



Climate Action Plan Transportation TAG Recommendations

Planning & Management

1. ADOPT A TRANSPORTATION DECISION HIERARCHY

Adopt a decision hierarchy prioritizing (1) walking, cycling, and transit, followed by (2) freight and goods movement, (3) high occupancy vehicles, and (4) single occupancy vehicles for planning, infrastructure investment, policy and program development and right-of-way management to reduce GHG emissions while fostering mobility, accessibility and safety.

2. DEVELOP A BUDGET PRIORITIZATION TOOL

Develop a budget prioritization tool to ensure consideration of “Triple Bottom Line” factors, including GHG emissions reduction analysis, updates to transportation and land use plans, evaluation of budget and policy/program alternatives, and prioritization of implementation actions and strategies.

3. PLAN MULTIMODAL CORRIDORS

Develop and complete plans for multimodal transportation improvements in broad travel corridors. Such plans should be well coordinated with land use plans and focused on improving accessibility and mobility. Better align roadway and utility planning to maximize transportation outcomes.

4. DEVELOP FREIGHT MASTER PLAN (FMP); FOSTER USE OF SMALL DELIVERY TRUCKS

Develop a Freight Master Plan (FMP) with goals to improve the efficiency and reduce the GHG emissions impact of goods movement; when possible revise freight access requirements in zoning/building codes to support adoption of smaller, more efficient delivery vehicles.

PILOT PROJECT

MOBILITY CORRIDOR PLAN

Identify and implement a complete land use and multimodal mobility corridor in a high priority transit / bicycle corridor for pilot project in mobility corridor planning

Pedestrian Facilities & Services

1. IMPLEMENT “SAFE ROUTES” PROJECTS

Implement priority Safe Routes to School (SR2S), and Safe Routes to Transit (SR2T) projects to improve pedestrian connections to schools, transit, and business districts; ensure improvements benefit vulnerable populations (i.e., enlist students and non-profits to conduct pedestrian safety audits)

2. ENHANCE SIDEWALKS, CROSSINGS AND PUBLIC SPACE IN URBAN CENTERS AND URBAN VILLAGES

Improve sidewalks and crossings in Urban Centers and Urban Villages (in conjunction with transit service and facility enhancements), in accordance with priorities in the Pedestrian Master Plan (PMP).

3. CONNECT URBAN CENTERS AND URBAN VILLAGES

Widen sidewalks and improve crossings of arterial streets to connect Urban Centers/Villages.

PILOT PROJECT

SAFE ROUTES TO TRANSIT (SR2T)

Initiate a SR2T program and implement pedestrian facility improvements based on audits of pedestrian safety risks accessing frequent transit stops.

PILOT PROJECT

TRANSFORM STREETS TO PUBLIC SPACES

Reallocate excess portions of the public rights-of-way in selected areas from general traffic uses to public/pedestrian spaces such as public plazas, “parklets,” and laneways (converting alleys to active pedestrian spaces with retail frontage) to support compact, complete communities in Urban Centers and Villages, especially outside of Downtown.

Bicycling Facilities & Services

1. CYCLE TRACKS

Develop cycle tracks (bikeways within the street right-of-way that are physically separated from motor vehicle and pedestrian traffic) within the Center City, with connections to and through Urban Villages. The cycle track network should be integrated with the citywide network of on-and off-street bicycle facilities in the Seattle Bicycle Master Plan (BMP).

2. GREENWAYS

Develop a citywide network of neighborhood greenways on traffic calmed residential streets. Greenways should be connected with off-street trails to create a citywide network of routes for low-stress bicycle travel that is fully integrated with the network of on- and off-street facilities in the BMP.

3. BIKE PARKING

Expand quality on-street bike racks (e.g. racks that have multiple points of contact) and facilitate provision of secure off-street bike parking, including several full-service bike stations (with attended parking) in the Center City, Urban Centers/Villages and transit stations/stops (Develop a complementary “Bike ‘n Ride” outreach program).

4. INTERSECTION PRIORITY AND SAFETY IMPROVEMENTS

Implement signal timing, bike boxes, ‘No Right Turn on Red’ restrictions and other intersection safety and priority treatments for bicycles in primary bicycle corridors citywide.

PILOT PROJECTS

CENTER CITY CYCLE TRACKS

Implement a cycle track on at least one corridor through Center City

BIKE SHARING

Implement a bike sharing program with pods in the Center City and adjacent neighborhoods.

Transit Facilities & Services

1. HIGH CAPACITY TRANSIT

Implement four HCT Corridors in the Seattle Transit Master Plan (TMP) by 2030, including Ballard-Downtown, U-District-Downtown, Central Area -Downtown, and Westlake-International District. Build out HCT in all TMP priority corridors by 2050.

2. TRANSIT SERVICE AND INFORMATION

Add transit service to high demand routes and upgrade service on other routes to expand the Frequent Service Network (reduction estimate assumes 100% increase in service within the City of Seattle by 2030, and a 200% increase in service by 2050). Support development and operation of real-time transit information and wayfinding applications.

3. BUS PRIORITY CORRIDORS

Implement capital improvements to Priority Bus Corridors identified in the Seattle TMP (including dedicated bus lanes, bulb-outs, stop/shelter improvements, and intersection priority treatments) by 2030. Expand bus priority treatments to all frequent bus corridors by 2050.

PILOT PROJECT

MOBILE MULTIMODAL INFO / WAYFINDING APP

Support development and operation of mobile information application(s) for real-time multimodal access, mobility and wayfinding information. Consider open source competition to spur innovative applications.

Transportation Demand Management

1. EXPAND AND IMPLEMENT “SAFE ROUTES” EDUCATION PROGRAMS

Expand education and outreach elements of the Safe Routes to School (SR2S) Program, and implement a Safe Routes to Transit (SR2T) Program as recommended in the Seattle Transit Master Plan (TMP).

2. EXPAND THE ORCA PASSPORT PROGRAM; ADD NEIGHBORHOOD ORCA PASSPORT PROGRAM FOR RESIDENTS OF MULTI-UNIT BUILDINGS IN TRANSIT COMMUNITIES

Work with TMAs and community groups to develop, market, and negotiate bulk purchase of a universal transit pass (similar to an ORCA Business Passport; good for travel on all regional services) for all residents of new multi-unit residential buildings in each participating transit community.

3. ENCOURAGE SHARED TRANSPORT: VANPOOLS, RIDESHARE, CARSHARE, FLEETSHARE

Encourage and support vehicle sharing and ridesharing, including (1) an instant ridesharing pilot project, (2) implementing a fleet share pilot project (making City motor pool vehicles available for shared use), (3) expanding King County Metro Vanpooling, and (4) supporting implementation of peer-to-peer carsharing.

4. PARKING CASHOUT

Require provision of cash or other transportation benefits in lieu of parking subsidies (free or below market rate parking) for all establishments with 100 or more employees that offer such subsidies.

5. EXPAND CUSTOMIZED TRAVEL OPTIONS TOOLS AND OUTREACH PROGRAMS

Provide customized trip planning info directly to individuals and through employers, property managers, etc.

PILOT PROJECTS	FLEET SHARING PILOT PROJECT Support a major institutional/corporate fleet sharing pilot project (sharing fleet vehicles outside of business hours, or contracting with a carsharing service for business mobility)
	VOLUNTARY GHG REDUCTION PROGRAM Pilot a voluntary Transportation GHG Emissions Reduction Program for employers or neighborhood organizations.

Parking Management

1. EXPAND USE OF ON-STREET PARKING PRICING WHERE DEMAND IS HIGH	
Price on-street parking (expanding meter and/or or permit zones) in areas where free on-street parking is typically congested to improve access and encourage use of non-auto modes. Adjust rates as necessary to maintain parking availability and dedicate revenue to access and streetscape improvements within newly established Parking Benefit Districts (see Pilot Project).	
2. REFORM OFF-STREET PARKING REQUIREMENTS IN TRANSIT COMMUNITIES	
Eliminate parking minimums and establish maximums in Transit Communities while protecting adjacent areas from spillover impacts.	
3. DEVELOP A NON-RESIDENTIAL PARKING SPACE TAX	
Advocate for authority to levy a per space tax on off-street parking which can be tiered to account for climate impacts based on factors such as the transit accessibility and density of the area.	
4. REQUIRE OR INCENT PARKING “UNBUNDLING”	
Adopt requirement or incentives for developers that parking be separated from commercial space and residential units in lease and sale agreements.	
5. IMPROVE CUSTOMER PARKING INFORMATION	
Expand the E-Park program in the Center City and enhance web and mobile/smart phone user interfaces. Develop parking signage regulations that require consistent communication of parking rate information.	
PILOT PROJECT	DEVELOP A PARKING BENEFIT DISTRICT (PBD) Implement a PBD in a Transit Community business district interested in on-street parking pricing

Congestion Pricing & Management

1. ADVOCATE FOR REGIONAL CONGESTION PRICING

Advocate for legislative authorization and regional implementation of variable congestion pricing on all limited access highways and potentially also on major arterials. Legislation should provide regional authority to set toll rates and objectives, and to dedicate revenues to multimodal transportation, including transit, bicycle, and pedestrian projects.

2. ADVOCATE FOR AND IMPLEMENT OTHER ROAD USER FEES

Further evaluate and advocate for legislative authorization of pricing mechanisms that also provide revenue to sustainable transportation options (impact fees, higher license fees for 2nd and 3rd vehicles, street utility fees, vehicle pollution taxes, etc).

3. EDUCATE ON THE BENEFITS OF PRICING

Host City-sponsored forums that address need for pricing strategies to meet City economic, social and environmental goals.

LEGISLATIVE ACTION

ADVOCATE FOR STATE LEGISLATIVE REFORM

Legislative changes are needed to enable tolling of existing general-purpose lanes on state and federal highways, to provide a regional entity with authority to set and adjust toll rates and establish tolling objectives, and to permit the expenditure of toll revenues on multimodal transportation improvements and TDM programs region-wide. To fund other GHG emissions reduction actions and strategies in this plan, revenues would need to be distributed to local jurisdictions.

Vehicle Fuels & Technologies

1. CONVERT TRANSIT ROUTES TO ELECTRIC POWER

Take advantage of Seattle’s emissions-free hydroelectric power by substantially increasing the number of bus route miles planned for conversion to Electric Trolley Bus (ETB) service by 2020 (converting all in-city routes to ETB, or other emissions-free power by 2050).

2. ADVOCATE FOR FUEL CARBON STANDARD

Advocate for a State Low-Carbon Fuel Standard (as an alternative to renewable fuel standards) that reduces carbon content of fuels over time, with a clear tie to GHG emissions reduction goals

3 SUPPORT PLUG-IN-READY PROJECT

Provide necessary public support (infrastructure, policy, planning, etc.) for private electric vehicle adoption. GHG emission reduction estimate assumes 5% adoption by 2020, 20% adoption by 2030, and 80% adoption by 2050.

4. SUPPORT DEVELOPMENT AND ADOPTION OF NEXT GEN. BIOFUELS

Support development and local adoption of biofuels, including aggressive near-term adoption of the best first-generation biofuels (sugar ethanol and equivalents), and development of second-generation bio fuels such as cellulosic ethanol (which may have life-cycle GHG emissions that are 70% lower than petroleum).

LEGISLATIVE ACTION

Advocate for adoption of a State Low-Carbon Fuel Standard