King County

KING COUNTY
COMPREHENSIVE PLAN 2012

Technical Appendix C
Transportation

March 2012
amended December 3, 2012

King County Department of Transportation, Road Services Division
201 South Jackson Street
Seattle WA 98104
http://www.kingcounty.gov/property/permits/codes/growth/CompPlan.aspx

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Technical Appendix C – Transportation

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I. Requirements of the Transportation Element

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:

- **Land Use Assumptions** – The transportation element is based on the same population and employment growth targets provided in Chapter Two of the Plan and in Technical Appendix C.

- **Estimated Traffic Impacts to State-Owned Facilities** –The travel forecast in Technical Appendix C and the analysis conducted for the Transportation Concurrency Management program include state facilities. Both use standard transportation analysis techniques.

- **An Inventory of Transportation Facilities and Services** – The inventory is provided in Appendix C. 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.

- **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.

- **Actions to Bring Facilities into Compliance** – King County's traffic impact analyses and other planning processes have identified needed projects. These projects are listed in the Transportation Needs Report that is adopted by reference along with the Plan. The TNR and the Roads CIP, guided by the Strategic Plan for Road Services, identify specific projects, strategies, and actions to address transportation needs.

- **Traffic Forecasts for at Least Ten Years** – Travel forecasts were developed for the year 2031 and are included in Technical Appendix C.

- **State and Local Transportation Needs to Meet Current and Future Demands** – The TNR, Roads CIP and Strategic Plan for Public Transportation are the elements of the Plan that address the GMA requirement of identifying state and local system needs to meet current and future demand. State and local transportation networks are included in the travel demand forecasts provided in Technical Appendix C.

- **Analysis of Funding Capability** – A financial analysis is included in the TNR, which is adopted as an element of the Plan. More information on the financial analysis and supporting policies is provided in Chapter 7, Section IV. of the Plan.

- **Intergovernmental Coordination** – See Chapter 7, Section V. for a discussion of coordination.

- **Transportation Demand Management** – King County includes demand management strategies in its policies, codes and project implementation as well as providing support for others through its transit, rideshare, and market strategies. See Chapter 7, Section II. K. of the Plan and the transportation inventory.

- **Nonmotorized Transportation** – King County's pedestrian and bicycle component includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. See Chapter 7, Section II. J. of the Plan. The TNR includes the road-related nonmotorized capital facilities needs, and the Regional Trails Needs Report located in Chapter 6, Parks, Open Space and Cultural resources, lists trail needs.

- **Concurrency** – The concurrency program is described in Chapter 7, Section II.H. of the Plan.

- **Consistency of Plans**--The 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, also developed by the PSRC. The PSRC reviews the Plan for consistency and has certified previous versions of the Plan and its amendments. In addition, the comprehensive plan policies have been reviewed by other jurisdictions within King County. The comprehensive plan provides policy direction for the development of the county's functional plans.

II. Arterial Functional Classification

Functional classification is the designation of highways, road and streets into groups or classes according to the type of service they are intended to provide. A basic tenet to this process is that individual roads do not serve travel in any substantial way, but most travel involves movement through a network of roads. Functional classification helps to define the part that any individual road will play in serving the flow of traffic through the road system.

There are two primary functions of a street or road, and at times they may conflict with each other. First, the street must serve the safe and expedient movement of people and goods. Second, it must provide access to adjacent property. Roads that provide for the efficient movement of traffic have different characteristics from those that provide direct access to a wide variety of land uses.

Functional street classification is an important tool for planning a transportation or roadway system, as well as in designing and constructing individual facilities. The classification system and associated guidelines are used to distinguish between different types of roads for planning analyses, road design, and for allocating public funds for transportation improvements.

Between the extremes of high mobility and high access there is a range of street classifications to reflect the relative emphasis on traffic movement versus access to property. Specific classifications are assigned to each road, or section of road, depending on the transportation function served by the facility. The difference in the function of individual streets has been the basis for classifying King County's roads.

Three classification categories of arterials are defined as follows for Unincorporated King County:

PRINCIPAL ARTERIAL - Provides for movement across and between large subareas of an urban region and serves predominantly through traffic with minimum direct service to abutting land uses. This category includes freeways and major highways under the jurisdiction of the Washington State Department of Transportation.

MINOR ARTERIAL - Provides for movement within the larger subareas bound by principal arterials. A minor arterial may also serve through traffic but provides more direct access to abutting land uses than does a principal arterial.

COLLECTOR ARTERIAL - Provides for movement within smaller areas which are often definable neighborhoods, and which may be bound by arterials with higher classifications. Collectors serve very little through traffic and serve a high proportion of local traffic requiring direct access to abutting properties. Collector arterials provide the link between local neighborhood streets (i.e. non-arterials) and larger arterials.

Puget Sound
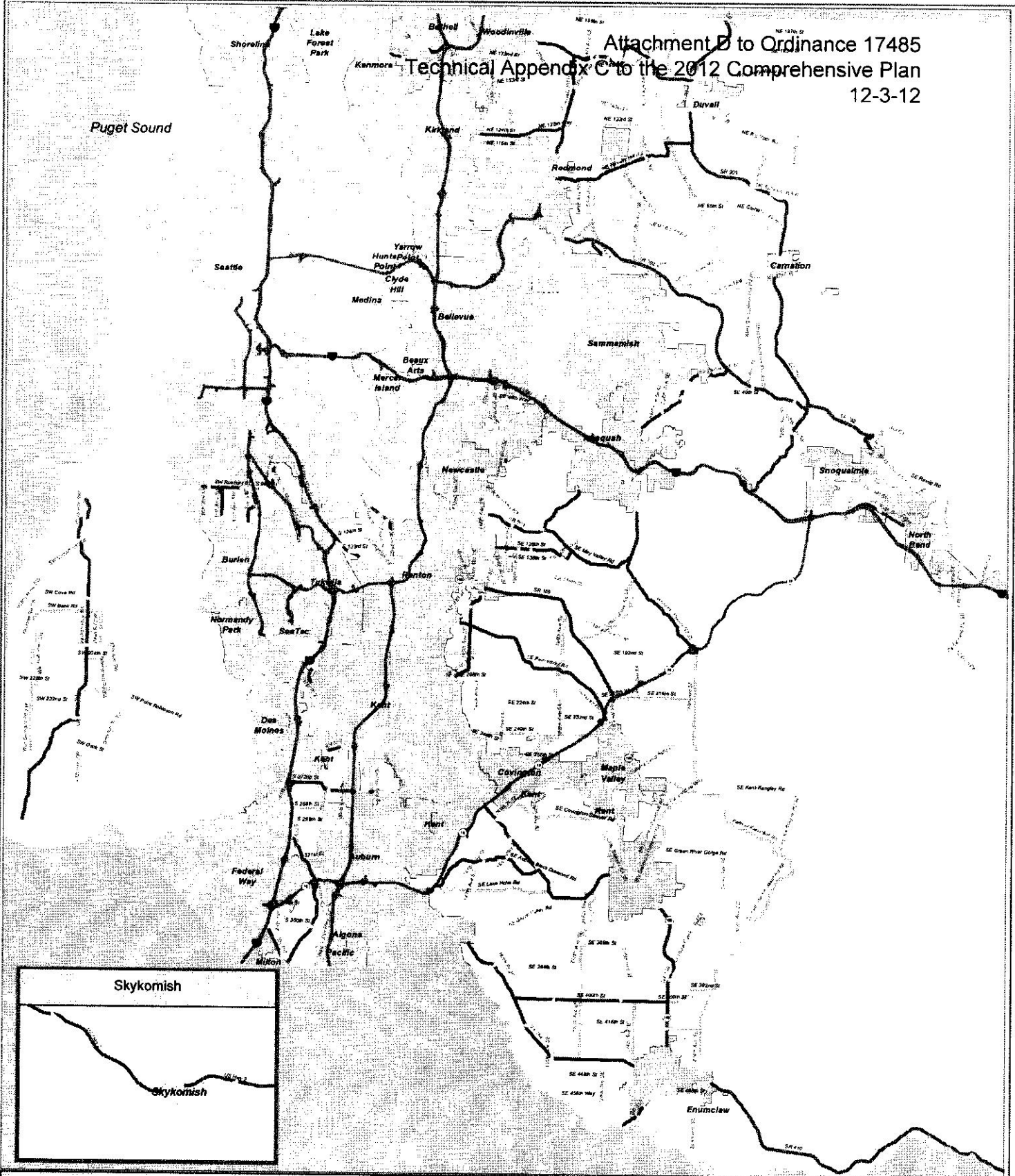
2012 Arterial Functional Class Unincorporated King County

Freeway
Local Roads and City Roads
Arterial Classification
Principal
Collector
Minor
King County Incorporated Areas

King County

For More Information:
your.kingcounty.gov/kcdot/roads/planning/m

1 in = 5 miles

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III. Transportation Inventory

Sound Transit

ST Express Regional Bus Service
Sounder Commuter Rail
Link Light Rail

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1. Introduction

A. Requirements

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

B. Process

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

C. Coordination

The regional coordination of land use and transportation is mandated by the Growth Management Act. King County has taken an active role in assuring a regionally coordinated transportation system. In cooperation with other central Puget Sound jurisdictions, King County is striving towards a regional approach to important planning issues such as, level of service, concurrency, locations of regional and countywide transportation facilities, financing, non-motorized transportation, and Transportation Demand Management.

D. Organization

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

2. Air Transportation System

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

King County public-use airports represent an essential element of the County's transportation system and provide critical support to the King County economy. Twenty three airports are located within King County. The King County airports span a broad range in terms of scale and role, from the Port of Seattle, Seattle-Tacoma International Airport the nation's 18th busiest commercial service hub airport to King County, International Airport-Boeing Field one of the nation's busiest non-commercial service hub airports to seaplane facilities to small privately owned airstrips. Airport operations in the King County are expected to increase by 50 percent over the next two decades to meet growing demand. The King County airport inventory, consist of public use and privately owned airport facilities which are open to the public. Table 1 lists King County Airports by Service Type and Map 1 shows airport locations in King County.

The Puget Sound Regional Council (PSRC), Air Compatible Land Use Program Update Study, December 2011, involved in a wide variety of activities related to planning and support for the central Puget Sound region's public use airport system. Program activities includes airport ground access planning, regional air cargo planning, cooperative efforts with the WSDOT Aviation Division in planning for long-range airport capacity, and on-going efforts to address airport compatible land use under the PSRC's Growth Management Act (GMA) authority.

The Air Compatible Land Use Program Update Study, King County International Airport's Adopted Master Plan, and Port of Seattle Airport Statistics are available at:

http://www.psrc.org/transportation/airtrans
http://www.kingcounty.gov/transportation/kcdot/Airport/Planning.aspx
http://www.portseattle.org/About/Publications/Statistics/Airport-Statistics/Pages/default.aspx

Table 1
AIRPORTS IN KING COUNTY BY SERVICE TYPE

Commercial Service HUB Airport
- Seattle-Tacoma International Airport

Commercial Service Non-HUB Airport
- King County International Airport - Boeing Field

Reliever Airports
- Auburn Municipal
- Renton Municipal

General Aviation Airports
- Bandera State *
- Crest Airpark
- Skykomish State *
- Vashon Municipal

Seaplane Bases
- Kenmore Air Harbor Lake Washington
- Kenmore Air Lake Union Terminal
- Seattle Seaplanes
- Will Rogers/Wiley Post Memorial
- Quartermaster Harbor Seaplane Base

Small Airstrips and Fields
- Wax Orchards Airstrip, Vashon
- Fall City
- Bergseth Field, Enumclaw
- Bryan, Enumclaw
- Black Diamond
- Enumclaw
- Majerle Strip, Duvall
- Auburn Academy
- Evergreen Sky Ranch

Ultra-light Airport
- Lester State*

Airport is owned by State of Washington

Map 1 - KING COUNTY AIRPORT LOCATIONS

Airports in King County

SKY KOMISH STATE

BANDERA STATE

LESTER STATE

FALL CITY

BERGSETH FIELD

BLACK DIAMOND

BAYERLE STRIP

CREST AIRPARK

ENUMCLAW

KENMORE AIR HARBOR INC

AUBURN MUNI

BRYAN

WILL ROGERS
WILEY POST
MEMORIAL

EVERGREEN SKY RANCH
AUBURN
ACADEMY

RENTON MUNI

SEATTLE TACOMA INTL

KENMORE
AIR HARBOR

SEATTLE
SEA PLANES

BOEING FIELD KING
COUNTY LAND

QUARTERMASTER HARBOR

VASHON MUNI

10AX
ORCHARDS

King County

January 31, 2012

5   Miles

✹ Commercial Service Airport

✦ General Aviation Airport

✳ Ultralight Airport

✦ Seaplane Base

Roads

Cities

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3. Marine Transportation System

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

The marine passenger transportation system serves the entire Puget Sound region from Tacoma to Sidney, British Columbia. The facilities that serve King County include ferry terminals and vessels servicing ferry routes. Ferry service is provided by Washington State Ferries, King County Ferry District, responsible for the King County Water Taxi passenger-only ferry service, and other passenger-only ferry operators, such as the Port of Kingston, Kitsap County and Clipper Navigation, Inc.

A. Washington State Ferries

The Washington State Ferries (WSF) established the current ferry system in 1951 to provide service to 20 different communities in 8 different counties, including King County. They provide mainland access to several island communities, including Vashon Island, Whidbey Island and the San Juan Islands. The WSF takes people to and from work in the downtown Seattle business corridor and to other communities on the east and west side of Puget Sound.

WSF operates 20 terminals, 24 vehicle/passenger ferries, and 23 million people currently ride on WSF annually. The queens of the WSF fleet are the three Jumbo Mark II vehicle/passenger ferries, with a service speed of 18 knots that carry 2,500 passengers and 218 vehicles.

Both vehicle and passenger ridership is expected to grow faster than the general population. Traffic on certain ferry routes within the central Puget Sound corridors is expected to more than double. The WSF system expects ridership growth demand and service needs for both vehicle and passenger ridership to increase by 37% over the next 22 years between 2009 and 2030 planning period.

Detailed information about Washington State Ferry System and Long-Range Plan are available at:
http://www.wsdot.wa.gov/ferries/
http://www.wsdot.wa.gov/ferries/Planning/ESHB2358.htm

B. King County Ferry District

In 2007, the state of Washington decided to drop passenger-only service, and King County stepped up and created King County Ferry District as a special purpose district aimed at ensuring the maintenance of waterborne transportation services into the future.
The King County Ferry District developed and submitted for the Governor's approval a detailed business plan. In general terms, the District provides policy direction and funding support for the King County Water Taxi, including:

• The efficient, reliable and fiscally responsible operation and improvement of the two routes of the King County Water Taxi

- The Vashon-to-downtown Seattle passenger-ferry service route, previously operated by WSF and scheduled to ceased operations in mid-2008 and
- The West Seattle-to-downtown Seattle route of the water taxi, previously funded and operated by King County Metro Transit through a private contractor,
- Investigation of the viability of demonstration routes between population and employment centers on Lake Washington and Puget Sound, bringing new transit options to people throughout the county; and,
- Establishment of associated shuttle-bus service to serve as a transportation link for ferry commuters and the surrounding communities.

Additional information on services provided by the King County Ferry District is available at: http://www.kingcountyferries.org/

C. Port of Seattle Marine Facilities and Services

The Port of Seattle plays a key role in transportation and travel to and from the Pacific Northwest, and is also a key builder of road and rail infrastructure, partnering with other agencies to improve freight traffic in the Puget Sound region.

- The Port operates passenger cruise terminals at Smith Cove Terminal and at Pier 66,
- Four Commercial Marine Docks/Piers: Fishermen's Terminal, Piers 90/91, Maritime Industrial Center, and Bell Street Pier, and
- Operates four public marinas: Bell Harbor Marina, Fishermen's Terminal, Harbor Island Marina, and Shilshole Marina.

Seaport publications and documents on passengers and seaport activities, facilities plans, service and activity levels are available at: http://www.portseattle.org/About/Publications/Pages/default.aspx

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4. Land Transportation System

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

A. County Roads

Road Log

The County Road Log represents a detailed "inventory" of selected physical and administrative features of the county's unincorporated roadway system. Physical features include such information as pavement type, roadway and shoulder width, number of lanes, median, pavement type, retaining walls and seawalls log, guardrails, as well as sidewalks and walkways. Administrative features include information such as functional classification and urban or rural area.

The 2011 inventory of roadway miles and surface types includes the following:

Surface Types	Miles
Gravel	51.29
Lite Bit	292.07
Asphalt	1177.43
Concrete	8.21
Brick	1.30
Total Gravel	51.20
Total paved	1479.03

Additional information related to the road log can be obtained by contacting the Road Services Division, Traffic and Engineering Services Section. The King County Road Index maps are available at: http://www.kingcounty.gov/transportation/kcdot/Roads/MapAndRecordsCenter.aspx

Pavement Management System

The Pavement Management System is used by the Road Services Division to track the pavement conditions for the unincorporated roads and develop resurfacing programs. Arterials, including collectors, and local access roads are evaluated every two years and three years respectively. Information on pavement condition can be obtained by contacting the Road Services Division, Traffic and Engineering Services Section.

Bridges

Road Services inspects and inventories over 300 bridges located in King County, including the bridges in the unincorporated area and many under contract with several cities.

In 2010 this inventory included:

• 173 vehicular bridges wholly owned by King County RSD
• 5 bridges co-owned with other agencies
• 3 pedestrian bridges
• 147 bridges wholly owned by other agencies and inspected under contract
• 10 bridges owned by King County Department of Natural Resources and Parks (DNRP)

An updated list of bridge needs is included in the Annual Bridge Report as required by King County Ordinance 11693. Roads Services is required to review and update its list of bridge needs for replacement/rehabilitation, seismic retrofit, and re-decking annually, preparatory to the Capital Improvement Program budgeting process.

The King County Annual Bridge Report is available at:
http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/Bridges.aspx

Roadside Barriers (Guardrails)

One way King County promotes safety on county-maintained unincorporated roads is by installing new guardrails, repairing existing barriers and rails, and upgrading older guardrails to meet current roadway standards. In 2011 the network of guardrail systems included approximately 110 miles of guardrail. More information on guardrails can be obtained by contacting the Road Services Division, Traffic and Engineering Services Section.

Traffic Control Devices

The county's 2011 inventory of unincorporated-area traffic control devices includes approximately:

- 102 traffic signals
- 39,000 traffic control signs
- 72 traffic cameras

Traffic signal data includes type and location of signals, operating parameters, and programmed phased/cycles. Additional data available from RSD includes:

- Destination, informational, and marker signs
- Street name signs
- Pavement markings
- Crash cushions

Information on traffic control devices can be obtained by contacting the Roads Services Division, Traffic Engineering and Maintenance Section.

Traffic cameras can be accessed at:
http://gismaps.kingcounty.gov/MyCommute/

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Traffic Counts

Roads Services collects unincorporated area traffic counts at hundreds of locations along county roads throughout unincorporated King County, as well as many locations along city roads at the request of the local authority. Traffic count information is available at: http://gismaps.kingcounty.gov/TrafficCounts/

Traffic Safety

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

King County Traffic Safety Reports are available at:
http://www.kingcounty.gov/transportation/kcdot/Roads/TrafficMaintenanceEngineering/TrafficSafetyR eports.aspx
Washington State Department of Transportation, statewide travel and collision data is available at: http://www.wsdot.wa.gov/mapsdata/stcdo_home.htm

Maintenance Facilities

Attachment C contains a map of the county's roads maintenance facilities. More information can be obtained by contacting the Road Services Division, Roads Maintenance and Operations Section.

B. State and Federal Highways

Major Highways

Four Federal Highways are located in King County:

- Interstates: I-5, I-90, I-405
- U.S. Routes: US-2

Twenty-eight State Highway Routes are located in King County, including five ferry routes.

State Routes	
SR-18 - Highway 18	SR-520 – Evergreen Point Floating Bridge
SR-99 – Aurora Ave N / Pacific Hwy S	SR-522 – Lake City Way NE / Bothell Way NE
SR-104 – Ballinger Way NE	SR-523 – NE 145th Street
SR-161 – 16th Ave S	SR-527 – Bothell Everett Hwy
SR-164 –Auburn Enumclaw Rd SE	SR-599
SR-167 – Valley Freeway	SR-900 – Renton-Issaquah Rd / MLK Jr. Way
SR-169 – Maple Valley Black Diamond Hwy	SR-901 – W. Lake Sammamish Pkwy NE/SE
SR-181 – West Valley Hwy	SR-908 – NE 85th Street/Redmond Way
SR-202 - NE Redmond-Fall City	
SR-203 - Carnation-Duvall Rd NE	**Ferry Routes**
SR-410 –Chinook pass Rd	Seattle to Bainbridge Island
SR-509 – Burien Freeway	Seattle to Bremerton
SR-515 – Benson Road	Fauntleroy to Vashon
SR-516 – S Kent Des Moines Rd / SE 272nd St.	Fauntleroy to Southworth
SR-518	Tahlequah to Pt. Defiance

Highways of Statewide Significant

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

C. Transit Services

Transit services in King County are provided by four public transit agencies. King County Metro Transit provides the vast majority of regular bus service and general public demand responsive service ("Dial-a-Ride") available to King County residents. Pierce Transit and Community Transit provide commuter bus services into King County urban centers including downtown Seattle, downtown Bellevue, and the University District in northeast Seattle. Sound Transit provides regional high capacity transportation throughout parts of King, Pierce and Snohomish counties through commuter rail (Sounder), light rail (Link) and a regional express bus system (ST Express).

King County Metro Transit

Fixed Route & DART Bus
As of January 2011, Metro provides a wide variety of fixed-route services including:

- 58 Core All-Day Routes
- 63 Local All-Day Routes
- 97 Peak Period Commuter Routes
- 21 Peak Period School Routes
- 6 Night Owl Routes
- 18 Demand-Responsive (DART) Routes
- Seattle Streetcar - South Lake Union line

Metro operates 1475 vehicles for fixed route service including 30', 35', 40', and 60' diesel buses, 60' hybrid buses, 40' and 60' electric trolley buses, and vans. Of the 1475 vehicles, 106 are operated for Sound Transit. All Metro bus routes are ADA-accessible (lift-equipped) and have bike racks, and many are low-floor.

Vehicle Type	Number of Vehicles
30' Diesel	94
35' Diesel	11
40' Diesel	475
40' Diesel & Hybrid (ST)	26
60' Diesel & Hybrid	601
60' Diesel & Hybrid (ST)	80
40' Trolley	100
60' Trolley	58
Van	30

Fifteen of 17 Metro Dial-a-Ride Transit (DART) routes operate on a fixed time points but offer the flexibility to deviate from regular routes within specified service areas. One of the 17 DART routes has

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no fixed route service and is completely demand-responsive while another provides only fixed route service to the West Seattle water taxi. All DART vehicles are lift-equipped. Metro provides DART service through private contractors.

ACCESS Paratransit
Metro provides ACCESS paratransit services that exceed the requirements of the Americans with Disabilities Act for individuals whose disabilities prevent use of accessible non-commuter, fixed route bus service. ACCESS service is provided 3/4 of a mile on either side of non-commuter fixed route bus service during the times and on the days those routes are operating. ACCESS extends until 10 p.m. and fills gaps in service beyond 3/4 of a mile. Individuals must be evaluated and deemed eligible prior to using ACCESS services. Eligibility is based on whether your disability prevents a person from performing the tasks needed to ride regular bus service some or all of the time. Metro provides ACCESS service through private contractors.

Rideshare Services, Commute Trip Reduction, and Partnership Programs
Metro offers many programs, products, and services to area employers, other organizations, and individuals. Partners then provide the products to their employees, users, or clients and benefits or incentives programs. Major Metro programs include:

- ORCA Business Products – Employers can contract with Metro to provide ORCA cards as subsidized passes for their employees for access to public transportation services, including bus, rail, streetcar, ferry, water taxi, vanpool/vanshare, and guaranteed-ride home service. Employers can select a comprehensive program or a flexible package to suit their needs.

- Home Free Guarantee – An emergency taxi service for commuters who arrive at work without their personal vehicle (by bus, carpool, bicycle or walking) and have an emergency or unscheduled overtime. Employers contract with Metro for program materials and the taxi service. Commuters feel more at-ease using alternative travel modes when they have the assurance of a way home in case of their own or family illness or schedule change.

- Commuter vans (vanpool/vanshare) – Groups of at least five commuters including the trained volunteer driver. 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 intended to bridge the gap between public transportation (bus, train 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.

- Rideshare Online - An online tool to match travelers in shared rides (carpool, vanpool/vanshare) to employment locations, events and schools. Matches bike buddies and provides information about public transit and telework. Can be used by individuals or by employers/organizations to manage their transportation program or event. A WSDOT service implemented and promoted by Metro and other transit agencies in WA and ID.

- Bicycle programs and facilities – Metro supports travel by bicycle in conjunction with public transportation with racks on every bus to hold three bikes, racks available on request for vanpools, bike lockers at park-and-rides and transit centers, a bike station, and information about getting around by bike. Bike travel also is included in Metro programs that offer incentives for alternatives to driving alone.

- In Motion - Community-based social marketing featuring direct outreach to households in a selected area offering information and incentives for walking, cycling, using transit and sharing rides. In Motion enlists local businesses and organizations 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.

- Partners in Transit – Metro works with local organizations to promote healthy transportation through communications with Partner members, shoppers, and/or affiliates. The Partners provide information and incentives to encourage the use of sustainable transportation as well as touching individuals through more traditional advertising and promotion.

- 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 Hyde Shuttle, operated by Senior Services through a CAT agreement, which offers a community shuttle service for seniors and people with disabilities in selected Seattle neighborhoods.

Contract Services

Metro serves as the operator for other transit services in Seattle and King County. Metro operates nine Regional Express bus routes and Central Link light rail for Sound Transit. Metro operates the Seattle Streetcar South Lake Union line for the City of Seattle.

Service Connections

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

Metro serves 14 designated transit centers and several other transit hubs where multiple routes connect to facilitate transfers. Transit centers generally have facilities beyond those provided at regular bus stops, such as larger shelters, multiple bays, bicycle racks, public art, park-and-ride spaces, and bus layover space. Transit centers include:

• Auburn	• Issaquah	• Overlake
• Aurora Village	• Kent	• Redmond
• Bellevue	• Kirkland	• Renton
• Burien	• Mount Baker	• Totem Lake
• Federal Way	• Northgate	

Other major hubs that Metro serves include the University District and White Center. Metro serves all 13 Link light rail stations in Seattle, Tukwila, and SeaTac, and four Sounder commuter rail stations in Seattle, Tukwila, Kent, and Auburn. Metro connects with Amtrak at King Street Station in downtown Seattle and at Tukwila Station. Metro connects to Washington State Ferries services at Colman Dock in downtown Seattle, Fauntleroy Ferry Terminal in West Seattle, and Vashon Island ferry terminals. Metro

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also provides direct peak period service that crosses Puget South on the Vashon-Fauntleroy ferry route and continues to downtown Seattle.

Metro connects to Community Transit services in Seattle, Shoreline, Bothell, and Community Transit-operated Sound Transit service. Metro connects to Pierce Transit services in Federal Way and Auburn. Metro connects to Sound Transit services at multiple transit centers and hubs throughout King County. Metro also coordinates with the other agencies to facilitate inter-county transfers between paratransit operations.

Metro provides service to Sea-Tac International Airport from multiple cities within King County (e.g., Auburn, Des Moines, Federal Way, Kent, and Tukwila). Metro discontinued direct bus service from downtown Seattle to Sea-Tac International Airport in February 2010, following the extension of Link light rail service to SeaTac.

Metro's entire bus fleet is equipped with bicycle racks that hold 3 bikes. Metro has bike lockers at twenty-nine locations and bike racks at most transit facilities.

RapidRide

Metro launched the first of six bus rapid transit lines in 2010 with the start of Rapid Ride A Line service. The RapidRide bus service corridors are:

1. A Line—Tukwila to Federal Way on Pacific Highway S / International Boulevard
2. B Line—Bellevue to Redmond on NE Eighth Street and 156th Avenue NE via Crossroads and Overlake
3. C Line—West Seattle to downtown Seattle using Fauntleroy Way SW and California Avenue SW (coming in fall 2012).
4. D Line—Ballard to Uptown and downtown Seattle along 15th Avenue NW (coming in fall 2012).
5. E Line—Aurora Avenue N (State Route 99) between Shoreline and downtown Seattle (coming in 2013).
6. F Line—Burien to Renton via Tukwila and Southcenter (coming in 2013).

Information on RapidRide is available at:
http://www.kingcounty.gov/transportation/kcdot/MetroTransit/RapidRide/AboutRapidRide.aspx

Park and Ride Lots

A park and ride lot is a designated passenger facility where individuals can leave their private vehicles to access public transportation. A park and ride lot can also serve as a park and pool lot, where individuals can rendezvous to form carpools and vanpools.

Within King County there are 64 permanent and 66 leased park-and-ride lots with a total of 25,292 vehicle spaces as the end of 2010. Metro, Sound Transit, and WSDOT own permanent park-and-ride lots within King County, and a wide variety of agencies and organizations own spaces that Metro leases for use. Metro maintains park-and-rides owned by Metro and WSDOT.
A list of Park and Ride locations and capacity, can be found in Attachment A. Additional information is available at: http://metro.kingcounty.gov/tops/parknride/parknride.html

Plug and Ride Spaces

King County promotes the use of alternative fuel vehicles in an effort to turn the corner on climate change – one it hopes will help spur nationwide consumer demand for electric and battery powered vehicles. King County Metro's Plug and Ride program is a key initiative in growing the plug-in vehicle market. As of September 2011, King County Metro manages 44 Plug and Ride spaces at the following locations:

- Eastgate Park and Ride - 3 spaces
- Issaquah Highlands Park and Ride - 14 spaces
- Redmond Park and Ride - 12 spaces
- Brickyard Park and Ride - 5 spaces
- Burien Transit Center - 10 spaces

More information on Park and Plug spaces and locations in King County is available at:
http://www.rideshareonline.com/commuters/electric.html

Sound Transit

Sound Transit is a regional transit authority implementing and providing a high capacity transportation system throughout parts of King, Pierce and Snohomish counties through commuter rail (Sounder), light rail (Link) and a regional express bus system (ST Express). The implementation of the initial phase of the voter approved regional mass transit system "Sound Move" is scheduled for completion in 2016. The second phase "ST2", approved by the voters in November 2008, which authorized a 0.5% Sales and Use Tax increase, expands the transit system throughout the region, and is scheduled for a 2023 completion. As individual transit system elements are completed, service will expand.

Sound Transit services are integrated with the local bus routes operated by King County Metro so that all services support and complement each other. A 1998 Memorandum of Understanding (MOU) between the two agencies established the basic principles under which a coordinated system will be planned and operated. The (MOU) describes the general working relationship between Sound Transit and King County. It supports the vision of a seamless, easy-to-use system of regional and local services and the framework for subsequent agreements between the County and individual Sound Transit lines of business (regional express bus, commuter rail and light rail). Sound Transit has begun planning for the expansion of the regional transit system. By 2030, Sound Transit predicts the region will see an estimated 45 percent increase in employment and 45 percent increase in vehicle travel. Sound Transit recently updated its Long- Range Plan, the overall roadmap to mass transit's future in the region.

Information on Sound Transit's services and plans is available at:
http://www.soundtransit.org/Projects-and-Plans.xml

Sound Transit's Transit Development Plan 2011-2016 and 2010 Annual Report is available at:
http://www.soundtransit.org/Documents/pdf/newsroom/2010_TDP_2011AnnualRpt.pdf

ST Express Regional Bus Service

ST Express regional bus service includes limited-stop bus routes, partnerships with WSDOT to develop HOV direct-access projects, and a variety of community connection facilities including transit centers, access improvements, and park-and-ride lots.

Sounder Commuter Rail

Sounder commuter rail uses diesel-powered locomotives and multi-level passenger coach trains that run on BNSF Railway Company railroad freight tracks. Sounder shares the tracks with freight trains and Amtrak passenger trains, using upgraded signals, switches, and street crossings.

Link Light Rail

Link light rail is an electrically-powered service that adds a new system of high-capacity transportation within the region's highest employment and transit ridership areas. Central Link light rail travels between Westlake Station in downtown Seattle and Sea-Tac Airport, making 11 stops along the way. Link trains run every 7.5, 10 or 15 minutes depending on the time of day. Service is available from 5 a.m. to 1 a.m. Monday through Saturday and from 6 a.m. to midnight on Sunday and holidays.

D. High Occupancy Vehicle System

The High Occupancy Vehicle (HOV) system is an important element of King County's and the region's multi-modal transportation system. The HOV system is made up of special lanes for use by transit, carpools, and vanpools, on the region's freeway and arterial network. Capital facilities such as park-and-ride lots, bypass ramps, flyer stops, and transit centers for buses are an integral part of the HOV system. Coupled with the County's Transportation Demand Management program, HOV facilities are designed to help accommodate growth by moving more people in fewer vehicles, reducing the need for new road construction or major widening projects on the County's existing arterial system. Since the early 1980's, PSRC's regional transportation policy has emphasized the benefits of reduced congestion, air pollution and energy savings associated with a comprehensive HOV system. Recent changes to the HOV lane system include direct access ramps to support Sound Transit's regional bus service as well as freeway-to-freeway improvements to interconnect the system.

HOV Lanes

In the early 1970's, the first HOV road segments were completed on Washington State highways. The HOV system is a crucial part of the central Puget Sound area's highway system, carrying more than 1/3 of freeway travelers during rush hours. Today, over 225 lane miles of operating HOV facilities are available for use in King County by transit, carpools, and vanpools. HOV, transit-only, and Business Access and Transit (BAT) lanes also exist on many arterials and city streets throughout the central Puget Sound area. Information on those lanes is available from local.

Information on the HOV system is available at: http://www.wsdot.wa.gov/HOV/default.htm

Direct Access Ramps

Direct access ramps allow buses, carpools, vanpools, and motorcycles to directly access the high occupancy vehicle (HOV) lanes in the center of the freeway. They come down from above the mainline, or up from below, and merge into the HOV lane from inside the median. Direct access ramps improve safety, reduce congestion, save time, and increase travel time reliability for both HOVs and general purpose freeway traffic. Sound Transit is the lead agency for the construction of HOV direct-access

ramps and works closely with WSDOT. Sound Transit and WSDOT current plans include direct access facilities at a number of key freeway locations in the Puget Sound region.

These projects are funded and programmed by Sound Transit and for a complete list of Sound Transit projects, please visit: http://projects.soundtransit.org/

E. Nonmotorized Facilities

King County Bike Map
The King County Bike Map is an informational online map to assist bicyclists in navigating safety around King County and accessing major centers, tourist attractions, and other key destinations and points of interest within King County. The bike map includes paved and soft surface regional trails, on-street bike lanes, signed bike routes, and shared roadways.

The King County Bike Map is available at:
www.kingcounty.gov/bike
http://www.kingcounty.gov/m/bike (for mobile devices)

Bike Parking and Lockers
Bikes are a great way to get to or from a bus stop or to meet a carpool or vanpool King County park-and-rides lots, transit centers, flyer and transit center hubs have bike racks and or bike lockers on a space-available basis to cyclists who commute. One of Metro's programs is to reduce car travel by providing lockers at park-and-rides, transit centers, and transit center hubs and bus stops. Metro Transit currently provides 240 lockers at 28 facilities.

Information on bike parking and lockers is available at:
http://metro.kingcounty.gov/tops/bike/parking.html

King County Trails
The King County Parks System includes more than 294 miles of regional greenway and shared use paths. This expanding network includes over 175 miles of trails for hiking, biking, walking, and horseback riding. The backcountry trail system offers 130 miles of backcountry trails with year-round accessibility for hiking, mountain biking, and horseback riding. These trail systems provide extensive opportunities for recreation usage and non-motorized mobility and commuting throughout King County. The planned future Regional Trail system anticipates about 300 miles of King County regional trails.

Information about the King County Regional Trails System is available at:
http://www.kingcounty.gov/recreation/parks/trails.aspx

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F. Historic and Scenic Roads and Highways

King County Heritage Corridors

In an effort to identify and preserve the county's rich transportation history, King County has identified nine significant "Heritage Corridors" in unincorporated King County. Narrow roads that hug the contours of the landscape, roads that follow Native American footpaths, adjacent historic buildings, and views of quintessential northwest landscapes or turn-of-the century farms, are some of the cultural features that contribute to these corridors' historic significance and scenic quality.

The nine very diverse corridors tell the story of King County's history through its most formative decades of development, from the 1870s through the 1930s. They touch on industrial, commercial, agricultural, and maritime themes. The King County Landmarks Commission designated eight of the corridors as Community Landmarks at a public hearing in June 2009. This honorary designation recognizes special places in the community and carries no associated land use regulations or restrictions. The ninth corridor, the Old Sunset Highway, is primarily managed by other public agencies and has not been proposed for county landmark designation.

Identification of these Heritage Corridors helps the county maintain and operate its historic and scenic roads in keeping with their unique character. The Heritage Corridors program also includes public education materials that enhance the public's travel experience and lead to a greater understanding and appreciation of the region's transportation history. The county also encourages adjacent private property owners to support the preservation of the corridors.

The identified Heritage Corridors are:

- Cedarhurst Road / Westside Highway, Vashon Island
- Dockton Road, Vashon-Maury Island
- Green Valley Road, Auburn-Black Diamond
- Issaquah-Fall City Road, Snoqualmie Valley
- Osceola Loop, Enumclaw Plateau
- West Snoqualmie River Road, Snoqualmie Valley
- West Snoqualmie Valley Road / Carnation Farm Road, Snoqualmie Valley
- Old Cascade Scenic Highway, Stevens Pass
- Old Sunset Highway, Snoqualmie Pass

Information about King County's Heritage Corridors, including maps, is available at:
http://www.kingcounty.gov/transportation/kcdot/Roads/HistoryAndArchaeology/

Washington State Scenic and Recreational Highways

Washington's Scenic and Recreational Highways, as designated in RCW 47.39, are important access routes to some of the most scenic resources and best recreational destinations in the entire country. In King County there are approximately 175 miles of designated Scenic and Recreational Highways. These include portions of I-90 (Mountains to Sound Greenway), US 2 (Stevens Pass Greenway), SR 410 (Chinook Pass Scenic Byway), and SR 202 (Cascade Valleys Scenic Byway).

Four corridor management plans have been created to help manage the designated Scenic and Recreational Highways within King County, including for I-90 (Mountains to Sound Greenway), US 2 (Stevens Pass Greenway), SR 410 (Chinook Pass Scenic Byway), and SR 202 (Cascade Valleys Scenic

Byway). These plans contain data, goals, and priorities that have been developed by interest groups, tribes, and government agencies.

A map of Washington Scenic and Recreational Highways is available at:
http://www.wsdot.wa.gov/LocalPrograms/ScenicByways/Map.htm

Corridor management plans are available at:
http://www.wsdot.wa.gov/LocalPrograms/ScenicByways/CorridorManagementPlans.htm

G. Rail

Interstate Rail Facilities

Interstate-Rail facilities information in this inventory is based on documentation of conditions that relate to rail passenger and freight components of Washington State Passenger Rail Project and the Washington State 2010-2030 Freight Rail Plan, and the Multimodal Freight Strategy that will serve as the freight component of the recently adopted long range transportation plan, Transportation 2040.
The rail network in the state has three distinct types of rail services: intercity passenger, commuter, and freight. The Class I railroad system primarily serves the inland transportation component of the supply chain for large volumes of import and export cargo moving through state ports including the Port of Seattle.

The state's mainline railroad system is comprised of two classes I railroads: the BNSF Railway (BNSF) and the Union Pacific Railroad (UP). Both railroads run north-south through King County. There are three major rail corridors in the state. First, the north-south corridor is the I-5 rail corridor, running through King County, along the west cost to Vancouver, Canada. There are two east-west corridors: the Columbia River Gorge—running from Vancouver, Washington (WA) to the east—and Stevens Pass running from Everett to Spokane. These three corridors carry the majority of the current freight rail volumes and are supported by other less dense mainline routes as well as the short lines that feed into the mainlines, such as Stampede Pass running from Auburn to Pasco.

Amtrak provides intercity passenger rail service along the I-5 corridor, this intercity rail service is known as Amtrak Cascades. As the demand for reliable passenger rail travel increases, stations are being expanded and refurbished to serve growing numbers of passengers and to provide them with enhanced security, comfort, and timely information. The Cascades High-Speed Rail Program consists of a series of projects that will increase service reliability and add two Amtrak Cascades round trips between Vancouver, B.C. and Portland; for a total of six. Currently there are two Amtrak Stations in King County:

- Seattle - King Street Station
- Tukwila Station

A complete description of the existing railroad facilities, abandoned right-of-ways, Amtrak service levels, passenger traffic volumes, and freight data is available at:
http://www.wsdot.wa.gov/PassengerRail/
http://www.wsdot.wa.gov/Freight/Rail/default.htm

amended 12-3-12

H. Freight Transport

Freight transport, is a major function of the regional transportation system. The Puget Sound Regional Council (PSRC) has developed a comprehensive, multimodal Freight Strategy that will serve as the freight component of the adopted long range transportation plan, Transportation 2040. The Freight Strategy describes the regional freight mobility system and incorporates all of the main freight modes, including rail, truck, air, and marine cargo. It examines the current and future conditions and issues as the region looks to planning for a sustainable transportation system out to 2040.

The PSRPC Freight Strategy is available at:
http://psrc.org/transportation/freight

Additional information on the freight system in King County is available at:
http://www.wsdot.wa.gov/freight/
http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm

ATTACHMENT A
Park and Ride Lots in King County

LOT	PERMANENT LOTS	Spaces	LOT	LEASED LOTS	Spaces
	NORTH DISTRICT			**NORTH DISTRICT**	
703	I-5/NE 65th Street/Green Lake - 1/79	411	501	Bethany Bible Church - 11/94	75
704	Kenmore - 10/78	603	502	Bethel Lutheran Church - 1/95	40
705	North Jackson Park - 3/81	68	503	Calvary Christian Assembly Church-11/96	125
706	North Seattle - 9/82	143	504	Korean Zion Presbyterian Church - 7/97	25
709	Shoreline - 10/80	326	505	Lamb of God Lutheran Church - 5/81	21
710	5th Ave NE/NE 133rd St - 3/81	46	544	Prince of Peace Lutheran Church - 6/98	40
744	SW Spokane Street - 12/87	55	553	Sonrise Evangelical Free Church - 11/04	10
749	Spokane/Airport	25	557	Kenmore Community Church - 6/04	15
753	Northgate Transit Center - 6/92	296	562	Holy Family Church - 4/90	23
753.1	Northgate Transit Center Extension - 6/02	398	566	Shoreline United Methodist Church -11/89	20
753.2	Northgate TC Extension, Carpool - 6/02	50	576	Aurora Church of the Nazarene - 1/95	116
754	Aurora Village Transit Center - 9/94	202			
758	Northgate Mall Garage - 5/07	280			
760	Thornton Place Garage - 4/09	350			
	EAST DISTRICT			**EAST DISTRICT**	
701	Bothell - 3/78	220	508	Grace Lutheran Church - 10/78	50
702	Brickyard Road - 10/80	443	509	Holy Spirit Lutheran Church - 5/85	40
711	Woodinville - 9/83	438	510	Klahanie #1 - 10/85	30
712	Bear Creek - 2/89	283	511	Mercer Island Presbyterian Church -11/80	30
713	Eastgate - 12/78	1614	512	Mercer Island United Methodist Ch.-3/81	18
715.1	Evergreen Point Bridge - 11/81	19	513	Newport Hills Community Church - 10/79	37
717	Houghton - 2/88	470	514	Newport Covenant Church - 6/81	75
719	Kingsgate - 9/79	502	515	Klahanie #3 - 10/85	30
720	SR 908/Kirkland Way	20	516	Mercer Island QFC Village - 9/85	21
722	Newport Hills - 2/82	275	519	St. Luke's Lutheran Church (Blvu) -10/80	30
724	Overlake - 5/81	203	520	St. Thomas Episcopal Church - 10/78	33
725	Preston - 3/89	53	538	Bellevue Christian Reformed Church-5/97	20
726	Redmond - 5/78	377	539	St. Andrew's Lutheran Church - 9/97	20
727	South Bellevue - 2/81	519	540	Tibbetts Valley Park - 10/97	27
728	South Kirkland - 9/79	596	551	Eastgate Congregational Church - 5/04	20
729	Wilburton - 2/81	186	559	Woodinville Unitarian Universalist Ch.-3/05	30
731	Duvall - 4/01	49	560	Cottage Lake Assembly of God - 3/05	20
755	Tibbetts Lot	170	584	Bellevue Foursquare Church - 6/95	35
759	Issaquah Highlands - 2/06	1010	588	Sammamish Hills Lutheran Church - 1/96	54
761	South Sammamish - 3/06	265	597	Korean Covenant Church of Kirkland-1/07	30
762	North Bend - 2/11	80	599	Redwood Family Church - 12/07	10
818	Issaquah TC - 7/08	819	631	Snoqualmie Community Park - 9/08	20
830	Mercer Island - 1/08	447	632	Redmond Ridge - 1/11	70
851	Overlake TC at NE 40th - 4/02	170			
	SOUTH DISTRICT			**SOUTH DISTRICT**	
730	Auburn - 10/77	358	521	Kent Covenant Church - 10/96	20
732	Burien - 4/78	488	523	Farmer's Park - 4/82	25
733	Federal Way/S. 320th St - 11/79	877	524	City View Church - 4/80	96
734	Kent/James St - 10/77	713	527	Kent United Methodist Church - 6/80	23
735	Kent/Des Moines - 2/80	370	530	Nativity Lutheran Church - 8/81	49
736	Maple Valley - 9/82	122	531	Our Saviour's Baptist Church - 11/85	24
737	Ober Park - 11/85**	48	533	Renton Fred Meyer - 10/96	21
738	Olson/Myers - 9/79	100	536	New Life Church @ Renton - 6/96	25
739	Peasley Canyon Road/W. Valley Hwy	54	541	Sunrise United Methodist Church - 4/98	25
741	South Federal Way - 6/87	515	542	All Saints Lutheran Church - 6/98	75
742	Twin Lakes - 6/01	600	543	St. Columba's Episcopal Church - 6/98	15
743	South Renton - 12/80	373	547	St. Luke's Lutheran Ch. (FedWay) - 7/98	20
745	Star Lake - 2/81	540	550	Beverly Park First Baptist Church - 7/02	12
746	Tukwila - 6/86	255	564	Sunset Park - 9/08	10
747	Valley Center - 11/85**	55	565	Family Life Center-Church of God - 9/08	27
748	Lake Meridian - 4/94	172	569	Renton City Municipal Garage - 6/04	200
751	SR 18/Auburn-Blk Diamond Rd - 3/89	26	570	Fairwood Assembly of God - 3/93	25
752	Tahlequah**	36	577	The Church by the Side of the Rd - 1/95	28
756	Renton P&R - 8/01	150	578	Sacred Heart Church of Enumclaw-12/94	40
757	Redondo Heights P&R - 5/05	697	579	Kennydale United Methodist - 4/95	50
871.1	Tukwila Surface Lot - 3/01	208	581	Normandy Park Congregational - 6/95	10
872	Kent Garage - 3/02	877	583	Cornerstone United Methodist - 1/06	20
872.1	Kent Surface Lot - 2/01	119	589	Vashon Epis. Ch. of the Holy Spirit - 3/97**	23
873	Auburn Garage - 1/02	517	590	Black Diamond Masonic Lodge - 7/97	30
873.1	Auburn Surface Lot at Auburn Station-9/00	114	591	Community Bible Fellowship - 4/03	29
877	Federal Way TC - 2/06	1190	596	Easthill Friends Church - 8/06	20
890	Tukwila International Blvd Station - 7/09	600	598	Burien Church of God - 7/07	20
			640	St. Matthew Lutheran Church - 10/10	128
			667	Four Corners Shopping Center - 4/11	24
			737.1	Ober Park Annex - 1/98**	9
			746.1	Tukwila (South auxiliary lot) - 3/93	41

amended 12-3-12

ATTACHMENT B
King County Metro Transit Facilities

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

Central Campus and SODO (Seattle)
- Atlantic/Central Bases, 1270 6th Ave. S., Seattle
- Atlantic Maintenance, 1555 Airport Way South, Seattle
- Central Maintenance, 640 South Massachusetts, Seattle
- Ryerson Base, 1220 4th Ave. S., Seattle
- Transit Control Center, 1263 6th Ave. S., Seattle
- Employee Parking Garage, 1505 6th Avenue South, Seattle
- Tire and Millwright Shop, 1555 Airport Way South, Seattle
- Marketing Distribution Center, 1523 6th Ave South, Seattle
- Power Distribution, 2255 4th Avenue South, Seattle

Bellevue Campus & Eastside
- Bellevue Base, 1790 124th NE, Bellevue
- East Base, 1975 124th NE, Bellevue
- Vanpool Distribution, 18655 NE Union Hill Road, Redmond

Tukwila
- South Base, 12100 East Marginal Way S., Tukwila
- Training and Safety Center, 11911 East Marginal Way S., Tukwila
- South Facilities, 11911 East Marginal Way S., Tukwila
- Component Supply Center, 12200 East Marginal Way S., Tukwila

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

Metro operates the Downtown Seattle Transit Tunnel (DSTT), a 1.3 mile transit-only facility with five stations. Four stations are served by bus and Link light rail, while Convention Place Station is served by buses only. The DSTT is served by 21 Metro bus routes, one Sound Transit Regional Express bus route, and Sound Transit Link light rail. Joint bus-rail operations began in the DSTT in 2009 with the start of Central Link light rail service. The DSTT is one of very few facilities in the world with joint operations. DSTT operating hours are 5 a.m. to 1 a.m. on weekdays, and 5 a.m. to midnight on Saturdays and Sundays. Metro also operates service on the SODO busway, a transit-only roadway between South Spokane Street and Royal Brougham Way in Seattle. Fourteen Metro routes use electric trolley buses. To support the electric trolley bus network, Metro operates and maintains a network of overhead power infrastructure and electrical substations to power the system.

2030 Forecast Traffic Volumes on State Facilities in Unincorporated King County (PM Peak Hour trips)

Source: *King County EMME/2 Traffic Forecast Model*

King County

3 1.5 0   3   6   9   12 Miles

September 06, 2012

ATTACHMENT C – King County RSD Road Maintenance Facilities
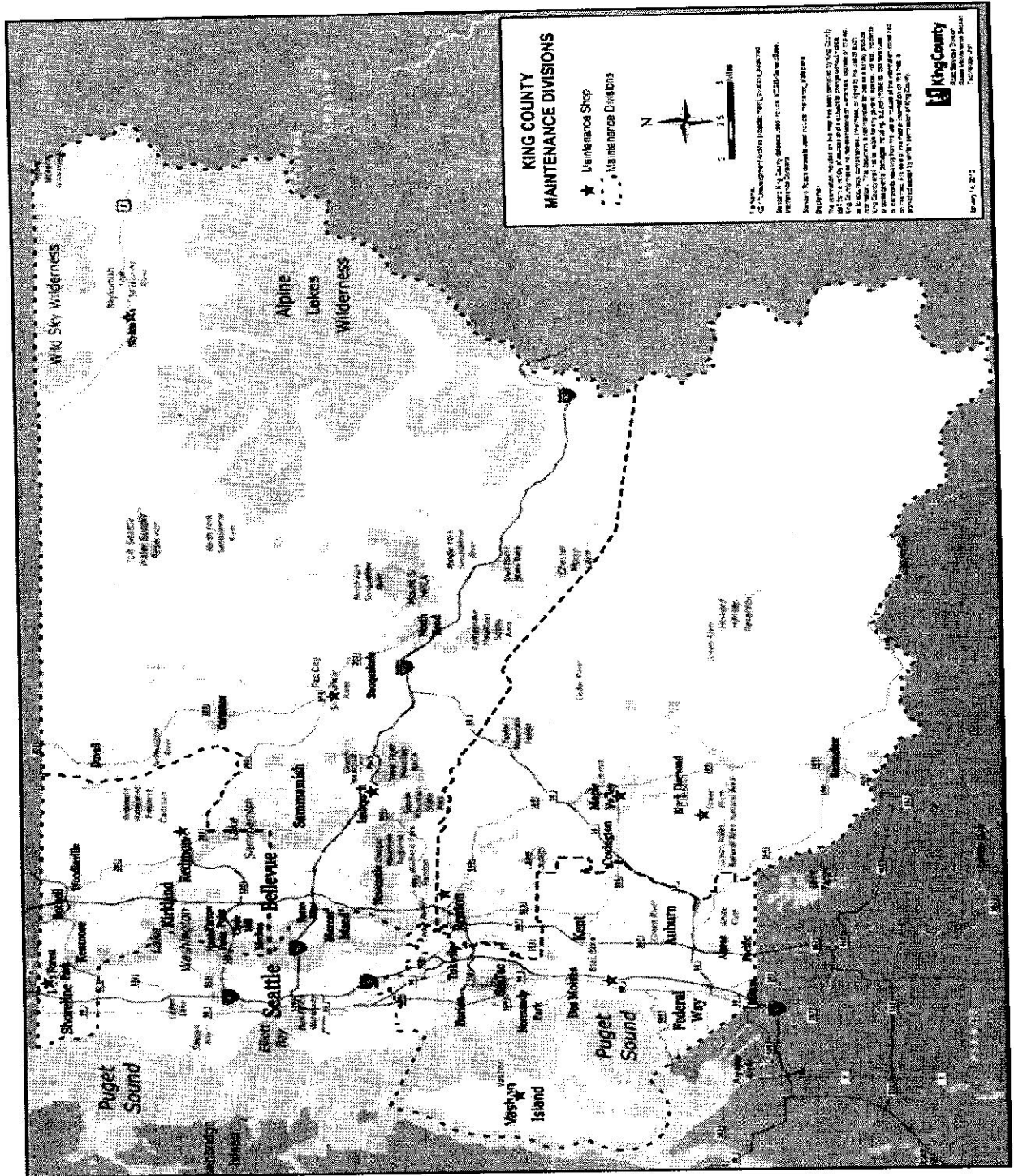
IV. Travel Forecast Summary

The Washington State Growth Management Act (GMA) requires the transportation element of comprehensive plans to include a forecast of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth (RCW 36.70A.70(6)). It also requires an estimate of traffic impacts to state-owned transportation facilities resulting from the land use assumptions. To meet these requirements, a 2031 traffic forecast model consistent was developed by the King County Department of Transportation Road Services Division. This model was developed using EMME/2, a widely used travel demand forecasting software package.

The 2031 forecast model was developed by modifying an existing King County 2030 forecast model, which had been calibrated to a base year of 2006. Growth Management Planning Council growth targets for 2031 were used to update household and employment data (see King County Comprehensive Plan, Chapter 2, Urban Communities for the growth targets). 2030 road network and external county trips were used since no specific 2031 data exists and the difference between 2030 volumes and 2031 volumes was anticipated to be insignificant. State and city projects consistent with PSRC's Transportation 2040 were also included in the model. Local Comprehensive Plans were reviewed for any major land use developments and this information was incorporated where available. The resulting forecast data was determined to provide reasonable representation of 2031 traffic.

The forecast pm peak hour (afternoon rush hour) traffic volumes were then reviewed for indications of potential level-of-service problems. Where forecast traffic volumes exceeded the capacity of a roadway in unincorporated King County, additional review and analysis was performed to identify specific deficiencies. This additional screening process involved evaluation of forecast roadway travel speeds compared to speed limits, volume to capacity ratios, and application of King County land use and transportation policy. Deficiencies for State facilities were identified directly from the modeled volume to capacity ratios on those facilities. The map of resulting King County and state roadway deficiencies on the following page was created and used for project consideration in development of the King County Transportation Needs Report.
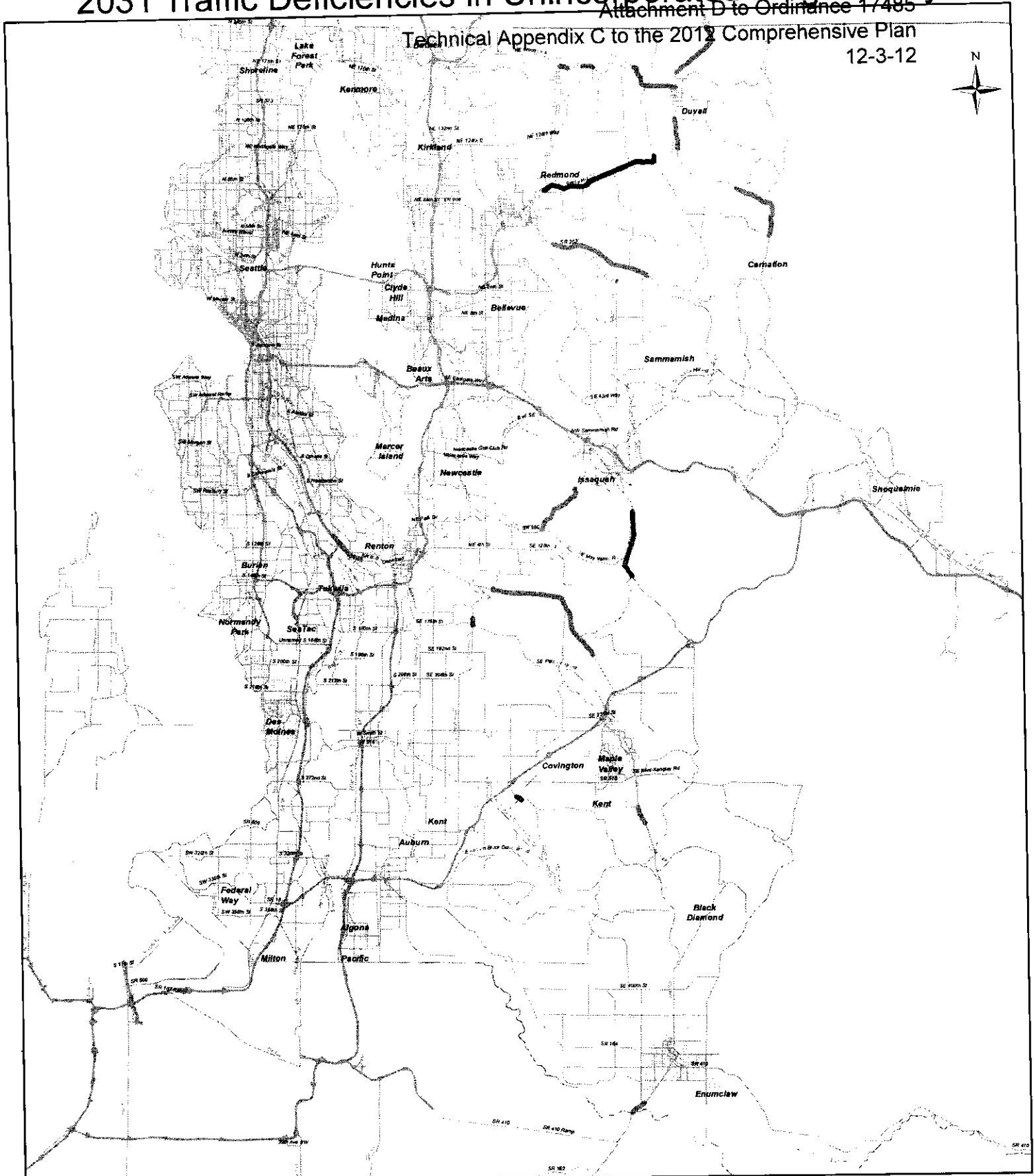
More detailed information regarding the traffic forecasting for the Comprehensive Plan is available from the Road Services Division, Strategic Planning, Programming and Reporting Office.

Legend:

- State Routes
- 140th Ave SE
- Avondale Rd NE
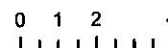- Covington Way SE
- Cities
- Issaquah Hobart Rd SE
- NE Novelty Hill Rd
- NE Woodinville Duvall Rd
- SE High Point Way
- Urban Growth Boundary
- Roads

King County

March 2012

0 1 2   4 Miles

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