

Implementing Transportation Level of Service Standards

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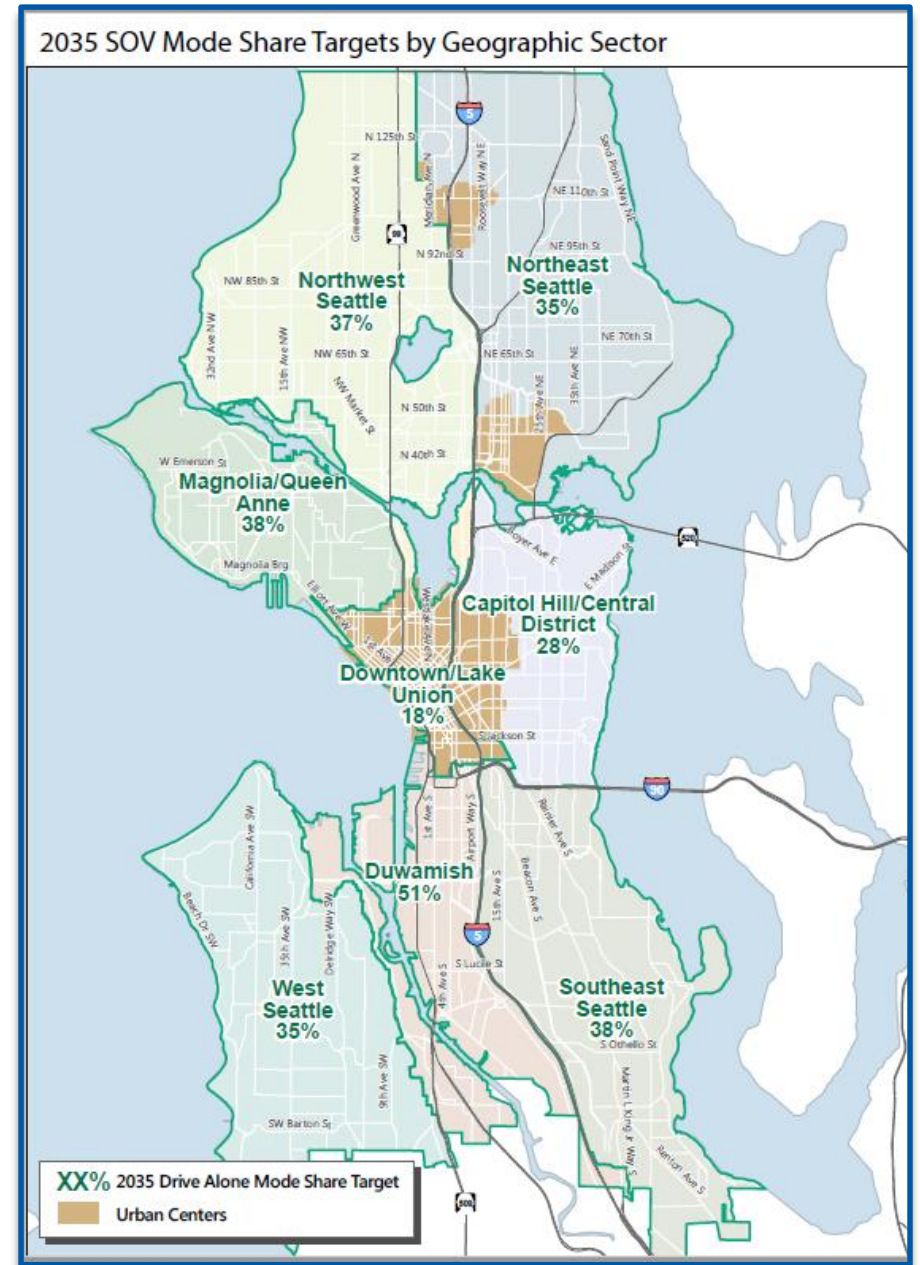
Overview

Proposed ordinance amending SMC 23.52

- Subchapter 1: Transportation Level of Service Project Review System (23.52.004)
- Subchapter 2: Non-SEPA Transportation Impact Study (23.52.008)

LOS in Seattle Comprehensive Plan

- Level-of-Service (LOS) Standards
- Growth Management Act requirement
- LOS redefined in 2016 Comprehensive Plan update
- Sets targets for future share of trips by single-occupant vehicle (SOV) for 8 geographic sectors
- Monitor progress over time



Makes Efficient Use of Limited Right-of-Way

Seattle will grow 18% by 2035

but...

we have **no room** to widen our streets

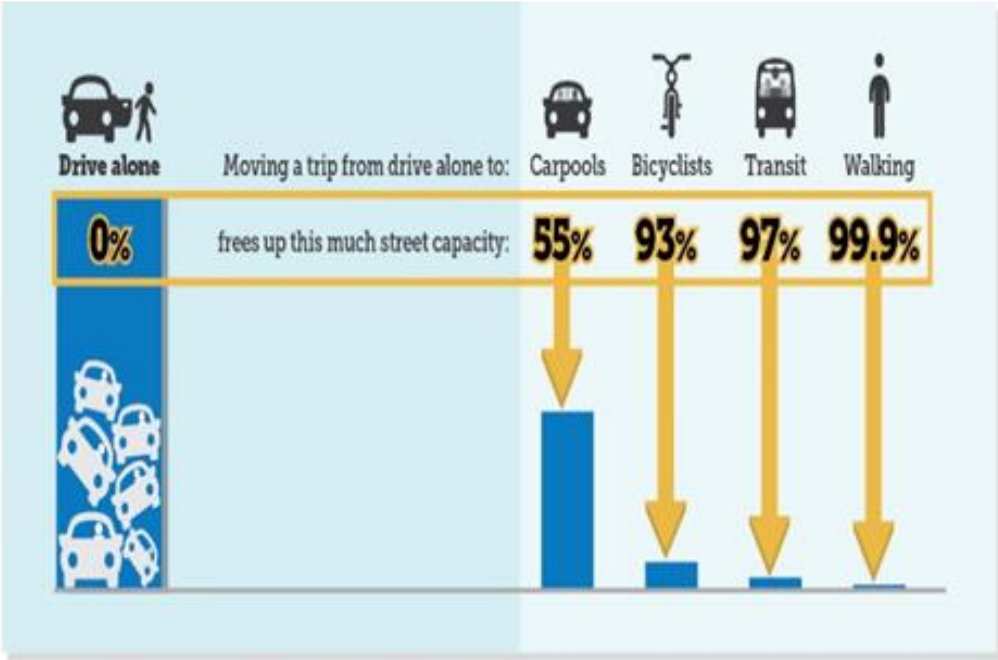
Single occupant vehicles (SOV's) take up the **most amount of space.**

This many people in SOV's...

...would only take up this much space on a bus

carpools, bicyclists, transit, and pedestrians also take up less space

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



Assumptions

- Carpools**
2.2 persons per vehicle.
- Bicyclists**
About 25% of new bicycle trips occur mixed with traffic or in new bike lanes that were converted from auto lanes.
- Transit**
Each car requires approximately 180 square feet per person, and each bus requires 5 square feet of space per passenger.
- Walking**
Bulb-outs and some widened sidewalks are assumed to have a minor reduction on vehicle capacity for every new pedestrian trip.

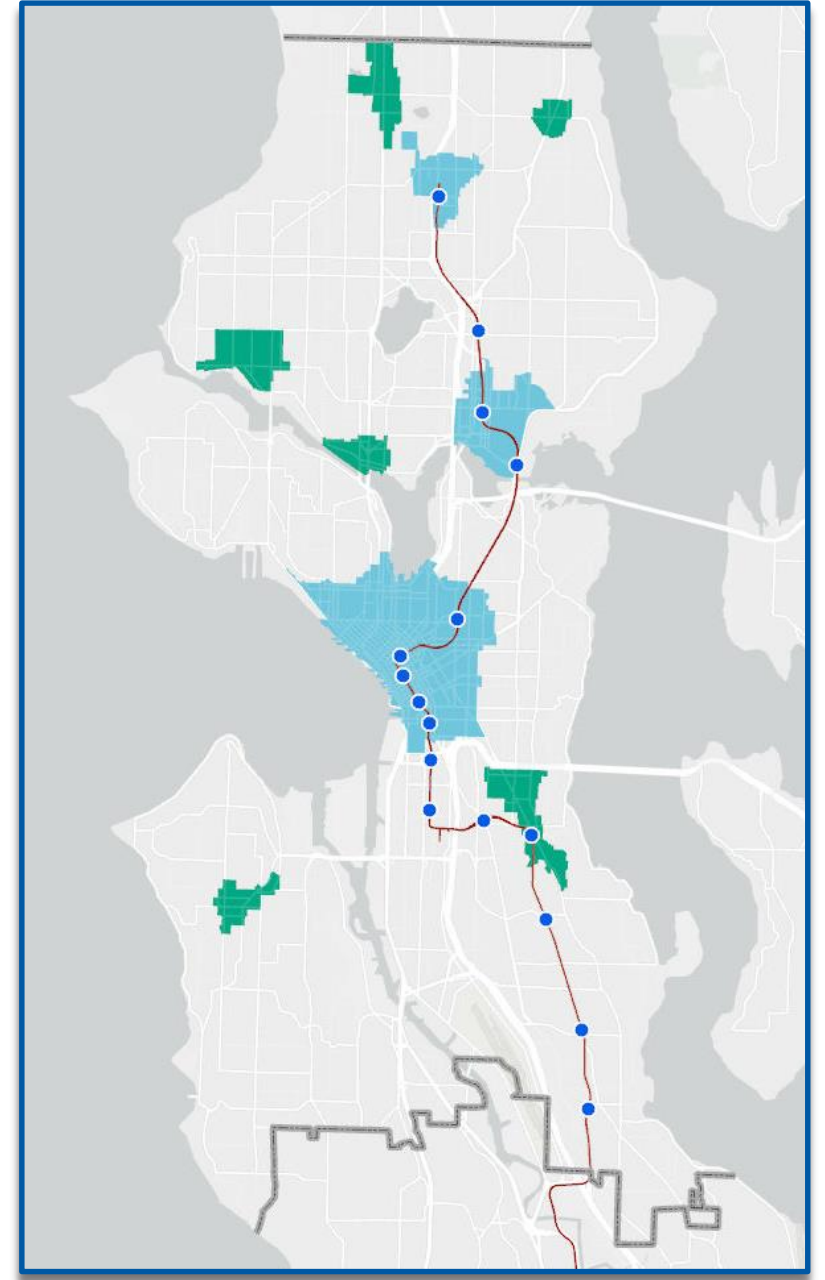
Projects Affected by LOS Requirements

Size thresholds for projects subject to LOS project review

- > 30 dwelling units
- > 4,000 gsf non-residential floor area
- > 30,000 gsf floor area industrial and related uses in IG zones

Affected projects in the following areas are deemed to satisfy LOS requirements:

- Urban Centers
- Hub Urban Villages
- Within ½ mile of light rail stations



Menu of Transportation Management Tools

For projects subject to the additional review and action requirements Joint Directors' Rule (SCDI, SDOT) will provide a menu of options:

- Construct new **sidewalks** in project area
- Construct new **curb ramps** in project area
- Reduce number of **parking** spaces in project
- Provide **mix of uses** in project
- Subsidize **bus passes** through participation in King Co ORCA Passport program
- Developer may propose **alternative tool** that reduces SOV trips

Non-SEPA Transportation Impact Study

- Subchapter 2 of 23.52:
 1. Related to “infill SEPA thresholds” for Urban Centers
 2. Edits to Table A for 23.52.008 for accuracy
 3. What it does: Requires a transportation impact study for developments that are not SEPA-reviewed
 - Non-SEPA based
 - Mitigation can be required

An aerial photograph of a harbor area, likely Seattle, showing a large marina filled with numerous boats and fishing vessels. In the background, the city skyline is visible across a body of water, with mountains in the distance. The word "QUESTIONS?" is overlaid in large, white, italicized, sans-serif font across the center of the image.

QUESTIONS?