



B

Make the Best Use of the Streets We Have to Move People & Goods

discussion

The City has a limited amount of street space, and is unlikely to expand this space significantly. To make the best use of existing rights-of-way for moving people and goods, the City must allocate street space carefully among competing uses to further the City's growth management and transportation goals. The Complete Streets principles set out in Ordinance 122386 promote safe and convenient access and travel for all users — pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers.

As guided below by this Plan, the Transportation Strategic Plan (TSP) will include detailed maps and descriptions of Seattle's street classifications. Street classifications define how a street should function to support movement of people, goods and services versus access to property. Street classifications provide the basis for determining how individual streets should be used and operated. The TSP also designates street types to further define streets by relating them to the adjacent land uses and their function for pedestrians, bicyclists, transit and freight. Street types enhance the citywide street classifications with more site-specific design guidance that balances the functional classification, adjacent land uses, and competing travel needs.

TG5 Preserve and maintain the boulevard network as both a travel and open space system.

TG6 Promote efficient freight and goods movement.

TG7 Protect neighborhood streets from through traffic.

policies

T6 Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street as described in the Transportation Strategic Plan.

T7 Designate, in the Transportation Strategic Plan, a traffic network that defines Interstate Freeways, Regional, Principal, Minor and Collector Arterial streets, Commercial and Residential Access streets and Alleys as follows:

- **Interstate Freeways:** roadways that provide the highest capacity and least impeded traffic flow for longer vehicle trips.
- **Regional Arterials:** roadways that provide for intra-regional travel and carry traffic through the city or serve important traffic generators, such as regional shopping centers, a major university, or sports stadia.
- **Principal Arterials:** roadways that are intended to serve as the primary routes for moving traffic through the city connecting urban centers and urban villages to one another, or to the regional transportation network.

B

goals

TG2 Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.

TG3 Promote safe and convenient bicycle and pedestrian access throughout the transportation system.

TG4 Promote adequate capacity on the street system for transit and other designated uses.



- **Minor Arterials:** roadways that distribute traffic from principal arterials to collector arterials and access streets.
- **Collector Arterials:** roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.
- **Commercial Access Streets:** roadways that directly serve commercial and industrial land uses and provide localized traffic circulation.
- **Residential Access Streets:** roadways that provide access to neighborhood land uses and access to higher level traffic streets.
- **Alleys:** travelways that provide access to the rear of residences and businesses that are not intended for the movement of through trips. Where a continuous alley network exists, it is the preferred corridor for utility facilities.

T8 Establish a street system that can accommodate the weight of heavy vehicles and reduce the damage such vehicles can cause.

T9 Designate, in the Transportation Strategic Plan, a transit network to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street.

T10 Designate, in the Transportation Strategic Plan, a truck street classification network to accommodate trucks and to preserve and improve commercial transportation mobility and access. Designate as follows:

- **Major Truck Streets:** an arterial street that accommodates significant freight movement through the city, and connects to major freight traffic generators.

T11 Designate, in the Transportation Strategic Plan, a bicycle classification network to accommodate bicycle trips through the City and to major destinations. Designate as follows:

- **Urban Trails:** a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods, as shown on Figure 1.
- **Streets:** an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections.

T12 Designate, in the Transportation Strategic Plan, a network of boulevards that provides for circulation and access in a manner that enhances the appreciation or use of adjacent major parklands and vistas and preserves the historic character of the boulevards.

T13 Designate, in the Transportation Strategic Plan, a Street Type overlay to define street use and design features that support adjacent land uses, generally, as follows:

- **Main Street:** Main activity center in urban villages for pedestrians and transit. This Street Type encourages and supports pedestrian and bicycle activity as well as transit. Streets in this type may include high capacity transit stops and are distinguished by compact, mixed land uses, and high densities.



- **Mixed Use Street:** Streets within neighborhood commercial areas of the city. This Street Type supports all modes with an emphasis on pedestrian access.
- **Regional Connector Street:** Provide connections between regional centers along principal arterials. This Street Type supports all modes but is primarily designed to provide citywide and regional access for transit, cars and truck trips and may support high and intermediate capacity transit service.
- **Commercial Connector Street:** Provide connections between commercial areas as well as local access within urban villages along minor arterials streets. This Street Type supports all modes with an emphasis on local access.
- **Local Connector Street:** This Street Type supports pedestrian access along Collector Arterials to and from key pedestrian generators and destinations (e.g. schools, community centers, transit stops). May also be non-arterial streets that provide direct connection to high capacity transit stops.
- **Industrial Access Street:** This Street Type supports freight access to manufacturing and industrial land uses.
- **Green Street:** This Street Type on certain downtown streets provides exceptional pedestrian environments and may include wider sidewalks, street trees, landscaping, and appropriate street furniture emphasizing pedestrian movement.

- **Neighborhood Green Street:** May be on any non-arterial street adjacent to residential and commercial land uses. This Street Type supports all modes with an emphasis on pedestrian amenities, street trees and landscaping.

T14 Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.

T15 Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network improve isolated connections to regional roadways, or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car. The City will not support freeway expansion for the sole purpose of increasing general traffic capacity.

T16 Recognize the important function of alleys in the transportation network. Consider alleys, especially continuous alleys, a valuable resource for access to abutting properties to load/unload, locate utilities, and dispose of waste.



C

Increasing Transportation Choices

discussion

To reduce car use, the City will employ land use policies and parking strategies that encourage increased use of transit, walking, biking, and carpooling. To be effective, the City must provide for transportation alternatives and educate people on transportation choices that are responsive to the specific needs of Urban Centers as well as other residential and employment areas. These kinds of tools enable the City to better manage, or control, the need to travel by car. Transportation alternatives to the single occupant-vehicle (SOV) need to address cost, convenience, and travel time. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

goals

- 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.
- TG11** Strive to achieve the following mode choice goals for use of travel modes through the City's land use strategies and transportation programs:

Mode Choice Goals for Work Trips to Seattle & its Urban Centers

Proportion of work trips made using Non-SOV Modes

Urban Center	2000*	2010 Goal	2020 Goal
Downtown	56%	62%	70%
First Hill/Capitol Hill	31%	37%	50%
Uptown/Queen Anne	33%	37%	50%
South Lake Union	30%	37%	50%
University District	56%	62%	70%
Northgate	26%	30%	40%
Seattle	39%	42%	45%

* 2000 mode choice numbers are from the U.S. Census for the year 2000 journey to work data by place of employment.

Mode Choice Goals for Residents of Seattle & its Urban Centers

Proportion of all trips made using Non-SOV Modes

Urban Center	2000*	2010 Goal	2020 Goal
Downtown	77%	80%	85%
First Hill/Capitol Hill	69%	75%	80%
Uptown/Queen Anne	64%	70%	75%
South Lake Union	65%	70%	75%
University District	60%	65%	70%
Northgate	50%	55%	60%
Seattle	53%	55%	60%

* 2000 mode choice numbers are preliminary estimates from the Puget Sound Regional Council Regional Travel Demand Model (2004 preliminary model update) for Home-Based Work and Home-Based Non-Work Trips.



<p>policies</p>	<p>C-1 Increasing Transportation Choices: Making Transit a Real Choice</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">transportation element</p>
<p>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.</p> <p>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.</p> <p>T19 Pursue transportation demand management (TDM) strategies at the regional and urban center levels, and strengthen regional and urban center-based partnerships working on TDM measures. Coordinate and develop relationships with urban center, 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.</p>	<p>discussion</p> <p>Providing convenient and accessible transit service can help reduce reliance on single-occupant vehicles, slow the increase in environmental degradation associated with their use, and increase mobility without building new streets and highways. Street rights-of-way are limited and as streets get more congested, transit provides an efficient way to move large numbers of people around the city and the region and support growth in urban centers and villages. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of transit serving Seattle.</p> <p>goals</p> <p>TG12 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.</p> <p>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.</p> <p>TG14 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.</p>	
<p>policies</p> <p>T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.</p>	<p>policies</p> <p>T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">January 2005 (2008)</p>



T35 Develop, apply and report on walking and bicycling transportation performance measures in the Transportation Strategic Plan to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs.

T36 Promote safe walking, bicycling, and driving behavior through education, enforcement and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle and motorist rights and responsibilities.

C-3 Increasing Transportation Choices: Managing the Parking Supply

discussion

Long- or short-term parking is part of every car trip, and parking, especially when free, is a key factor in the mode choice for a trip. The availability and price of parking influences people's housing and transportation choices about where to live and how to travel to work, shop, and conduct personal business. The City's challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. This section establishes goals and policies primarily for on-street parking. Off-street parking goals and policies can be found in the Land Use Element, parking section.

goals

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

TG18 Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.

policies

T37 Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations to help meet urban center mode split goals.

T38 Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.

T39 Restrict on-street parking when necessary to address safety, operational or mobility problems. In urban centers and urban villages where such restriction is being considered, the pedestrian environment and transit operations are of primary concern, but decisions should also balance the use of the street by high-occupancy vehicles, bicycles and motor vehicles; access to local businesses; control of parking spillover into residential areas; and truck access and loading.

T40 In commercial districts prioritize curb space in following order:

1. transit stops and layover,
2. passenger and commercial vehicle loading,
3. short-term parking (time limit signs and paid parking);
4. parking for shared vehicles; and
5. vehicular capacity.

T41 In residential districts, prioritize curb space in the following order:

1. transit stops and layover;
2. passenger and commercial vehicle loading;
3. parking for local residents and for shared vehicles; and
4. vehicular capacity.



transportation element

E

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T48 Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.

T49 Support efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within city streets.

T50 Promote an intermodal freight transportation strategy, including rail, truck, air and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.

T51 Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets and bridges.

E Improving the Environment

discussion

The development pattern promoted by the urban village strategy is supported by transportation policies that encourage walking, biking, and transit. Streets that support travel by all modes and that are well designed and maintained and that include landscaping and street trees contribute to a healthy urban environment. Over-reliance on motor vehicles degrades environmental quality in the form of deteriorating air quality, increasing water pollution through street and stormwater runoff, and causing higher levels of noise pollution. Excessive reliance on motor vehicles also negatively affects the quality of life in the city by increasing congestion and travel time.

goals

- TG21** Promote healthy neighborhoods with a transportation system that protects and Improves environmental quality.
- TG22** Reduce or mitigate air, water, and noise pollution from motor vehicles.
- TG23** Promote energy-efficient transportation.

policies

- T52** Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance.
- T53** Implement an environmental management system to develop, operate and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.



- T54** Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives.
- T55** Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction.
- T56** Continue to work to reduce fuel use and promote the use of alternative fuels.

F

Connecting to the Region

discussion

Seattle is a regional destination and is also the focus of a number of major regional transportation facilities. Much of the rest of the Comprehensive Plan Transportation Element considers transportation within the city limits. This section provides guidance for regional projects that affect Seattle and for Seattle's participation in regional planning and funding efforts.

goal

TG24 Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies and priorities.

policies

- T57** Support regional pricing and parking strategies that contribute to transportation demand management objectives and to economic development.
- T58** Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.
- T59** Support completion of the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region. Maintain the HOV system for its intended purpose of promoting non-SOV travel.
- T60** Expansion of freeway capacity should be limited primarily to accommodate

transportation element

F

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