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# Appendix C: Transportation

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December 2023



**King County**

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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.** King County’s Transportation Needs Report and  
94 Regional Trails Needs Report identify candidate improvements for pedestrian and  
95 bicycle facilities in support of enhanced community access, multimodal transportation,  
96 recreation, and healthy lifestyles. Chapter 8 of the *King County Comprehensive Plan*  
97 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*

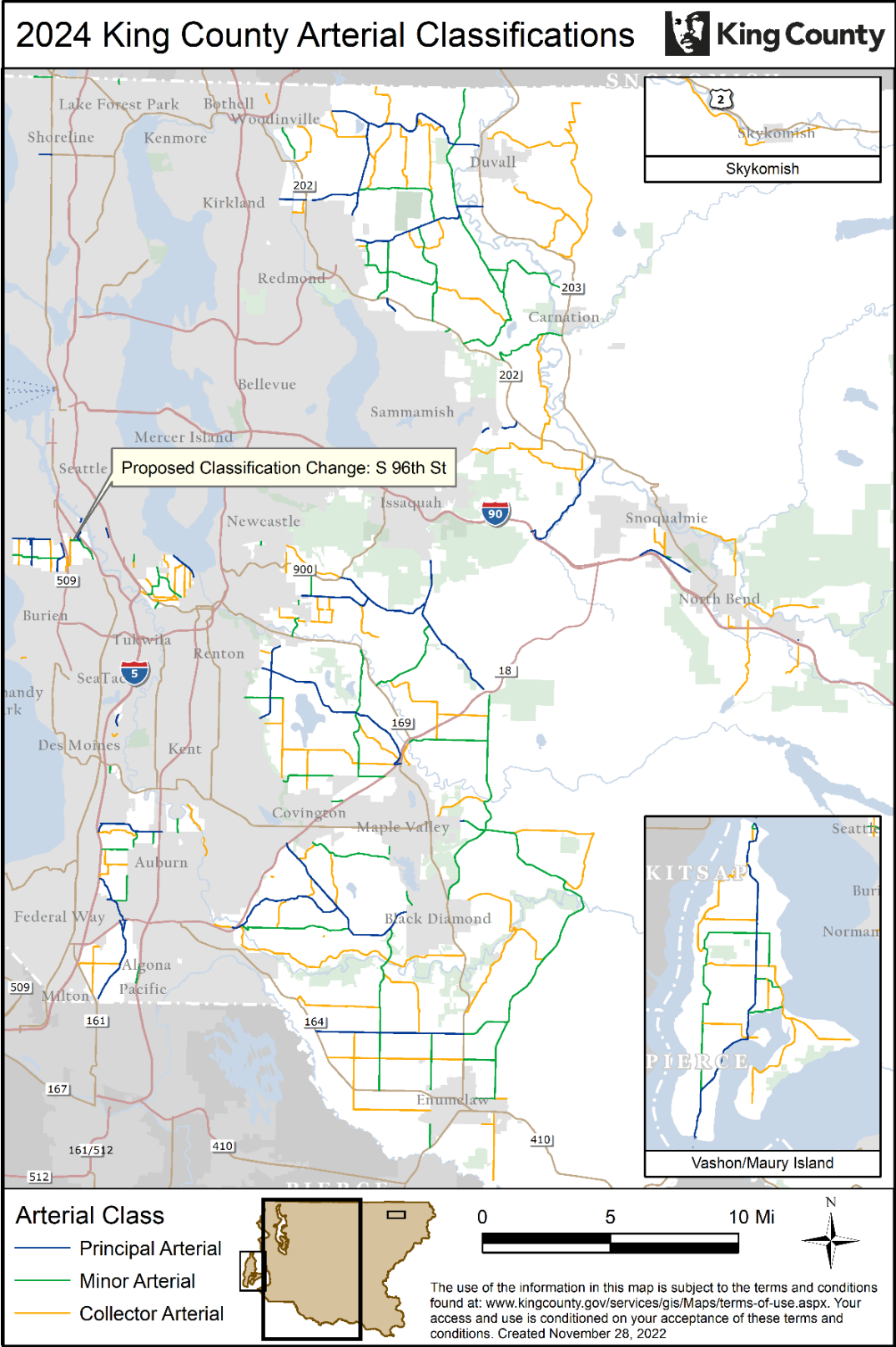
142

		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

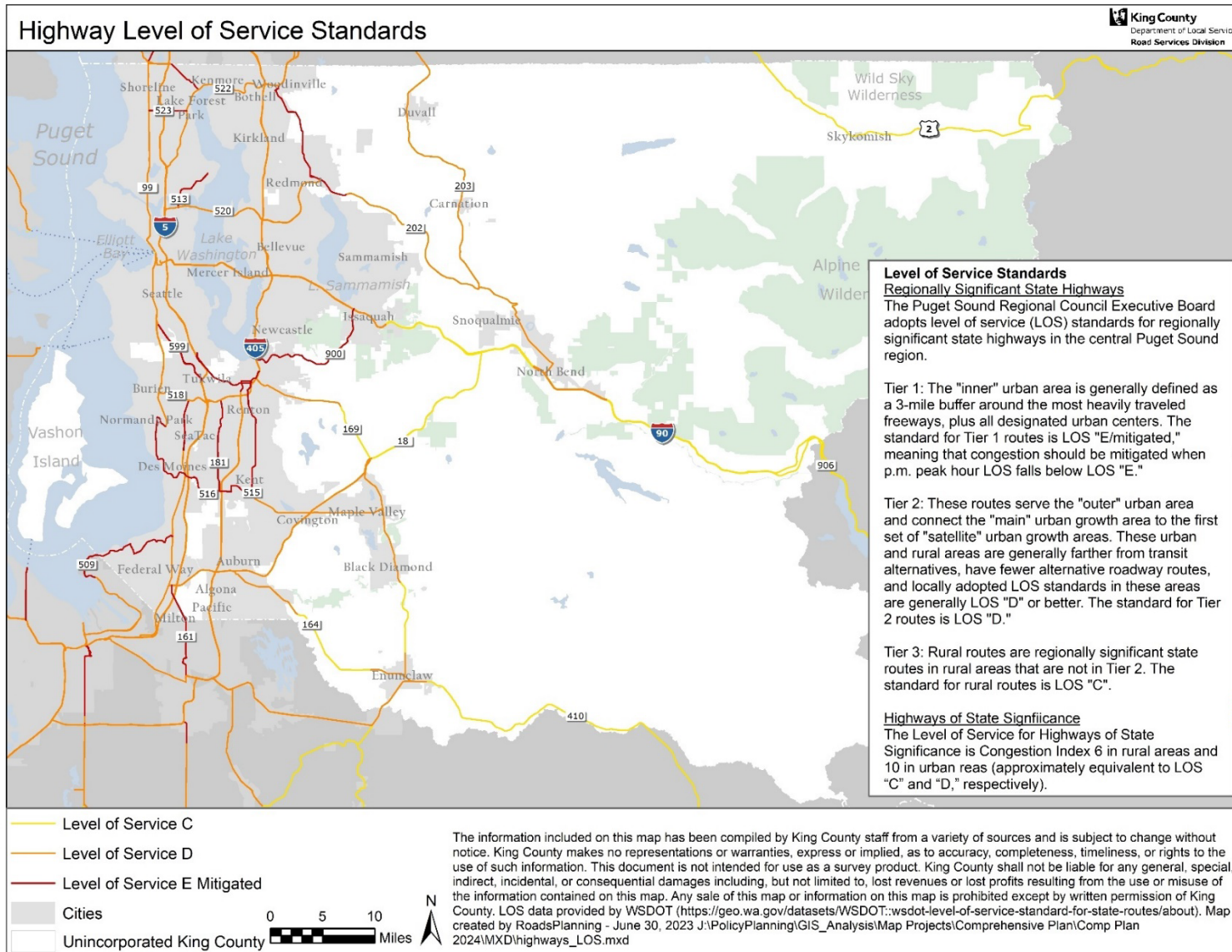


147 **III. Regionally Significant State Highways Level of Service Standards**

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





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.

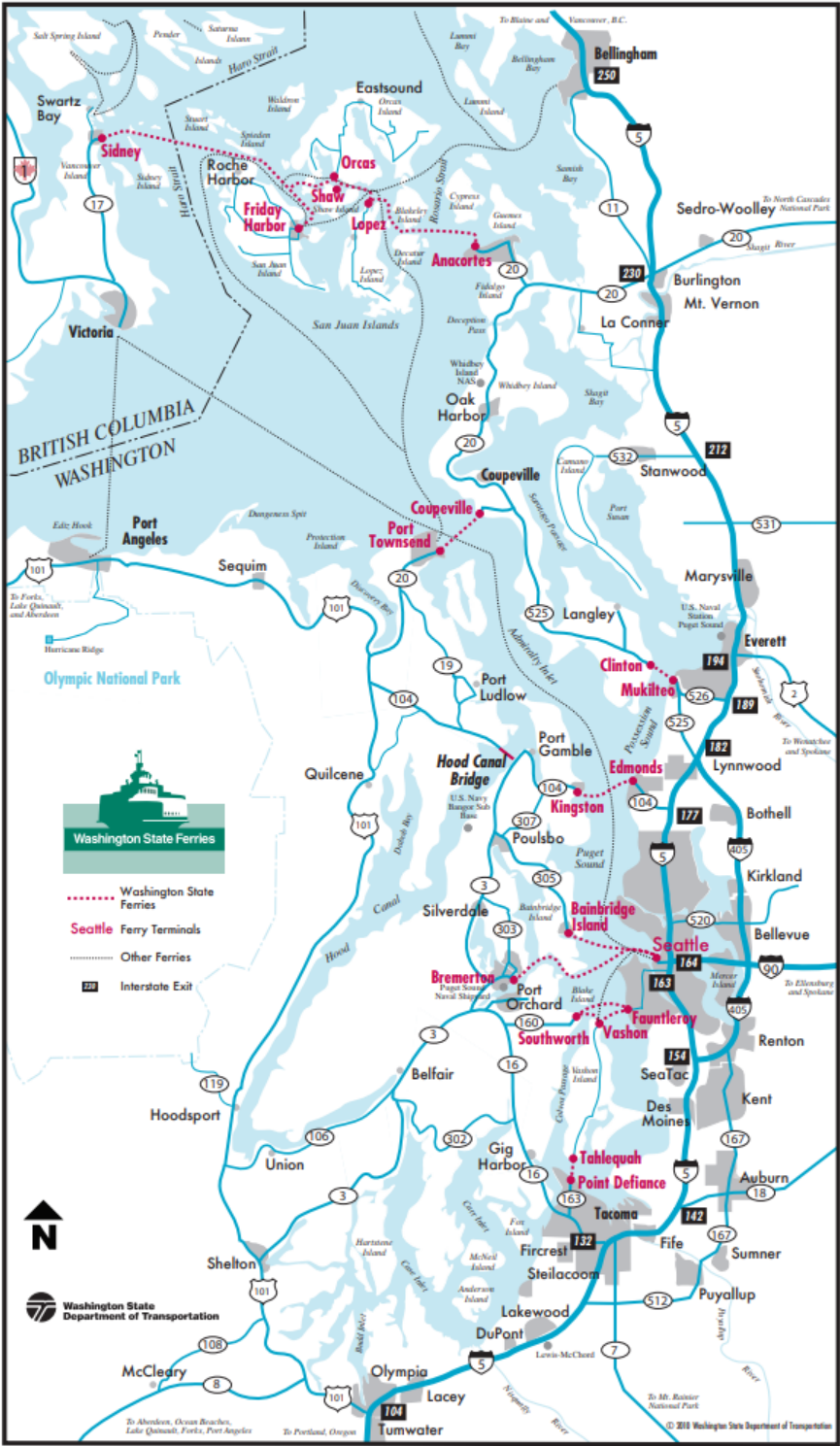
249 Washington State Ferries takes people to and from work in the downtown Seattle business  
250 corridor and to other communities on the east and west sides of Puget Sound. Detailed  
251 information about the Washington State Ferry System and the 2040 Long-Range Plan are  
252 available online.<sup>5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

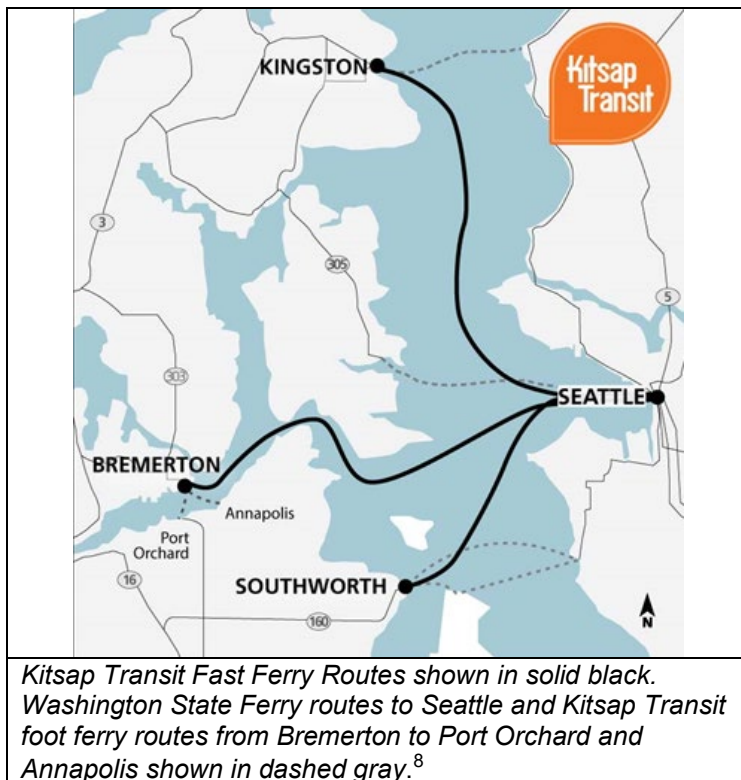
288

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  
304

Figure 5: Kitsap-King County Ferry Routes



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306  
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308  
309  
310  
311  
312

Although King County’s Pier 50 dock was designed to serve two vessels at a time, it currently serves five passenger-only ferry routes (three operated by Kitsap Transit and two operated by King County). To support current service levels and future growth, Kitsap Transit initiated the Seattle Fast Ferry Terminal Project to analyze alternatives in 2020. The project is working with various Seattle waterfront partners, including local, state, federal, and tribal governments. The goal of the project is to identify a suitable location for Kitsap Transit’s existing fast-ferry routes 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), Village Park and Shoreline Habitat (formerly T107 Park), and  
341 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

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<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](https://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](https://kingcounty.gov/depts/transportation/roads/traffic) (accessed September 25, 2023).

<sup>15</sup> See additional county traffic count information at [gismaps.kingcounty.gov/TrafficCounts](https://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](https://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](https://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

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<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-wsdata-wsdata.opendata.arcgis.com/datasets/WSDOT::wsdot-scenic-byways](https://gisdata-wsdata.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.

513

#### 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>

545

#### 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

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<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

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<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,

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<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

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<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/programs-projects/transit-education-outreach/in-motion](https://kingcounty.gov/depts/transportation/metro/programs-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.

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<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 ○ *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 Souder Commuter Rail

820 Souder commuter rail uses diesel-powered locomotives and multilevel passenger coach trains  
821 that run on BNSF Railway Company freight tracks. Souder 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

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<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.

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<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,

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<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.

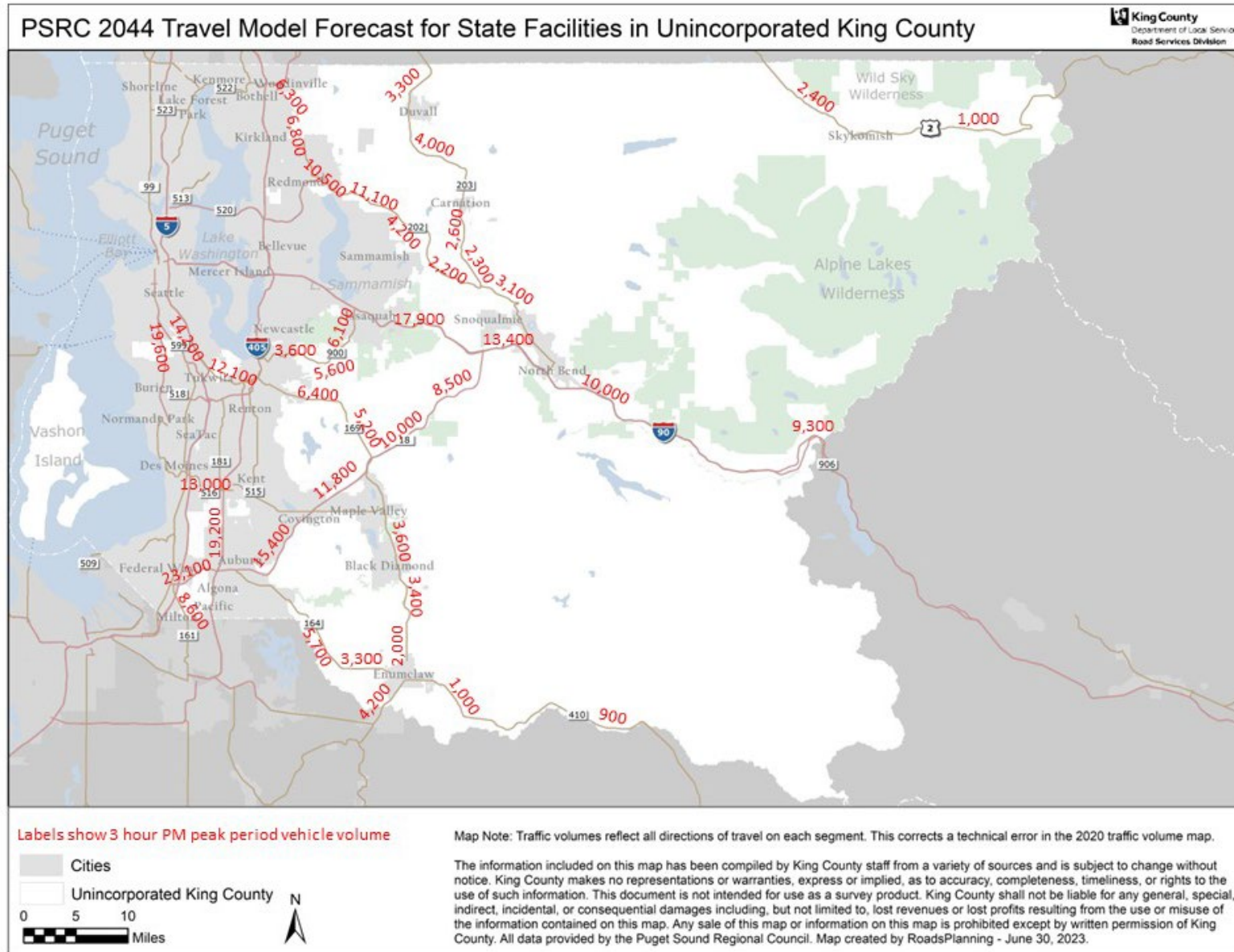
966  
967

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<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

