish River Trail, Bothell</b>	Regional Trail	Design and construct a paved regional trail on the west/south side of Sammamish River from approximately 102nd Avenue NE to Brickyard Road NE.	Inside UGA	N/A	1.3	\$10.4	\$20.2
37	GR-3	<b>Green River Trail, Phase 3</b>	Regional Trail	Design and construct and extension of the paved trail south along the Green River; trail will be located between existing Green River Trail in Kent and existing Green River Trail in Auburn.	Outside UGA	Candidate	1.8	\$14.1	\$27.4
38	GR-2.2	<b>Green River 2.2 (259th Street SE)</b>	Regional Trail	Design and construct a missing link in the trail along S 259th Street in Kent from the Interurban Trail (South) to existing Green River Trail at 80th Avenue S.	Inside UGA	N/A	0.3	\$2.7	\$5.2
39	GR-4	<b>Green River Trail, Phase 4</b>	Regional Trail	Design and construct paved trail through Auburn; may require new bridge across the Green River near Brannan Park that would be a separate project (not included in project scope and cost estimate).	Inside UGA	Candidate	3.6	\$28.8	\$55.7
40	GR-1.1	<b>Green River 1.1</b>	Regional Trail	Design and construct a paved trail filling the gap in the existing Green River Trail past the BNSF railroad.	Inside UGA	N/A	0.1	\$1.1	\$2.2
41	EP-2	<b>East Plateau Trail, Klahanie to Soaring Eagle Park</b>	Regional Trail	Design and construct a paved trail from Klahanie at Issaquah-Beaver Lake Road to Soaring Eagle Park via Duthie Hill Park and Trossachs community.	Inside and outside UGA	May Require Update to Plan	3.0	\$23.7	\$46.0

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Tier 4 Priority <sup>(4)</sup></b>									
42	SC-6	<b>Soos Creek Trail to Lake Youngs Trail</b>	Regional Trail and On-Road	Project would be a short on-road and off-road link between Soos Creek Trail and Lake Youngs Trail at SE 148th Avenue via SE 216th Street and crossing a powerline corridor. Off-road segment would be soft surface. Trail would require in-road designation and limited improvements through powerline area.	Outside UGA	N/A	0.7	\$5.2	\$10.7
							<b>27.3</b>	<b>\$210.9</b>	<b>\$416.0</b>

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Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Regional Trail - Planned <sup>(4)</sup></b>									
43	PS-3	<b>Snoqualmie Regional Connector</b>	Regional Trail	Design and construct a paved and soft surface regional trail link between Snoqualmie Valley Trails near the Tokul Tunnel to the roundabouts at the junction of SE Mill Pond at Railroad Avenue SE.	Inside UGA	N/A	0.8	\$6.0	\$11.7
44	EP-1	<b>Laughing Jacobs Creek Trail Segment</b>	Regional Trail	Design and construct missing link in trail system along Laughing Jacobs Creek near SE 43rd Way through Providence Point area. Paved trail would link East Lake Sammamish Trail with East Plateau Trails and Klahanie.	Inside UGA	May Require Update to Plan	1.6	\$13.1	\$25.3

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<b>Regional Trail - Planned <sup>(4)</sup></b>									
45	FH-4	<b>Foothills Trail (Enumclaw Plateau), Central</b>	Regional Trail	Design and construct north segment of trail from Enumclaw to Nolte State Park along abandoned railroad corridor. Trail would be paved and soft surface and use a historic railroad corridor.	Outside UGA	Unprogrammed	4.2	\$33.9	\$65.7
46	FH-5	<b>Foothills Trail (Enumclaw Plateau), North</b>	Regional Trail	Design and construct north segment of trail from Nolte State Park to Kanaskat near Kanaskat-Palmer State Park. Trail would be paved and soft surface and use a historic railroad corridor and bridge to cross the Green River.	Outside UGA	Unprogrammed	4.3	\$34.2	\$66.3
47	LK-1	<b>Landsburg-Kanaskat Trail</b>	Regional Trail	Design and construct extension of the Cedar River Trail corridor east from Landsburg to Kanaskat as a paved and soft surface trail.	Outside UGA	Unprogrammed	8.2	\$65.4	\$126.7
48	PP-1	<b>Puget Power Trail, East Segment (Redmond to Redmond)</b>	Regional Trail	Design and construct extension of existing Puget Power Trail as a paved and soft surface trail to Redmond Ridge (Redmond-to-Redmond segment). Project would extend roughly from McWhirter Park to Novelty Hill Road along powerline.	Outside UGA	May Require Update to Plan	2.0	\$16.4	\$31.8

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Regional Trail - Planned <sup>(4)</sup></b>									
49	TP-3.2	<b>Tolt Pipeline Trail and Bridge,</b> Snoqualmie River	Regional Trail and Bridge	Design and construct a bicycle and pedestrian crossing of the Snoqualmie River and trail segment across the floodplain from W Snoqualmie Valley Road to the Snoqualmie Valley Trail on the east side of the valley. Paved and /or soft-surface trail would follow pipeline alignment across river valley.	Outside UGA	N/A	1.0	\$8.2	\$15.9
50	TR-1	<b>Tolt River Trail</b>	Regional Trail	Design and construct extension of trail along the Tolt River northeast of Carnation to Moss Lake. Paved and soft-surface.	Outside UGA	Update to Plan Necessary	5.0	\$39.8	\$77.1
51	I-1-E	<b>Interurban Trail Extension,</b> Edgewood (Partnership)	Regional Trail	Design and construct a paved trail to Pierce County through the City of Edgewood along the historic Interurban route toward Milton. Project would start at Interurban Trail at 3rd Avenue SW and cross under SR 167 in-road then southwest along abandoned rail line to Milton.	Inside UGA	N/A	1.3	\$10.5	\$20.3
52	I-2-M	<b>Interurban Trail Extension,</b> Milton	Regional Trail	Design and construct a paved trail completing the Interurban route through Milton.	Inside UGA	N/A	0.4	\$3.5	\$6.9
53	TP-3.1	<b>Tolt Pipeline Trail, West</b> Valley Connector	Regional Trail and Possible Drive Connection	Design and construct paved and soft surface trail between the Tolt Pipeline Trail and W Snoqualmie Valley Road. Steep terrain.	Outside UGA	N/A	0.1	\$0.8	\$1.6

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Regional Trail - Planned <sup>(4)</sup></b>									
54	LYCR-1	<b>Lake Youngs to Cedar River Trail (Soft-Surface)</b>	Regional Trail	Design and construct a soft surface trail from the east side of Lake Youngs Trail to Cedar River or Green-to-Cedar Rivers trails along a Seattle Public Utilities water pipeline corridor roughly following Petrovitsky Road.	Outside UGA	May Require Update to Plan	3.8	\$26.9	\$55.7
55	GR-5	<b>Green River Trail Phase 5 (Upper)</b>	Regional Trail	Project would extend trail east within Green River Valley south of Auburn to Flaming Geyser State Park. Trail would intersect with future Soos Creek Trail (Phase 8) and Green-to-Cedar Rivers Trail. Paved and soft-surface.	Outside UGA	Unprogrammed	6.4	\$51.0	\$98.8
56	PS-2	<b>Snoqualmie River Bridge</b>	Regional Trail Bridge or Col-Location with Road Bridge	Project envisions a new bridge pathway at the SR 202 Bridge to link the area's regional trails. Pathway could be a partnership with WSDOT when the existing bridge is updated or replaced.	Inside UGA	N/A	0.2	\$2.0	\$3.8
							<b>39.4</b>	<b>\$311.7</b>	<b>\$607.5</b>

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Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Regional Trail - Long-Range Planned <sup>(4)</sup></b>									
57	CR-1	<b>Cedar River Trail Retrofit:</b> Paved and Equestrian Trail	Regional Trail Redevelopment	Project would extend paved and soft surface trail along existing trail alignment from existing paved trail in Maple Valley to Landsburg Trailhead Park at Landsburg Road SE. Equestrian component would be integral component.	Inside and outside UGA	Update to Plan Necessary	4.8	\$38.1	\$73.8
58	SC-5	<b>Soos Creek Trail,</b> Phase 8 (SR18-GRT)	Regional Trail or On-Road Facility	Project would extend trail as in-road facility (e.g., cycle track or other in-road) and/or off-road paved trail from 156th Place SE at Kent-Kangley Road to Green Valley Trail near SE Green Valley Road. Preferred alignment utilizes Soos Creek Valley. Interim alignment uses alternative in-road and off-road segments.	Outside UGA	Update to Plan Necessary	5.5	\$44.1	\$85.4
59	TP-2	<b>Tolt Pipeline Trail Paving</b>	Regional Trail Redevelopment	Project would pave the existing Tolt Pipeline Trail alignment creating a paved and soft surface trail. Would be completed with approval from Seattle Public Utilities. Project would likely be completed in phases from west to east starting at Norway Hill or in segments with greatest use potential.	Inside and outside UGA	Update to Plan Necessary	10.0	\$80.4	\$155.7
60	SNO-3	<b>Snoqualmie Valley Trail Paving,</b> Snohomish County to Rattlesnake Lake	Regional Trail Redevelopment	Project would create a paved and soft surface trail over the existing Snoqualmie Valley Trail. Project may be completed in phases.	Inside and outside UGA	Update to Plan Necessary	29.2	\$233.7	\$452.8

Listing Number	RTNR Identification Number	Project Title	Project Type	Comment/Status	UGA Relationship	Regional Transportation Plan Status <sup>(1)</sup>	Approximate Distance (Miles)	Prelim. Total Cost Est. (Low) (2023 - \$M) <sup>(2)(3)</sup>	Prelim. Total Cost Est. (High) (2023 - \$M) <sup>(2)(3)</sup>
<b>Regional Trail - Long-Range Planned <sup>(4)</sup></b>									
61	CR-2	<b>Cedar River Trail</b> , Landsburg to Cedar Falls	Regional Trail	Plan placeholder for paved and soft surface trail through the Cedar River Watershed. Project cannot be developed under current land use and utilities regulations.	Outside UGA	Update to Plan Necessary	11.7	\$93.5	\$181.2
							<b>61.2</b>	<b>\$489.8</b>	<b>\$949.0</b>

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	92 93 94 95	Approximate Distance (Miles)	Low Estimate (\$M)	High Estimate (\$M)
RTS Legacy		18.9	\$225.0	\$435.9
Projects High Priority Non-Legacy		15.8	\$151.7	\$291.3
Projects		46.0	\$365.9	\$711.2
Tier 3		27.3	\$210.9	\$416.0
Tier 4		39.4	\$311.7	\$607.5
Planned		61.2	\$489.8	\$949.0
Long-Range Planned		208.1	\$1,755.0	\$3,411.0
<b>Total All Projects</b>				

103

**Table Notes**

- (1) Project status in Transportation 2050 (Puget Sound Regional Council) as of 2022.
- (2) Rough long range planning total project cost estimates at \$8M to \$15.5M per unit mile paved trail completed. No detailed cost review per corridor occurred and may miss significant cost items such as intersection improvements, bridges, tunnels, property acquisition, etc. Actual costs may be dramatically different and will be updated and refined as projects transition to design and construction phases of implementation.
- (3) Rough long range planning total project cost estimates at \$7M to \$14.5M per unit mile soft surface trail completed. No detailed cost review per corridor occurred and may miss significant cost items such as intersection improvements, bridges, tunnels, property acquisition, etc. Actual costs may be dramatically different and will be updated and refined as projects transition to design and construction phases of implementation.
- (4) Project prioritization is based on Parks' understanding of each project's connectivity, aesthetics/scenic value, timing or relationship to other projects, geographical equity, public support, and expectations for urban center connections/equity and social justice.
- (5) Eastrail cost estimates generated via long range planning review of corridor.
- (6) Estimate based on concept review.
- (7) Mobility Connections estimated at \$1.25M-2.5M per project.

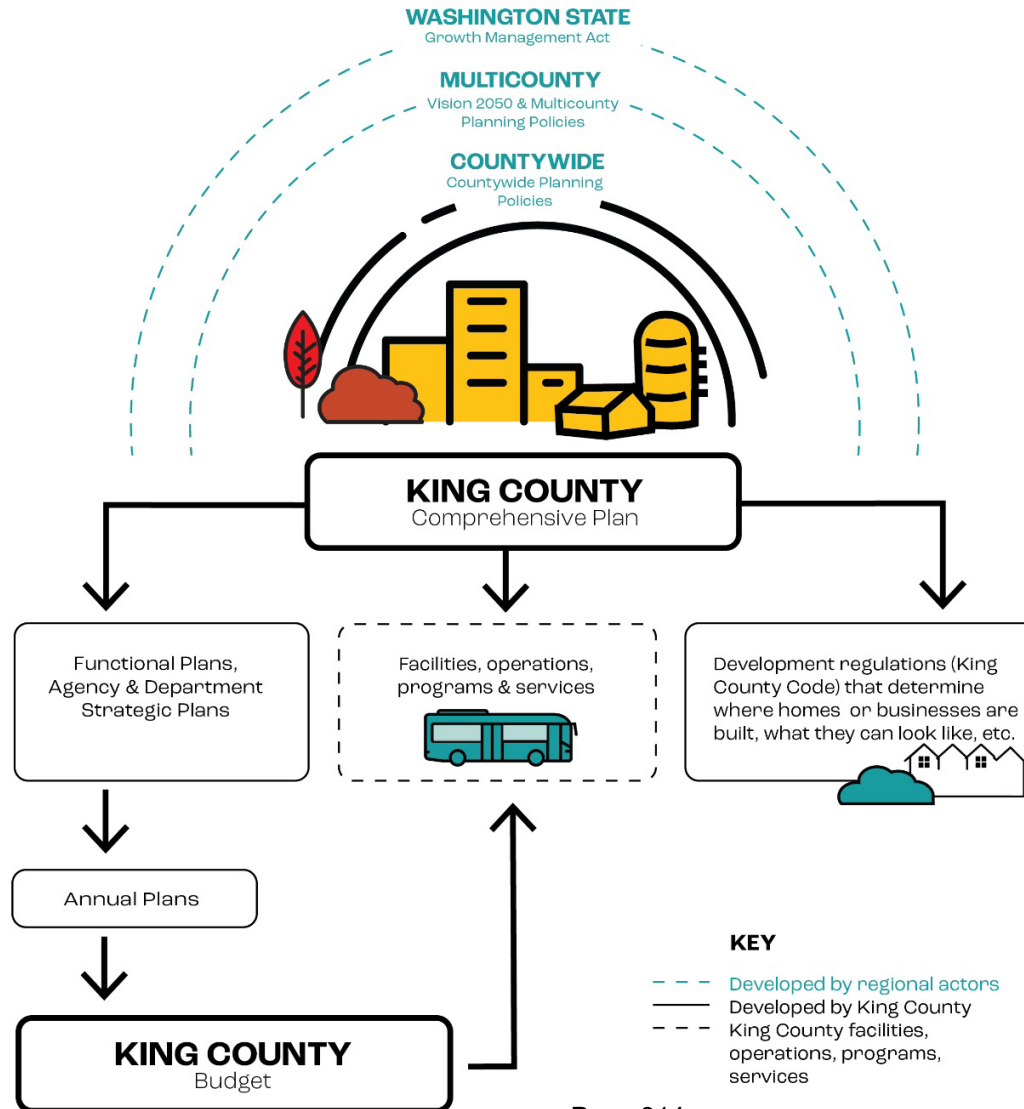
117

# 2024 King County Comprehensive Plan

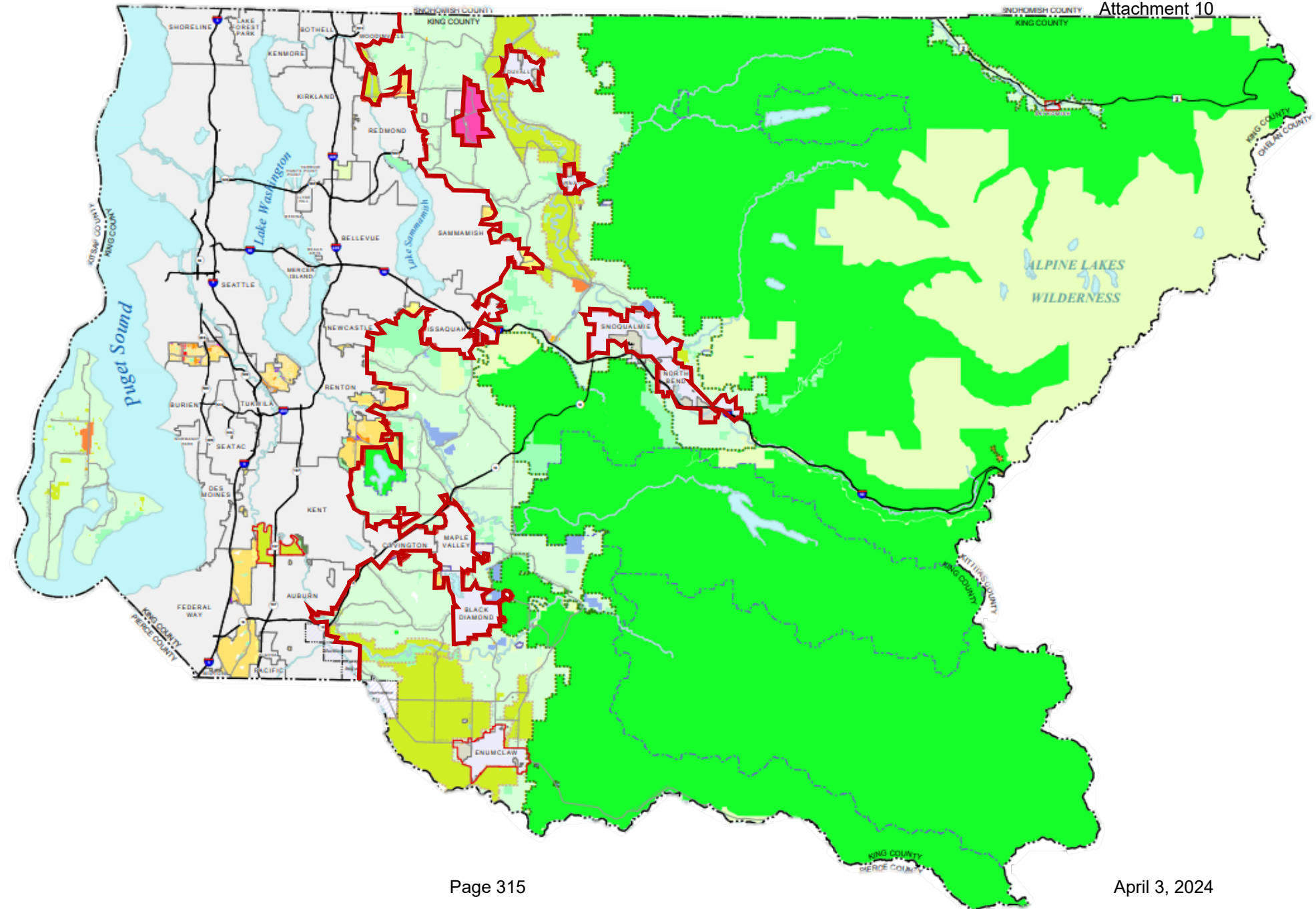
King County Council Local Services and Land Use Committee  
April 3, 2024

# Hierarchy of Planning

2



# King County's Urban Growth Boundary



# 2024 Comprehensive Plan

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

4

# 2024 Plan - Council Schedule

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# 2024 Plan - Council Schedule (cont)

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

# April 3, 2024 Briefing

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

7

# Types of changes

8

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

# April 3, 2024 Briefing

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

9

# Chapter 7 Policy Changes

10

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

# Chapter 7 Policy Changes

11

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

# Chapter 7 Policy Changes

12

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

# Chapter 7 Policy Changes

13

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



# Chapter 7 Policy Changes

14

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

# Chapter 7 Policy Changes

15

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

# Chapter 7 Policy Changes

16

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

# Chapter 7 Policy Changes

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

# Chapter 8 Policy Changes

18

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

# Chapter 8 Policy Changes

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

# Chapter 8 Policy Changes

20

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

# Chapter 8 Policy Changes

21

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



# Chapter 8 Policy Changes

22

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

# Chapter 8 Policy Changes

23

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

# Chapter 8 Policy Changes

24

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

# Chapter 8 Policy Changes

25

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

*(T-208 continued on next slide)*

# Chapter 8 Policy Changes

26

*(T-208 continued)*

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

# Chapter 8 Policy Changes

27

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

# Chapter 8 Policy Changes

28

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

# Chapter 8 Policy Changes

29

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



# Chapter 8 Policy Changes

30

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

# Chapter 8 Policy Changes

31

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

# Chapter 8 Policy Changes

32

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

# Chapter 8 Policy Changes

33

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

# Chapter 8 Policy Changes

34

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

# Chapter 8 Policy Changes

35

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

# Chapter 8 Policy Changes

36

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

# Chapter 8 Policy Changes

37

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



# Chapter 8 Policy Changes

38

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

# Chapter 8 Policy Changes

39

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

# Chapter 8 Policy Changes

40

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

# Chapter 8 Policy Changes

41

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

# Chapter 8 Policy Changes

42

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

# Chapter 8 Policy Changes

43

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

# Chapter 8 Policy Changes

44

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

# Chapter 8 Policy Changes

45

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



# Chapter 8 Policy Changes

46

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

# Chapter 8 Policy Changes

47

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

# Chapter 8 Policy Changes

48

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

# Chapter 8 Policy Changes

49

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

# Chapter 8 Policy Changes

50

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

# Chapter 8 Policy Changes

51

- T-317b King County and King County International Airport planning efforts shall:**
- a. Promote coordinated planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities;**
  - b. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones; and**
  - c. Support the ongoing process of development of a new commercial aviation facility in Washington State.**

# Chapter 8 Policy Changes

52

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

# Chapter 8 Policy Changes

53

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



# Chapter 8 Policy Changes

54

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

# Chapter 8 Policy Changes

55

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

# Chapter 8 Policy Changes

56

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

# Chapter 8 Policy Changes

57

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

# Chapter 8 Policy Changes

58

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

# Chapter 8 Policy Changes

59

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

# Chapter 8 Policy Changes

60

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

# Chapter 8 Policy Changes

61

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



# Chapter 8 Policy Changes

62

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

# Chapter 8 Policy Changes

63

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

# Appendix C, Transportation

- Arterial Functional Classification
- Travel Forecast Summary

64

# Appendix C1, Transportation Needs Report

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

65

# Appendix C2, Regional Trail Needs Report

66

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

# Logistics

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

67