



policies	
T17	Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions.
T18	Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment, and increase awareness of the range of travel choices available.
T19	Pursue transportation demand management (TDM) strategies at the regional and urban center levels, and strengthen regional and urban center-based partnerships working on TDM measures. Coordinate and develop relationships with urban center, regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community.

C-1 **Increasing Transportation Choices: Making Transit a Real Choice**

discussion

Providing convenient and accessible transit service can help reduce reliance on single-occupant vehicles, slow the increase in environmental degradation associated with their use, and increase mobility without building new streets and highways. Street rights-of-way are limited and as streets get more congested, transit provides an efficient way to move large numbers of people around the city and the region and support growth in urban centers and villages. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of transit serving Seattle.

goals

- TG12 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.
- TG13 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- TG14 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

policies

- T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.

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- T21 Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.
- T22 Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/ industrial centers.
- T23 Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.
- T24 Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas.
- T24.5 Work with transit providers to locate transit stops and stations to facilitate pedestrian access. Seek to develop safe street crossings at transit stop locations, particularly on roadways with more than one travel lane in any direction.
- T25 Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located.
- T26 Discourage the development of major, stand-alone park-and-ride facilities within Seattle. Situations where additions to park-and-ride capacity could be considered include:
- At the terminus for a major, regional transit system;

- Opportunities exist for "shared parking" (e.g., where transit commuter parking can be leased from another development, such as a shopping center, movie theater, or church); and
- Areas where alternatives to automobile use are particularly inadequate (e.g., lack of direct transit service, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.

T27 Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.

- T28
1. Support efficient use of ferries to move passengers and goods to, from, and within Seattle. Explore route, funding and governance options for waterborne transit service, especially those that serve pedestrians.
 2. In order to limit the expansion of automobile traffic by ferry, encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Ferry System to integrate transit loading and unloading areas into ferry terminals, and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.

T29 For water-borne travel across Puget Sound, encourage the expansion of passenger-only ferry service and land-side facilities and terminals that encourage walk-on (by foot, bicycle and transit) trips rather than ferry travel with automobiles.



C-2 Increasing Transportation Choices: Bicycling & Walking

discussion

Walking and bicycling can be practical alternatives to driving, especially for short trips. They can also contribute greatly to neighborhood quality and vitality, and help achieve City transportation, environmental, open space, and public health goals. Pedestrian and bicycle improvements to streets, intersections, sidewalks, and other facilities can improve access and safety. Such facilities are particularly important for children, senior citizens, and people with disabilities.

goals

- TG15 Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.
- TG16 Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling.

policies

- T30 Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.
- T30.5 Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.
- T31 Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian

and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs.

- T32 Recognize that stairways located within Seattle's public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the City. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly-owned stairways from private encroachment.
- T33 Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to:
 - a. access to recommended school walking routes;
 - b. access to transit, public facilities, social services and community centers;
 - c. access within and between urban villages for people with disabilities and special needs;
 - d. areas with a history of pedestrian / motor vehicle crashes and other safety problems; and
 - e. areas with high levels of growth.

The Pedestrian Master Plan should identify a method for assessing and implementing pedestrian safety and access improvements in high growth areas.

- T34 Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.



- T35 Develop, apply and report on walking and bicycling transportation performance measures in the Transportation Strategic Plan to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs.
- T35.5 Provide facilities for non-motorized modes of travel that keep pace with development in the City.
- T36 Promote safe walking, bicycling, and driving behavior through education, enforcement and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle and motorist rights and responsibilities.

C-3 Increasing Transportation Choices: Managing the Parking Supply

discussion

Long- or short-term parking is part of every car trip, and parking, especially when free, is a key factor in the mode choice for a trip. The availability and price of parking influences people's housing and transportation choices about where to live and how to travel to work, shop, and conduct personal business. The City's challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. This section establishes goals and policies primarily for on-street parking. Off-street parking goals and policies can be found in the Land Use Element, parking section.

goals

- TG17 Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.

- TG18 Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.

policies

- T37 Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations to help meet urban center mode split goals.
- T38 Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.
- T39 Restrict on-street parking when necessary to address safety, operational or mobility problems. In urban centers and urban villages where such restriction is being considered, the pedestrian environment and transit operations are of primary concern, but decisions should also balance the use of the street by high-occupancy vehicles, bicycles and motor vehicles; access to local businesses; control of parking spillover into residential areas; and truck access and loading.
- T40 In commercial districts prioritize curb space in following order:
 1. transit stops and layover,
 2. passenger and commercial vehicle loading,
 3. short-term parking (time limit signs and paid parking);
 4. parking for shared vehicles; and
 5. vehicular capacity.



T41 In residential districts, prioritize curb space in the following order:

1. transit stops and layover;
2. passenger and commercial vehicle loading;
3. parking for local residents and for shared vehicles; and
4. vehicular capacity.

T42 During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.

T43 Use paid on-street parking to encourage parking turnover, customer access, and efficient allocation of parking among diverse users.

T44 Consider installing longer-term paid on-street parking along edges of commercial districts or in office and institutional zones to regulate curb space where short-term parking demand is low.

T45 Strive to allocate adequate parking enforcement resources to encourage voluntary compliance with on-street parking regulations.

T46 Coordinate Seattle's parking policies with regional parking policies to preserve Seattle's competitive position in the region.

D

Promoting the Economy: Moving Goods & Services

discussion

The transport of goods and services is critical to Seattle's and the region's economic development. As a major port city, Seattle's businesses and industries rely on rail, water, and truck transport. These policies, and those in the Economic Development and the Neighborhood Planning elements, support existing businesses and industries, and promote Seattle as a place for economic expansion. Major truck streets are an important part of the freight mobility network and are described in Section B – Make the Best Use of the Streets We Have to Move People and Goods, in this element. The Transportation Strategic Plan has more detailed strategies and street classifications that further support freight mobility in the City of Seattle.

goals

- TG19 Preserve and improve mobility and access for the transport of goods and services.
- TG20 Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

policies

T47 Maintain a forum for the freight community to advise the City and other entities on an ongoing basis on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects and regulations that may impact freight movement. Participate and

transportation element

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- T48** Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.
- T49** Support efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within city streets.
- T50** Promote an intermodal freight transportation strategy, including rail, truck, air and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.
- T51** Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets and bridges.

E Improving the Environment

discussion

The development pattern promoted by the urban village strategy is supported by transportation policies that encourage walking, biking, and transit. Streets that support travel by all modes and that are well designed and maintained and that include landscaping and street trees contribute to a healthy urban environment. Over-reliance on motor vehicles degrades environmental quality in the form of deteriorating air quality, increasing water pollution through street and stormwater runoff, and causing higher levels of noise pollution. Excessive reliance on motor vehicles also negatively affects the quality of life in the city by increasing congestion and travel time.

goals

- TG21** Promote healthy neighborhoods with a transportation system that protects and Improves environmental quality.
- TG22** Reduce or mitigate air, water, and noise pollution from motor vehicles.
- TG23** Promote energy-efficient transportation.

policies

- T52** Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance.
- T53** Implement an environmental management system to develop, operate and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.