

A wide-angle photograph of the Seattle skyline at sunset. The city's skyscrapers are silhouetted against a sky with soft orange and pink clouds. The water of the harbor is in the foreground, reflecting the light. The Space Needle is visible on the left side of the skyline.

Managing Growth to Become an Equitable City 2015-2035

A red circular logo containing the text "Seattle" in a white script font and "2035" in a white sans-serif font, separated by a horizontal line.

Seattle
2035

Mayor's Recommended Plan

Transportation

Presentation overview

- Planning context for Transportation Element
- Outline of Transportation Element and main goals
- Summary of key issues
- Questions and discussion

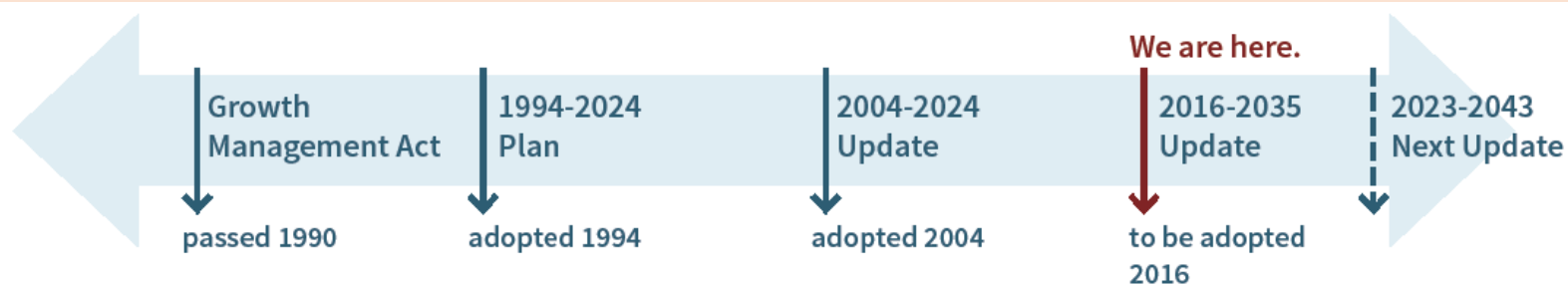
Council Review of Plan



Comp Plan Topic	Council Committee	Date
Overview	PLUZ	May 17
Growth Strategy Land Use	PLUZ	June 7
Growth Strategy	PLUZ	June 21
Transportation	Sustainability and Transportation	June 21
Public Hearing	PLUZ	June 27
Housing Neighborhood Planning	Affordable Housing, Neighborhoods and Finance	July 6
Capital Facilities, Economic Development, Arts & Culture	Civil Rights, Utilities, Economic Development & Arts	July 12
Community Well-Being	Human Services and Public Health	July 13
Schools and Growth	Education, Equity and Governance	July 20
Parks, Open Space and Recreation	Parks	July 21
Environment Utilities	Energy and Environment	TBD

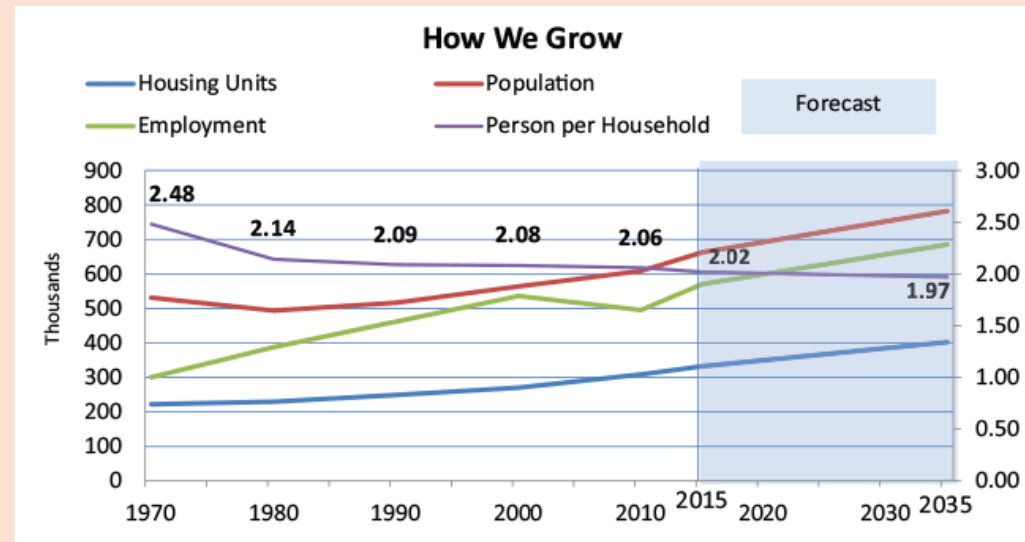
Planning Context

- Comp Plan is policy document
- Vision for how we will manage growth over the next 20 years
- Growth Projections
- Urban Village Strategy



Changes in Seattle since the last major update

- Added 51,000 housing units and 58,000 jobs since 2004
- Expanded transit (light rail and more bus hours)
- Ride sharing
- City's commitment to be carbon neutral
- Updated Vision 2040 and Countywide Planning Policies
- New growth assumptions
- Affordable housing crisis
- City's increased emphasis on race and social equity



What's in the Plan

Growth Strategy

(previously Urban Village)

Land Use

Transportation

Housing

Capital Facilities

Utilities

Economic Development

Environment

Parks and Open Space

Arts and Culture

(previously Cultural Resources)

Community Well-Being

(previously Human Development)

Neighborhood Planning

(previously Neighborhood Planning A)

Container Port

(no changes)

Shoreline Areas

(no changes)

Neighborhood Plans

(previously Neighborhood Planning B, no changes)

Transportation Element Key Themes



Invest in travel options



Ensure goods movement



Use right-of-way for multiple purposes

Outline of Transportation Element

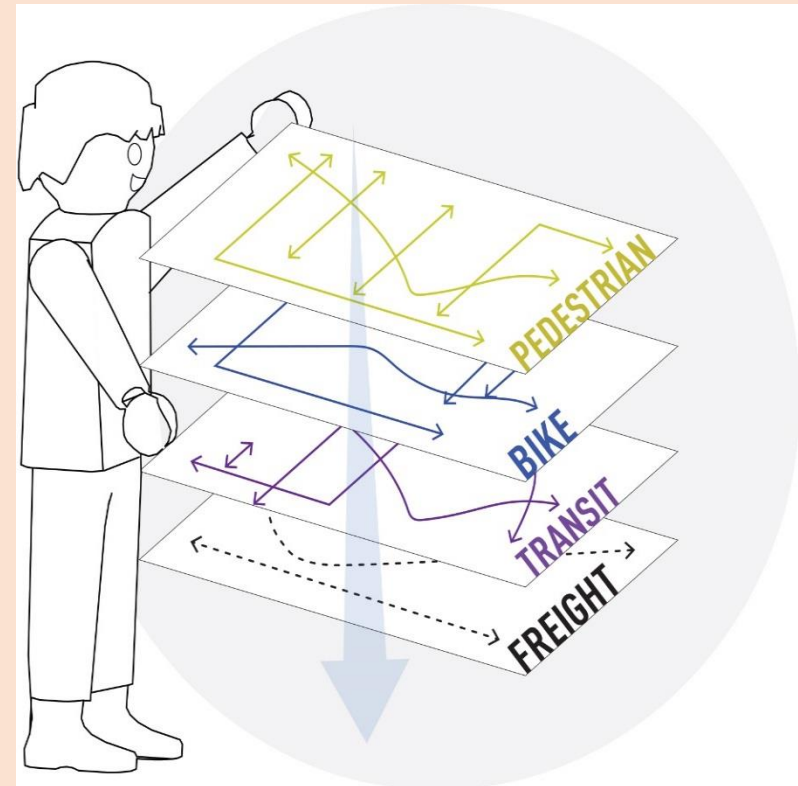
Sub-chapters

- Integrating Land Use and Transportation
- Make the Best Use of the Streets We Have
- Transportation Options
- Transportation Effects on the Environment
- Support a Vibrant Economy
- Safety
- Connecting to the Region
- Operating and Maintaining the Transportation System
- Measuring Level of Service
- Funding

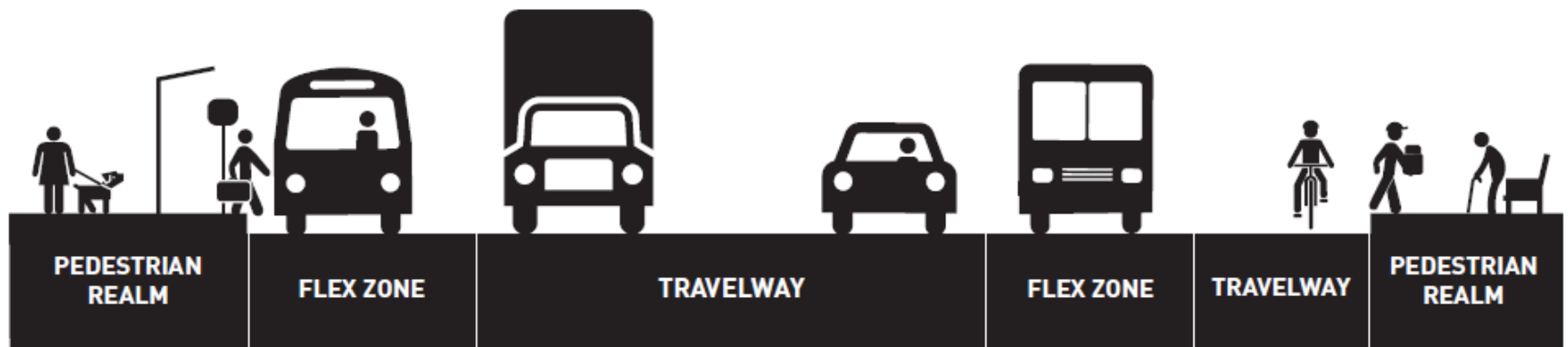


Issue #1: Right-of-way (ROW) allocation

- Community interest in considering how different modes could be prioritized
 - Action in Climate Action Plan
- Consistent with emphasis in Move Seattle on integrating modes
- Recognizes community interest in considering all functions of the public right-of-way, including access (not just mobility)
- Plan identifies new framework for considering how ROW allocation decisions should be made



ROW allocation: zones



PEDESTRIAN REALM

Comprised of frontage, pedestrian mobility, and furniture zones between the property line and the flex or travelway zones. This space includes the sidewalk, planting areas, bus shelters, sidewalk cafes, and bike racks.

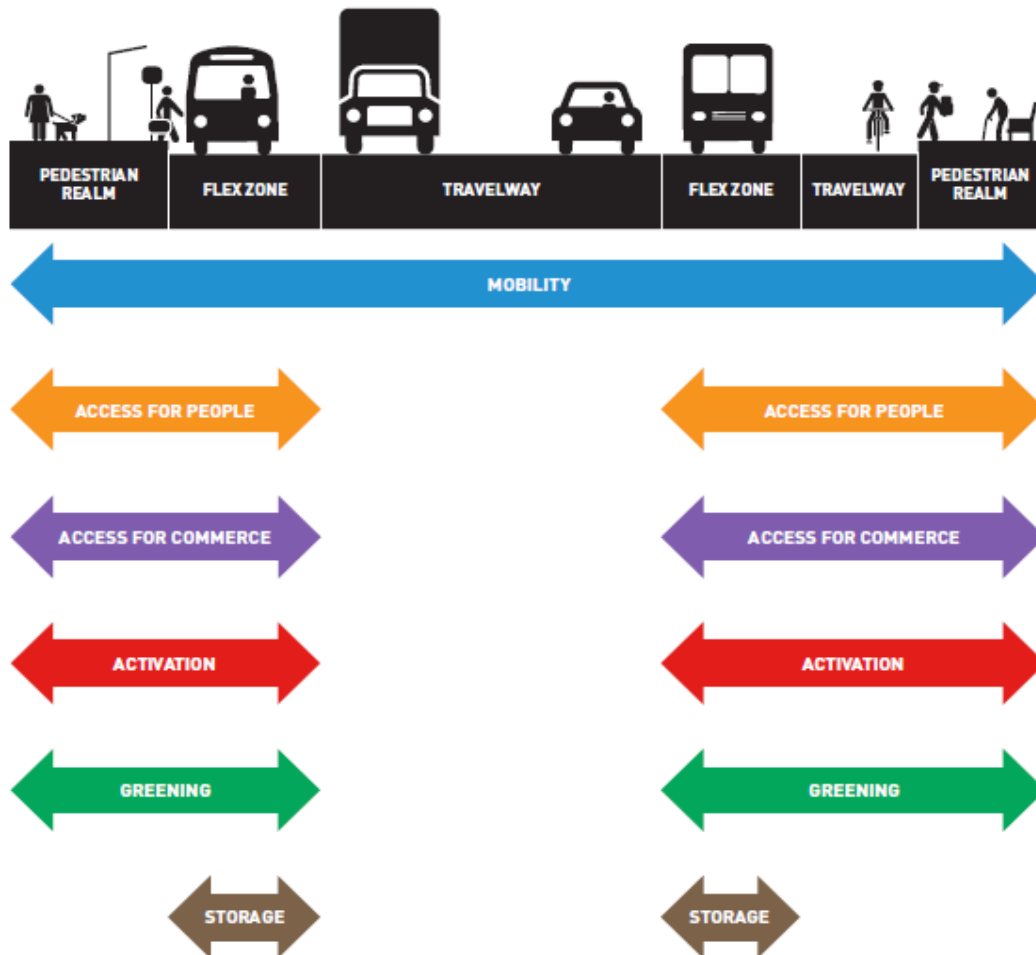
TRAVELWAY

Most often used for mobility purposes. Lanes can serve all modes or be dedicated to serve specific modes, such as a bus or bike lane.

FLEX ZONE

An essential zone for people and goods, providing separation between moving vehicles in the travelway and people in the pedestrian realm. This zone can contain multiple uses along a street - including commercial deliveries, parklets, on-street parking, and taxi zones. It can be used for mobility at specific times of the day.

ROW allocation: functions



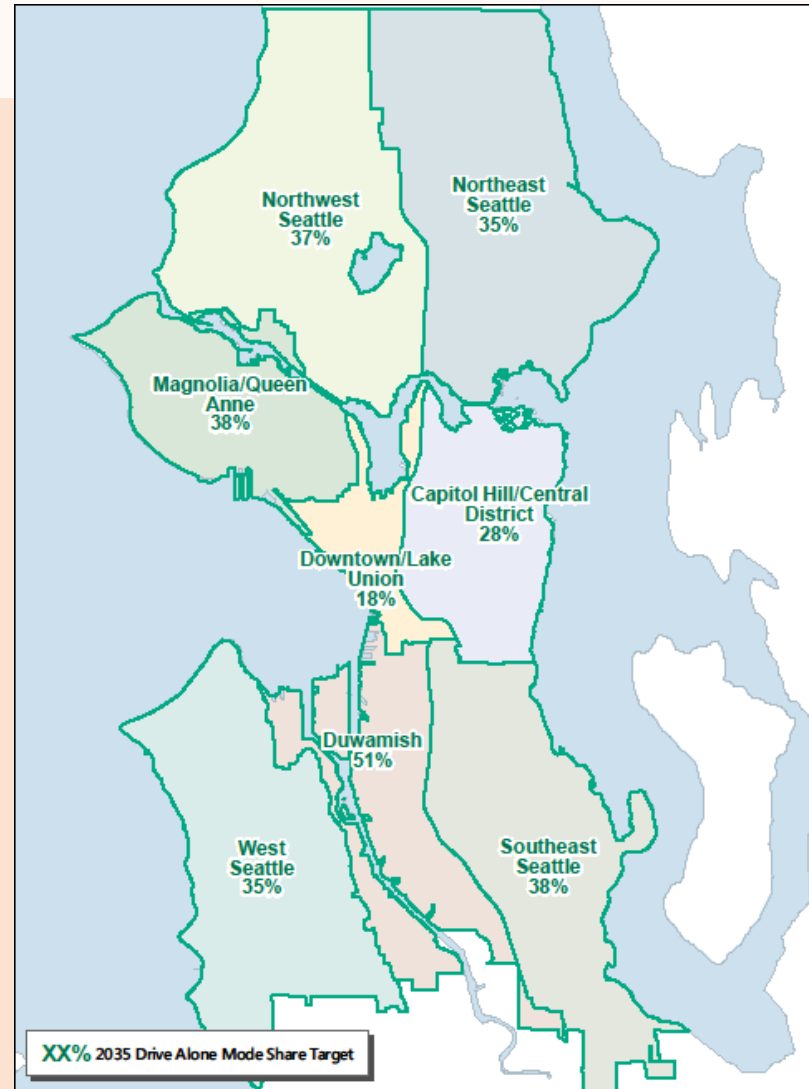
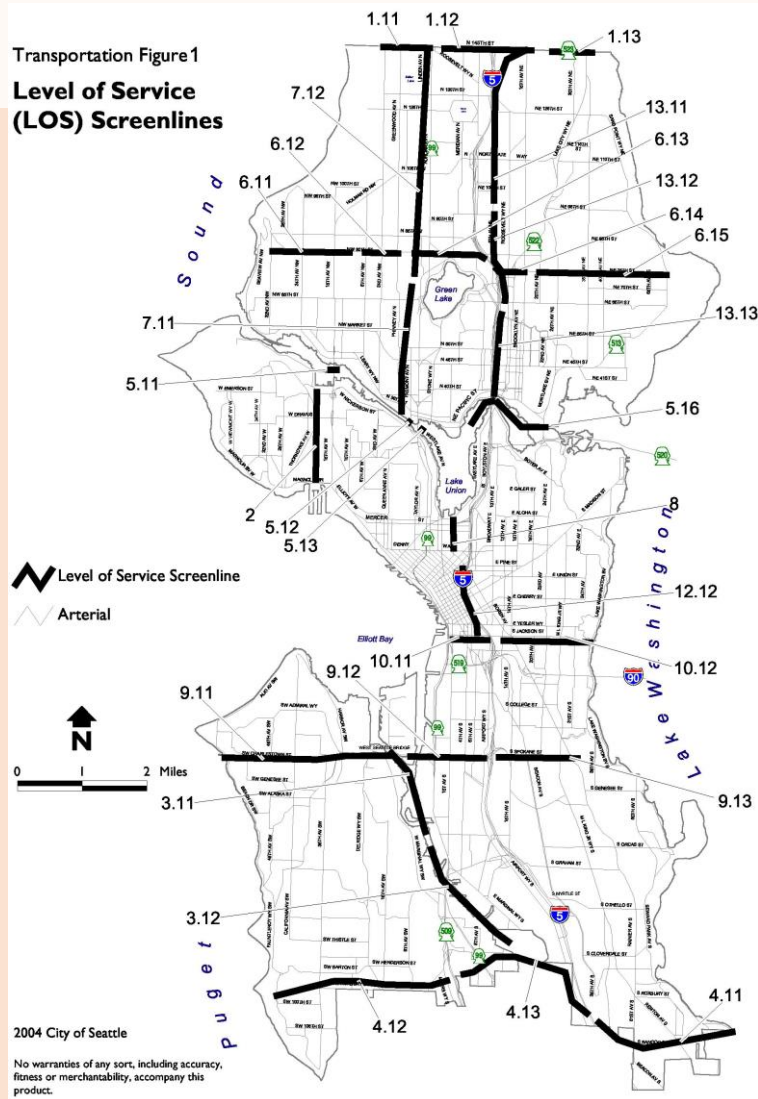
FUNCTION	DEFINITION	EXAMPLES OF USES
MOBILITY	Moves people and goods	<ul style="list-style-type: none"> Sidewalks Bus or streetcar lanes Bike lanes General purpose travel lanes - includes freight Right- or left-turn only lanes
ACCESS FOR PEOPLE	People arrive at their destination, or transfer between different ways of getting around	<ul style="list-style-type: none"> Bus or rail stops Bike parking Curb bulbs Passenger load zones Short-term parking Taxi zones
ACCESS FOR COMMERCE	Goods and services reach their customers and markets	<ul style="list-style-type: none"> Commercial vehicle load zone Truck load zone
ACTIVATION	Offers vibrant social spaces	<ul style="list-style-type: none"> Food trucks Parklets and streateries Public art Street festivals
GREENING	Enhances aesthetics and environment health	<ul style="list-style-type: none"> Plantings <ul style="list-style-type: none"> Boulevards Street trees Planter boxes Rain gardens and bio-swales
STORAGE	Provides storage for vehicles or equipment	<ul style="list-style-type: none"> Bus layover Long-term parking Reserved spaces (e.g. for Police or other government use) Construction

Issue #2:

Level of service (LOS)

- City has had a LOS measure focusing on vehicles since the 1994 Comprehensive Plan
- Community members expressed support for a more multi-modal LOS measure
 - Also strongly supported in the Multi-County planning policies (Vision 2040)
- New LOS measure focuses on “mode share” in the pm peak hour (3:00 to 6:00), when the transportation system is most congested
- Measure more consistent with the overall land use and transportation goals in the plan
 - Plan focuses on growth occurring in urban centers and villages, served by a multi-modal transportation system
 - Important to ensure goods can move throughout the city

Level of service: now and proposed



Level of service: why mode share?

200 PEOPLE CAN TRAVEL...

in 177 cars



3 buses



1 light rail train

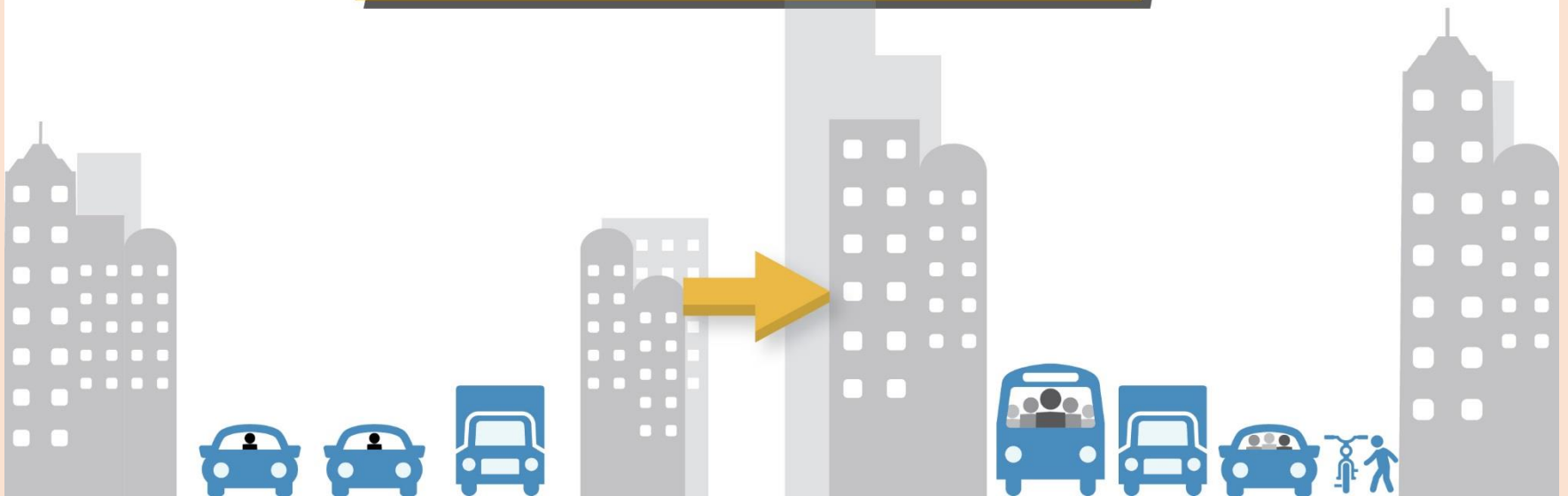


on their bikes



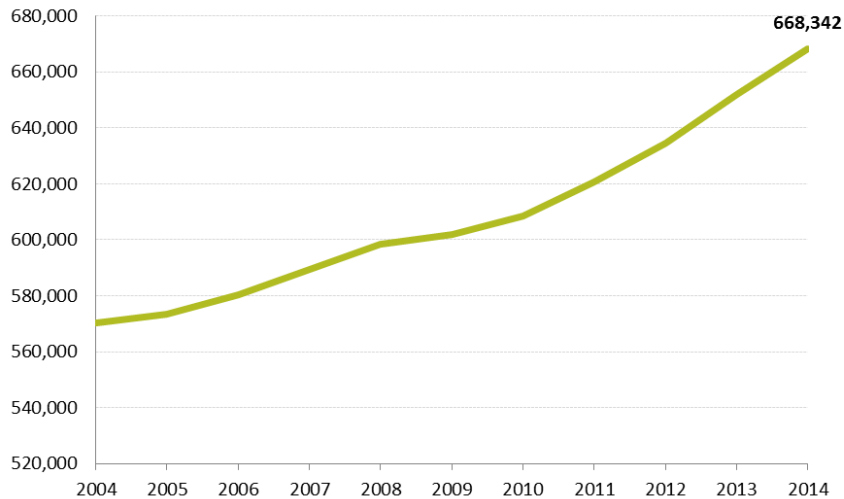
Level of service: why mode share?

To accommodate growth, we will need to move ***more*** people ***in the same amount of space***.

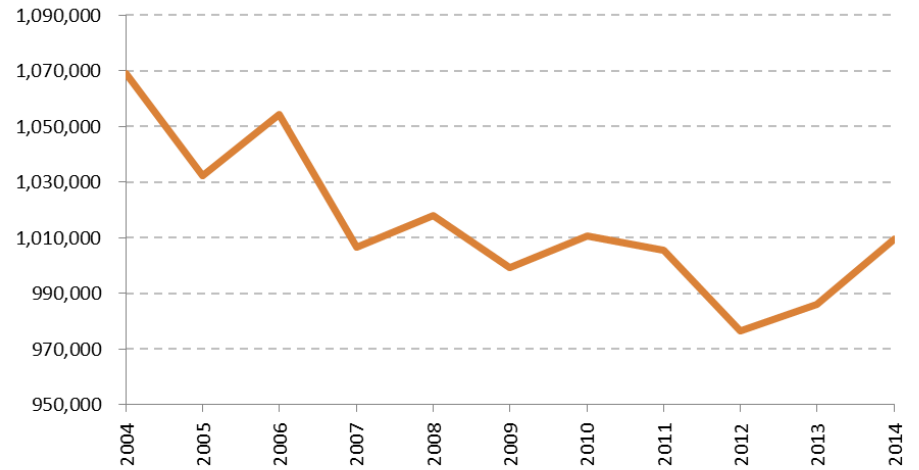


Level of service: travel trends

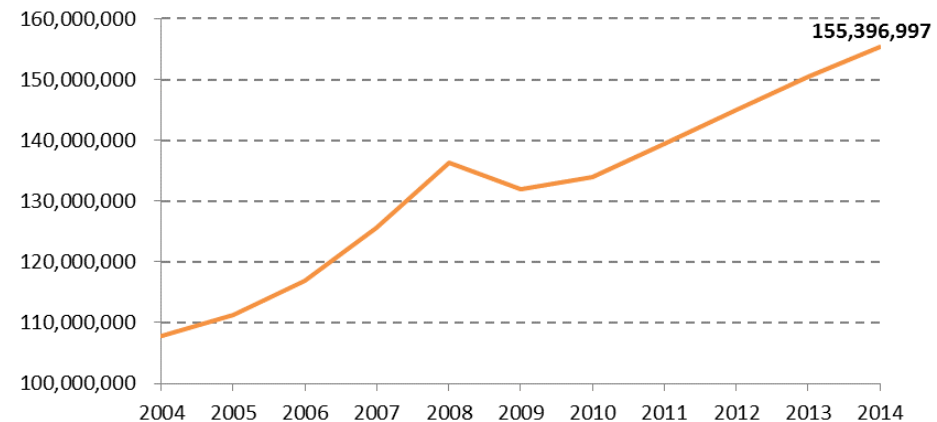
Seattle Population








Average Daily Traffic In Seattle








Transit Ridership



Level of service: why mode share?

Scenario A Corridor Today			
People: 1,500 Vehicle Capacity: 1,540			
Mode	Mode Share	Person Trips	Vehicles
 Drive Alone	70%	1,050	1,050
 Carpool	15%	225	103
 Transit	10%	150	3
 Walk/Bike	5%	75	0
 Truck*	N/A	N/A	100
Total	100%	1,500	1,256

Volume-to-Capacity Ratio 0.82

Scenario B Corridor with LOS Policy Change			
People: 1,500 Vehicle Capacity: 1,540			
Mode	Mode Share	Person Trips	Vehicles
 Drive Alone	65%	975	975
 Carpool	15%	225	103
 Transit	15%	225	5
 Walk/Bike	5%	75	0
 Truck*	N/A	N/A	100
Total	100%	1,500	1,183

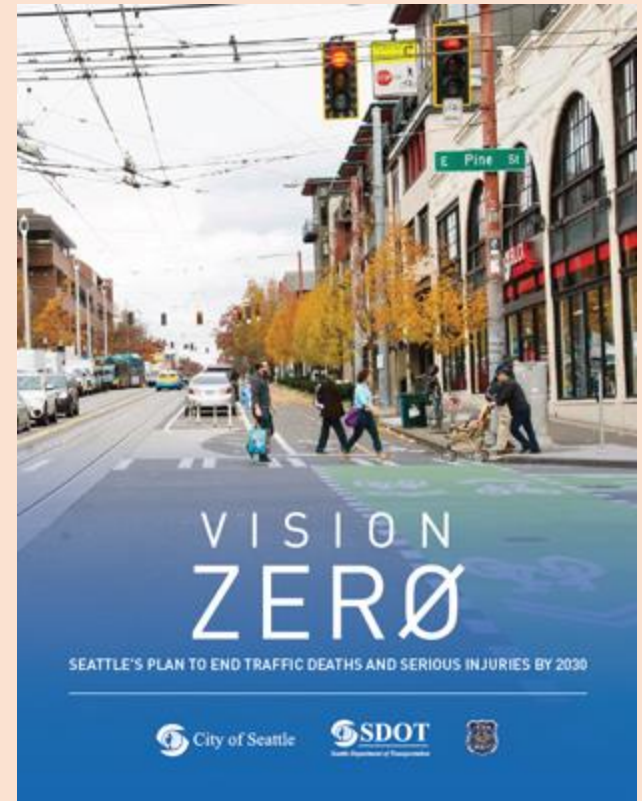
Volume-to-Capacity Ratio 0.77

*Trucks' primary purpose is movement of goods, not people. Thus they are not included in mode share calculations.

Shift in mode share results in moving the same number of people in fewer vehicles, thus improving overall throughput.

Issue #3: Safety

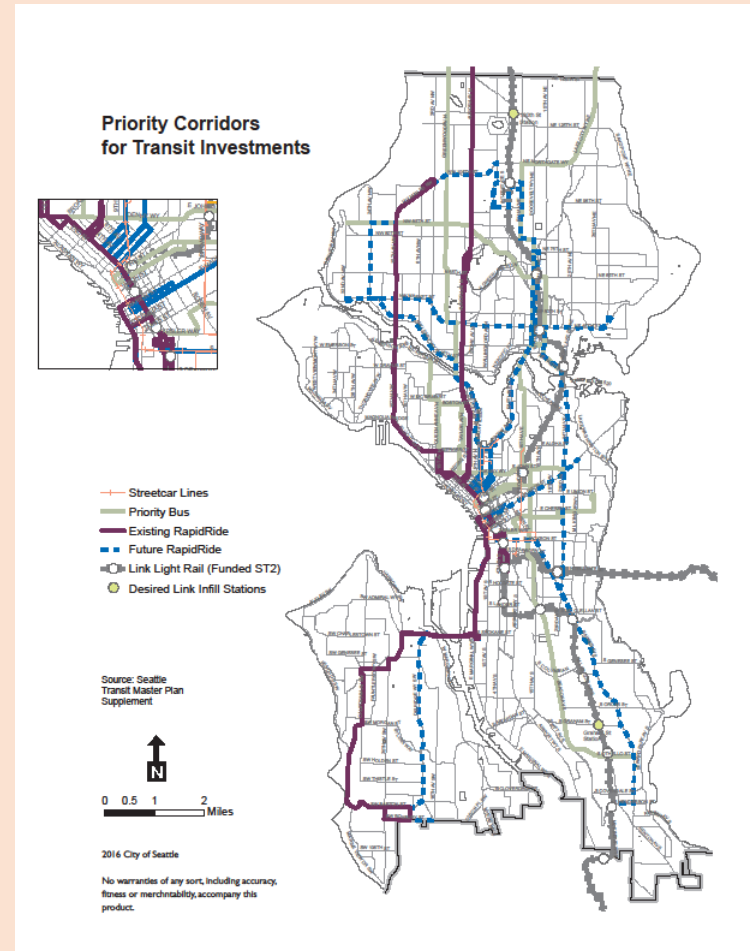
- Previous Transportation Element was fairly silent on safety
- Updated goals and policies recognize strong community interest in increasing the safety of the transportation system
- Aligns Transportation Element with Vision Zero
 - Target of zero fatalities and serious injuries by 2030



Issue #4:

Transportation options/modal plans

- Modal plans completed (or in process) since 2004 Comprehensive Plan update
- Recommended plan includes all modal plan network maps
- Provides public with information about where investments are planned, and how they tie to where growth will occur

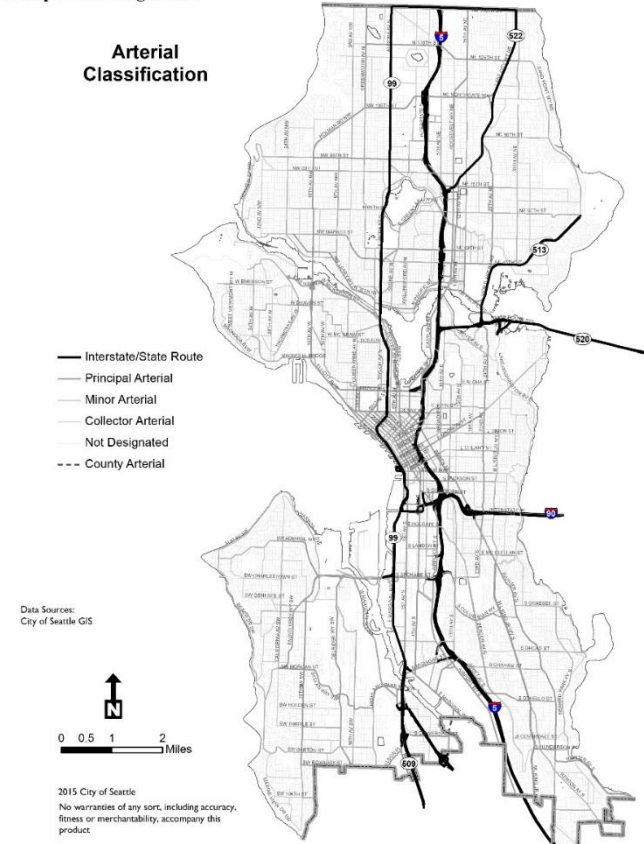


Issue #5:

Updating supporting information

- Updated the Funding section to incorporate Move Seattle and Prop 1 levies
- Updated all inventory and map information in Transportation Appendix to meet GMA requirements

Transportation Figure A-1



Equity in Transportation

Selected equity-related policies Transportation Element:

- Consider the income, age, ability, vehicle ownership patterns of populations throughout the city in developing transportation systems to that all residents, especially those most in need, have access to a wide range of travel options.
- Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on transit, and opportunities to leverage funding.
- Look for innovative ways to create training, youth employment, and living-wage opportunities for marginalized populations in the construction and major maintenance of transportation facilities.

Questions?

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