



# Update on the Modal Integration Policy Framework





# Presentation overview

- Share background
- Discuss how the Complete Streets policy is used
- Review status of what's been achieved to date
- Next steps
  - Introduce People Streets & Public Spaces concept
  - Introduce future citywide transportation planning

# Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

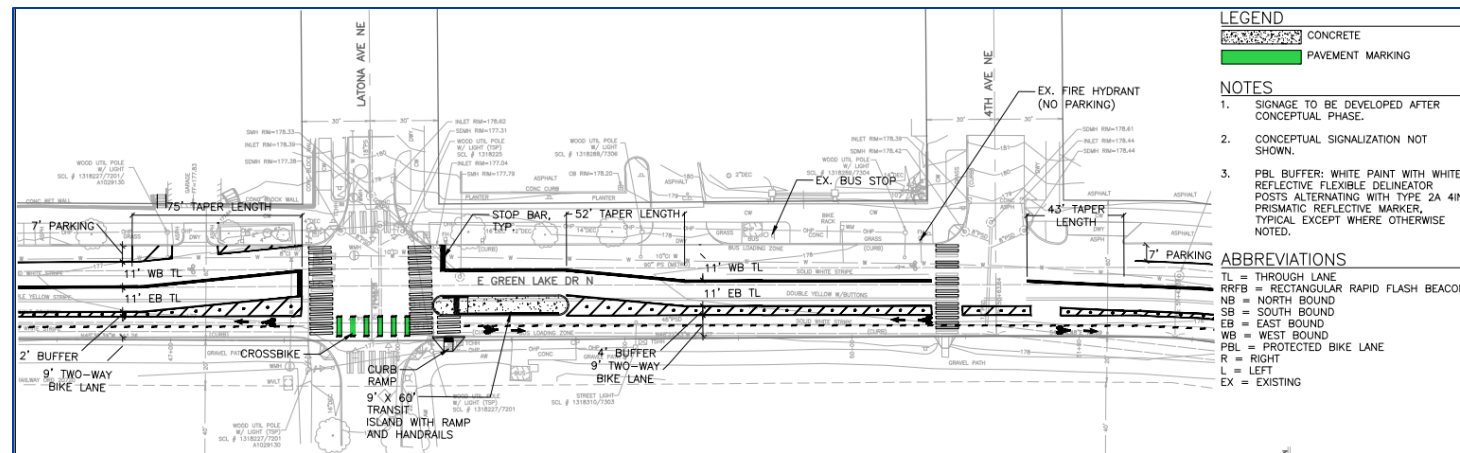
# Policy context: Seattle 2035 Comprehensive Plan

- Transportation focus based on land use
- References transportation master plans for prioritizing curb space
- **Gap:** lacks guidance on how to accommodate travel modes when the street is not wide enough for all to safely operate
- Update process starts in 2022

	Commercial/Mixed-Use Areas	Industrial Areas	Residential Areas
*	Modal plan priorities	Modal plan priorities	Modal plan priorities
	Access for commerce	Access for commerce	Access for people
	Access for people	Access for people	Access for commerce
	Activation	Storage	Greening
	Greening	Activation	Storage
	Storage	Greening	Activation

# Policy context: Complete Streets

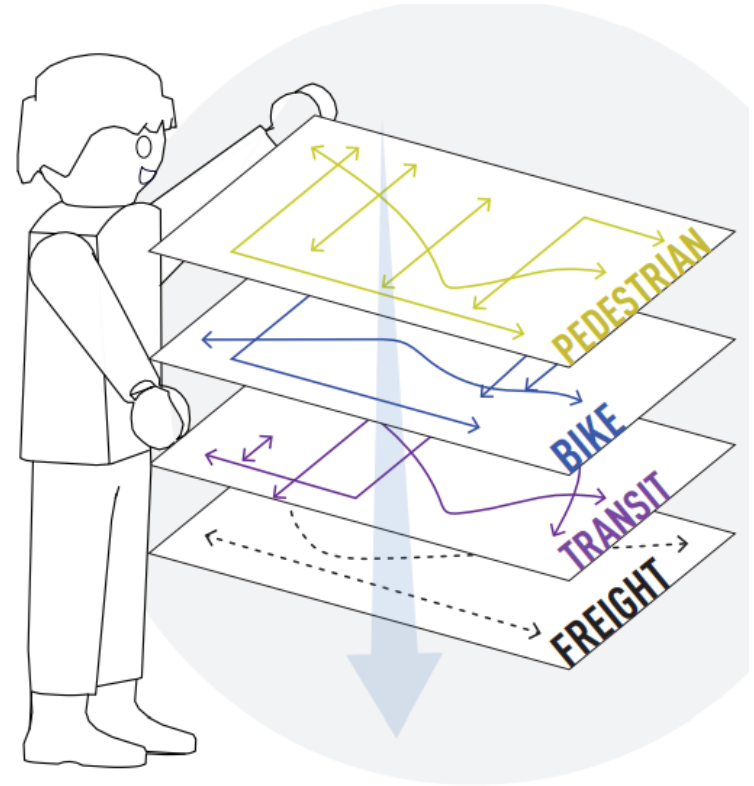
- **Ordinance:** City Council passed, and SDOT implemented, in 2007
- **Purpose:** Consider opportunities to make investments that benefit multiple modes
- **Result:** Create and maintain safe streets for everyone



Green Lake & Wallingford Paving & Multimodal Project

# Implementing Complete Streets

- A multi-disciplinary staff team completes an assessment of existing conditions and considers improvement opportunities for all travel modes
- If staff level team does not agree on complete streets recommendations, projects are elevated to the Complete Streets Steering Committee, comprised of division directors for resolution



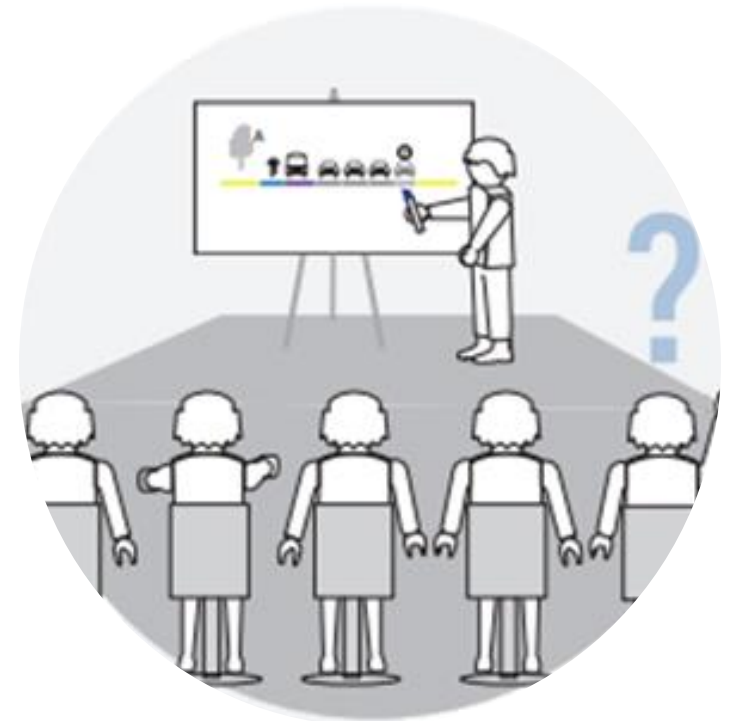
# Desired outcomes from the Modal Integration Policy Framework

- Policy direction that can be applied in the complete streets process to determine how to best accommodate travel modes when the street is not wide enough for all to safely operate
- Optimize public right-of-way allocation by balancing network function, land use development patterns, and local context



# Desired outcomes from the Modal Integration Policy Framework (cont.)

- Formalize a **consistent and transparent approach** for interpreting our plans and policies into project decisions and share our approach during outreach
- Identify considerations and **opportunities for future policy and plan development** that consider the full range of community priorities for our transportation system, in addition to delivery of our modal networks





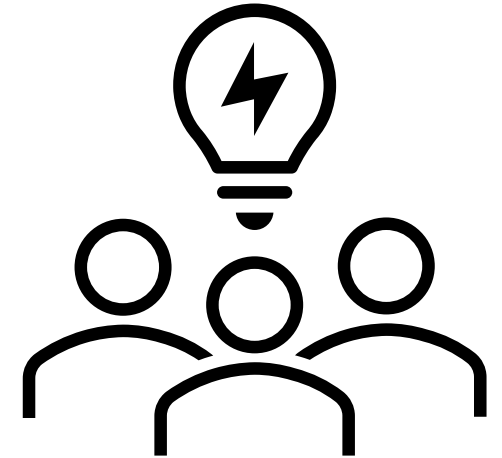
# Our approach

- Consultation with an ad hoc Policy and Operations Advisory Group
- Policy review
- Technical analysis
- Interviews with staff

Board, Committee, or Commission	Members
Bicycle Advisory Board	Pierre Brunelle Alexander Lew
Business Improvement Association	Mike Stewart (Ballard Alliance)
Freight Advisory Board	Warren Aakervik Geri Poor
Pedestrian Access Advisory Committee	Dorene Cornwell Steven Feher
Pedestrian Advisory Board	Emily Mannetti Anna Zivarts
Planning Commission	David Goldberg Grace Kim
Transit Advisory Board	Erin Tighe Bryce Kolton
Transportation Equity Workgroup	Kiana Parker Yordanos Teferi

# What we heard

- Transportation master plans were developed with stakeholder input, and recommendations need to be part of policy framework
- Pedestrian safety and access is critical citywide
- While useful, the urban center framework has limitations
- Climate change and equity need to be prioritized when thinking about right-of-way allocation
- Framework should address mobility needs rather than one travel mode
- Address modes not included in modal plan networks (e.g., personal vehicles) and space dedicated to general purpose traffic
- High housing costs have shifted residents out of Seattle; many still work in the city, creating a reliance on cars
- Concern that bicycle infrastructure would be deprioritized



# Modal integration policy framework overview

Prioritize travel modes based on Urban Village, Urban Center, Manufacturing/Industrial Centers and connections to them

In urban villages and centers,  
we prioritize pedestrians



In manufacturing and industrial centers,  
we prioritize goods movement



Between urban villages and centers,  
we prioritize transit



Citywide, at critical connections,  
we prioritize the bicycle network



# Next steps for the policy framework

From the modal integration policy white paper:

- Prepare additional policy guidance for deployment of transit lanes and freight lanes
- Create additional project development tools
  - Modal plan constraints map
  - Information to support community conversations
  - Guidance to make curbspace/flex zone changes
  - Critical Bicycle Connections map
- Integrate our modal plans into a citywide transportation plan
  - Identify a People Streets and Public Spaces network to prioritize the creation, improvement, and management of public spaces in the ROW



# People Streets & Public Spaces

A citywide People Streets and Public Spaces plan would advance four major priorities:

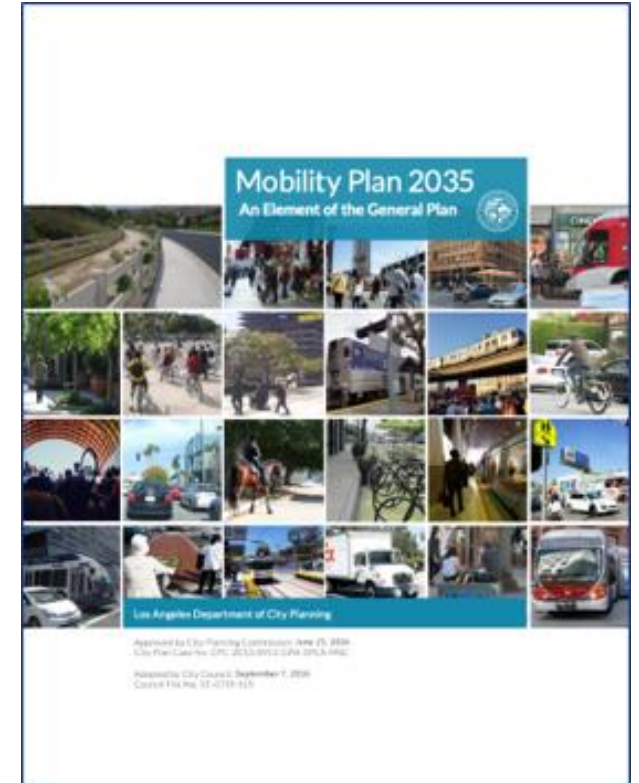
- Advance equitable investment in public spaces and qualitative sidewalk improvements.
- Allow development of funding mechanisms.
- Legitimize and fund community place priorities through city processes.
- Support economic development, mobility, and communities.



Photo credit: Waterfront Seattle

# Future citywide transportation plan

- Engage in community conversations around mobility and public space needs
- Operationalize our values and achieve department commitments on transportation equity, safety, and climate action
- Leverage Comprehensive Plan update process starting next year
- Prepare for future transportation funding package



# Questions?

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