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King County

Appendix C: Transportation

2020 update to 2016 King County Comprehensive Plan

April 17, 2020

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APPENDIX C: TRANSPORTATION

APPENDIX C CONTENTS

- 1. REQUIREMENTS OF THE TRANSPORTATION ELEMENT**
- 2. ARTERIAL FUNCTIONAL CLASSIFICATION**
- 3. TRANSPORTATION INVENTORY**
- 4. TRAVEL FORECAST SUMMARY**

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1. Requirements of the Transportation

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Element

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

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- **Land Use Assumptions.** The transportation element is based on the same population and employment growth targets provided in Chapter 2 (Urban Communities) of the *King County Comprehensive Plan*.

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- **Estimated Traffic Impacts to State-Owned Facilities.** The travel forecast in Technical Appendix C uses the Puget Sound Regional Council Travel Model, which incorporates state-owned facilities.

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- **An Inventory of Transportation Facilities and Services.** The inventory is provided in Appendix C of the *King County Comprehensive Plan*. As required by growth management legislation, it includes air, water, and ground transportation facilities and services as well as transit alignments and general aviation airport facilities. It includes both county-owned and state-owned transportation facilities within the county's boundaries.

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- **Level of Service Standards including Standards for State Routes.** King County has adopted urban and rural area level of service standards for its Transportation Concurrency Management Program. The PSRC uses regional level of service standards to evaluate facilities, including state routes.

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- **Actions to Bring Facilities into Compliance.** King County's Transportation Needs Report is adopted by reference with the *King County Comprehensive Plan*. In addition, the Roads Capital Improvement Program, guided by the Strategic Plan for Road Services, identifies specific projects, strategies, and actions to address transportation needs.

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- **Traffic Forecasts for at Least Ten Years.** King County's Transportation Needs Report is prepared using the Puget Sound Regional Council's Travel Model which has a 2031 horizon year.

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- **State and Local Transportation Needs to Meet Current and Future Demands.** The County's Transportation Needs Report identifies local system needs, the Roads Strategic Plan establishes the priorities, and the Capital Improvement Program provides the funds for projects. State and local transportation needs are included in the Puget Sound Regional Council travel demand forecasts provided in the *King County Comprehensive Plan* Technical Appendix C. These transportation elements address the Growth Management Act requirement of identifying state and local system needs to meet current

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and future demand.

- **Analysis of Funding Capability.** A financial analysis is included in the Transportation Needs Report, which is adopted as an element of the *King County Comprehensive Plan*. More information on the financial analysis and supporting policies is provided in Chapter 8 of the *King County Comprehensive Plan*.
- **Intergovernmental Coordination.** King County contacted adjacent cities, counties, and state transit agencies as part of its update to the Transportation Needs Report (TNR). The Puget Sound Regional Council's Travel Model informs preparation of the TNR and the TNR's identified regional capacity project needs are also included as part of PSRC's adopted Transportation 2040, a key input in the agency's regional travel demand analysis.
- **Transportation Demand Management.** King County includes transportation demand management strategies in its policies, codes and project implementation, as well as providing support for others through its transit, rideshare, and market strategies. Chapter 8 of the *King County Comprehensive Plan* and the Transportation Inventory of this appendix contain more information on TDM-related efforts by King County.
- **Nonmotorized Transportation.** King County's Transportation Needs Report and Regional Trails Needs Report identify candidate improvements for pedestrian and bicycle facilities in support of enhanced community access, multimodal transportation and healthy lifestyles. Chapter 8 of the *King County Comprehensive Plan* also provides additional detail regarding this topic.
- **Concurrency.** The Concurrency program is described in Chapter 8 of the *King County Comprehensive Plan*.
- **Consistency of Plans.** The *King County Comprehensive Plan* is consistent with Transportation 2040, the regional transportation plan for the four-county region. Transportation 2040 is consistent with the region's urban growth strategy, Vision 2040, which is also developed by the Puget Sound Regional Council. The Puget Sound Regional Council reviews the *King County Comprehensive Plan* for consistency and has certified previous versions of the Plan and its amendments. The *King County Comprehensive Plan* provides policy direction for the development of the County's related functional plans.

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2 King County Arterial Functional Classification

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

111 In unincorporated King County, there are three types of arterial functional classifications:
112

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

126 Locations of proposed changes to current adopted Arterial Classifications are found in the map
127 (Figure 1), “2020 King County Functional Arterial Classification Changes”, and described in Table
128 1.

133

Table 1. 2020 King County Functional Arterial Classification Changes

Map #	Road	Limits	Existing KC Arterial Classification	2020 KC Arterial Classification Change
1	154 PL NE	NE 124 St to NE 116 St	Local	Collector
2	Cedar Park Crescent NE/NE Cedar Park Crescent	NE Novelty Hill Rd to Redmond Ridge Dr NE	Local	Collector
3	NE Cedar Park Crescent	Redmond Ridge Dr NE to Eastridge Dr NE	Local	Collector
4	Eastridge Drive NE	NE 110 St to NE Cedar Park Crescent	Local	Collector
5	14 Ave S	Des Moines Memorial Drive S to SR-99 SB on-ramp	Local	Minor
6	S 129 St/64 Ave S/68 Ave S	S 129 St to Renton Ave S	Collector	Minor
7	68 Ave S	SR-900 to Renton CL	Collector	Minor
8	S Star Lake Rd	Military Rd S to S 277 St	Local	Collector
9	55 Ave S	S 277 St to Auburn City Limits	Collector	Minor

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3 Transportation Inventory

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156 3.1 Introduction

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158 3.1.1 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 multi-
 164 modal transportation system and by identifying available resource materials.

165 3.1.2 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 3.1.3 Coordination

172 The regional coordination of land use and transportation is mandated by the Growth Management
 173 Act [RCW 47.80.010].¹ King County has taken an active role in assuring a regionally coordinated
 174 transportation system. In cooperation with other central Puget Sound jurisdictions, King County is
 175 striving towards a regional approach to important planning issues such as level of service,
 176 concurrency, locations of regional and countywide transportation facilities, financing,
 177 nonmotorized transportation, and Transportation Demand Management.

178 3.1.4 Organization

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

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184 3.2 Air Transportation System

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

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

198 The Puget Sound Regional Council (PSRC), Air Compatible Land Use Program Update Study,
199 December 2011, included a wide variety of activities related to planning and support for the
200 central Puget Sound region's public use airport system. Program activities were included such as
201 airport ground access planning, regional air cargo planning, cooperative efforts with the WSDOT
202 Aviation Division in planning for long-range airport capacity, and ongoing efforts to address
203 airport compatible land use under the PSRC's Growth Management Act (GMA) authority. WSDOT
204 released an update to the state Aviation System Plan in July, 2017.

205 The Air Compatible Land Use Program Update Study, King County International airport is in the
206 final stages of completing an airport master plan update. Information on this, the Port of Seattle,
207 and Airport statistics are available at:

208

209

210 <https://www.psrc.org/air-transportation>

211 <https://www.kingcounty.gov/services/airport/planning.aspx>

212 <https://www.portseattle.org/page/airport-statistics>

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3.3 Marine Transportation System

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

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3.3.1 Washington State Ferries

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The Washington State Ferry System was established in 1951 and is the largest ferry system in the United States. The system includes 20 terminals and 23 vehicle/passenger ferries, carrying over 24.5 million passenger and vehicle trips annually. A vehicle reservation system continues to expand on select routes to spread demand and reduce capital improvement costs associated with traffic control.

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Washington State Ferries provides service to 20 different communities in 8 different counties, including King County. The system serves two vital transportation functions: As a marine highway and as a transit service provider. Ferries provide frequent mainland access to several island communities, including Vashon Island in King County, Bainbridge Island in Kitsap County, and Whidbey Island in Island County. Washington State Ferries take people to and from work in the downtown Seattle business corridor and to other communities on the east and west sides of Puget Sound.

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Detailed information about the Washington State Ferry System and the 2040 Long-Range Plan are available at:

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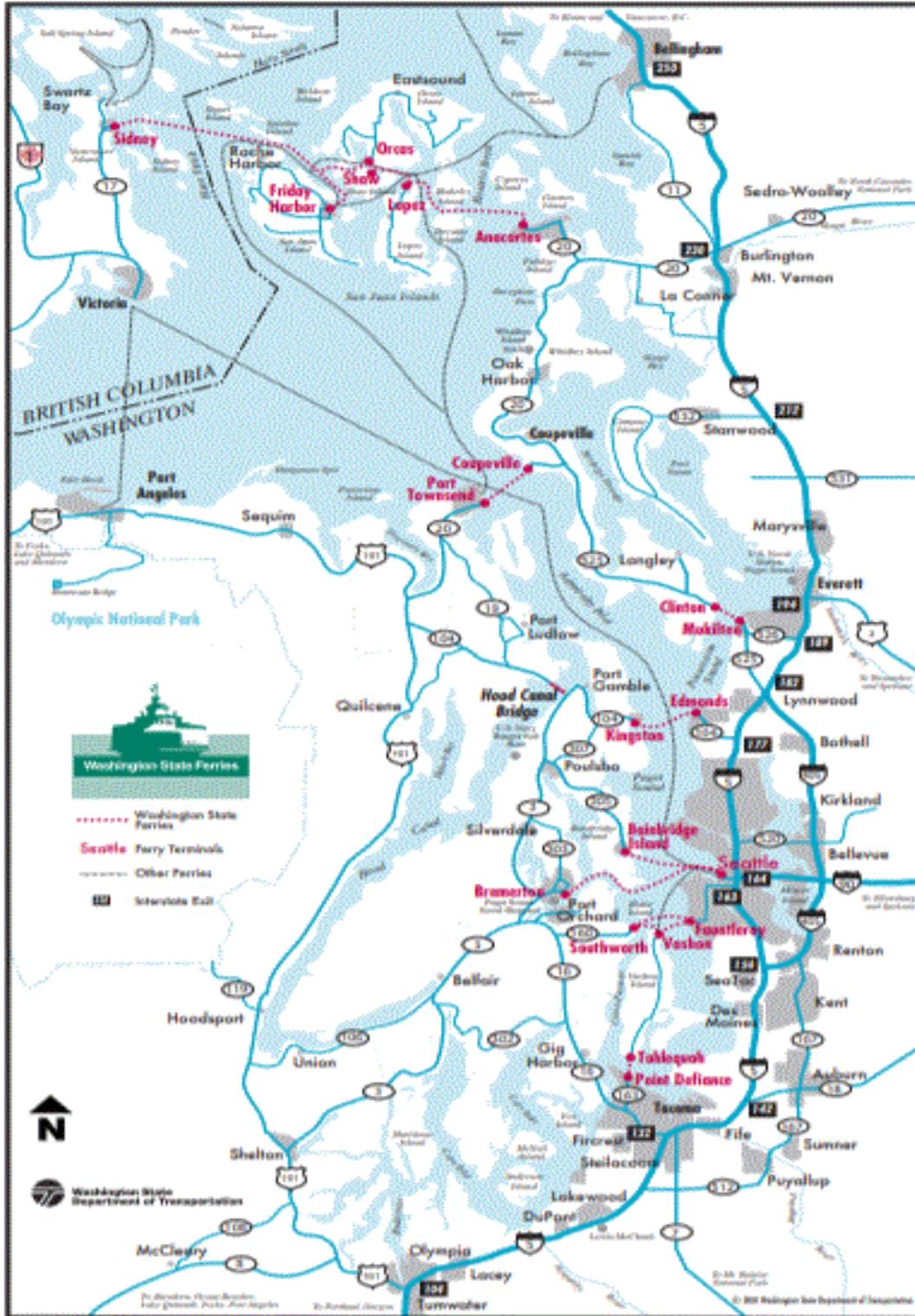
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- <http://www.wsdot.wa.gov/ferries/>
- <https://www.wsdot.wa.gov/sites/default/files/2019/01/07/WSF-2040-Long-Range-Plan-2019.pdf>

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Washington State Ferries Route Map



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256 3.3.2 King County Marine Division

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

261 The Marine Division operates out of three terminals: Pier 50 in downtown Seattle is home to a
262 new King County owned ferry terminal and part of the Colman Dock multi-modal hub. The ferry
263 dock on Vashon Island is leased from Washington State Ferries. The West Seattle ferry dock,
264 located at Seacrest Park, is leased from the Seattle Parks Department. King County Marine
265 Division owns a moorage and maintenance barge located at Pier 48 on the Seattle waterfront.

266 The Marine Division owns three vessels: The MV Sally Fox and MV Doc Maynard are vessels
267 constructed for the Marine Division in 2014 – 2015. Each vessel is certified for a capacity of 278
268 passengers and operated by a crew of three. The MV Spirit of Kingston is a 150 passenger
269 vessel and is used to back up the two in- service vessels. It also operates with a crew of three.

270 In 2018, King County's Water Taxi provided service for over 660,000 passengers system-wide.
271 Passenger ferry services provide reliable trip planning as regional waterways are not subjected
272 to the typical congestion of our roadway network. As population increases and the demand for
273 additional transportation options grow, more communities are evaluating passenger ferry
274 services as part of the solution. Recent examples include Kitsap Transit, which implemented a
275 Bremerton to Downtown Seattle service in 2017 and a Kingston to Downtown Seattle service in
276 2018. Kitsap Ferry has plans for a Southworth to Downtown Seattle route beginning in 2020.

277 The Cities of Tacoma and Olympia are also studying routes from the south Sound to Seattle.
278 Passenger-only plans are also underway for passenger ferry service to be considered on Lake
279 Washington and Lake Union.

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282 **King County Water Taxi Route Map**
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287 Additional information on services provided is available at:

- 288
- 289 • <https://www.kingcounty.gov/depts/transportation/water-taxi.aspx>
 - 290 • <http://www.kitsaptransit.com/service/category/fast-ferry>
 - 291 • <http://cms.cityoftacoma.org/pds/fastferrystudyresults.pdf>
- 292

293 **3.3.3 Port of Seattle Marine Facilities and Services**

294 The Port of Seattle plays a key role in the maritime sector in the Pacific Northwest. Through
295 commercial fishing, cargo shipping, cruise, recreational boating, and maritime industrial
296 development, the Port of Seattle and local maritime industries make our region more globally
297 competitive while focusing investments towards environmental and community health. The
298 Port operates:

- 299
- 300 • Two passenger cruise ship terminals: Smith Cove Terminal at Pier 91 and Bell Street Terminal at Pier 66.

- 301
- 302 • Three fishing and commercial moorages: Fishermen’s Terminal, Maritime Industrial Center
- 303 and Terminal 91
- 304 • Five small boat marinas: Bell Harbor, Fishermen’s Terminal, Harbor Island, Salmon Bay, and
- 305 Shilshole Bay
- 306 • Six waterfront parks: 8th Avenue South Park, Bridge Gear Park, Centennial Park, Jack Block
- 307 Park, Seattle Fishermen’s Memorial, and Terminal 105 Park

308 Publications on seaport activities, facilities plans, and service and activity levels are available at:

309 <https://www.portseattle.org/maritime/maritime-home>

310

311

312 3.4 Land Transportation System

313 This section includes a wide range of information and references for land transportation related

314 facilities, services and transportation demand management programs in King County. This

315 information provides a foundation for the Comprehensive Plan transportation element and for

316 future transportation planning.

317 3.4. 1 Unincorporated King County Roads

318 King County maintains a detailed inventory of assets that comprise the county’s unincorporated

319 roadway system. Physical features include information on pavement type, roadway and

320 shoulder width, number of lanes, median, retaining and sea walls, guardrails, sidewalks and

321 walkways. Administrative features include information such as the roadway’s functional

322 classification, its comprehensive plan designation, and location in the urban or rural areas. The

323 unincorporated-area road system owned and managed by Roads includes the following asset

324 inventory (numbers are approximate):¹

- 325 • 1,466 miles of roadways
- 326 • 182 bridges, including several jointly owned with cities
- 327 • Over 47,000 traffic control signs
- 328 • 80 traffic signals
- 329 • 114 miles of protective guardrail
- 330 • 54 traffic cameras
- 331 • 4.7 million feet of drainage ditch
- 332 • 3 million feet of drainage pipe
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338 ¹ Based on best available data from spring 2018 Roads inventory data. Data represents a point

339 in time and can change slightly throughout the year.

340

341 Pavement

342 Pavement deteriorates naturally over time. As it ages, the pavement and underlying road base
 343 become increasingly susceptible to the impacts of stormwater, weather and temperature
 344 changes, and growing traffic volumes. Roads monitors the condition of unincorporated King
 345 County roads by assessing and tracking pavement condition over time. Roads conducts regular
 346 field assessments of all roadways to visually determine the condition of the pavement using the
 347 County Road Administration Board visual data collection system. Arterial roads are inspected
 348 every two years and local roads are inspected every three years. For more information on the
 349 Pavement Management System, contact the King County Department of Local Services, Road
 350 Services Division. Current road resurfacing project information is available at:

351 <http://www.kingcounty.gov/depts/transportation/roads/paving-projects.aspx>

352

353

354 Bridges

355 King County Road Services Division owns and maintains 182 bridges in the unincorporated area
 356 of King County. Built over many generations, these bridges are made of concrete, steel, timber,
 357 or a combination of the three building materials. King County's bridge inventory includes long
 358 span bridges (those over 20 feet in span length, which appear on the national bridge inventory),
 359 short span bridges, safety enhancement bridges that keep wildlife off roadways, and pedestrian
 360 bridges. King County's bridge inventory includes:

- 361 • 178 vehicular bridges
- 362 • 3 pedestrian bridges
- 363 • 1 safety corridor bridge

364 An updated list of bridge needs is included in the Annual Bridge Report, which is prepared each
 365 year by the King County Department of Local Services Road Services Division to fulfill the
 366 requirements of Washington Administrative Code (WAC) 136-20-060. Roads Services is
 367 required to review and update its list of bridge needs for replacement/rehabilitation, seismic
 368 retrofit, and re-decking annually, preparatory to the Capital Improvement Program budgeting
 369 process. The King County Annual Bridge Report is available at:

370 <http://www.kingcounty.gov/depts/transportation/roads/bridges.aspx>

371

372

373 Roadside Barriers (Guardrails)

374 One way King County promotes safety on county-maintained unincorporated roads is by
 375 installing new guardrails, repairing existing barriers and rails, and upgrading older guardrails to
 376 meet current roadway standards. This network includes approximately 114 miles of guardrail.
 377 More information on guardrails can be obtained by contacting the Road Services Division,
 378 Engineering Services Section.

379

380 Traffic Control Devices

381 Traffic control devices are signals and information systems used to regulate, warn, or guide
382 both vehicular and pedestrian traffic. These devices are placed on, over, or adjacent to a
383 roadway, pedestrian path, or shared-use path. Examples of traffic control devices include traffic
384 signals, signs, and pavement markings. Information on traffic control devices can be obtained
385 by contacting the Roads Services Division, Traffic Section at:

386 <http://www.kingcounty.gov/depts/transportation/roads/traffic.aspx>

387

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389 Traffic Counts

390 Information on unincorporated area traffic counts can be found at:

391 <http://gismaps.kingcounty.gov/TrafficCounts/>

392

393

394 Safety

395 The Road Services Division produces an annual Traffic Safety Report. This report reviews
396 collision trends within unincorporated King County in the ongoing effort to reduce the number
397 and severity of collisions. The report is intended to provide critical information that can be used
398 to better allocate limited safety funds, increase driver awareness of safety concerns, and
399 improve the safety of the traveling public. King County Traffic Safety Reports are available at:

400 <http://www.kingcounty.gov/depts/transportation/roads/traffic.aspx> Washington State

401 Department of Transportation, statewide travel and collision data is available at:

402 http://www.wsdot.wa.gov/mapsdata/tdgo_home.htm

403

404

405 Maintenance Facilities

406 King County Road Services' Roads Maintenance Section is responsible for enhancing and
407 maintaining over 1,400 miles of paved roadway. More information on the Roads Maintenance
408 Section, including a map of maintenance divisions and shop locations, is available at:

409 <http://www.kingcounty.gov/depts/transportation/roads/road-maintenance.aspx>

410

411

412 King County Heritage Corridors

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

419 The Heritage Corridors program also includes public education materials that enhance the
420 public's travel experience and lead to a greater understanding and appreciation of the region's

421
 422 transportation history. The county also encourages adjacent private property owners to
 423 support the preservation of the corridors

424 The identified Heritage Corridors are:

- 425 • Cedarhurst Road / Westside Highway, Vashon Island
- 426 • Dockton Road, Vashon-Maury Island
- 427 • Green Valley Road, Auburn-Black Diamond
- 428 • Issaquah-Fall City Road, Snoqualmie Valley
- 429 • Osceola Loop, Enumclaw Plateau
- 430 • West Snoqualmie River Road, Snoqualmie Valley
- 431 • West Snoqualmie Valley Road / Carnation Farm Road, Snoqualmie Valley
- 432 • Old Cascade Scenic Highway, Stevens Pass
- 433 • Old Sunset Highway, Snoqualmie Pass

434 Information about King County's Heritage Corridors, including maps and final report, are
 435 available at: <http://www.kingcounty.gov/depts/transportation/roads/historic-corridors.aspx>
 436

437

438 3.4.2 State and Federal Highways within King County

439 Major Highways

440 The State Highways of Washington comprise of a network of state highways, including all
 441 Interstate and U.S. Highways that pass through the state, maintained by the Washington State
 442 Department of Transportation. Four Federal Highways and twenty-eight State Highway Routes
 443 are located in King County, including five ferry routes. All state highways are designated by the
 444 Washington State Legislature. Maps of the State Highways can be viewed at:

445 <http://www.wsdot.wa.gov/Publications/HighwayMap/view.htm>
 446

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448 Highways of Statewide Significance

449 Highways of Statewide Significance (HSS) include interstate highways and other state principal
 450 arterials that are needed to connect major communities in the state. The designation helps
 451 assist with the allocation and direction of funding. A map of the HSS corridors is available at:

452 <http://www.wsdot.wa.gov/planning/HSS/Default.htm>. Maps of the state highway system are

453 available at: <http://www.wsdot.wa.gov/MapsData/products/digitalmapsdata.htm#pdfmaps>
 454

455

456 Washington State Scenic and Recreational Highways

457 Washington's Scenic and Recreational Highways, as designated in RCW 47.39, are important
 458 access routes to some of the most scenic resources and best recreational destinations in the
 459 state.xxxii In King County there are approximately 175 miles of designated Scenic and
 460 Recreational Highways. These include portions of I-90 (Mountains to Sound Greenway), US2

461
462 (Stevens Pass Greenway), SR 410 (Chinook Pass Scenic Byway), and SR 202 (Cascade Valleys
463 Scenic Byway). A map of Washington Scenic and Recreational Highways is available at:
464 <http://www.wsdot.wa.gov/travel/highways-bridges/scenic-byways>

465

466

467 High Occupancy Vehicle System

468 The High Occupancy Vehicle (HOV) system is an important element of King County's and the
469 region's multi-modal transportation system. High occupancy vehicle lanes - also known as
470 carpool lanes, commuter lanes, diamond lanes, or bus lanes - are reserved for vehicles
471 containing at least a specified number of occupants (such as 2, 3, 4, or more) or for transit
472 vehicles. Such lanes can be on highways, on arterials, or on metered entrance ramps to
473 highways. They may be physically separated from other lanes, or indicated with signage. Some
474 operate only during certain hours. Other types of strategies that potentially promote higher
475 vehicle occupancy include ridesharing programs, parking management, guaranteed ride home
476 policies, and other employer-based programs.

477 Coupled with the County's Transportation Demand Management program, HOV facilities are
478 designed to help accommodate growth by moving more people in fewer vehicles, reducing the
479 need for new road construction or major widening projects on the County's existing arterial
480 system. Recent changes to the HOV lane system include direct access ramps to support Sound
481 Transit's regional bus service, as well as freeway to freeway improvements to interconnect the
482 system. The HOV system is a crucial part of the central Puget Sound area's highway system,
483 carrying more than 1/3 of freeway travelers during rush hours. Information on the HOV system
484 is available at: <http://www.wsdot.com/HOV/default.htm>

485

486

487 3.4.3 Transit Services

488 Transit services in King County are provided by four public transit agencies and the City of
489 Seattle. King County Metro Transit (Metro) provides the vast majority of regular bus service,
490 including RapidRide bus rapid transit, and flexible mobility options including demand area
491 response transit ("DART"), paratransit, and alternative services that are available to King County
492 residents. Pierce Transit and Community Transit provide commuter bus services into King
493 County urban centers including downtown Seattle, downtown Bellevue, the University District
494 in northeast Seattle and Federal Way in South King County. Sound Transit provides regional
495 high capacity transportation throughout parts of King, Pierce and Snohomish counties through
496 commuter rail (Sounder), light rail (Link) and a regional express bus system (ST Express). Link
497 light rail and ST Express bus service within King County are currently operated by Metro Transit
498 under contract to Sound Transit. The Seattle Department of Transportation provides streetcar
499 service in and near downtown Seattle. This streetcar service is also currently operated by Metro
500 Transit under contract to the City of Seattle.

501

502 3.4.3.a King County Metro Transit

503 In a service area of more than 2,000 square miles and 2.15 million residents, Metro operates
 504 over 200 bus, RapidRide, trolley and demand area response transit (DART) routes that serve
 505 destinations across King County. The following data is from the 2017 King County Metro
 506 Strategic Plan Progress Report, June 2018:

507	• Fixed-route ridership:	122.2 million
508	• Vanpool ridership:	3.6 million
509	• Access ridership:	1.3 million
510	• Annual service hours:	4 million
511	• Active fleet:	1,552 buses
512	• Bus stops:	8,011
513	• Park-and-rides:	136
514	• Park-and-ride spaces:	26,300

515 A list of Metro routes and schedules, including route maps, is available at:

516 <http://metro.kingcounty.gov/schedules/>

517 Other information about Metro's system and performance can be found at:

518 <http://metro.kingcounty.gov/am/accountability/>

519 Metro Services RapidRide

520 RapidRide is Metro's arterial bus rapid transit network launched in 2010. As of 2019, Metro
 521 operates six RapidRide lines throughout King County. RapidRide separates itself from standard
 522 bus service with high frequency (every 10 minutes during peak hours), fewer stops, use of semi-
 523 exclusive lanes, and all-door passenger boarding and exiting. King County Metro is looking to
 524 the future to determine how to continue to provide quality service to King County residents and
 525 businesses. In 2017, King County adopted METRO CONNECTS, the agency's long-range plan.
 526 METRO CONNECTS calls for a significant expansion of the RapidRide program. By 2025, Metro
 527 plans to add six additional RapidRide lines, providing this service to all areas of urban King
 528 County. Additional information on RapidRide is available at: [metro.kingcounty.gov/travel-
 529 options/bus/rapidride/](http://metro.kingcounty.gov/travel-options/bus/rapidride/)

530 Alternative Services

531 The King County Metro Community Connections Program (formerly known as Alternative
 532 Services), brings a range of mobility services to parts of King County that do not have the
 533 infrastructure, density, or land use to support traditional fixed-route bus service. Alternative
 534 services and other innovative mobility options are an important part of Metro's efforts to cost
 535 effectively deliver transportation alternatives across King County in an equitable and
 536 sustainable way. For 2015-2018, funding for alternative services was provided through a
 537 demonstration program. The 2019-2020 County Budget provided funds to allow the program to
 538 become an ongoing part of Metro Transit's range of services. Community Connections is
 539 currently providing services developed through the Community Connections program in cities

540
 541 throughout King County. Information on Metro’s Community Connections Program is available
 542 at: [https://www.kingcounty.gov/depts/transportation/metro/programs-projects/community-](https://www.kingcounty.gov/depts/transportation/metro/programs-projects/community-connections.aspx)
 543 [connections.aspx](https://www.kingcounty.gov/depts/transportation/metro/programs-projects/community-connections.aspx)

544 Access Paratransit

545 Access Paratransit is Metro’s response to the Americans with Disabilities Act, which requires
 546 transit agencies to provide paratransit services for people who cannot use regular, fixed route
 547 transit. Access provides shared rides for eligible riders within $\frac{3}{4}$ of a mile on either side of non-
 548 commuter fixed route bus service during the times and on the days those routes are operating.
 549 Paratransit service is intended to offer a comparable level of service to that provided by regular
 550 bus service. Paratransit service is not required nor intended to meet all the transportation
 551 needs of persons with disabilities. Rather, it is intended to provide public transportation in a
 552 more specialized form. Individuals must be evaluated and deemed eligible prior to using Access
 553 services to determine whether their disability prevents them from performing the tasks needed
 554 to ride regular bus service some or all of the time. Metro provides Access service through
 555 private contractors. Additional information on the ADA Paratransit Program:
 556 <http://metro.kingcounty.gov/tops/accessible/programs/paratransit.html>

557 Transportation Demand Management, Equity and Social Justice, and Partnership Programs

558 Metro offers many programs, products, and services to area employers, other organizations,
 559 and individuals to make transit accessible and affordable. Major Metro programs include:

- 560 • *ORCA Business Partnerships* – Employers can contract with Metro to provide ORCA
 561 cards as subsidized passes for their employees for access to public transportation
 562 services, including bus, commuter rail, Link light rail, streetcar, ferry, water taxi,
 563 vanpool/vanshare, and guaranteed ride home service. Employers can select a
 564 comprehensive program or a flexible package to suit their needs. Currently, more than
 565 1,000 local employers participate through Metro’s ORCA Business Passport and ORCA
 566 Business Choice programs.
- 567 • *ORCA LIFT* – ORCA LIFT provides a discounted transit fare of \$1.50 per trip for residents
 568 who earn less than 200 percent of the federal poverty level, which is currently \$24,980
 569 for a one-person household. As of the end of the first quarter of 2019, there were
 570 58,687 active ORCA LIFT users. Information on ORCA LIFT can be found at:
 571 <http://metro.kingcounty.gov/programs-projects/orca-lift/>
- 572 • *Human services bus tickets* – Each year, Metro makes available subsidized bus tickets to
 573 be purchased by eligible human services agencies and then distributed to the people
 574 they serve. Metro subsidizes 90% of the cost of the tickets, for a total annual subsidy of
 575 \$4 million. Human services agencies apply to participate in the program. During 2019,
 576 168 agencies have been selected to participate and will distribute more than 1.5 million
 577 tickets over the course of the year to people in need. More information is available at
 578 [https://www.kingcounty.gov/depts/community-human-](https://www.kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/bus-ticket-program.aspx)
 579 [services/housing/services/homeless-housing/bus-ticket-program.aspx](https://www.kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/bus-ticket-program.aspx)

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- *Commuter vans (vanpool/vanshare)* – Vanpools provide a complete trip, usually travel at least 10 miles each way from home or park-and-ride to a worksite and can have as many as 15 riders. Vanshares are for shorter trips, intended to bridge the gap between public transportation (bus, train, water taxi, or ferry) and a final destination. Metro provides the van and covers rider support services, maintenance, insurance, fuel, tires and training for a per-rider monthly fee.
 - *Community Access Transportation* – This program provides vans, maintenance, and some operating funds to community organizations. The program makes use of high-quality retired Access and vanpool vehicles for transportation services operated by these organizations. One example is the Downtown Circulator Bus, a free downtown circulator bus for people living on low incomes that provides access to health and human services in downtown Seattle. The circulator bus is operated through a partnership with the nonprofit organization, Solid Ground.
 - *Bicycle programs and facilities* – Metro supports bicycling in conjunction with public transportation by providing racks on every bus to accommodate three bicycles, racks on request for vanpools, bicycle lockers at park-and-rides and transit centers, and information about getting around by bicycle. Bicycling is also included as a travel option in Metro incentive programs that encourage alternatives to driving alone.
 - *Home Free Guarantee* – Metro provides emergency taxi service for commuters who arrive at work without their personal vehicle (by transit, carpool, vanpool, bicycle or walking) and have an unplanned emergency or unscheduled overtime. Information on this program can be found at:
<http://www.kingcounty.gov/transportation/CommuteSolutions/products/HFG.aspx>
 - *JARC program* – The Job Access Reverse Commute (JARC) Transportation Program partners with social service agencies, community based organizations, housing authorities, local jurisdictions and employers to assist with transportation issues for low income individuals. Information on Metro’s JARC program can be found at:
<http://metro.kingcounty.gov/tops/jobaccess/jobseeker.html>
 - *In Motion* – In Motion enlists local businesses, organizations, and communities as partners to entice people to register as participants and pledge to reduce car trips over a period of time. Participants earn rewards for their reduced trips. Information on In Motion can be found at:
<https://www.kingcounty.gov/depts/transportation/metro/programs-projects/transit-education-outreach/in-motion.aspx>
 - *Rideshare Online* - RideshareOnline.com provides free online self-serve ride matching services. The online system matches commuters interested in sharing rides in carpools, commuter vans, group biking, event travel, and with other parents transporting kids to school. Information on Metro’s Rideshare program can be found at:
<http://metro.kingcounty.gov/tops/van-car/van-car.html>

620 Special and Custom Bus Service

621
 622 Metro provides special transit services for major community and sporting events in partnership
 623 with event sponsors. Information regarding Metro’s special event service can be found at:
 624 <http://metro.kingcounty.gov/up/spclevent.html>

625 Contract Services

626 Metro serves as the operator for other transit services in Seattle and King County. Metro
 627 operates Regional Express bus routes in King County, as well as light rail for Sound Transit.
 628 Metro operates the Seattle Streetcar lines for the City of Seattle.

629 Service Connections

630 Metro service connects to a wide range of other transportation services in King County,
 631 including for bus, rail, ferry, and air travel hubs. Metro provides intermodal connections with
 632 Sound Transit Link light rail and Sounder commuter rail service, Amtrak rail service, Washington
 633 State Ferries, and Seattle-Tacoma International Airport. Metro also connects with other bus
 634 services including Sound Transit, Community Transit, Pierce Transit and intercity Greyhound bus
 635 service.

636 Equity and Sustainability

637 As a mobility agency, King County Metro Transit moves people throughout King County. It is our
 638 duty to provide mobility opportunities to all people in the county in a way that supports healthy
 639 communities, a thriving economy, a sustainable environment, and equity and access to
 640 opportunities.

641 Metro is developing a framework for the equitable implementation of mobility services. In this
 642 framework, Metro will identify guiding principles that support equity and sustainability and
 643 propose actions, based on best practices, to improve outcomes for King County’s priority
 644 populations and reduce greenhouse gas emissions from transportation. Metro’s goal is to help
 645 align our funding, policies, and investments to deliver livable communities, a thriving economy
 646 for all, and a sustainable environment.

647 Capital Facilities

648 Metro provides buses, use of semi-exclusive lanes, and facilities such as park-all-door passenger
 649 boarding and-rides and bus shelters for King County bus exiting. Voter approved sales tax and
 650 federal grants are the primary revenue sources.

651 Physical Plant

652 Metro’s administrative offices are located at 201 South Jackson Street in downtown Seattle.
 653 Metro also has seven operating bases located throughout the county, and a variety of other
 654 physical facilities to support the provision of transit and ridesharing service. Major facilities
 655 include:

- 656 • *Central Campus and SODO (Seattle)*
 - 657 ○ Atlantic/Central Bases, 1270 6th Ave. S., Seattle
 - 658 ○ Atlantic Maintenance, 1555 Airport Way South, Seattle

659

660

- Central Maintenance, 640 South Massachusetts, Seattle

661

- Ryerson Base, 1220 4th Ave. S., Seattle

662

- Transit Control Center, 1263 6th Ave. S., Seattle

663

- Employee Parking Garage, 1505 6th Avenue South, Seattle

664

- Tire and Millwright Shop, 1555 Airport Way South, Seattle

665

- Marketing Distribution Center, 1523 6th Ave South, Seattle

666

- Power Distribution, 2255 4th Avenue South, Seattle

667

- *Campus & Eastside*

668

- Bellevue Base, 1790 124th NE, Bellevue

669

- East Base, 1975 124th NE, Bellevue

670

- Vanpool Distribution, 18655 NE Union Hill Road, Redmond

671

- *Tukwila*

672

- South Base, 12100 East Marginal Way S., Tukwila

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- Training and Safety Center, 11911 East Marginal Way S., Tukwila

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- South Facilities, 11911 East Marginal Way S., Tukwila

675

- Component Supply Center, 12200 East Marginal Way S., Tukwila

676

- *Shoreline*

677

- North Base, 2160 N. 163rd St., Shoreline

678

On March 23, 2019, Metro ceased bus operations in the Downtown Seattle Transit Tunnel

679

(DSTT), a 1.3 mile dual-bore transit-only facility with four stations. To accommodate the

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expansion of Sound Transit's Link light rail service, the DSTT is now served by light rail trains

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only and is no longer a bus facility. Metro operates service on the SODO busway, a transit-only

682

roadway between South Spokane Street and Royal Brougham Way in Seattle.

683

Fifteen Metro routes use electric trolley buses. To support the electric trolley bus network,

684

Metro operates and maintains a network of overhead power infrastructure and electrical

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substations to power the system. In addition, Metro has been testing battery-electric buses and

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developing the charging stations and power infrastructure necessary to charge them, with the

687

goal of achieving a zero-emission fleet by 2040 or sooner.

688

Bus Stops and Shelters

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Metro's transit system includes 8,011 bus stops. As of 2018, nearly two-thirds of housing units

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in King County were within a quarter-mile walk from a bus stop, and nearly half of all

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households and two-thirds of all jobs were within a half-mile walk from a transit stop with

692

frequent service.

693

Park-and-Ride Lots

694

A park-and-ride lot is a designated passenger facility where individuals can leave their private

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vehicles or bicycles to access public transportation. A park-and-ride lot can also serve as a park-

696

and-pool lot, where individuals can rendezvous to form carpools and vanpools.

697
 698 There are 136 park-and-ride facilities in the King County Metro area, with a total of 26,523
 699 vehicle spaces as of 2018. Metro, Sound Transit, and WSDOT own permanent park-and-ride lots
 700 within King County, and a wide variety of agencies and organizations own spaces that Metro
 701 leases for use. In 2019, as a way to make parking more available for people who depend on
 702 park and ride lots as a way to access transit, Metro developed a fee program for Metro-owned
 703 lots at or above 90% capacity. Pending demand, up to 50% of stalls would be available for
 704 permit parking on weekdays from 4:00-10:00 AM. The proposed standard price range for solo
 705 driver permits is \$60-\$120/month, with ORCA LIFT (low-income fare) participants to pay
 706 \$20/month, and carpool permits to be free. A list of park-and-ride locations with information
 707 on capacity, routes, and amenities can be found at: metro.kingcounty.gov/tops/parknride/.
 708 Metro's quarterly park-and-ride utilization reports can be found at:
 709 <http://metro.kingcounty.gov/am/accountability/park-ride-usage.html>

710 Charging Station Program

711 King County promotes the use of alternative fuel vehicles. King County's charging station
 712 program is an initiative aimed at growing the plug-in vehicle market. As of June 2012, King
 713 County Metro manages 27 earlier generation 110-volt plug-in outlets. The latest County effort
 714 adds 36 new, 220-volt electric vehicle charging stations at multiple locations. In a related effort,
 715 the County created the Metropool program, adding 25 all-electric vehicles to the Vanpool,
 716 Vanshare, and Motorpool programs. More information on the Metropool program is available
 717 at: <http://metro.kingcounty.gov/tops/van-car/programs/metropool/index.html> More
 718 information on park-and-plug spaces and locations in King County park-and-rides is available at:
 719 <http://metro.kingcounty.gov/tops/parknride/>

720 Capital Program

721 Metro Transit is part of King County's Capital Improvement Program. Capital projects help to
 722 maintain and improve King County assets and infrastructure. Metro has its own designated
 723 revenue sources and service areas.

724 Metro's Public Transportation Fund Capital Program provides for ongoing replacement of aging
 725 infrastructure and supports service delivery and expansion. The focus of the Capital
 726 Improvement Program (CIP) is on maintaining existing infrastructure and systems, partnering
 727 with other regional transportation agencies and providing the physical capacity needed to
 728 support projected service. A key priority for Metro is developing adequate bus base capacity to
 729 meet regional needs. Metro's capital improvement plan outlines a strategy to develop space for
 730 an additional 625 buses by 2030. More information can be found at:
 731 [https://www.kingcounty.gov/~media/depts/executive/performance-strategy-
 732 budget/budget/2019-2020/19-20_Budget-Book/Metro_Transit_2019-
 733 2020_Biennial_Budget_Book.ashx?la=en](https://www.kingcounty.gov/~media/depts/executive/performance-strategy-budget/budget/2019-2020/19-20_Budget-Book/Metro_Transit_2019-2020_Biennial_Budget_Book.ashx?la=en)

734 Information on King County's Transit Asset Management Program (TAMP) can be found at:
 735 [http://www.kingcounty.gov/transportation/kcdot/MetroTransit/PowerAndFacilities/AboutUs.a
 736 aspx](http://www.kingcounty.gov/transportation/kcdot/MetroTransit/PowerAndFacilities/AboutUs.aspx)

737

738

3.4.3.b Sound Transit

739 Sound Transit is a regional transit authority that plans, builds and operates express buses, light
740 rail, and commuter train services for the central Puget Sound Region so that people can get to
741 where they're going, safely and economically. More information can be found here:

742 <http://www.soundtransit.org/>

743

ST Express Regional Bus Service

744 ST Express regional bus service includes limited-stop bus routes, partnerships with WSDOT to
745 develop HOV direct-access projects, and a variety of community connection facilities including
746 transit centers, access improvements, and park-and-ride lots. ST Express buses travel between
747 major cities in King, Snohomish, and Pierce counties. Information on routes, related projects,
748 and fares is found at: soundtransit.org/Rider-Guide/ST-Express-bus

749

Souder Commuter Rail

750 Souder commuter rail uses diesel-powered locomotives and multi-level passenger coach trains
751 that run on BNSF Railway Company railroad freight tracks. Souder shares the tracks with
752 freight trains and Amtrak passenger trains, using upgraded signals, switches, and street
753 crossings. Trains travel between Lakewood and Seattle and between Everett and Seattle.
754 Information on routes, related projects, and fares is found at: [soundtransit.org/Rider-
755 Guide/Souder-train](http://soundtransit.org/Rider-Guide/Souder-train)

756

Link Light Rail

757 Link light rail is an electrically-powered service that provides high-capacity transportation
758 within the region's highest employment and transit ridership areas. Link light rail travels
759 between the University of Washington campus in Seattle, Seattle-Tacoma Airport and Angle
760 Lake. Information on routes, related projects, and fares is found at: [soundtransit.org/Rider-
761 Guide/Link-light-rail](http://soundtransit.org/Rider-Guide/Link-light-rail)

762

Future Expansion and System Integration

763 The initial phase of the regional mass transit light rail system was completed in 2016,
764 connecting Angle Lake, Seattle-Tacoma Airport, downtown Seattle, and the University of
765 Washington. The next phases of light rail expansion will include service north to Northgate
766 (2021), Lynnwood (2024); east to Bellevue and Overlake (2023) and downtown Redmond
767 (2024); south to Federal Way (2024); and then a series of expansions to provide additional
768 service within Seattle and throughout the region.

769 Sound Transit's ST3 plan, which was adopted by the voters in November 2016 outlines the next
770 phases of light rail and express bus expansion. (<http://soundtransit3.org/>)

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

776
 777 of Link light rail are opened in the 2020s and beyond. Information on Sound Transit's services
 778 and plans is available at: soundtransit.org/Projects-and-Plans. Sound Transit's Transit
 779 Development Plan Annual Reports are available at: [soundtransit.org/About-Sound-](http://soundtransit.org/About-Sound-Transit/News-and-events/Reports/Transit-Development-Plan)
 780 [Transit/News-and-events/Reports/Transit-Development-Plan](http://soundtransit.org/About-Sound-Transit/News-and-events/Reports/Transit-Development-Plan). A complete list of Sound Transit
 781 projects: <http://www.soundtransit.org/Projects-and-Plans>

782 3.4.4 Nonmotorized Facilities

783 Bicycle Parking and Lockers

784 Bicycle parking and secure storage support ridership by increasing options for people to
 785 connect to bus service or to meet a carpool or vanpool. King County park-and-ride lots and
 786 transit centers have bicycle racks and/or bicycle lockers on a space-available basis to cyclists
 787 who commute. Metro aims to reduce car travel to these locations by making it reliable to
 788 secure bicycles. Combined, Metro and Sound Transit currently provide 523 lockers across 40
 789 locations for cyclists. Information on bicycle parking and lockers is available at:
 790 <http://metro.kingcounty.gov/tops/bike/parking/index.html>

791 King County Trails

792 The King County Parks System includes more than 294 miles of regional greenway and shared
 793 use paths. This expanding network includes over 175 miles of trails for hiking, biking, walking,
 794 and horseback riding. The backcountry trail system offers 215 miles of backcountry trails with
 795 year-round accessibility for hiking, mountain biking, and horseback riding. These trail systems
 796 provide extensive opportunities for recreational use and nonmotorized mobility and
 797 commuting throughout King County. The overall vision of the future Regional Trail system
 798 includes about 300 miles of trails. Information about the King County Regional Trails System is
 799 available at: <http://www.kingcounty.gov/recreation/parks/trails.aspx>

800 3.4.5 Rail

801 Interstate Rail Facilities

802 The rail network in the state has three distinct types of rail services: freight, intercity passenger,
 803 and commuter. The Class I railroad system primarily serves the inland transportation
 804 component of the supply chain for large volumes of import and export cargo moving through
 805 state ports including the Port of Seattle. Two Class I railroads, the BNSF Railway and the Union
 806 Pacific Railroad, as well as 23 short-line railroads operate through communities in Washington
 807 State. Amtrak provides intercity passenger rail service along the I-5 corridor, this intercity rail
 808 service is known as Amtrak Cascades. As the demand for reliable passenger rail travel increases,
 809 stations are being expanded and refurbished to serve growing numbers of passengers and to
 810 provide them with enhanced security, comfort, and timely information. The Cascades High-
 811 Speed Rail Program includes four Amtrak Cascades round trips between Seattle and Portland,
 812 and two between Seattle and Vancouver, B.C. Currently there are two Amtrak Stations in King
 813 County.

814
815 Sound Transit's Sounder commuter rail uses diesel-powered locomotives and multi-level
816 passenger coach trains that run on BNSF Railway Company railroad freight tracks. Sounder
817 shares the tracks with freight trains and Amtrak passenger trains, using upgraded signals,
818 switches, and street crossings. Trains travel between Lakewood and Seattle and between
819 Everett and Seattle. Information on existing freight and Amtrak facilities, projects, and data is
820 available at: <http://www.wsdot.wa.gov/Freight/Rail/default.htm>
821 <http://www.wsdot.wa.gov/rail/> Information on Sounder routes, related projects, and fares is
822 found at: <https://www.soundtransit.org/>

823 Freight Transport

824 Freight transport, is a major function of the regional transportation system. The Puget Sound
825 Regional Council (PSRC) has developed a comprehensive, multimodal Freight Strategy that will
826 serve as the freight component of the adopted long range transportation plan, Transportation
827 2040. The Freight Strategy describes the regional freight mobility system and incorporates all of
828 the main freight modes, including rail, truck, air, and marine cargo. It examines the current and
829 future conditions and issues as the region looks to planning for a sustainable transportation
830 system out to 2040. Additional information on Regional Freight and Goods Movement is
831 available at: [https://www.psrc.org/sites/default/files/rtp-appendixi-](https://www.psrc.org/sites/default/files/rtp-appendixi-freightandgoodsmovement.pdf)
832 [freightandgoodsmovement.pdf](https://www.psrc.org/sites/default/files/rtp-appendixi-freightandgoodsmovement.pdf) and <http://www.wsdot.wa.gov/Freight/FGTS/default.htm>

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834

835 4 Travel Forecast Summary

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

843
844 The PSRC Travel Model forecasts future travel patterns and conditions within the four counties
845 (King, Kitsap, Pierce, and Snohomish) of the Puget Sound region. The Travel Model produces
846 data that are used to analyze the likely impacts of travel forecasts on the region's
847 transportation infrastructure and environment, and thus provides the foundation from which
848 the PSRC develops many of its plans, most notably the Regional Transportation Plan. The Travel
849 Model is used to support the technical analysis of transportation projects and investments
850 under consideration in the region. In addition to transportation analysis, the travel model also
851 supports growth management activities at the agency.

852
853 King County Road Services worked with PSRC modeling staff to run a model scenario with a
854 forecast year of 2031. Raw model output was analyzed by King County planning staff. The
855 forecasted pm peak hour (afternoon rush hour) traffic volumes on state facilities were mapped
856 to review performance on state facilities (Figure 1). Modeled traffic volumes and roadway
857 capacities on local roads were also reviewed for indications of potential future congestion.
858 Road segments where traffic volumes exceeded roadway capacities (ratios greater than 1) were
859 also mapped (Figure 2). Planning and engineering staff considered Travel Model analysis and
860 other factors in the development of projects for King County's Transportation Needs Report.

861
862 Detailed information on the traffic forecasting model and assumptions used for the
863 Comprehensive Plan are available from the Puget Sound Regional Council.

864
865 Puget Sound Regional Council Travel Model information is available at:

866 <https://www.psrc.org/trip-based-travel-model-4k>.

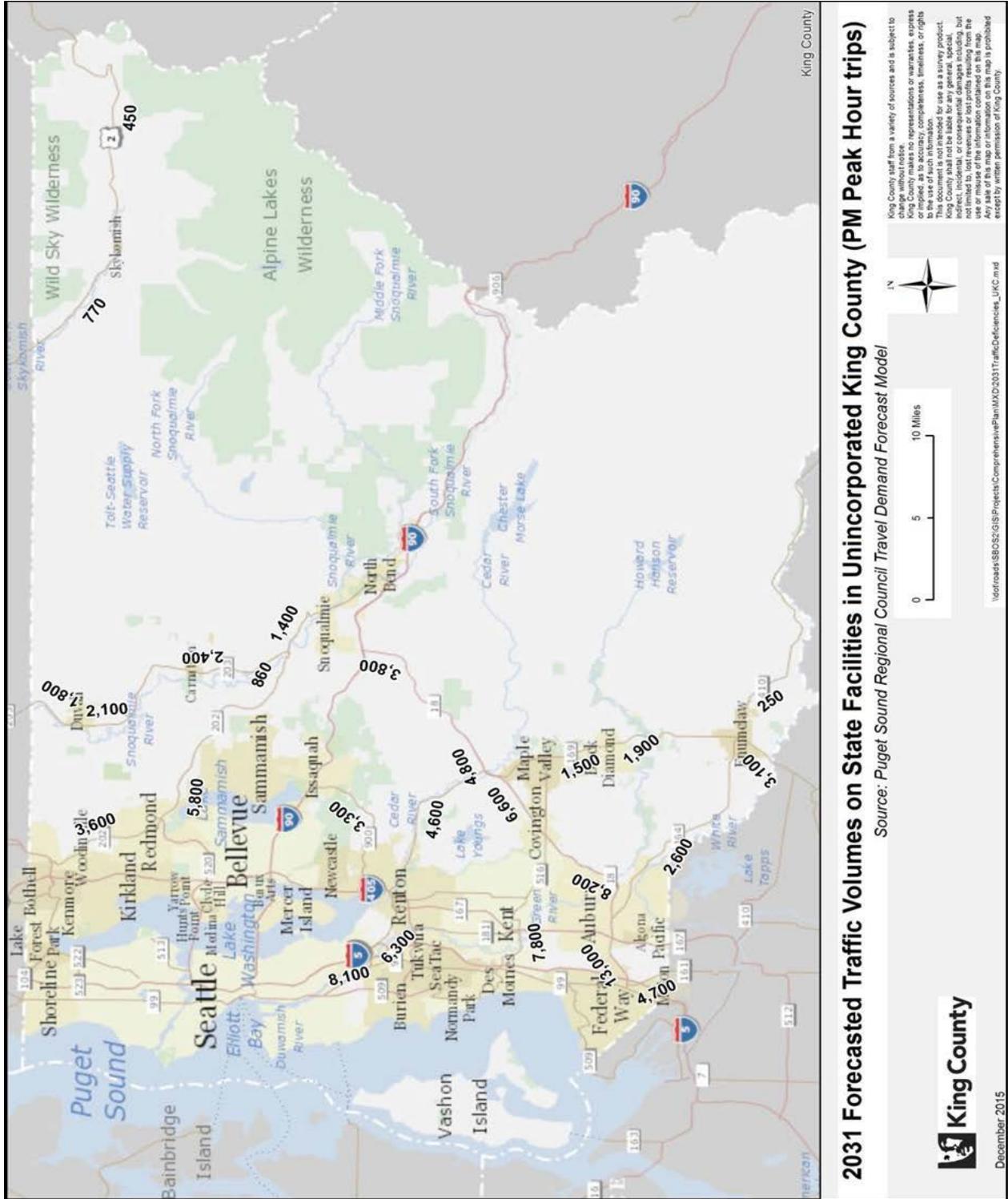
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868 More information on the Regional Transportation Plan is available at:

869 <https://www.psrc.org/our-work/rtp>

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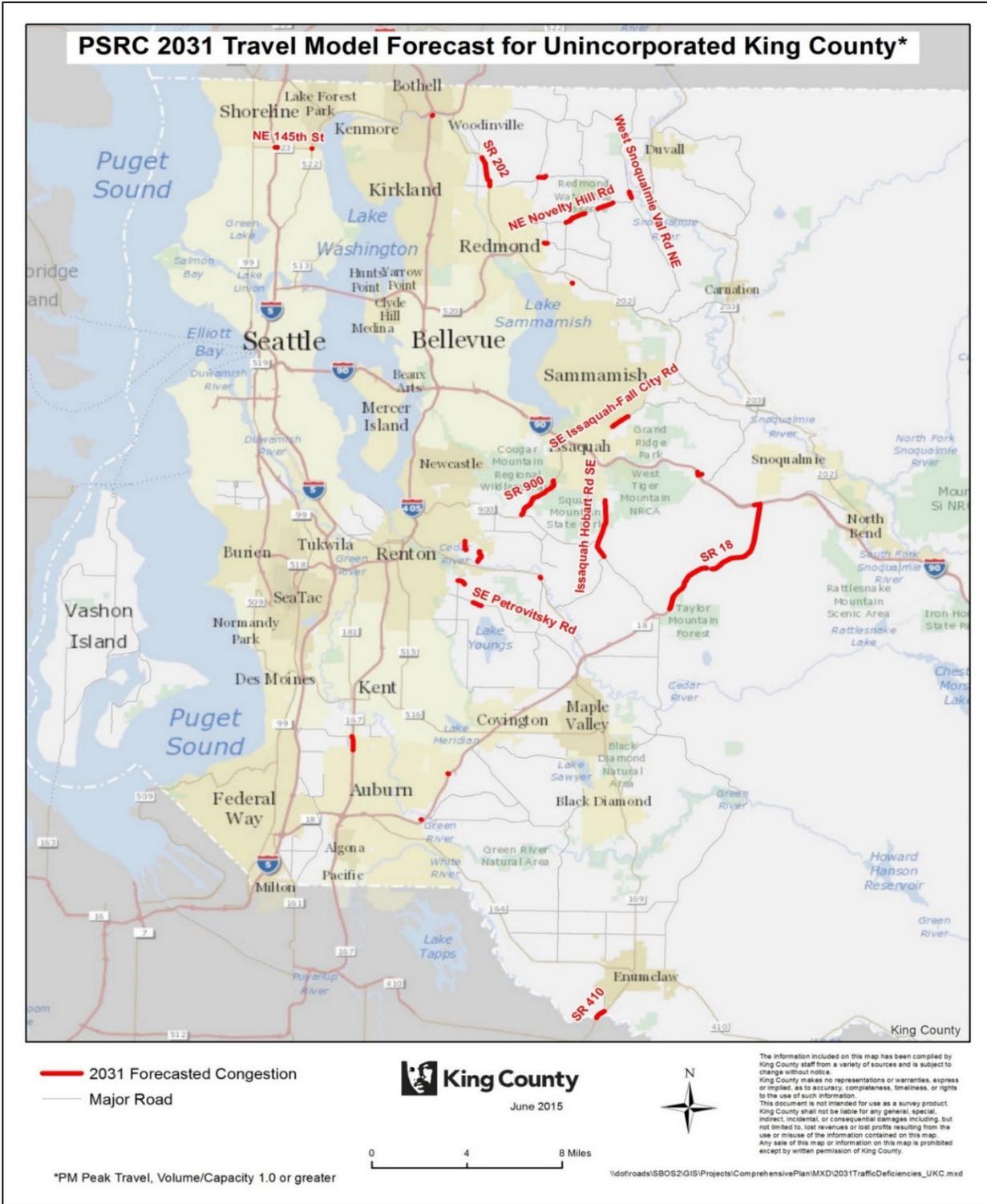
Figure 1. 2031 Forecasted Travel Volumes



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Figure 2. PSRC 2031 Travel Model Forecast



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