



# Coordinated Transportation Investment Plan (CTIP)

Stakeholders Group

Transportation Subcommittee

November 16, 2004



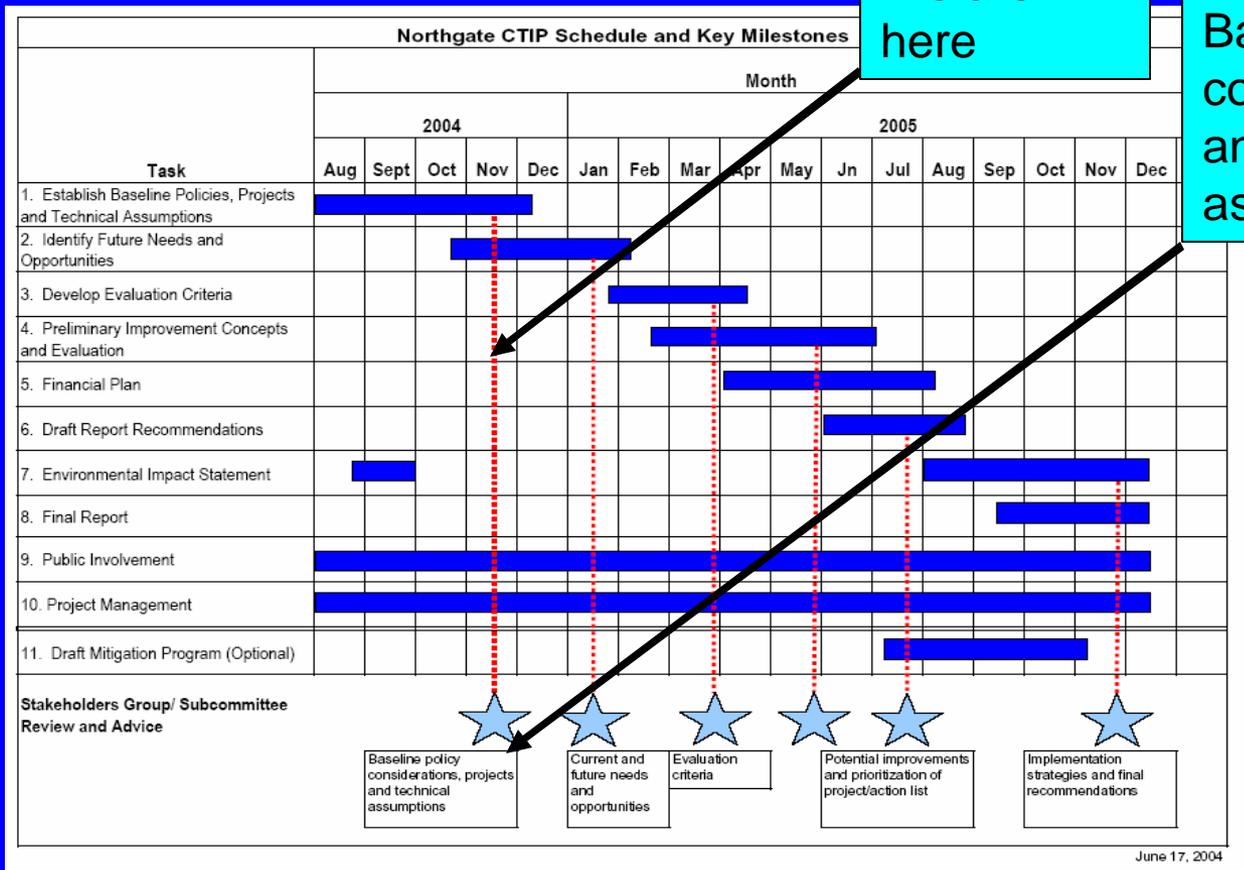
## CTIP Process

- Stakeholders Group approved CTIP work plan in early summer
- Council approved recommended work plan in August
- City and Consultant team working on CTIP since September



- Review CTIP schedule
- Discuss consultant recommended baseline policy considerations and technical assumptions
- Obtain Subcommittee feedback

# Schedule



We are here

Baseline policy consideration, and technical assumptions



# Current City/Consultant Activities

- Existing conditions
  - Pedestrian system (Sidewalks, Crosswalks)
  - Bicycle system (Bike routes, Facilities)
  - Transit system (Quality of Services)
  - Accidents (Vehicles and Non-Motorized)
  - Roadway/vehicle system (Volumes, Level of Service)
- Baseline policies and technical assumptions
- Future needs and opportunities



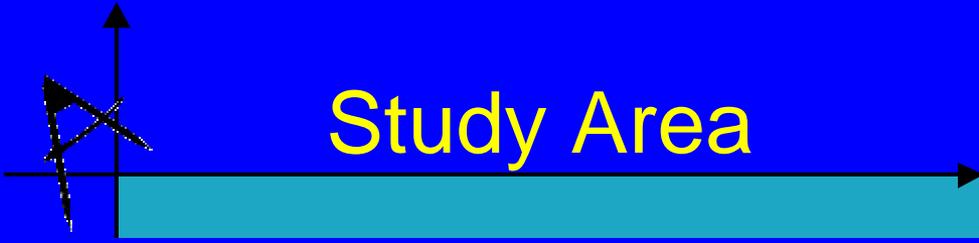
# Baseline Policies/Technical Assumptions

- Planning assumptions
- Financing sources
- Transportation system performance measures and benchmarks



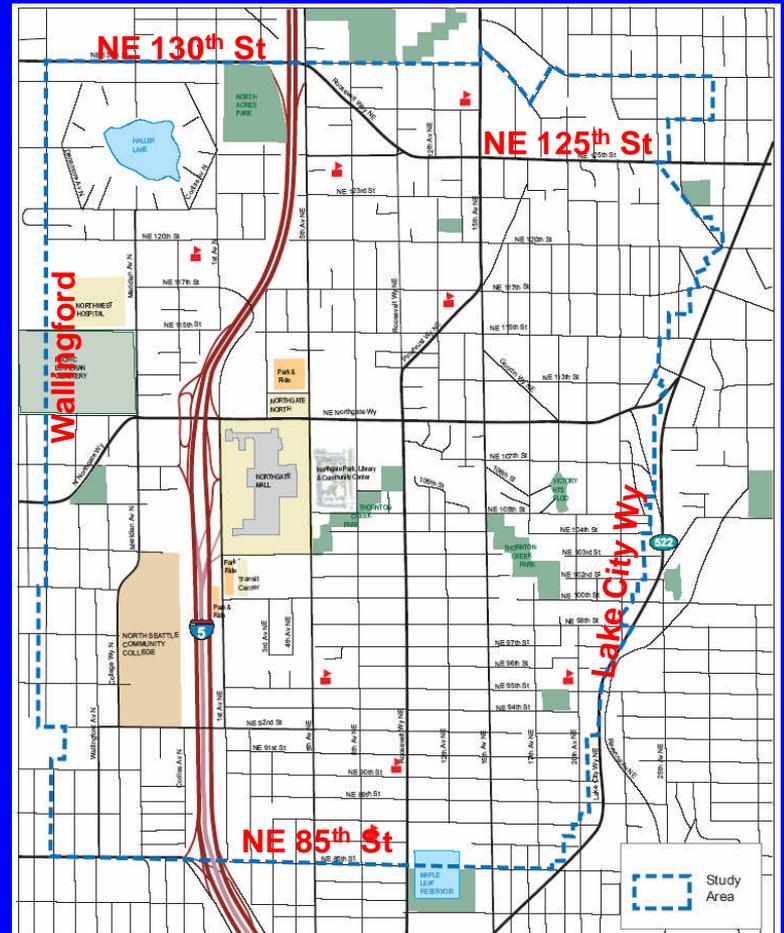
# Planning Assumptions

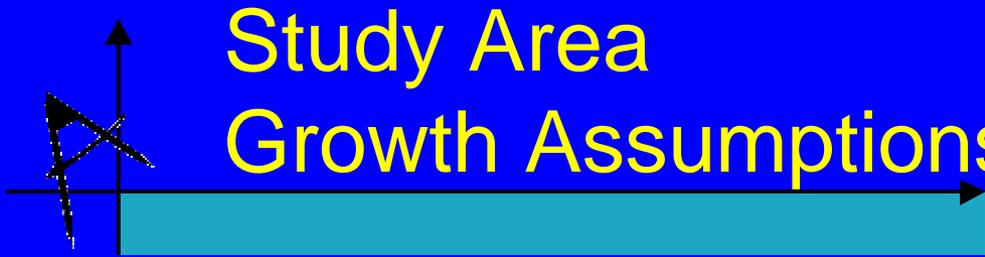




# Study Area

- Same study area defined in the NACP





# Study Area Growth Assumptions

- Review Seattle model's assumptions for existing land use, 2010 and 2030 growth projections
- Refine land use projections that CTIP will use for 2010 and 2030
  - Pipeline projects



## Interstate 5

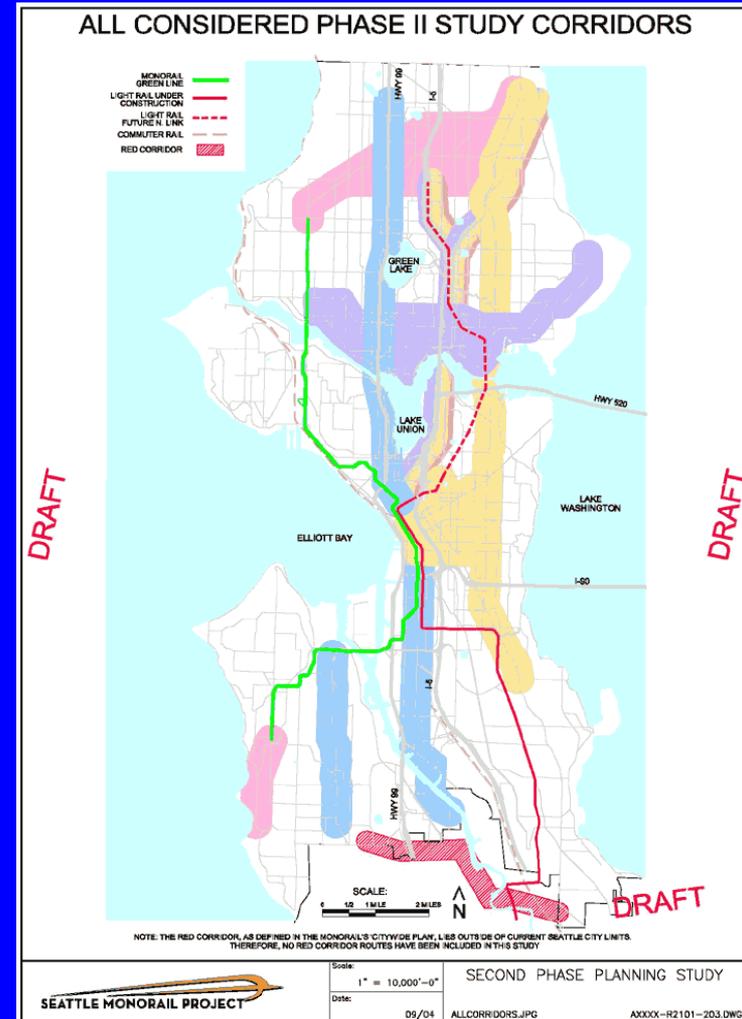
- Develop and evaluate concepts that would improve east-west pedestrian circulation across I-5
- Evaluate intersection operations on City arterials at existing I-5 ramps
- Coordinate with WSDOT I-5 study



- Link Light Rail would be extended to the University District by 2010
- Link Light Rail would serve Northgate by 2030
- Northgate would not be the northern terminus for light rail

# Seattle Monorail

- Identify the range of issues that would be related to a potential Green Line extension to Northgate
- Develop recommendations in CTIP regarding a Green Line extension to Northgate





# Financing Sources



# Financing Recommendations

- Clarify the potential investment level for the Northgate area under the City's current financial capability early in the CTIP planning process
- Develop CTIP recommendations that can be funded within the City's current financial capability as a starting point
- Identify other potential funding sources



## Potential Financing Sources (Examples)

- Development impact mitigation fees
- Local Improvement District financing
- Transportation Benefit District financing
- Employee tax for transportation improvements
- Additional general fund allocation to transportation
- Partnership opportunities involving the use of street rights-of-way, including street vacations
- Partnership opportunities via neighborhood grant allocations



# Transportation System Performance Measures and Benchmarks



# Performance Measures/Benchmarks

- Measurement or evaluation of how a system is performing to meet its goals and objectives
- Benchmarks (standards) define acceptable or conditions in each transportation system



# Transportation System Performance Evaluation

- CTIP will evaluate the transportation network focusing on the following systems:
  - Mode choice
  - Pedestrian system (street crossings, linkages within NUC, linkage between neighborhoods and NUC, and linkages within neighborhoods)
  - Bike system (level of service on bike routes - major attractors and generators, conflict points)
  - Transit system (service and coverage)
  - Vehicle/street system (arterial level of service, non-arterial level of service)



# Factors that Affect Transportation Systems

- Availability of travel modes
- Mode choice (non-SOV mode split)
- Traffic safety (accidents involving vehicles, pedestrians and bicyclist, vehicle speed)
- Travel speed (vehicles, walking and biking)
- Accessibility (transit frequencies and coverage)
- Vehicle Volumes
- Potential conflicts between modes