

6-24-77

Introduced by BOB GAINES

77-616

ORDINANCE NO. 3384

AN ORDINANCE relating to transportation goals and policies; amending Chapter A, Transportation Development Policies of the Comprehensive Plan for King County, under the provisions of Ordinance No. 263, Article 2, Section 3 of K.C.C. 20.12.030.

PREAMBLE:

King County last formally adopted transportation goals and policies in 1964, as an integral part of the Comprehensive Plan. Since that time, many dramatic changes have taken place which have had significant impact on the timeliness and scope of that portion of the Comprehensive Plan. The goals and policies attached hereto and their source documents, included by reference, represent the latest formal effort to update and refine the transportation element of the Comprehensive Plan.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. "Transportation: Goals and Policies," attached hereto, is hereby adopted as an amended Chapter A of the Comprehensive Plan for King County under the provision of Ordinance No. 263, Article 2, Section 3 of K.C.C. 20.12.030.

INTRODUCED AND READ for the first time this 11th day of

July, 19 77.

PASSED this 29th day of August, 19 77.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Mike Lowery
Chairman

ATTEST:

Deborah M. Owens DEPUTY
Clerk of the Council

APPROVED this 31st day of August, 19 77.

[Signature]

TRANSPORTATION: goals & policies

The need and desire for movement from one place to another manifests itself in the use of many transportation modes--from non-motorized means such as walking or bicycling to aircraft and, of course, the private automobile. All modes, however, regardless of type are more than mere physical elements on the landscape. They interact with and levy impacts on those who use, and provide transportation as well as on our physical and social environments. Therefore, guidance of facility development is necessary, but guidance and management of possible ramifications of transportation actions on all facets of county activity is equally important. In this regard, the following policies have been developed and grouped in accordance with the impact areas of concern:

- PEOPLE AND GOODS (TRANSPORTEE)
- ENVIRONMENT (MEDIUM)
- PROVIDER (TRANSPORTOR)



INTRODUCTION

This section represents the efforts of numerous bodies to update and refine the county's transportation policies. It is a composite collection of the goals and policies developed by the King County Division of Planning, the PDC (Policy Development Commission) Public Facilities Committee, and the PDC Parks and Recreation Committee in separate reports. They appear as one consolidated group here but are referenced by the following code to the original source documents. The code appears in the right margin.

- (P) PDC Report on Transportation Goals, Objectives, and Policies
- (C) Transportation Development Policies from the King County Comprehensive Plan
- (B) PDC Report on Goals, Objectives, and Policies for Bicycle Facilities in King County

The reader is hereby directed to these documents for information regarding the development process, background, and data used in formulating the policies contained herein.

The policies are presented under general goal areas and represent increasingly finer definitions of specific means of achieving a referred to goal. Their format is as follows:

A-I: Goal

A-I-1: Policy

A-I-1a: Sub-Policy

Therefore, a policy which addresses encouraging use of non-motorized modes of travel would serve as a means of achieving a goal of reducing energy consumption. Further, a sub-policy specifically pinpointing development of bicycle programs and facilities would constitute a means of further defining action in the policy preceding it.

Policies and sub-policies delineated here represent the specific efforts of the aforementioned groups and, by no means, are meant to be exhaustive. As further research and development occur, new policies should be incorporated.

OVERALL TRANSPORTATION GOAL

ENCOURAGE THE DEVELOPMENT OF A BALANCED AND INTEGRATED TRANSPORTATION SYSTEM WHICH CAN BE OPERATED AND MAINTAINED TO PROVIDE THE OPTIMUM TRANSPORTATION SERVICES TO ALL USERS, WHILE SUPPORTING THE SOCIAL, ECONOMIC, ENVIRONMENTAL, GOVERNMENTAL, AND LAND USE GOALS OF THE CITIZENS OF KING COUNTY.

PEOPLE & GOODS

(TRANSPORTEE)

Description of
Impact Area:

People and goods or the transportee can be defined as the users of transportation systems and facilities. People are major users of private auto, transit systems, streets, trails and bikeways, as well as aircraft, watercraft, and passenger rail. Goods can be considered as merchandise, commodities, wares, machinery, raw or finished products, and utilize modes such as rail freight, air freight, truck, water vessels, and pipelines.

GOALS:

- A-I Reduce Conveyance Time
- A-II Minimize People and Goods Conveyance Cost
- A-III Maximize Safety and Security
- A-IV Maximize Convenience, Comfort, and Reliability
- A-V Provide Adequate Mobility For All

GOAL A-I: REDUCE CONVEYANCE TIME

POLICY A-I-1: Increase the emphasis on operational-type projects which reduce transportation system delays and maximize the efficiency of the existing systems. (P)

POLICY A-I-2: Encourage major construction for the highway transportation system only when improvements to modes of travel other than the auto, policy implementation and operational improvements fail to provide adequate levels of service and desired travel requirements. (P)

POLICY A-I-3: Support the development of facilities which promote the use of modes of travel other than auto travel, to encourage a better balanced system. (P)

POLICY A-I-4: Encourage the incorporation of design features which decrease travel times into the development of transportation facilities and systems. (P)

POLICY A-I-5: Encourage the provision of multi-modal transportation terminals to facilitate the transfer of people and goods between modes. (P)

5a: All passenger terminals should have adequate off-street parking facilities for passengers, visitors, employees and commercial passenger carriers. In addition, adequate, but functionally separate, space for tributary truck docking and loading functions should be provided. (C)

5b: All passenger terminals should be convenient to a major arterial thoroughfare. Major passenger terminals shall be functionally connected to a major arterial and should be accessible to expressway or freeway interchanges. Desirably, major passenger terminals should also be served by existing transit lines or planned for service by proposed transit lines. (C)

POLICY A-I-6: Support increased interfacing of transportation modes and encourage the increased coordination of schedules for transit, ferry, air and rail service. (P)

POLICY A-I-7: Encourage the development of a freight movement and distribution system which integrates freight terminals with commercial and industrial areas and minimize conflicts with other transportation services. (P)

POLICY A-I-8: Encourage the development of multi-modal high speed connections between high activity areas or terminals such as, but not limited to, Seattle-Tacoma Airport, Boeing Field, Duwamish Areas, the Seattle CBD, and other major business and industrial areas. (P)

8a: Major transportation routes and existing or proposed public transportation systems should be coordinated, even to the extent of adding rights-of-way for rapid transit systems in combination with other routes where such are deemed desirable and feasible. (C)

POLICY A-I-9: Encourage the efficient scheduling within each mode of travel to maximize service to the citizens of King County. (P)

POLICY A-I-10: Encourage patterns of new development or re-development which permit desirable living quarters to be located relatively close to places where people work and vice-versa through zoning and land use policies. (P)

POLICY A-I-11: Encourage and support efforts which promote an increased number of passengers per vehicle. (P)

POLICY A-I-12: Encourage the implementation of staggered working hours in public and private employment to reduce vehicle congestion and lengthen the hours of peak travel. (P)

GOAL A-II: MINIMIZE PEOPLE AND GOODS CONVEYANCE COSTS

POLICY A-II-1: Encourage the coordination of person movement through the consolidation of transportation services. (P)

POLICY A-II-2: Support the coordination of goods movement through the consolidation of goods movement and delivery services. (P)

POLICY A-II-3: Encourage incentive pricing by people and goods carriers. (P)

- 33872
- POLICY A-II-4: Encourage the use of non-motorized modes of transportation. (P)
- 4a: Support incentives, including economic incentives, to encourage more bicycle use. (B)
- POLICY A-II-5: Raise the "cost consciousness" of the consumer through the distribution of information. (P)
- POLICY A-II-6: Explore the existence and use of other sources of funding to either replace or more effectively complement taxes and subsidy. (P)
- 6a: Promote greater use of State Motor Vehicle funds for use in the development of bikeways and for the purpose of separating bicycles from motor vehicles on county roads. (P)
- 6b: Encourage inter-governmental and inter-agency funding and donations (of money and labor) for bicycle facilities development and maintenance. (B)
- 6c: Voluntary bicycle registration for a fee should be investigated to help fund bicycle facilities. (B)
- POLICY A-II-7: Encourage forecasting of the scope and scale of development within the county to better assess the transportation needs and desires of county residents. (P)
- 7a: All parts of the transportation system should be scaled to the function they are to perform in conformance with the density and total population of an area and its related land use requirements. (P)
- 7b: Because railroads are established land links between communities, full examination of proposed diversions of any rail rights-of-way to other uses should be made prior to such diversion in order to determine if the public might benefit from public acquisition thereof. (P)
- 7c: Encourage forecasting the pattern of development within the county to assess future needs and desires for bicycle facilities. (P)

POLICY A-II-8: Encourage optimum utilization of transportation systems, facilities and funds. (P)

POLICY A-II-9: Encourage the investigation and implementation of para-transit alternatives to minimize the total transportation costs of the citizens of King County. (P)

GOAL A-III: MAXIMIZE SAFETY AND SECURITY

POLICY A-III-1: Adopt strict design standards for construction and improvement of county transportation facilities and encourage the adoption of similar standards for other transportation facilities within the county to ensure user and non-user safety. (P)

1a: Streets should be laid out so as to intersect as nearly as possible at right angles. A sharp-angled intersection is dangerous because of lack of proper visibility. Also, it is wasteful of land, resulting in an excess of street area and poor lot layout. (C)

1b: On local access streets the T intersection (three-legged), when sufficiently offset from the next junction, is preferable to the crossroad (four-legged) for reasons of traffic safety. (C)

1c: Street jogs with center line offsets of less than 150 feet shall be avoided in order to operate properly as separate T intersections. (C)

1d: Other intersection features that should be avoided for safe design include intersections with more than four legs; irregular, Y-type intersections where the legs meet at acute angles; and intersections adjacent to bridges, railroads, and other obstructions to clear visibility. (C)

1e: On mainline tracts, the elimination of grade crossings shall be encouraged in order to reduce losses due to traffic delays and accidents, increase the efficiency of railroad operation, and reduce inconvenience and annoyance to the public. The elimination of grade crossings shall be correlated with street and utility plans in the vicinity of such crossings. (C)

- 1f: Encourage the development of safe bicycle facilities along state and interstate highways for long distance bicycle commuters and tourers. (B)
- 1g: Adopt design standards for construction and improvement of bikeways to insure a high quality ride and safety to all users. (B)
- 1h: Establish recommended design specifications including widths, barriers, buffering, and lighting for bikeways in different environments. (B)
- 1i: Prescribe recommended surface materials for bikeways in different environments. (B)
- 1j: Establish appropriate design criteria to assure a high quality design standard for all bicycle facilities. (B)
- 1k: Utilize the King County Design Commission for design review of proposed facilities. (B)
- POLICY A-III-2: Establish and utilize land use control techniques which will regulate development surrounding transportation facilities to reduce potential safety hazards. (P)
- 2a: Airports should be located where approach zones may be so oriented as to minimize hazard and nuisance to present and potential adjoining land uses. Desirably, the approach zones of airports and heliports should be over water, open space land or other land use of an extensive rather than intensive nature (such as agriculture, parks, greenbelts, plant nurseries and extensive industrial uses). (C)
- 2b: Where feasible, in areas where there is serious conflict between railroad lines and adjoining land use and where no functional relationship exists between such lines and use, the relocation of the lines or use should be encouraged. (C)
- POLICY A-III-3: Encourage and support policies, programs and public education, aimed at reducing accidents and ensuring personal safety. (P)
- 3a: The county should strive to encourage and promote programs that enhance safe bicycling. (B)

- 3b: Encourage and support programs in public education aimed at reducing bicycle accidents and insuring personal bicyclist safety. (B)
- 3c: Encourage instruction of bicycle safety as part of the driver education program. (B)
- 3d: Encourage special bicycle safety programs in schools. (B)
- 3e: Encourage bicycle safety education for all motorists and bicyclists. (B)
- 3f: Establish minimum bicycle equipment standards for safety. (B)
- POLICY A-III-4: Establish and enforce regulations to minimize potential conflicts between moving traffic and parked vehicles. (P)
- POLICY A-III-5: Establish efficient and effective emergency communication and transportation systems to provide prompt emergency service. (P)
- POLICY A-III-6: Promote and encourage the provision of emergency services by other governmental agencies and private citizens. (P)
- POLICY A-III-7: Locate, design, maintain, and operate pedestrian facilities which will increase personal safety. (P)
- POLICY A-III-8: Encourage the location, design, maintenance and operation of transportation facilities and equipment to ensure user and employee security. (P)
- POLICY A-III-9: Encourage the location, design, maintenance and operation of transportation facilities to ensure security for the property of the users. (P)
- 9a: Encourage programs to reduce bicycle theft. (B)
- 9b: Promote bicycle registration and public awareness of bicycle security. (B)
- 9c: Promote programs among law enforcement agencies for more effective and efficient retrieval of stolen bicycles. (B)
- 9d: Encourage the provision of safe bicycle storage facilities at popular destinations for bicyclists. (B)

GOAL A-IV: MAXIMIZE CONVENIENCE, COMFORT, AND RELIABILITY

POLICY A-IV-1: Encourage patronage of public transit service through a refinement of vehicle design to provide comfortable, convenient, and reliable travel for all including those who have special needs. (P)

POLICY A-IV-2: Encourage patronage of public transit service through the development of transit supportive facilities that are convenient and comfortable. (P)

POLICY A-IV-3: Encourage the development of public transit and para-transit service that provides convenient access to a variety of opportunities and activity centers and reliable interfacing with other transportation modes. (P)

POLICY A-IV-4: Encourage an effective and understandable information system to enhance the convenient use of available and programmed transportation services. (P)

POLICY A-IV-5: Encourage the development of an efficient cargo and goods movement system that provides reliable and convenient loading and transfer of commodities as well as access and parking to wholesale and retail outlets. (P)

5a: All freight terminals shall have sufficient space within their own site for the parking of employees and visitors and the maneuvering, loading, docking and storage of all carriers involved. (C)

5b: Freight terminals involving the transfer of goods between or to motor vehicles shall be on or functionally connected to a major truck service-arterial and should be convenient to freeway or expressway interchanges. (C)

5c: All freight terminals should be located in or functionally convenient to areas utilized or planned for other industrial purposes. (C)

POLICY A-IV-6: Encourage the development of transportation facilities that provide for and enhance non-motorized travel as a convenient and comfortable means of conveyance. (P)

- 6a: Safe, pleasurable bicycle facilities should be made available to all King County residents. (B)
- 6b: Encourage the provision of bicycle storage facilities, rest stops, and information along bicycle facilities and at popular destinations for bicyclists. (B)
- 6c: Develop and disseminate bikeway maps for general public usage. (B)
- 6d: Develop and use signing symbols which are consistent and easily understood. (B)
- 6e: Encourage the provision of bicycle carriers on buses. (B)
- 6f: Encourage METRO transit to provide optimal service to King County bicyclists. (B)
- 6g: Provide service to parks. (B)
- 6h: Provide service to recreation areas that have bicycle rental service or facilities. (B)
- 6i: Provide secure storage facilities and easy modal transfer at park and ride lots for bicycles. (B)
- 6j: Provide bicycle carrying facilities on appropriate bus routes. (B)

POLICY A-IV-7:

- Encourage the development and enforcement of legislative policies that stress the needs of convenient non-motorized travel in the governmental processes such as zoning, building permits and other similar actions. (P)
- 7a: Land use regulations along bikeways should be designed to reduce potential hazards to bicyclists. (B)
- 7b: New planned unit developments should provide safe internal bicycle circulation with connection to contiguous bikeways and/or public facilities. (B)
- 7c: Easements, franchises and permits should include provision for future bicycle facility development when appropriate. (B)

POLICY A-IV-8: Encourage the active coordination between (P)
and among entities responsible for
transportation services to assure comfort-
able and convenient travel is available
for all people.

GOAL A-V: PROVIDE ADEQUATE MOBILITY FOR ALL

POLICY A-V-1: Encourage the establishment of public or (P)
para-transit services which enhance
travel opportunities for those segments
of society which are transit dependent.

POLICY A-V-2: Encourage the establishment of increased (P)
transit and para-transit service for the
transit isolated areas of King County.

POLICY A-V-3: Encourage the provision of service to (P)
employment opportunities, recreation,
and cultural areas, housing areas,
shopping areas, and educational facilities
to all areas of King County.

ENVIRONMENT

(MEDIUM)

Description of Impact Area:

The term environment is commonly used but often meant to portray various meanings. Environment within the context of these goal statements is meant to be the all encompassing surroundings of an individual or society that have an influence on or are impacted by transportation systems. The environment ranges from the natural components, i.e. flora, fauna, natural processes, air, land, water, to the man-made components, i.e. land use, population density, recreational opportunities, and educational facilities.

GOALS:

- B-I Enhance Desired Developmental Patterns -
- B-II Develop Transportation Policies Which Are Compatible With Natural Processes
- B-III Reduce or Minimize Pollution Levels
- B-IV Minimize Negative Ecological Impacts
- B-V Minimize Negative Social Impacts
- B-VI Promote Beneficial Social Impacts
- B-VII Reduce Energy Consumption Through Transportation Actions

GOAL B-I: ENHANCE DESIRED DEVELOPMENT PATTERNS

- POLICY B-I-1: Coordinate and integrate all transportation and utility planning to support the county's land use development goals. (P)
- 1a: Routes and facilities of the transportation system should be so located and designed as to meet the demands of both existing and proposed land uses with the most beneficial effect on such uses. (C)
- 1b: Consider the need for bicycle facilities in making all land use management decisions. (B)
- 1c: The secondary arterial should be located where it can collect and distribute traffic from major arterial streets to less important streets or directly to traffic destinations. (C)
- 1d: Local access streets or roads should be located in accordance with good design principles at the time of land subdivision. They should be designed to serve local traffic only. (C)
- 1e: Parallel rail lines should be located in corridors wherever possible in order to reduce the number of grade crossings and reduce access and usability problems of the land otherwise located between such lines. (C)
- 1f: Uses normally accommodating or attracting large concentrations of people shall be discouraged from locating within the approach zones of existing airports. (C)
- 1g: Where the likelihood of expansion of an airport or heliport facility can be foreseen, land for such expansion should be acquired in advance of need. (C)
- 1h: Other types of airports or heliports, such as military or those serving an industrial use, may have specialized requirements or circumstances requiring review of their location or land uses in the vicinity at time of development. (C)

POLICY B-V-2: Seek to minimize the disruption of established communities by new or improved transportation facilities. (P)

2a: The freeway and expressway should be located so as to not bisect a community, neighborhood, business area, park or any other homogeneous area. In cases where this is impractical, adequate provision should be made for pedestrian and vehicular access across the trafficway. (C)

2b: The major arterial should be located on community boundaries where possible, always on neighborhood boundaries. (C)

2c: The secondary arterial should be located on neighborhood boundaries. (C)

POLICY B-V-3: Encourage actions to minimize existing negative impacts through such action as the redesign or modification of existing facilities. (P)

POLICY B-V-4: Seek to provide suitable alternatives to those adversely affected by transportation system development. (P)

POLICY B-V-5: Encourage the full analysis of short-term and long-term social impacts in the evaluation of transportation alternatives. (P)

POLICY B-V-6: Define and convey to the public the social, as well as the environmental, economic, and land use, implications of proposed transportation alternatives. (P)

POLICY B-V-7: Encourage the exchange of information between transportation and social service providers to develop an optimum system of services. (P)

GOAL B-VI: PROMOTE BENEFICIAL SOCIAL IMPACTS

POLICY B-VI-1: Encourage the establishment and maintenance of efficient transportation services between community service facilities and related activities (i.e., clinics and hospitals, employment centers and residential areas). (P)

1a: Encourage the design of new bicycle facilities which are compatible with existing and planned surroundings. (B)

POLICY B-II-2: Encourage the design and construction of transportation facilities to provide protection from the hazardous effects of natural processes. (P)

GOAL B-III: REDUCE OR MINIMIZE POLLUTION LEVELS

POLICY B-III-1: Encourage research and development to reduce transportation vehicle emissions. (P)

POLICY B-III-2: Encourage the establishment of policies and programs to reduce air pollution emissions. (P)

POLICY B-III-3: Encourage the development and construction of transportation systems which lower pollution levels. (P)

POLICY B-III-4: Encourage the establishment of information programs concerning the amounts and effects of air, noise, water, and aesthetic pollution. (P)

POLICY B-III-5: Encourage research and development to reduce transportation noise emissions. (P)

POLICY B-III-6: Encourage design, construction, and maintenance of transportation facilities and vehicles to minimize noise pollution levels. (P)

6a: Where railroad rights-of-way pass through or adjoin residential property, steps should be taken by screening, subdivision design, or other methods to minimize adverse effects due to noise and dirt. (C)

POLICY B-III-7: Encourage the establishment of policies and programs which control the operation of transportation vehicles in a manner which minimizes noise pollution. (P)

POLICY B-III-8: Encourage research and development to reduce water pollution. (P)

POLICY B-III-9: Encourage research, planning, design, construction, maintenance, and operation of transportation facilities and vehicles which minimize the impact on water resources. (P)

POLICY B-III-10: Encourage the establishment of policy and programs to reduce water pollution. (P)

POLICY B-III-11: Encourage the planning, design, construction and maintenance of transportation facilities, vehicles and supportive devices to be aesthetically compatible with the surroundings, existing and planned. (P)

POLICY B-III-12: Encourage the planning and design of transportation facilities to take advantage of natural or man-made vistas. (P)

GOAL B-IV: MINIMIZE NEGATIVE ECOLOGICAL IMPACTS

POLICY B-IV-1: Minimize the impact on the vegetation of King County through the proper planning, location, design and construction of transportation facilities. (P)

POLICY B-IV-2: Minimize the impact of transportation facilities on the animal and natural plant life by avoiding special areas such as wooded areas, parks, shorelines, and known wildlife habitats, if possible. (P)

POLICY B-IV-3: Minimize the impact on wildlife of King County through the planning, location, design and construction of transportation facilities. (P)

POLICY B-IV-4: Encourage the development of a thorough analysis of the impacts of transportation developments on the flora and fauna of the region. (P)

GOAL B-V: MINIMIZE NEGATIVE SOCIAL IMPACTS

POLICY B-V-1: Encourage the development of transportation systems that reinforce or establish a sense of community identity. (P)

1a: Strive to develop bicycle facilities which will reinforce a sense of community and of neighborhood identity. (B)

1b: Encourage the design of bicycle facilities which minimize adverse impacts to abutting residential properties. (B)

POLICY B-V-2: Seek to minimize the disruption of established communities by new or improved transportation facilities. (P)

2a: The freeway and expressway should be located so as to not bisect a community, neighborhood, business area, park or any other homogeneous area. In cases where this is impractical, adequate provision should be made for pedestrian and vehicular access across the trafficway. (C)

2b: The major arterial should be located on community boundaries where possible, always on neighborhood boundaries. (C)

2c: The secondary arterial should be located on neighborhood boundaries. (C)

POLICY B-V-3: Encourage actions to minimize existing negative impacts through such action as the redesign or modification of existing facilities. (P)

POLICY B-V-4: Seek to provide suitable alternatives to those adversely affected by transportation system development. (P)

POLICY B-V-5: Encourage the full analysis of short-term and long-term social impacts in the evaluation of transportation alternatives. (P)

POLICY B-V-6: Define and convey to the public the social, as well as the environmental, economic, and land use, implications of proposed transportation alternatives. (P)

POLICY B-V-7: Encourage the exchange of information between transportation and social service providers to develop an optimum system of services. (P)

GOAL B-VI: PROMOTE BENEFICIAL SOCIAL IMPACTS

POLICY B-VI-1: Encourage the establishment and maintenance of efficient transportation services between community service facilities and related activities (i.e., clinics and hospitals, employment centers and residential areas). (P)

- 1a: Freeways and expressways should be located so as to connect major population centers or other major traffic generators as well as provide for relatively unimpeded traffic flow through urban areas. They may serve as by-pass routes around communities. (C)
- 1b: The major arterial should serve as a connecting link to accommodate the principal traffic volumes generated between residential communities. (C)
- 1c: The secondary arterial should serve as a connecting link between residential neighborhoods as well as accommodating the lesser traffic volumes generated between residential communities. (C)
- 1d: Strive to establish bikeways linking communities. (B)
- 1e: Airports and heliports intended only for light planes and designed to serve the immediate residential area shall be located functionally convenient to at least a collector street. (C)
- 1f: Airports and heliports intended primarily for light planes and passenger helicopters and designed to serve more than just the immediate area shall be located functionally convenient to a major arterial street. (C)
- 1g: Major airports, such as those serving transcontinental and intercontinental flights, desirably should be within convenient travel time of the major metropolitan center via freeway or expressway routes (see Terminal Facilities, page 61). (C)
- POLICY B-VI-2: Establish and maintain adequate transportation service to community activity centers such as parks, museums, auditoriums, and sport centers. (P)
- 2a: The major arterial should serve as a connecting link between residential areas and their major service facilities such as community business areas, community civic or cultural centers, and secondary schools at the senior high, college or technical school level. (C)

- 2b: The major arterial should be located where it can collect and distribute traffic from freeways or expressways to less important streets or directly to the larger trade centers, civic or cultural centers, industrial areas, or passenger or freight terminals. (C)
- 2c: The secondary arterial should serve as a connecting link between residential areas and those facilities which serve primarily one community or parts of several neighborhoods, such as a neighborhood business area, junior high school, or community recreation center. (C)
- 2d: Collector streets should be located within neighborhoods and designed to collect and distribute neighborhood traffic only and serve those facilities located within the neighborhood such as the elementary school. (C)
- 2e: Collector streets should be located on neighborhood boundaries and designed to serve more than one neighborhood or larger facilities such as junior high schools, community park and recreation centers, and churches. (C)
- 2f: Develop a system of bicycle facilities serving both recreational and transportation needs and providing access to daily activities including work, school and shopping. (B)
- 2g: Establish a comprehensive county-wide bicycle plan for linking regional facilities. (B)
- 2h: Strive to link and serve each community school, shopping, work and recreation area. (B)
- 2i: Strive to establish bikeways to service regional attractions such as parks, auditoriums, sports and civic centers. (B)
- POLICY B-VI-3: Encourage the scheduling of transit for cultural, recreational and leisure purposes. (P)

POLICY B-VI-4: Encourage the provision of information to the public regarding recreational opportunities and community services available, such as tour routes, safety instruction, and special programs. (P)

4a: Encourage the provision of services and facilities to enhance bicycling opportunities for outlying areas of the county. (B)

4b: Encourage special programs such as "Bicycle Sunday" in outlying areas of the county. (B)

4c: Promote programs that encourage bicycling among the elderly population. (B)

GOAL B-VII: REDUCE ENERGY CONSUMPTION THROUGH TRANSPORTATION ACTIONS

POLICY B-VII-1: Encourage transportation actions that maximize the deliverable vehicle payload including increased emphasis on mass transit vehicles for people and goods. (P)

POLICY B-VII-2: Encourage transportation actions that improve overall vehicle energy efficiency including such elements as improved vehicle design, and more energy efficient propulsion systems. (P)

POLICY B-VII-3: Encourage research on the development of a variety of economically feasible energy sources. (P)

POLICY B-VII-4: Encourage the use of non-motorized transportation vehicles. (P)

4a: Encourage bicycling to reduce the overall consumption of energy resources. (B)

4b: Encourage information programs that show the bicycle as an energy efficient mode of transportation. (B)

4c: Encourage information programs that show the minimal amounts of air, water, noise and aesthetic pollution bicycle use causes. (B)

POLICY B-VII-5: Encourage educational and informational programs at all institutional and societal levels that promote more energy efficient operation of all available transportation vehicles or non-motorized means of transport. (P)

- POLICY B-VII-6: Encourage effective construction techniques, quality materials, and timely maintenance to minimize existing or potential areas of traffic congestion that result in the wasteful consumption of energy. (P)
- POLICY B-VII-7: Encourage institutional and private programs to optimize the available usage of facility capacity. (P)
- POLICY B-VII-8: Encourage energy conservation in land use and other planning processes. (P)
- POLICY B-VII-9: Encourage programs wherein the physical need to travel is reduced in a manner that also fulfills the individual's pursuit of opportunities. (P)
- POLICY B-VII-10: Emphasize the construction of energy-efficient transportation facilities. (P)

PROVIDER (TRANSPORTOR)

Description of Impact Area:

The transportor can be defined as the providers of transportation services and facilities. This would include providers of common carrier services such as public transit, trucking, taxis, air, rail, and water transportation services as well as federal, state, local governments, and private enterprise who are involved with the coordination of funding and project implementation.

GOALS:

- C-I Minimize the Cost of Providing Transportation
- C-II Distribute Transportation Costs and Benefits Equitably
- C-III Develop Better Coordination Between Government, Citizens and Private Enterprise
- C-IV Maintain Flexibility in the Transportation System to Accommodate Changes in Development Patterns, Travel Habits and Social Values
- C-V Protect Capital Investment in Transportation
- C-VI Exploit Modern Technology

GOAL C-I: MINIMIZE THE COST OF PROVIDING TRANSPORTATION

- POLICY C-I-1: Encourage the coordination of planning functions within and between all levels of government and private industry to promote cost-effective efforts. (P)
- POLICY C-I-2: Encourage early participation by citizens in the development of transportation policy and the planning and design of specific transportation projects to ensure consistency with citizen desires. (P)
- POLICY C-I-3: Support a thorough evaluation of transportation alternatives involving a variety of modes to ensure that each proposed project is the most cost-effective while meeting the public needs. (P)
- POLICY C-I-4: Encourage the maximum utilization of existing publicly-owned transportation and utility rights-of-way for joint use by different modes of transportation to decrease transportation capital costs. (P)
- 4a: Transportation routes should have adequate reserved right-of-way to accommodate expected, as well as existing, traffic volumes. (C)
- 4b: Encourage the multiple-use of rights-of-way to include provision for bicycle travel. (B)
- 4c: Utilize transportation and utility rights-of-way for bicycle use whenever practical. (B)
- 4d: Establish bikeways in all new or improved road projects whenever practical. (B)
- 4e: Seek to acquire suitable abandoned railroad rights-of-way for bicycle paths as they become available. (B)
- POLICY C-I-5: Strive for the development of continuity within each mode of travel and seek to improve the transfers between modes to minimize total system cost. (P)
- POLICY C-I-6: Promote the cost-effective analysis of construction methods, materials, and design to decrease total construction, operation, and maintenance costs. (P)

- POLICY C-I-7: Seek operational optimization on all existing and future transportation systems to reduce the need for new construction. (P)
- POLICY C-I-8: Support the development of program to increase the vehicle operational and person-carrying efficiency for all modes of travel. (P)
- POLICY C-I-9: Encourage the development of coordinated and cost-effective maintenance procedures. (P)
- POLICY C-I-10: Promote new or revised legislation and flexible funding policies which reduce the total cost of transportation. (P)
- POLICY C-I-11: Support economic incentives or disincentives which cause an economically beneficial shift in the modes of travel. (P)
- POLICY C-I-12: Encourage the provision of transportation services by private enterprise. (P)

GOAL C-II: DISTRIBUTE TRANSPORTATION COSTS AND BENEFITS EQUITABLY

- POLICY C-II-1: Promote the investigation of current and new programs of transportation funding that would result in the provision of greater flexibility and equity in revenue acquisition and distribution. (P)
- POLICY C-II-2: Seek a workable expenditure program which maximizes the accomplishment of the goals with input from the citizens of King County. (P)
- POLICY C-II-3: Seek the input of the directly and indirectly affected public to better assess the costs and benefits of transportation activities as well as provide feedback to the public regarding their transportation concerns. (P)
- POLICY C-II-4: Consider the costs and benefits, including social, environmental, and economic costs of both the users and non-users in the evaluation of transportation alternatives. (P)
- 4a: Develop alternative bikeway alignments and test for social, environmental and economic costs and benefits. (B)

GOAL C-III: DEVELOP BETTER COORDINATION BETWEEN GOVERNMENT, CITIZENS, AND PRIVATE ENTERPRISE

- POLICY C-III-1: Encourage the establishment of centralized and coordinated planning functions within each level of government. (P)
- POLICY C-III-2: Establish and define an acceptable, workable and documented planning process. (P)
 - 2a: Establish the necessary organization, procedures, and programs which will insure the planning, development and maintenance of an outstanding bicycle system. (B)
 - 2b: Encourage development of bicycle facilities as part of the Community Planning Process. (B)
- POLICY C-III-3: Improve and expand upon intergovernmental coordination of planning, design, construction, maintenance and operation of transportation projects. (P)
- POLICY C-III-4: Encourage a coordinated intra-and inter-agency examination of funding sources and disbursements to develop capital improvement budgets which maximize benefits to the public. (P)
- POLICY C-III-5: Initiate, support, and encourage legislative measures which promote and enhance beneficial intra-or inter-governmental cooperation. (P)
- POLICY C-III-6: Encourage the full representation of King County Government (staff and elected officials) in all cooperative intergovernmental efforts. (P)
- POLICY C-III-7: Encourage the provision of transportation services by private enterprise. (P)
- POLICY C-III-8: Encourage government intervention into guiding, regulating or actually providing transportation services necessary to insure desired levels of service are met, or to promote healthy competition among the private sector, or when in the public interest of health, safety and welfare. (P)

POLICY C-III-9: Encourage intercity and regional transportation coordination to serve citizens of King County. (P)

9a: The transportation system should provide balanced and integrated facilities for all modes of travel. (C)

9b: All parts of the transportation system should be coordinated with city, state, federal, and unincorporated areas within the county and adjoining counties. (C)

9c: Coordinate the planning and development of bikeways with other jurisdictions. (B)

POLICY C-III-10: Encourage the full utilization of citizen input through the Policy Development Commission in the policy development stages of the planning process. (P)

POLICY C-III-11: Establish a standardized procedure for citizen and community participation in the specific project development, budgeting, and capital improvement program formulation process. (P)

11a: Establish a procedure for citizen and community participation to assure that proposed activities are scaled to community needs. (B)

11b: Encourage active citizen participation in determining priorities for bicycle projects in budgeting and capital improvements programs. (B)

POLICY C-III-12: Encourage the widespread distribution of community input procedures to the citizens of King County. (P)

GOAL C-IV: MAINTAIN FLEXIBILITY IN THE TRANSPORTATION SYSTEM TO ACCOMMODATE CHANGES IN DEVELOPMENT PATTERNS, TRAVEL HABITS AND SOCIAL VALUES

POLICY C-IV-1: Support the development of a multi-modal transportation system which is responsive and adaptable to both short-term situations and long-range changes in development or travel patterns. (P)

POLICY C-IV-2: Support the establishment of the necessary organization, procedures and programs which will ensure the planning, development, and maintenance of a flexible-transportation system. (P)

2a: Strive to produce a desirable governmental environment for the development of the bicycle as a means of transportation and as a form of recreation. (B)

GOAL C-V: PROTECT CAPITAL INVESTMENT IN TRANSPORTATION

POLICY C-V-1: Establish, independently and in cooperation with other agencies, utilities, public agencies, and public and private entities, effective and efficient on-going maintenance programs to ensure the prolonged life of transportation facilities and associated services. (P)

1a: Encourage development of coordinated and cost effective maintenance procedures for bicycle facilities. (I)

1b: Design bicycle facilities to permit the use of locally available maintenance equipment. (B)

1c: Coordinate bicycle facility maintenance with both the public (including street and park maintenance) and the private sector. (B)

POLICY C-V-2: Encourage the replacement of portions of the transportation system or vehicles where it is more cost-effective due to increased maintenance and operating costs. (P)

POLICY C-V-3: Establish appropriate land use, taxation, and construction policies and programs which will protect the capital investment in transportation facilities. (P)

POLICY C-V-4: Encourage the coordination of transportation and utility development during the planning, design, construction and maintenance stages of transportation facilities. (P)

GOAL C-VI: EXPLOIT MODERN TECHNOLOGY

POLICY C-VI-1: Encourage research and development which promotes the application of cost effective innovative concepts to transportation facilities and services (streets, terminals, port facilities, bus stops, para-transit operations). (P)