

## Transportation Choices Coalition Triple Win Policy

**1. Fund Efficiencies First:** Before most new construction, a series of efficiency measures should be fully analyzed and, where effective, funded and implemented. Efficiency measures include:

- Adoption of transit and pedestrian-oriented development standards in the corridor.
- Aggressive commute trip reduction programs, such as charging for parking, proximate commuting, parking cash-out and “Drive Less” education.
- Flex transit pass programs.
- Pricing Reform.
- Eliminating barriers to transit, bicycling and walking (missing sidewalks, lack of clean and comfortable bus shelters, stripe bicycle lanes).
- Revision of HOV lane policies from 2+ to 3+ occupants, where appropriate.
- Highway access control (limit additional direct access to arterials, where appropriate).

**2. Expand Transportation Choices:** Before new construction, often in conjunction with efficiency measures, fully analyze and, where effective, fund and implement additional choice measures such as:

- Vanpools: Demand in WA dramatically exceeds supply for vanpools. This program must be fully funded.
- Transit: Strategically increasing the frequency and area served by bus and train service can significantly reduce peak hour congestion.
- Pedestrian and bicycle facilities: Can also reduce trips, often with maximum environmental and economic benefits.

**3. Strategic Road Construction.** Prioritize less expensive, lower impact actions:

- Lane conversion from general purpose to HOV (successful example: Airport Rd/128th St. in Snohomish County).
- Shoulder lane conversion (successful example: SR 520 Westbound).
- HOV: Under certain circumstances, particularly where there are short gaps in the system, or where full implementation of the above measures, including lane conversion, are not sufficient, Transportation Choices Coalition will support new HOV lane construction. When 2 lane arterials inside urban growth boundaries are expanded, the new lanes should be HOV only. HOV at 3+ occupants is appropriate in most circumstances.
- General Purpose: Transportation Choices Coalition will only support general purpose lane construction in rare circumstances. New general purpose lanes should generally not be constructed inside urban growth boundaries, or on any facility with more than 2 lanes in each direction. Center turn lanes are more appropriate than additional lanes in many cases. Outside urban growth boundaries, generally do not add lane capacity, and consider HOV facilities first in those rare circumstances when capacity increases are justified.
- New Roads: Transportation Choices Coalition will generally not support construction of new arterials.
- Most new lane and road construction should incorporate pedestrian and bicycle facilities to make all roads truly multi-modal and give people more, safer transportation choices.

Transportation Choices Coalition supports the principles of choice, efficiency and effectiveness. The goal of these principles is to move the most people at the least cost with the least pollution and social damage. This goal can measure what mix of recommended solutions are most appropriate in each corridor. Our existing transportation infrastructure is not used efficiently and effectively. Several low cost, low impact measures can eliminate or postpone the need for costly road widening. In some cases, these measures will only partially reduce congestion and will need to be supplemented with new construction. In all cases, an impartial, good faith analysis should determine what mix of efficiencies, choices and construction best meets our basic goal.