



Low-Pollution Neighborhoods

Transit Advisory Committee Briefing



Seattle
Office of Sustainability
& Environment



Seattle
Department of
Transportation

Low-Pollution Neighborhood

Directed by Mayor's office to deliver 3 LPNs by 2028

Designated areas or streets where we can deploy or pilot a variety of policy, program, built interventions or incentives to reduce pollution and increase climate resilience.

Curb emissions from Buildings + Tailpipes



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Context

- C40 commitments
- Executive Order
- Climate Change Response Framework (CCRF)
- Rebuilding American Infrastructure and Equity (RAISE) grant



C40 GREEN AND HEALTHY STREETS DECLARATION:

**How cities are
creating streets
that put people first**



C40
CITIES

© Thomas Barwick / Getty Images

CITIES SIGNING THE GREEN AND HEALTHY STREETS DECLARATION

Amsterdam	Milan
Auckland	Moscow
Austin	Oslo
Barcelona	Oxford
Berlin	Paris
Birmingham	Quito
Cape Town	Rio de Janeiro
Copenhagen	Rome
Greater Manchester	Rotterdam
Heidelberg	Santa Monica
Honolulu	Santiago
Jakarta	Seattle
Liverpool	Seoul
London	Tokyo
Los Angeles	Vancouver
Madrid	Warsaw
Medellin	West Hollywood
Mexico City	



Through the One Planet Charter, an additional 220 cities have established clear targets for reducing emissions associated with urban mobility

C40
CITIES

Green & Healthy Streets Declaration



One Seattle Transportation and Climate Justice Executive Order

Office of the Mayor
City of Seattle, Bruce Harrell, Mayor

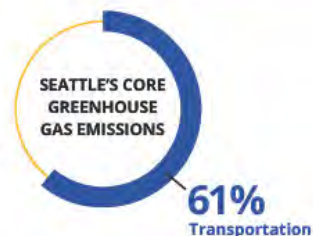


Photo credit: Seattle Department of Transportation

Seattle is facing a climate emergency with severe and frequent threats to residents, including extreme heat and dangerous smoke events, sea level rise and flooding, and long-term declines in snowpack that feeds our watershed and impacts our City-led electric utility.



Transportation accounts for 61% of the city's core greenhouse gas (GHG) emissions and Seattle has a goal to reduce transportation emissions by 82% from 2008 levels by 2030 and to reduce them to net zero by 2050.



SEATTLE'S GOALS TO REDUCE TRANSPORTATION EMISSIONS

↓ 82%
By 2030

↓ Net Zero
By 2050

The impacts of climate disasters fall disproportionately on people of color and low-income residents. At the same time, these same groups face disproportionate exposure to transportation emissions from fossil-fuel powered vehicles and suffer negative health impacts.

The infrastructure and policy decisions we make over the next few years will determine our success in reducing emissions, improving air quality, enhancing economic and mobility justice, and building more resilient communities.

This Executive Order pledges 23 climate justice actions to equitably accelerate emissions reductions in the transportation sector, build a green economy, and invest in community resilience to meet the scale of the climate emergency. Examples of these include:



Photo credit: Seattle DOT

Equitably Reduce Transportation Emissions:

- **Lead by example**, and continue to advance toward a 100% zero-emission, fossil-fuel free fleet by 2030, including several pilot projects at the Seattle Department of Transportation (DOT).
- **Continue to invest** in a network of bus priority lanes on major arterials through [Seattle Transit Measure](#) and [Move Seattle Levy](#), so that as our city grows, transit is a quick, effective way to move around the city.
- **Develop electrification incentives** that meet the needs and desires of women and minority business enterprises and small businesses in environmental justice communities.
- **Update the Bicycle Master Plan Implementation Plan** to include a commitment to make up to 20 miles of [Healthy Streets](#) permanent and in Q3, SDOT will update the [Pedestrian Master Plan Implementation Plan](#) to include a commitment to expand our [School Streets](#) program and ensure an all ages and abilities bicycling facility serves every public school.

Build a Green Economy:

- **Develop a set of strategies and investment recommendations** that leverage new and existing workforce development system programs and resources to further strengthen Seattle's green economy and ensure BIPOC workers have access to the technological skills needed to thrive in a new green economy driven by transportation electrification.
- **Explore innovative means to partner** with dedicated private sector organizations to take advantage of the Seattle business community's long-running commitment to sustainability and innovation to maximize the impact from the global exposure during the **2026 FIFA World Cup**.

Invest in Community Resilience:

- **Plan for the creation of carbon-free, low-pollution neighborhoods**, with concepts like low-emissions zones, eco-districts, resilience districts and super blocks, that will align with the goals of the Seattle Transportation Plan and can inform investments in a future transportation funding package. Publish an implementation and funding plan to pilot several low-pollution neighborhoods in the city, with the goal of having at least three low-pollution neighborhoods in place by Q1 2028.
- **Host a Youth Transportation Summit** in 2023 to learn from young people how the pandemic has changed their transportation experiences, and how the city can ensure that we are centering young peoples' voices in this next generation of climate-responsive transportation investments.

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By 2030



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*Plan for the creation of carbon-free, **low-pollution neighborhoods...***



with concepts like...

- *low-emission zones (LEZ)*
- *eco-districts*
- *resilience districts*
- *superblocks*



WHAT IS A LOW EMISSION ZONE? → A defined zone that restricts the use of polluting vehicles
Car-free zones are low emission zones

LOW EMISSION ZONES CAN APPLY TO

- Passenger vehicles (cars, taxis, motorcycles)
- Public vehicles (buses, municipal vehicles)
- Vans and small trucks
- Heavy-duty freight vehicles

A LOW EMISSION ZONE CAN BE

- Priced**: vehicles pay to enter, price varies based on emissions level
- Not priced**: vehicles below a minimum emission standard are banned, non-compliant vehicles that enter pay a fine

A LOW EMISSION ZONE IS NOT

- A single corridor
- A street or area that does not explicitly restrict vehicles

LOW EMISSION ZONES CAN CONTRIBUTE TO MORE LIVABLE CITIES

When implemented alongside policies that prioritize sustainable transportation and development, low emission zones help cities achieve a broader set of goals beyond air quality improvement, such as improving access, safety, and equity.

- STREET REDESIGNS**
 - Car-free areas
 - Complete streets
 - Safe Routes to School programs
- SERVICE IMPROVEMENTS**
 - Frequent rail/bus service (10-minute transit)
 - Multimodal integration
- INCENTIVES**
 - Low- and zero-emission vehicle purchase subsidies
 - Public transportation discounts
- LAND USE REFORM**
 - On-street parking pricing
 - Transit-oriented development
 - 15-minute neighborhoods
- STRICTER SUB-ZONES**
 - Zero-emission area (ZEA)
 - Congestion pricing zone

VISIT [ITDP.ORG](https://itdp.org) FOR MORE

▼ **LEZ Map**

Low Emission Zone

- A Bell St Car Park
- B West Marketgait NCP Car Park
- C Wellgate Centre and Car Park
- LEZ Option Boundary

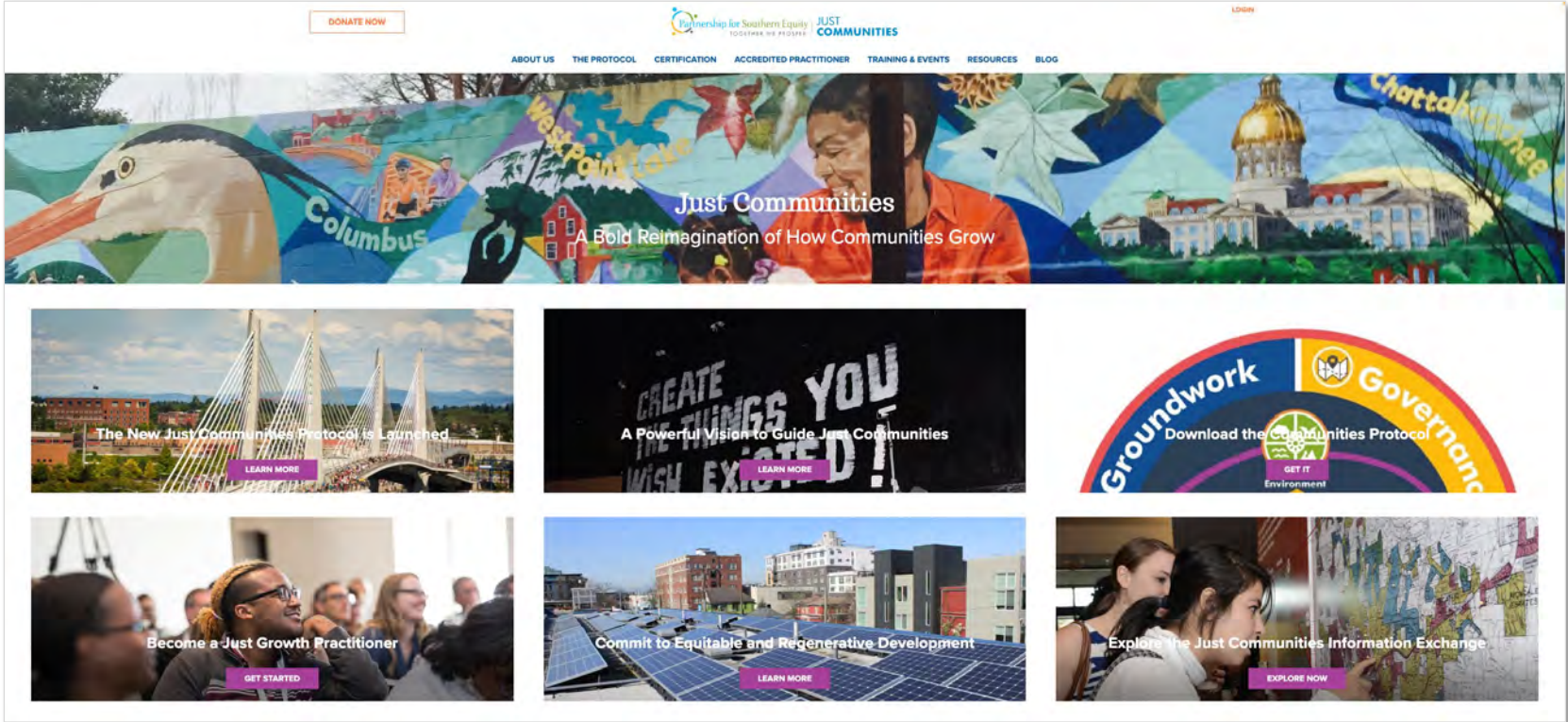
Dundee City Council
www.dundee.gov.uk
CHANGING FOR THE FUTURE

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▼ **What is a Low Emission Zone**

A Low Emission Zone (LEZ) is an area where only certain vehicles are allowed to enter based on their emissions standards. LEZs reduce pollution levels and improve air quality by stopping the most polluting vehicles entering a specific area.





South Park & Georgetown Map

SEATTLE



Georgetown

King County Airport

Georgetown Old City Hall

Georgetown Playfield

Oxbow Park

South Seattle College

Gateway Park North

Duwamish Waterway Park

South Park Plaza

South Park Neighborhood Center

South Park Community Center

South Park Playground

Cesar Chavez Park

South Park Meadow

Marra-Deslmonne Park

South Park

0 500 1,000 2,000 3,000 4,000 Feet



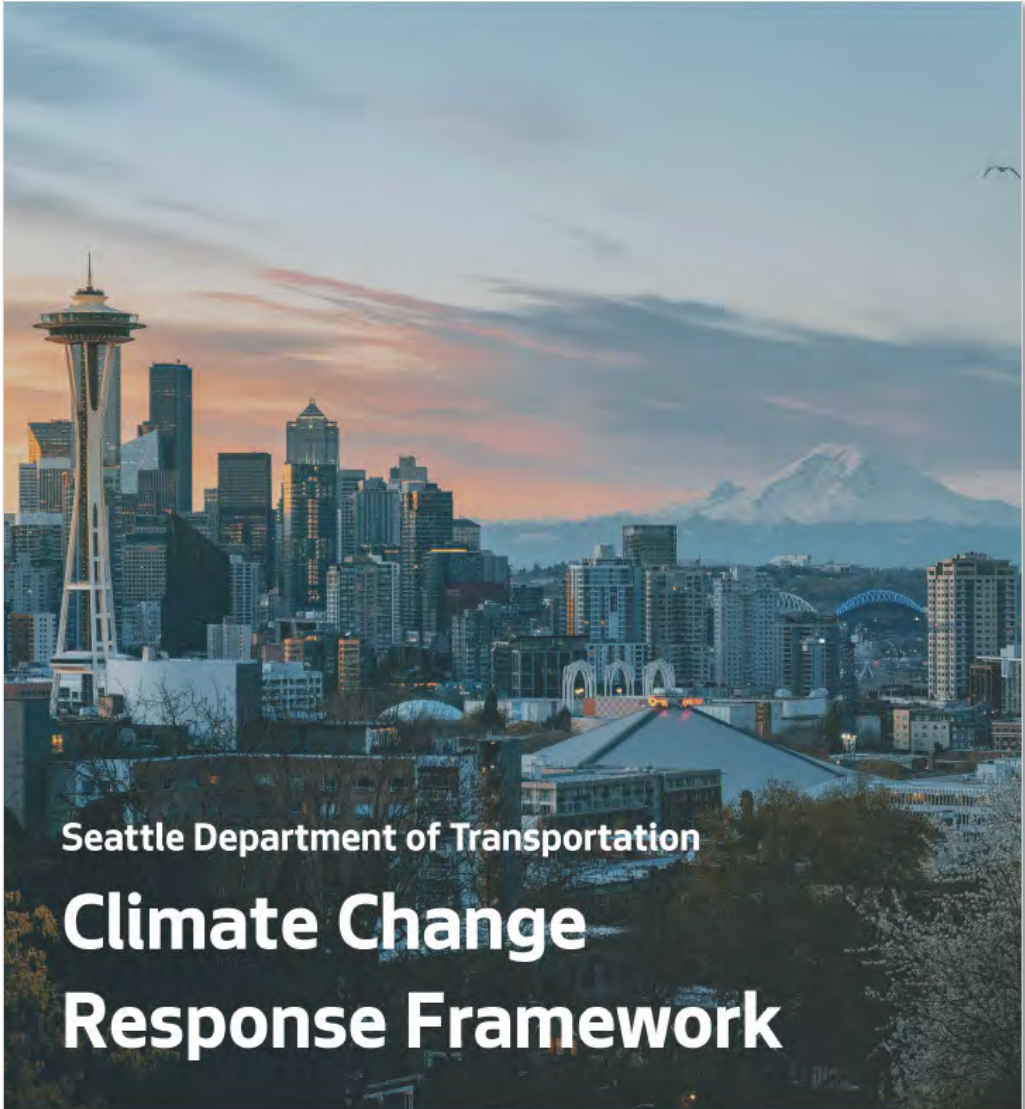
Duwamish Valley Action Plan

Advancing Environmental Justice & Equitable Development in Seattle









Seattle Department of Transportation

Climate Change Response Framework

2023



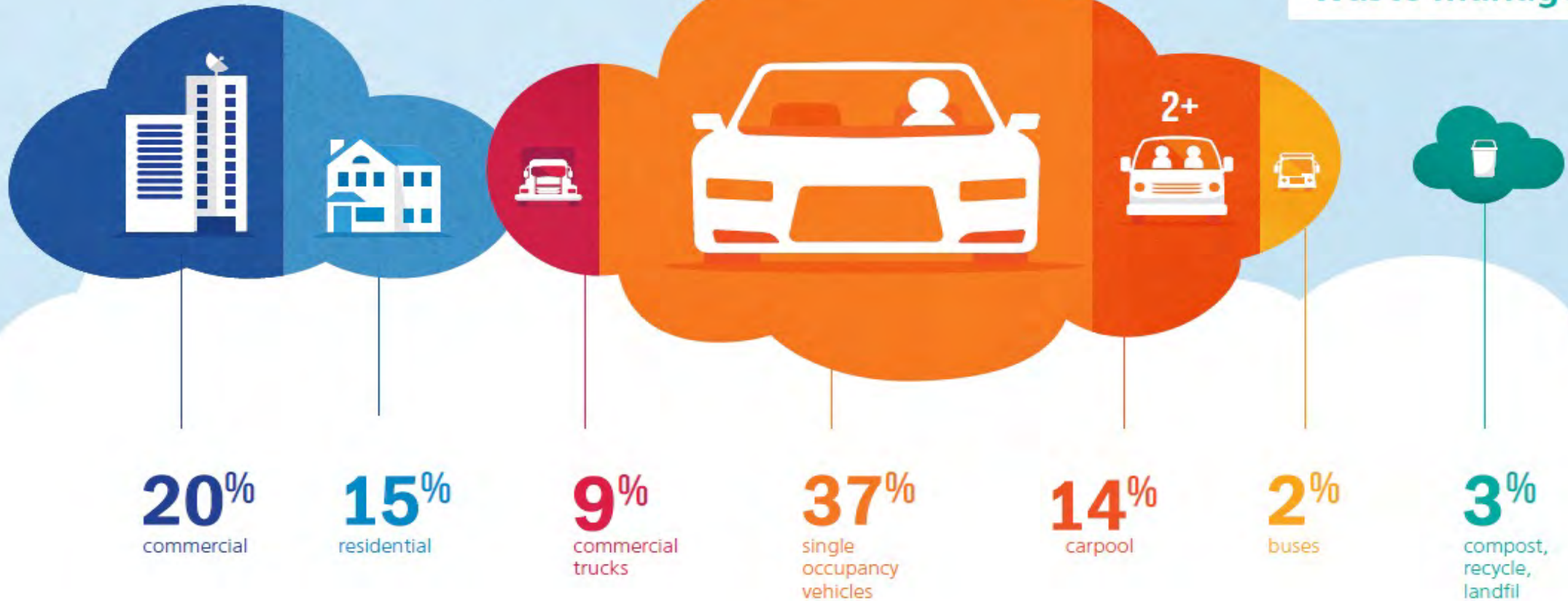
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Seattle Core Emissions Sources

road transportation

building energy

waste management



Seize the Opportunity!

Most trips within Seattle are relatively short, but we rely on cars for a large share of these short trips.



The average trip within Seattle is **2.2 miles**.



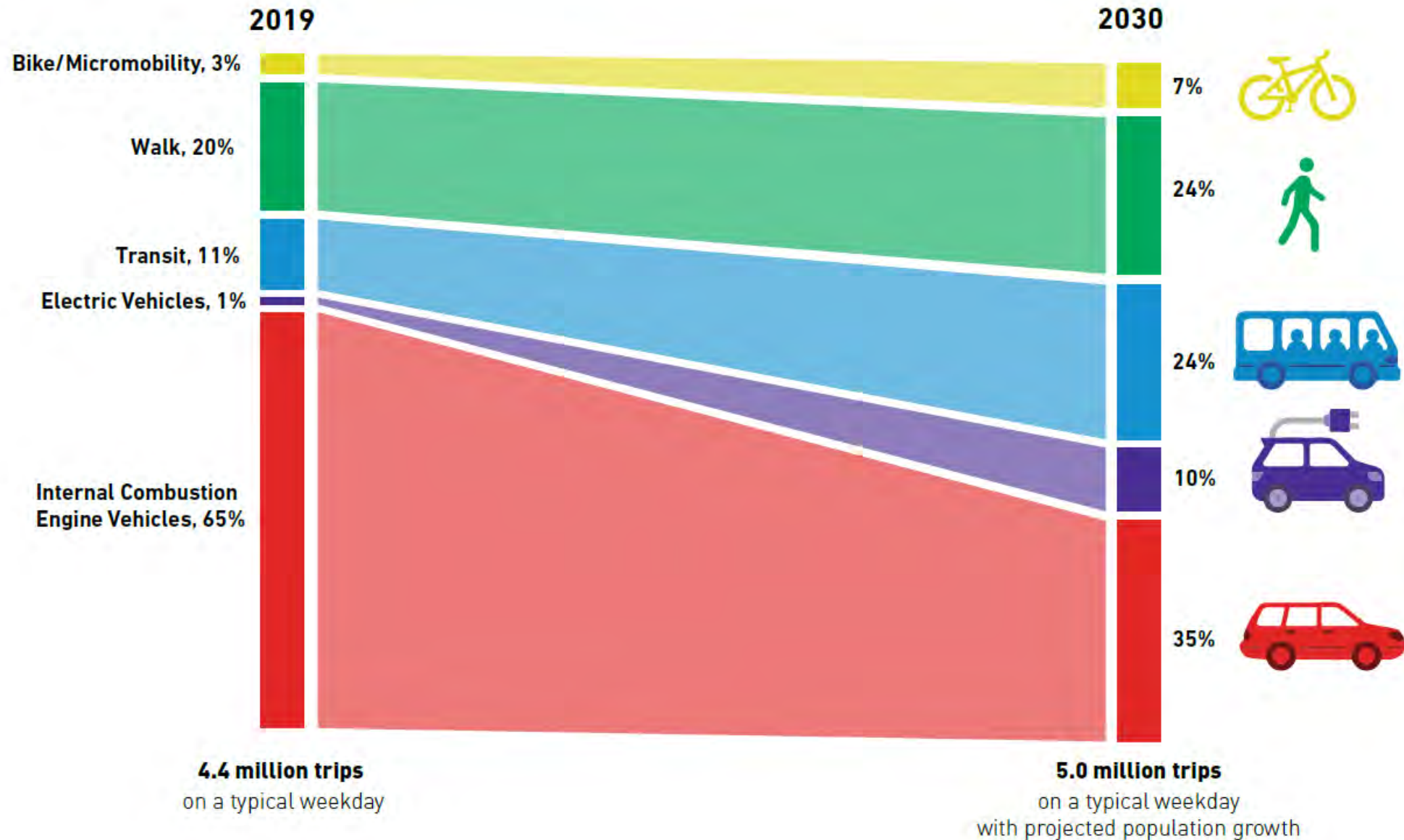
41% of trips in Seattle are less than 1 mile.

73% of trips in Seattle are less than 3 miles.

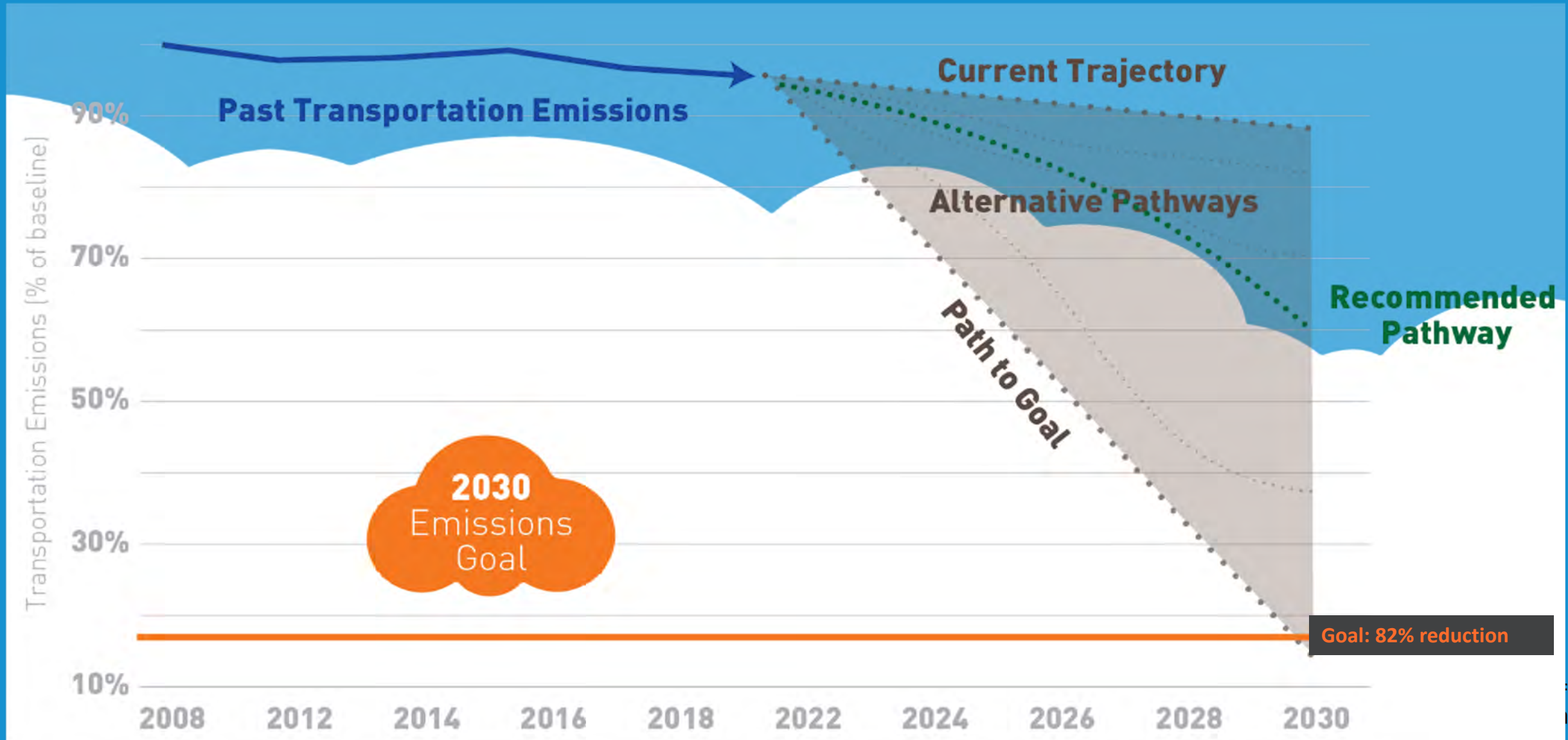


2 out of 3 car trips within Seattle are less than 3 miles.

Potential Outcomes of the CCRF



Bending the Emissions Curve



Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant

- Prepare a plan/strategy by mid- to late-2025
- Approach to implementation
- Funding opportunities



RAISE Planning Grant Deliverables

1. **Establish vision and toolkit** – Develop a Low-Pollution Implementation Toolkit that includes an inventory of citywide pilots, programs, and design interventions, identifies gaps, and recommends new tools to address those gaps
2. **Identify candidate areas** – Develop methodology to select candidate areas informed by data, climate impact, community readiness, and partnership opportunities
3. **Define projects, programs and develop a funding and implementation plan** – Meet communities where they are. Match low-pollution tools to community needs and readiness to define specific projects and programmatic opportunities. Develop planning-level cost estimates and a funding and implementation plan (late 2025)



Any questions so far?



Low Pollution Neighborhood

A photograph of a tree-lined city street, likely in Seattle's Pioneer Square. The scene features a wide pedestrian plaza on the left with outdoor seating and umbrellas. A person is riding a bicycle on the right side of the street. A black lamppost with a sign that reads "PIONEER SQUARE" and "EST. 1889" stands prominently. The street is lined with mature trees, and the overall atmosphere is clean and urban.

Designated areas or streets where we can deploy or pilot a variety of policy, program, built interventions or incentives to reduce pollution and increase climate resilience.



Approach

Toolkit and service delivery philosophy that allows us to meet communities where they are and lean into the things people love about their neighborhoods

Goal

Improve air quality, climate resiliency, mobility, safety, and community health

Focus

On safety (public health & Vision Zero) and equity outcomes in our climate response



Delivering the Mayor's Executive Order LPN Commitments



Build upon existing opportunities



LOCAL ACCESS ONLY FOR:

- Residential access
- District provided transportation/ADA
- Local deliveries
- Non-motorized

Go Slow and Share the Road

Opportunities 2.0





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Discussion



- What elements do you support, would like to see in LPNs?
- Where are some locations you think could be good LPN opportunities?
- How can transit help frame LPNs?



Questions? Ideas? Thank you!

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