

PROGRAMS TO REDUCE TRAFFIC IMPACTS AND ENCOURAGE USE OF ALTERNATIVES TO SINGLE-OCCUPANT VEHICLES

Children's is committed to being a leader in sustainable transportation programs. Through CTP, the hospital will mitigate traffic related to MIMP expansion by shifting even more employees and visitors from single-occupant vehicles (SOV) to biking, walking, shuttle and transit. The CTP will allow Children's to:

- Achieve a 30% SOV rate, matching the 2020 mode share goal set by the City of Seattle comprehensive plan for the University District.
- Reduce the number of parking spaces needed on campus by 500.
- Reduce vehicle miles traveled, and thus reduce the resulting greenhouse gas emissions that would otherwise be generated with no further mitigation measures beyond Children's 2007 TMP.

For more detailed information on Children's Comprehensive Transportation Plan, please refer to Appendix F.

The first three elements of Children's CTP represent major enhancements to programs in the TMP. The balance of the CTP consists of five new elements that go beyond the measures usually associated with a TMP.

1. ELEMENTS 1-3: ENHANCED TRANSPORTATION MANAGEMENT PLAN

Children's proposed enhanced policies and programming for its TMP include expanding its Transportation Demand Management incentives and extending Children's shuttle system to offer new commute alternatives. These TMP enhancements will achieve a 30% SOV mode split or lower at full Master Plan buildout among existing and future employees, as measured under applicable TMP requirements. Modeling indicates that the enhanced TMP and its associated SOV mode split is expected to result in a 36% reduction in new PM peak-hour vehicle trips, reducing what would otherwise be additional peak-hour vehicle traffic generated by the MIMP expansion. The level of additional investment in shuttles and other elements of the TMP is a significant commitment and represents additional costs on the order of several million dollars annually, in addition to capital expenditures.

The three enhanced Transportation Management Plan elements are listed below.

Tables 4, 5, 6 and 7 describe the enhancements proposed for Children's Transportation Management Plan. Plan elements will be monitored and adjusted, as necessary and appropriate, to optimize the outcome in the most cost-effective manner.

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(1) ROBUST SHUTTLE-TO-TRANSIT SYSTEM LINKING CHILDREN’S TO REGIONAL TRANSIT HUBS

Children’s expanded shuttle system is designed to increase the number of employees who use transit by providing frequent and convenient service between Children’s and regional transit hubs, including the Downtown Transit Tunnel and 3rd Avenue corridor, Campus Parkway in the University District, the Montlake Flyover stop at SR-520, and park-and-ride locations in south Snohomish County during later phases of development.

Expected outcome: 19% reduction in net new PM peak-hour vehicle trips by 2028

Table 4. Shuttle Service and Future Enhancements

2007 Program	Enhancements	Current (2023)
Seven routes connect Children’s facilities and off-campus parking	Create shuttle routes to regional transit hubs	Provided 5 Routes /Average Daily Boarding by Route: Gold Line (Husky Stadium/Bay 5) = 152 Pink Line (E-1) = 365 Blue Line (Magnuson/70th) = 310 Yellow Line (SPLC) = 40 <u>Av. daily system-wide boardings (2-way)</u> During COVID: 1,734 Pre-COVID: 2,400 <u>Demand as % of capacity</u> 85-100%+ during multiple daily peaks 15-50% off peak
Shuttle fleet of 12 vehicles, equipped to carry bicycles	Green Line launched in June 2008: Route to Westlake Station	Provided: all shuttles have bike racks. Gold Line added in 2016 (U-Link); provides first/last mile connection to regional transit hub and to downtown worksites. Green Line eliminated in 2019.
	Purple Line launched in January 2009	Eliminated in 2023 / Metro 31/32 instead
	Route to University District NE 45 th Street and Campus Parkway hubs	Metro Rt. 31/32 since 2021
	Proposed route to SR 520/Montlake Blvd Station	Not Provided
	Proposed route to Future UW light rail station at Husky Stadium	Provided. Gold Line to U-Link
	Proposed route to south Snohomish County	Not Provided

(2) INNOVATIVE BICYCLE PROGRAMS

Children's is pioneering a number of creative programs to increase the use of bicycles for commute and mid-day trips, such as:

- Company Bikes, which offers free use of a bicycle to employees who commit to cycling at least two days per week
- Flexbikes, a shared-bicycle program that allows users to check out bicycles for one-way travel to the 70th / Sand Point Way administrative building or the Autism Clinic located off the Burke-Gilman trail near the University Village

Expected outcome: increase in the percentage of employees who commute by bicycle from 6% (2007) to 10% by 2028

Table 5. Bicycle Programs and Future Enhancements

Element	2007 Program	Enhancement	Current (2023)
Incentives for Bicycle Commutes	120 bicycle parking spaces	600 bicycle parking spaces	467 provided
	Showers and lockers for cyclists and walkers	Expand number of showers and lockers	Additional expected in future development
	Towel service	Same	Provided
	Subsidized tune-ups	Same	Provided
		Implement Flexbike program in cooperation with the University of Washington	Discontinued
		Assign a Children's-owned bicycle to employees who commit to cycling	Provided
		Institute a \$100 per year gear bonus for bike commuters	Not provided. Added on-site bike service center / free tune ups

(3) INCREASED FINANCIAL REWARDS FOR EMPLOYEES WHO COMMUTE WITHOUT DRIVING ALONE

Children’s rewards employees who use alternatives forms of transportation with monthly financial bonuses. Children’s will continue to provide many other programs, such as free transit passes, fully subsidized vanpools, guaranteed taxi rides home in the case of emergency and others.

Expected outcome: 17% reduction in net new PM peak-hour vehicle trips in 2028

Table 6. TDM Programs and Future Enhancements

Element	2007 Program	Enhancement	Current (2023)
Incentives for Alternative Commutes	Up to \$50 per month in Commuter Bonus for not driving to work alone	Increase incentive to \$65 per month	Provided. By income tier. Telework no longer eligible. 11/27/23 changed CB to \$1.50
	Internal rideshare matching		Provided
	Reserved parking for vanpools	Increase number of stalls for vanpools	Provided
	Vanpool bonus <ul style="list-style-type: none"> • Driver \$250/quarter • Backup driver • Bookkeepers 	Same	Provided as 50% subsidy
	Free FlexPass for employees	Same; expand to non-employee staff	Provided. COIVD: paused co-pay Aligned with HR benefit eligibility in 2021: Non-employees, and per diem and < 0.6 FTE employees no longer eligible.
	Showers and lockers for cyclists and walkers	Expand number of showers and lockers	Provided
	Towel service	Same	Provided
	Umbrellas, reflective lights provided annually	Same	Provided
	New walking incentives	\$100 per year gear bonus for walking commuters	Not provided
	Guaranteed Ride Home - up to eight emergency taxi trips per year; maximum 60 miles per trip	Same	Provided. Reduced to 4 rides; restored to 8 mid-year until further notice
Zipcars - three cars on-site. Free membership and free miles for business use	Same	Provided	

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Table 7. Parking Management Policies and Future Enhancements

<i>Element</i>	<i>2007 Program</i>	<i>Enhancement</i>	<i>Current (2023)</i>
Parking Cost	\$50 per month paid parking on-campus and off-campus	Increase to pay-per-use with \$100 per month maximum Review annually to establish rate that encourages non-SOV modes	Pay-per-use only. Rates reviewed annually. Increased in 2023.
	Patients, families, carpools and vanpools park on campus for free, as do medical residents, students, fellows, volunteers, community physicians, trustees, board members and vendors	Eliminate free parking with introduction of pay-per-use. Charge patients and families for parking, with the potential for validation or Medicaid vouchers for families	Pay per use model. Employees pay. Many contractors pay. Residents & fellows free. Patients & families free.
Street Parking Enforcement	Parking on neighborhood street forbidden and enforced by Children's patrol. Disciplinary action for infraction.	Expand	Provided. Escalates as employee performance issue. Parking enforcement M-F & some weekend

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Table 8 compares the standard Transportation Management Plan elements typically required of developers by the City of Seattle with the elements of Children's existing TMP and the future TMP included as part of this Master Plan.

Table 8. Required Elements of Transportation Management Plan in Existing and Future TMP

Program Element	Existing TMP	Future (Children's) TMP	Current (2023)
Transportation Coordinator	Required and provided	Same	Provided
Promotions	Required and provided	Same	Provided
Commuter Information Center	Required and provided	Same	Provided
Tenant Participation	Not included	Same	Non included
Ridematch Programs	Required and provided	Same	Provided.
Site and Access Improvements	Required and provided	Provides additional pedestrian and bicycle access	Provided. Two bike/ped paths
Height and Turning Clearances for Vanpools	Required and provided in limited areas	New garage to accommodate vanpool access to designated vanpool parking	Provided
Carpool/Vanpool Parking	Required and provided	Same	Provided
Bicycle Parking	Required and provided	Provides additional bike parking	Provided
Shower/Lockers	Required and provided	Provides more showers and lockers for bike riders	Provided
Pedestrian/Bicycle Links	Not included	Provides link to Burke-Gilman Trail and to near-site transit stops	Provided
Transportation Management Associations	Not included	Same	Not included
Parking Fees	Required and provided	Review annually to establish rate that encourages non-SOV modes	Provided. Reviewed Annually. Fees increased in 2023
Non-SOV Subsidy	Required and provided	Review annually to establish rate that encourages non-SOV modes	Commuter Bonus. Reviewed annually. Aligned with HR benefits and equity income tiers.
Unbundling of Parking Charges	Not included	Same - not included	Not included
Flexible Work Schedule	Accommodates where applicable	Accommodates where applicable	Provided
Subscription Bus Service	Not included	Same - not included	Not included
Shuttle Service	Required and provided	Review annually to serve facilities and reduce SOVs	Provided
Telecommuting	Accommodates where applicable	Accommodates where applicable	Provided
Reduced SOV Parking	Parking supply is less than code allowable	Parking supply will be less than code allowable	Provided
Fleetpools	Not included	Same - not included	Provided
Car-Sharing Programs	Zipcar on site	Zipcar on site	Provided
Guaranteed Ride Home Program	Required and provided	Same	Provided
Multifamily Requirements	Not applicable	Same - not applicable	Not Applicable
Off-Site Mitigation	Not included	Provides pedestrian and vehicular mobility improvements in key corridors	Provided as mitigation funds

Residential Parking Zones	Not included	Same - not included	Not included
Annual Program Reports	Required and provided	Same	Provided
Biannual Surveys	Required and provided	Same	Provided

2. ELEMENTS 4-8: ABOVE AND BEYOND A TYPICAL TMP

The additional five elements of the Comprehensive Transportation Plan are above and beyond what is typically included in a TMP. These additional elements will provide community benefits, improve northeast Seattle’s transportation network and provide even further reductions in transportation impacts related to the hospital’s expansion. These elements are:

(4) CAMPUS DESIGN AND NEAR-SITE IMPROVEMENTS TO ENCOURAGE ALTERNATIVE TRANSPORTATION
 Through careful arrangement of design elements such as pedestrian access, bicycle facilities, transit centers and the buildings themselves, Children’s will create a campus that supports the convenience and attractiveness of alternative transportation modes. This campus design will blend with the surrounding neighborhood and include adjacent improvements on Sand Point Way NE and 40th Avenue NE to support vehicle and pedestrian movement near the campus, both for Children’s transportation and for the benefit of the surrounding neighborhood.

Expected outcome: A more attractive, safe and pleasant development that encourages walking, bicycling and transit use

Elements included: Bike lane up Penny Drive, bike lane along SPW, Burk Gilman Trail Connector, improved bus stops on SPW and 40th Ave NE, buffer park at NE 45th St and 40th Ave NE, new sidewalks on SPW, 40th Ave NE and NE 50th St, and multiple signal improvements on Sand Point Way.

(5) INTELLIGENT TRANSPORTATION SYSTEM (ITS) FOR NE 45TH STREET / MONTLAKE BOULEVARD / SAND POINT WAY NE

Children’s will contribute up to \$500,000 to directly fund Intelligent Transportation System (ITS) projects in the corridor most likely to be impacted by the hospital’s expansion: Montlake Boulevard through Sand Point Way NE to the hospital. By applying smart signals that adapt to traffic conditions, ITS enhancements will optimize the performance of key intersections and produce substantial reductions in vehicle delay and travel time within the corridor. For example, when ITS improvements were installed at Greenwood Avenue N and Holman Road NW in Seattle, the result was a 30% reduction in vehicle delay and a 15% reduction in travel time.

Expected outcome: 5% to 10% reduction in delay and travel time

Completed.

(6) CONTRIBUTIONS TO CAPITAL PROJECTS THAT WILL IMPROVE THE NORTHEAST SEATTLE TRANSPORTATION NETWORK

The City of Seattle has identified a comprehensive list of projects intended to improve the movement of people and goods as well as increase safety in the area impacted by Children’s. These projects emerged from a number of planning efforts conducted by the City, including the University Area Transportation Study, the University Area Transportation Action Strategy, the Bicycle Master Plan and the Sand Point Way Pedestrian Plan. Children’s will contribute a proportionate share of the cost of the projects on this list based upon the amount of traffic related to Children’s, in an amount up to \$1.4 million.

Expected outcome: Currently unfunded improvements in the Northeast Seattle transportation network will receive substantial financial support

Current phase mitigation funds, \$79,100, provided to City in 2019; Children’s provided bike and pedestrian safety investment priority list consistent with City’s guidance for project work. None of Children’s priorities were selected.

(7) INVESTMENTS IN WALKABLE AND BIKEABLE NORTHEAST SEATTLE

Children's will contribute up to \$2 million to a Bicycle + Pedestrian Fund that will be used to build capital projects—in some cases above and beyond those found in existing plans—that improve pedestrian and cyclist access, mobility and safety for Children's employees, visitors and members of the surrounding community. Projects listed in the Bicycle Master Plan that have a connection to Children's and are currently unfunded will receive first priority. Children's will work with the City and communities surrounding the hospital to identify improvements that will create wide-ranging community benefits, particularly those that promise to increase the numbers of families and children who feel safe and comfortable bicycling and walking in northeast neighborhoods. These projects should also lead to even further increases in the numbers of Children's employees who arrive at work on foot or by bicycle.

Expected outcome: Significant reductions in vehicle/bicycle crashes, and greater number of cyclists and pedestrians in the area

Current phase mitigation funds, \$500,000, provided to City in 2019; Children's provided bike and pedestrian safety investment priority list consistent with City's guidance for project work. None of Children's priorities were selected.

(8) OUT-OF-AREA PARKING

Children's may identify out-of-area parking spaces per each phase of development as part of its CTP and as necessary to mitigate future transportation impacts. As a first step, Children's and Sound Transit have signed a Memorandum of Understanding committing both organizations to investigate options to create capacity for Children's employees at regional park-and-ride facilities

Expected outcome: Every 100 cars parked in off-site, out-of-area facilities will result in a 5% reduction in traffic impacts surrounding the hospital

Off-site parking currently provided by UW at E-1, City of Seattle at Magnuson Park, other Children's locations.

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