

## Attachment 2

### Amendments to the Transportation Element

#### Transportation

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#### Transportation Options

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#### GOAL

**TG 3** Meet people’s mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.

#### POLICIES

- T 3.1** Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities.
- T 3.2** Improve transportation options to and within the urban centers and urban villages, where most of Seattle’s job and population growth will occur.
- T 3.3** Consider the income, age, ability, and vehicle-ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.
- T 3.4** Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week.
- T 3.5** Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on transit, and opportunities to leverage funding.
- T 3.6** Make transit services affordable to low-income residents through programs that reduce household transportation costs.
- T 3.7** Optimize operations of bus rapid transit, RapidRide, and streetcar corridors by adjusting signals and providing exclusive transit lanes to promote faster travel times for transit than for automobile travel.

- T 3.8** Work with transportation providers, such as car share, bike share and taxi providers, to provide access to their services throughout the city and to maintain the affordability of their services.
- T 3.9** Expand light rail capacity and bus reliability in corridors where travel capacity is constrained, such as crossing the Lake Washington Ship Canal or the Duwamish River, or through the Center City.
- T 3.10** Provide high-quality pedestrian, bicycle, and bus transit access to high-capacity transit stations, in order to support transit ridership and reduce single-occupant vehicle trips.
- T 3.11** Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.
- T 3.12** Look for opportunities to reestablish or improve connections across I-5 and State Highways by creating new crossings, enhancing streets where ~~((I-5 or))~~ State Highways cross~~((es))~~ overhead, or constructing lids, especially where these can also enhance opportunities for development or open space, affordable housing, and neighborhood cohesion.
- T 3.13** Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.
- T 3.14** Develop facilities and programs, such as bike sharing, that encourage short trips to be made by walking or biking.
- T 3.15** Develop and implement programs to educate all users of the street on rules of the road, rights, and responsibilities.
- T 3.16** Support and plan for innovation in transportation options and shared mobility, including car sharing, bike sharing, and transportation network companies, that can increase travel options, enhance mobility, and provide first- and last-mile connections for people.
- T 3.17** Implement new technologies that will enhance access to transportation and parking options.
- T 3.18** Implement curb-space management strategies such as parking time limits, on street parking pricing, loading zones, and residential parking programs to promote transportation choices, encourage parking turnover, improve customer access, and provide for efficient allocation of parking among diverse users.

- T 3.19** Consider roadway pricing strategies on city arterials to manage demand during peak travel times, particularly in the Center City.
- T 3.20** Consider replacing short-term parking that is displaced by construction or new transportation projects only when the project results in a concentrated and substantial amount of on-street parking loss.
- T 3.21** Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations, while discouraging use of disabled parking permits for commuter use in areas of high short-term parking demand.
- T 3.22** Assess the affordability and accessibility of existing and potential transportation options in order to better inform decisions affecting the equitable provision of transportation services.