



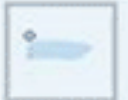
Seattle Department of Transportation

Sustainable Transportation for Seattle



February 2005—Mayor's of America pledge

To date 710 mayors join Seattle to fight global warming
State and federal participation needed to support local efforts



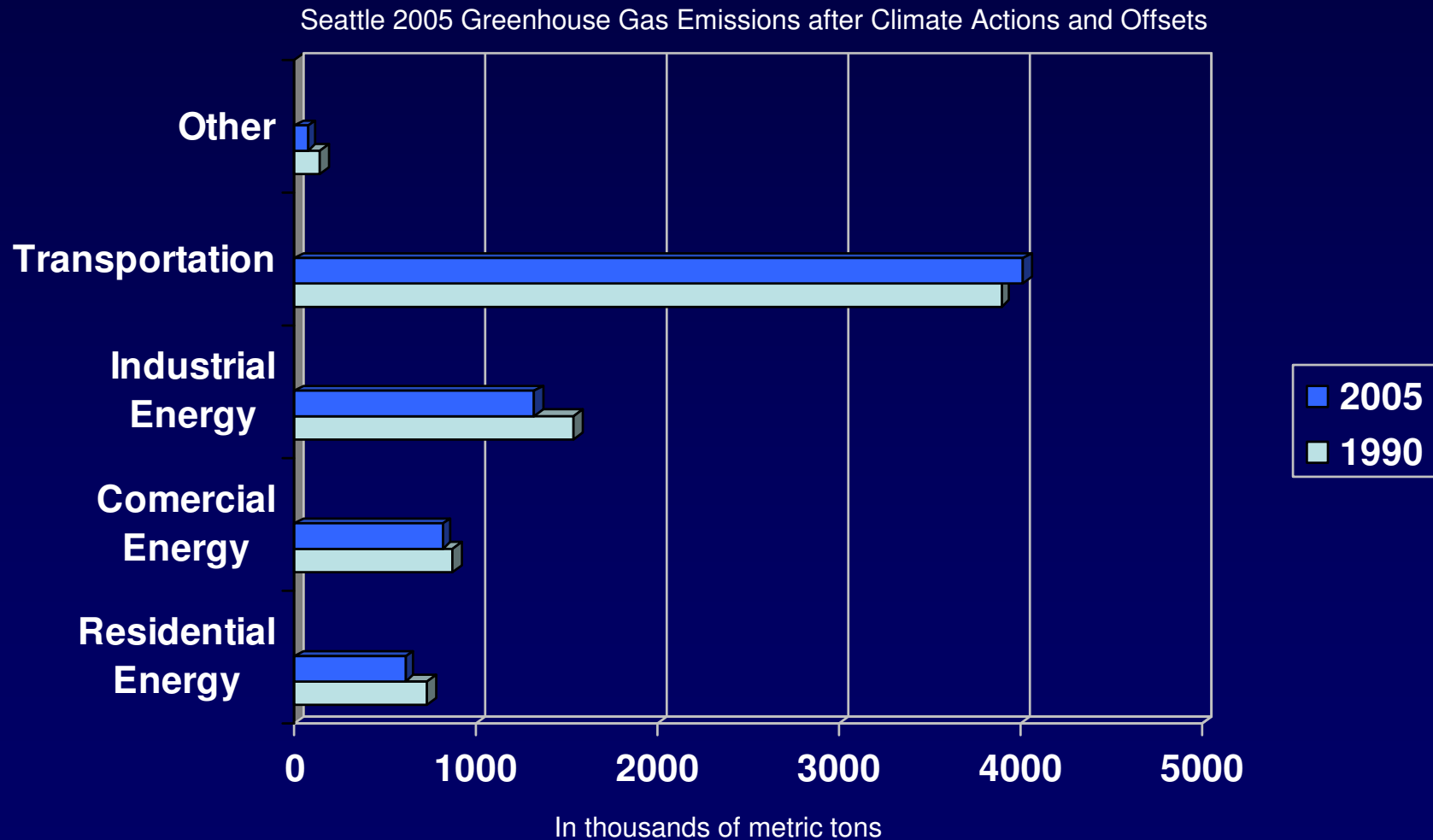
March 2005

Seattle's Green Ribbon Commission launched

Recommendations	Tons GHG Reduction
Reduce Seattle's Dependence on Cars	170,000 tons
1. Significantly Increase the Supply of Frequent, Reliable and Convenient Public Transportation	
2. Significantly Expand Bicycling and Pedestrian Infrastructure	
3. Lead a Regional Partnership to Develop and Implement a Road Pricing System	
4. Implement a New Commercial Parking Tax	
5. Expand Efforts to Create Compact, Green, Urban Neighborhoods	
Increase Fuel Efficiency and Use of Biofuels	200,600 tons
6. Improve the Average Fuel Efficiency of Seattle's Cars and Trucks	
7. Substantially Increase the Use of Biofuels	
8. Significantly Reduce Emissions from Diesel Trucks, Trains and Ships	
Achieve More Efficient and Cleaner Energy for Our Homes and Businesses	316,000 tons
9. Maintain City Light at Zero Net Greenhouse Gas Emissions. Meet Load Growth Through Conservation and Renewable Energy Resources	
10. Substantially Increase Natural Gas Energy Conservation	
11. Strengthen the State Energy Code	
12. Reduce Seattle Steam's Use of Natural Gas	
Build on Seattle's Leadership	Policy Action
13. Continue City of Seattle's Strong Leadership Example	
14. Mobilize the Entire Community	
15. Create the Seattle Climate Partnership	
16. Leverage Regional and State Action for Climate Solutions	
Sustain Our Commitment	Policy Action
17. Direct More Resources to the Challenge	
18. Monitor and Report on Progress	
Subtotal	686,600 tons
Actions Already Underway	
Clean Car Standards	25,000 tons
Appliance Efficiency Standards	9,500 tons
Total	721,100 tons
Target: 7 Percent Below 1990 Levels By 2012	680,000 tons

Measuring Seattle's carbon footprint

Every city is different



September 2006 Seattle's Climate Action Plan



Transportation
choices, compact
communities

Clean fuels, clean
vehicles

Clean energy, efficient
buildings

Keep doing it

Seattle focuses on three areas

Livable
Communities

Better
Transportation
Choices

Engaging
People in the
Solution



Next to our light rail stations we are creating neighborhood town centers

Creating Livable Communities



Active areas with shops, open space and housing



Efficient, reliable transit a short walk from home



Neighborhood landmarks and gathering spaces

Light Rail Station Area Planning and Zoning Changes

We are not supporting parking lots

Creating Livable
Communities

Prohibited new businesses:

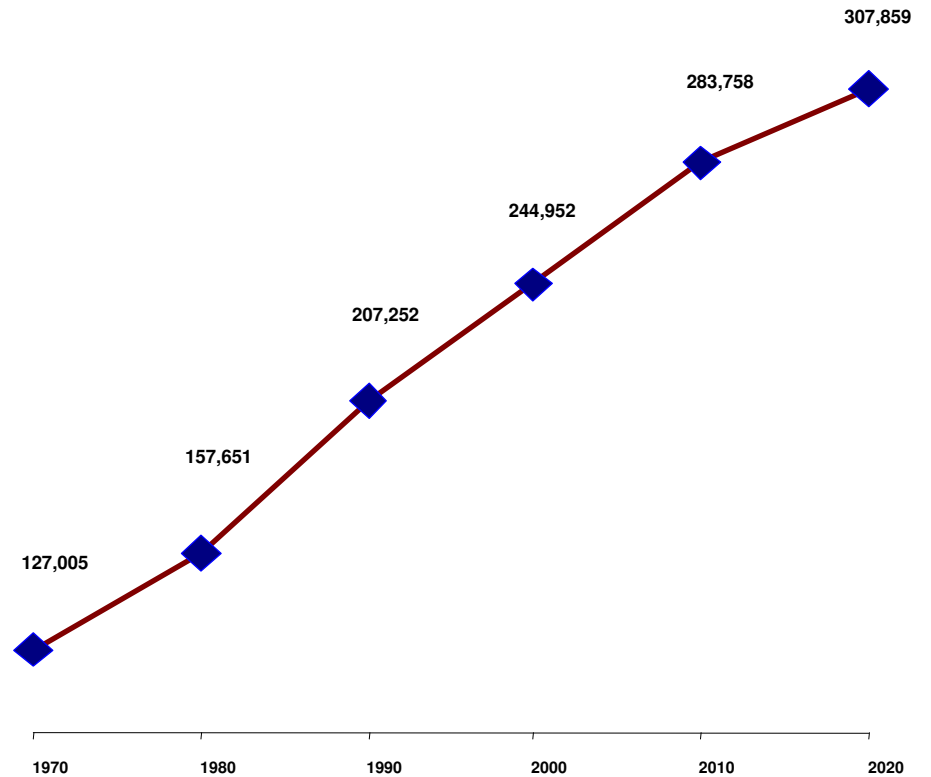
- Long-term non-residential parking
- Drive-in businesses
- Vehicle repair



The good news is Seattle is growing



Center City Employment



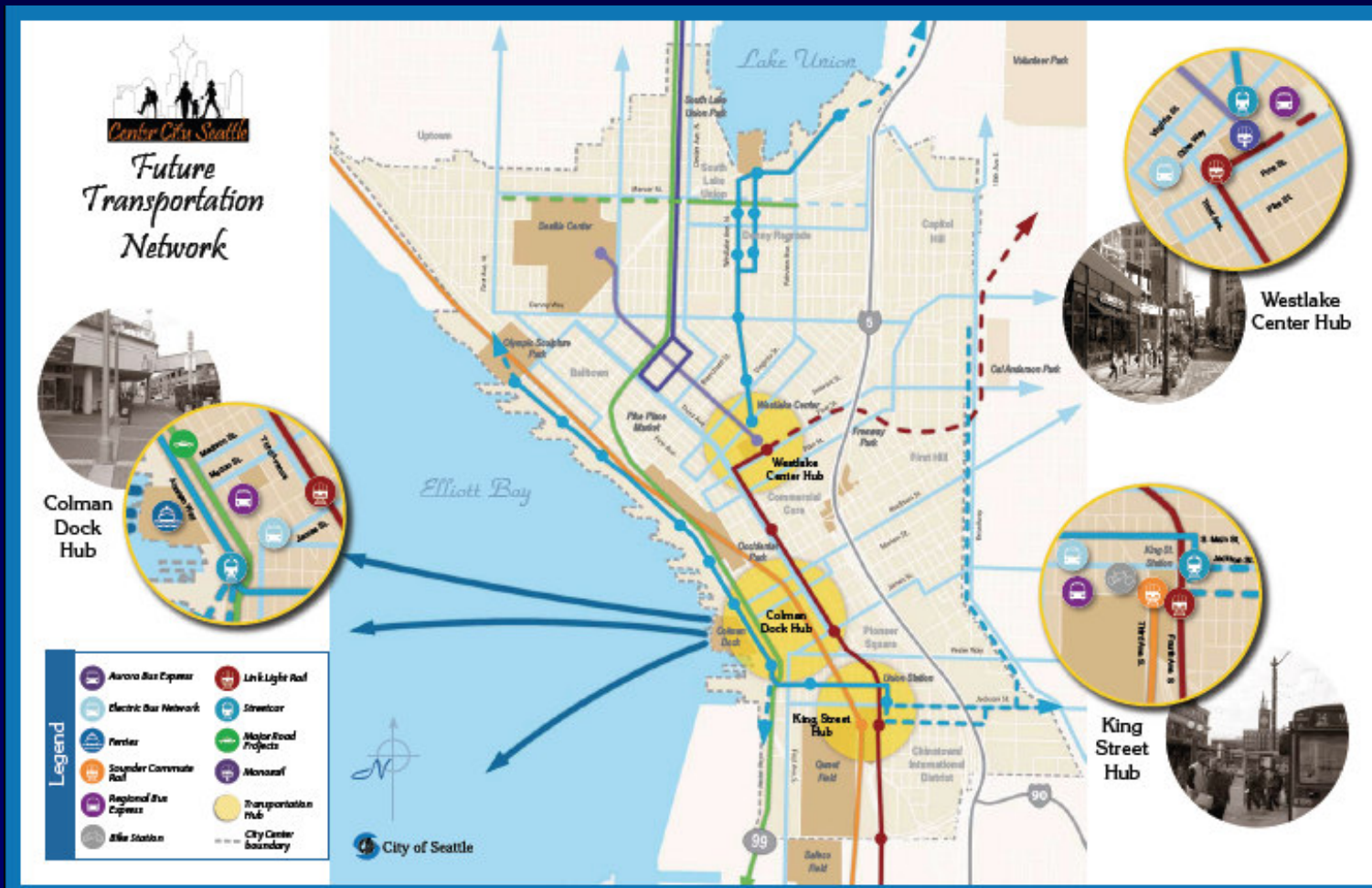
Growing with transit not parking

Can We Accommodate 27,000 New Drive Alone Commuters ?

- 27,000+ new SOV drivers = 27,000 new parking spaces
= \$750 million in parking development costs
= 20 city blocks of 10 story garages
- Traffic would fill 12 lanes at peak hour capacity *in each direction*



For the city to grow and compete access must be improved





2nd & Stewart - \$585,000
87 units

Morrison Hotel - \$703,000
190 units



- \$1.36 million TDR Bank
- \$1.3 million open space (Olympic Sculpture Park)



ID Village Sq II - \$800,000
57 units

Gilmore Apts - \$1.88 million
65 units



Managing off-street parking

- Center City Parking for visitors, instead of commuters
- Citywide commercial off-street parking regulations
 - Lowered requirements based on actual use
 - Removed minimum in urban centers
- Implemented Parking Tax



SDOT's Paid Parking Program

Creating Livable
Communities

- Converting of meters to pay stations
- Managing parking supply to reduce commuter parking
- Support a sustainable transportation system



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Seattle Transit Plan

Network within the City:

- At least every 15 minutes
- 18 hours a day
- Seven days a week



Building a streetcar network



Bicycle Master Plan

Goal: Make Seattle the most bicycle friendly, walkable city in the nation



Pedestrian Master Plan



Supporting an active, healthy lifestyle

Creating a walkable Seattle



Northbound on Fifth Avenue at Columbia Street

- Narrow sidewalks
- Overgrown bushes
- Newspaper vending machines
- Limited



Southbound on Fourth Avenue at Spring Street

- Wide sidewalks
- Large, marked crosswalks
- Building awnings

Complete Streets Accommodate All Users

- Safe and inviting places for walking and cycling
- Support transit
- Support freight and goods movement
- Provide safe access for vehicles



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Pricing Strategies

- Working with state and region on congestion pricing / tolling
- Pay As You Drive insurance pilot study



The I-394 Mn/Pass Express Lanes.

Climate Action Now—Incentive programs

Campaign to get Seattleites to drive 1,000 miles less a year

- Shopping discounts if pledge not to drive
- Cash for commuting less
- Rewards for selling your car
- Car Free Day events



**GIVE YOUR CAR
THE SUMMER OFF**

SeattleCAN.org

Pledge to use alternate forms of transportation and receive special discounts from our partners.

We engage people to use their transportation choices



**WAY
To Go
Seattle**

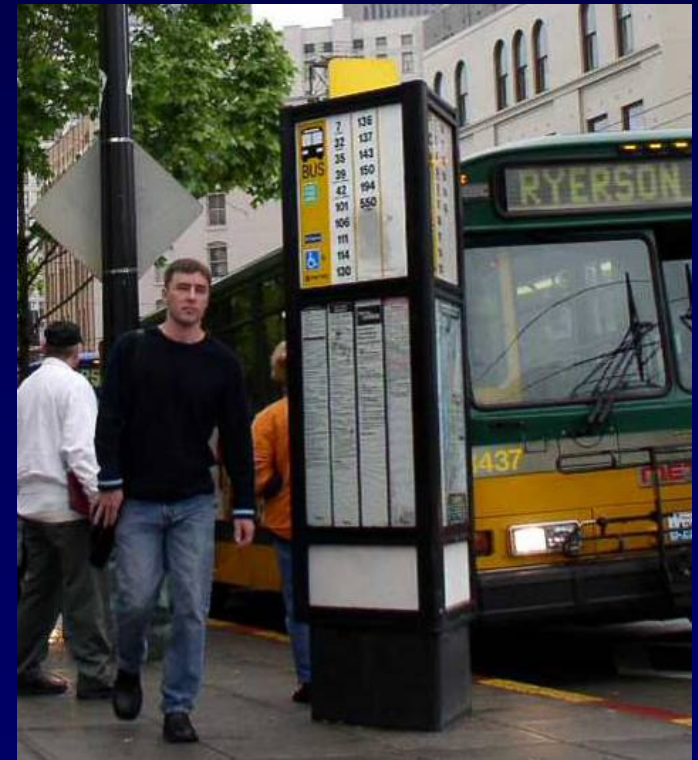


HELP AT HOME:
Steelquist sold one of her family cars and uses a Flexcar to drive her son Reuben around Seattle

February 2005 Newsweek article

Seattle families live with One Less Car

- Reduced SOV miles by 22 percent
- Increased transit use by 125 percent
- Increased walking by 38 percent and biking by 30 percent
- One in five sold their "extra" car
- Recognized an average of \$4,000 per year could be saved without second car (\$70/week)

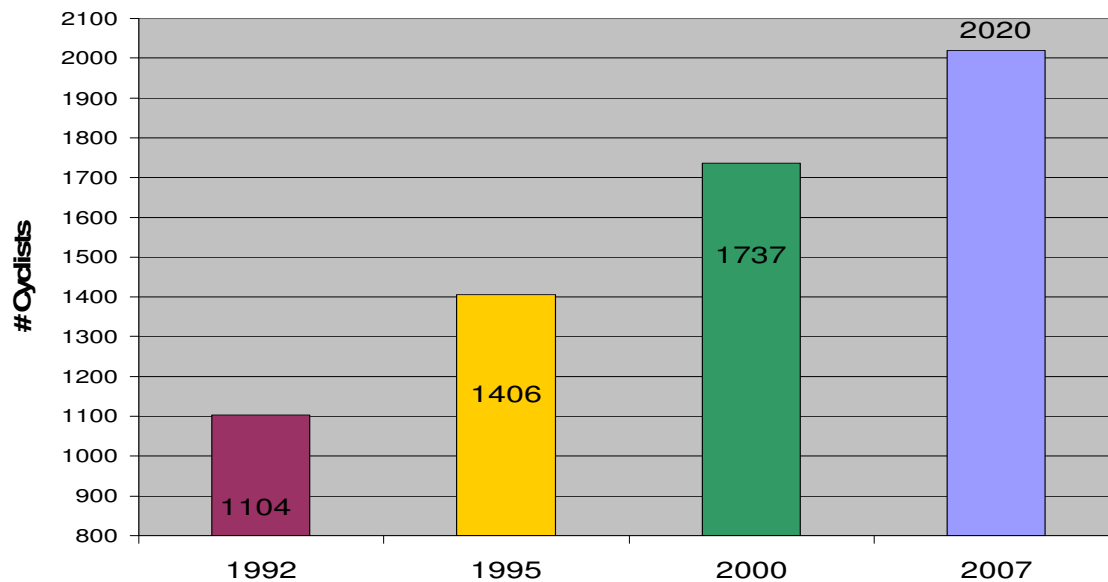


It is working

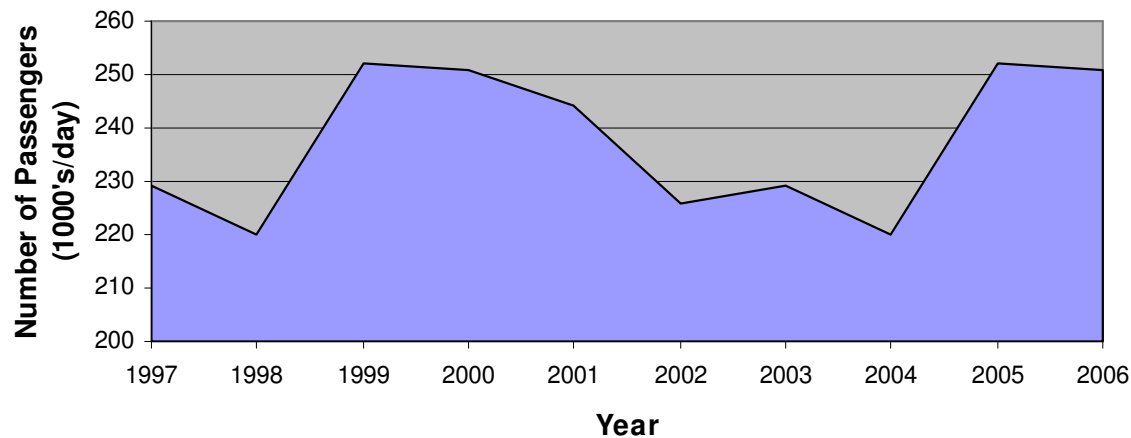
Downtown Bike Commuters

Transit Ridership

Number of Daily Cyclists Entering & Leaving the CBD



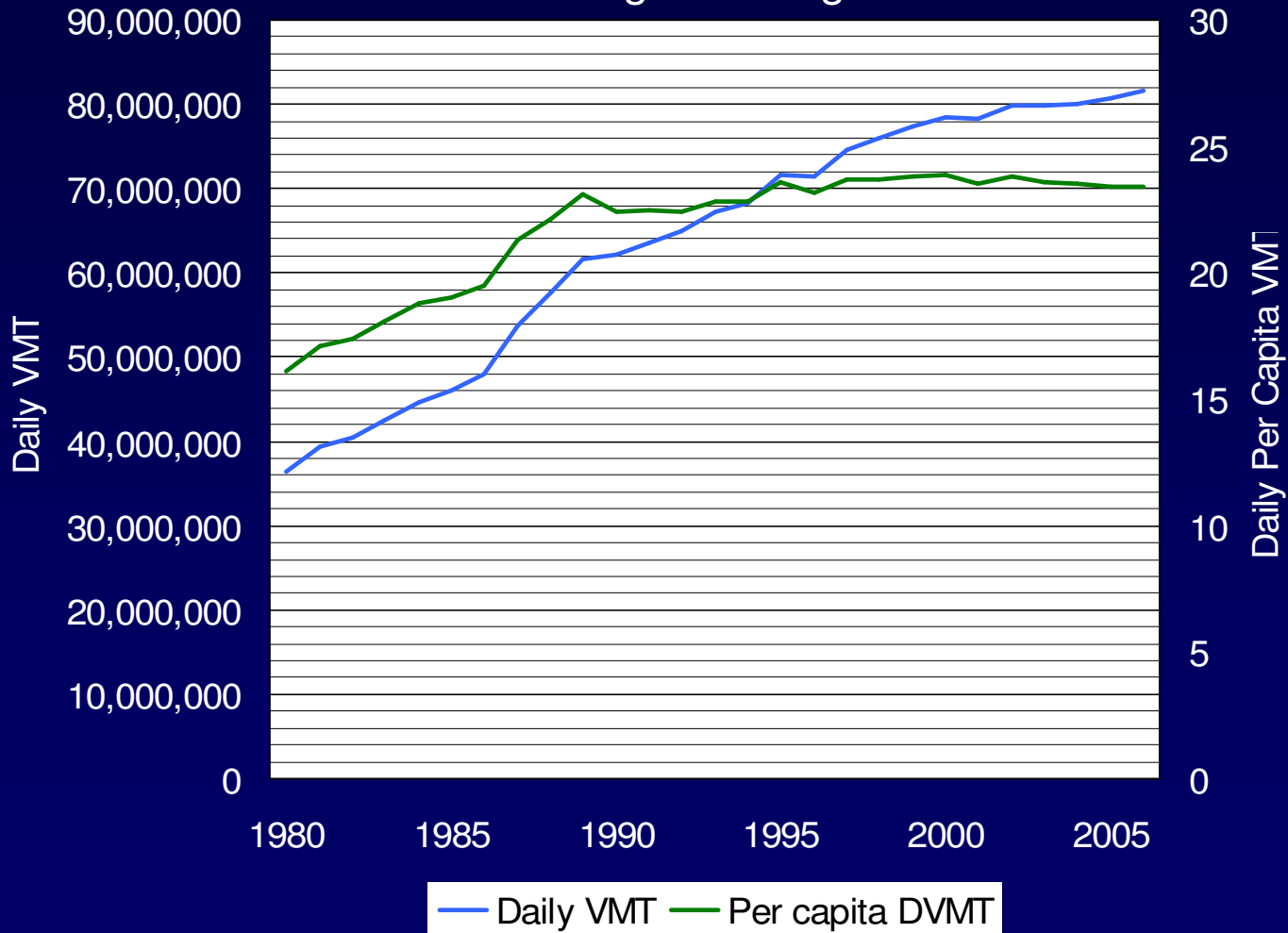
King County Metro Seattle Ridership



We can do more

Reduced car ownership from 1.5 to 1.2 cars per driver

Leveling of VMT growth



Why identify VMT reduction targets?

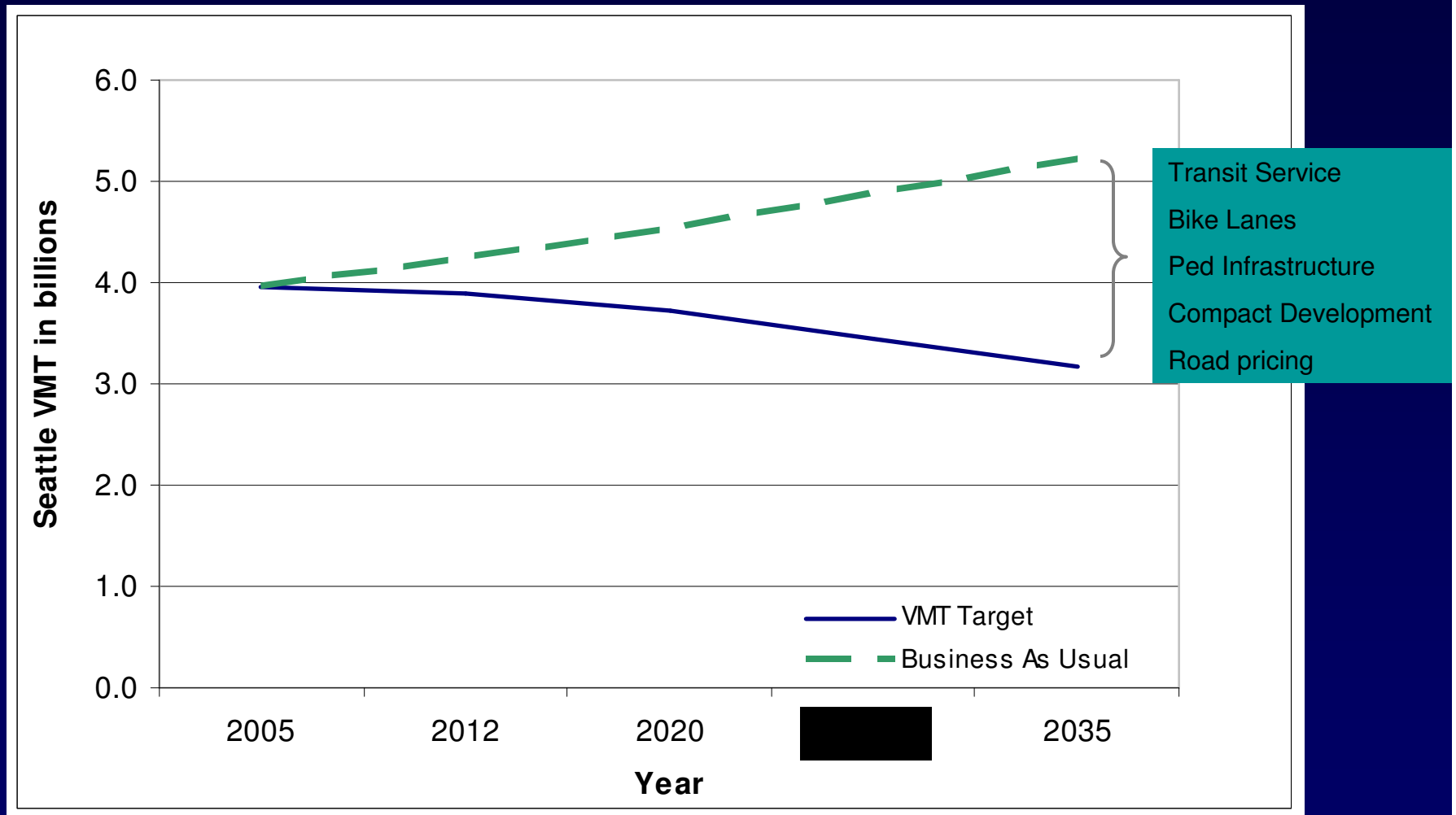
- Reducing VMT is a key strategy of the Seattle Climate Action Plan
- Strategies that reduce VMT also increase transportation choices and livability



Climate Change & State Goals

City of Seattle	Washington State
<p>GHG Reduction Goals</p> <p>2012: 7% below 1990</p> <p>2024: 30% below 1990</p> <p>2050: 80% below 1990</p>	<p>GHG Reduction Goals</p> <p>2020: 1990 levels</p> <p>2035: 25% below 1990</p> <p>2050: 50% below 1990</p>
<p>VMT Reduction Targets</p> <p>?</p>	<p>Per Capita VMT Reduction Targets</p> <p>2020: 18% below baseline</p> <p>2035: 30% below baseline</p> <p>2050: 50% below baseline</p>

Total VMT After Reduction Targets



Building on Seattle's leadership

City Government:

- Continue city's strong leadership example
- Support Port of Seattle's efforts
- Leverage state's climate action solutions

Businesses: Create the Seattle Climate Partnership



Curbing Your Climate Impact
A Resource Guide for Employers



June 2007

Evolving partnerships

1. Support progress
2. Agree on goals
3. Focus funding on projects moving people and goods
4. Learn from each other