

Potential Transportation Policies and Management Building Blocks

March 27, 2008

At the March 27, 2008 Stakeholder Advisory Committee meeting, potential building blocks were presented for reducing congestion and increasing non-auto travel. These include *transportation demand management* strategies and *transportation systems management* strategies. Building blocks for the central waterfront will be discussed at the April meeting.

We want to hear from you. What other strategies should be considered? Please send comments by e-mail to viaduct@wsdot.wa.gov by April 11. The public will be asked to comment on the complete list at the May public meetings.

Transportation Demand Management (TDM)

Theme: Reduce drive-alone commute trips and make short-term parking available for customers by managing parking.

- Match the price of parking to the demand to manage capacity and length of stay
- Separate the cost of parking spaces from the cost of housing units
- Use parking cash-out as an incentive not to drive
- Share parking to maximize use of available spaces throughout the day
- Implement parking guidance systems to direct drivers to lots and spaces
- Reduce or eliminate parking minimums for building projects; institute maximums

Theme: Reduce the overall number of cars on the roads by promoting use of non-auto modes, especially for shorter trips.

- Distribute transit passes to employees, students, and residents of an area/complex/facility
- Improve transit information such as real-time bus and train information, rideshare-matching programs and personal trip coaching
- Encourage employer-based programs such as tele-working, ridesharing coordination, flexible hours
- Promote bicycle use through bicycle-friendly pathways, integrating bikes with transit, Complete Street design, secure bike parking, and Bike to School programs
- Promote and support pedestrian travel through attractive sidewalks; traffic calming; wayfinding; and educational programs such as Share the Road, Safe Routes to School and Walking School Bus

Theme: Reduce auto use by planning higher-density development around transit nodes and corridors.

- Increase densities to at least 15-35 units per acre around transit centers and along transit corridors both in Seattle and suburban locations
- Plan station areas at higher densities
- Zone for mixed-use, including neighborhood-oriented retail serving the high-density residential areas
- Balance housing, jobs, shopping and other uses

Transportation Systems Management (TSM)

Theme: Encourage shifts to non-peak time periods and/or other modes through variable tolling of roadways.

- Toll bridges and roads – on entry or per mile (on exit)
- Create High-Occupancy Toll (HOT) lanes that allow non-HOVs to pay to use excess capacity in HOV lanes
- Vary toll rates based on real-time congestion information
- Design tolling to manage congestion downtown

Theme: Actively manage roadways to optimize throughput of people and goods.

- Reduce and remove obstacles
 - Aggressive towing of violations in bus lanes and loading zones
 - Rigorous incident management
- Manage traffic flow and give trucks and transit priority
 - Signal technology
 - Camera enforcement of bus lanes and stops
 - Other techniques for faster and more reliable transit (see transit presentation)
 - Priority at ramp meters for transit and/or trucks
- Manage demand and congestion related to special events
 - Shuttle services
 - Make use of rail service
 - Route guidance
 - Intersection management to keep buses and traffic moving through stadium area

Theme: Provide travelers with real-time information on transportation conditions and options

- Enhanced 511 – easily accessible transit, road and other travel information
- Highway advisories: radio, e-mail, Web sites
- Dynamic message signs
- NextBus and direct passenger notification
- Personalized trip planning