

Transportation Strategic Plan Update

Preliminary Draft Strategies and Sources

August 9, 2004



Gregory J. Nickels, Mayor

Seattle Department of Transportation

Grace Crunican, Director

August 9, 2004

Dear Seattle Citizens:

Thank you for your interest in Seattle's transportation future. The Seattle Department of Transportation (SDOT) is pleased to present the Preliminary Draft of the Transportation Strategic Plan (TSP) Strategies and Sources for your review. This document shows proposed TSP strategies, with a brief description, and each strategy's source of origin, thereby showing the connection between revised Comprehensive Plan policies and the new TSP strategies. SDOT is providing this for review as the City Council and members of the public consider legislation for the draft 2004 Comprehensive Plan update.

The preliminary draft of TSP Strategies and Sources is the first stage of SDOT's update to the 1998 TSP. Seattle's TSP fits within a broader planning context of the City's Comprehensive Plan and the Puget Sound Regional Council's Destination 2030 plan. Since 1998, SDOT has used the TSP to guide its work. Many of the 1998 TSP strategies have been accomplished. For example, LINK Light Rail has broken ground, "The Ave" has been completely rebuilt, and Flexcar, Seattle's car sharing program, has more than 130 vehicles in 20 Seattle neighborhoods. Many TSP strategies are now ongoing efforts integral to SDOT work plans, and others have not been implemented due to lack of funding or changing priorities.

SDOT is updating the TSP in recognition of Mayor Nickels' emphasis to get Seattle moving. Mayor Nickels has declared that transportation will continue to be a priority for our economy, the environment, and the people who live in Seattle. Your comments and questions to this draft can be sent **on or before September 9, 2004**, to:

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In September, SDOT expects to release a complete Draft TSP for public comment. SDOT staff will hold special community meetings in October and November in various Seattle neighborhoods. Staff will be available to attend community and business group meetings upon request. If your neighborhood would like a briefing, please call 206-615-0872. Comments will be reviewed and addressed as part of the TSP Update presented to City Council for its review in the 1st quarter of 2005.

Thanks again for your interest. Additional copies are available from SDOT, 700 5th Ave., Suite 3800, Seattle WA 98104, at www.seattle.gov/transportation/tsphome.htm or by calling 206-684-8542.

Sincerely,

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Chapter 1: Introduction

"Seattle residents have a clear vision for the future of this city. We want vibrant neighborhoods where we can conveniently shop, live, and be part of a community. We want a healthy environment with clean air and water; and we want a strong, secure economy. These goals are outlined in the City's Comprehensive Plan...."

"The Transportation Strategic Plan (TSP) will be the City's guide for managing Seattle's transportation system. It outlines the...strategies and actions required to achieve the transportation goals in the Comprehensive Plan. It maps out the policies and investments required to achieve a healthy, efficient transportation system"— 1998 TSP

The Transportation Strategic Plan (TSP) is the 20-year functional work plan for the Seattle Department of Transportation (SDOT). The TSP describes the actions SDOT will take to accomplish the goals and policies in the Comprehensive Plan over the next twenty years. In the intervening years since the 1998 TSP, the City of Seattle has seen much change and growth. Many of the 1998 TSP strategies have been accomplished—LINK Light Rail has broken ground, the U-Districts "The Ave" has been completely rebuilt, and with the success of Flexcar, Seattle's car sharing program has 130 vehicles in 20 Seattle neighborhoods. Some of the 1998 TSP strategies are ongoing efforts that have become integral parts of City work plans and others have not been implemented due to lack of funding or changing priorities. To report on our progress, SDOT prepares a TSP Annual Report that catalogs accomplishments for the year.

With the Comprehensive Plan, the City continues the commitment to the land use strategy of building urban villages. The vision for urban villages, to concentrate growth in a series of compact and walkable neighborhoods, is renewed in the 2004 Comprehensive Plan update. The Transportation element of the Comprehensive Plan is being updated to better reflect the way the City currently does business and take into account policy changes and new directions.

New Direction at the City

In 2002, Mayor Greg Nickels identified four priorities for the City, all of which include transportation-related actions.

1. **Get Seattle Moving:** Transportation will continue to be a paramount issue for our economy, the environment and the people who live in Seattle. In order for businesses to thrive, generating jobs and tax revenues, we must be able to move goods and people around the region efficiently. Building light rail, partnering with the monorail and replacing the Alaskan Way Viaduct are essential efforts to create a 21st century transportation network.
2. **Keep Our Neighborhoods Safe:** Public safety is the paramount duty of the City. Our police and fire personnel are first rate and should be recognized as such. We need to give them the tools--training and equipment--to do these difficult jobs, insure accountability for actions taken, and insure we are the most prepared city in the United States for natural or man-made catastrophes. For transportation, this means ensuring transportation routes are available during a catastrophe and ensuring emergency access remains on our roads and bridges.
3. **Create Jobs and Opportunity For All:** Economic opportunity during these difficult times means creating jobs and an environment that invites new investment in our City. Seattle's transportation system provides access so that people can get to jobs and goods can get to market.
4. **Build Strong Families and Healthy Communities:** Healthy communities are the heart of a great city. Every part of this city is unique and vital to our growth and our ability to sustain what we love about living and working here. Our diverse cultures bring life, vitality and economic growth to Seattle. We must foster a renewed commitment to our neighborhoods. That means paying attention to the needs of each community and responding to those needs in a meaningful way. Our transportation system should enhance, not detract from the quality of our neighborhoods.

The TSP Update helps to define the transportation-related components of the Mayor's priorities, to address key transportation issues raised by the City Council about the long-term and day-to-day operations of Seattle's transportation system, and to instigate change within the Seattle Department of Transportation.

Regional and Local Planning Context

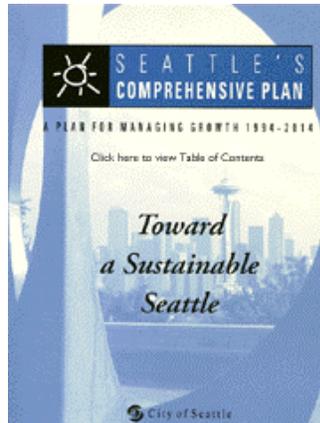
Seattle's TSP fits within a broader planning context both locally and in the region. TSP strategies must be consistent with the direction of both the City's Comprehensive Plan as well as the Puget Sound Regional Council's (PSRC) Destination 2030 plan. Each of these planning documents serve different yet related functions:



PSRC Destination 2030

THE REGIONAL CONTEXT

- Outlines region-wide goals, policies and actions.
- Anticipates more than we do today to increase mobility.
- Jurisdictions implement through local action.



Seattle's Comprehensive Plan

CITYWIDE GOALS AND POLICIES

- Establishes Urban Village Strategy through Plan goals and policies.
- Sets direction for Seattle's 20 year land use, transportation, community, environment, and economic development activities.



Transportation Strategic Plan

SDOT'S FUNCTIONAL PLAN

- Establishes SDOT's near- and long-term work program.
- An operational plan for SDOT that defines the strategies, projects, programs and services to accomplish Comprehensive Plan goals and policies for transportation.
- Includes SDOT's financial plan and defines process for determining funding priorities.

Bringing Together SDOT's Resources

The TSP update will address SDOT's new departmental emphasis by defining both day-to-day operational and long-term transportation strategies and the projects, programs and services to implement them (see figure on next page). The TSP will have the Comprehensive Plan Transportation Element as its foundation to ensure that projects and programs implement citywide transportation goals and policies.

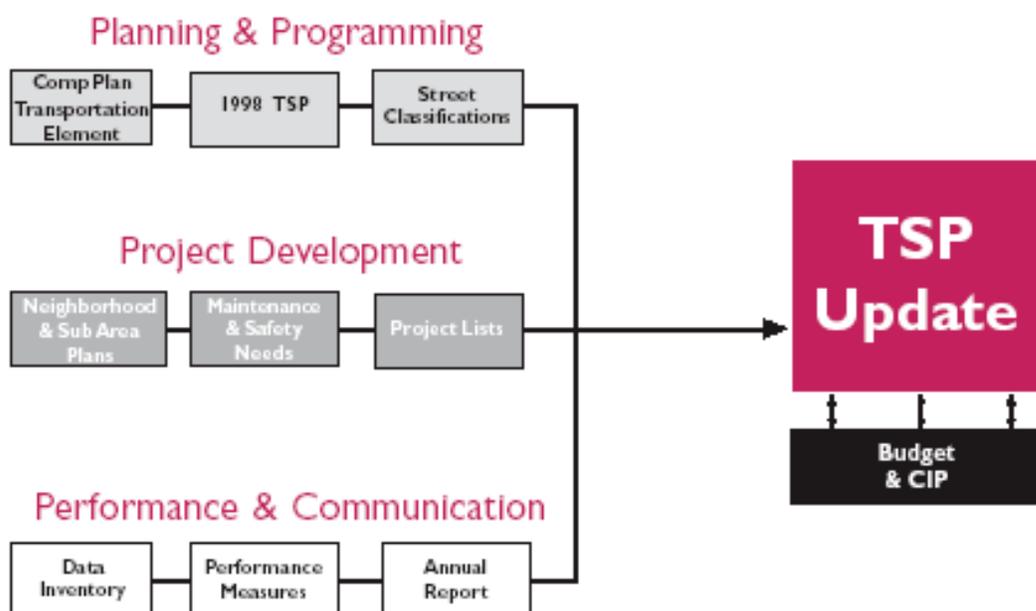
Creating a useful transportation plan for an operations-focused department such as SDOT is both vital and a challenge. The updated TSP will serve a number of functions for SDOT:

- **Planning and Programming:** As a programming resource, the TSP strategies help prioritize resources and leverage project investments to meet multiple goals for the SDOT and the community. The TSP describes the projects, programs and services that will be implemented through SDOT's Capital budget and operating and maintenance budget over the next 20 years.
- **Project Development:** To develop future projects and programs, the TSP will be a central resource for planning tools, as well as transportation-related data that are critical to sound decision-making. Data resources include Seattle's street classifications, planning areas (e.g., urban village boundaries), traffic volumes, construction activity, transit routes, sidewalk inventories, etc.
- **Performance and Communication:** Defining SDOT's performance goals and then reporting on progress through an annual TSP update will help SDOT communicate success towards these goals. It will assist other City staff, elected officials, our partner agencies and the public comprehend our transportation system, funding realities, and the steps SDOT takes to manage the system as effectively as possible.

The TSP update will serve all of these functions by bringing together the resources needed for transportation planning, project development and funding. Many of these resources, such as Seattle's street classification maps and definitions, currently exist but are not readily available. Once combined, these resources make it easier for SDOT and the community to see the full picture of Seattle's transportation system.

Updating the Transportation Strategic Plan

Bringing Together SDOT's Resources



Key Themes for the TSP Update

As the TSP is being updated, several recurring themes have emerged. These themes, detailed below, are: safety; preservation and maintenance of infrastructure; supporting the Urban Village land use strategy, and; providing mobility and access through transportation choices. The TSP establishes a framework for decision-making that balance each of these key themes.

Safety

Promoting public health and safety is the fundamental purpose for government at all levels. SDOT's role as manager of Seattle's transportation system is to operate and maintain this system to support public health and safety.

Other City departments work collaboratively with SDOT in these efforts. For example, the Police and Fire Departments are partners on enforcement of traffic laws, promotion of pedestrian and bicycle safety, and attention to street design standards to ensure that emergency vehicles have adequate access throughout the city. City Light and Seattle Public Utilities also work collaboratively with SDOT so that utility and transportation services and facilities are as mutually supportive as possible. For SDOT, managing the transportation system to promote safety is a high priority. In order to serve all users of the public rights-of-way, SDOT considers safety at all phases of a transportation project. Some safety issues that we keep in balance are reducing friction among modes, reducing conflicts and minimizing the consequences in case collisions do occur.

Preservation and Maintenance of Infrastructure

SDOT's mission is to preserve the existing transportation infrastructure and use it to its fullest capabilities. Wise operation and maintenance of the transportation system promotes safety, efficiency, infrastructure preservation, and a high quality environment. Maintenance expenditures account for 75% to 80% of SDOT's annual operating budget. This investment represents a very significant and recurring commitment to the conservation of the City's transportation facilities, as dollars spent on maintenance today help ensure that many more dollars are not needed for premature replacement later.

Over the last two decades, even this level of investment in maintenance has not kept pace with the growing needs of aging infrastructure. Over the last two decades, as dedicated transportation funding available to the City has declined, the City has increased the share of other City resources dedicated to maintenance of our transportation system. Even this investment, however, has not been able to keep pace.

The results have been an increasing backlog of deferred maintenance and difficult choices between the requirement to maintain the existing system and the equally pressing obligation to develop new and better facilities to meet emerging demands. The City is steadfastly committed to exploring every avenue to develop new and sustainable revenue sources that would allow the City to improve upon maintenance and operations, utilize innovations in technology and best environmental practices, and expand the system to meet future demands.

Supporting the Urban Village Land Use Strategy

The strong relationship between land development patterns and transportation is recognized by the Comprehensive Plan with policies that focus growth in urban villages and direct transit investments to linking these pedestrian-oriented activity centers. SDOT will continue to support the urban village land use strategy by planning for, and investing in, urban villages to enhance neighborhood livability.

Urban villages are mixed-use, walkable, transit and bike-friendly neighborhoods that are best served by travel modes other than single-occupant vehicles. The urban village strategy is appropriate in Seattle, given our geographic limitations, dense land uses and urban form which limits our ability to increase capacity for vehicular traffic. Outside of urban centers and villages, the City will also strive to align transportation facilities and services to support adjacent land uses.

Providing Mobility and Access through Transportation Choices

Most people will not routinely use alternatives to driving alone unless they have viable choices that provide advantages in terms of travel time, cost, reliability, and convenience. A balanced, well-designed transportation system that allows people to get around by transit, bicycle, and walking is critical to making livable communities. Making all transportation modes efficient and effective choices for travel is also important for people who cannot or choose not to drive, including people with disabilities.

Transportation Principles

The purpose of the transportation principles is to provide a statement of intent for each mode or implementation element. The transportation principles below organize the chapters of the TSP, as well as the Transportation Element of the Comprehensive Plan:

Make the best use of the streets we have to move people, goods and services.

Seattle's street system is largely complete, and the opportunity to add new links is limited. We need to make the best use of existing rights-of-way to move people, goods and services.

Encourage walking and biking—they're the easy, healthy way to get around.

Construct transportation improvements that make bicycling and walking safe, attractive, easy, and convenient forms of transportation and recreation for people of all ages and abilities.

Make transit a real choice.

Make transit a fast, reliable, safe and convenient choice. Connect transit systems to each other and to other modes—such as biking and walking—to increase the usefulness of the whole transportation system for Seattle and the region.

Price and manage parking wisely.

Price and manage parking to support healthy business districts and transit use. Manage curb space to recognize the importance of principle arterials in moving people, goods and services.

Increase transportation choices through demand management.

Cars will continue to be an important part of Seattle's transportation system. While recognizing that some trips will be made by car, lessen dependence on the car for all trips. Strive for a more balanced transportation system by giving people viable alternatives to driving alone, including transit, bicycling and walking.

Promote the economy by moving freight and goods.

Support local and regional economic vitality by moving freight and goods efficiently to, from, and through the city. Support policies and actions that improve freight access.

Improve our environment.

Incorporate environmental considerations into every decision to affect a positive change in the environment, Seattle's neighborhoods and public health.

Protect our infrastructure.

Get the best return on taxpayers' transportation dollars already invested by maintaining Seattle's infrastructure and keep it operating safely, smoothly and in good repair.

Connect to the region.

Build a multi-modal transportation system to serve the city and connect to the region. Work with partners to ensure that Seattle's regional interests are met and that the regional transportation system supports smart growth.

Make the most of transportation investments.

Leverage investments, both public and private, used in transportation projects to get the best return on taxpayer transportation dollars.

Funding the Transportation System

Operations and maintenance needs could absorb all of the City's transportation funding. While taking care of the existing system is a very high priority, there is also a tremendous demand for improvements. The City must address safety and mobility challenges and take advantage of opportunities to leverage funding, increase efficiency, and promote economic development. SDOT must also make geographic equity a key criterion in determining the projects, programs and services that are funded. The TSP Update outlines what the City strives to accomplish, not what the department can currently afford. In fact, only a small number of the projects, programs and services in the TSP are currently funded.

The Funding Chapter divides projects, programs and services into three categories: funded, currently seeking funding, and unfunded. This approach allows SDOT to define a long range plan to preserve, maintain and improve Seattle's transportation system given financial constraints. Managing our transportation assets in a fiscally responsible way ensures that transportation dollars are available for a wide range of transportation solutions. These solutions include non-capital strategies (such as reducing travel demand), efficient use of resources, and cost-effective partnerships with other agencies.

The TSP helps SDOT leverage efforts to achieve the maximum benefits for the transportation system using available resources. It is, and will continue to be, SDOT's practice to shape ongoing operations, maintenance and safety-related projects to best address the long-term vision set forth in the Comprehensive Plan.

Navigating the TSP Update

The TSP Update is divided into a number of chapters:

Chapter 1: Introduction defines the goals of the TSP Update, the key themes that guide SDOT's work as well as a set of Transportation Principles that provide a statement of intent and set the stage for the strategies, projects, programs and services described in later chapters.

Chapter 2: State of the Seattle's Transportation System describes key transportation facts, figures and data resources as existing conditions used in analysis and decision-making at SDOT and by Seattle citizens and elected officials.

Chapter 3: Modal Plan Elements includes the eight plan elements, by mode. Each of these elements is organized as follows:

Section 1: Comprehensive Plan Goals and Policies

Each modal plan element takes direction from the goals and policies adopted in the related section of the City's 2004 Comprehensive Plan Update. The goals and policies provide guidance and strategic direction for the more specific TSP strategies, projects, programs and services (*To be added in the September 30 draft*).

Section 2: TSP Strategies

The TSP strategies are more specific than the Comprehensive Plan goals and policies, but are not refined to the level of specific projects, programs or services. The "Sources" column provided in each plan element defines the origin or source of the strategy.

Section 3: Description of Projects, Programs and Services

This section describes the specific projects, programs and services that comprise SDOT's near-term work program and long-range plan. The projects, programs and services envisioned for near-term implementation (1-6 years) will have a higher level of specificity regarding timing and funding than those after year six. There are some new projects, programs and services, as well as those that are currently underway within existing strategic planning

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efforts such as the Freight Mobility Action Plan, the Intelligent Transportation Systems (ITS) Master Plan or the Seattle Parking Management Study (*To be added in the September 30 draft*).

Chapter 4: Implementation Elements includes the plan elements that define how SDOT accomplishes its work: Operations and Maintenance, the Environment, and the Puget Sound Region.

Chapter 5: Funding Chapter describes the local, regional, state and federal context for transportation funding, and near- and long-term strategies for funding components of the TSP.

Chapter 6: Performance Measures and Reporting Process describes SDOT's performance measures and how we report on our performance over time (*To be added in the September 30 draft*).

Appendices: The most current Capital Improvement Program and completed sub-area transportation plans (*To be added in the September 30 draft*).

Chapter 2: State of the City's Transportation System

This Chapter is under development; Only an outline is provided here and more detailed draft will be provided for the Sept. 30 draft.

This chapter is intended to give a detailed overview of Seattle's multimodal transportation system, with relevant maps and statistics that describe the scale and use of the transportation network from a citywide perspective. The maps and statistics consolidate information from a variety of local, regional and national sources in order to inform the decisions taken by citizens and the City about Seattle's transportation future as well as to illustrate how Seattle residents, jobs and neighborhoods are connected to each other and the region. Following are examples of the major facilities and programs comprising Seattle's multimodal transportation system as of 2004:

- a. 3,931 lane miles pavement
- b. 1,524 arterial lane miles
- c. 2,389 non-arterial miles
- d. 124 Bridges
- e. 586 Retaining Walls
- f. 22 miles sea walls
- g. 1000 Signalized Intersections & Traffic Controllers
- h. 120,000 Signs
- i. 9,000 Parking Meters
- j. 4,700 Crosswalks
- k. 24,000 Curb Ramps
- l. 32 miles Bike Trails
- m. 90 miles Bike Routes
- n. 800 Traffic Circles
- o. 80 Traffic Diverters
- p. 30,000 Street Trees
- q. 1.6 million Lane Markers
- r. 1,100 miles Lane Stripes

The following outline contains examples of maps intended to be developed for the Draft TSP:

Building Urban Villages

- Urban village map with arterial street network
- Land Use: current and future from Comprehensive Plan
- Growth projections from Comprehensive Plan
- Employment density from Comprehensive Plan

Make the Best Use of the Streets We Have to Move People, Goods and Services

- Traffic volumes from Comprehensive Plan accident locations
- Location of existing traffic calming facilities (Traffic Circles)

Increasing Transportation Choices

- Auto ownership by urban village, from 2000 Census
- Mode share, from 2000 Census Journey to Work data

Bicycling

- Mode share for bicycling to work, from 2000 Census Journey to Work data

Walking

- Mode share for walking to work, from 2000 Census Journey to Work data
- Sidewalk Inventory
- Crosswalk Inventory

Parking Management

- Parking utilization map of off-street parking for downtown Seattle, First Hill, South Lake Union, Uptown and the University District from the Puget Sound Regional Council
- On-street parking utilization maps of metered areas and selected neighborhood business districts
- Residential parking zone locations
- Arterial streets in downtown Seattle and elsewhere with peak-period parking restrictions

Transportation Demand Management

- Locations of on-street carpool parking in downtown Seattle and First Hill

Operations and Maintenance

- Transportation revenues and expenses (history and projections), Appendix 3 of the Citizens Transportation Advisory Committee Report (www.seattle.gov/transportation/ctac.htm)
- Arterial and non-arterial street pavement condition and maintenance needs from City of Seattle, Pavement Condition Report, June 8, 2004 (www.seattle.gov/transportation/docs/pavementreportfinalweb.pdf.pdf)
- Traffic signal system, from the Comprehensive Plan
- Traffic signal synchronization-optimization corridors completed

Improve the Environment

- Topography
- Critical areas and shorelines

Connect to the Region

- National Highway System map

Investing in the Transportation System

The City's highest transportation priority is to take care of its existing transportation infrastructure -- valued at an estimated \$7.6 billion. A breakout of this inventory by major cost elements is as follows:

- Pavement: \$4.7 Billion
- Roadway Structures: \$2.4 Billion
- Traffic Management Control Devices: \$113 Million
- Pedestrian and Bike Facilities: \$314 Million
- Neighborhood Traffic Control Devices: \$8 Million
- Street Trees and Landscaping: \$123 Million

Chapter 3: Modal Plan Elements

Make the Best Use of the Streets We Have to Move People, Goods and Services

There are 350,000 cars registered in Seattle, more cars than licensed drivers. Over the last twenty years, vehicle miles traveled in the region have grown over four times as fast as population. At the same time, the City has a limited amount of street space to accommodate these vehicles, leading to increased congestion. The Comprehensive Plan recognizes that, with very few exceptions, expanding streets and roads to accommodate cars is generally unproductive. New capacity is quickly filled by more driving. In addition, opportunities to widen or construct new streets in Seattle are extremely limited because of our built-out, urban environment. Therefore, we must make the best use of our existing rights-of-way to move people, goods and services.

The Comprehensive Plan sets forth a plan to increase the use of transit, walking, bicycling, carpooling, and other alternatives. Part of SDOT's role in the implementation of the Comprehensive Plan is to design and build transportation projects that support attractive, compact, walkable neighborhoods. To accomplish this, the department manages traffic on all streets to balance the street features that enhance neighborhood character and promote livable communities along with the need for access to property by autos and freight.

At the same time, SDOT needs to manage driving and parking activities of vehicle traffic as effectively as possible. The City needs to be careful to manage increasing traffic congestion along transit, freight, bicycle and pedestrian routes. To accomplish this, the City must allocate street space carefully among competing uses to further the City's growth management and transportation goals.

Section 1: Comprehensive Plan Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies for Making the Best Use of Streets We Have to Move People, Goods and Services

This chapter includes strategies that offer direction so that SDOT can make the best use of the streets we have to move people, goods and services through planning for street networks and efficient management of our rights-of-way. Many of these strategies are under development currently in the Right-of-Way Management Initiative, a new program to more comprehensively manage Seattle's right-of-way in the future. Through the use of new processes and tools, the department will better plan, authorize, coordinate, analyze, and communicate use of the right-of-way in support of Mayor Nickels' priority to "Get Seattle Moving."

TSP Strategy	Source
<p>S1. Optimize the People-moving Capacity of Existing Streets. Arterial streets are designed to more safely handle higher volumes and speeds of traffic than non-arterial streets. There are a number of ways the City can increase the efficiency of arterial streets in a manner that fosters pedestrian-friendly streetscapes and protects neighborhoods from cut-through traffic.</p>	<p>1998 TSP, Strategy A3: Optimize the People-Moving Capacity of Existing Streets</p>

TSP Strategy	Source
<p>S1.1 Optimize the Movement of People, Goods and Services on Arterial Streets through Operational Improvements Identify and implement opportunities to make operational improvements through adjustments of existing traffic facilities (e.g., adjusting signal timing, installing turn pockets, restricting turning movements and driveways, installing regulatory and informational signing, and adding parking restrictions to provide for turning movements and through-lane continuity).</p>	<p>1998 TSP, Strategy A3: Optimize the People-Moving Capacity of Existing Streets</p>
<p>S1.2 Optimize People-Moving Capacity through Major Capital Improvements Evaluate and implement capital improvement projects on arterial streets to enhance traffic operations (e.g., large projects like installing signal interconnects, improving direct linkages with highways and freeways, and constructing grade separations where appropriate). Major investments in new lane capacity would be justified only in the rarest of circumstances, and such projects require substantial analysis to determine the cost-effectiveness as well as the evaluation of impacts and potential for lower-cost alternatives.</p>	<p>1998 TSP, Strategy A3: Optimize the People-Moving Capacity of Existing Streets</p>
<p>S2. Continue Seattle's Neighborhood Traffic Control Program Consider requests from neighborhood organizations and citizens and consequently design and implement traffic circles and other traffic calming devices. These devices can be very effective to slow speeds and reducing collisions on neighborhood streets. They can also encourage through traffic to stay on the arterial streets, reducing the impacts of cut through traffic on neighborhoods.</p>	<p>1998 TSP, Strategy N1: Continue Seattle's Neighborhood Traffic Control Program</p>
<p>S3. Define Seattle's Street Classification System to Guide the Design and Operation Of The City's Street System. Map each classification and define the types of motor vehicle, transit, freight, bicycle and pedestrian movement emphasized on each street. Classification descriptions and designations provide the basis for determining how individual streets should be used and operated, and for evaluating any changes in the operation or physical features of city streets. They are used to guide future investments in transportation improvements.</p>	<p>1984 Seattle Comprehensive Transportation Program 2004 Proposed Comprehensive Plan Policy T9</p>

TSP Strategy	Source
<p>S3.1. Define and Map the Following Traffic Classifications:</p> <p>Interstate Freeways: limited access roadways that provide the highest capacity and least impeded traffic flow for longer vehicle trips (5 miles or more).</p> <p>Regional Arterials: provide for intra-regional travel. As such, may carry traffic through the city or serve important traffic generators, such as regional shopping centers, a major university, or major sports stadia.</p> <p>Principal Arterials: streets that are intended to serve as the principal route for the movement of traffic through the city They connect urban centers and urban villages to one another, or to the regional transportation network.</p> <p>Minor Arterials: streets that distribute traffic from principal arterials to collector arterials and local access streets.</p> <p>Collector Arterials: streets that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.</p> <p>Commercial Access Streets (non-arterial): streets that provide access to commercial and industrial land uses and provide localized traffic circulation.</p> <p>Residential Access Streets (non-arterial): streets that provide access to neighborhood land uses and access to higher level traffic streets.</p> <p>Alleys: travelways that provide access to the rear of residences and businesses and are not intended for the movement of through trips. Where a continuous alley network exists, it is the preferred corridor for utility facilities. Alleys are not included on the traffic classifications map.</p> <p>INSERT MAP</p>	<p>1984 Seattle Comprehensive Transportation Program</p> <p>2004 Proposed Comprehensive Plan Policy T10</p>
<p>S3.2. Define and Map the Following Transit Classifications:</p> <p>Principal Transit Street: provides for high-volume transit service, often for regional or citywide trips.</p> <p>Major Transit Street: provides concentrated transit service to connect and reinforce major activity centers and residential areas.</p> <p>Minor Transit Street: provides local and neighborhood transit service.</p> <p>Minor Transit Street on a non-arterial Street: provides local and neighborhood transit service on non-arterial streets.</p> <p>Temporary Transit Street: provides local and neighborhood transit service on a temporary basis, because the preferred arterial route has correctable physical constraints that preclude serving transit.</p> <p>INSERT MAP</p>	<p>1984 Seattle Comprehensive Transportation Program</p> <p>2004 Proposed Comprehensive Plan Policies T11, T22</p>
<p>S3.3. Define and Map the Following Truck Classifications:</p> <p>Major Truck Street: an arterial street that accommodates significant freight movement through the city and to and from major freight traffic generators.</p> <p>INSERT MAP</p>	<p>1984 Seattle Comprehensive Transportation Program</p> <p>2004 Proposed Comprehensive Plan Policy T12</p>

TSP Strategy	Source
<p>S3.4. Define and Map the Following Bicycle Classifications:</p> <p>Urban Trails: a network of on- and off-street trails that facilitate bicycling as viable transportation choices, provide recreational opportunities, and link urban centers, urban villages, major parks and open spaces with Seattle neighborhoods.</p> <p>Bicycle Streets: an on-street bicycle network that connects neighborhood and urban centers and serves major inter-modal connections and bicycle facility locations (ferry, bikestations, park-and-ride facilities with bicycle lockers).</p> <p>INSERT MAP</p>	<p>1984 Seattle Comprehensive Transportation Program</p> <p>2003 Comprehensive Plan Policies T44, T51, L301-L304</p> <p>2004 Proposed Comprehensive Plan Policy T13</p>
<p>S3.5. Define and Map the Following Boulevard Classifications:</p> <p>Class 1 Boulevard—Natural Landscaping: To provide for circulation and access in a manner that enhances the appreciation or use of adjacent major park lands (run along the street for one mile or more) and continuous vistas. The emphasis is typically on natural landscaping instead of formal landscaping.</p> <p>Class 2 Boulevard—Formal Landscaping: To provide for special landscaping and geometric features access in a manner that provides a park-like atmosphere to a street otherwise intended to move traffic, and/or to provide access</p> <p>Class 1 Olmsted Boulevard: This classification would be applied to the existing, improved Olmsted Boulevards with <i>natural</i> landscaping.</p> <p>Class 2 Olmsted Boulevard: This classification would be applied to the existing, improved Olmsted Boulevards with <i>formal</i> landscaping.</p> <p>INSERT MAP</p>	<p>1984 Seattle Comprehensive Transportation Program</p> <p>2003 Comprehensive Plan Policies L301, L304</p> <p>2004 Proposed Comprehensive Plan Policy T14</p>
<p>S4. Define and Map a Set of Street Types to Define Street Design Features that Support the Street’s Function and Adjacent Land Use.</p> <p>Seattle’s street classifications define how a street should function to support movement of people, goods and services versus access to property. However, street classifications by themselves are not an adequate local planning and design tool. Seattle’s Street Types further define streets and attempt to strike a balance between the functional classification, adjacent land use, and the competing travel needs. The design of a street, its intersections, sidewalks, and transit stops should reflect the adjacent land uses because the type and intensity of the adjacent land use directly influences the level of use by all modes. Street types do not negate the need for street classifications, rather they enhance the citywide networks with a more site specific design tool. They provide guidance for neighborhoods, City staff or partner agencies to design streets so that they support both their transportation function and adjacent land uses.</p> <p>INSERT MAP</p>	<p>2004 Proposed Comprehensive Plan Policy T15</p>
<p>S4.1. Designate a Main Street—Pedestrian Street Type.</p> <p>Main Streets-Pedestrian are the “main street” in Seattle’s urban villages. They run through neighborhood business districts and must be pleasant and attractive places to walk, bicycle, and get access the bus. People and cars can mix well in commercial districts if their competing needs are carefully addressed. Street design elements consistent with this street type encourage and support pedestrian and bicycle activity as well as transit. Streets in this type may include high-capacity transit (HCT) stops.</p> <p>INSERT MAP</p>	<p>New Strategy derived from 2003 Comprehensive Plan Policy T48</p> <p>2004 Proposed Comprehensive Plan Policy T15</p>

TSP Strategy	Source
<p>S4.2. Designate a Main Street—Neighborhood Commercial Street Type. Main Streets-Neighborhood Commercial Type streets travel through neighborhood commercial areas that do not have pedestrian land use designations. However, land uses are still fairly dense and mixed use. All modes of travel should be accommodated with particular emphasis on supporting pedestrian activity.</p> <p>INSERT MAP</p>	<p>New Strategy derived from 2003 Comprehensive Plan Policy T48</p> <p>2004 Proposed Comprehensive Plan Policy T15</p>
<p>S4.3. Designate a Regional Access Street Type. Regional Access Streets are principal arterials that link urban villages to each other. Although they must be accessible and attractive to all modes, they are designed to provide citywide and regional access for transit, cars and truck trips.</p> <p>INSERT MAP</p>	<p>2004 Proposed Comprehensive Plan Policy T15</p>
<p>S4.4. Designate a Commercial Access Street Type. Commercial Access Streets are minor arterials that provide connections between commercial areas (urban villages), as well as local access within urban villages. They serve both long-haul vehicle trips through the city and provide access to local land uses. Commercial Access Streets must accommodate all modes including cars, trucks, buses, bicycles and pedestrians.</p> <p>INSERT MAP</p>	<p>2004 Proposed Comprehensive Plan Policy T15</p>
<p>S4.5. Designate a Pedestrian Connector Street Type. Pedestrian Connectors are collector arterials that provide direct connections between pedestrian generators (e.g., residences, transit stops) and destinations (e.g., community centers, schools, transit stops, neighborhood main streets). School walk routes, main routes to transit stops and to community centers are typically located along pedestrian connectors. In some cases, non-arterial streets that provide direct connections to High-Capacity Transit stops, such as S. Edmunds St. in Columbia City, can be pedestrian connectors if they are located within a Station Area Overlay Zone.</p> <p>INSERT MAP</p>	<p>New Strategy derived from 2003 Comprehensive Plan Policy T48</p> <p>2004 Proposed Comprehensive Plan Policy T15</p>
<p>S4.6. Designate an Industrial Access Street Type. Industrial Access streets are designed to provide access for large trucks to manufacturing and industrial land uses. Arterials and non-arterials that support industrial and manufacturing land uses are all included in this typology.</p> <p>INSERT MAP</p>	<p>2004 Proposed Comprehensive Plan Policy T15</p>
<p>S4.7. Designate a Green Street Type. Green Streets may be any non-arterial street within Downtown Seattle. Landscaping, historic character elements and other unique features distinguish Green Streets from other typologies.</p> <p>INSERT MAP</p>	<p>New Strategy derived from 2003 Comprehensive Plan Policies L306-L310</p> <p>2004 Proposed Comprehensive Plan Policy T15</p>

TSP Strategy	Source
<p>S4.8. Designate a Neighborhood Green Street Type. Neighborhood Green Streets may be any non-arterial street outside of the Center City neighborhoods. Landscaping, historic character elements and other unique features distinguish Neighborhood Green Streets from other typologies.</p> <p>INSERT MAP</p>	<p>New Strategy derived from neighborhood plan recommendations for Green Streets outside of downtown neighborhoods.</p> <p>2004 Proposed Comprehensive Plan Policy T15</p>
<p>S5. Implement the Right-of-Way Management (ROWM) Initiative. Comprehensively manage Seattle's rights-of-way through new processes and tools such as the Right-of-Way Improvement Manual. The Right of Way Management (ROWM) Initiative includes six integrated projects that are focused on improvements to planning, coordinating, permitting, analyzing, and communicating work in the City's right-of-way. Together, these projects will improve mobility while allowing for maintenance of the City's infrastructure.</p> <p>INSERT MAP</p>	<p>ROWM Initiative</p>

Encourage walking—it’s an easy, healthy way to get around.

Every one in Seattle is a pedestrian at some point during the day, whether walking to school, the bus stop, a parked car, to work, or for exercise. The City recognizes the value of walking for promoting environmental sustainability and the commercial vitality of downtown Seattle and neighborhood business districts. In short, walking is good for the environment, public health, and the economy:

First, walkable cities reduce environmental impacts by promoting walking as a zero emissions form of transportation. Good walking routes to transit complement the role of public transit in providing an environmentally sustainable alternative to the private automobile. Walking is also the most inexpensive and broadly accessible form of transportation and recreation. For young people, walking affords a sense of independence that is not possible with other modes. For older people, walking is an effective means to stay active, both physically and socially

Second, walkable cities promote healthy citizens. Health professionals recommend walking as a form of physical activity to help prevent a host of diseases including obesity, heart disease, and some forms of cancer. According to the US Surgeon General, encouraging at least 30 minutes of walking per day and creating walkable environments are recommended methods for reducing overweight and obesity problems.

Third, walkable cities make for vital and active streets by promoting commercial and social exchange. Sidewalks ideally function as positive places to meet, play, live, work, and shop. In residential areas, motor vehicle traffic negatively impacts residential property values. In commercial areas, the most congested streets are often the most economically vital.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies to Encourage Walking

This chapter includes strategies that offers direction so that SDOT can encourage walking as an easy, healthy way to get around. SDOT’s Pedestrian Program works to improve pedestrian safety, and to encourage more walking by providing the facilities needed to walk comfortably. To accomplish this, the department builds accessible sidewalk curb ramps; install and maintain school-crossing signs, marked crosswalks, pedestrian-crossing signs; and construct curb bulbs and crossing islands at pedestrian-crossing locations.

TSP Strategy	Source
<p>W1. Make Street Crossings Safer and Easier. Identify and install a full range of engineering design measures at pedestrian crossings, depending on site conditions. Follow guidelines and procedures set forth in Resolution 30537 for responding to requests for safety improvements related to adult school crossing guards, marked pedestrian crosswalks, general traffic control signals, pedestrian traffic signals, disabled or senior citizen traffic signals and school crossing traffic signals. The Resolution was based in part on pedestrian research conducted by the University of North Carolina and others. This strategy has several sub-strategies for improving pedestrian safety and access at intersections. Traffic signals are listed as a separate strategy although are closely related to this strategy.</p>	<p>1998 TSP, Strategy W1: Make Street Crossings Safer and Easier</p>

TSP Strategy	Source
<p>W1.1. Install Marked Crosswalks at Signalized and Unsignalized Intersections Where Appropriate. Continue to mark crosswalks at signalized intersections. Review and adjust marked crosswalks at unsignalized intersections based on a previously completed inventory of marked crosswalks at unsignalized intersections with compliant, non-compliant and possibly compliant crosswalks indicated.</p>	<p>Resolution 30537 1998 TSP, Strategy W1.1: Upgrade Crossings to Improve Pedestrian Safety and Convenience</p>
<p>W1.2. Continue to Use Pedestrian Pushbutton Installation Rules. Continue to use pedestrian push button criteria to assess when pedestrian pushbuttons are appropriate and how they should operate. Previous tests indicated that areas with limited pedestrian activity merit pushbuttons; areas with continuous pedestrian activity do not require pushbuttons; and areas with moderate pedestrian activity could benefit from pushbuttons and "pedestrian recall" (where the "walk" indication for pedestrians is given without need to push the button) during the active period of the day. SDOT is focusing efforts on pedestrian pushbutton locations that have been identified as problems in neighborhood plans or community organizations.</p>	<p>Resolution 30241</p>
<p>W1.3. Improve Pedestrian Safety and Access to Bus Transit. Implement projects to construct and install pedestrian crossing improvements in conjunction with bus transit stops throughout Seattle. This will improve connectivity between neighborhoods and urban villages by increasing safe and direct access to transit. Measures include curb bulbs, crossing islands, curb ramps, rechannelization, pedestrian scale lighting and pedestrian crossing signals. Bus stop relocation may be included at locations to provide the best visibility and to prevent the buses from blocking existing marked crosswalks.</p>	<p>2004 Proposed Comprehensive Plan Policy T33</p>
<p>W1.4. Improve Pedestrian Access to Monorail and Sound Transit Rail Systems. Continue to work with the Seattle Monorail Project and Sound Transit and the various Green Line and LINK station area communities on addressing pedestrian access to rail stations.</p>	<p>2004 Proposed Comprehensive Plan Policy T33</p>
<p>W1.5. Consider Overpasses Over Major Pedestrian Barriers. Identify locations suitable for pedestrian overpasses to allow safe and convenient crossing over barriers such as state highways and Interstate 5. Identify funding sources to design and construct these facilities. Recent examples of locations where pedestrian overpasses are built include the Aurora Pedestrian overpass to Queen Anne and the Thomas Street Overpass over Elliott Ave.</p>	<p>2004 Proposed Comprehensive Plan Policy T32</p>
<p>W2. Use Traffic Signals and Their Associated Features to Improve Pedestrian Safety. Continue to evaluate and adjust existing signal timing and install new signals. In heavy pedestrian areas, consider optimizing signal timing to shorten pedestrian dwell time and provide adequate time for the average "slow pedestrian" to cross the street while considering vehicle flows through the intersection. Evaluate intersections identified as problems by neighborhood groups or community complaints (e.g., review crossing times, pedestrian delays, competing needs, and other connected intersections).</p>	<p>1998 TSP, Strategy C1: Optimizing General Traffic Flows on Arterial Streets</p>

TSP Strategy	Source
<p>W3. Provide for Routine Accommodation of Pedestrian Facilities. Make pedestrian accommodations a routine part of transportation planning, design, construction, operations and maintenance activities. Many operations and maintenance decisions for Seattle’s roadway design have an impact on the safety and mobility of pedestrians. The goal of an appropriately and routinely designed roadway should be to safely and efficiently accommodate all modes of travel, from pedestrians to bicyclists, transit and motorists. Fully institutionalize pedestrian (along with bicycle) facilities into these decisions. Provide sidewalks that meet minimum width standards or greater along all streets; provide safe pedestrian crossings at all intersections (incorporate safety considerations, including traffic volumes and number of travel lanes); and provide adequate space for pedestrians on bridges. While there are many opportunities where pedestrian safety and accessibility considerations are necessary, examples are: Capitol Improvement Projects: Corridor / Sub-area planning: Transit speed and reliability projects: Utilities pole placement; Signal optimization projects: High-Hazard accident location projects; Arterial parking restrictions projects; Construction management plans; Master Use Permits and Street Use Permits</p>	<p>2004 Draft Comprehensive Plan citizen comments</p> <p>Federal Highways Administration program guidance</p>
<p>W4. Make Safe Routes to Schools. Implement an annual set of programs and projects to enable and encourage primary and secondary school children to walk and bicycle to school safely. Encourage a healthy and active lifestyle by making walking and bicycling to school safer.</p>	<p>Federal transportation legislation</p>
<p>W5. Complete and Maintain Sidewalk Network. Identify funding and lower-cost design options as part of an overall comprehensive sidewalk program in order to complete Seattle’s sidewalk network. Nearly every neighborhood plan developed in the 1990s articulated a need for sidewalks and other pedestrian improvements. While Seattle often is noted for its walkability, almost one-third of Seattle’s streets do not have sidewalks on at least one side.</p>	<p>1998 TSP, Strategy: W2: Sidewalks Neighborhood Plans</p>
<p>W6. Provide for Pedestrian/Elderly/Disabled Accessibility. Install curb ramps (wheelchair ramps) to make crossings easier. Priority shall be given to intersections with concrete curbs and sidewalks with the greatest need. This will facilitate multi-modal trips for the elderly and disabled by making improvements to promote safe and convenient access to social service agencies, schools, and neighborhood business areas. Priority is also given to upgrading curb ramps when the adjacent street is resurfaced.</p>	<p>2004 Proposed Comprehensive Plan Policy T35</p>
<p>W7. Consider Installing “Road Diets.” Rechannelize and make other improvements to overly wide streets in order to support pedestrian and bicycle safety, transit access and business development. Typically a street cross-section is changed from four travel lanes (two each way) to three travel lanes (two through and a two-way center left-turn lane). For pedestrians, the benefits include reducing the number of travel lanes a pedestrian must cross and better access to bus stops. For bicyclists, benefits include additional space available to install bicycle lanes or other right-of-way improvements. Transit often benefits from Road Diets, but in some cases transit speed and reliability may be negatively impacted. Recent examples include Dexter Ave. N. and Rainier Ave. S. (2004).</p>	<p>2003 Comprehensive Plan Policy T47</p>

TSP Strategy	Source
<p>W8. Develop Pedestrian Transportation Performance Measures. Develop measures that allow the City and the public to evaluate the current and future pedestrian transportation system; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs.</p>	<p>2004 Proposed Comprehensive Plan Policies T36, T37, 52</p>
<p>W9. Maintain Seattle Pedestrian Advisory Board. Maintain the Seattle Pedestrian Advisory Board, created to advise Seattle City government on concerns and needs of the pedestrian community.</p>	<p>Resolution 29532</p>
<p>W10. Review Right-of-Way Improvement Manual to Ensure Design Criteria Support Pedestrian Safety and Access Concerns. Ensure that updates of the Right-of-Way Improvement Manual, the Land Use Code, and the "Standard Plans and Standard Specifications for Road, Bridge, and Municipal Construction" provide street improvement designs that support the full range of pedestrian needs and facilities, including appropriate standards. Involve the Seattle Pedestrian Advisory Board in these project updates.</p>	<p>1998 TSP, Strategy W4: Use Street Design Standards that Make Walking Safe and More Attractive; Right of Way Management Initiative</p>
<p>W11. Support Pedestrian Safety Education and Promotion Programs. Provide support for private non-profit organizations and others to promote walking in Seattle and educate motor vehicle drivers, pedestrians and others about pedestrian rights. Such support could come in a number of forms—elected official recognition, City promotion through regular communications and the City's Public Access Network web site and staff involvement, funding, etc. An example from 2003 would be Pedestrian Summer, a pedestrian safety program to educate motorists and walkers about pedestrian safety and to promote walking.</p>	<p>2004 Proposed Comprehensive Plan Policy T38</p>
<p>W12. Explore Alternative Design Treatments. Continue to monitor national pedestrian engineering and planning research to identify best practices for SDOT. This strategy recommends exploring and implementing projects and programs that provide innovative ways to promote walking and increase pedestrian safety.</p>	<p>1998 TSP, Strategy W6: Support Innovative Pedestrian Projects</p>
<p>W13. Support Enforcement of Traffic Laws That Protect the Rights of Pedestrians. Work with the Seattle Police Department (SPD) to develop and support enforcement programs for pedestrian safety laws.</p>	<p>1998 TSP, Strategy A4: Use Traffic and Parking Enforcement 2004 Proposed Comprehensive Plan Policy T38</p>
<p>W14. Support Wayfinding Projects. Develop schematic designs, locations and necessary funding for vehicular and pedestrian directional signs, transit signage, information kiosks, neighborhood orientation maps, and street identification signs.</p>	<p>2003 Comprehensive Plan Policy T47</p>
<p>W15. Accommodate Pedestrians During Project Construction. Ensure that safe pedestrian access to major destinations is maintained during construction of transportation facilities and new development.</p>	<p>Traffic Control Manual for In-Street Work</p>
<p>W16. Install Accessible Traffic Signals. Incorporate additional sensory information to meet the multi-modal needs of all pedestrians at traffic signals. Add audio and vibra-tactile traffic signals with tactile surface wayfinding for directional information and safety.</p>	<p>2004 Draft Comprehensive Plan citizen comments</p>

Encourage biking—it’s an easy, healthy way to get around.

SDOT has worked steadily over the years to encourage increased bicycle usage and improve safety. SDOT’s bicycle program is accomplishing this by improving and maintaining its Urban Trail system, advocating bicycle access on the transit network, increasing bicycle parking and supporting bicycle education efforts. A key component is developing an Urban Trails system to accommodate bicyclists.

The goal of the Urban Trails system is to:

- Facilitate bicycling as a viable transportation choice;
- Support ‘Safe Routes to School’ to facilitate bicycling to school
- Afford citizens the opportunity to experience the City's unique scenic and natural amenities;
- Provide access to healthful recreational activities; and
- Link major parks and open spaces with Seattle neighborhoods.

When completed, the City will have established a bicycle facility network linking neighborhoods and activity centers, as well as providing connections with recreational and natural areas within the Puget Sound region.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies to Encourage Bicycling

This chapter includes strategies that offers direction so that SDOT can encourage biking as an easy, healthy way to get around. The SDOT Bicycle Program has been working steadily toward developing an urban trail system to accommodate bicyclists. Urban trails include shared use paths, bike lanes, signed bike routes, arterials with wide shoulders, and pedestrian pathways. Seattle has about 28 miles of shared use paths, 22 miles of on-street, striped bike lanes, and about 90 miles of signed bike routes. The SDOT Bike Program has installed over 1,400 bicycle racks in public right-of-way since 1993.

Much of the Bicycle chapter comes from on-going work of the SDOT Bike program and the TSP Bicycling chapter.

TSP Strategy	Source
<p>B1. Complete and Preserve the Urban Trails Network. Complete and preserve existing and planned segments of Seattle’s regionally significant Urban Trails Network (UTN). Segments of the network are currently in a variety of phases: 1) designing and constructing new facilities, 2) extending and filling missing gaps in existing trails, and 3) preserving trails. The Urban Trails Network consists of separated shared use paths, bicycle lanes and signed routes in the street right-of-way. It provides a set of trunk routes within the city and provides connections to regional trails and significant bicycle routes network outside the city.</p>	<p>1998 TSP, Strategy B1: Complete and Expand Urban Trails System</p> <p>2004 Proposed Comprehensive Plan Policy T13</p>

TSP Strategy	Source
<p>B2. Enhance Bicycle Network by Improving Safety and Access to Urban Villages, Schools, and the Urban Trails Network. Complete design and construction and identify funding for various bicycle improvements on routes that provide bicycle connections between residences and schools, Urban Villages, and the Urban Trails Network. Although the Urban Trails Network provides a core set of bicycle routes, it does not meet needs for all bicycle trips and it serves only a segment of most of the trips it accommodates, especially for commuting trips.</p>	<p>2004 Proposed Comprehensive Plan Policy T13, T32</p>
<p>B3. Maintain Bicycle Advisory Board. Maintain the Seattle Bicycle Advisory Board, created to advise the City on the concerns and needs of the growing bicycling community.</p>	<p>Resolution 25534</p>
<p>B4. Improve Bicycle Access to and Through the Center City. Add new bicycle lanes, traffic signal timing adjustments, wayfinding and make other improvements to bicycle access and circulation within and through Downtown Seattle and adjacent neighborhoods. Thousands of commuters bicycle to and through Downtown Seattle and Center City neighborhoods each day. More people would bicycle if the street network were more inviting to bicyclists. At a minimum, facilities should be established linking all major corridors and points by which bicyclists enter and leave the Center City.</p>	<p>Center City Circulation Report</p>
<p>B5. Provide Ongoing and Regular Maintenance for All Bicycle Facilities. Maintain bicycle facilities regularly (e.g., street sweeping, pavement markers/stripping, pothole repair, sign replacement, etc). Conduct major maintenance of Urban Trails System. Include bicycle facilities in pavement management system.</p>	<p>2004 Proposed Comprehensive Plan Policy T35</p>
<p>B6. Routinely Coordinate and Institutionalize Bicycle Facility Planning, Design and Construction into all Programs and Projects That Impact Public Right-of-Way. Routinely incorporate bicycle facilities as a component of all reconstruction, resurfacing and paving projects. Routine accommodation minimizes the cost of building bicycle facilities, establishes facilities on streets with the best possible pavement and drainage (which adds to cyclist safety), and increases cyclists' access to destinations along the city's major roads. Bike lanes, bicycle parking and bicycle sensitive traffic calming measures are some of the components that should be considered in the planning, design, funding, and installation for all projects for all City agencies.</p>	<p>FHWA policy and guidance for non-motorized transportation <i>Regional Bicycle and Pedestrian Implementation Strategy for the Central Puget Sound Region</i></p>
<p>B7. Maximize Opportunities to Fund Bicycle Facilities and Programs Ensure that the City applies for the maximum available amount of state, federal, and private funding for design, construction, maintenance of bicycle network and bicycle programs.</p>	<p>1998 TSP, Strategy B6: Federal Transportation Sources for Bicycle Projects</p>
<p>B8. Accommodate Bicycles During Project Construction Ensure that safe bicycle access to major destinations is maintained during construction of transportation facilities and new development.</p>	<p>Traffic Control Manual for In-Street Work</p>

TSP Strategy	Source
<p>B9. Make Bicycling and Transit Work Seamlessly. Coordinate efforts and investments with transit agencies to ensure bicycle access to transit, as well as accommodation at transit facilities and on transit vehicles. This strategy helps to maximize transit use, especially in denser urban villages where park-and-ride facilities are not appropriate. Coordination with transit agencies in Seattle ensures provision of:</p> <ul style="list-style-type: none"> • Dedicated bicycle facilities such as bicycle lanes, trails, and other appropriate measures and design elements to make it easy to bicycle to rail stations and major bus stops • Covered, secure bicycle parking at transit centers and stations, and at ferry terminals, including space for anticipated future expansion • Bicycle accommodations in trains in a safe and convenient manner, with barrier-free interior station design. • Bikestations as a means of accommodating cyclists and attracting new users to multimodal travel 	<p>Includes details from the 2003 Comprehensive Plan Policy T46</p>
<p>B10. Provide Adequate Bicycle Parking for Current and Future Users. Provide secure and adequate amounts of bicycle parking to help accommodate bicycle trips, whether they be commuter, shopping, visitor, etc.</p>	<p>1998 TSP, Strategy B5: Bicycle Parking</p>
<p>B11. Support Bicycle Education and Promotion Efforts. Work cooperatively with other Puget Sound government agencies and private non-profit organizations to provide information and support efforts to teach bicycle safety skills and safe bicycling practices.</p>	<p><i>Regional Bicycle and Pedestrian Implementation Strategy for the Central Puget Sound Region</i></p>
<p>B12. Develop Bicycling Transportation Performance Measures. Develop measures that allow the City and the public to evaluate the current and future bicycle transportation system; demonstrate consistency with current industry standards; identify strengths, deficiencies and potential improvements; and support development of new and innovative facilities and programs.</p>	<p>2004 Proposed Comprehensive Plan Policy T36</p>
<p>B13. Explore Alternative Design Treatments. Employ alternatives to standard design treatments as pilot projects or in cases where conventional treatments are impracticable or ineffective. Professional transportation organizations and research departments occasionally develop new guidelines, programs and practices to support bicycle safety and access.</p>	<p>1998 TSP, Strategy: B7: Support Innovative Bicycle Projects</p>
<p>B14. Support Enforcement of Traffic-Related Violations of Motorists and Bicyclists. Establish priorities for enforcement of traffic violations by bicyclists based on their relationship to the safety of bicyclists and other road users. Prioritize enforcement of motorist traffic violations that most endanger cyclists.</p>	<p>1998 TSP, Strategy A4: Use Traffic and Parking Enforcement</p> <p>2004 Proposed Comprehensive Plan Policy T38</p>

Make Transit a Real Choice: The Draft Seattle Transit Plan

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 as well as the region and support growth in urban centers and villages.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies for Making Transit a Real Choice

This chapter includes strategies that offers direction so that SDOT can work with transit agencies operating in Seattle to make transit a fast, reliable, safe and convenient choice that will connect and support Seattle's urban villages. The TSP Transit Strategies have been developed over time through the Seattle Transit Initiative and more recently within the development of the Draft Seattle Transit Plan. Generally, the TSP strategies are city-wide in scale and not specific to a transit technology. More detailed transit planning in Seattle is completed in a variety of sub-area and neighborhood planning efforts.

In 2001, as part of the Seattle Transit Initiative identified in the 1998 TSP, the City completed the Seattle Transit Study for Intermediate Capacity Transit. For the first time, the City identified transit corridors in Seattle that warranted enhanced-capacity transit service operating faster and more reliably than existing bus service. Intermediate capacity transit is recognized as an important component of the City's overall transit system, which also includes regional high capacity transit and local transit.

Over the last year, the City has evaluated the overall transit system to determine which corridors will be needed to carry the highest concentration of the city's transit trips in support of the Comprehensive Plan's urban village strategy. These corridors make up the new "Urban Village Transit Network" or UVTN, and will consist of all transit lines (regardless of mode or operating agency) that operate every 15 minutes all day for at least 18 hours every day in two directions. The 15-minute headway represents the point at which a person no longer needs to consult a schedule to use the service. It also permits transfers to be made rapidly even without timing of connections. For these reasons, the threshold frequency of 15 minutes is a point at which the benefits of transit tend to grow exponentially.

Another key feature of the UVTN is performance, and SDOT will begin monitoring and reporting on the performance of UVTN corridors. Furthermore, UVTN performance standards will be incorporated into TSP Chapter on Performance Measures and play an important role in the City's new Right-of-Way Improvement Manual.

These strategies are highlights from a more comprehensive Draft Seattle Transit Plan that is in development concurrently with the TSP Update.

TSP Strategy	Source
<p>T1. Maintain a Vision of Seattle’s Future Transit System that Integrates Planned and Potential High, Intermediate, and Local Capacity Transit Investments.</p> <p>Map Seattle’s Future Transit Network showing important transit corridors and transfer points</p> <p>INSERT MAP</p>	<p>1998 TSP, Strategy T1: Develop and Implement the Seattle Transit Initiative</p>
<p>T1.1. Develop and Implement the Urban Village Transit Network.</p> <p>Develop and map the Urban Village Transit Network (UVTN) to represent the backbone of the City’s transit system, carrying its highest concentrations of transit trips. It consists of all transit lines – regardless of mode or operating agency – that operate every 15 minutes, 18 hours a day, seven days a week in both directions. UVTN service is fast and reliable. It is important to establish this network to support the City’s land use plans, i.e., Urban Village strategy. SDOT will play a major role in helping the UVTN achieve desired speed and reliability levels.</p> <p>INSERT MAP</p>	<p>2004 Proposed Comprehensive Plan Policy T21</p>
<p>T1.2. Develop and Implement the Secondary Transit Network.</p> <p>Develop and map the Secondary Transit Network (STN) to represent transit service in Seattle other than the UVTN. It includes service that is needed to provide coverage and service to commuters. With limited resources, these travel markets do not warrant the high service levels of the UVTN.</p> <p>INSERT MAP</p>	<p>2004 Proposed Comprehensive Plan Policy T25</p>
<p>T1.3 Develop a Transit Priority Treatment Toolbox for Improving Transit Speed and Reliability.</p> <p>Continue to use a transit priority treatment toolbox to maintain service quality in its transit corridors. Since many of Seattle’s rail investments are being provided in exclusive right-of-way with limited at-grade crossing, the toolbox will be mainly applied to bus corridors. There will be special focus placed on UVTN corridors because of the City’s commitment to achieve their transit performance standards, e.g., transit speed and reliability.</p> <p><i>Toolbox Items Include, but are not limited to: Exclusive Bus Lanes, Signal Priority, Queue Bypass, Curb Extensions, Boarding Islands, Parking Restrictions, Turn Restriction Exemption, Bus Stop Relocation, Bus Stop Consolidation, Skip-Stops, Platooning, Design Standards.</i></p>	<p>1998 TSP, Strategy T2: Improve Transit Speed and Reliability</p>

TSP Strategy	Source
<p>T2. Work with Transit Partners on Bus Layover and Route Terminal Planning.</p> <p>Provide layover space and route terminal planning for efficient transit system operations (e.g., reliable schedules and maintenance of cost-effective operating costs), so that layover space is provided as close as possible to the beginning and the end of the service portion of a route. Higher operating costs due to longer routes, possibly on congested streets, result in fewer hours for new service elsewhere in the system. It will become increasingly difficult to maintain existing and/or accommodate new, on-street layover space on an interim and/or long-term basis. There could be pressure to use neighborhood streets to address other community needs, such as open space, and bicycle, pedestrian, and freight mobility.</p>	<p>New Strategy</p>
<p>T3. Make Transit Convenient, Understandable, and Easy to Use.</p> <p>More people ride transit when:</p> <ul style="list-style-type: none"> • Transfers are easy and quick • The system is visible, comprehensible, and easy to use • They feel safe walking to and from the stop, at the stop, and on the bus <p>The following strategies can help achieve these goals:</p>	<p>1998 TSP, Strategy T3: Make Transit Convenient, Understandable, and Easy to Use;</p>
<p>T3.1 Develop Designated Multimodal Hubs in Urban Centers.</p> <p>Develop Multimodal Hubs as the focal points of terminating transit lines (bus or rail) and transit staging activities that generate significant economic and travel opportunities. Located in Urban Centers, they are designed for the highest passenger volumes, with many of the passenger trips being long distance. In addition, they can become great locations for transit oriented development to further increase transit demand and reduce single occupant vehicle use. It is critical that the Multimodal Hubs have adequate facilities so that they work effectively for the services and people that use them.</p>	<p>2003 Comprehensive Plan Policy T40</p>
<p>T3.2 Develop Designated Transportation Centers in Urban Villages.</p> <p>Develop Transportation Centers as Urban Village facilities where multiple transit lines converge, creating significant transfer activity, but not like the high passenger activity of the Multimodal Hubs. It is also a place where other transit services and transportation linkages or facilities exist, such as bike routes, Flexcar station, bike stations, and taxis.</p>	<p>2003 Comprehensive Plan Policy T40</p>
<p>T3.3 Make Bus Stops and Transfer Points More Visible and Comfortable.</p> <p>Make waiting for the bus a more attractive experience by developing bus stops that are enhanced with wider sidewalks, better lighting, more shelters, seating, telephones, and clocks. They can be paired with commercial services such as coffee stands, newspaper kiosks, dry cleaners, and other development</p>	<p>1998 TSP, T3.1: Make Bus Stops and Transfer Points More Visible and Comfortable</p>
<p>T3.4 Improve Bus Service Information.</p> <p>Work with transit agencies to use kiosks, printed maps and schedules, telephone information, and real-time displays at transit stops to improve bus service information. Continue exploring the development of real-time information systems for bus riders at central stops/major transfer points and support the testing of available technology in demonstration projects.</p>	<p>1998 TSP, Strategy 3.2: Improve Bus Stop Information and 3.3: Provide Real-time Bus Information</p>

TSP Strategy	Source
<p>T4. Establish and Implement Transit Service Priorities. Seattle needs a clear, updated plan for allocating transit service.</p>	<p>1998 TSP, Strategy T4: Establish and Implement Transit Service Priorities</p>
<p>T4.1. Allocate Transit Service to Achieve Basic Mobility and Ridership Goals. The City's transit service goals should be:</p> <ul style="list-style-type: none"> • Provide a basic level of transit service throughout the city that ensures a minimum level of mobility for city residents and reinforces walking, bicycling, and transit as the preferred modes for in-city trips • Implement the UVTN to: <ul style="list-style-type: none"> • maximize ridership • support housing strategies by improving transit service in the areas of the city with the highest densities and in areas where density is increasing • Implement the STN to maintain a basic level of service coverage for Seattle neighborhoods. • To phase UVTN development, the City will work with King County Metro to allocate transit service improvements in accordance with the following criteria, listed in priority order: <ul style="list-style-type: none"> • Improve peak-period frequencies • Improve mid-day frequencies • Improve evening and night frequencies on routes that have the highest ridership during these periods. • Some funds should be reserved for investments in developing new transit markets as well as testing new, innovative services and technologies. 	<p>1998 TSP, Strategy 4.1: Allocate Transit Service to Achieve Basic Mobility and Ridership Goals</p>
<p>T4.2. Evaluate Transit Service Investments Against Clear Performance Standards for Ridership and Cost-effectiveness and Progress Towards Completion of the UVTN. Establish UVTN performance standards for service frequency, span of service, and transit speed. Performance standards for reliability and passenger loading will also be added. SDOT will report annually on UVTN corridor performance.</p>	<p>1998 TSP, Strategy 4.2: Evaluate Transit Service Investments</p>
<p>T4.3 Ensure that Existing Transit Resource Redeployment and New Transit Resource Investment is Effective and Fair. Use Seattle's transit resources effectively and allocated fairly. Service hours freed up in Seattle by consolidation, efficiency improvements, and reductions of unproductive service need to be reallocated to other service in Seattle.</p>	<p>1998 TSP, Strategy 4.3: Ensure Fair and Effective Bus Transit Redeployment</p>
<p>T4.4. Use Transit Street Classifications with Performance Measures to Manage a System That Guides Seattle Transit Investments. Revise the Transit Street Classifications to reflect the UVTN. Include the transit way classification and transit terminal loops as part of a new "local" classification. The Major and Minor classifications will have their peak hour volume limits increased. Streets that SDOT is committed to monitoring for UVTN performance will be identified.</p>	<p>1998 TSP, Strategy T4.4: Update and Integrate Transit Street Classifications</p>

TSP Strategy	Source
<p>T5. Support Equitable and Ridership-oriented Fare Policies. The amount and structure of fares have major impacts on transit ridership and help determine transit-affordability. The following strategies are designed to promote equitable and ridership-oriented transit fare policies.</p>	<p>1998 TSP, T5: Support Equitable and Ridership-oriented Fare Policies,</p>
<p>T5.1. Participate in Efforts to Reduce Fares, Especially for Those Least Able to Pay. Explore options and test demonstration projects for reducing fares with King County Metro and the Puget Sound Regional Council, as well as strategies for generating revenues to cover the lost income. Target fare reductions to special populations (e.g., students, senior citizens, low wage workers) as a less costly option that could increase ridership while addressing other needs.</p>	<p>1998 TSP, Strategy 5.1: Participate in Efforts to Reduce Fares</p>
<p>T5.2. Consider Ride Free Areas as a Possible Travel Demand. Investigate, with King County Metro, Sound Transit and the Seattle Monorail Project, opportunities for expanding the Ride Free Area or starting new Ride Free Areas in other urban centers. The Ride Free Area affects travel demand because it encourages high levels of transit usage downtown for short trips, reducing auto travel downtown during the day. Additionally, the Ride Free Area eases loading and unloading of passengers in the downtown, speeding bus travel.</p>	<p>1998 TSP Strategy 5.2: Explore Expansion of Ride Free Area</p>
<p>T5.3 Support Development of the Regional Fare Integration Project. Ease customer payment and speed bus loading/unloading through the development of the regional Smart Card.</p>	<p>1998 TSP, Strategy T8: Support Innovative Transit Services and Technologies</p>
<p>T6. Ensure Access to Transit. Recognize that people use the full range of transportation options to get to the rapid rail transit and bus stops; they walk, bicycle, take feeder bus service, and drive. The City does not want to encourage people to drive to the rail station or bus stop if other options are available. These short driving trips negate much of the air quality benefits of the transit trip, because more than half of a car's emissions occur at the beginning and end of a vehicle trip.</p>	<p>1998 TSP, Strategy T6: Discourage Park-and-Ride Facility Development</p>
<p>T6.1. Encourage Access to Transit in Seattle by Walking or Bicycling. Identify and implement a set of transit, walking, bicycling, and parking management strategies around rapid rail transit and major bus stops to facilitate access by these modes.</p>	<p>1998 TSP, Strategy T6: Discourage Park-and-Ride Facility Development</p>

TSP Strategy	Source
<p>T6.2. Discourage the Development of Park-and-Ride Lots in Seattle. Discourage the development of major, stand-alone park-and-ride facilities because of their negative impacts to neighborhood business districts. Park-and-ride lots are a major investment designed to serve people who drive to the bus or rail. Because park-and-ride parking spaces are extremely expensive, they consume funds that could finance investments that encourage people to get to the bus or rail station other ways: e.g., improved transit shelters, better transfer points, enhanced feeder services, sidewalk and lighting improvements, and bicycle lockers. They also consume valuable land that could be more appropriately dedicated to other uses. Although the general intent is to minimize park-and-ride spaces in Seattle's neighborhood business districts, there are situations where park-and-ride lots can make sense. This includes:</p> <ul style="list-style-type: none"> • "The end of the line" for a regional transit system • Opportunities for shared parking (using the same spaces as another development, like a shopping center, movie theater, or church). • Areas where the alternatives—feeder service, pedestrian and bicycle access—are particularly inadequate. 	<p>1998 TSP, Strategy T6: Discourage Park-and-Ride Facility Development</p>
<p>T7. Support and Promote Public Involvement in the Decision-making Processes of Transit Partners. Support effective public involvement as essential to implementing well-used transit service. Seattle's citizens, as transit riders and potential transit riders, can contribute expertise and experience to help King County Metro, Sound Transit and Seattle Monorail Project in their decision-making.</p>	<p>1998 TSP, Strategy T7: Support and Promote Public Involvement</p>
<p>T8. Encourage Testing of New, Innovative Transit Services and Technologies. Support efforts to develop and test new, innovative transit services that could help achieve the City's transit goals. Transit services will need to change and improve to achieve the increased ridership envisioned by the Comprehensive Plan, as well as to respond to changing demographics and urban development patterns.</p>	<p>1998 TSP, Strategy T8: Encourage Transit Services/Technologies</p>
<p>T9. Only Consider Rapid Transit Investments, i.e., High and Intermediate Capacity Transit, for the UVTN, Consistent with the City's Transit Vision. Build the UVTN through regional high and intermediate capacity transit improvements. The UVTN already includes the Green Line monorail and Central and North Link light rail. It will be appropriate for future expansions of these systems to be in other UVTN corridors. This will help free up bus service hours for reallocation to other parts of the UVTN that are not funded for high and intermediate transit capacity improvements or to improve service in candidate UVTN corridors or in the STN.</p>	<p>New Strategy</p>
<p>T10. Develop Funding Options for Implementation of the UVTN and STN. Work with transit partners to develop funding options for funding for the high capacity, intermediate capacity, and local transit elements of the UVTN. STN funding will also be needed.</p>	<p>1998 TSP, Strategy NT2: Seattle Transit Initiative Options and Funding</p>

TSP Strategy	Source
<p>T11. Select Preferred Rapid Transit Technologies and Alignments Following Corridor Studies That Consider All Feasible Alternatives. Make new rapid transit investment decisions after an evaluation of feasible alternatives using criteria similar to those used in the Seattle Transit Study for Intermediate Capacity Transit and recent a recent high capacity transit corridor assessment done by the Puget Sound Regional Council.</p>	<p>2000/2001 Seattle Transit Study</p>
<p>T12. Work with Partner Transit Agencies to Make the Best Possible Rapid Transit Investments. Play a strong role in the development of Seattle rapid transit plans, working with Sound Transit, Seattle Monorail Project, King County/Metro, and the Puget Sound Regional Council.</p>	<p>1998 TSP, Strategy ST1: Sound Transit</p>
<p>T13. Expand Options for Water-Based Transit Service. Explore route, funding, and governance options for water-based transit Service</p>	<p>1998 TSP, Strategy NT3: Water-Based Transit Service</p>
<p>T14. Use Station Area Planning to Maximize Ridership and Further Growth Management, Neighborhood Plan, Economic Development, and Revitalization Objectives. Conduct station area planning around rapid rail stations to create substantial economic development and revitalization opportunities for the surrounding neighborhoods. Station Area Planning helps achieve the Comprehensive Plan's goal of concentrating Seattle's growth in walkable, transit-oriented, and mixed-use neighborhoods to maximize transit ridership and reduce reliance on single-occupant vehicles.</p>	<p>1998 TSP, Strategy ST3: Station Area Planning</p>
<p>T15. Maximize the Direct Economic Benefits of Rapid Transit Construction and Operation. Provide, in partnership with partner transit agencies, neighborhoods and small businesses with resources to address impacts of major transit construction activities, including information programs, mitigation plans, and temporary business support and relocation assistance. Labor, materials, and other business expenditures of rapid transit projects offer a tremendous opportunity for job development and training initiatives. Simultaneously, communities and businesses will be affected by construction and staging activities.</p>	<p>1998 TSP, Strategy ST4: Economic Benefits of Rail Systems</p>
<p>T16. Work to Focus the Ferry System on Moving People Rather than Cars. The areas served by the ferry system on the other side of Puget Sound are growing rapidly. Demand for ferry service will increase. How that demand is managed has major implications for Seattle. Increasing passenger traffic is not a serious problem; increasing vehicle traffic has a host of negative impacts ranging from hundreds of cars queuing for ferries to increased pollution and congestion at the terminals and throughout the city.</p>	<p>1998 TSP, Strategy A2: Ferry System</p>

TSP Strategy	Source
<p>T16.1. Encourage Washington State Ferries to Serve Increased Demand with Walk-on Passenger Service Rather than Additional Vehicle Capacity. Work with the Washington State Ferries to focus on an expansion of fast passenger-only ferries and limit the expansion of vehicle ferry service. Ferry pricing and boarding policies should be adjusted to make travel by single-occupant vehicles less attractive and encourage travel by other modes (walk-on passengers, bicycles, carpools, van pools, transit). Terminal development should be consistent with the City's preference for passenger ferries.</p>	<p>1998 TSP, Strategy A2.1: Ferry System</p>
<p>T16.2. Improve Transit Connections for Walk-on Ferry Passengers. Explore options for improving the transit choices available to walk-on ferry passengers. Many ferry commuters drive onto the ferry and then through Seattle streets because there are no convenient transit connections to their ultimate destinations.</p>	<p>1998 TSP, Strategy A2.2: Ferry System</p>
<p>T16.3. Integrate Ferry Terminals with Surrounding Land Uses. Work with Washington State Ferries and adjacent property owners to integrate ferry terminals with surrounding land uses. Ferry terminals can, and do, have significant impacts on street systems and communities adjacent to ferry terminals.</p>	<p>New strategy</p>

Price and Manage Parking Wisely

The City of Seattle strives to manage on- and off-street parking to maintain vitality of urban centers and villages and to improve air quality. The City implements parking policies, programs, and regulations that consider neighborhood district parking needs as a whole instead of solely relying on decisions made on a building-by-building or business-by-business basis. Strong parking management can help to create reduce single occupant vehicle trips and improved air quality. The City prioritizes short-term on- and off-street parking for business customers in commercial districts. In residential districts, on-street parking is prioritized for the car storage needs of area residents. Providing unrestricted all-day commuter parking is not a City priority, as it would undermine achievement of downtown Seattle and neighborhood livability, economic development, and environmental goals.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies for Pricing and Managing Parking Wisely

This chapter includes strategies that offers direction so that SDOT can price and manage parking to support healthy business districts, access and transit use. The department also manages curb space to recognize the importance of principle arterials in moving people, goods and services.

Six City departments or agencies oversee some aspect of parking management:

1. SDOT manages on-street parking
2. Department of Executive Administration-Treasury Office collects parking meter revenue
3. Department of Planning and Development regulates off-street parking
4. Fleets and Facilities Department manages City-owned off-street public parking (e.g., SeaPark Garage and Pacific Place Garage)
5. Seattle Police Department provides on-street parking enforcement
6. Municipal Court adjudicates parking tickets

City staff from each of these departments involved in major parking policies, programs and projects, meet regularly for coordination purposes.

TSP Strategy	Source
P1. Increase Parking Management Capabilities Through New Technology Applications.	New TSP Strategy
<p>P1.1 Install Pay Station Technology. Continue with the pay station program to convert most parking meters to new parking pay station technology. Program benefits include increased customer service enhancements and improved management capabilities. The program is expected to replace the majority of the 9,000 aging single-space meters by installing up to 1,600 pay stations in 2004-2006. The program will also convert up to 3,000 free spaces to paid parking. In 2004, SDOT is expected to complete installation of pay stations in the metered areas of Pioneer Square, the central Waterfront, Chandler's Cove, Downtown Seattle, Capitol Hill, Pike-Pine, and First Hill. In 2005-2006, pursue installation in remaining metered areas and new areas, including along Westlake Ave N, Fremont, and other neighborhood business districts as appropriate.</p>	SDOT Seattle Parking Management Study (2002)

TSP Strategy	Source
<p>P1.2 Evaluate “Smart Card” Technology to Pay for Parking. Investigate the feasibility of using Smart Cards to pay for parking at pay stations. Seven area transit agencies are developing a smart card payment application as part of the Regional Fare Integration Project. The City could participate in the effort to create a “Transportation” card or develop a separate pay station smart card application to expand customer payment options.</p>	<p>New TSP Strategy</p>
<p>P2. Ensure a Reasonable Supply of Short-Term On-Street Parking in Downtown Seattle and Neighborhood Business Districts. Identify and implement an annual set of programs and projects to install new parking areas in Seattle neighborhood business districts. Resolution 30585 reaffirmed a paid parking installation policy that identified conditions where paid on-street parking devices such as pay stations and parking meters, make sense. These conditions include:</p> <ul style="list-style-type: none"> ▪ Businesses or services needing good turnover in parking ▪ A relatively dense business base ▪ Heavily used on-street parking ▪ Areas with curbs and sidewalks ▪ Little likelihood of customers choosing neighborhood parking over metered parking ▪ Community support 	<p>Resolution 30585 SDOT Seattle Parking Management Study (2002)</p>
<p>P3. Pursue Installing Longer-Term On-Street Paid Parking. Identify appropriate areas and install longer-term on-street paid parking (3-hr, 5-hr, 8-hr, etc.). Longer-term meters would support economic vitality and transit by providing paid on-street parking for commuter, tourist or other trips that extend beyond Seattle’s traditional 2-hour metered time-limit. The following considerations would be used in selecting areas:</p> <ul style="list-style-type: none"> • Office development or other land uses, such as parks, needing longer-term parking • Heavily used on-street parking not needed for short-term customer parking • Little likelihood of spillover into nearby areas • Community support 	<p>SDOT Seattle Parking Management Study (2002)</p>
<p>P4 Use Residential Parking Zones to Address Resident Parking Needs The RPZ program was created in 1979 to help ease parking congestion in residential neighborhoods. An RPZ is established on blocks with adjacent residential use to discourage long-term parking by non-residents. An RPZ may be appropriate where the parking congestion is caused by proximity to a business district with limited parking, as well as constraints caused by parking generated by visitors or employees of a hospital, school and other institutions, or rail transit system.</p>	<p>--</p>
<p>P4.1 Address Residential Parking Concerns Through Residential Parking Zones. Continue to evaluate and install residential parking zones (RPZs).</p>	<p>On-going SDOT program</p>
<p>P4.2 Evaluate Potential Residential Parking Zone Program Evaluate SDOT’s RPZ program, using recommendations from the Seattle Parking Management Study, to maintain program effectiveness and administration, given the growth in residential parking needs as well as Seattle’s mixed-use neighborhoods where programmatic changes have been suggested as part of SDOT’s neighborhood parking work.</p>	<p>2002 Seattle Comprehensive Neighborhood Parking Study</p>

TSP Strategy	Source
<p>P5. Work with Neighborhoods on Area-Wide Comprehensive Parking Management. Continue to collaborate with neighborhood business and community organizations through the "Making the Parking System Work" program to identify and implement low-cost, common-sense local parking management and access strategies. This program is grant funded through the U.S. Department of Transportation through 2005.</p>	<p>2004 Proposed Comprehensive Plan Policy T40</p> <p>1998 TSP, Strategy P2: Provide Parking Management Assistance to Neighborhoods</p>
<p>P7. Respond to Individual Business and Resident Parking Requests. Install or adjust on-street parking as requested. SDOT routinely receives requests from individual businesses and residents, as well as from community planning efforts and will implement curbspace changes when technical and policy considerations are met.</p>	<p>On-going SDOT work in Curbspace Management section</p>
<p>P8. Increase Parking Enforcement Resources. Increase parking enforcement resources to provide citywide enforcement of all on-street parking regulations to encourage voluntary compliance. Seattle Police Department's Parking Enforcement Officers (PEOs) are responsible for enforcing all parking regulations within the Seattle city limits and on City property. The Parking Enforcement unit also cites abandoned cars and supports police officers in identifying stolen vehicles. During special events or incidents, such as parades, sporting events, accident scenes, and emergencies, PEOs provide traffic control to maintain mobility and access. As on-street parking regulations are expanded throughout the city, additional enforcement resources are necessary to ensure parking turnover in business districts and to monitor residential parking zoned areas.</p>	<p>2004 Proposed Comprehensive Plan Policy T47</p> <p>SDOT Seattle Parking Management Study (2002)</p>
<p>P9. Regularly Review Off-Street Parking Regulations. Monitor off-street parking regulations to ensure that an appropriate amount of parking supply is provided to strengthen urban villages. The Land Use Code and the State Environmental Policy Act (SEPA) parking policies are the City's principal tools for management of off-street parking. Overall, the City's parking requirements were found to be higher than parking demand, based on parking analysis completed in the Comprehensive Neighborhood Parking Study (2000). In 2004, the Department of Planning and Development is undertaking a comprehensive review of the commercial code, including the appropriate parking requirements and related regulations.</p>	<p>2003 Comprehensive Plan Policy T27</p>
<p>P10. Address Parking Impacts of Major Transportation Capital Projects. Address on-street parking impacts and potential mitigation as major transportation capital projects—the Alaskan Way Viaduct (AWV) project, Sound Transit, Monorail and others in Seattle—continue to be developed.</p>	<p>2004 Proposed Comprehensive Plan Policy T44</p>

TSP Strategy	Source
<p>P11. Develop and Maintain an On- and Off-Street Parking Inventory. Create a public on- and off-street parking database system designed to:</p> <ul style="list-style-type: none"> ▪ answer routine operational parking questions ▪ provide existing baseline conditions and future parking plans for SDOT and other planning efforts ▪ support internal decisions and external communications for pay station and other parking projects ▪ help allocate parking enforcement resources 	<p>SDOT Parking Management Study (2002)</p>
<p>P12. Evaluate Neighborhood Parking Facility Proposals. Consider within available resources new funding proposals for neighborhood public parking facilities that support short-term visitor/customer parking or residential car storage. The strategy reiterates Resolution 30369 that the City will not consider funding proposals for long-term commuter parking or park-and-ride facilities. Additionally, the City generally will not consider funding requests involve the City making a monetary contribution toward ongoing operating and maintenance costs. The City will give higher attention to proposed facilities that incorporate or support pedestrian, multimodal, and urban design components, such as: mixed use; increased density; supportive land use regulations; connections to other elements of the City’s transportation system; bicycle parking; shared auto parking; and/or carsharing and carpool parking spaces.</p>	<p>Resolution 30369 2004 Proposed Comprehensive Plan Policy T40</p>
<p>P13. Coordinate or Consolidate On-Street Parking Management, Enforcement and Other Parking Functions. Define and implement efforts to better coordinate or consolidate the many on- and off-street parking functions within City government. The Seattle Parking Management Study looked at strategies for how the City of Seattle might improve communication, decision-making and efficiencies of parking management.</p>	<p>SDOT Parking Management Study (2002)</p>
<p>P14. Install Additional Arterial Parking Restrictions to Improve Safety, Mobility and Access. Use established evaluation factors to develop and implement new arterial parking restrictions to improve safety, mobility and access along Seattle’s arterial street network. The City Traffic Engineer has the authority to remove or restrict on-street parking when safety or operational problems are identified. The City is not required to replace on-street parking removed from the City’s right-of-way. The following evaluation factors were developed in 2002 in conjunction with the Aurora Bus Rapid Transit project to provide a process for deliberating whether to install new or remove existing corridor-length arterial parking restrictions:</p> <ul style="list-style-type: none"> • Transit: degree to which transit speed and reliability are impacted by arterial congestion, how frequently transit uses the corridor, and whether the arterial is designated as a major transit route. • Traffic: whether the arterial is approaching carrying capacity without use of the capacity provided by a curb lane. • Parking: degree of utilization of parking lane • Pedestrians: extent of necessary buffer provided by on-street parking • Businesses: availability of alternatives for business access and loading • Adjacent land uses: current and future market potential for transit and vehicle traffic along arterial 	<p>Memo to File on Corridor Arterial Parking Restrictions Installation Policy 2004 Proposed Comprehensive Plan Policy T44</p>

TSP Strategy	Source
<p>P15. Publicize the City’s Parking Programs, Rules and Regulations. Continue to provide information, through the SDOT web page and published materials, about Seattle’s parking rules. Examples might include a Seattle version of “10 ways to avoid getting a parking ticket by parking legally.” The purposes are to help people know how to park legally and thus avoid getting a ticket or towed and to keep the public informed of parking initiatives.</p>	<p>SDOT Parking Management Study (2002)</p>
<p>P16. Ensure Appropriate Reservation Systems for On-Street Parking Spaces. Use meter hoods and other related reservation systems so that paid parking spaces can be reserved or temporary no parking areas can be installed. On a daily basis, certain metered spaces are made unavailable to the general public due to the use of those spaces as service parking by private utilities and other building service providers. Other temporary no parking areas are installed for construction activities and special events (e.g., a parade). The pay station program has required changes to the City’s meter hood reservation system because meter heads are no longer always available at each space.</p>	<p>SDOT Parking Management Study (2002)</p>
<p>P17. Establish Taxi, Valet and Car Sharing Installation Policies and Procedures. Create installation guidelines for taxi, valet and car sharing curbspace needs. Taxi, valet, and car sharing vehicles compete for limited curbspace with bus, loading and short-term customer parking in business districts.</p>	<p>SDOT Parking Management Study (2002)</p>
<p>P18. Review and Revise Procedures for Installing On-Street Carpool Spaces. Continue to install on-street carpool spaces and issue carpool permits that allow registered carpools to qualify for discounted on-street and off-street parking in designated areas throughout the city. The City offers the carpool parking permits at rates set by City Ordinance.</p>	<p>Existing SDOT carpool program SDOT Parking Management Study (2002)</p>

Increase Transportation Choices Through Demand Management

Cars will continue to be an important part of our transportation system. While recognizing that some trips will be made by car, the Seattle Department of Transportation is committed to reducing our dependence on the automobile for all trips. The City must provide for transportation alternatives and educate people on their transportation choices to aid more informed decisions. Transportation alternatives to the SOV need to address cost, convenience and time issues. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

Transportation pricing has a major influence on people's travel decisions. One of the reasons people drive so much is that the direct costs of driving a car are extremely low. Adjusted for inflation, the cost of gas is lower than it was twenty years ago. While driving has many social, economic, and environmental costs, very few of these costs are paid directly by drivers.

According to a 1997 study from the Puget Sound Regional Council, citizens of the four central Puget Sound counties spent \$21 billion on surface transportation in 1995, including all private and public costs. The single largest share was the cost individuals paid to own and operate private cars (over 60 percent). Eighty percent of that was the cost of simply owning the vehicle. Current estimates is that it costs about \$6,500 per year to own and operate a car driven an average of 10,000 miles. Because these most of these costs are paid monthly, drivers perceive the cost of each additional trip to be nearly free.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies Increasing Transportation Choices Through Demand Management

This chapter includes strategies that offers direction so that SDOT can strive for a more balanced transportation system by giving people viable alternatives to driving alone including transit, bicycling and walking.

SDOT's Transportation Demand Management program works to maximize the movement of people and goods using the existing transportation system, accomplished in several ways:

- by increasing the number of people using sustainable transportation modes such as transit, walking, biking, carpooling/vanpooling and e-working/e-shopping
- by educating the community on their transportation options and the costs of driving in order to increase awareness that sustainable modes are often the best choice for a particular trip.

Much of the TSP TDM strategies continue work first outlined in the 1998 TSP as well as more recent City programs such as the "Way to Go" and "One Less Car" programs.

TSP Strategy	Source
<p>TDM1. Educate the public about Transportation Demand Management. Educate the public, including youth, about the individual and societal benefits of alternatives to cars. Securing funding for a broad-based city-wide education campaign on the availability and advantage of transportation options and the cost of the private automobile would follow in the tradition of Seattle creating a market transformation about how people think about recycling, water conservation and energy conservation. Such programs would inform those who now commute by single-occupant vehicle about the economic, societal, and environmental costs of their choices and the costs savings and benefits available by choosing walking, bicycling, and transit. It would also encourage incentives and support efforts to induce future generations to become regular users of transit and non-motorized modes.</p>	<p>1998 TSP, Strategy DM15: Educate General Public about Benefits of Using Transportation Alternatives and the Costs of Driving Alone</p>
<p>TDM2. Reduce Car Ownership. Educate car owners about the costs of car ownership, provide educational materials on choices available and possibly incentives to sell a car. One proven method to increase mode split of non-SOV modes is to reduce car ownership. SDOT's One Less Car Challenge has been the main program to implement this strategy.</p>	<p>2004 Proposed Comprehensive Plan Policy T18, T19</p>
<p>TDM3. Strengthen and Expand "Way to Go, Seattle" program. Strengthen and expand the City's family of TDM programs for the public known as "Way to Go, Seattle." These include the One Less Car Challenge and CarSmart Community Grants.</p>	<p>New Strategy</p>
<p>TDM4. Pursue Regional Partnerships and Branding. Coordinate regionally on TDM programs with King County Metro, Sound Transit, the Washington State Department of Transportation TDM Resource Center and the Puget Sound Regional Council. While these agencies provide very useful TDM programs, the programs are not presented to the public as a comprehensive set of solutions that support one another. Encourage branding of the TDM programs to show that governments are working together to provide these services. More importantly, if all these TDM programs are identified with a recognizable brand, they will reinforce each other and TDM will be seen as something embraced by many people.</p>	<p>2004 Proposed Comprehensive Plan Policy T19, T20</p>
<p>TDM5. Advocate for Incorporating TDM in Major Transportation Projects. Advocate for TDM programs within the major regional highway and transit projects in Puget Sound, including the Alaskan Way Viaduct, the SR 520 Study, the I-405 Study, Sound Transit, and the Monorail. Be an assertive advocate for the integration of comprehensive TDM efforts into these projects. Agencies undertaking major corridor studies should incorporate a Transportation System Management alternative that includes a strong TDM component. TDM should also be incorporated into all alternatives.</p>	<p>1998 TSP, Strategy DM:14: Incorporate TDM into Major Transportation Projects</p>

TSP Strategy	Source
<p>TDM6. Support Efforts to Evaluate and Reform Transportation Pricing. Explore and use a variety of transportation pricing strategies to seek to make drivers pay more of the true costs of single occupant vehicle use and to shift the costs they do pay from regular monthly payments to trip-based or mileage-based costs. Strategies include</p> <ul style="list-style-type: none"> • parking pricing – make parking costs transparent, by unbundling parking costs from building leases, and cashing-out employer paid parking • mileage based insurance premiums • mileage base vehicle license fees • road use fees • taxes on fuel and tires <p>A number of transportation pricing strategies could generate significant transportation revenues and also have a substantial impact on people's travel decisions, thereby reducing congestion and pollution.</p>	<p>1998 TSP, DM13: Support Efforts to Evaluate and Reform Transportation Pricing</p>
<p>TDM7. Extend TDM Programs to Small Businesses and Small Business Organizations. Continue and build on voluntary efforts in targeted areas to extend TDM programs to small businesses and neighborhood business organizations in order to help reduce driving, preserve short-term parking for customers, and reduce the impacts of parking spillover into surrounding neighborhoods. The Washington State Commute Trip Reduction Law requirements apply only to employers with over 100 employees at a single site, yet small businesses account for a large share of the city and region's employees. The City has done some grant-funded work to implement and evaluate voluntary customized trip reduction strategies for smaller businesses.</p>	<p>1998 TSP, Strategy DM4: Extend TDM Programs to Small Businesses</p>
<p>TDM7.1. Implement Neighborhood-wide TDM Programs. Encourage businesses within a neighborhood to work cooperatively to develop a neighborhood-wide transportation demand management program. Business Improvement Associations, shopping centers, neighborhood business groups and large office buildings with multiple tenants are more likely to have the critical mass of employees to be successful.</p>	
<p>TDM8. Strengthen Transportation Management Program Regulations. Strengthen, through additional program management and funding resources, the Transportation Management Program (TMPs) regulations that are aimed at reducing impacts on the transportation system from traffic generators such as universities, hospitals and other major institutions. The Department of Planning and Development and SDOT updated the Director's Rule for TMPs in 2002. TMPs can be as small as one small employer's bus pass program, or as large as the University of Washington's U-Pass program. The number of TMPs has grown while the resources to manage and monitor them has remained flat. Given the growth by the year 2020, the City should develop more resource-efficient methods for implementing and managing TMPs. Options include partnerships with transportation management associations.</p>	<p>1998 TSP, Strategy DM:6: Strengthen Transportation Management Programs</p>

TSP Strategy	Source
<p>TDM9. Encourage Car Sharing. Continue to support Seattle’s car sharing program as a type of short-term, convenient, pre-approved car rental. Seattle has the nation’s oldest and largest car-sharing program called Flexcar, developed as a public-private partnership with King County Metro and a private firm. In the past, the City of Seattle has provided funds for off-street parking incurred by the program and the City modified the Land Use Code to provide incentives for new development to offer car-sharing spaces in new buildings. The City continues to sign on-street parking spaces for car-sharing parking.</p>	<p>1998 TSP, Strategy DM11: Encourage Car Sharing</p>
<p>TDM10. Promote Proximate Commuting. Proximate commuting is a TDM strategy that reduces trip lengths. Proximate commuting programs assign employees to branch offices or sites closer to the employee's home. The City is pursuing a pilot program for City employees</p>	<p>1998 TSP, Strategy DM: 10: Promote Proximate Commuting</p>
<p>TDM11. Educate the Property Development and Management Community About Unbundle Parking from Building Leases. Educate the owners or managers of commercial and residential buildings as well as tenants about the economic value of separating, i.e., “unbundling,” the cost of parking from the remaining elements of a building lease. The City already encourages unbundling as part of Transportation Management Programs or TMPs.</p>	<p>1998 TSP, Strategy DM12: Unbundle parking from building leases</p>
<p>TDM12. Encourage Convertible Uses for Structured Parking. Seattle is currently in an awkward and challenging period in its maturation from a generally suburban city into a truly urban city. While Seattle is relatively dense and urban compared to the rest of the region, much of the City has been developed in a suburban style with single detached homes and without a rapid transit system. While the City is urbanizing with urban centers and rapid transit is developing, we face a period where even residents of dense areas of the City often feel the need to own a car, or at least to own a parking space to maintain resale value of their urban home. Developers respond by building expensive structured parking. As the City matures, the demand for parking should decrease, so we need to create parking that can be converted to higher uses in the future such as storage or “active space.” Building structured parking with these future uses in mind will increase the versatility and value of the building.</p>	<p>New Strategy</p>
<p>TDM13. Encourage Parking Cash-out Programs. Develop and encourage parking cash-out programs where appropriate. Parking cash-out programs offer employees a cash transportation allowance, similar to the cost the employer would otherwise pay to provide a parking space. Employees may use the allowance to purchase parking or transit passes. Those who walk, bicycle, or otherwise get to work not using a single-occupant vehicle can keep the cash. Where implemented, parking cash-out programs have generated significant reductions in drive alone commuting. Cash-out programs improve employees' transportation choices and help employers meet the state's Commute Trip Reduction Law goals.</p>	<p>1998 TSP, Strategy DM5: Develop and Encourage Parking Cash-out Programs</p>

TSP Strategy	Source
<p>TDM14. Promote Telecommuting.</p> <p>Promote telecommuting as a TDM tool to provide benefits to employers and employees, while reducing automobile trips. As communications technology continues to evolve, telecommuting is becoming more popular and easier to implement. It can apply to working at home or at a satellite site, where employees travel to a telecommuting site shared with other employees closer to their home. This alternative reduces trip lengths, and it may generate more transit, walking and biking trips because of the shorter commute distance. Satellite offices would be an effective TDM tool for companies outside Seattle with a significant number of employees living in Seattle.</p>	<p>1998 TSP, Strategy DM9: Promote Telecommuting</p>

Promoting the Economy: Moving Goods and Services

The transport of goods and services is critical to Seattle's and the region's economic development. As the state's largest metropolitan area and as a major port and trade gateway, Seattle's businesses and industries rely on truck, rail, marine, and air transport. Goals and policies in the Transportation, Economic Development and the Neighborhood Planning Elements of the Comprehensive Plan support existing businesses and industries, and promote Seattle as a place for economic expansion.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies for Moving Goods & Services

This chapter includes strategies that offers direction so that SDOT can support the efficient movement of goods and services. In November 2002, SDOT prepared the City's first Freight Mobility Strategic Action Plan. That plan presented a list of actions to be implemented by the various SDOT divisions, including railroad grade separations, truck guide signing, street improvements for the benefit of trucks and other modes, and ongoing communication with the Seattle freight community via the Seattle Freight Mobility Advisory Committee and other outreach. SDOT staff updated the Action Plan in 2004 to reflect changes in the freight program; new actions to be done in 2004 in coordination with the freight community; and 2003 accomplishments. The strategies below are taken from the Freight Mobility Action Plan update and are grouped into six themes:

TSP Strategy	Source
F1. Maintain a Street and Highway Network for Trucks.	----
F1.1. Designate Major Truck Streets. Monitor these streets and make operating, design, access and/or service changes, as well as capital investments, to accommodate trucks and to preserve and improve commercial transportation mobility and access on these Major Truck Streets and all arterials.	See Making the Best Use of Streets...Strategy S3.3: Define and Map the Following Truck Classifications
F1.2. Address site specific obstacles to truck movement. Review site-specific obstacles to truck movement on major truck streets.	1998 TSP, Modification of Strategy FM1.1: Fix Site Specific Obstacles to Truck Movement on Major Truck Streets
F1.3. Design Standards for Oversized Vehicles. Update design standards to accommodate trucks and oversized vehicles.	1998 TSP, Modification of Strategy F1.2: Review Design Standards
F1.4. Improve Pavement Conditions. Improve pavement conditions on truck access routes.	1998 TSP, Strategy OM2: Maintain and Preserve System
F1.5. Grade Separation. Grade separate Major Truck Streets at heavily used railroad crossings.	1998 TSP, Strategy FM2.1: Grade Separate Major Routes
F1.6. Minimize Conflicts Between Trucks and Other Modes. Minimize conflicts between trucks and other transportation modes.	1998 TSP, Strategy FM2.: Minimize Truck and Other Mode Conflicts

TSP Strategy	Source
<p>F1.7. Make Traffic Engineering and Technology Improvements for Freight. Make the best use of the existing network through traffic engineering and technology to improve freight movements.</p>	<p>New strategy. Consistent with section and actions in 2003 Freight Mobility Action Plan</p>
<p>F2. Support Rail Enhancements. Support rail enhancements (for freight or passengers) that improve mainline operations.</p>	<p>New strategy- modified from section heading in the 2003 Freight Mobility Action Plan.</p>
<p>F3. Freight Access to Manufacturing & Industrial Areas.</p>	<p>----</p>
<p>F3.1 Define and Map Industrial Access Streets. See definition and map of Industrial Access Streets as part of the Street Types.</p>	<p>See Making the Best Use of Streets...Strategy S4.6. Designate an Industrial Access Street Type.</p>
<p>F3.2 Improve freight-dependent business access. To protect and improve freight access to manufacturing and industrial areas, the City should develop strategies that facilitate the efficient movement of goods to and within the manufacturing and industrial areas.</p>	<p>Modified existing strategy, consistent with the 2003 Freight Mobility Action Plan.</p>
<p>F4. Support Access to Container and Cargo Terminals. Work with the Port of Seattle and other marine interests to implement transportation and access projects that support continued growth at container and cargo terminals.</p>	<p>New Strategy - based a specific action in the 2003 Freight Mobility Action Plan. Consistent with past involvement in the FAST Corridor program.</p>
<p>F5. Retail and Office Goods Delivery.</p>	<p>----</p>
<p>F5.1. Improve Freight-Dependent Business Site Access. Improve access for freight dependent businesses through management of curb space and alleys.</p>	<p>1998 TSP, Strategy FM7.: Develop Goods Delivery Strategy</p>
<p>F5.2. Develop and Implement Goods Delivery Strategies. The everyday delivery of goods and services purchased by the general public, businesses and government is critical to our economy's success. The City should explore strategies that address issues of goods delivery and managing operational impacts on adjacent land uses.</p>	<p>1998 TSP, Strategy FM7.: Develop Goods Delivery Strategy</p>
<p>F6. Freight Mobility Implementation.</p>	<p>----</p>
<p>F6.1. Build arterial street projects to benefit freight. The City's Capital Improvement Program (CIP) has programmed projects to benefit freight. Project schedules and budgets occasionally change due to design changes and funding availability. These changes are reflected in the subsequent year's CIP. The annual Freight Mobility Action Plan identifies current CIP projects that benefit freight.</p>	<p>New strategy. Consistent with actions in "Truck Access" section of 2003 Freight Mobility Action Plan.</p>

TSP Strategy	Source
<p>F6.2. Manage arterial street system operations to keep freight moving. Better management of streets through traffic engineering and the application of technology advances can make more efficient use of our street and signal system resources. Seattle has a proactive traffic technology program. The City should continue to advance their Intelligent Transportation Systems (ITS) to address overall transportation mobility and safety needs.</p>	<p>New strategy. Consistent with actions in "Truck Access" section of 2003 Freight Mobility Action Plan.</p>
<p>F6.3. Maintain the Freight Mobility Advisory Committee. Coordinate the City's work on freight mobility through the Freight Mobility Advisory Committee (FMAC).</p>	<p>Modified existing TSP strategy. Added reference to FMAC.</p>
<p>F6.4. Develop funding partnerships to promote projects that benefit freight. Long-term freight mobility solutions such as railroad grade separations at track and street crossings are expensive and often involve complex funding partnerships with public agencies and private parties. SDOT regularly participates in several regional forums to elevate support and advocate for timely funding for the Seattle area's freight mobility needs.</p>	<p>1998 TSP, Strategy FM9.: Funding Freight Partnerships</p>
<p>F6.5. Improved Communication Tools. Improve communication tools for construction-related traffic impacts for freight mobility and access.</p>	<p>New strategy. Consistent with section and actions in 2003 Freight Mobility Action Plan</p>

Chapter 4: Implementation Elements

Improving the Environment

The compact, walkable land uses encouraged by the urban village strategy contribute to healthy, urban environments and neighborhood livability. Increased transit use, walking and bicycling are transportation actions that support urban village land use patterns. Well-designed and maintained streets that support travel by all modes are also part of a healthy urban environment. Conversely, increased trips by motor vehicles, increased travel time, congestion, and longer trips all contribute to deteriorating environmental quality. Environmental degradation resulting from over reliance on the car includes deterioration of air quality, increased water pollution through street and storm water runoff, and higher levels of noise pollution. Policies in other parts of the plan and elsewhere in the transportation element that reduce car use, support transit, and encourage walking and bicycling are key to reducing transportation-related environmental impacts. These policies support the growth and development of healthy, livable neighborhoods.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies for Improving the Environment

This chapter includes strategies that offer direction so that SDOT can help improve the Puget Sound environment. To do this, the department must incorporate environmental considerations into every decision to effect a dramatic change in our environment, our neighborhoods and our health.

SDOT is currently working on many programs and projects to implement this principle. One effort is development of an Environmental Management System (EMS) to assist the department more effectively to manage the environmental “aspects and impacts” of our work. The EMS responds to the City’s Environmental Management Program that “establishes citywide environmental priorities, and provides a framework for improved management and accountability.” The EMS also sets forth a set of issue specific policies and procedures that will provide minimum standards for City operations and that will clarify roles and responsibilities for all departments.

SDOT staff recognize that although environmental excellence and sustainability are the ultimate objectives, competing priorities and budget constraints often result in solutions that are only adequate and in compliance with environmental regulations. The strategies below are grouped into three themes: 1) Sustainable Design; 2) Accomplishing Our Environmental Mission—Compliance; and, 3) Accomplishing Our Environmental Mission—Beyond Compliance.

TSP Strategy	Source
E1. Incorporate Elements of Sustainable Design into Major and Capital Projects	----
E1.1. Participate on City or Regional Major and Capital Project Teams. Represent SDOT and the City to ensure that projects and planning initiatives incorporate sustainable design elements.	New Strategy based on direction from: The Mayor’s Environmental Action Agenda 2004 Proposed Comprehensive Plan Policy T54, T56, T57 EMS

TSP Strategy	Source
<p>E1.2. Sustainable Infrastructure. Participate in the citywide Sustainable Infrastructure/Green Building Initiatives.</p>	<p>New Strategy based on direction from: The Mayor’s Environmental Action Agenda EMS</p>
<p>E1.3. Add Environmental Procedures and Design Criteria to the Right-of-Way Improvement Manual. Define environmental requirements, procedures and design criteria that apply to construction in the right-of-way in the Right-of-Way Improvement Manual.</p>	<p>New Strategy based on direction from: Right-of-Way Management Initiative</p>
<p>E1.4. Context Sensitive Design. Conduct context analysis during pre-design stage of transportation projects and use as input to the design process.</p>	<p>2004 Proposed Comprehensive Plan Policy T54</p>
<p>E.2. Accomplishing Our Environmental Mission—Compliance.</p>	<p>----</p>
<p>E2.1. Develop and Implement an Environmental Management System. Provide a systematic approach to accomplishing the department’s environmental mission.</p>	<p>New Strategy based on direction from: Mayor’s Environmental Action Agenda Citywide Environmental Management Program</p>
<p>E2.2. Achieve Regulatory Compliance. Ensure compliance with all applicable environmental regulations (e.g., critical areas, air quality, stormwater, Endangered Species Act)</p>	<p>New Strategy based on direction from: State and federal requirements 2004 Proposed Comprehensive Plan Policy T56, T57 Mayor’s Environmental Action Agenda</p>
<p>E3. Accomplishing Our Environmental Mission—Going Beyond Compliance.</p>	<p>----</p>
<p>E3.1. Cooperative Efforts with Other City Departments. Work cooperatively with other City Departments to achieve environmental excellence beyond typical compliance measures</p>	<p>New Strategy based on direction from: Mayor’s Environmental Action Agenda 2004 Proposed Comprehensive Plan Policy T57</p>

Protect our infrastructure—Operations and Maintenance

Seattle Department of Transportation operates and maintains the City’s transportation system in a safe, efficient and cost-effective manner. The following divisions in SDOT play a critical role in protecting Seattle’s infrastructure:

- The Traffic Management Division is responsible for traffic control on the City's arterial streets, pedestrian and bicycle programs, curb space management, traffic signals, detours for special occasions and construction projects, parking meters and management of traffic data and accident records. It also issues Residential Parking Zone permits, special parking arrangements and over-legal trucks, and handles commercial vehicle enforcement.
- The Street Maintenance Division is responsible for keeping street pavement clean and in good repair. Staff sweep and flush streets, clear away snow and ice, fill potholes and take care of small to medium size asphalt and concrete paving projects. They monitor the condition of City streets and establish repaving priorities. They also work on landslide cleanup in conjunction with Seattle Public Utilities.
- The Bridges and Roadway Structures Section is responsible for the safe and efficient operation and maintenance of the City’s bridge structures, staircases, sea walls, retaining walls and other roadway structures.

Operations refer to the active management of the system’s performance. Ordinary maintenance consists of those routine and regular maintenance activities whose primary function is to allow the system to operate safely and efficiently. Major maintenance consists of substantial restoration that significantly extends the useful life of the infrastructure.

Section 1: Comprehensive Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: TSP Strategies for Protecting our Infrastructure—Operations and Maintenance

This chapter includes strategies that offer direction so that SDOT can help protect our infrastructure. SDOT strives to get the best return on taxpayers’ transportation dollars already spent by maintaining our infrastructure so that it can operate safely, smoothly and be in good repair.

TSP Strategy	Source
<p>OM1. Plan for and Respond to Emergencies in the Street Rights-of-Way. Plan for and respond to emergencies that impact street rights-of-way. These incidents include but are not limited to winter storms, landslides and windstorms, collisions, roadway spills, damage to roadway structures or mechanical/electrical failure of movable bridges.</p>	<p>Street Maintenance Work Plan Emergency Plans (under development) Traffic Control Manual for In-Street Work</p>
<p>OM2. Develop and Maintain Roadway Conditions Database. Develop and keep current a database on the condition of Seattle streets. Use the database to estimate budget needs and develop and recommend strategies for pavement preservation, rehabilitation and renewal.</p>	<p>The Transportation Efficiency Act of 2003 (RCW 46.48) requires that cities report the condition of their pavement to WSDOT.</p>

<p>OM3. Clean and Maintain Transportation Rights-of-Way. Clean and maintain streets, alleys, stairways, walkways and unlandscaped vegetated areas by sweeping, mowing, washing or otherwise maintaining on a regular schedule and using the criteria of preservation of public safety and health, mobility enhancement and promotion of economic and social vitality.</p>	<p>Revision and consolidation of existing 1998 TSP, Strategy OM2: Maintain the Transportation System</p> <p>2004 Proposed Comprehensive Plan Policy T65</p>
<p>OM4. Maintain and Preserve Green Infrastructure. Mow or otherwise maintain landscaped areas, including weeding, mulching, watering and pruning trees, on a regular schedule to preserve the City's multi-billion dollar investment in "green" infrastructure.</p>	<p>2004 Proposed Comprehensive Plan Policy T64, T65</p>
<p>OM5. Perform Maintenance on Bridges and Other Roadway Structures. Perform efficient, preventative maintenance and repair of concrete steel and timber bridges, retaining walls, seawalls, stairways and other roadway structures on a regular schedule to preserve the City's multi-billion dollar inventory of bridges and other roadway structures.</p>	<p>1998 TSP, Strategy OM3.4: Replace and Rehabilitate City Bridges and Other Structures</p> <p>2004 Proposed Comprehensive Plan Policy T64, T65, T66</p>
<p>OM6. Develop Annual Maintenance Preservation Program. Develop an annual maintenance preservation program with the objectives of addressing site-specific safety issues as they arrive, respond to other current needs within one year, and eliminate all existing deferred surface maintenance within 20 years.</p>	<p>1998 TSP, Strategy OM3.1: Maintenance of Arterial Pavement</p> <p>2004 Proposed Comprehensive Plan Policy T65, T66</p>
<p>OM7. Improve Street Tree Pruning. Reduce the street tree pruning cycle from the current 19 year cycle to 6-7 year cycle, consistent with International Society of Arboricultural standards in order to protect the public from overgrown trees and limit tree root damage to sidewalks.</p>	<p>2004 Proposed Comprehensive Plan Policy T64, T65</p>
<p>OM8. Preserve and Maintain Traffic Control Devices. Replace and rehabilitate traffic control devices.</p>	<p>1998 TSP, Strategy OM3.5: Traffic Control Device Replacement and Rehabilitation</p>
<p>OM9. Address Structures Maintenance Backlog. Develop and implement plans to address the backlog of structures maintenance requests and keep structures in good condition.</p>	<p>1998 TSP, Strategy OM3.4: Replace and Rehabilitate City Bridges and Other Structures</p> <p>2004 Proposed Comprehensive Plan Policy T64, T65, T66</p>

<p>OM10. Implement ITS Master Plan. Through the use of new technologies in the areas of information processing, communications, control, and electronics, Intelligent Transportation Systems (ITS) can provide better transportation system management tools for all modes of travel, plus improved safety and better information to help travelers make more-informed transportation decisions.</p>	<p>---</p>
<p>OM10.1. Connect Every Traffic Signal to the Traffic Management Center. Construct an "Enhanced" TMC (ETMC) at the Seattle Department of Transportation. The ETMC will be able to fully integrate the most innovative aspects of our evolving ITS network. From the ETMC, staff will be able to control everything from signalized corridors to variable message signs, and will eventually be able to produce real-time traffic information that travelers can use to make the best travel decisions. The Washington State Department of Transportation already has an effective system set up for the major highways to and from Seattle. Combining this existing information with information that the City will be able to provide through the ETMC will be essential in managing our transportation system of the future.</p>	<p>ITS Master Plan: 2003-2008</p>
<p>OM10.2. Operate All Signals at Peak Efficiency Through the Traffic Management Center. Identify and implement a set of signal timing plans and procedures such that motor vehicles, pedestrians, transit and bicyclists notice reductions in delay and travel time. Includes:</p> <ul style="list-style-type: none"> • Provide the appropriate number of timing plans for conditions (e.g., AM peak, PM peak, off-peak, weekend and other peaking characteristics) • Provide most efficient signal phasing • Provide regular signal re-timing • Implement interconnect/coordination as appropriate • Move to traffic-responsive operations • Implement Transit Signal Priority on important transit corridors 	<p>ITS Master Plan: 2003-2008</p>
<p>OM10.3. Provide Accurate and Timely Information to Motorists. Provide real-time traffic information through live webcams through the City's web site, and by using other technologies focused on city arterials and intersections for motorists to make better travel decisions.</p>	<p>ITS Master Plan: 2003-2008</p>
<p>OM10.4. Implement Cost Effective Technologies that Reduce Maintenance. Reduce City transportation maintenance and operations costs with investments in new technologies. These programs and projects also have environmental benefits, with reduced energy costs. Includes:</p> <ul style="list-style-type: none"> • LED Traffic signals lamps that have ten times more lamp light than old incandescent lights (which has already reduced SDOT field visits to replace burn-out lamps by 30 percent) • Central signal software and CCTV cameras to reduce in-field operational activities • Automated traffic data collection to reduce costly field studies 	<p>ITS Master Plan: 2003-2008</p>

<p>OM10.5. Ensure Maintenance of ITS Components. Conduct regular maintenance on traffic signal systems to extend their life and ensure proper and safe functioning. Proper maintenance results in reduced long-term costs as components are repaired rather than replaced. It also reduces the risk and liability caused by signal outages and malfunctions.</p>	<p>ITS Master Plan: 2003-2008</p>
<p>OM11. Implement a Load-Testing Program. Implement a load-testing program on selected bridges where structure degradation has been observed.</p>	<p>1998 TSP, Strategy OM3.4: Replace and Rehabilitate City Bridges and Other Structures</p> <p>2004 Proposed Comprehensive Plan Policy T65</p>

Connecting to the Region

Seattle is the major urban center in the Central Puget Sound Region, accounting for the largest portion, 17%, of the four-county population and 30% of total employment. Businesses, industry and maritime trade located here all create demands on the transportation network that are greater than the City's residential base.

The safe and efficient operation of the local transportation network strongly connects with the regional transportation system. Both I-5 and SR 99 serve regional traffic moving through Seattle and as major arterials for traffic within the City. Congestion on both of these routes often overflows onto local streets. The Port of Seattle, along with industrial and manufacturing centers, generate significant demands on the transportation system. Rail and transit systems are needed to serve commuters from the region working in Seattle. The state ferry system is a unique part of the transportation network needed to efficiently move both people and freight.

Because the City and the regional transportation systems are interdependent, policies affecting the demand for transportation services also must be developed and coordinated on a broad, regional basis.

Section 1: Comprehensive Plan Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: Strategies for Connecting to the Region

This chapter includes strategies that offer direction so that SDOT can build a multi-modal transportation system to serve the city and connect to the region. SDOT will work with partner agencies to ensure that Seattle's regional interests are met and that our transportation system supports smart growth. Strategies for implementing regional policies must include action at all levels of government, including federal, state, regional and local.

TSP Strategy	Source
<p>R1. Coordinate with Federal Government to Implement Transportation Projects. Funding of major regional transportation projects will depend on significant Federal funding. Federal transportation policy will also set the direction on how funding may be used. A strategy for implementing the City's regional policies will start at the federal level.</p>	<p>New strategy based on direction from: Federal Legislative Agenda Mayor's</p>
<p>R2. Coordinate with State Government to Implement Transportation Projects. State funding will also be a major part of the financing plan for major regional transportation projects and ferry services. Changes to some Transportation Demand Management (TDM) policies and implementation of specific TDM projects will require State Legislative action. A state strategy should focus on several different levels: State Legislature, Governor's Office, Washington Transportation Commission, Washington State Department of Transportation, Transportation Improvement Board, Freight Mobility Strategic Investment Board, FAST Partnership and the Public Works Trust Fund.</p>	<p>New strategy based on direction from: State Legislative Agenda Mayor's Priorities</p>

TSP Strategy	Source
<p>R3. Coordinate with Regional Government to Implement Transportation Projects. Regional agencies serve several purposes: developing regional plans that set the context for transportation policies, allocating federal funding, implementing taxes and allocating funds. Providing transit, light rail, and commuter rail services. Regional agencies can also be important in developing and advocating for transportation policy initiatives at both the Federal and State levels.</p>	<p>New strategy based on direction from: SDOT Work Plan Mayor's Priorities</p>
<p>R4. Coordinate with County Government to Implement Transportation Projects. King County is important as the provider of transit services and also plays a major role in developing agreements on changes in transportation policies.</p>	<p>New strategy based on direction from: DRAFT Seattle Transit Plan</p>
<p>R5. Coordination with Other Organizations to Implement Transportation Projects. City objectives may also be pursued with the support from other organizations. Support from these organizations may help increase the credibility of City objectives.</p>	<p>New strategy based on direction from: DRAFT Seattle Transit Plan</p>

Chapter 5: Funding the Plan

The TSP Update highlights a tremendous set of transportation challenges. These include repairing a large backlog of maintenance for streets, bridges and traffic control systems; making transit, bicycling, and walking dramatically more attractive; protecting and improving neighborhood livability; and maintaining and improving the movement of freight and goods. We cannot afford to ignore these needs. A healthy, efficient transportation system is absolutely essential to achieving our vision for the future of Seattle. However, funding these transportation needs into the future will be an even greater challenge than in the past.

Section 1: Comprehensive Plan Goals and Policies

The Comprehensive Plan Goals and Policies for this section will be included in the Sept. 30 draft.

Section 2: Funding Context

The Budget Problem

The City of Seattle has a major transportation funding problem. Excluding special funds for “mega-projects”, the City's current annual transportation revenues are \$69 million. Of this amount, local revenues comprise \$52 million, consisting of \$34 million from the General Fund, \$6 million from the Cumulative Reserve Fund, and \$12 million from gas taxes. The remaining \$17 million comes from grants, loans and other sources. The current resources are only adequate to fund operations and maintenance plus a small amount of major maintenance -- a few miles of arterial paving each year, one bridge replacement every 3 - 5 years and a few traffic control system projects. The current level of funding is not adequate even to prevent progressive deterioration in the transportation infrastructure. In fact, at current levels of funding, the \$500 million backlog of deferred maintenance will double within ten to fifteen years.

Achieving appropriate levels of maintenance (preventing additional deterioration and gradually retiring the maintenance backlog) is estimated to require an additional \$40 to \$50 million per year. Improvements for meeting the transportation needs identified in the neighborhood plans would add several million dollars per year to that amount. Investments in much-needed mobility improvements would require still more funding. Seattle transportation system needs could easily absorb an additional \$100 million per year.

Several factors have eroded Seattle's transportation funding over the years. The City lost over \$10 million per year when the State Supreme Court declared the Residential Street Utility Fee unconstitutional in 1995. In 2003, the State Supreme Court upheld the provisions of Initiative 776 and eliminated the Vehicle License Fee that was providing about \$5 million per year for transportation. Gas tax revenues have declined about 4% each year (adjusted for inflation) due to two factors: (1) since gas taxes are on a per-gallon basis, the revenues can increase only with consumption, not price inflation, and (2) the State has not updated the gas tax distribution formula to account for the creation of new cities and towns. In short, SDOT continues to lose transportation revenues.

The Mayor and City Council have filled a major part of the funding gap by increasing the amount of revenues from the General Fund (GF) and Cumulative Reserve Fund (CRF) that are allocated for transportation. From 1995 to 2002, the amount of revenues from these sources for transportation was increased from \$13.4 million to \$45.3 million. In 2004, this amount is \$40.3 million. Unfortunately, revenues from these sources are not sustainable at current levels. A major source of GF revenues is the property tax. However, Initiative 747 has constrained property tax growth (except for new development) to 1% or less per year. A major source of CRF revenues is the Real Estate Excise Tax (REET). The recent surge in real estate transactions will likely subside as interest rates rise in coming years. Moreover, there are many other city programs besides transportation that are dependent on these sources. Competition for these revenues will intensify as the growth in revenues fails to keep up with program needs.

August 9, 2004

Efforts to secure help from the State Legislature in the form of local option revenue sources for transportation have not been successful.

Currently, the City does not have the funds to provide and maintain a healthy, efficient transportation system. We need to find new funding sources and cannot afford to continue neglecting this problem, because if neglected, it will become progressively more expensive. The City's livability and vitality are at stake. This section will briefly examine the current revenues and then recommends options for raising additional funding.

Section 3: Strategies for Funding the Transportation System

This plan offers direction so that SDOT can make the most of new transportation investments. The Funding Chapter identifies strategies so that SDOT can leverage investments, both public and private, for use in new transportation projects to get the best return on taxpayer transportation dollars. The following strategies are proposed:

Prioritize Transportation Programs and Projects so as to Maximize Benefits from Limited Revenues

Prioritization of transportation programs and projects occurs annually during the process of development and approval of the annual budget. Each year during this process, staff and the elected officials will consider several project/program categories in determining where to allocate limited resources. In setting priorities, SDOT will seek to balance projects and programs from all categories to maximum the public benefit from limited transportation revenues.

Over the next several years, it is likely that SDOT will be faced with declining funding sources. That means painful decisions deciding what programs and projects to reduce or cut as well as determining how to spread limited resources over those that will receive funding. In this austere environment, careful prioritization becomes even more critical (and difficult) than in times when funding is more plentiful.

Maximize Available Funding Resources

Historically, SDOT has aggressively pursued state and federal grants. In these times of fiscal austerity, these funding sources become especially important as a means to leverage local funds. However, it is important to recognize that outside funds usually require local match. Just because grant funding may be potentially available for certain projects does not always mean that those projects are the best use of the local funds.

Continue to Look for Means to Improve Efficiencies and Cost Effectiveness

Making improvements to efficiencies and cost effectiveness save money and help SDOT stretch transportation dollars further. SDOT always makes an effort to identify means to improve efficiencies and cost effectiveness and will continue these efforts in the future (e.g., extending the pavement management system to local streets, re-time and synchronize traffic signals, implementing the ITS, protective coating bridges).

Develop New Funding Resources

Opportunities for new local funding sources for transportation are very limited. In keeping with City Council Resolution 30683, SDOT has been directed to work with other cities in Washington and with elected State representatives to develop legislation for new local option funding sources for transportation. Transportation user fees, whereby users of the transportation system pay in proportion to their amount of use, should be the primary component of any new long-term funding package for SDOT. In addition, SDOT will continue to look for transportation funding sources that provide an ongoing, flexible and growing source of funds in order to keep up with ever-increasing costs of operating and maintaining the transportation system.

Capital Program

Capital program details will be included in the September 30 draft.

Chapter 6: Performance Measures and Reporting Process

As part of updating the TSP, SDOT is developing performance measures. These performance measures will be included in the next public review draft to be released on September 30. The guidelines for developing the measures include:

- The number of measures should be manageable
- The data should be relatively easy to collect and maintain
- We should measure things over which we have control
- The measures should be meaningful
- Each mode should have at least one measure

Once the performance measures have been incorporated into the TSP, SDOT will report on the measures as part of the annual TSP update.

August 9, 2004

Appendices

Appendices will be included in the September 30 draft.

- Current SDOT funding plan
- Street Classification Designation Process
- Street Type Designation Process
- Sub-area transportation plans (e.g., University Area Transportation Study)