

Attachment 1

| Policy Location | Existing Policy Language | Comments/Questions |
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| Environment & Sustainability | | |
| Comp Plan (C: Increasing Transportation Choices) | Goal TG10: Accommodate all new trips in downtown with non-SOV modes | |
| Comp Plan (C: Increasing Transportation Choices) | Policy T17: Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driver (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions. | |
| Health and Safety | | |
| TSP - Keeping it Safe | Policy 2: Educate the traveling public to respect and protect one another (Related Policy 2 Actions: Invest in education measures that increase mutual awareness among motorists, pedestrians, and bicyclists) | |
| TSP - Building Healthy Communities | Policy 3: Make healthy travel choices the easy choices (Related Policy 3 actions: Complete BMP update; Partner with agencies, non-profits, and private organizations to promote walking and biking; expand pedestrian and bicycle wayfinding signage, add bike parking in urban centers and villages) | |
| Community and Urban Spaces | | |
| Comp Plan (A: Building Urban Villages: Land Use & Transportation) | Goal TG1: Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy | |
| TSP - Support a Thriving Economy | Policy 4: Support Center City and neighborhood business district access (Related Policy 4 actions: Prioritize pedestrian, bicycle, and transit investments that serve urban villages and centers) | |
| Balancing needs & ROW | | |
| TSP - Keeping it Safe | Policy 3: Minimize conflicts in the right of way to accommodate all travelers | |
| Comp Plan (B: Making the Best Use of the Streets We Have to Move People & Goods) | Goal TG2: Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses. | |
| Comp Plan (B: Making the Best Use of the Streets We Have to Move People & Goods) | Policy T6: Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street as described in the Transportation Strategic Plan. | |
| Comp Plan (D: Promoting the Economy: Moving Goods & Services) | Policy T48: Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets. | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling & Walking) | Policy T31: Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs. | |

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| BMP - Goal 1 | Goal 1: Increase use of bicycling in Seattle for all trip purposes. Triple the amount of bicycling in Seattle between 2007 and 2017. | |
| BMP - Goal 2 | Goal 2: Improve safety of bicyclists throughout Seattle. Reduce the rate of bicycle crashes by one third between 2007 and 2017. | |
| BMP - Objective 1 | Objective 1: Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. | |
| BMP - Objective 2 | Objective 2: Provide supporting facilities to make bicycle transportation more convenient. | |
| BMP - Objective 3 | Objective 3: Identify partners to provide bicycle education, enforcement, and encouragement programs. | |
| BMP - Objective 4 | Objective 4: Secure funding and implement bicycle improvements. | |
| Comp Plan (B: Making the Best Use of the Streets We Have to Move People & Goods | Goal TG3: Promote safe and convenient bicycle and pedestrian access throughout the transportation system. | |
| Comp Plan (B: Making the Best Use of the Streets We Have to Move People & Goods | Policy T11: Designate, in the Transportation Strategic Plan, a bicycle classification network to accommodate bicycle trips through the City and to major destinations. Designate as follows: -Urban Trails: a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods, as shown on Figure 1. -Streets: an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections. | |
| Comp Plan (C: Increasing Transportation Choices) | Goal TG 9: Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips. | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling &Walking) | Goal TG15: Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals. | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling &Walking) | Goal TG16: Create an enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling &Walking) | Policy T30: Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling &Walking) | Policy T34: Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps. | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling &Walking) | Policy T35.5: Provide facilities for non-motorized modes of travel that keep pace with development in the City. | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling &Walking) | Policy T35: Develop, apply and report on walking and bicycling transportation performance measures in the Transportation Strategic Plan to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs. | |
| Comp Plan (C-2: Increasing Transportation Choices: Bicycling &Walking) | Policy T36: Promote safe walking, bicycling, and driving behavior through education, enforcement and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle and motorist rights and responsibilities. | |
| TSP - Building Healthy Communities | Policy 1: Increase mobility and access for everyone (Related actions: Minimize obstacles in the right of way that interfere with pedestrian and bicycle access) | |

