Kathleen S. Anderson
2008 CTR Basic Plan Appendix Version 4.doc
January 17, 2008

APPENDIX
City of Seattle
2008 COMMUTE TRIP REDUCTION (CTR) BASIC PLAN

Agency: City of Seattle

Date: January 18, 2008

Table of Contents

Exhibit #1Map #1 CTR Sites & Seattle Urban Centers

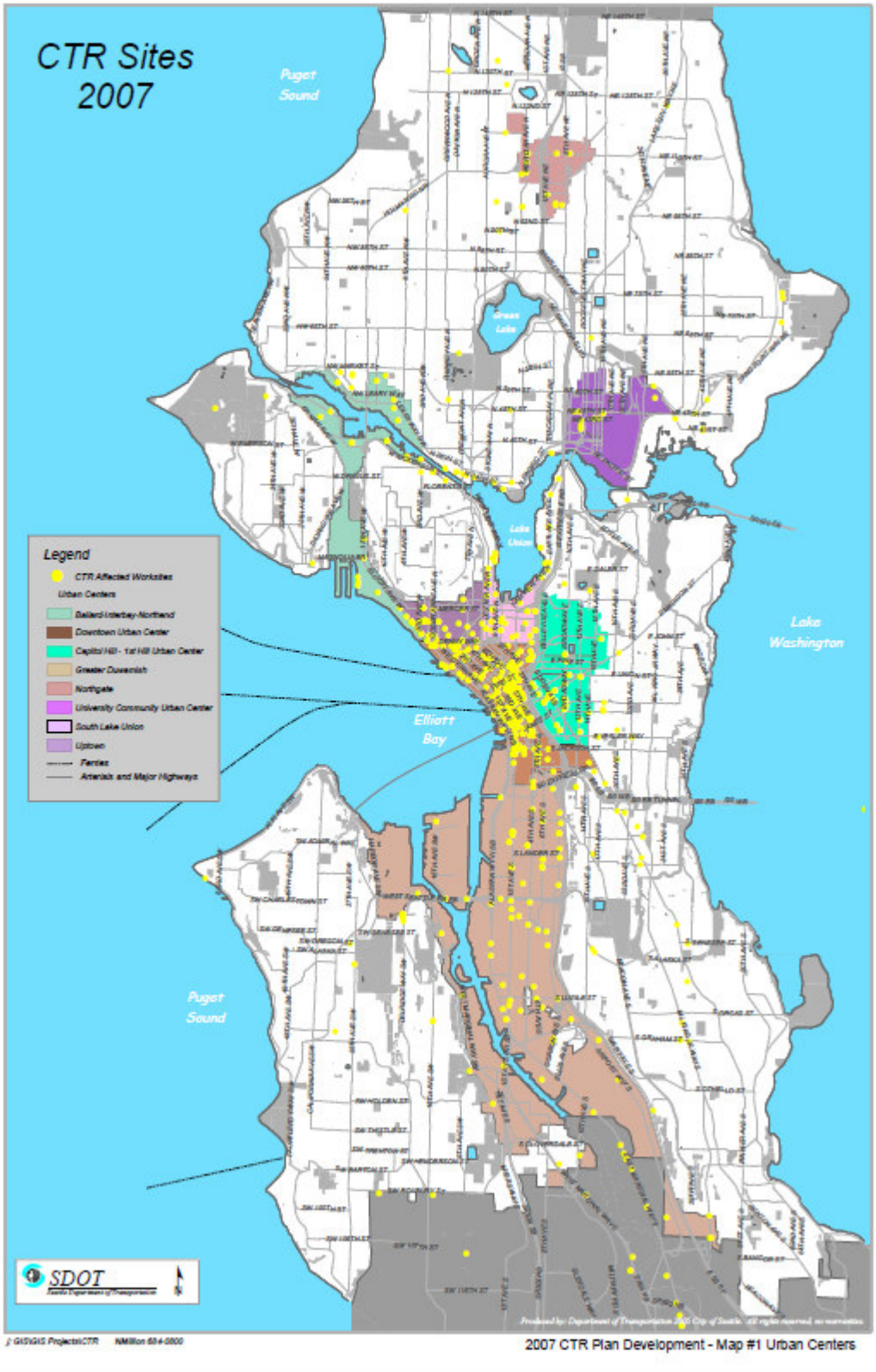


Exhibit #2
Map #2: Seattle's Current and Planned Land Use

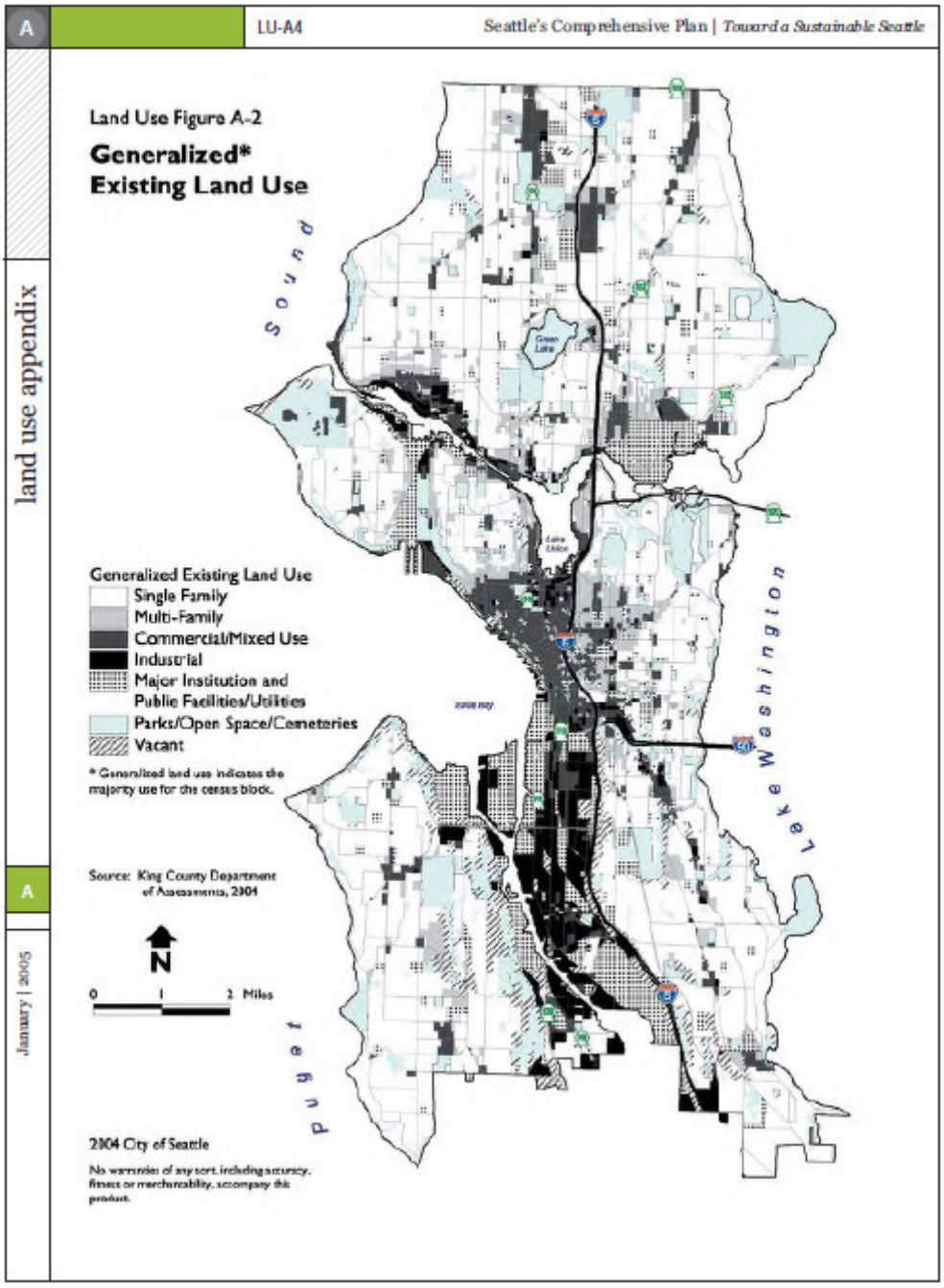


Exhibit #3
MAP #3: Seattle's Street Network and Connections to Regional Transportation Facilities with CTR-Affected Sites and TMP-Affected Buildings

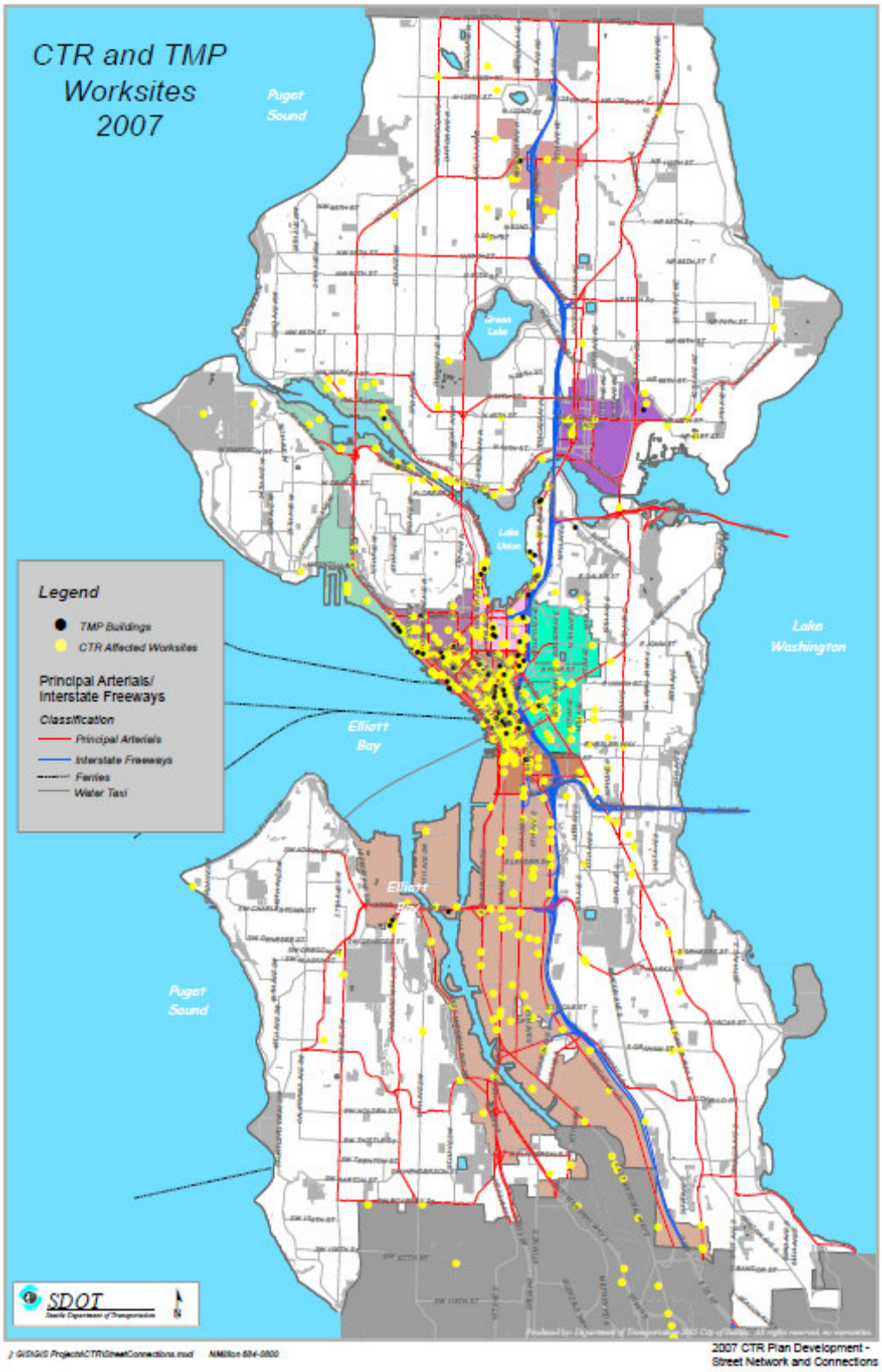


Exhibit #4, Map #4 Seattle's Bicycling Facilities with Urban Centers

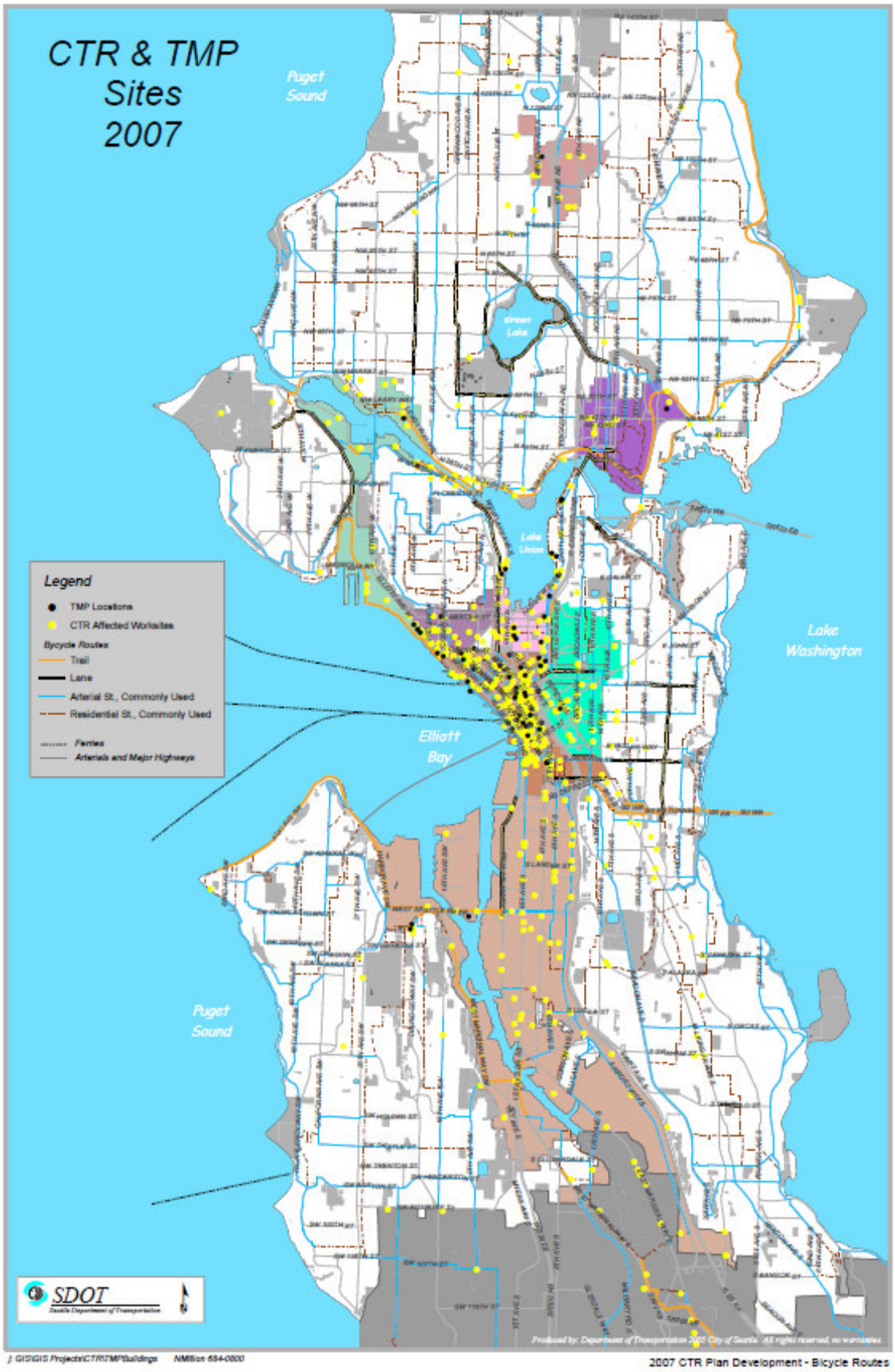


Exhibit #5
Map #5 Seattle's Sidewalk System with Urban Center Designations

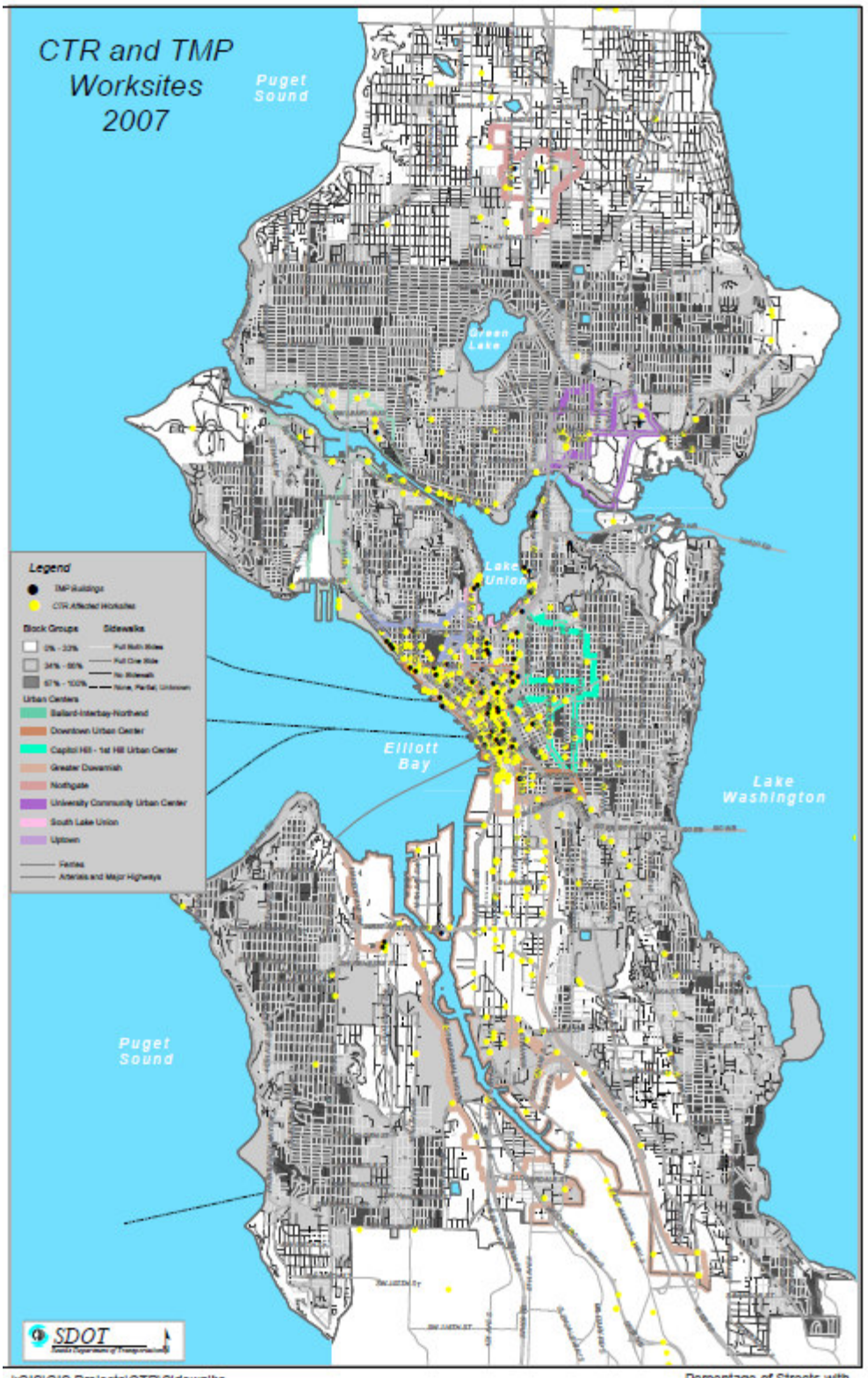


Exhibit #6a Local Transit Service Routes Transmittal Letter

King County
Department of Transportation
Metro Transit

Yesler Building, YES-TR-0650
400 Yesler Way
Seattle, WA 98104-2683

June 19, 2007

Ms. Kathleen S. Anderson,
Administrator, Commute Trip Reduction
City of Seattle
P.O. Box 34996
Seattle, WA 98124

RE: Basic Transit Data for CTR Planning

Enclosed you will find transit data compiled by King County Metro to assist your jurisdiction in preparing your Commute Trip Reduction Plan as required under the 2006 Commute Trip Reduction (CTR) legislation. This packet includes:

1) Transit Routes (map). This map indicates all Metro and Sound Transit routes and major transit facilities located within your jurisdiction. Route numbers are indicated and the map distinguishes between peak period and all day services.

2) Active CTR Sites (map). The Active CTR Sites map locates each affected CTR site within your jurisdiction, and indicates each site's transit mode share. It also shows bus stops located near each CTR site, and indicates a one-quarter mile transit access buffer along transit routes.

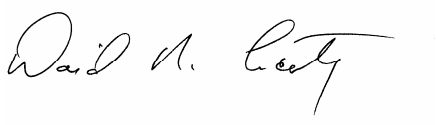
3) Route Frequency (map). The Route Frequency map categorizes service levels on each route *as it travels to your jurisdiction* The intent of this map is to help you gauge the utility of existing transit service in getting commuters to the affected worksites located in your jurisdiction.

4) Summary Route Information (Table). This table provides additional information about the transit routes serving your jurisdiction to help you assess opportunities and gaps for meeting your CTR needs.

5) Planned Transit Improvements (narrative). Two items are provided that described future transit improvements. Transit Now Ordinance 15582 describes service improvements identified for funding through revenue raised by the additional sales tax approved by voters in November 2006. Also included is Section Four of the Six-Year Transit Development Plan, adopted in September 2002, which describes the overall service strategy for the King County Metro transit system.

We trust this information will be useful in preparing your CTR plans in the coming months. Please call Tim Apicella at 206-684-2171 with any questions.

Dave Lantry



Supervisor
King County Commute Trip Reduction Services

Exhibit Map #6 Map of Local Transit Service Routes

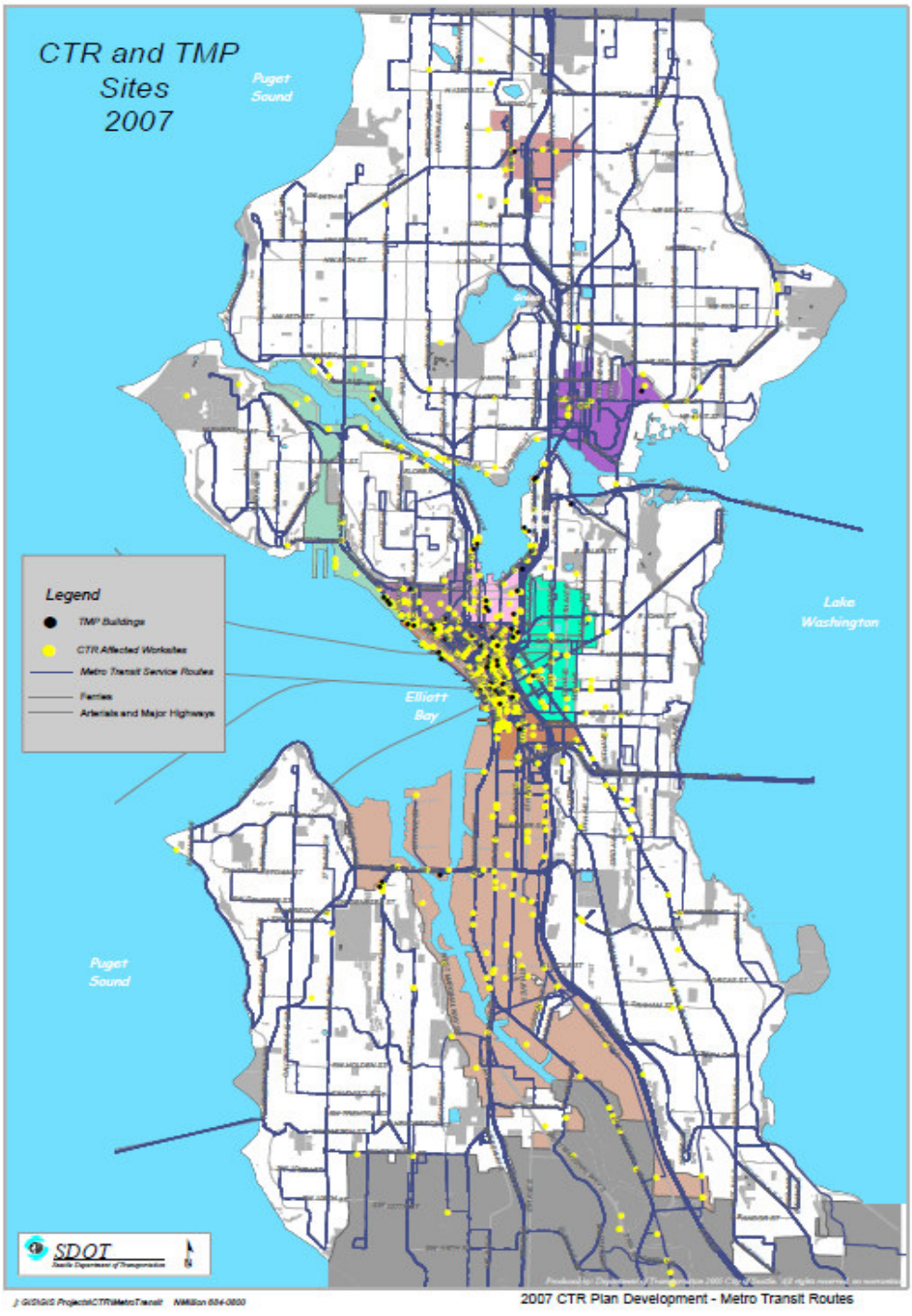


Exhibit #7
Seattle Transit Service Routes Provided by King County Metro

SEATTLE /NORTH KING COUNTY SUBAREA

Bold face type indicates combined frequency with other routes/variants. (Span will show for this variant only)

Shaded cells indicate improvements in span and/or frequency

Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
1	Kinnear - West Seattle Center - Seattle CBD		530-1900	630-1900	1130-1800	15	20			30	30
1 SH	Kinnear - West Seattle Center		1930-000	1930-000	600-1100; 1830-000			30	30		
2 N	West Queen Anne - West Seattle Center - Seattle CBD		500-100	600-100	600-100	30	30	30	30	30	30
2 S	Madrona Park - First Hill - Seattle CBD		500-030	615-030	600-030	15	15	30	30	15	30
2 EX	West Queen Anne - Seattle CBD		Peak			(13, 15)					
3 N	North Queen Anne - East Seattle Center - Seattle CBD	Improve weekday midday frequency to 30-minutes	645-1845	745-1845		15-20	30			30	
3 S	Madrona - Central District - Seattle CBD		545-015	615-015	600-015	15-20	30	30	30	30	30
3 S TB	Central District - Seattle CBD	Improve weekday midday frequency to 7.5-minutes. (Combined with 3S and 4S)	830-1530			**7.5-10**	**7.5**	**15**	**15**	**15**	**15**
4 N	East Queen Anne - East Queen Anne - Seattle CBD	Improve weekday midday frequency to 30-minutes	630-1900	730-1900		15-20	30			30	
4 N NT	North/East Queen Anne - East Seattle Center - Seattle CBD		530-630; 1900-100	600-715; 1900-100	600-100			30	30		30
4 S	Judkins Park - Central District - Seattle CBD		500-000	600-000	615-000	15-20	30	30	30	30	30
5 5 ALT	Shoreline CC - Greenwood - Phinney Ridge - Seattle CBD	Improve Monday-Saturday daytime and evening to 15-minutes. Delete service to Northgate; all trips serve Shoreline Community College.	445-100	545-100	545-100	15	15	15	30	15	15
5 EX	Greenwood - Phinney Ridge - Seattle CBD		Peak			(6, 6)					
7 S	Prentice Street - Rainier Beach - Columbia City - Seattle CBD		445-330	545-330	545-330	20	20	30	30	20	30
7 S TB	Rainier Beach - Columbia City - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes (combined with 7 S)	500-2200	700-2200	1130-1800	**10**	**10**	**15**	**30**	**10**	**15**
7 EX	Prentice Street - Rainier Beach - Columbia City - Seattle CBD		Peak			(9, 10)					
7 N		Change route number to 9.									
7 N TB		Change route number to 9 TB.									
8	Central District - Capitol Hill - Seattle Center		545-1830			30	30				

SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
8 TB	Capitol Hill - Seattle Center	Improve weekday midday frequency to 15-minutes.	600-2330	830-2330	830-2130	**15**	**15**	30	30	30	30
9	University District - Broadway - Seattle CBD	Existing route 9 deleted and route number assigned to former route 7 N.	500-100	600-100	615-100	20	20	30	30	20	30
9 TB	Broadway - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes. (Combined with 9)	630-2200	730-2200	1130-1800	**10**	**10**	**15**	**30**	**10**	**15**
10	Capitol Hill - Seattle CBD	Improve weekday midday frequency to 10-minutes	500-100	600-100	615-100	10	10	30	30	15	30
11	Madison Park - capitol Hill - Seattle CBD		500-115	600-115	600-115	10-15	30	30	60	30	30
12	Interlaken Park - First Hill - Seattle CBD	Improve weekday midday frequency to 20-minutes	600-2300	600-2300	615-2300	10-20	20	30	30	30	30
12 TB	First Hill - Seattle CBD	Improve weekday midday frequency to 10-minutes. (Combined with 12)	900-1730	715-1745		**10**	**10**	**30**	**30**	**15**	**30**
13	Seattle Pacific University - Queen Anne - West Seattle Center - Seattle CBD		600-2315	615-2315	615-2315	15-20	30	30	30	30	30
14 N	Summit - Seattle CBD		515-015	615-015	630-015	15	30	30	30	30	30
14 S	Mount Baker - S. Jackson St. - Seattle CBD		530-100	600-100	600-100	15	30	30	30	30	30
15	Blue Ridge - Crown Hill - Ballard - West Seattle Center - Seattle CBD		545-130	630-130	630-130	20	20	30	30	20	30
15 EX	Blue Ridge - Crown Hill - Ballard - Seattle CBD		Peak			(8, 8)					
16	Northgate - East Green Lake - Wallingford - East Seattle Center - Seattle CBD		445-115	545-115	545-115	20	20	30	30	20	30
16 EX	NSCC - East Green Lake - Seattle CBD		Peak			(8, 6)					
17	Sunset Hill - Ballard - SPU - Westlake - Seattle CBD		515-015	630-015	630-015	10-30	30	30	30	30	30
17 EX	Sunset Hill - Ballard - Seattle CBD		Peak			(5, 5)					
18	North Beach - Loyal Heights - Ballard - West Seattle Center - Seattle CBD		530-100	630-100	700-100	20	20	30	30	20	30
18 EX	North Beach - Loyal Heights - Ballard - Seattle CBD		Peak			(7, 6)					
19	West Magnolia - Seattle CBD		Peak			(4, 6)					
20		Route deleted and replaced by routes 120 (Delridge Way) and 135 (Shorewood)									

Seattle Transit Service Routes Provided by King County Metro
(Exhibit #7 continued)

SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
21	Arbor Heights - Roxhill - High Point - Seattle CBD		445-115	600-115	545-115	30	30	30	30	30	30
21 EX	Arbor Heights - Roxhill - High Point - Seattle CBD		Peak			(9, 9)					
22	White Center - Gatewood - West Seattle Jct. - Seattle CBD		500-1900	615-1900	630-1900	30	30			30	60
23	White Center - Highland Park - Seattle CBD	New route replacing routes 136 and 137 between White Center and Seattle CBD	530-100	600-100	600-100	30	30	30	60	30	30
24	West Magnolia - Central Magnolia - Seattle CBD		530-100	600-100	600-100	15-30	30	30	30	30	30
25	U. District - Montlake - Seattle CBD	Truncate at each end to operate between U. Way/Campus Parkway and 3rd/Pine Street.	600-1800			30	45				
26	East Green Lake - Latona - Fremont - Dexter Ave - Seattle CBD	Operate on 3rd Avenue in Downtown Seattle.	515-115	600-115	645-115	15-30	30	30	30	30	30
26 EX	East Green Lake - Latona - Seattle CBD		Peak			(6, 5)					
27	Colman Park - Leschi - Seattle CBD	Through route with route 28.	600-100	600-100	700-100	15-20	30	60	60	30	60
28	Broadview - Whittier Heights - Ballard - Fremont - Dexter Ave - Seattle CBD	Through route with route 27. Operate on 3rd Avenue in Downtown Seattle.	515-1845	600-1800			30			30	
28 TB	Whittier Heights - Ballard - Fremont - Dexter Ave - Seattle CBD	Through route with route 27. Operate on 3rd Avenue in Downtown Seattle.	Peak			30					
28 SH	Broadview - Whittier Heights - Ballard - Fremont		1900-130	1900-130	630-130			30	30		30
28 EX	Broadview - Whittier Heights - Ballard - Seattle CBD		Peak			(9, 8)					
30	Laurelhurst - U. District	Replaces route 25 service to Laurelhurst. Through route with route 67 to Northgate.	600-1830			30	30				
31	Magnolia - SPU - Fremont - Wallingford - U. District		600-1845	615-1845		30	30			30	
32	Rainier Beach - South Beacon Hill - Seattle CBD		Peak			(6, 4)					
33	Discovery Park - East Magnolia - Seattle CBD	Through route with route 39. Improve Monday-Saturday daytime frequency to 30-minutes.	530-2215	600-2200	545-2200	15-30	30	60		30	45
35	Seattle CBD - Harbor Island		Peak			(2, 2)					
36	Rainier Beach - South Beacon Hill - Beacon Hill - Seattle CBD		445-115	530-115	545-115	30	20	30	30	30	30
36 TB	Beacon Hill - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes. (Combined with 36)	500-2100	530-2100	900-1830	10	10	15	30	15	15

SEATTLE /NORTH KING COUNTY SUBAREA

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			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
37	West Seattle Jct. - Alki - Seattle CBD		Peak	1200-1600		(9, 11)				(2, 2)	
38	SODO - Beacon Hill - Rainier Valley	Extend service from Beacon Hill to SODO via S. Holgate St.	630-2130	730-2130	730-2130	30	30	30		30	30
39	Rainier Beach - Seward Park - Columbia City - Seattle CBD	Terminate at Rainier Beach (See route 126). Through route with route 33.	600-1830	600-1800		30	30			30	
39 SH	Rainier Beach - Seward Park - Columbia City - VA Hospital	Terminate at Rainier Beach (See route 126).	1900-2200		1100-1800			60			60
41	Lake City - Northgate - Seattle CBD		600-000	600-000	600-000	15	15	30	30	15	30
41 TB	Northgate - Seattle CBD		Peak			(26, 24)					
42	Rainier View - Rainier Beach - MLK Jr Way - Seattle CBD	Operate on 3rd Avenue in Downtown Seattle.	500-2345	545-2345	545-2345	30	30	30	30	30	30
42 EX	Rainier View - Rainier Beach - MLK Jr Way - Seattle CBD		Peak			(5, 5)					
43	U. District - Montlake - Capitol Hill - Seattle CBD		530-100	600-100	545-115	15	15	30	30	15	15
44	Ballard - Wallingford - U. District	Improve weekday daytime frequency to 10-minutes.	500-130	530-130	530-130	10	10	15	30	15	15
45		Delete route and reinvest hours into route 74 (Seattle Center - U. District)									
46		Delete route and reinvest hours into route 44 (Ballard - U. District)									
48 N	Loyal Heights - Greenwood - East Green Lake - U. District	Improve weekday evening frequency to 15-minutes	600-2330	630-2330	630-2330	10	15	15	30	15	30
48 N EX	Loyal Heights - Greenwood - U. District		Peak			(3, 3)					
48 S	Rainier Beach - MLK JR. Way - Central District - U. District		600-1900	630-1900		30	30			30	
48 S ALT	Columbia City - Central District - U. District		700-1830	700-1900		30	30			30	
48 S TB	Rainier Valley - Central District - U. District	Improve weekday evening frequency to 15-minutes	545-2330	645-2330	700-2330	15	15	15	30	15	30
51	West Seattle Jct. - Genesee Hill - Admiral District		545-1900	545-1830	630-1830	30	30			30	30
53	West Seattle Jct. - Alki - West Seattle Jct.		815-1615				60				
54	White Center - Fauntleroy - West Seattle Jct. - Seattle CBD		515-100	545-100	530-100	30	30	30	30	30	30

Seattle Transit Service Routes Provided by King County Metro
(Exhibit #7 continued)

SEATTLE /NORTH KING COUNTY SUBAREA											
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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
73	Jackson Park - Maple Leaf - Cowen Park - U. District - Eastlake - Seattle CBD	Improve frequency to 30-minutes at all times when operating.	500-600; 2100-100	600-700; 2100-100	600-930; 1800-100				30		
73 EX	Jackson Park - Maple Leaf - Cowen Park - U. District - I-5 - Seattle CBD	Improve frequency to 30-minutes at all times when operating. See route 78 for peak service between Jackson Park and U. District.	900-1500; 1900-2100	700-2100	1000-1800		30	30		30	30
73 TEX	U. District - I-5 - Seattle CBD	Improve Monday-Friday daytime service to 7.5 minutes.	700-2030	700-1900		5-7.5	7.5	10		10	15
74	Sand Point - Ravenna - U. District - Fremont - Westlake - Seattle Center	Extend to Seattle Center daily until 11:30 PM.	500-2330	600-2330	600-2330	30	30	30	30	30	30
74 TB	Sand Point - Ravenna - U District		2330-030	2330-030	2330-030				30		
74 EX	Lake City - Sand Point - Ravenna - U. District - Seattle	Begin and end trips in Lake City; operate via Sand Point Way	Peak			(5, 6)					
75	Ballard - Loyal Heights - Northgate - Lake City - Sand Point - U. District		615-000	830-000	830-000	30	30	60	60	30	60
75 TB	Lake City - Sand Point - U. District	Add trips to provide longer span of 15-minute service during peak periods.	Peak			15					
76	Wedgwood - View Ridge - Roosevelt - Seattle CBD		Peak			(10, 9)					
77	Jackson Park - Maple Leaf - Seattle CBD		Peak			(9, 7)					
78	Jackson Park - Maple Leaf - Cowen Park - U. District	Convert to two-way operation and improve to 30-minute frequency.	Peak			30					
79	Lake City - Ravenna - Roosevelt - Seattle CBD		Peak			(5, 5)					
81	Seattle CBD - Ballard - Crown Hill - Seattle CBD		OWL	OWL	OWL						
82	Seattle CBD - Queen Anne - Green Lake - Greenwood - Seattle CBD		OWL	OWL	OWL						
83	Seattle CBD - U. District - Ravenna - Seattle CBD		OWL	OWL	OWL						
84	Seattle CBD - Central District - Madison Park - Seattle CBD		OWL	OWL	OWL						
85	Seattle CBD - White Center - West Seattle - Seattle CBD		OWL	OWL	OWL						
97 EX	World Trade Center - Seattle CBD		700-900; 1600-1900			10					
99	International District - Pier 70		700-1800	1015-1815	1015-1815	30	20			20	20

SEATTLE /NORTH KING COUNTY SUBAREA											
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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
101	Fairwood - Renton - Seattle CBD		Peak			(6, 7)					
101 TB	Renton - Seattle CBD	Add two trips in each peak period.	515-2145	645-2200	815-2200	5-10	30	30		30	30
106	Renton - Skyway - Rainier Beach - Seattle CBD		500-045	545-045	645-045	15-30	30	30	60	30	30
107	Rainier Beach - West Hill - Renton		445-015	530-015	630-015	30	30	60	60	60	60
113	Shorewood - White Center - Seattle CBD		Peak			(6, 5)					
114	Renton Highlands - Newcastle - Seattle		Peak			(5, 4)					
116	Fauntleroy - Seattle CBD	Reduce PM Peak period trips to 2. Alternative trips exist on routes 54 EX and 570.	Peak			(10, 2)					
120	Burien - Ambaum - White Center - Delridge - Seattle CBD	New route serving Ambaum Way and Delridge Way between Burien and Seattle CBD.	500-030	600-030	600-030	15	15	30	30	30	30
120 TB	White Center - Delridge - Seattle CBD	Additional trips between White Center and Seattle CBD.	Peak			7.5					
124		Route deleted and partially replaced by routes 126 and 163.									
126	Rainier Beach - Allentown - McMicken Hts. - Southcenter	New route between Rainier Beach and Southcenter via Allentown and McMicken Hts.	500-2000	600-1900	1000-1900	30	60			60	60
128	Admiral District - West Seattle Jct. - SSCC - White Center - Riverton Hts. - Southcenter	Extend to Admiral District at all times. Improve weekend frequency to 30-minutes.	500-2200	700-2200	700-2000	30	30	30		30	30
128 TB	Admiral District - West Seattle Jct. - White Center	Provide 30-minute Sunday evening service between Admiral District and White Center			2000-2200						
128 SH	Admiral District - West Seattle Jct.	Replace route 55 SH between Admiral District and West Seattle Jct.	2200-100	2200-100	2200-100				30		
130	Highline CC - Des Moines - Burien - Park Lake - South Park - Seattle CBD		1515-030	615-030	600-030			60	60	60	60
130 TB	Burien - Park Lake - South Park - Seattle CBD		545-1730			30	60				
132	Highline CC - Des Moines - Burien - Riverton Hts. - South Park - Seattle CBD		500-600; 1500-115	645-115	630-115			60	60	60	60
132 TB	Burien - Riverton Heights - South Park - Seattle CBD	Improve weekday midday and early evening (combined with 132) frequency to 30-	500-2030			30	30	30			

Seattle Transit Service Routes Provided by King County Metro
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SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
301 EX	Shoreline – Seattle CBD	Delete Richmond Beach loop.									
302	Aurora Village - Shoreline CC - Four Freedoms - NSCC - Seattle CBD	Expand span to 10:30 PM everyday. Improve to 30-minute frequency at all times.	500-2230	630-2230	630-2230	30	30	30		30	30
304	Richmond Beach - NE 145th St - Seattle CBD		Peak			(5, 5)					
306	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(5, 6)					
307		Delete route and replace with routes 41 and ST 522.									
308		Delete route and replace with revised route 315.									
312	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(13, 16)					
312 TEX	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(6, 4)					
314	Lake Forest Park - Shoreline - Shoreline CC		Peak			40					
315	Lake Forest Park - Ballinger Terrace - North City - Northgate	Route to Lake Forest Park. Expand span to 10:30 PM everyday. Improve to 30-min freq. at all times.	500-2230	630-2230	630-2230	30	30	30		30	30
317	Aurora Village - Meridian Ave N - Haller Lake - Northgate	Improve to 30-minute frequency Mon-Sat evenings and Sunday.	500-2330	630-2330	630-2330	30	30	30	60	30	30
341	Aurora Village - Ballinger Terrace - Lake Forest Park - Finn Hill - Totem Lake	Operate to Totem Lake instead of Bothell. Reduce Sunday span to 9 AM to 6 PM.	600-2100	700-2100	900-1800	30	60	60		60	60
342	Shoreline P&R - Ballinger Terrace - Kenmore - Bothell - Bellevue – Renton		Peak			(6, 6)					
355	Shoreline CC - Greenwood - Seattle CBD		Peak			(10, 10)					
358	Aurora Village - Aurora Ave North - Seattle CBD	Improve to 15-min frequency Mon-Sat until 9 PM and Sunday daytimes.	500-100	600-100	600-100	5-15	15	15-30	30	15	15
370	Aurora Village – Shoreline – U. District		Peak			(4, 5)					
372	Woodinville - North Creek - Bothell - Kenmore - Lake Forest Park - Lake City - U. District	Improve to all-day weekday service in both directions.	530-2100			30	30	60			

SEATTLE /NORTH KING COUNTY SUBAREA

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			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
372 TB	Kenmore - Lake Forest Park - Lake City - U. District		Peak			(3, 4)					
570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
522	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Downtown Seattle		500-100	600-100	600-100	30	30	30	60	30	30
555	Issaquah P&R - Eastgate P&R - Bellevue - Montlake – Northgate		Peak			30					
570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
943	Shoreline P&R - I-5/65th P&R - First Hill		Peak			(5, 5)					

Exhibit #8
Map # 7: COMMUNITY TRANSIT SERVICE
SNOHOMISH COUNTY—>SEATTLE DOWNTOWN URBAN CENTER

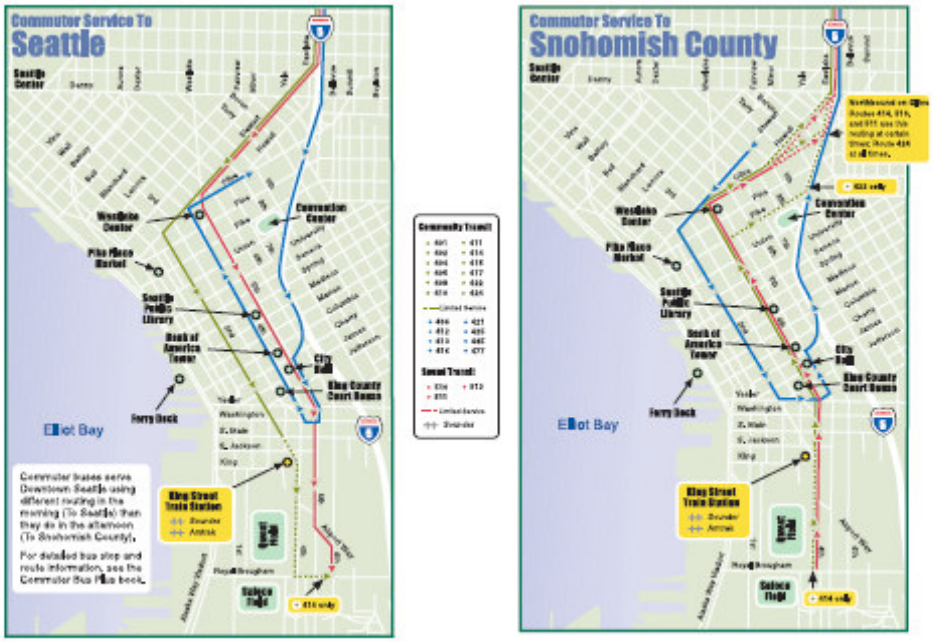

Exhibit #9
MAP #8 Community Transit and Sound Transit Service

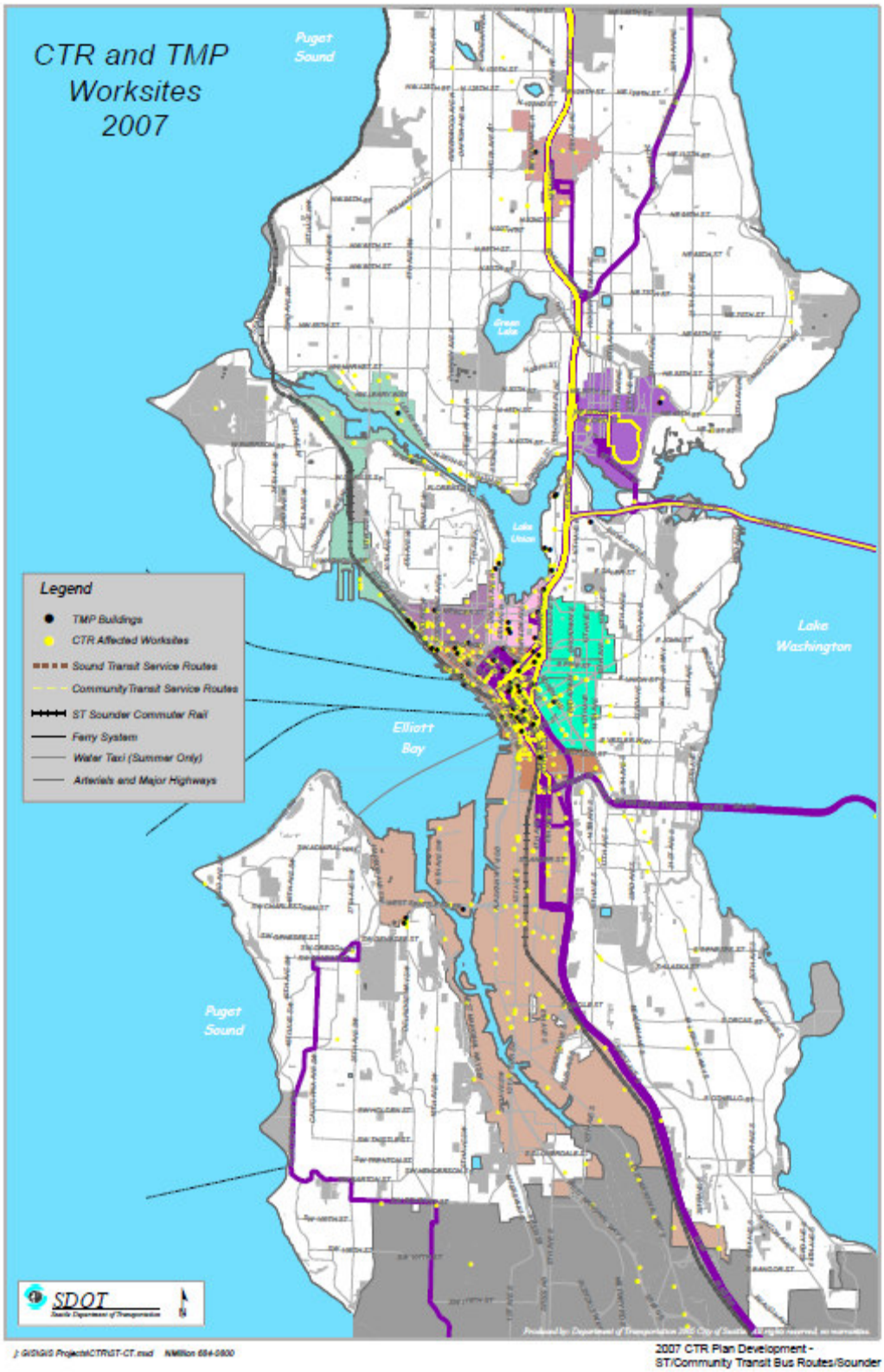

Exhibit #10
Map #9 Percentages of Workers Commuting by Bicycle (US Census 2000)

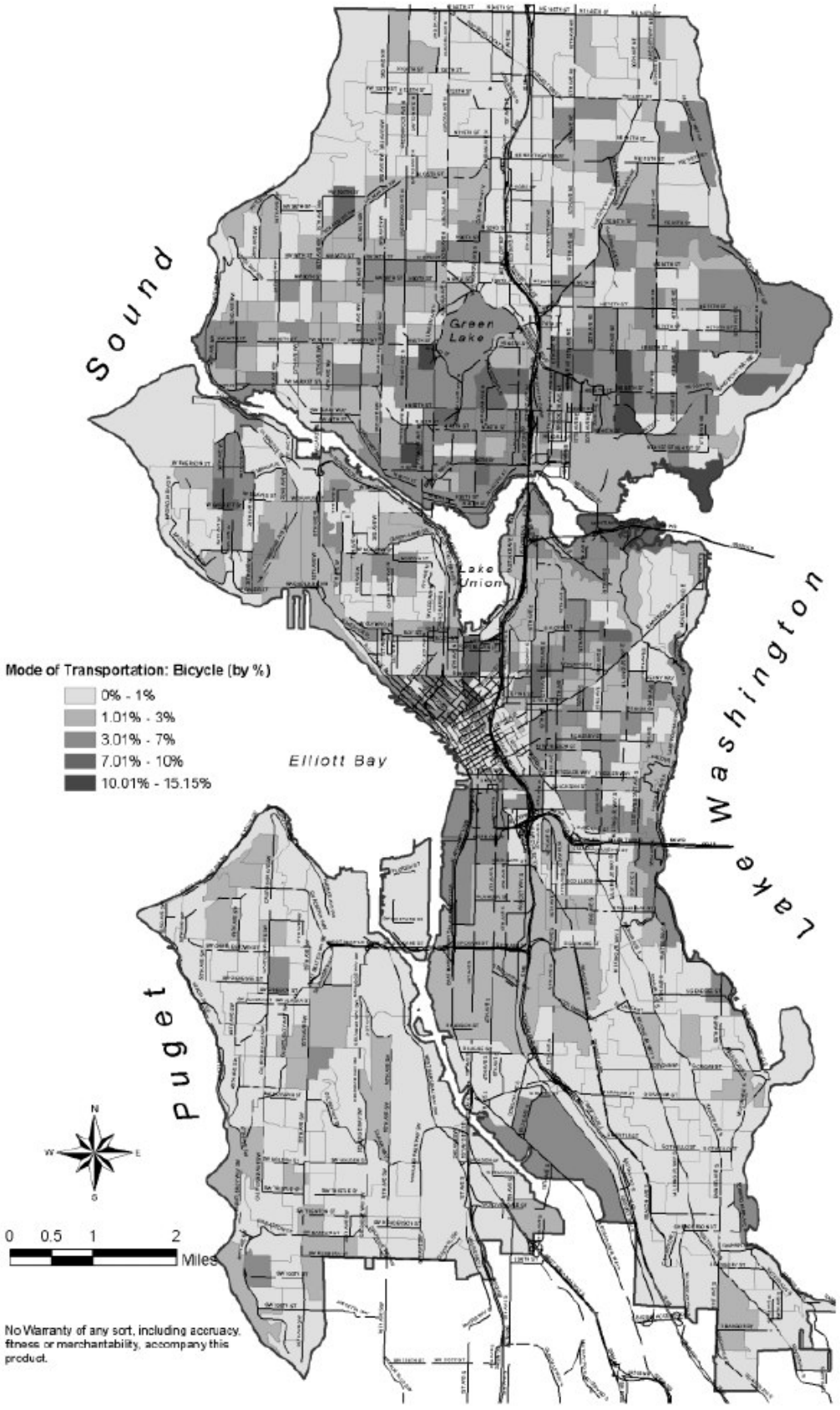

Exhibit #11

Map #10 Percentages of Workers Commuting by Foot (U.S. Census 2000)

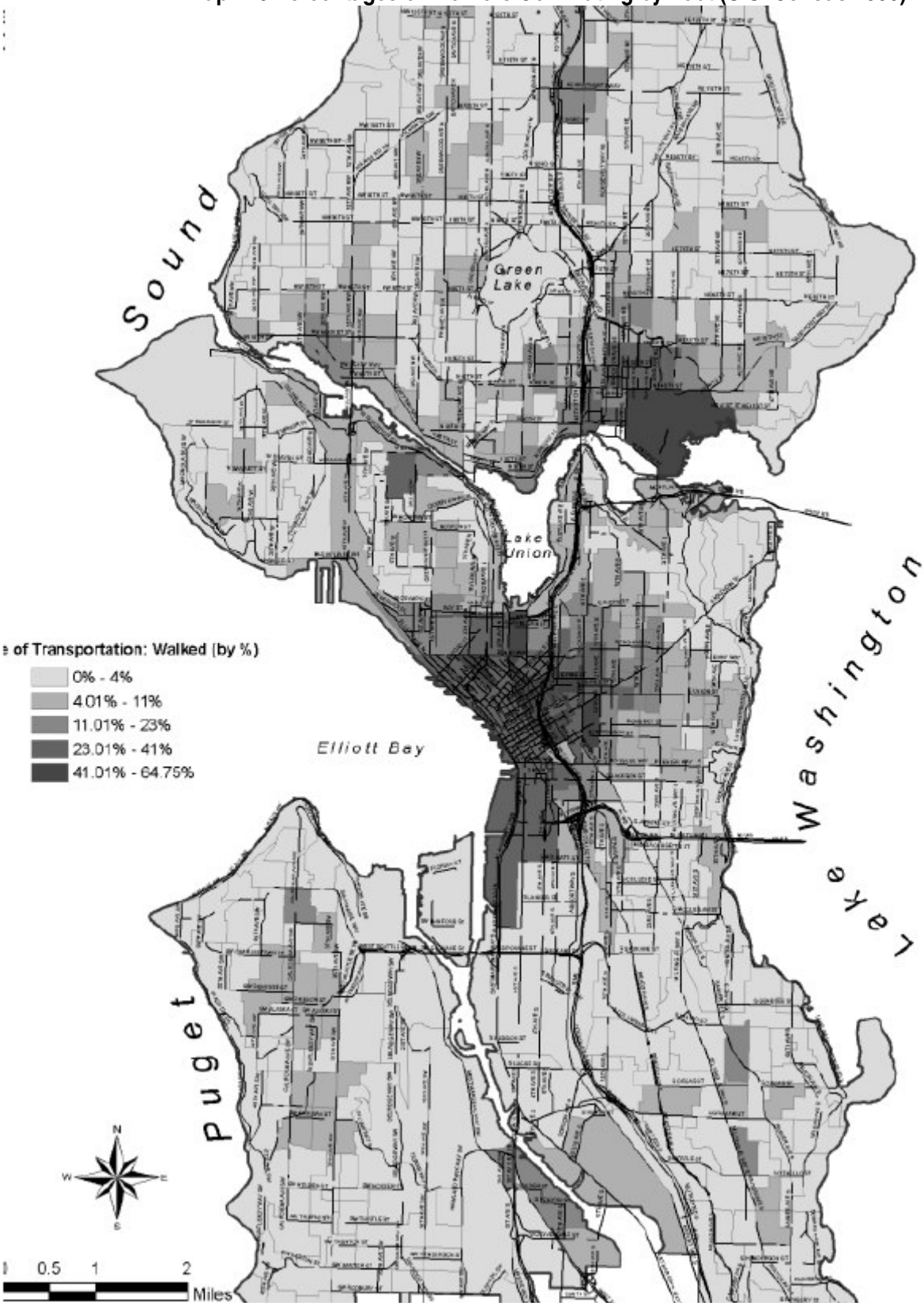

Exhibit #12
Map #11 Sidewalk Inventory

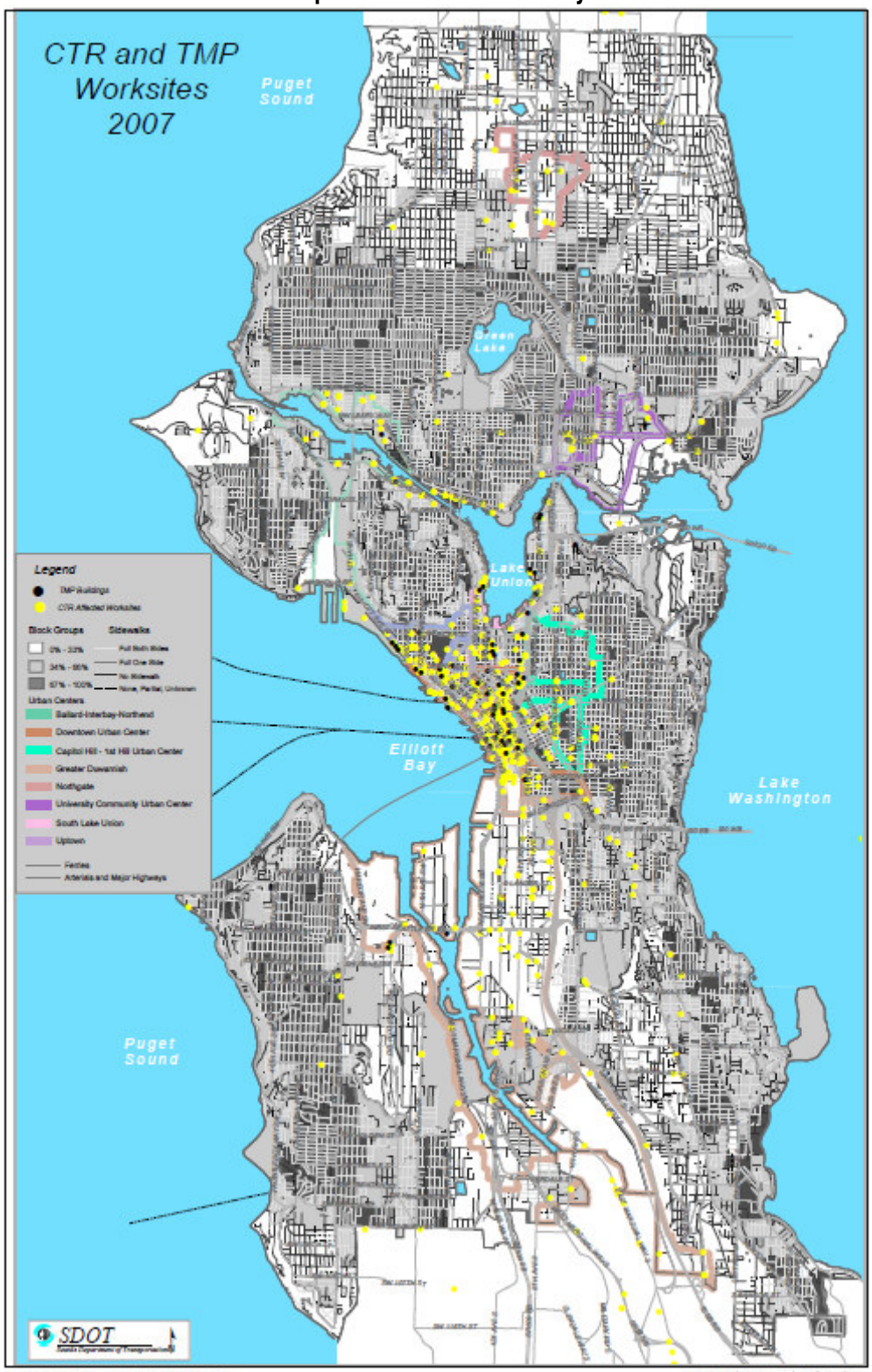

Exhibit #13
Map #12, Seattle's Future Transit Network

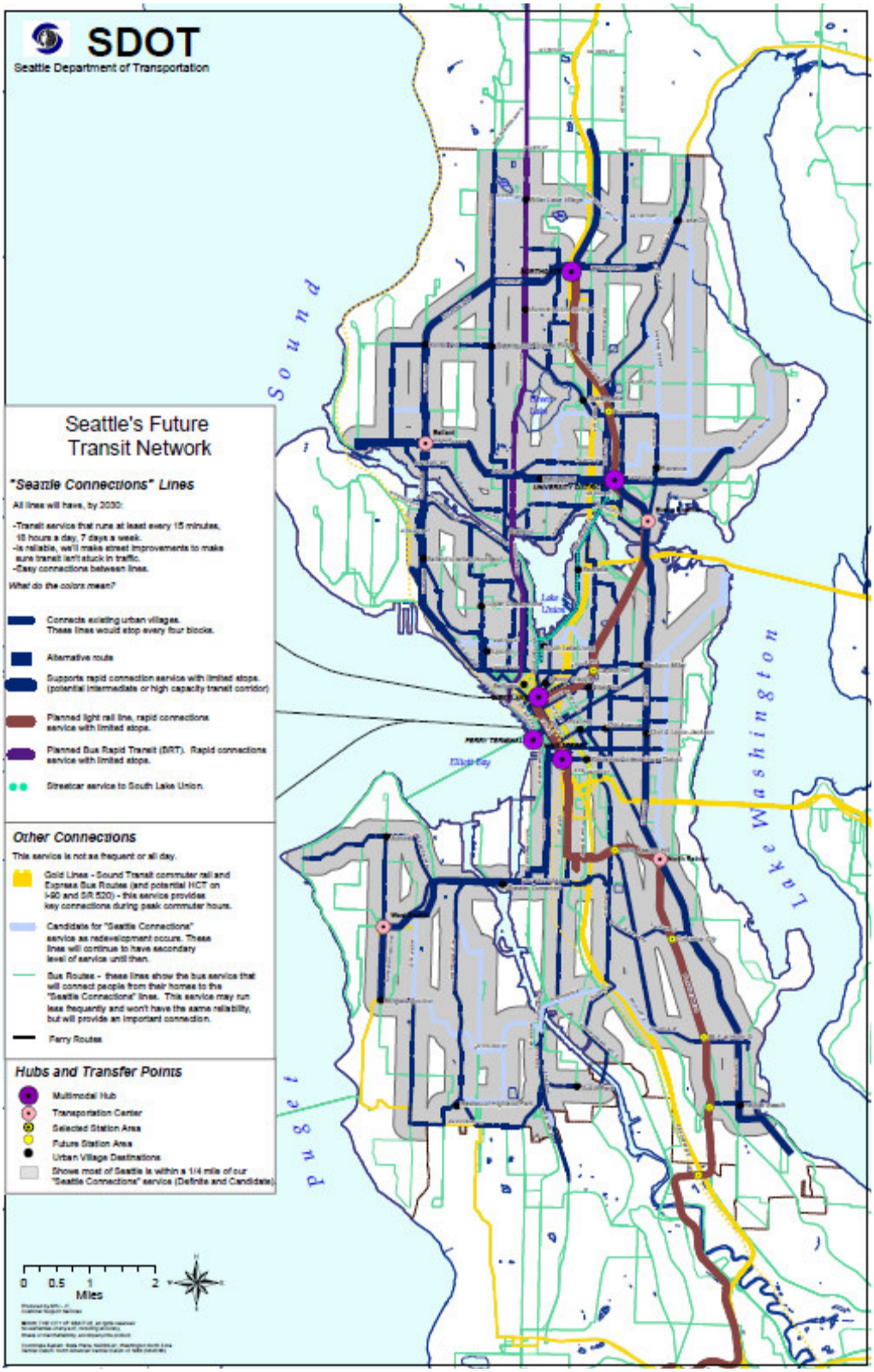

Exhibit #14
Map #13 2007-08 Major Public Works Projects

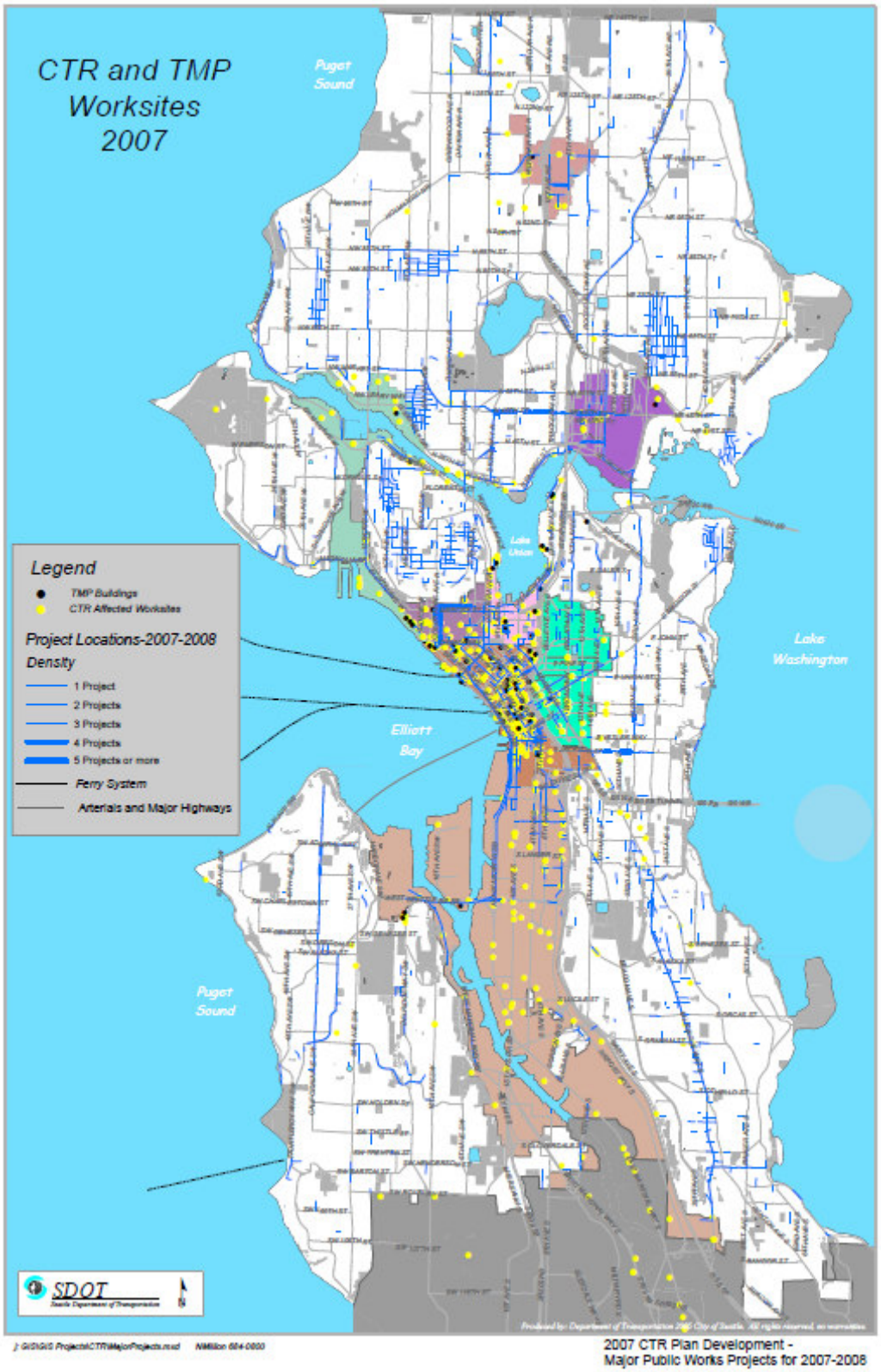

Exhibit #15
TRANSPORTATION MANAGEMENT PROGRAMS (TMPs)

In order to meet the environmental and transportation goals of the City of Seattle as outlined in its Comprehensive Plan and related documents, Seattle Municipal Code Chapter 25.05 authorizes the Department of Planning & Development (DPD) to grant, condition or deny permit applications for construction and use of public or private proposals that are subject to environmental review. When in the course of environmental review the City finds adverse traffic or parking impacts associated with either a single development or the cumulative effects of multiple projects, the City may subject a project's proponent(s) to mitigation measures by requiring the development and maintenance of a transportation management program (TMP). (*See* SMC Section 25.05.675: (B) Construction Impacts, (M) Parking, (R) Traffic and Transportation, and Section 25.05.670, Cumulative Effects Policy.). Map #3**, Exhibit #3 on page 5,** displays the TMP-affected buildings in Seattle as small black dots.

TRANSPORTATION MANAGEMENT PROGRAM

Project Name:_____

Project Address_____

Master Use Permit File No. _____

[This program is not considered final and acceptable to the City until signed by all parties and recorded with King County Division of Records and Elections.]

Part I
GOALS

The goals for this project shall be to achieve a ____ percent (____%) maximum single-occupant vehicle (SOV) commute trip rate within two years after the site's initial survey, and to achieve a ____ percent (____%) maximum SOV commute trip rate within four years to be maintained for the life of the project.

Part II
TRANSPORTATION MANAGEMENT PROGRAM ELEMENTS

Transportation Management Program Elements. Before the City issues a Master Use Permit or Certificate of Occupancy for this project, the applicant agrees to develop and implement an approved Transportation Management Plan (TMP) that includes the following elements unless specifically waived or designated as not applicable.

1. Building Transportation Coordinator (BTC). Before receiving a Certificate of Occupancy the applicant shall have appointed a building transportation coordinator (BTC), a permanent staff position assigned to administer the requirements of this agreement.

2. Promotion and Information. In order to ensure that employees and tenants understand TMP requirements, the applicant shall:

a. Produce a commuter information packet (CIP), a commuter benefits brochure that contains complete information about the applicant's TMP, including transportation benefits, transportation options, HOV programs and discounts, bicycling amenities, transportation subsidies, and other elements of the TMP.

b. Distribute the CIP to tenants, employees, students, other building workers and occupants and at promotional events, make copies of the CIP available in the building's Commuter Information Center.

c. Redistribute the CIP and any updates to the program to tenants, employees, students, other building workers and occupants at least once each year.

d. Update the CIP brochure and its contents as needed.

3. Commuter Information Center (CIC

4. Tenant Participation. The applicant shall require tenants to work with the office of the BTC for trip reduction activities and to provide information to tenants' employees.

5. Ride-match Opportunities. The applicant shall coordinate ridesharing programs among building tenants and their employees, provide ride-match services within the building or engage other ride-match facilitators to provide this service.

6. Site Improvements. The applicant shall make the following site and access improvements required by the City pursuant to the Land Use Code, Traffic Code, trip reduction laws, and similar regulations intended to mitigate traffic and environmental impacts.

a. Adequate Maneuvering Space for HOVs. Height clearance and turning radii for vanpool vehicles and similar HOVs shall be sufficient to accommodate their use.

b. Shower and Locker Facilities. The applicant shall provide shower and locker facilities in a location approved by the City.

c. Pedestrian and Bicycle Pathways. The applicant shall provide marked and paved pedestrian and bicycle pathways that link to adjacent walkways and bikeways, lanes or trails located in the public right-of-way.

7. Site Inspections.

8. Trip Reduction Networking Groups.

9. Parking Management Elements.

a. Parking Fees: Fees for parking shall be at market rates but structured so that short-term parking (e.g., parking for customers, visitors, or patients) costs less per hour than long-term parking (e.g., parking for full-time employees). To accommodate this objective:

(i) There shall be no discounted or favorable pricing for long-term parking (e.g., no "early bird specials"), except for introductory rates for newly-formed carpools, registered vanpools and free parking for bicycles.

(ii) The monthly parking rates shall be comparable to the monthly market rate for parking in comparably sized and located private facilities in the immediate vicinity, or shall conform to the requirements in the DPD Director's analysis and decision for the site.

(iii) The rate structure shall be established so that it is more advantageous to short-term parking; that is, it will cost less per hour than long-term SOV parking, even when such long-term parking is paid for on a monthly or annual basis.

(iv) Registered vanpools may park free of charge.

b. "Unbundling" Parking in Building Space Leases: The applicant shall not "bundle" the price of parking spaces into the price of building space but shall set the price for parking spaces at market value and sell them separately from the sale of building space.

c. Parking Operations: Preferential parking locations for HOV and short-term parking.

d. Bicycle Parking. Provide free, covered, secure parking for bicycles..

10. Promote and Encourage Alternative Work Schedules.
11. Car-sharing vehicle or program.
12. Promote and Encourage Telecommuting.
13. Guaranteed Ride Home Program.
14. On-site Transit Pass Sales.
17. Annual Reporting.

Exhibit #16
Street Design Standards

Seattle is very progressive in its design standards. While the City's standards currently meet or exceed State requirements, the City may modify these standards and policies in the future within the context of its Complete Streets Initiative. This will make Seattle streets even more accessible for all users and increase the transportation choices available. The Bicycle and Pedestrian Master Plans outline in detail the changes that Seattle will incorporate into the standards for work performed in the public right-of-way.

Travel Lanes

Seattle streets are classified as arterials or non-arterials (neighborhood streets). The non-arterials are generally lower volume roadways with pavement widths varying between 20' and 40'. Centerline striping is not provided on non-arterials and bicycles most commonly share the travel way with motor vehicles.

Design Criteria: ROWIM3: Through traffic lane – 11 feet
Curb lane – 12 feet
Bus only lane – 12 feet
Wide outside lane (vehicle/bicycle) – 14 feet
Wash DOT: 11 feet min; varies based upon speed and road classification
AASHTO: 10 feet minimum; 11-12 feet preferred in urban areas4

Design Considerations: AASHTO provides flexibility in the establishment of lane width by discussing the merits of reduced lane width for interrupted-flow operating conditions and constrained conditions. AASHTO also states that "local practice and experience regarding lane widths should also be evaluated.5" The consideration of narrow travel lanes should also take into account truck and bus volumes.

Bicycle Lanes

Design Criteria:
Curb or adjacent to parking:
ROWIM – 5 feet, min.
WSDOT – 5 feet, min.
AASHTO – 5 feet, min.
No curb or parking:
ROWIM – 4 feet, min.
WSDOT – 4 feet, min.
AASHTO – 4 feet, min.

Design Considerations: The minimum width for a bicycle lane adjacent to parking lane is 5'. A bicycle lane adjacent to the edge of the road without a curb may be 4' in width. Bicycle lane stripes are recommended to be 6-inch-wide solid white line. In locations with on-street parking, two stripes should be used to define a bicycle lane: one stripe on the travel-lane side, and one stripe on the parking-lane side of the bicycle lane. These stripes should be dashed in areas where motorists can be expected to merge across the bicycle lane. The design of bicycle lanes wider than 6' should be carefully considered as they can appear to be vehicular travel lanes to motorists. A buffered bicycle lane can encourage bicyclists to ride away from the opening doors of parked vehicles by adding pavement markings to the bike lane. This treatment could be particularly useful to delineate the dooring area where:

- Bicycle lanes are adjacent to 7- or 8-foot parking
- Bicycle lanes adjacent to high turnover parking
- Locations of "dooring" complaints

Buffered bicycle lanes also may be considered on steep roadways where higher bicycle speeds can be expected and where more severe dooring crashes can be expected. Buffered bicycle lanes may be accompanied by signs reminding drivers to look for bikes when opening their doors.

Shared Travel Lanes

Shared travel lanes are distinctive from travel lanes because they include shared lane markings (SLM) within the travel lane. Shared lane markings are typically applied in constrained locations where bicycle lanes are not feasible.

Design Criteria:

Shared travel lanes follow the same design criteria as travel lanes. A shared travel lane shall be marked by a shared lane marking (from the ROWIM, figure 4-18). If adjacent parking is present, the marking shall be located 12' from the curb for a 10'to 12' travel lane, and 11' from the curb for a travel lane 13' or greater. In locations where the travel lane is adjacent to curb or roadway edge, the center of the marking is placed 4' from the curb or edge.

Design Considerations:

It is desirable to have a shared travel lane be a wide outside lane of 12' to 14'. Shared travel lanes should be considered for the following situations:

- On constrained roadways that are too narrow to stripe bicycle lanes
- To delineate space within a wide outside lane where bicyclist can be expected to ride
- On multi-lane roadways where bicyclists can be expected to travel within the outside lane and motorists should be prepared to change lanes to pass bicyclists
- On roadways where it is important to increase motorist awareness of bicyclists
- On roadways where bicyclists frequently ride the wrong way
- On roadways where bicyclists tend to ride too close to parked cars

Center Turn Lanes

Center turn lanes can be utilized to remove turning vehicles from the through travel lanes. This can improve roadway capacity and potentially allow for fewer through travel lanes.

Design Criteria: AASHTO –10-16 feet7

Design Considerations*:* The width of the center turn lane should be based upon traffic volume. Careful consideration should also be given to the determination of whether a continuous center turn lane is more advantageous than a dedicated left turn lane. For roadways with lower volume turning movements it may be more beneficial to provide medians or crossing islands and dedicated left turn pockets. AASHTO recommends the use of an 11' width for continuous two-way left turn lanes.

Dedicated Turn Lanes

Similar to center turn lanes, dedicated turn lanes can be utilized to remove turning vehicles from the through travel lanes to improve roadway capacity and potentially allow for fewer through travel lanes.

Design Criteria:

ROWIM: 12 feet
Wash DOT: 11 feet min; varies based upon speed and road classification
AASHTO – 9 feet min. (arterial design speed less than 40 mph)

Design Considerations*:* The width of the turn lane should be based upon traffic volume and speed. Careful consideration should also be given to the determination of the length of the turn lane as it is often necessary to drop bicycle lanes or narrow travel lanes to install a dedicated turn lane. Bicycle lanes should be dropped up to 100' prior to dedicated turn lanes or if bicycle lanes are present, they shall be located to the left of right turn lanes and to the right of left turn lanes.

Parking Areas

Design Criteria:

ROWIM: 8 feet9 minimum
10 feet on a bus route
WSDOT: 8 feet
AASHTO: 7 feet minimum (non-arterial streets primarily accommodating passenger vehicles)
8 feet minimum (arterial)
10-12 feet10 (for use as possible through lane)

Design Considerations: The use of 7' parking adjacent to bicycle lanes or wide outside lanes in lieu of the 8' minimum may be an option where space is constrained. The addition of a bicycle lane or a wider outside lane alleviates the primary AASHTO concern of sideswiping. Research11 has found that parked vehicles can be held closer to the curb or edge of the roadway with the use of a 7' striped parking line. If bus bulbs are installed in the parking area for in-lane bus stops on express routes, they would be infrequent. Bicycle lanes can still be provided on these streets, but would be discontinuous at the express bus stop. Appropriate warning signage and markings would be provided for bicyclists and motor vehicle operators at these locations. Some streets in Seattle have a soft surface area located adjacent to the roadway that allows parking. Soft surface areas where parking is allowed that are narrower than 7' should be widened or parking should be restricted to improve safety along a roadway. If parking is allowed, an edgeline should be installed to encourage motorists to park off from the roadway. The roadway edgeline stripe is recommended to be 4-inch-wide solid white line. The designer should consider the following options in locations where parked vehicles continue to encroach on the travel way:

- increase the edgeline (parking line) width to 6-inches
- provide parking regulation signs notifying drivers to park off the traveled way
- reconstruct the shoulder with curb and gutter to define parking area

Shoulders

Soft surface shoulders are located adjacent to a number of roadways in Seattle. Soft shoulder areas provide an opportunity for improvements to the roadway cross section, but can create sub-optimal conditions for bicyclists in certain situations.

Design Criteria:

ROWIM: 5 feet (non arterial12)
WSDOT: 8 feet (parking allowed)
AASHTO: varies

Design Considerations: Shoulders that have a poorly-maintained pavement edge are not desirable for bicyclists operating close to the edge of the roadway (a common practice for bicyclists riding on roadways with narrow travel lanes). Elimination or reduction of the shoulder may be considered under the following circumstances:

- To provide space for an enhanced bicycle facility (wider travel lane or bicycle lane)
- In locations where there is excess parking capacity
- In locations where the shoulder is greater than 7' in width

If a shoulder is designated as a bicycle lane, it must be at least 4' wide.

Factors to be considered when Selecting Bicycle Facilities

Many of the factors previously mentioned (e.g., capacity, traffic volume and speed, on-street parking turnover, heavy truck volumes, etc.) are taken into consideration when determining an optimal cross section for a retrofit project. The relationship between these factors and cross section elements is a key step in the analysis process to determine an optimal cross section. Capacity, speed, volume, heavy vehicles, grades, and parking directly relate to the need for, and dimension of cross section elements. These factors are further discussed below to provide guidance to the designer to achieve increased modal balance within the constrained cross section, and provide the best possible bicycle facility.

Roadway Capacity

Roadway capacity is considered when examining the number and type of vehicular travel lanes. If a reduction in the number of travel lanes is desired, a traffic analysis should be performed to determine if that option is feasible.

Traffic Volume and Speed

Roadways with higher vehicular speed and volumes are less comfortable for cyclists, and are therefore in more need of dedicated bicycle facilities. Excess capacity can also result in higher traffic speeds. Some roads may benefit from the fewer travel lanes or conversion of travel lanes to turning lanes. Reducing traffic volume and/or speed can also allow for the installation of narrower travel lanes and turn lanes.

Heavy Vehicles

Heavy vehicles (trucks and buses) may require additional operating space on roadways. Additionally, frequent passing of bicyclists by heavy vehicles in a narrow cross section may create conflicts. The AASHTO Guide cites "if substantial truck traffic is anticipated, additional lane width may be desirable."13 The use of travel lanes below 11' is not recommended on streets with a high percentage of heavy vehicles. This guidance recommends a threshold of 10% of the ADT or greater.

Road Grade

Road grade has the largest affect on bicyclist operating speed. On steep ascents, bicyclists may be slowed to the speeds of pedestrians. On steep descents, bicyclists may exceed motor vehicle speeds. On constrained rights-of-way the designer can accommodate a bicyclist in a narrower cross section by utilizing a climbing bicycle lane in the uphill side of the road. On downhill sections that bicyclist can be directed to share the lane with motorist. This can reduce the total width required for the roadway cross section. Careful consideration should be given to placing bicycle lanes adjacent to parking on portions of roadways with steep descents (See Bicycle Lane discussion).

On-Street Parking Demand

Providing ample on-street parking is often considered an important need by the general public, and efforts to reduce or eliminate it can be met with strong opposition. However, the reduction or elimination of parking should be considered in areas where bicyclists are constrained to riding too close to parked vehicles or where enhanced bicycle facilities are desirable. In locations where there is excess parking capacity, consideration should be given to the following options:

- consolidate parking to one side of road
- remove parking completely where there is no demand or sufficient off street capacity
- remove parking temporarily where there is a need for additional throughput capacity (i.e. – peak hour bike lane, bus lane, and/or travel lane)

On-Street Parking Turnover

High parking turnover can affect the safety of all roadway users. The bicyclist is typically the most vulnerable roadway user because they often ride adjacent to parked vehicles. When riding within the area of an opening door, the bicyclists is in danger of being struck and injured. Existing law14 requires a motorist to not open a door into moving traffic; nonetheless, the designer should consider this potential hazard in the design process. To reduce the impact of dooring the designer may consider reducing or eliminating parking, providing a buffered bicycle lane or adding dooring warning signs (See Bicycle Lane discussion).

Bicycle Facility Continuity Considerations at Intersections

Continuity of bicycle facilities at intersections takes into consideration the cross section elements and design factors mentioned above. Intersection treatments may vary depending on the approaching cross section. Conversely, bicycle treatments at closely spaced intersections may determine the cross section between nodes. Under ideal circumstances a standard bicycle lane would be accommodated at the approach to an intersection. However, with the frequent need for dedicated turn lanes at intersections, the roadway cross section can become constrained. The following designs offer options for accommodating bicycles in these constrained locations.

Pocket Lane

Pocket lanes are used when there isn't sufficient space to install a bicycle lane at the approach to an intersection.
Pocket lanes provide for a continuous bicycle facility through an intersection. They can encourage motorists to drive more slowly, and maintain a consistent traveling path. The striped pocket lane encourages through-moving bicyclists to stay to the left of right turning vehicles, and the lane enables bicyclists to bypass stopped vehicles. Pocket lanes should be a minimum of 3' in width and should not be marked as bicycle lanes (e.g., should not include the bicycle symbol pavement marking). Pocket lanes are not recommended on roadways with high speeds or high heavy vehicle volumes (10% of ADT or greater). This policy is considered experimental and it is recommended that Seattle conduct additional experimental studies before widespread implementation.

Exhibit #17
Public Outreach Exhibits 17-A—17E

A. Exhibit 17-A: In May, 2007, the City sent the following questionnaire to the property managers of TMP-affected buildings located in the Downtown Urban Center who are most likely to be affected by and involved with the GTEC Program.

TMP Building Manager Survey Questions
May 23, 2007

Using the following scale, please respond to the following four questions.
1 = not at all concerned or interested
2 = somewhat concerned, but not interested enough to be engaged in solving the problem
3= major concerns, but not sure what to do or how to do it.

1. How much do you think traffic congestion concerns you and your tenants?
2. How concerned are you and your tenants about the impacts of traffic congestion five years from now?
3. Are you and your tenants concerned about the effect that major construction projects (like the rebuilding of the viaduct, the replacement of the Evergreen Point Bridge, and major construction downtown) will have on the ability of tenants and customers' to access the building?
4. Have you thought what your company do to promote alternative commute options among building tenants?

Please provide answers to the following questions.

1. What significant barriers do you believe your tenants face when choosing or attempting to use an alternative mode of transportation to commute to work?
2. What transit improvements do you think would reduce the number of drive alone commute trips to your site?
3. What pedestrian/bicycle facility improvements, if any, could help lessen the number of drive alone commute trips to your site?
4. What can the City of Seattle do to support your building's TMP?
5. Would you be interested in reviewing/commenting on the City's draft CTR Plan Update?

B. Exhibit 17-B: In May, 2007, the City sent the following questionnaire to its 254 CTR-affected Employers as a follow up to discussions of TDM barriers and related issues at quarterly CTR Employer Network Group Meetings held between August 2006 and December 2007.

Questions for CEOs at all CTR Sites

1. On a scale of 1 to 5 (1 = No knowledge to 5 = Total Understanding), rate your awareness of what the CTR law requires your company to do.
2. How can we help you/your employees better understand the CTR law and regulations?
3. How does traffic congestion impact your employees' and company's productivity?
4. On a scale of 1 to 5 (1 = No concern to 5 = Concerned enough to consider moving the work site), how concerned are you about the impact of traffic congestion five years from now?
5. What would motivate your employees to reduce the number of drive alone trips to work?
6. What could your organization do, that it is not already doing, to promote alternative commute options?
7. What can the City of Bellevue do to support your company's CTR program?
8. Would you be interested in reviewing/commenting on the City's draft CTR Plan Update?

Questions for ETCs and Program Managers

1. What significant barriers do your employees face when choosing or attempting to use an alternative mode of transportation to commute to work?
2. What transit improvements, if any, could help lessen the number of drive alone commute trips to your site?
3. What pedestrian/bicycle facility improvements, if any, could help lessen the number of drive alone commute trips to your site?
4. What resources or support would make it easier for you to promote van/car-pool options to your employees?
5. What would motivate your employees to reduce the number of drive alone trips to work?
6. What can your company do, that it is not already doing, to promote alternative commute options?
7. What can the City of Seattle do to support your company's CTR program?
8. Would you be interested in reviewing/commenting on the City's draft CTR Plan Update?

C. Exhibit 17-C. In August 2007, the City will send the following notice:

FOR IMMEDIATE RELEASE:

FOR MORE INFORMATION CONTACT: Gregg Hirakawa (206) 684-8540

Changes in Commute Trip Reduction Law

(Seattle) – The 2006 Washington Legislature adopted the Commute Trip Reduction (CTR) Efficiency Act to revise the existing CTR law. For most major employers, the new law will not change their basic CTR requirements.

The new law focuses CTR effort and resources on the most densely populated and congested urban areas and highway corridors, rather than on entire counties. The Act also attempts to foster planning coordination among local jurisdictions, regional transportation planning organizations, and the state. The city believes it can meet its trip reduction goals through continued implementation of CTR strategies and as commuters take increasing advantage of public investments in multi-modal transportation infrastructure and services.

The new law will enable jurisdictions to develop "Growth and Transportation Efficiency Center" (GTEC) programs to accomplish CTR goals. GTEC resources will be used to offer CTR incentives, products and services at densely populated buildings and developments. This would enable the extension of the CTR program to small organizations or businesses grouped together in large buildings, which previously may not have had access to CTR resources. CTR-affected employers occupying large buildings may also take advantage of building-wide CTR promotion programs, thereby lowering an individual business's CTR marketing costs.

SDOT will accept comments and suggestions or answer questions about its proposed CTR plan and GTEC program through June 15, 2007. Following this initial review period, SDOT will make appropriate amendments to its plans and submit final drafts to the Puget Sound Regional Council for review on July 2, 2007.

For more information on the CTR program, call 206-684-5017 or e-mail (kathy.anderson@seattle.gov). A summary of the proposed GTEC Program will be available at www.seattle.gov/transportation, or by contacting a King County Metro CTR Employer Representative at 206-684-4444.

The Seattle Department of Transportation builds, maintains and operates Seattle's $8 billion transportation infrastructure. To further Mayor Nickels' goal to get Seattle moving, the department manages short- and long-term investments in streets, bridges, pavement and trees, that better connect the city with the region.

D. **Exhibit 17- D** is the Preliminary Draft GTEC Program Summary that the City posted on its Web Site**:**

Preliminary Draft

GTEC PROGRAM SUMMARY PROPOSAL City of Seattle

Introduction

In 2006 the Washington State Legislature and Department of Transportation (WSDOT) adopted a new concept, The Growth and Transportation Efficiency Center (GTEC) as part of the CTR Efficiency Act. The state's goal is to provide greater access to employment and residential centers while increasing the proportion of people not driving alone during peak periods on the state highway system. Cities like Seattle may designate one or more GTECs in order to establish CTR or transportation demand management (TDM) programs in the designated Center.

The City of Seattle has decided to try this option and, consistent with state guidelines, consult with appropriate stakeholders about its development and implementation. A summary of the GTEC program for Seattle follows, and the City invites your review and comments to: kathy.anderson@seattle.gov

Growth and Transportation Efficiency Center Program Proposal: Seattle's GTEC Program supports the vision of an economically vibrant community with increasing commercial and residential density, and improved mobility and air quality. The program also supports the City's integration of land use and transportation planning, and improvements in transportation service and infrastructure that meet the needs of commuters and the business community. Consistent with state guidelines, the City's GTEC Program would:

A. Designate the boundaries of the GTEC and a target population;
B. Develop a TDM program that is consistent with RCW 70.94.521-555 and WAC 468063-010--070
C. Establish goals for reducing the proportion of single-occupant vehicle trips that are more aggressive than the state program goal;
D. Provide a sustainable financial plan that includes resources from public and private sources that are available to carry out the plan to finance needed facilities, services, and programs; and
E. Propose an organizational structure for implementing the program;

A. **The GTEC boundary and target population** for Seattle's GTEC Program is small employers who are located in densely populated (high-rise) developments and buildings in the Downtown Urban Center. The City of Seattle has partnered with King County Metro and the Downtown Seattle Association to bring incentive products, programs and services to employers who have not had opportunities to learn about or access to the services and incentives that are available provided through the CTR Law or Transportation Management Programs.

B. **The GTEC (TDM) Program**. The City of Seattle and its partners propose to reach out to managers of densely populated buildings and offer them a menu of products and services that would benefit their tenants and employees and facilitate access to their worksites at a time that coincides with the delivery of new transportation facilities and services. These would include:

1. **Orientation and introductions to TDM productions and services**

- Education
- Marketing strategies
- Goals and targets
- Measuring Achievement

2. **Services that will be offered to most buildings and tenants:**

- Training in the development and promotion of employer transportation programs.
- Training in head tax deductions for HOV users; presentations to building managers for tenants
- Training in the development of Pre-Tax incentives.
- Training in how to take the HOV deduction from the Employee Hours (Head) Tax
- Employer networking opportunities
- Coordination of transportation services among employers and worksites
- Transportation events

- On-site "Plan Your Commute" trip planning sessions
- Rideshare on line.com promotions with emphasis on car and vanpool formation

3. Products that will be available to most buildings and tenants::

- Fully developed transportation web pages with links to KCM-CT-ST transit routes and schedules, WSF ferry service timetables, calculate the cost of your commute, ride-match on line, WSDOT Traffic Cams, real time traffic reports, area traffic alerts and delay information, bike routes and locations of facilities, vanpool formation services, portals to other transportation services and information.
- Templates for producing customized transportation information and materials to employees
- Home Free Guarantee Subscription Program, whereby unaffected employees who commute using HOV or non-motorized modes have access to prepaid taxi service in case of an emergency.
- Building-wide trip reduction challenges, report building wide results, provide building-wide and/or individual incentives

4. Incentives:

- Smart cards for vanpool and transit service.
- Deductions from the City's Employee Tax.
- Valuable TDM services and products at little or no cost to recipients.

5. Expand the Circle: Extend outreach and TDM products and services to property managers, tenants and other populations in the City's urban centers that fit the state's criteria for eligibility and enable them to meet goals for trip reduction and vehicle miles traveled.

C. SOV & VMT Targets by Urban Center

Area of Jurisdiction	2005 SOV Rate*	2011 SOV Target	2005 VMT*	2011Target VMT
Downtown Urban Center	27%	24%	4.79 miles	4.16 miles
Capital Hill-First Hill UC	42%	37%	7.07 miles	6.15 miles
Duwamish MIC	62%	55%	11.68 miles	10.16 miles
Interbay-Ballard MIC	60%	54%	9.25 miles	8.05 miles
Northgate UC	72%	65%	11.04 miles	9.60 miles
South Lake Union UC	59%	53%	8.75 miles	7.62 miles
University Community UC	46%	42%	7.55 miles	6.57 miles
Uptown UC	58%	52%	9.06 miles	7.88 miles
All Centers Overall	53%	48%	8.65 miles	7.52 miles
Outlying Sites	44%	40%	7.36 miles	6.40 miles
Seattle Overall	49%	44%	8.02 miles	6.98 miles

*SOV = Single occupant vehicle; VMT = Vehicle miles traveled

D. Two Year Sustainable Financial Plan

Direct Support	**Amount of Support**	**Period of Support**
State of Washington GTEC Funds	$300,000	2008-09
Downtown Transportation Alliance	$300,000	2008-09
In-Kind and Indirect Support		
Downtown Carpool Parking Program	$ 300,000	2008-09
One Less Car Incentive	26,000	2008-09
In Motion Incentive	70,000	2008-09
Transportation capital investments in TDM	$220,000,000	2007-09

E. Organizational structure for implementing the program

- The City of Seattle will administer the GTEC Program and be responsible for its overall management through the Traffic Division of the Seattle Department of Transportation (SDOT).
- The Urban Mobility Group of the Downtown Transportation Alliance will perform initial contact and outreach to participating building managers by way of a contract for the performance of this work.
- King County Metro CTR Services Staff will provide direct support, programs and incentives to participants, reporting directly to SDOT by way of an inter-agency agreement for the performance of this work.

F. Review Period: The City will accept comments and recommendations through June 15, 2007. To request the complete text of the City of Seattle's DRAFT GTEC Program, please contact Kathleen Anderson at 206-684-5017 or e-mail kathy.anderson@seattle.gov

G. Calendar of Milestones

January 1—June 30, 2007	Informal review and comment period for preliminary draft
June 1—June 30	Prepare Preliminary Draft GTEC Program
July 2, 2007	Submit Preliminary Draft to PSRC
July 2—August 31, 2007	PSRC Review and Comment Period
August 31—September 30, 2007	Prepare Final Draft
October 1, 2007	Submit PSRC-Approved Plan to State CTR Board
October 1—December 30, 2007	State CTR Board Review Period
January—March 2008	Adopt CTR Ordinance, Revising SMC 25.02
March 1—December 31, 2008	Implement CTR Plan and GTEC Program

E.

H. Exhibit 17- E ISSUE PAPER #6: Mode Split Targets for Urban Centers

Seattle's Comprehensive Plan includes a set of mode split goals in its Transportation Element. These goals aim to increase the use of alternatives to the single occupancy vehicle by Seattle residents. Inclusion of mode split goals satisfies Countywide Growth Management Policies that local jurisdictions establish mode split goals for employment Centers. Nevertheless, there are problems with the mode split goals as currently established by the Comprehensive Plan. Specifically: The city did not meet its 2000 mode split goals.

The current citywide mode split goals tell us little about mode split in urban centers and villages where future growth and transportation alternatives are concentrated. This means that their usefulness in targeting transportation investments and in managing transportation services for growth is limited.

The mode split goals do not provide information on how Seattle's transportation system is used by commuters who work in Seattle but live outside the city.

The Comprehensive Plan Update provides an opportunity to evaluate not just our progress toward reaching mode split goals, but to consider how mode split goals can be used most effectively in making investment in transportation services and facilities over the life of the Comprehensive Plan. Below is a discussion providing background, considerations for revision, and a recommended approach to setting mode split goals.

Background

Mode split refers to the choices people make between available transportation modes. Seattle's transportation system consists of single-occupant vehicles, car pools, and public transportation, use of bicycles or walking, and working at home. Each of these methods of travel is a .mode.. Through the urban village strategy, Comprehensive Plan policies encourage development of land use patterns and transportation systems that reduce use of single-occupant vehicles. The mode split goals in the comprehensive Plan quantify reducing the number of people who travel to work using single occupancy vehicles and instead use alternative transportation modes. The U.S. Census Data for the year 2000 shows that, in spite of making progress, Seattle fell short of its citywide mode split goals. **Seattle's Comprehensive Plan Update Issue Paper #6: Mode Split Targets for Urban Centers** table below shows both the Comprehensive Plan mode split goals for 2000 and 2010 and the actual mode split for the years 1990 and 2000.

MODE CHOICE	1990 ACTUAL	2000 ACTUAL	2000 GOAL	2010 GOAL
Single Occupant Vehicle (SOV)	59%	56%	51%	35%
Non SOV Modes				
Carpool	12%	11%	12%	13%
Public Transportation	16%	18%	20%	27%
Bicycle and other	3%	3%	5%	9%
Walk	7%	7%	8%	10%
Work at Home	3%	5%	4%	6%
Total	100%	100%	100%	100%

Exhibit #18: Map #14, Seattle's GTEC Boundary: The Downtown Urban Center

Exhibit #19: Concurrence

SOUNDTRANSIT

June 20, 2007

Grace Crunican, Director
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms Crunican:

I am writing to express Sound Transit's support for the Growth and Transportation Efficiency Center (GTEC) project and to thank the City of Seattle for giving Sound Transit an opportunity to review its proposal to designate a GTEC and to develop this new program.

As local jurisdictions and the region continue to make investments in transportation services and infrastructure and the population continues to grow, the timing could not be better for promoting increased demand for mass transit. Sound Transit appreciates the City's commitment in making transit a real option for people. This project supports the continuing efforts by the City of Seattle and Sound Transit to provide attractive, safe and efficient transit service in the Puget Sound region.

Sound Transit is committed to the ongoing cooperation and partnership with the City and supports its effort to enhance mobility and livability for our region. Sound Transit recognizes that Seattle and the region as a whole will benefit from this project.

Sincerely,

Joni Earl
Chief Executive Officer

Cc: Mike Bergman, Sound Transit
Kathy Anderson, City of Seattle

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499 • www.soundtransit.org

King County

Department of Transportation
Metro Transit
Market Development
400 Yesler Way
M.S. YES-TR-0600
Seattle, WA 98104-2615

June 28, 2007

Ms. Kathy Anderson
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms. Anderson: Kathy

This letter is to express King County Metro Transit's support for the City of Seattle's proposed Growth and Transportation Efficiency Center (GTEC) Plan. We look forward to working with the City to implement the plan.

The GTEC plan supports key City and County initiatives: the goals and vision of the Downtown Transportation Alliance and the City's Center City Access Plan. Successful implementation of the Seattle GTEC plan will help ensure access to downtown as the region's largest urban center absorbs a high level of growth in jobs and residents.

The GTEC plan discusses growth in transit service in the future. Any additional transit service will be constrained by available funding and will require further coordination and final approval by the King County Council. Nonetheless, Metro is excited to explore transit service and commute partnership opportunities with the City. The non-transit service related funding commitments outlined for Metro in the GTEC plan are understood and supported by Metro.

We appreciate the opportunity to work together to enhance transportation services available to the citizens of Seattle.

Sincerely,

Matt Hansen
Supervisor, Market Development Group
King County Metro Transit

Exhibit #20
Summary of TDM Policies Provided by The City of Seattle's Comprehensive Plan

TG8 Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.

TG9 Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.

TG10 Accommodate all new trips in downtown with non-SOV modes.

T17 Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system.

T18 Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment, and increase awareness of the range of travel choices available.

T19 Consistent with **RT-8.5**, pursue transportation demand management (TDM) strategies at the regional level, and strengthen regional partnerships working on TDM measures. Coordinate with regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community.

TG12 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.

TG13 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.

TG14 Increase transit rider-ship, reduce the use of single-occupant vehicles, environmental degradation and the societal costs associated with their use.

T20 Work with transit providers to provide transit service that is fast and frequent.

T21 Support the development of an integrated regional high capacity transit system that links urban centers within the city and the region.

T22 Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing industrial centers.

T23 Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.

T24 Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas.

T25 Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located.

T26 Discourage the development of major, stand-alone park-and-ride facilities within Seattle. Situations where additions to park-and-ride capacity could be considered include:

- At the terminus for a major, regional transit system;
- Opportunities exist for "shared parking," (e.g., where transit commuter parking can be leased from another development, such as a shopping center, movie theater, or church); and
- Areas where alternatives to automobile use are particularly inadequate (e.g., lack of direct transit service, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.

T27 Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs and people who depend on public transit for their mobility.

T28 Support efficient use of ferries to move passengers and goods to and from Seattle. Encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Ferry System to integrate transit loading and unloading areas into ferry terminals and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.

T29 For water-borne travel across Puget Sound, encourage the expansion of passenger-only ferry service and land-side facilities and terminals that encourage walk-on (by foot, bicycle and transit) trips rather than ferry travel with automobiles.

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.

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.

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.

TG17 Manage the on-street parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.

LUG4 Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.

LUG6 Encourage the use of alternatives to single occupant vehicles and the use of smaller, more energy efficient automobiles through the City's regulation of parking, including the amount of parking required, design of parking, location of parking, and access to parking.

Exhibit #21
Comprehensive Plan Policies that Complement TDM and Trip Reduction

A.TDM and the Urban Village Concept: Seattle will continue to integrate and update TDM and trip reduction measures throughout the land use and transportation sections of the Comprehensive Plan. Seattle will revise its Transportation Strategic Plan to include its CTR Plan and a GTEC program, as long as they achieve the City's goals and targets efficiently. Comprehensive Plan Policies and strategies that would be updated or enhanced as appropriate include:

UV4 Promote densities, mixes of uses, and transportation improvements that support walking and use of public transportation, especially within urban centers and urban villages.

UV13 Designated urban villages shall have criteria to address…public transportation investments and access.

UV15 Urban villages shall provide accessibility to existing regional transportation network including access to other urban centers, with access to the regional high-capacity transit system to be provided in the future,; connected to surrounding neighborhoods by bicycle and/or pedestrian facilities or can be connected through planned extensions of existing facilities.

UVG18 Urban villages shall be areas of concentrated employment…with direct access to high-capacity transit…

UVG27 Urban Villages shall accommodate…densities that support pedestrian and transit use and increase opportunities for people to live close to where they work.

UV25 Hub urban villages areas that are consistent with the following criteria…a strategic location in relation to both the local and regional transportation network, including:
a. Transit service with a frequency of 15 minutes or less during peak hours, and 30-minute transit headways in the off-peak hours, with direct access to at least one urban center, with the possibility of improved connections to future high capacity transit stations;
b. The principal arterial network, with connections to regional transportation facilities;
c. Routes accommodating goods movement, and
d. Convenient and direct, connections to adjacent areas by pedestrians and bicyclists…

UV29 Urban villages shall be areas presently on the city's arterial network and served by a transit route providing direct transit service to at least one urban center or hub village, with a peak-hour transit frequency of 15 minutes or less and 30-minute transit headways in the off-peak; and the area has the opportunity to be connected by bicycle and/or pedestrian facilities to adjacent areas and nearby public amenities.

UVG31 Concentrate a greater share of employment growth in locations convenient to the city's residential population to promote walking and transit use and reduce the length of work trips.

UV53 Direct efforts to expand the open space network according to the following considerations…Critical open space linkages, connectors, and corridors that are highly accessible for active use within or directly serving urban villages, high density and/or high pedestrian, bicycle, or transit use areas; open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle, or transit use areas…**(Note:** The City will not include the CTR Basic Plan or GTEC Program as "stand alone" plans in the Comprehensive Plan. The City's Comprehensive Plan is a statement of general goals and policies. Including specific programs as separate elements would subject them to the Growth Management Act (GMA), prevent cities from revising them, and eliminate their intended flexibility.)

B. Land use regulations that complement TDM and trip reduction. In 2006 Seattle made major changes in its land use code to enhance TDM programs. The first was City Council Resolution 30915, which restated the City's intention to encourage walking, bicycling and transit use as safe, convenient and widely available alternative modes of transportation for all Seattleites. Section 3 of the resolution states the intent of the Mayor and City Council to work with the Seattle Department of Transportation to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and disabled persons and to incorporate these principles into the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian Master Plan; Bicycle Master Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate. Seattle also passed Ordinance No. 122311, which reduced or eliminated minimum parking requirements for developers. The ordinance established a maximum parking limit for nonresidential uses to a maximum of one parking space per 1,000 square feet.

LU18 Consider mitigating the negative impacts of traffic and parking by locating parking facilities to avoid traffic through residential streets or establishing joint use of existing parking with adjacent uses.

LU19 Allow modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on the surrounding community, information contained in the transportation plan, access to public transportation and carpools, and other considerations of need and impact.

LU20 Allow small institutions and public facilities to not satisfy all parking demands they generate, if they demonstrate how they will reduce traffic impacts.

LU21 In residential areas, avoid the concentration of institutions and public facilities if that concentration creates or further aggravates parking shortages, traffic congestion, and noise in or near residential areas.

LUG4 Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.

LUG5 Regulate the location of off-street parking and the size and location of curb cuts to reduce parking and vehicle traffic impacts on pedestrians and residential and commercial streetscapes, and to prevent obstacles to commerce and traffic flow.

LUG6 Encourage the use of alternatives to single occupant vehicles and the use of smaller, more energy efficient automobiles through the City's regulation of parking, including the amount of parking required, design of parking, location of parking, and access to parking. Recognize the different ways that parking is used by residents, businesses, customers, and employees when determining parking regulations. Generally support short-term parking for customers of businesses and longer-term parking for residents, while discouraging longer-term parking for employees who could use modes other than single-occupant vehicles to get to work.

LU49 Seek to further this Plan's goal of encouraging the use of public transit, carpools, walking, and bicycles as alternatives to the use of single-occupancy vehicles when setting parking requirements for both single-occupant vehicles and their alternatives. When setting new requirements for off-street parking, balance the goals of accommodating parking demand generated by new development and avoiding on-street congestion of parked cars to lower construction costs and discourage single-occupant vehicles. Recognize differences in the likely auto use and ownership of the intended occupants of new development, such as low-income elderly or disabled residents, when setting parking requirements.

LU50 In urban centers and urban villages, consider removing minimum parking requirements and setting parking maximums in recognition of the increased pedestrian, bicycle and transit accessibility these areas already provide or have planned. Parking requirements for urban enters and villages should account for local conditions and planning objectives.

LU51 Establish requirements for bicycle parking in larger developments to encourage bicycle ownership and use in order to promote energy conservation, public health and reductions in traffic congestion.

LU52 In order to maintain an attractive street level environment, to facilitate pedestrian and vehicular traffic circulation, to minimize adverse impacts of parking on adjacent areas and structures, to sustain on-street parking, and, where appropriate, to maintain or create a continuity of street fronts, generally prohibit street level parking between buildings and the street, restrict the number and size of curb cuts, and require alley access to parking when a surfaced alley is accessible to the rear of a building, and not prevented by topography.

LU53 Permit shared and off-site parking facilities in order to encourage the efficient use of parking and to provide the flexibility to develop parking on a separate site. Ensure that such parking is compatible with the existing or desired character of the area and ensure that such parking is available for the duration of the use requiring the parking.

LU54 Prohibit single-use parking where it would be incompatible with the intended function of the area.

C. Zoning code regulations While the City is proposing no changes, current zoning strategies that might be updated to further complement TDM efforts are:

LU109 Consider limits on the size of specific uses in commercial areas when those limits would:
- Encourage uses likely to draw significant traffic to an area to locate where traffic impacts can best be handled;
- Promote compatible land use and transportation patterns; and
- Foster healthy commercial development.

LU110 Discourage establishment or expansion of uses identified as heavy traffic generators. Review proposals for such uses in order to control traffic impacts associated with such uses and ensure that the use is compatible with the character of the commercial area and its surroundings.

LU111 Regulate drive-in businesses and accessory drive-in facilities through development standards that vary according to the function of the commercial area in order to minimize traffic impacts and pedestrian-vehicle conflicts, avoid disruption of an area's business frontage, and improve the appearance of the commercial area.

LU123 Set parking requirements to discourage underused parking facilities, which means tolerating occasional spillover parking, and allow minimum parking requirements to be eliminated, waived or reduced to promote the maintenance and development of commercial uses that encourage transit and pedestrian activity and provide a variety of services in commercial areas. Allow parking requirements to be reduced where parking demand is less because of the provision of an alternative transportation program. Such programs include the provision of carpool parking, vanpools, transit passes, or extra bicycle parking for employees. Consider setting maximum parking ratios for areas where excess parking could worsen traffic congestion and alternatives to automobile access are available.

LU124 Allow parking management provisions to be reviewed or established in selected commercial areas, which may include locally sensitive measures such as cooperative parking, shared parking, restricted access, or special measures to meet the parking requirements established in these policies such as carpools, vanpools, or transit pass subsidies.

LU125 Allow parking reductions when several businesses share customer parking to enable customers to park once and walk to numerous businesses, achieving greater parking efficiency.

LU126 Regulate the location of off-street parking facilities on a lot according to the function and characteristics of the commercial area, as indicated by its designation as either a pedestrian-oriented commercial area or a general commercial area.

LU127 Seek to limit impacts on pedestrian and traffic circulation and on surrounding areas when locating access to off-street parking. Generally encourage alley access to off-street parking, except when an alley is used for loading. Pedestrian oriented commercial zones policies

LU128 Use pedestrian-oriented zones to promote commercial areas with a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and encouraging the transition necessary in other areas to achieve these conditions:

- Strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services and livelihoods for the residents of the city;
- Mixes of activity in commercial areas compatible with development in adjacent areas;
- Appropriate transitions in the scale and intensity of development between areas;
- Residential development that is both livable for residents and compatible with the desired commercial function of the area; and
- An active, attractive, accessible pedestrian environment.

LU129 Apply pedestrian-oriented commercial zones both inside and outside of urban villages where residential uses either exist or are in close proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.

LU130 Generally allow pedestrian-oriented commercial zones in urban villages to accommodate densities of development and mixes of uses that support pedestrian activity and transit use.

LU131 Provide use and development standards for pedestrian-oriented commercial zones which promote environments conducive to walking and a mix of commercial and residential use that further the goals for these zones.

LU132 Locate parking facilities in pedestrian-oriented commercial zones where conflicts with pedestrian circulation and interruptions in the continuity of the street frontage will be minimized, such as to the side or rear of the building, below grade, or built into the building and screened from the street.

LU133 Establish special pedestrian districts that may vary to reflect different characteristics and conditions of pedestrian-oriented commercial zones in order to preserve or encourage intensely retail and pedestrian oriented shopping districts where non-auto modes of transportation to and within the district are strongly favored.

LUG21 General commercial zones accommodate activities highly dependent on automobile and truck access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed-use development.

LU134 Use general commercial zones to support existing auto-oriented commercial areas serving a citywide or regional clientele located with ready access from principal arterials, or areas adjacent to industrial zones. Areas generally appropriate for general commercial zones should be characterized by a predominance of large lots, and limited pedestrian access, where adequate buffers or transitions can be provided between the area and residential areas or commercial areas of lesser intensity. In order to support more pedestrian-friendly environments within urban villages, encourage the conversion of general commercial areas within urban villages to pedestrian-oriented commercial zones.

LU137 In general commercial areas, limit or prohibit, as appropriate, housing and/or substantial amounts of office development in areas where:

- The auto-oriented nature of the area or development is likely to encourage residents or office workers to commute using single-occupancy vehicles;
- These uses could potentially conflict with the preferred commercial function of the area or with the activities in adjacent areas; or
- The available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.

LUG31 Provide flexibility or supplement standard zone provisions to achieve special public purposes where circumstances warrant. Such areas include shoreline areas, airport height districts, historic landmark and special review districts, major institutions, sub-area plan districts, areas around high capacity transit stations, and other appropriate locations.

LU178 Promote the integration of high capacity transit stations into surrounding neighborhoods and foster development appropriate to significant increases in pedestrian activity and transit rider-ship. Use overlay districts or other adjustments to zoning to cultivate transit oriented communities.

Exhibit #22
For its Major Employers the City of Seattle has established the following targets (RCW 70.94.527(4) (a)

Employer	Urban Center	SOV 2005 Rate	SOV Goal	SOV 2011 Target	VMT 2005 Miles	VMT Goal	VMT 2011 Target
Amgen Corporation	Ballard-Inter	43%	-10%	39%	6.93	-13%	6.03
Cell Therapeutics Inc	Ballard-Inter	60%	-10%	54%	10.41	-13%	9.06
Emeritus Assisted Living	Ballard-Inter	51%	N.C.	51%	8.70	N.C.	8.70
F-5 Networks Inc	Ballard-Inter	66%	-10%	59%	10.00	-13%	8.70
Foss Maritime Company	Ballard-Inter	82%	N.C.	82%	17.10	N.C.	17.10
GM Nameplate Inc	Ballard-Inter	61%	-10%	55%	8.45	-13%	7.35
Holland America Line	Ballard-Inter	55%	-10%	50%	11.38	-13%	9.90
Ocean Beauty Seafood	Ballard-Inter	57%	N.C.	57%	7.63	N.C.	7.63
PATH	Ballard-Inter	60%	-10%	54%	5.79	-13%	5.03
Real Networks	Ballard-Inter	48%	-10%	43%	6.63	-13%	5.77
Seattle Pacific University	Ballard-Inter	64%	-10%	58%	8.57	-13%	7.46
Swedish Medical Center	Ballard-Inter	56%	-10%	50%	6.11	-13%	5.32
Vaupell Industrial	Ballard-Inter	72%	N.C.	72%	12.57	N.C.	12.57
West Farm Foods	Ballard-Inter	71%	-10%	63%	11.88	-13%	10.34
Group Health	CH-FH	45%	-10%	41%	5.25	-13%	4.56
Group Health	CH-FH	60%	-10%	54%	9.10	-13%	7.92
Harborview MC	CH-FH	41%	-10%	37%	6.44	-13%	5.60
King County Government	CH-FH	70%	-10%	63%	11.34	-13%	9.87
LabCorp/Dynacare	CH-FH	44%	-10%	40%	10.16	-13%	8.84
Minor & James Medical	CH-FH	33%	-10%	29%	5.07	-13%	4.41
Nikkei Concerns	CH-FH	65%	-10%	58%	7.46	-13%	6.49
PacMed Clinic	CH-FH	42%	-10%	38%	7.77	-13%	6.76
Puget Sound Blood Ctr.	CH-FH	31%	-10%	28%	5.14	-13%	4.47
Regence Blue Shield	CH-FH	34%	-10%	31%	7.29	-13%	6.35
Seattle Central C C	CH-FH	41%	-10%	37%	5.96	-13%	5.18
Seattle University	CH-FH	41%	-10%	37%	5.60	-13%	4.87
Swedish Medical Center	CH-FH	26%	-10%	23%	5.53	-13%	4.81
Swedish Medical Center	CH-FH	37%	-10%	34%	6.99	-13%	6.08
The Polyclinic	CH-FH	32%	-10%	29%	7.52	-13%	6.54
Virginia Mason MC	CH-FH	28%	-10%	25%	5.22	-13%	4.54
Washington State DSHS	CH-FH	47%	-10%	43%	8.80	-13%	7.65
Acordia Northwest Inc	DUC	12%	-10%	11%	2.90	-13%	2.52
Adaptis Inc	DUC	40%	-10%	36%	8.04	-13%	6.99
Aetna Inc	DUC	11%	-10%	10%	2.25	-13%	1.95
Amazon.com	DUC	20%	-10%	18%	3.13	-13%	2.72
Amazon.com Inc	DUC	33%	-10%	29%	4.58	-13%	3.98
Amazon.com Inc	DUC	31%	-10%	28%	3.78	-13%	3.29
aQuantive, Inc.	DUC	29%	-10%	26%	4.12	-13%	3.58
Art Institute of Seattle	DUC	38%	-10%	34%	6.77	-13%	5.89
Avanade Inc	DUC	43%	-10%	39%	7.39	-13%	6.43
Bank of America	DUC	32%	-10%	28%	6.01	-13%	5.23
B-Line LLC	DUC	15%	-10%	13%	2.68	-13%	2.33

Employer	Urban Center	SOV 2005 Rate	SOV Goal	SOV 2011 Target	VMT 2005 Miles	VMT Goal	VMT 2011 Target
Callison Architecture Inc	DUC	17%	-10%	16%	2.76	-13%	2.40
Christensen O'Connor	DUC	14%	-10%	13%	2.74	-13%	2.38
Cisco Systems Inc	DUC	57%	-10%	51%	8.23	-13%	7.16
City of Seattle	DUC	19%	-10%	17%	4.36	-13%	3.80
COH	DUC	20%	-10%	18%	3.75	-13%	3.26
Corbis Corporation	DUC	22%	-10%	19%	4.75	-13%	4.13
Cray Inc	DUC	32%	-10%	29%	4.98	-13%	4.33
Davis Wright Tremaine	DUC	24%	-10%	21%	4.23	-13%	3.68
DDB Seattle	DUC	30%	-10%	27%	3.34	-13%	2.90
Defender Association	DUC	31%	-10%	28%	3.95	-13%	3.44
Deloitte & Touche LLP	DUC	45%	-10%	40%	7.52	-13%	6.54
Dendreon Corporation	DUC	50%	-10%	45%	7.64	-13%	6.65
DMX Music	DUC	45%	-10%	40%	7.91	-13%	6.88
Dorsey & Whitney	DUC	28%	-10%	26%	5.87	-13%	5.10
Ernst & Young LLP	DUC	25%	-10%	22%	6.31	-13%	5.49
Expeditors International	DUC	15%	-10%	13%	3.26	-13%	2.84
Fairmont Olympic Hotel	DUC	38%	-10%	34%	5.51	-13%	4.79
Federal Home Loan Bnk	DUC	2%	-10%	2%	1.04	-13%	0.90
First Choice Health Inc	DUC	20%	-10%	18%	4.36	-13%	3.79
Foster Pepper PLLC	DUC	35%	-10%	31%	5.50	-13%	4.78
G.E. Healthcare	DUC	11%	-10%	10%	3.60	-13%	3.13
Garvey Schubert & Barer	DUC	27%	-10%	24%	4.01	-13%	3.49
Graham & Dunn Inc	DUC	47%	N.C.	47%	6.36	-13%	5.53
Grand Hyatt Seattle	DUC	36%	-10%	33%	4.67	-13%	4.06
Grange Insurance Assoc	DUC	32%	-10%	29%	7.27	-13%	6.32
Group Health	DUC	53%	-10%	48%	7.86	-13%	6.84
Guy Carpenter & Co	DUC	20%	-10%	18%	4.48	-13%	3.89
Heller Ehrman White	DUC	19%	-10%	17%	3.68	-13%	3.20
Helsell Fetterman LLP	DUC	23%	-10%	21%	3.28	-13%	2.85
Home Street Bank	DUC	22%	-10%	19%	4.71	-13%	4.10
King County Government	DUC	23%	-10%	21%	4.27	-13%	3.71
King County Government	DUC	20%	-10%	18%	3.56	-13%	3.10
King County Government	DUC	29%	-10%	26%	5.78	-13%	5.03
King County Government	DUC	14%	-10%	13%	4.74	-13%	4.12
King County Government	DUC	21%	-10%	19%	4.05	-13%	3.52
King County Government	DUC	12%	-10%	11%	2.21	-13%	1.92
KPFF Consulting Eng	DUC	17%	-10%	15%	2.79	-13%	2.43
KPMG, LLP	DUC	35%	-10%	31%	6.06	-13%	5.27
Lane Powell Spears	DUC	21%	-10%	19%	4.56	-13%	3.97
LMN Architects	DUC	10%	-10%	9%	0.97	-13%	0.84
Macy's	DUC	27%	-10%	25%	5.64	-13%	4.90
Magnusson Klemencic	DUC	19%	-10%	17%	3.13	-13%	2.73
Marsh USA Inc	DUC	33%	-10%	29%	6.18	-13%	5.38
Mercer Human Resource	DUC	23%	-10%	21%	3.69	-13%	3.21
Merrill Lynch	DUC	45%	-10%	40%	6.54	-13%	5.69
Milliman USA	DUC	23%	-10%	21%	4.40	-13%	3.82

Employer	Urban Center	SOV 2005 Rate	SOV Goal	SOV 2011 Target	VMT 2005 Miles	VMT Goal	VMT 2011 Target
Mithun Inc	DUC	27%	-10%	24%	3.38	-13%	2.94
Nordstrom	DUC	40%	-10%	36%	6.24	-13%	5.43
Nordstrom	DUC	23%	-10%	20%	4.31	-13%	3.75
Nordstrom	DUC	22%	-10%	20%	3.60	-13%	3.13
Office of Attorney Gen	DUC	16%	-10%	14%	3.73	-13%	3.25
Pacific Northwest Title	DUC	14%	-10%	13%	3.23	-13%	2.81
Parsons Brinckerhoff Inc	DUC	11%	-10%	10%	2.10	-13%	1.83
Perkins Coie LLP	DUC	27%	-10%	25%	3.92	-13%	3.41
Philips Medical Systems	DUC	42%	-10%	38%	9.08	-13%	7.90
Port of Seattle	DUC	55%	-10%	50%	9.91	-13%	8.62
Preston Gates & Ellis	DUC	30%	-10%	27%	4.23	-13%	3.68
PricewaterhouseCoopers	DUC	54%	-10%	49%	8.83	-13%	7.68
Princess Tours	DUC	36%	-10%	32%	7.16	-13%	6.23
Providence Health Sys	DUC	23%	-10%	20%	3.56	-13%	3.10
Quellos Group	DUC	35%	-10%	31%	5.11	-13%	4.45
Qwest Corporation	DUC	29%	-10%	26%	6.72	-13%	5.84
Qwest Corporation	DUC	30%	-10%	27%	6.73	-13%	5.85
Riddell Williams P.S.	DUC	26%	-10%	23%	3.70	-13%	3.21
Sheraton Hotel Towers	DUC	51%	-10%	46%	7.67	-13%	6.67
Sound Transit	DUC	20%	-10%	18%	3.11	-13%	2.71
Stoel Rives LLP	DUC	34%	-10%	31%	5.06	-13%	4.41
The Renaissance Seattle	DUC	24%	-10%	22%	3.68	-13%	3.20
Tommy Bahama Group	DUC	62%	-10%	56%	8.98	-13%	7.81
UBS Financial Services	DUC	47%	-10%	42%	7.43	-13%	6.46
United Way of King Cnty	DUC	25%	-10%	22%	3.53	-13%	3.07
URS	DUC	14%	-10%	13%	3.03	-13%	2.64
US Attorney's Office	DUC	33%	-10%	29%	4.65	-13%	4.05
US Bank of Washington	DUC	21%	-10%	19%	3.95	-13%	3.43
US Coast Guard	DUC	40%	-10%	36%	8.54	-13%	7.43
US Coast Guard	DUC	6%	-10%	5%	1.80	-13%	1.57
US Customs Service	DUC	15%	-10%	13%	4.13	-13%	3.59
US D HUD	DUC	3%	-10%	2%	1.45	-13%	1.26
US Dept. of Veterans Aff	DUC	10%	-10%	9%	3.97	-13%	3.46
US EPA	DUC	9%	-10%	8%	2.33	-13%	2.03
US FBI	DUC	9%	-10%	8%	3.44	-13%	3.00
US Federal Reserve S.F.	DUC	22%	-10%	20%	5.03	-13%	4.38
US Health and Human	DUC	31%	-10%	28%	5.70	-13%	4.96
US IRS	DUC	9%	-10%	9%	3.42	-13%	2.97
US SS Admin	DUC	21%	-10%	18%	5.49	-13%	4.78
Virginia Mason MC	DUC	28%	-10%	25%	5.76	-13%	5.01
Vulcan Inc.	DUC	46%	-10%	41%	6.69	-13%	5.82
Walt Disney Internet	DUC	36%	-10%	32%	7.91	-13%	6.88
Washington Athletic Club	DUC	24%	-10%	21%	3.90	-13%	3.39
Washington Federal Sav	DUC	27%	-10%	24%	5.13	-13%	4.47
Washington Mutual Inc.	DUC	17%	-10%	15%	3.85	-13%	3.35
Washington Mutual Inc.	DUC	13%	-10%	12%	3.23	-13%	2.81

Employer	Urban Center	SOV 2005 Rate	SOV Goal	SOV 2011 Target	VMT 2005 Miles	VMT Goal	VMT 2011 Target
Washington Mutual Inc.	DUC	12%	-10%	11%	3.70	-13%	3.22
Washington Mutual Inc.	DUC	16%	-10%	14%	3.56	-13%	3.10
Washington State DSHS	DUC	22%	-10%	20%	3.38	-13%	2.94
Washington State DSHS	DUC	41%	-10%	37%	6.79	-13%	5.91
Watchguard Tech	DUC	38%	-10%	34%	7.17	-13%	6.24
Wells Fargo Bank	DUC	35%	-10%	32%	6.07	-13%	5.28
Westin Hotel	DUC	41%	-10%	37%	4.84	-13%	4.21
Williams Kastner Gibbs	DUC	29%	-10%	26%	4.53	-13%	3.94
WSDOT	DUC	44%	-10%	39%	8.59	-13%	7.48
YMCA	DUC	39%	-10%	35%	4.76	-13%	4.14
Adobe Systems	Outlier	57%	-10%	51%	6.76	-13%	5.88
Amazon.com Inc	Outlier	56%	-10%	50%	6.69	-13%	5.82
Avtech Corporation	Outlier	68%	-10%	61%	11.99	-13%	10.43
Belshaw Brothers Inc	Outlier	81%	-10%	73%	16.30	-13%	14.18
City of Seattle	Outlier	70%	-10%	63%	14.00	-13%	12.18
City of Seattle	Outlier	74%	-10%	66%	13.56	-13%	11.80
COH	Outlier	51%	-10%	46%	7.11	-13%	6.19
COH	Outlier	51%	-10%	46%	7.81	-13%	6.80
Cutter & Buck Inc	Outlier	72%	-10%	65%	10.32	-13%	8.98
Foss Home	Outlier	71%	-10%	64%	4.67	-13%	4.06
Getty Images	Outlier	68%	N.C.	68%	7.68	N.C.	7.68
Institute for Sys Biology	Outlier	45%	-10%	41%	5.33	-13%	4.64
Ivey Imaging	Outlier	59%	-10%	53%	6.33	-13%	5.51
King County Government W Pt	Outlier	65%	N.C.	65%	12.48	N.C.	12.48
Lighthouse For The Blind	Outlier	34%	-10%	30%	5.94	-13%	5.16
North Seattle CC	Outlier	70%	-10%	63%	6.97	-13%	6.07
Northwest Hospital	Outlier	65%	-10%	58%	8.26	-13%	7.19
PacMed Clinic	Outlier	65%	-10%	59%	11.35	-13%	9.88
Pepsi Bottling Group	Outlier	81%	N.C.	81%	16.56	N.C.	16.56
Qualis Health	Outlier	82%	-10%	74%	12.09	-13%	10.52
Sea Mar Com Health Ctr	Outlier	82%	N.C.	82%	12.58	N.C.	12.58
South Seattle CC	Outlier	72%	-10%	65%	10.45	-13%	9.09
Swedish Medical Center	Outlier	51%	-10%	46%	7.46	-13%	6.49
The Boeing Company	Outlier	67%	-10%	60%	12.79	-13%	11.12
US Army Reserve	Outlier	27%	-10%	25%	7.93	-13%	6.90
US Department of Labor	Outlier	10%	-10%	9%	3.15	-13%	2.74
US DOC NOAA	Outlier	68%	N.C.	68%	9.31	N.C.	9.31
US V.A. Hospital	Outlier	59%	N.C.	59%	10.72	N.C.	10.72
Woodland Park Zoo Soc	Outlier	73%	-10%	66%	7.09	-13%	6.17
Cascade Natural Gas	SLU	57%	-10%	51%	9.84	-13%	8.56
Casey Family Program	SLU	63%	-10%	57%	7.56	-13%	6.58
FHCRC	SLU	43%	-10%	39%	5.65	-13%	4.92
Gates Foundation	SLU	74%	-10%	67%	6.63	-13%	5.77
KING Broadcasting Co	SLU	82%	-10%	74%	10.12	-13%	8.81
Korry Electronics Co	SLU	50%	-10%	45%	10.46	-13%	9.10

Northwest Administrators	SLU	61%	-10%	55%	11.12	-13%	9.67
	Urban	SOV 2005	SOV	SOV 2011	VMT 2005	VMT	VMT 2011
Employer	Center	Rate	Goal	Target	Miles	Goal	Target
Onvia	SLU	62%	-10%	56%	8.01	-13%	6.97
Pemco Financial Center	SLU	64%	-10%	58%	11.34	-13%	9.86
Rosetta Inpharmatics	SLU	42%	-10%	38%	7.15	-13%	6.22
Seattle Biomedical Res	SLU	44%	-10%	40%	4.79	-13%	4.17
Seattle Cancer Care All	SLU	42%	-10%	38%	6.95	-13%	6.04
The Seattle Times	SLU	55%	-10%	49%	8.25	-13%	7.18
UW Physicians	SLU	58%	-10%	53%	9.18	-13%	7.98
WRQ Inc	SLU	68%	-10%	61%	11.02	-13%	9.59
ZymoGenetics Inc	SLU	59%	-10%	53%	8.30	-13%	7.22
Alaskan Copper & Brass	Duwamish	66%	-10%	60%	12.46	-13%	10.84
American President Line	Duwamish	73%	N.C.	73%	19.30	N.C.	19.30
Cascade Designs Inc	Duwamish	69%	-10%	62%	9.73	-13%	8.47
Charlie's Produce	Duwamish	65%	-10%	59%	12.87	-13%	11.20
City of Seattle	Duwamish	66%	-10%	60%	13.77	-13%	11.98
City of Seattle	Duwamish	64%	-10%	58%	12.00	-13%	10.44
City of Seattle	Duwamish	66%	-10%	59%	13.75	-13%	11.96
City of Seattle	Duwamish	59%	-10%	53%	11.39	-13%	9.91
Goodwill Industries	Duwamish	42%	N.C.	42%	5.84	N.C.	5.84
KC Government Atlantic Base	Duwamish	71%	N.C.	71%	12.76	N.C.	12.76
MacDonald Miller F S	Duwamish	92%	N.C.	92%	19.95	N.C.	19.95
Outdoor Research Inc	Duwamish	41%	-10%	37%	5.27	-13%	4.58
Providence Mount St. V	Duwamish	71%	N.C.	71%	6.31	N.C.	6.31
Seattle School District	Duwamish	73%	-22%	57%	11.18	N.C.	11.18
SSA Marine	Duwamish	77%	N.C.	77%	13.40	N.C.	13.40
Starbucks Coffee Co	Duwamish	61%	-10%	55%	9.25	-13%	8.05
The Cobalt Group	Duwamish	53%	-10%	48%	9.77	-13%	8.50
Todd Pacific Ship	Duwamish	51%	N.C.	51%	18.1	N.C.	18.1
United Parcel Service	Duwamish	91%	N.C.	91%	17.21	N.C.	17.21
US Army C of Engineers	Duwamish	15%	-10%	14%	6.18	-13%	5.38
Washington State Corr	Duwamish	35%	-10%	31%	5.43	-13%	4.72
Washington State Emp	Duwamish	73%	-10%	66%	12.44	-13%	10.83
Washington State DSHS	Duwamish	18%	-10%	16%	5.78	-13%	5.03
Washington State Patrol	Duwamish	45%	-10%	41%	8.05	-13%	7.00
WSDOT	Duwamish	70%	-10%	63%	14.82	-13%	12.89
Safeco Insurance Co	University	45%	-10%	41%	7.81	-13%	6.79
Safeco Plaza	University	50%	-10%	45%	8.47	-13%	7.37
University Bookstore	University	25%	-10%	23%	2.15	-13%	1.87
University of Washington	University	39%	-10%	35%			0.00
University of Washington	University	58%	-10%	52%	8.15	-13%	7.09
US NOAA	University	59%	-10%	54%	7.55	-13%	6.57
Washington Dental Svc	University	61%	-10%	55%	9.98	-13%	8.68
City of Seattle	Uptown	70%	-10%	63%	12.69	-13%	11.04
Fisher Broadcasting Inc	Uptown	71%	-10%	64%	11.45	-13%	9.97
Pacific Science Center	Uptown	31%	-10%	28%	4.33	-13%	3.77
Publicis	Uptown	61%	-10%	55%	5.52	-13%	4.80

Seattle Housing Auth	Uptown	48%	-10%	43%	8.13	-13%	7.07
US Postal Service	Uptown	72%	N.C.	72%	14.76	N.C.	14.76
Washington State DSHS	Uptown	51%	-10%	46%	8.59	-13%	7.48
Zenith Administrator Inc	Uptown	57%	-10%	52%	9.69	-13%	8.43