

CITY OF SEATTLE

RESOLUTION 32131

A RESOLUTION approving the Seattle Transportation Plan and superseding the Transit, Bicycle, Freight, and Pedestrian Master Plans.

WHEREAS, the transportation system of Seattle is an extraordinary public asset serving a range of needs and travelers and is vital and integral to the City's economic health, environmental quality, and social and community fabric; and

WHEREAS, Seattle is projected to grow to nearly 1 million people over the next 20 years, including over 100,000 new homes and 160,000 new jobs, requiring a long-range vision for how to manage and support future demand on the transportation system that is integrated with land use policies; and

WHEREAS, the City of Seattle Comprehensive Plan establishes transportation goals and policies to support planned growth; and

WHEREAS, in 2007, the City Council adopted the Complete Streets Ordinance (Ordinance 122386) establishing a guiding principle to design, operate, and maintain Seattle's streets to promote safe and convenient access and travel for all users— pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers— while recognizing that all streets are different and in each case user needs must be balanced; and

WHEREAS, Seattle previously has adopted four modal master plans, including the Bicycle Master Plan (adopted in 2014), the Transit Master Plan (adopted in 2012; amended in 2016), the Pedestrian Master Plan (adopted in 2017), and the Freight Master Plan (adopted in 2016); and

1 WHEREAS, while Seattle is one of the safest cities in the country, more than 10,000 crashes
2 occur each year, resulting in an average of 28 people losing their lives and nearly 180
3 people seriously injured; and

4 WHEREAS, Seattle's Vision Zero goal (zero serious injury or fatal crashes) and Safe Systems
5 approach are centered on encouraging slower speeds, reducing conflict points between
6 travelers, and protecting the safety of the most vulnerable travelers (people walking,
7 rolling, biking, scooting, or riding a motorcycle); and

8 WHEREAS, careful maintenance of transportation infrastructure today can lessen the expense of
9 increased maintenance tomorrow, including critical safety improvements that keep
10 bridges safe in an earthquake and help Seattle reach its goal of zero serious injury or fatal
11 crashes on Seattle streets; and

12 WHEREAS, transportation accounts for 61 percent of the City's core greenhouse gas (GHG)
13 emissions and Seattle has a goal to reduce transportation emissions by 82 percent from
14 2008 levels by 2030 and to reduce them to net zero by 2050; and

15 WHEREAS, the One Seattle Climate Justice Agenda, Green New Deal and Transportation
16 Equity Framework (TEF) Implementation Plan are centered on partnering with
17 community to ensure those most impacted by systemic racism benefit from City
18 investments and are resourced to thrive in a changing climate and evolving mobility
19 landscape; and

20 WHEREAS, Executive Order 2022-07 (One Seattle Climate Justice Actions to Reduce
21 Emissions from the Transportation Sector) directed City departments to prioritize and
22 expand actions that advance a more equitable transportation system to reduce GHG
23 emissions and support people hardest hit by climate impacts, including development of

1 Seattle’s Climate Change Response Framework and implementation of Seattle’s
2 Transportation Electrification Blueprint; and

3 WHEREAS, the impacts of climate events fall disproportionately on Black, Indigenous, and
4 People of Color (BIPOC) communities, immigrants, refugees, people with limited
5 English language proficiency, people with disabilities, and low-income residents, coupled
6 with worsened health effects due to disproportionate exposure to pollution from fossil-
7 fuel powered cars and trucks; and

8 WHEREAS, Seattle is a built-out city where it is difficult to widen existing streets or build new
9 streets, where 66 percent of street right-of-way is currently dedicated to car travel or
10 storage, and where the existing network of streets needs to be able to carry as much of the
11 increasing numbers of people and goods as efficiently as possible, resulting in a need to
12 significantly expand and prioritize sustainable transportation options, like walking, biking
13 or riding transit – especially for neighborhood trips under a few miles; and

14 WHEREAS, approximately 27 percent (13,500 block equivalents) of Seattle’s streets are missing
15 sidewalks and, at the current rate of new sidewalk construction, it would take more than
16 400 years before all Seattle streets have sidewalks, and constructing these missing
17 sidewalks will directly advance the Safety, Equity, Sustainability, Mobility & Economic
18 Vitality, Livability, and Maintenance & Modernization STP Goals, along with related
19 City goals regarding improving accessibility and Americans with Disabilities Act
20 compliance; and

21 WHEREAS, a quality pedestrian network is at the core of an equitable and accessible
22 transportation system, and sidewalks are the building blocks of an effective pedestrian
23 network; and

1 WHEREAS, incidents such as drive-by shootings are facilitated by the use of motor vehicles and
2 such incidents may be deterred through the use of traffic calming and traffic diversion
3 measures to restrict high-speed vehicles near public schools and in areas with high levels
4 of vehicle-involved violence; and

5 WHEREAS adequate street lighting can both reduce crime and increase the perception of safety;
6 and

7 WHEREAS, the Seattle Department of Transportation (SDOT) has worked with the Mayor and
8 City Council, advisory boards, and commissions to develop the Seattle Transportation
9 Plan, including joint workshops that brought together representatives from different
10 advisory and planning boards to discuss how the City could achieve its goals, along with
11 members of the public who were able to attend and observe; and

12 WHEREAS, the Seattle Transportation Plan was co-created through robust and extensive
13 involvement with community and stakeholders starting in May 2022, including three
14 inclusive phases of engagement that resulted in over 78,000 individual data points from:
15 over 9,000 people; more than 130 community events attended; nearly 100 meeting and
16 briefings; over 60,000 visits to an online engagement hub; and over 170 social media
17 posts; and

18 WHEREAS, the COVID-19 pandemic resulted in disruptions to transportation patterns and
19 behaviors, which have resulted in sustained trends including increased remote work,
20 intra-neighborhood trips, and use of public right-of-way for people uses, alongside
21 reduced downtown commute trips and an associated decline in transportation revenues;
22 and

1 WHEREAS, the City seeks to reverse these trends to pre-pandemic levels over time, particularly
2 with respect to increasing downtown commute trips and implementing the Downtown
3 Activation Plan; and

4 WHEREAS, in November 2015, voters approved the nine-year Levy to Move Seattle providing
5 \$930,000,000 for safety, maintenance, and expansion of affordable, reliable
6 transportation options—roughly 30 percent of the City's transportation budget—and is set
7 to expire at the end of 2024; and

8 WHEREAS, the Seattle Transportation Plan provides an aspirational menu of potential
9 transportation investments for the next 20 years and includes a guiding prioritization
10 framework to help inform a new levy proposition that reflects community priorities and
11 focuses limited resources to build the projects, implement the programs, and maintain the
12 transportation assets Seattle needs; and

13 WHEREAS, in August 2023, SDOT published a Draft Environmental Impact Statement
14 analyzing and disclosing the potential effects of three transportation investment
15 scenarios, conducted a public hearing, and received comments from the public on this
16 document; and

17 WHEREAS, in February 2024, SDOT published a Final Environmental Impact Statement; and

18 WHEREAS, the Seattle Transportation Plan's 20-year vision is that Seattle is an equitable,
19 vibrant, and diverse city where moving around is safe, fair, and sustainable, and that all
20 people and businesses can access their daily needs and feel connected to their
21 community; and

22 WHEREAS, the Seattle Transportation Plan is guided by values of Safety, Equity, Sustainability,
23 Mobility & Economic Vitality, Livability, and Maintenance & Modernization, and is

centered around key moves (strategies) and actions that will advance the Seattle
Transportation Plan vision and goals; and

WHEREAS, the Seattle Transportation Plan includes bold actions to support progress toward the
safety, climate, and equity goals set forth by Seattle’s Vision Zero plan, Climate Change
Response Framework, and Transportation Equity Framework and Implementation Plan in
alignment with the forthcoming updated Seattle Comprehensive Plan growth strategy;

NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE
MAYOR CONCURRING, THAT:**

Section 1. The Seattle Transportation Plan (STP), a copy of which is attached to this
resolution as “Attachments 1-5” and incorporated by reference, and as amended by the Council
amendments listed in Attachment 6 and by the errata listed in Attachment 7, is approved. The
Seattle Department of Transportation is requested to compile and publish a final version of the
STP that incorporates the amendments shown in Attachment 6 and Attachment 7.

Section 2. As part of the annual budget process, the City Council will determine the level
of funding allocated for implementing the Seattle Transportation Plan. Additionally, the Seattle
Department of Transportation (SDOT) will proactively pursue other transportation funding
opportunities from regional, state, and federal funding sources and through partnerships to
support plan implementation. Achieving the community-shared STP vision will depend on
available funding and other resources to deliver priority projects and programs.

Section 3. The Council anticipates that a proposal to renew the transportation levy will be
presented to voters for the November 2024 election. The Council anticipates that such a proposal
will prioritize:

1 A. Maintenance, preservation and modernization, including bridge maintenance and
2 repairs, and street maintenance and repairs;

3 B. Safety and mobility, including a once-in-a-generation investment in new sidewalks
4 and sidewalk alternatives, along with pedestrian crossings, accessible pedestrian signals, and safe
5 routes to schools;

6 C. Climate action and livability, including electric vehicle charging infrastructure and
7 improvements to the transit rider experience;

8 D. Vision Zero programs and projects to eliminate deaths and serious injuries caused by
9 vehicle crashes;

10 E. Improving on-time performance of transit in the Denny Way corridor; and

11 F. Improving the safety of Lake Washington Boulevard.

12 Section 4. The STP prioritization framework provides an approach to identify project and
13 program investments that can best advance the STP vision, goals, and key moves.

14 Section 5. Following a potential levy renewal ballot measure in November 2024, SDOT
15 will develop a three-to-five-year implementation plan and present it to Council for their review
16 and comment by September 2025.

17 A. SDOT will provide Council with an update and status report on plan implementation
18 on a biennial basis.

19 B. The implementation plan will identify near-term priorities and be informed by
20 available funding determined by the Council adopted six-year Capital Improvement Plan (CIP).

21 C. SDOT will continue to conduct community engagement to keep members of the public
22 apprised of progress toward STP implementation.

1 D. The implementation plan will be updated at least every four years to enable
2 adjustments to be made based upon available resources, emergent transportation trends and
3 needs, and continued engagement with community.

4 E. The implementation plan will be developed with input from the Pedestrian Advisory
5 Board, Bicycle Advisory Board, Freight Advisory Board, and Transit Advisory Board.

6 Section 6. The Council anticipates that the STP Implementation Plan will:

7 A. Identify the implementation strategy for adding new sidewalks and sidewalk
8 alternatives, and significantly closing the missing sidewalk gap;

9 B. Identify the City's role and implementation strategy for improving the transit rider
10 safety experience to ensure that passengers feel safe while accessing and using the transit system;

11 C. Identify the implementation strategy for keeping bridges in a state of good repair and
12 tracking progress on the Bridge Asset Management Plan;

13 D. Estimate progress towards STP performance metrics based on likely funding from a
14 renewed 2024 transportation levy and leveraged funding sources, over the lifetime of the levy;

15 E. Explore programs to deter gun violence and drive by shootings through the use of
16 traffic calming and traffic diversion near public schools and in areas with high levels of vehicle-
17 involved violence; and

18 F. Explore programs to improve pedestrian lighting in the right-of-way, including
19 development of public safety lighting standards or guidelines, and opportunities to engage
20 adjoining property owners in lighting the public right-of-way.

21 Section 7. To the extent that implementation of the Seattle Transportation Plan requires
22 development of new transportation policies or revisions to existing policies requiring Council
23 action, the Council requests that SDOT provide a review of how other similarly situated

jurisdictions have approached the issue at hand and the relative success of comparable policies implemented elsewhere to assist Council's deliberations.

Section 8. To track progress on the Seattle Transportation Plan implementation, SDOT will prepare and submit to the City Council a biennial progress report covering the prior two years' achievements. Progress reports will include:

A. Status of performance measures relative to established STP baselines;

B. Analysis of several metrics evaluating performance by demographics and/or geography using the City's Race and Social Equity Index (RSEI) and/or race so that SDOT can pivot as needed to meet equity goals over the next 20 years; and

C. Status of the delivery of large capital projects that advance the STP.

Section 9. SDOT will conduct a major update to the Seattle Transportation Plan every ten years, or in conjunction with Comprehensive Plan updates and future transportation levy renewal. Minor plan updates may occur periodically following plan adoption and shall be submitted for City Council review and approval.

Section 10. From time to time, the SDOT Director may update the following maps administratively to reflect completion of projects and changes in uses and other conditions:

A. Transit Element: Frequent Transit Network, Transit Street Classification, and Community and Mobility Hubs maps;

B. Bicycle and E-Mobility Element: Bicycle and E-Mobility Network map;

C. Pedestrian Element: Pedestrian Priority Investment Network and Transit Connection Corridor maps; and

D. People Streets and Public Spaces Element: People Streets and Public Spaces map.

Section 11. Having built upon the previously adopted Transit Master Plan (adopted 2012; amended 2016), Bicycle Master Plan (adopted 2014), Freight Master Plan (adopted 2016), and Pedestrian Master Plan (adopted 2017), the Seattle Transportation Plan supersedes these plans and reporting requirements associated with these plans.

Adopted by the City Council the 23rd day of April, 2024,
and signed by me in open session in authentication of its adoption this 23rd day of
April, 2024.



President _____ of the City Council

The Mayor concurred the 3rd day of May, 2024.



Bruce A. Harrell, Mayor

Filed by me this 3rd day of May, 2024.



Scheereen Dedman, City Clerk

(Seal)

- 1 Attachments:
- 2 Attachment 1 – The Seattle Transportation Plan – Part I (Final Draft)
- 3 Attachment 2 – Seattle Transportation Plan – Part II: Technical Report (Final Draft)
- 4 Attachment 3 – Appendix A: STP Large Capital Project Summary Sheets
- 5 Attachment 4 – Appendix B: STP Community Organization Reports and Community
- 6 Engagement Summaries
- 7 Attachment 5 – Appendix C: Performance Measures
- 8 Attachment 6 – Council Amendments
- 9 Attachment 7 – Errata



Seattle
Department of
Transportation

MAYOR HARRELL'S RECOMMENDED SEATTLE TRANSPORTATION PLAN

A Vision for the Future of Transportation in Seattle

February 2024

Part I



IN 2044, SEATTLE IS AN EQUITABLE, VIBRANT, AND DIVERSE CITY WHERE MOVING AROUND IS SAFE, FAIR, AND SUSTAINABLE



Seattle streets, sidewalks,
bike lanes, and bridges are
well-maintained and ready
for the future



Seattle travel
options respond to
climate change





In Seattle we address transportation-related inequities



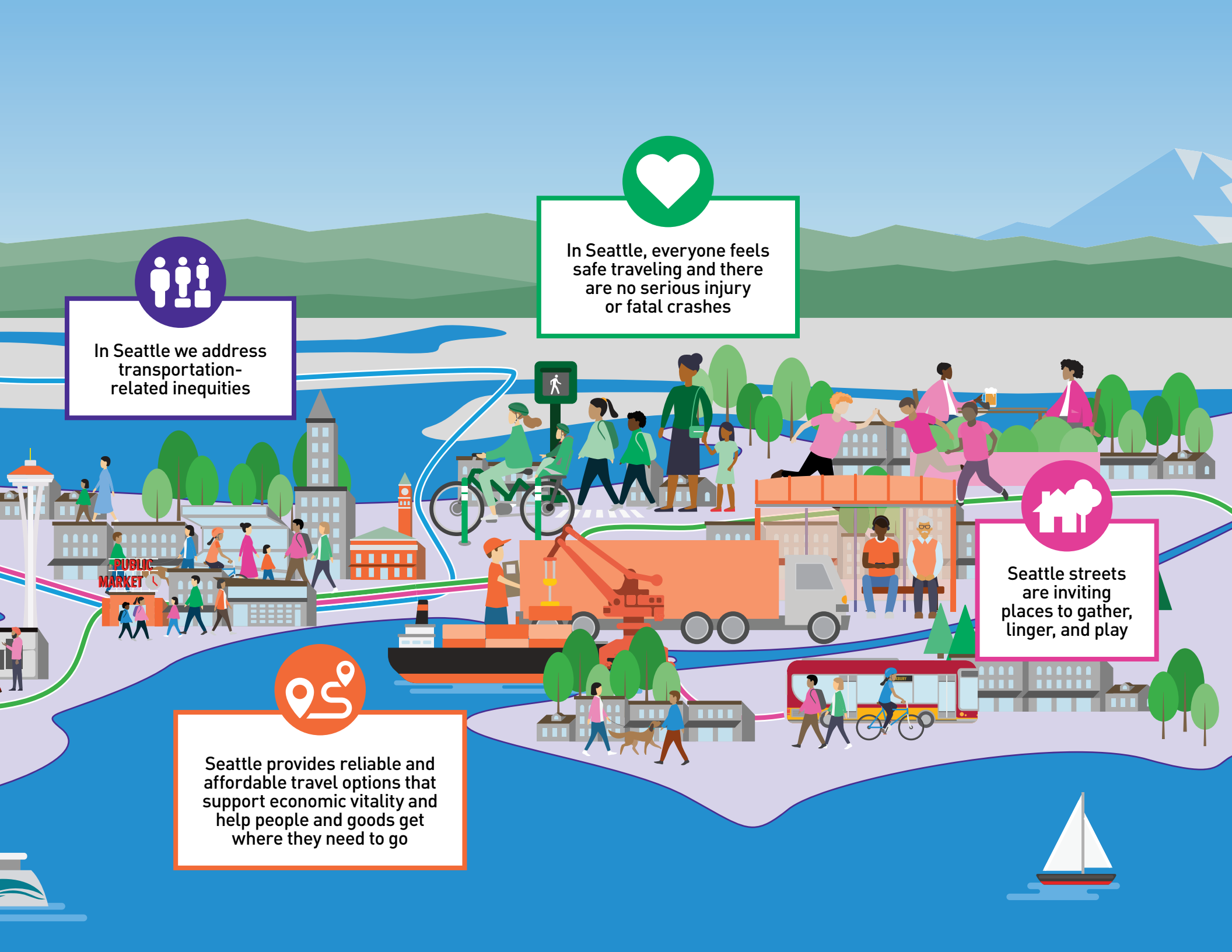
In Seattle, everyone feels safe traveling and there are no serious injury or fatal crashes



Seattle streets are inviting places to gather, linger, and play



Seattle provides reliable and affordable travel options that support economic vitality and help people and goods get where they need to go





Bruce Harrell
Mayor

Seattle,

As Mayor, I have worked tirelessly with staff to make real our One Seattle vision. We built the systems, teams, and trust needed to drive change, and now we are moving forward together.

The Seattle Transportation Plan is one important piece of our city's long-term vision for the future. Together with the One Seattle Comprehensive Plan Update, we are taking a comprehensive approach to shaping the next 20 years of Seattle's streets and public spaces. We are creating a Seattle where families, workers, neighbors, and visitors can travel, live, work, shop, and play together. From safer routes to schools, parks, transit, and community gathering spaces to proactively maintaining our streets, sidewalks, and bridges, we are laying out a comprehensive vision for a transportation system that serves everyone.

As we plan for meaningful transportation investments in the years to come, we also continue efforts to revitalize downtown, address homelessness with urgency and compassion, provide support for our small businesses to succeed, significantly reduce greenhouse gas emissions from transportation, build a more sustainable future for the city, and enhance the vibrancy of our neighborhoods.

We envision a vibrant, equitable, and diverse Seattle—where moving around is safe, fair, and sustainable.

I believe that we can accomplish more when we work together. The Seattle Transportation Plan puts our shared values of cooperation, inclusion, and unity into real action toward tangible improvements – like transit and freight priority lanes and welcoming community and mobility hubs – for the place we love and call home.

When we unite around our common values, including making Seattle a safe, livable, sustainable, and more equitable city, the possibilities are endless. Together, we will make our vision a reality across all our streets, sidewalks, and public spaces.

Thank you,

Mayor Bruce Harrell





Greg Spotts
SDOT Director

Seattle,

The Seattle Transportation Plan sets forth a holistic vision for the future of our transportation system, informed by consultation with thousands of people who live, work, and play in Seattle. It represents the first time our city has created a unified transportation plan incorporating all modes of travel.

Many government processes take place at a table—whether in-person or online. Creating the STP was different because our staff was determined to bring the table to people who didn't know there was an opportunity to participate. Using innovative methods from our Transportation Equity Framework, we convened conversations in multiple locations and languages with a diverse set of residents, community members, and businesses who hadn't previously been involved in such a process. We were honored to meet with community members across social identities, languages, and cultural experiences. We held focus groups with our city's indigenous and immigrant communities, hearing themes that included honoring the city's ecosystem, improving safety for our most vulnerable travelers, and repairing past transportation planning decisions that have separated communities rather than bringing people together.

The STP builds upon the foundation of our existing plans and initiatives, including many community-led neighborhood plans. The STP identifies new ways to improve safety, equity, and sustainability, bringing forward a more walkable, bikeable, and transit-friendly Seattle. The plan identifies important updates to pedestrian, bicycle, transit, and freight networks; potential investments to transform how we move and gather; and ways to improve how travel modes work together. This plan works hand-in-hand with the One Seattle Plan to guide city decisions about growth strategies to ensure economic vitality, where we locate housing and jobs, and where and how we invest in transportation, utilities, parks, and other public assets.

Thank you for helping us to develop a plan that will guide the next 20 years of investment in our streets.

SDOT Director Greg Spotts



GOALS FOR SEATTLE

SAFETY



Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes

EQUITY



Co-create with community and implement restorative practices to address transportation-related inequities

SUSTAINABILITY



Respond to climate change through innovation and a lens of climate justice

MOBILITY & ECONOMIC VITALITY



Provide reliable and affordable travel options that help people and goods get where they need to go

LIVABILITY



Reimagine city streets as inviting places to linger and play

MAINTENANCE & MODERNIZATION



Improve city transportation infrastructure and ready it for the future



We asked you to co-create the STP with us, and thousands of you stepped forward to provide your input!

Through engagement, you provided a lot of feedback on the future of transportation in Seattle, which allowed for co-creation of the STP. What we heard from you directly influenced the plan.

The STP describes our collective vision for Seattle's transportation system. It includes key moves we'll make to achieve the vision, how we'll prioritize needs and seek funding to implement the plan, and the way we'll track our progress.



What we heard

These quotes represent the most common themes we heard. More detailed summaries of what we heard can be found in Part II of this plan.

"I feel so inspired when I read through the key moves section, but I am very concerned about the pace and likelihood of implementation. We need it to be as quick as possible."

"[Transportation] should be affordable to everyone, in that everyone should be able to use transit, walk, or bike cheaply."

"We need fast, safe, affordable transit that doesn't require walking more than a few blocks to a hub."

"Improve our public transit network and, more importantly, prioritize non-motorists with our street space. Create more bike and transit lanes on our main corridors, removing general travel lanes and on-street parking when necessary to do so. It must be safe and convenient to use these services"

"The streets belong to the people, and we should be optimizing them for people to enjoy! On some streets, this certainly means prioritizing throughput, but that doesn't make sense for all streets."

"Pay attention to the majority who want safer, more equitable, more climate resilient ways to move around Seattle."

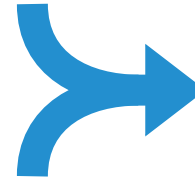
"Maintenance is the unglamorous but incredibly important job that makes our city tick."

"People-scale, diverse, and livable communities provide equity by default. More housing, employment, recreation, and business opportunities for all!"

"[Accommodate] freight and commercial traffic, especially north of the ship canal. [Have] sufficient alternate traffic corridors in case of an emergency, i.e., earthquake and/or tsunami."

"When good planning and engagement is done, there should be a fast track to change."

"Equity should be at the center of every initiative. Improving transportation options/safety in neighborhoods that have adequate transportation/safety is great, but it should come after improving areas that have been historically ignored."



How we used your feedback



Policy direction that reflects city values
Policy Guidance



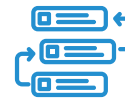
Maps that show us where to make improvements
Investment Networks



Programs and projects to improve the transportation system
Program and Project Identification



Information on how we will conduct future community outreach
Engagement



Guide for where and what we invest in
Prioritization



Strategy for how we pay for and implement the plan
Implementation Strategy



Targets that track progress
Performance Measures





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PART II: TECHNICAL REPORT

Part II provides more detail on how we can advance the plan's key moves and achieve our goals. The report includes an overview of the network integration process along with 8 functional elements.

APPENDIX A: Project Summary Sheets

APPENDIX B: Community Organization Reports & Community Engagement Summaries

APPENDIX C: Performance Metrics





1

VISION

VISION STATEMENT

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

The STP Vision Statement is a result of a yearlong conversation with people throughout Seattle.



INTRODUCTION

The City of Seattle is re-envisioning the next 20 years of transportation: a future where thoughtful investments make travel safer, equitable, reliable, sustainable, and affordable for everyone who visits, works, and calls Seattle home. City streets provide the essential functions of mobility, access, places for people, greening and landscaping, and storage for vehicles, bicycles, and more. The Seattle Transportation Plan (STP) represents the first time that we as a city have tackled these functions simultaneously, comprehensively, and at a citywide scale. Through the STP, we will build on a foundation of prior plans to harmonize and balance the needs of all people, addressing today's challenges and preparing for those of tomorrow.

We developed the STP in close collaboration with the One Seattle Comprehensive Plan update (2024)—our city's 20-year growth strategy. It will guide the growth of housing and jobs, and where and how we invest in transportation, utilities, parks, and other public assets. The STP provides more detailed direction for how we will align transportation system investments to support broader city goals for equity, housing affordability, access to economic opportunity and education, climate change, and more.

The Vision Statement on the previous page is informed by the One Seattle Comprehensive Plan's vision. Concepts of investing in community while creating a more equitable, livable, sustainable, and resilient city as we grow are core to the One Seattle vision. Together, the STP and the One Seattle Plan provide an integrated transportation, land use, and growth strategy for Seattle's future.

The STP is a plan to connect us to nature, people, and opportunity, a plan to provide reliable travel options, a plan to reimagine streets as welcoming for people, and an opportunity to come together as One Seattle.



We want the STP to meet the needs of communities of color and those of all incomes, ages, and abilities. To broaden and deepen the reach of our engagement, we worked with community-based organizations to invite more people to the table and help form this plan.

We heard from thousands of people in community meetings, through online forums, in one-on-one conversations, on our multilingual phone line, and in many more places. Your ideas shaped the STP. You will see your voice and your neighbors' voices reflected in this plan. By taking part in the creation of this plan, you have helped us envision a transportation system that will work better for everyone.

Working with communities, we identified 6 plan goals organized around the themes of safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization. Collectively, they support the long-range vision of a city that is equitable, vibrant, and diverse; a city where moving around is safe, just, and sustainable; and a city where people and businesses can access their daily needs and feel connected to their community. "Key moves" are cross-cutting strategies designed to advance one or more of the plan's 6 goals.

New policies defined in the One Seattle Comprehensive Plan will guide how we implement the key moves. These policies relate to how we allocate space on streets as we improve them, how we'll strive to reduce vehicle miles traveled, and how we'll deliver projects that maximize the number of people who are served by city streets and sidewalks.

At the Seattle Department of Transportation (SDOT), we will organize our work around the STP's vision and goals to design, operate, and maintain city streets. We are proud to steward your transportation system, so it meets the challenges of today and tomorrow.





GOALS AND KEY MOVES

SAFETY



Lead with Safety

Goal: Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes

- **S1:** Reduce vehicle speeding to increase safety
- **S2:** Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring
- **S3:** Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle
- **S4:** Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations
- **S5:** Support public safety through maintenance of critical access routes and planning for a climate resilient network

EQUITY



Transportation Justice is Central

Goal: Co-create with community and implement restorative practices to address transportation-related inequities

- **TJ1:** Center the voices of communities of color and underrepresented groups in planning and decision-making processes
- **TJ2:** Address inequities in the transportation system by prioritizing investments for impacted communities
- **TJ3:** Remove cost as a barrier so everyone can take the trips they need to make
- **TJ4:** Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets

SUSTAINABILITY



Climate Action

Goal: Respond to climate change through innovation and a lens of climate justice

- **CA1:** Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options
- **CA2:** Green city streets with landscaping and street trees to better handle changing climate
- **CA3:** Foster neighborhood vitality and improved community health
- **CA4:** Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips
- **CA5:** Advance mobility management strategies to encourage walking, biking, and transit trips

MOBILITY & ECONOMIC VITALITY



Connect People and Goods

Goal: Provide reliable and affordable travel options that help people and goods get where they need to go

- **PG1:** Create seamless travel connections
- **PG2:** Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips
- **PG3:** Create world-class access to transit and support making service more frequent and reliable
- **PG4:** Support access to jobs, freight movement, and growth in deliveries
- **PG5:** Manage curbspace to reflect city goals and priorities

LIVABILITY



Streets for People, Places We Love

Goal: Reimagine city streets as inviting places to linger and play

- **PP1:** Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility
- **PP2:** Create welcoming community and mobility hubs
- **PP3:** Co-create and enhance public spaces for playing and gathering to improve community health
- **PP4:** Activate and maintain public spaces to create a welcoming and age-friendly public realm

MAINTENANCE & MODERNIZATION



Streets that Work, Today and in the Future

Goal: Improve city transportation infrastructure and ready it for the future

- **MM1:** Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work
- **MM2:** Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges
- **MM3:** Ready city streets for new travel options and emerging trends and technologies



WHY WE NEED THIS PLAN

While solving the most urgent challenges today, we must also consider how the transportation system will evolve to meet the growing demands of tomorrow.

We need a roadmap to guide actions and investments into cross-cutting transportation solutions that align with city values and achieve our shared vision for the future.

This plan will help us:

- protect people
- invest in equity
- cultivate green transportation
- integrate our land use and transportation strategies
- support economic vitality
- expand affordable access
- evolve and innovate with emerging trends
- reflect community priorities

“There is nothing wrong with driving, but building and maintaining an entire city to encourage, subsidize, and expedite its mass use is ... inequitable, unsafe, and a massive strain to the city’s budget.”

Anonymous Contributor *Online Engagement Hub*

We need this plan to...

PROTECT PEOPLE

Through our engagement process, you told us making safe journeys is your top priority. This includes a sense of personal safety and the identification of opportunities for automated enforcement programs to address unintended consequences and work towards creating non-financial, restorative-based alternatives enforcement. We see nearly 10,000 crashes a year, resulting in an average of 28 people dying and nearly 180 people seriously injured between 2020 and 2022. These are friends, neighbors, and family members.

Together, we can make the changes necessary to protect people traveling on city streets, paths, and sidewalks. This plan will help prioritize investments to reduce these outcomes.

We will focus on delivering safety interventions with demonstrated effectiveness in locations where they are most needed.

In 2015, we set a shared goal to end traffic deaths and serious injuries. Traffic deaths for people walking, rolling, and biking have been increasing. It is people in our most vulnerable communities—traveling without multi-ton vehicles for protection—who are bearing a disproportionate burden. Unsafe travel speeds, multiple lanes of traffic, and a lack of bike lanes have been identified as common characteristics of high-crash streets.

This plan will guide us to redesign streets with targeted solutions that support safe behaviors by all travelers. In some cases, this could look like narrower streets, slower speeds, and traffic signal improvements. In others, it means more frequent and visible crossings and adding protected bike lanes on the busiest streets. We'll also need to partner with community members to design solutions that reflect city values and prioritize the most vulnerable communities.

I am a single parent and my kids are often responsible for their own transportation to and from activities. It would be better and safer for them if there was more traffic calming and protected bike lanes. Survey Participant *Transportation Challenges Survey*



Community Voices

- Over 60% of people surveyed said that **safety is one of their top two challenges** while getting around Seattle.

We need this plan to...

INVEST IN EQUITY

Our priorities are directly reflected in the way we design streets and invest resources. Transportation must be affordable, accessible, and just—we believe transportation is an essential right for all people. An equitable transportation system must meet the needs of communities of color and people of all incomes, ages, and abilities.

Black, Indigenous, and People of Color (BIPOC) and low income communities, as well as seniors and disabled people, continue to carry an outsized burden from transportation that contribute to social and physical harm, including disproportionate rates of illness, death, social isolation or poverty. From historic disinvestment and freeways that destroyed and divided communities, to higher rates of traffic enforcement or pollution and community health impacts like asthma and cancer, the most impacted are the most vulnerable. We are dedicated to reconciling our history of systemic racism, exclusionary planning, and erasure of Coast Salish Native and Indigenous culture in our transportation system.

This plan plays a critical role in identifying the most impactful actions we can take to reverse damage caused to communities from our transportation system, repair trust with people who have been most harmed, and protect the rights of all community members to have safe and equitable access to opportunities. We will use this plan to apply an equity lens to everything we do, in alignment with our Transportation Equity Framework (TEF) that was co-created with community.

When considering investment priorities, our Race and Social Equity index provides a starting point to identify equity priority areas. We'll make sure people who have been underserved have a voice and a seat at the table. And we'll move at the speed of trust by demonstrating a commitment to equity through meaningful engagement and intentional investments. We must be accountable to the impacts of our transportation system, and we'll continue working to prevent and mitigate transportation projects, both past and present, from contributing to future harm.

Rising costs have cascading effects on low-income and underserved communities, many of whom are dependent on the transit network.



As housing costs continue to rise, many low-income residents are moving farther outside the city in search of affordable housing.



More often than not, affordable housing is lacking near transit-rich areas, and low-income populations are more likely to be transit-dependent.



Transit does not run late enough into the night to meet the needs of late-shift workers, many of whom are low-income people of color.



Living far from high-quality transit leads to increased auto dependence and increased commute times.



Longer trips mean higher costs to commute—for fuel, insurance, maintenance, and in terms of time lost.



Mismatches between where people want to work and where they can afford to live make it difficult to find jobs and for employers to find much-needed workers.

More transit options and more affordable housing near community and mobility hubs will improve the lives of many in our city's most vulnerable populations.

We need this plan to...

CULTIVATE GREEN TRANSPORTATION

Seattle embraces its natural beauty and values community health. Transportation emissions make up 61% of the city's harmful greenhouse gas emissions, and we can do better.

61%

of emissions come from transportation (in 2020)

90%

of transportation emissions come from gasoline (2008 - 2020)

As Seattle continues to grow, we find ourselves a long way from meeting our goals to reduce greenhouse gas (GHG) emissions from transportation. We all have the ability to make meaningful change, as transportation is the largest GHG emission contributor in Seattle.

9 of 10

personal trips will be zero-emission by 2030 (3 out of 10 for freight trips)

By **2050**

we plan to have an entirely carbon-free transportation system

Making progress means making it safe, easy, and affordable for people to get where they need to go without relying on a car. It means electrifying city fleets, making transit convenient and reliable, and supporting other ways of sharing a ride. And it also means expanding the tree canopy and designing streets to handle bigger storms and protect water quality.

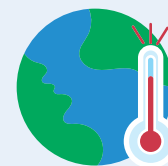
When we invest in an equitable and resilient transportation system, the benefits go far beyond reducing emissions. Seattle's Green New Deal aims to create jobs and advance an equitable transition from fossil fuels by prioritizing investments in communities historically underserved and impacted by economic, racial, and environmental injustices. This plan helps us invest in climate actions today, so we can improve the health and vitality of communities and Seattle's natural environment for generations to come.

We protect future generations as we rapidly accelerate response to climate change.

Seattle has always been a leader in climate action.

And we still have more to do.

- **2013** Seattle adopts its first Climate Action Plan
- **2017** A New Mobility Playbook is developed to promote new mobility options
- **2018** The Seattle Climate Strategy serves as an update to the 2013 Climate Action Plan
- **2021** Transportation Electrification Blueprint is released to help us achieve our goal of a decarbonized transportation system
- **2022** A Transportation Equity Framework (TEF) is created to guide us toward an equitable transportation system
- **2022** Seattle's Green New Deal sets aside millions to advance an equitable clean energy transition
- **2023** The city's Climate Change Response Framework (CCRF) is developed to describe a climate action agenda for transportation



Since 2008, transportation emissions have remained flat, even though we added more than 250,000 new residents. While this is a positive trend, the city remains very vulnerable to the impacts of climate change, and we are committed to doing more.



100,000

new homes are expected to be built in Seattle by 2044

158,500

new jobs are forecasted for Seattle by 2044

about 7 out of 10

new jobs in King County will be in Seattle by 2044

Decisions today will shape the transportation choice, reliability, and access of people living in Seattle now and those moving here over the next 20 years.

We need this plan to...

INTEGRATE OUR LAND USE AND TRANSPORTATION STRATEGIES

A growing city requires more places for people to live. As housing in Seattle becomes more dense, the transportation network must keep up with increased demand, providing mobility and access for everyone who needs it. The STP and its partner effort, the One Seattle Comprehensive Plan, attempt to make that access more equitable, where housing, employment, and goods and services can be within closer reach of a growing population. This means matching the right type of mobility programs and projects with the city's evolution over the coming decades.

Seattle is projected to grow to nearly 1 million people over the next 20 years, up from about 750,000 today. With 7 out of 10 new jobs in the region projected for Seattle, population growth will continue to increase the demand for housing—especially homes that are more affordable. In this next era of growth—over 100,000 more homes and about 160,000 new jobs—we can plan to integrate land use and transportation investments that allow us to achieve a more prosperous, more fair, and healthier city.

To handle this growth, we must use our limited streets wisely. Seattle has reached a stage where widening streets is rarely an option or desired. As neighborhoods become denser and more of us call Seattle home, we need to make more efficient use of our streets by investing in options that move more people more efficiently. Walking, rolling, biking, and riding transit supports business and commercial needs, allowing necessary driving trips to occur—including those that deliver goods and services to our neighborhoods. One Seattle projects a future of complete communities—where many everyday needs are locally accessible.

Locating new homes, essential destinations, and transportation options closer together creates a city where people can easily choose from multiple travel options. This results in less frequent driving, especially for short distances, and helps us advance our sustainability goals. The STP considers the different urban forms or place types in the city—commercial and mixed use, residential, and manufacturing and industrial centers (MICs)—and how different transportation elements can support a variety of land uses and activities.

We need this plan to...

SUPPORT ECONOMIC VITALITY

Transportation plays a vital role in urban and regional economic development. Well-planned transportation systems promote vibrant employment centers while also protecting our environment and supporting social well-being. In Seattle, these systems not only connect the city to surrounding communities in the Puget Sound region, but to the rest of the state, the country, and the world (via our seaports and airports). Seattle's advantageous geographic location, featuring a deepwater seaport along with an extensive and well-connected network of streets and railroads, has established the city and the surrounding region as a major economic hub.

From time immemorial, before colonization and the founding of the city of Seattle, our area has been a gathering place for people and resources. The STP recognizes this rich history of our region's economy, which has shaped—and will continue to shape—Seattle's history and culture. Today's maritime, manufacturing, warehousing, transportation, and delivery businesses continue this essential role and we must incorporate them into our transportation planning and operations.

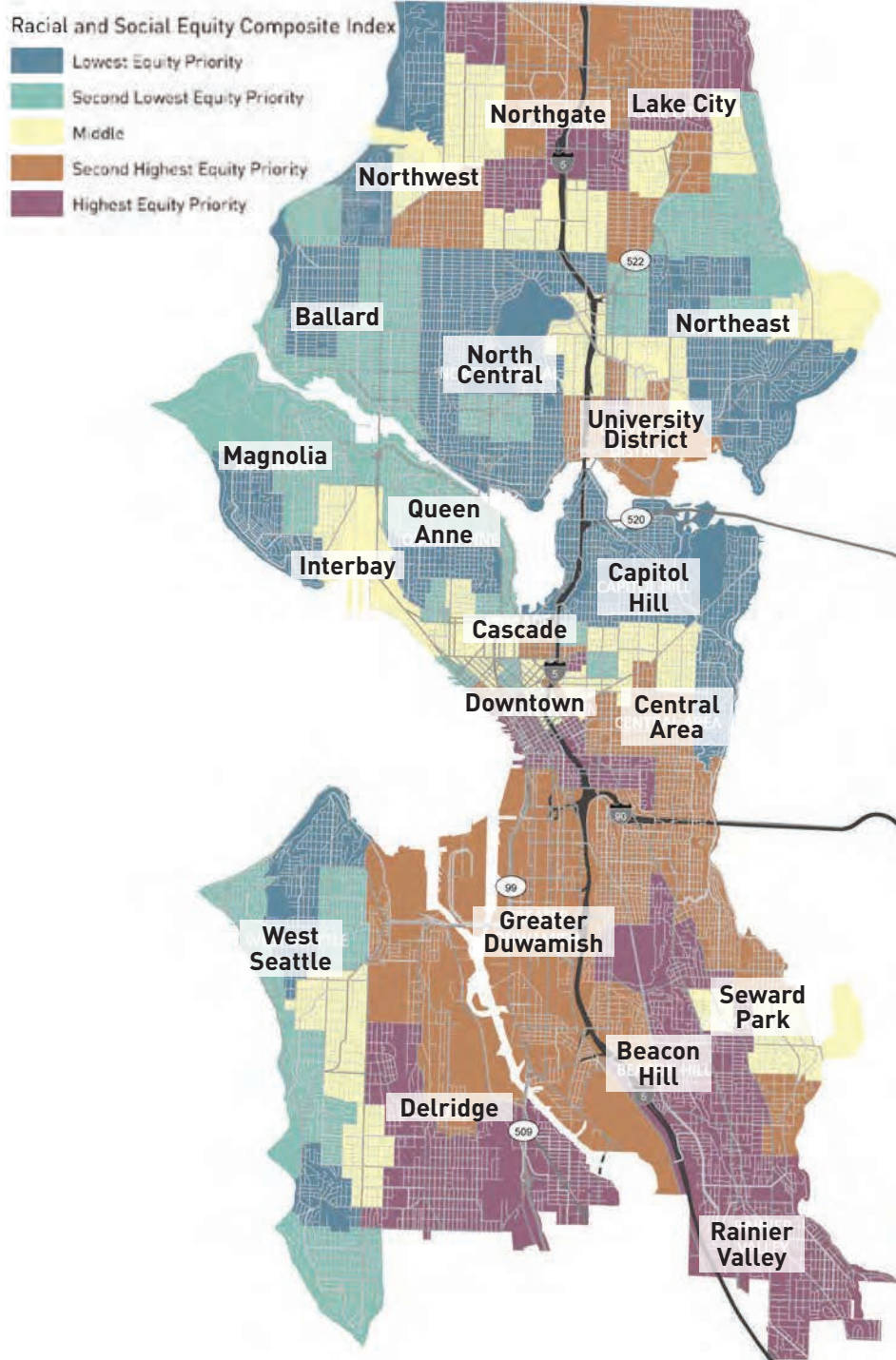
Together, the ports of Seattle and Tacoma make up the 7th largest port in the United States. According to a 2023 strategic analysis of Seattle's maritime, manufacturing, transportation, and warehousing industries, about a third of jobs in King County are directly or indirectly tied to freight. Investments in our freight system is critical to maintain and advance these economic foundations, and to support the on-going boom in home deliveries. Thriving local economies need reliable and predictable access, not just for people in cars and trucks, but for those moving on foot or two wheels, and for new types of sustainable goods movement.

The STP provides strategies that can promote and enhance economic vitality by connecting people and goods to places they need to go, enabling businesses to thrive through innovation, and attracting visitors while promoting a high quality of life. In concert with changing land uses as Seattle grows, reliable transportation networks are needed to keep our economy moving.

Transportation is the lifeblood of the city and region.

A healthy transportation network promotes economic vitality in a variety of ways:

- **Public Investment:** The City stimulates the local economy through the planning of infrastructure projects, such as public transit development, street maintenance and modernization, and public space construction. All of these investments create jobs, contributing to local economic development and healthy employment rates and income levels.
- **Attracting Capital:** Investors seek areas where the transportation network supports the smooth flow of goods and services, reducing operational costs and increasing the overall attractiveness of the region for business activities.
- **Labor Access:** Transportation facilitates the movement of workers, consumers, and goods, allowing businesses to access markets, customers, and labor. Improved accessibility can attract businesses to an area, leading to further economic development and vitality.
- **Technological Innovation:** Seattle has become a home to major technology companies as we grow beyond our roots in manufacturing and trade. The technology sector relies heavily on the movement of skilled workers. A well-functioning transportation system helps attract and retain talent.
- **Tourism and Economic Development:** An effective transportation system, including our airports, highways, and public transit systems, is crucial for bringing visitors into Seattle efficiently and sustainably, and in facilitating their movement between attractions, hotels, our popular cruise terminals, and other points of interest.
- **Local Neighborhood Economies:** The transportation network extends from our ports, warehouses, and distribution hubs to our neighborhoods where we shop, eat, and gather. As Seattle grows, we will continue to be a city of neighborhoods where predictable access to goods and services is critical to maintain the high quality of life and vibrant public realms that we all cherish.



We need this plan to...

EXPAND AFFORDABLE ACCESS

This plan is needed to enable people to get to where they need to go, regardless of how much money they have in their pocket. Cars are expensive to own and operate, requiring fuel and maintenance that not everyone can afford. And while they often save people time, cars also have significant costs to the environment through pollution and emissions, along with external costs to our health and safety. Walking, rolling, biking, and taking transit are the most affordable ways to move in Seattle, both as a portion of peoples' incomes, as well as their cost to the environment.

We can make it more affordable and time-competitive to access everyday services and activities by expanding travel options, improving availability, and reducing costs for our neighbors who need it most. Removing barriers to life without a car will also leave people with more money to afford housing and other opportunities. By investing in actions that enhance and expand the most affordable ways to move around—and that make them more convenient—we can provide more low-cost options for people to make the trips that matter to them.

14%

of the average Seattle household budget is spent on transportation (2021)

94%

of average transportation costs are spent on buying and maintaining private vehicles (2021)



Community Voices

- 16% of Black respondents and 17% of Native Hawaiian/Pacific Islander respondents in our Phase 1 survey said **cost** was a challenge, compared with only 8% of respondents citywide
- While tabling at the annual Boo bash community event in Rainier Beach, we heard from multiple parents who said they would like to **make sure cost is not a barrier** to getting around in Seattle.

The Racial and Social Equity Index combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations live.

Healthy Streets help support changing travel behaviors and priorities.

We introduced Healthy Streets in 2020 during the COVID-19 pandemic as a way for people to get outside safely, access essential services like grocery stores and pharmacies, and stay active in neighborhoods throughout the city. Healthy Streets are open for people walking, rolling, biking, playing, and accessing their homes, and closed to passthrough traffic.

The goal of this program is to open up more space for people rather than cars—improving community and individual health. Healthy Streets can include:

- Traffic safety features like easier crossings at busy streets, speed humps to slow down people driving, and sign and pavement markings to help people find their way
- Neighborhood activities like hopscotch and basketball (that would otherwise require a street closure permit)
- Intersections with traffic circles and street murals to discourage people from driving on Healthy Streets, unless they have to (for example, if they live on that street)



We need this plan to...

EVOLVE AND INNOVATE WITH EMERGING TRENDS

Seattle has always been a center of innovation. From private industry to major institutions to local community organizations, we work together on solutions to solve all manner of challenges. When it comes to transportation, we have a unique opportunity to tap into the innovative spirit of the Puget Sound region and pursue smart, co-created, and affordable mobility solutions.

Travel patterns can change quickly. On a day-to-day basis, people adapt in real-time to traffic collisions or construction closures by choosing alternate routes. Similarly, we must be agile and adapt to changing travel behaviors and emerging trends, whether that means new electric scooter share services, autonomous vehicles, a sudden shift to remote work, or increased demands for e-commerce deliveries.

This plan will help make our transportation system dynamic and account for these types of changes, whether anticipated or not. When we innovate with programs, like **Healthy Streets** in neighborhoods, we embrace innovation by using our streets as a testing ground to see what works, collaborating with local communities along the way. An innovative approach will also help us prepare for new realities, as more people work from home, travel at alternate times, transition to cleaner vehicles and embrace electric mobility devices, or have deliveries made to their doorstep. As more innovative transportation options continue to emerge, this plan will guide our preparation and reactions to emerging mobility and technology trends, so we can shape them to be solutions that are equitable and in alignment with our shared goals.

47%

of people in Seattle worked from home in 2021
(2nd among large cities)

+\$390 billion

additional dollars were spent on national e-commerce sales from 2019 to 2021 (+60% change)

I'm excited to see a plan that transforms our streets to prioritize people ... and creates new funding streams for innovations in mobility that help people get where they need to go efficiently."

Survey Participant STP Vision Survey

We need this plan to...

REFLECT COMMUNITY PRIORITIES

City streets are a constant buzz of activity. They accommodate most travel needs, create places for people to gather, and support local businesses. **The space streets occupy is called the public right-of-way.** It is the area where sidewalks, curbs, on-street parking, and travel-ways exist.

Stewarding this space is SDOT’s primary job, and we are constantly seeking to incorporate more travel options and enhance public space. Space is limited, so if we want to add something new—like wider sidewalks, a protected bike lane, a loading zone, or a transit lane—it often requires something else be compressed or moved.

You’ve made it clear that rights-of-way should reflect community values and priorities. In response, this plan includes an integration strategy to support consistent decisions that advance shared, long-term goals and key moves.

Essential functions of the right-of-way



“...please prioritize people walking, people on bikes, and transit ... [This makes] a cleaner, quieter, more pleasant city.”

Anonymous Contributor *Online Engagement Hub*

Public right-of-way serves many different functions.

The right-of-way has a big job, and it doesn’t just move cars and trucks! Seattle’s right-of-way serves 6 primary functions:

Function	Definition	Examples
MOBILITY	Movement for people, goods, and emergency response	Sidewalks, bus or streetcar lanes, bike lanes, general purpose travel lanes (includes freight), right- or left-turn lanes
ACCESS FOR PEOPLE	People arrive at their destination, or transfer between different ways of getting around	Bus or rail stops, bike parking, curb bulbs, passenger load zones, short-term parking, taxi and ride-share zones, accessible parking spaces
ACCESS FOR COMMERCE & EMERGENCY RESPONSE	Goods and services reach their customers and markets and emergency responders access buildings and people	Commercial, truck and general load/unload zones, utilities, and emergency responder staging
ACTIVATION	Offers vibrant social spaces	Food trucks, public art, street festivals, outdoor dining, street furniture, block parties
GREENING	Enhances aesthetics and environment health	Plantings (boulevards, street trees, planter boxes), rain gardens, and bioswales
STORAGE	Provides storage for vehicles or equipment	Bus layover, vehicle and bicycle parking, reserved spaces (e.g., for police or other government use), construction



PLACE A STICKER ON WHAT YOU WOULD LIKE TO SEE
IN SEATTLE'S TRANSPORTATION SYSTEM

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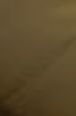
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WHO IS THIS PLAN FOR?

Seattle is made up of people from all walks of life. The diversity of communities, industries, and the natural environment are among the city's greatest assets and should be celebrated. Diversity makes Seattle more innovative and productive, makes life more interesting and vibrant, and can build empathy and connection with others.

Diversity also challenges SDOT to be responsive to a vast array of transportation needs, as each year millions of people with their own unique mobility patterns and nuanced preferences live, work, and visit the city. Reaching consensus can be hard, and finding transportation solutions that make everyone happy can be even harder. That's why we need this plan.

Transportation is a universal need but is not one-size-fits-all.

How a person experiences the transportation system is determined by a variety of factors and can differ starkly from others sharing the same streets. Social identity—including age, race, ethnicity, social class, income, gender,

and physical or cognitive abilities—shapes the transportation experience. Factors like whether a person is a caregiver for family members, the nature of their occupation and employment status, and which travel options they use to get around all can heavily influence their experiences.

Interactions with other people and the built environment vary greatly depending on whether a person is walking, biking, rolling, traveling by bus, train, car or truck, or enjoying a public place. This can affect one's exposure to safety risks, or conversely, the risk they may pose to others.

Streets provide vital connections. Even someone who never leaves home still needs emergency responders to reach them in times of crisis, for utility workers to access their location, the courier to reach their mailbox, or freight deliveries to be made at nearby stores that serve them. The complex logistical operations and needs of businesses and service providers are immensely different from the needs of individuals. A robust transportation plan considers this range of users to ensure access to daily goods and services and supports the vitality of neighborhoods, business districts, and the economy.



To build a transportation system that truly works for all, this plan gives special consideration to people who are more susceptible to transportation's negative impacts.

While this plan is built to serve everyone, we often focus on the experiences of the most vulnerable users and communities. But who exactly are we referring to when we use these terms?

Vulnerable users and communities are people and groups who have experienced a greater share of negative impacts from the transportation system.

Vulnerable users refers to people who face more physical risk when they use the transportation system. Data shows Seattle's most vulnerable transportation users tend to be people who are unhoused, communities of color, low-income communities, children, older adults, and people with disabilities. In terms of crash risk, vulnerable users are more physically exposed to risk while traveling outside the protection of a motor vehicle, such as people walking or biking.

Vulnerable communities, as defined by the Transportation Equity Framework (TEF), includes those identified as vulnerable users and expands to further include groups of people that have been excluded and/or underinvested in by government institutions, including people with low-incomes, immigrants and refugees, LGBTQIA+ people, women, formerly incarcerated individuals, people who use a wheelchair, people with visual or hearing impairments, and people at risk of displacement.

For both vulnerable users and communities, factors such as monetary cost, threats to personal safety (whether real or perceived), or caretaking duties can significantly alter how or when they travel, what routes they take, and whether their journey is convenient or enjoyable. These differences have been, and in many cases continue to be, poorly accounted for in the design

of the city's transportation system due to historic investments and street designs that tend to favor cars, commuters, and male travel patterns.

Inclusivity results in better transportation experiences for everyone.

This plan serves everyone. Data and community input provide a deeper understanding of the spectrum of user needs and obstacles that people need SDOT's help to overcome. While developing the Seattle Transportation Plan, we heard about the transportation experiences of thousands of individuals and community groups, employers and retailers, couriers and deliverers, emergency responders, and countless others.

The STP reflects diverse needs, challenges, and vulnerabilities, alongside SDOT's responsive actions in the form of "key moves" (strategies), projects, and programs. Ultimately, implementation of the STP will address the needs of vulnerable users and communities through the prioritization and allocation of resources to high-need communities and the thoughtful design and configuration of Seattle's streets.

We all face obstacles getting around the city, from traffic and fender benders to icy sidewalks, delayed buses, or crowded trains. However, it's important to recognize the magnitude of challenges that people face are not equal. SDOT has an obligation to respond equitably and balance the unique and disparate needs of the incredible range of travelers we serve.





BUILDING ON A STRONG FOUNDATION

SDOT'S ROLE

How you get around is of the utmost importance to us. Nearly 27% of Seattle's land is made up of streets, curbs, sidewalks, and public spaces in the right-of-way. It's a limited amount of space to move a rapidly growing city of people and goods.

Beyond filling potholes and helping buses and freight deliveries run on time, we also pave streets, adjust traffic signals, create enjoyable public spaces, operate and maintain bridges, and build a network of bike lanes and sidewalks to serve people of all ages and abilities. It is SDOT's role to regulate, permit, and manage this complex system in concert with our goals. During emergencies, we focus on our mission-essential functions, which are to maintain operations, mitigate hazards, issue permits, and disseminate critical information.

Our work is centered on a transportation system that provides safe and affordable access to places and opportunities for all people regardless of their age, size, or ability.

We do this best when we partner with community to better understand your needs and priorities.

Nothing would make me happier than SDOT ... listening to that public commentary by people who are desperate for Seattle to be and do better."

Anonymous Contributor *Online Engagement Hub*

City transportation goals can't be accomplished without many partners.

We must partner with other agencies and private transportation service providers to help us create a more complete and effective travel experience. SDOT partners include, but are not limited to:

- Washington Department of Transportation (WSDOT)
- Port of Seattle
- Northwest Seaport Alliance
- King County Metro
- Sound Transit
- Community Transit
- Kitsap Transit
- Pierce Transit
- Neighboring jurisdictions
- Access Transportation
- Railway operators
- Amtrak
- Washington State Ferries
- King County Marine Division
- Seattle Lake Union Seaplane Base
- King County International Airport (Boeing Field)
- USDOT and federal partners

The range of transportation services operated by these partners include buses, light rail, commuter rail, ferries, water taxis, planes, trains, cargo terminals, and more. The City is responsible for the Seattle Streetcar and Seattle Monorail systems, along with the city's street network.



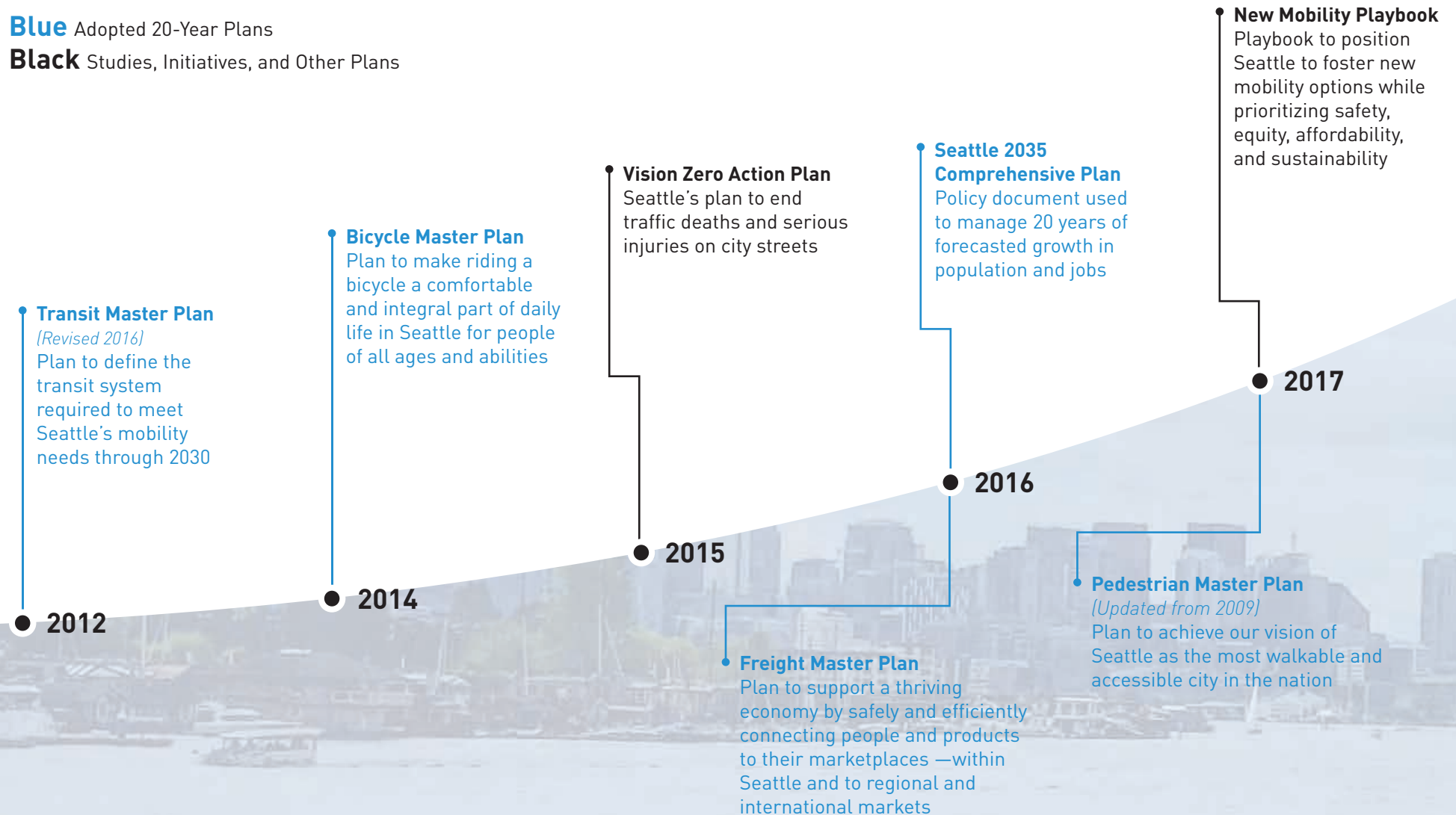
A FOUNDATION OF TRANSPORTATION PLANS AND INITIATIVES

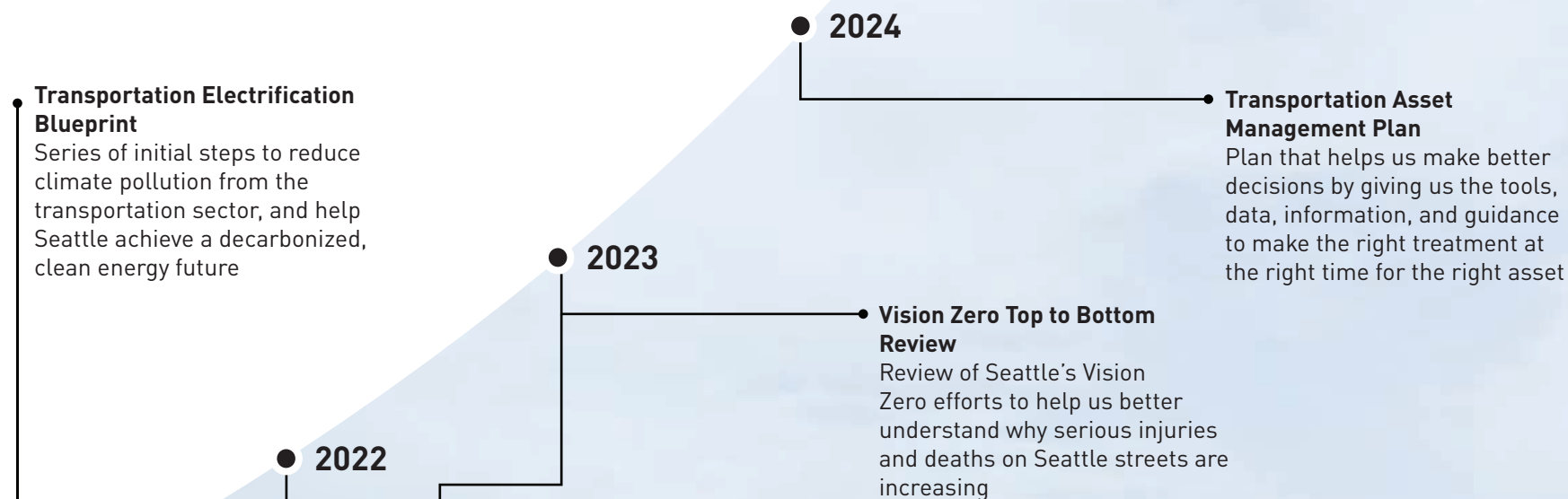
The STP addresses mobility and economic vitality, access, and public space needs in a single document. The plan builds upon prior citywide modal plans, which address individual forms of travel like walking, biking, transit, and freight movement and have been formally adopted by Seattle City Council. It also advances other studies, initiatives, and multimodal neighborhood and subarea plans we have developed to guide Seattle's transportation system.

The timeline below shows many of these adopted plans and initiatives.

Blue Adopted 20-Year Plans

Black Studies, Initiatives, and Other Plans





The STP includes new ways to accelerate progress on the things that matter most.

The STP identifies important updates to modal plans, potential investments to transform how we move and gather, and integration strategies to improve how travel options work together. It also introduces new topics to address ongoing and emerging needs, including:

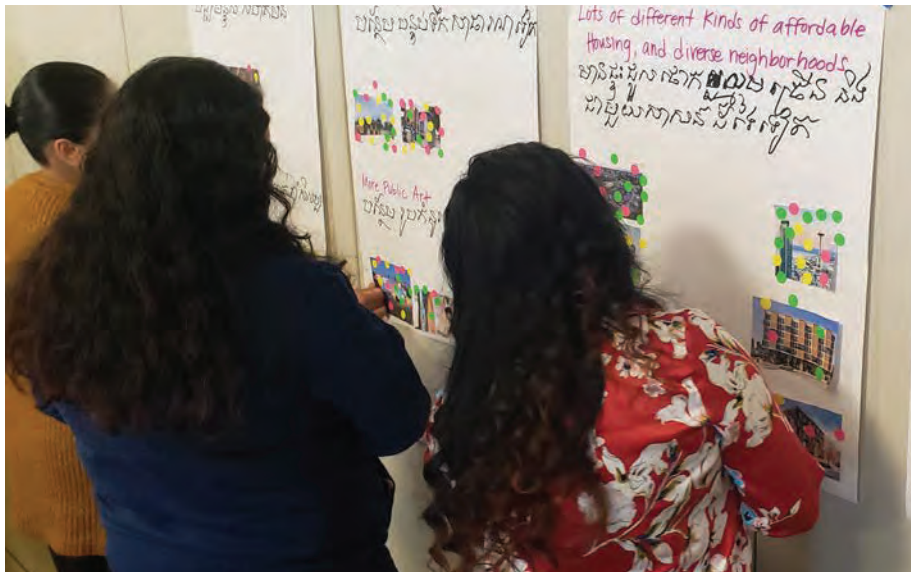
- **New Mobility:** Encourage mobility services like taxi/ride-hail and bike and scooter sharing services that are shared, electric, and driven by real-time data and describe approaches to permitting and management of automated vehicles
- **People Streets and Public Spaces:** Identify places where we can make improvements to encourage people to gather, play, rest, walk, roll, and connect
- **Vehicle Travel:** Create a dedicated functional element that addresses driving in Seattle, how we can reduce reliance on vehicles for many types of trips, and the importance of the vehicle network for emergency response and goods movement
- **Curbside Management:** Identify opportunities to further integrate curbside management policies and programs into broader SDOT mobility and goods movement initiatives. Create successful outcomes at the curb to improve safety and quality of life and reduce climate pollution

HOW WE WILL USE THIS PLAN

The STP is comprehensive. It is an aspirational, vision-based document that will guide SDOT's daily work. We will use it to design, operate, and maintain Seattle's transportation system, in alignment with our core values and available resources.

We at SDOT will use the STP to:

Identify future transportation improvements, remaining nimble and responsive to your needs. The STP has allowed us to build better relationships with people in Seattle and opened doors for people to contribute to city planning. The key moves in Chapter 3 are strategies that you helped us refine. We will implement these strategies to realize the STP vision, which you also helped create. For years to come, we will closely reference what we've heard from you and your neighbors about transportation needs to plan our work.



Evaluate how programs and projects support our shared vision and track progress. The STP values provide a framework to guide big decisions. The values are supported by goals, key moves, and performance measures. We will use these measures to track progress towards realizing our collective transportation vision.

Develop a plan to fund transportation in the future. In recent years, the annual SDOT Budget has been over \$700 million with 20-30% of our expenditures coming through the Levy to Move Seattle, which Seattle voters approved in 2015. This levy expires in 2024, but the city's transportation needs do not. We will always need to maintain the streets, bridges, sidewalks, and public spaces we have now.

However, we know—and you've also told us—that we need to make new investments so travel is safer, more reliable, and more affordable, and so public spaces are more welcoming places where you can build connections with your neighbors. The STP provides a menu of potential transportation system investments for the next 20 years. We will use it to create a long-term funding strategy so we build the projects, implement the programs, and maintain the transportation assets that Seattle needs.

The ultimate goal should be to invest in infrastructure that provides people the options to get out of cars and into buses, trains, bikes, and sidewalks."

Engagement Hub Comment Fall 2022







2

SHAPED BY COMMUNITY

ENGAGEMENT AT A GLANCE

Throughout STP engagement, we reached thousands of people—to build awareness, hear feedback, and co-create the future vision of transportation in Seattle.

78,000+

Individual data points collected through STP engagement

9,000+

People engaged at outreach events for the STP

130+

Community events that the STP team attended

94

Meetings and briefings

60,000+

Total visits to the online engagement hub

8,000+

Comments placed on the interactive maps

9,000+

Responses to surveys

170+

Social media posts

CO-CREATING WITH COMMUNITY

COMMUNITY ENGAGEMENT APPROACH

To create the Seattle Transportation Plan, we sought to include the voices of all types of community members, particularly underrepresented people who are Black, Indigenous, or people of color (BIPOC); people who are LGBTQ+, intersex, or asexual; people living in poverty; immigrant and refugee communities and people who do not speak English at home; young people; older adults; and people with disabilities. We believe everyone's voice should be heard.

We committed to listening, meeting people where they are, and working to address the needs of those who have historically been left out of planning processes and decision-making about the city's transportation system. We built upon traditional public engagement tools and partnered with community-based organizations with existing relationships in communities to listen and create a plan that reflects the values and needs of everyone. We continuously adjusted how we engaged with community during the STP process to create a seat at the table for everyone, alongside communities and organizations already familiar with city planning processes.

We will continue to invest in transformational relationships with community as we strive to work at the speed of trust. We will do this through meaningful ongoing engagement as a demonstration of our commitment to equity.

"The community needs to feel like it's a priority and that engagement leads to meaningful change."

Anonymous Contributor *Online Engagement Hub*

We designed the engagement approach so people could participate at any point in the process, knew how to provide feedback, understood how it is used in the STP, and had confidence their voices were heard.

The STP launched in May 2022 and had three phases of engagement. This engagement helped us **co-create** the plan with community.



STP engagement focused on 5 equitable strategies for connecting with the community. See Appendix B for more details on the engagement phases, what we heard from community members, and each of the engagement strategies below.

1. Building awareness
2. Community-led engagement
3. Citywide engagement
4. Events and meetings
5. Joint workshops



What this project helps us realize is that—yes, we can speak our mind and we are entitled to enjoy those kinds of beautiful spaces in our neighborhoods too”

Resident Khmer Community of Seattle King County (KCSKC) Celebration Event

EQUITABLE ENGAGEMENT

1 BUILDING AWARENESS

We used many tools to build awareness about the STP. We wanted everyone to have the opportunity to learn about the plan and know how and when to share their feedback with us. We used a variety of digital and printed tools to spread the word. Digital tools included English and translated ads in local media outlets, on social media, and articles and blog posts from SDOT. Printed tools included distributing business cards, fact sheets, flyers, flip books, posters, yard signs, and ads in printed media.

2 COMMUNITY-LED ENGAGEMENT

We worked with community-based organizations and our compensated Community Liaisons to broaden and deepen the reach of our engagement with people who have traditionally been left out of city planning processes.

Community-Based Organizations (CBOs)

CBOs work closely with the communities they serve, often providing educational services and gathering spaces, fostering community connections, and advocating on their behalf. These organizations were paid by SDOT and worked directly with the STP team to engage their communities throughout this plan.

Community Liaisons

The Department of Neighborhoods Community Liaison (CL) program helps the city do a better job engaging and serving historically underrepresented communities, such as refugee communities, seniors, youth, and people with disabilities. Liaisons working on the STP represented many communities, including Somali, Filipino, Spanish, Mandarin Chinese, Vietnamese Cham, the unhoused, and people with disabilities. They have represented the STP at many events throughout the project process, helping us communicate with their communities—including with people whose primary language is not English.

3 CITYWIDE ENGAGEMENT

To connect with people across Seattle, we used the STP online engagement hub, which provided a variety of ways to engage. The hub was the portal to access all digital engagement activities for the STP.

4 EVENTS AND MEETINGS

To achieve the STP engagement goals, we wanted to “meet people where they are.” This meant visiting local grocery stores, farmers markets, community meetings, festivals, and more. We monitored who we were hearing from in our outreach efforts and pivoted our approach numerous times to make sure we were hearing from as many people as possible and from groups that are representative of the populations we serve. We prioritized attending events and meetings in neighborhoods that typically have lower participation and underrepresented voices.

5 JOINT WORKSHOPS

The STP team gathered members of boards, commissions, workgroups, and advisory committees to discuss and contribute to the STP. These joint workshops brought together representatives from different advisory and planning boards to discuss how the city could achieve its goals. In addition to members of the public—who were able to attend and observe the workshops.

Listening to communities is the most important part of defining the vision for the future of transportation in Seattle. We focused on co-creating the STP with them and designed engagement opportunities to make that happen.

STP’s online engagement hub is distinctive in the breadth of possibilities it presents for engagement. Residents can complete a survey, use a mapping tool to identify areas of concern or for improvement, request that the engagement team meet with their organization, contact the engagement team using email or voicemail, or leave a general comment.”

The Urbanist







3

KEY MOVES

THE KEY MOVES

Key moves are strategies that advance the STP's 6 goals. Each goal describes desired long-term aims of this plan organized around a set of central themes: safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization. The acceleration of positive change requires that Seattle continues to employ tried-and-true strategies and invest in new strategies that align with community goals and expectations. Transformational change also requires successful collaboration with other city departments, transportation agencies, industry, businesses, non-profits, neighborhoods, advocates, and residents to realize the STP vision.

SAFETY



Lead with Safety

Goal: *Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes*

- **S1:** Reduce vehicle speeding to increase safety
- **S2:** Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring
- **S3:** Make all journeys safer, from departure to destination, especially for people traveling outside the protection of a vehicle
- **S4:** Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations
- **S5:** Support public safety through maintenance of critical access routes and planning for a climate resilient network

EQUITY



Transportation Justice is Central

Goal: *Co-create with community and implement restorative practices to address transportation-related inequities*

- **TJ1:** Center the voices of communities of color and underrepresented groups in planning and decision-making processes
- **TJ2:** Address inequities in the transportation system by prioritizing investments for impacted communities
- **TJ3:** Remove cost as a barrier so everyone can take the trips they need to make
- **TJ4:** Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets

SUSTAINABILITY



Climate Action

Goal: *Respond to climate change through innovation and a lens of climate justice*

- **CA1:** Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options
- **CA2:** Green city streets with landscaping and street trees to better handle changing climate
- **CA3:** Foster neighborhood vitality and improved community health
- **CA4:** Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips
- **CA5:** Advance mobility management strategies to encourage walking, biking, and transit trips

MOBILITY & ECONOMIC VITALITY



Connect People and Goods

Goal: Provide reliable and affordable travel options that help people and goods get where they need to go

- **PG1:** Create seamless travel connections
- **PG2:** Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips
- **PG3:** Create world-class access to transit and support making service more frequent and reliable
- **PG4:** Support access to jobs, freight movement, and growth in deliveries
- **PG5:** Manage curbspace to reflect city goals and priorities

LIVABILITY



Streets for People, Places We Love

Goal: Reimagine city streets as inviting places to linger and play

- **PP1:** Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility
- **PP2:** Create welcoming community and mobility hubs
- **PP3:** Co-create and enhance public spaces for playing and gathering to improve community health
- **PP4:** Activate and maintain public spaces to create a welcoming and age-friendly public realm

MAINTENANCE & MODERNIZATION



Streets that Work, Today and in the Future

Goal: Improve city transportation infrastructure and ready it for the future

- **MM1:** Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work
- **MM2:** Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges
- **MM3:** Ready city streets for new travel options and emerging trends and technologies



Lead with Safety

Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes

SAFETY

We launched Vision Zero in 2015, an initiative to eliminate traffic deaths and serious injuries. It aims to focus on the most effective ways to reduce harm while creating a culture of care and dignity for all travelers. However, serious injuries and deaths on Seattle streets are on the rise. We must respond and do more to protect people traveling on city streets.

We need to rethink and even undo historic street design to achieve Vision Zero. We're working to encourage slower speeds, reduce conflict points between travelers, and center the safety of people walking, biking, and rolling. People should be able to safely get anywhere they need to go, including but not limited to schools, transit stops, parks, and other common destinations. The Seattle Transportation Plan builds on existing efforts and identifies actions that will enable us to make more vigorous progress toward Vision Zero through a "Safe System" framework.

Other safety considerations include the need for emergency response vehicles to readily navigate city streets so that emergency responders can reach and serve people in crisis. Safety is woven into every aspect of this plan.

To lead with safety, we will:

- Reduce vehicle speeding to increase safety
- Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring
- Make all journeys safer, from departure to destination, especially for people traveling outside the protection of a vehicle
- Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations
- Support public safety through maintenance of critical access routes and planning for a climate resilient network



What We Heard from You

We heard your thoughts on how best to enhance safety in Seattle. We **used this feedback (and more) to craft the key moves on the following pages.**

- Asian and Latinx communities emphasized **prioritizing safety** for all people, especially people **walking and rolling** (92%+ compared to 84% citywide)
- Students at Franklin High School cited **safety as key** to STP success
- In the Central District, nearly a quarter of comments mentioned **Rainier Ave as being unsafe and difficult to cross** on foot or bike (24% of comments in the area)
- 91% of people surveyed support giving people **more options** for getting where they need to go **safely** and on time
- People in the LGBTQIA+ community at Trans Pride Seattle frequently mentioned they would feel safer in public spaces if there was **better lighting** at transit stops and **more separation between vehicles** and people walking or biking
- Several seniors in the Vietnamese community expressed feeling unsafe on buses and light rail and while waiting for transit
- We recognize Complete Streets suggests that corridors should carry multiple modes, but **we believe that separating modes is an important safety tactic**

Lead with Safety

S1: Reduce vehicle speeding to increase safety

Slow streets save lives. Nine out of 10 pedestrians survive when hit by a vehicle traveling at 20 mph, but only 5 out of 10 survive at 30 mph, and only 1 out of 10 survive at 40 mph. Reducing vehicle speeding will make city streets safer and more vibrant, and it will advance transportation justice by making safety improvements in communities that continue to endure the legacy of discriminatory practices. We need a multifaceted approach for people driving to change their habits and travel more slowly in the city. We are committed to pursuing additional reliable travel choices to help minimize travel impacts from increased delay.

Goals addressed by this move:



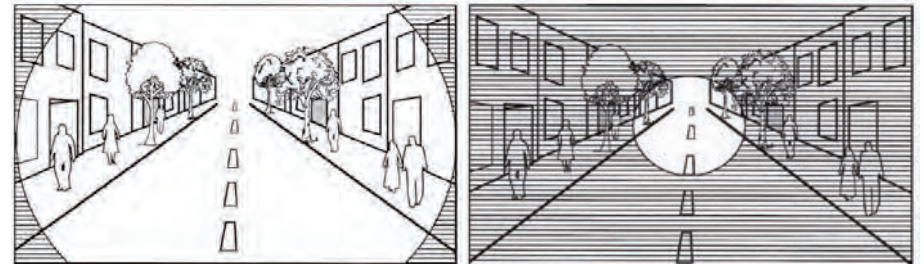
To Make this Move We Will:

- Design all streets using context-appropriate traffic calming treatments that are proven to reduce speeds and encourage people driving to travel at the posted speed limit. This should include strategies to narrow the street, coordinate traffic signs and signals, and plant street trees. (Supports TEF 40.1 and 43.4)
- Implement traffic calming strategies, such as traffic circles, chicanes, or speed humps, cushions, and tables. Pair strategies with programs that deliver educational campaigns to reduce speeding. (Supports TEF 43.4)
- Reduce posted speed limits where appropriate, consistent with national guidance and best practices. (Supports TEF 43.4)
- Continue collecting travel speed data and use it to measure progress in reducing speeding. (Supports TEF 43.4)
- Coordinate with the Washington State Department of Transportation to address safety challenges where their roadways impact the city street network. (Supports TEF 43.4)

Transportation Equity Framework

Since early 2019, SDOT has worked with a Transportation Equity Workgroup (TEW), whose members represent Black, Indigenous, People of Color, and vulnerable communities. The TEW developed a Transportation Equity Framework (TEF) that includes values, strategies, and tactics that SDOT could advance to create a more equitable transportation system. The STP supports many TEF tactics and referenced the ones that many key moves and actions advance.

Field of Vision...



...at 15 MPH

...at 30 to 40 MPH



Speed cushions on 15th Ave S between Atlantic & Massachusetts help to slow traffic.

Lead with Safety

S2: Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring

More crashes occur on arterials, which are major streets that carry large volumes of traffic, than on neighborhood streets. These crashes are more likely to be serious and even fatal. In fact, 93% of pedestrian deaths in Seattle occur on arterials, and 80% are on arterials with more than one lane in each direction. To achieve the STP safety goal, we need to make proactive safety enhancements across the city.

Based on analyses of collisions that have already occurred, we have a solid, data-backed understanding of conditions that may contribute to higher crash risks. We will focus safety investments where fatal and serious injury collisions are concentrated, using strategies proven to effectively address specific risk-factors and collision causes. We'll also work to holistically identify high-risk locations and proactively make improvements to help prevent collisions from happening, rather than rely solely on collision data after the fact.

And we'll continue to innovate and use technology, including sensors at intersections to predict where crashes are most likely to happen. These tools capture "near-misses" that frighten people—even when it's just a close call. By employing proactive and innovative approaches, we will reduce collisions at locations where people may be most at risk.

Goals addressed by this move:



To Make this Move We Will:

- Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. (Supports TEF 40.1, 40.6, 43.4, and 43.5)
- Prioritize safety improvements at locations that are on the high-injury network, have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis. (Supports TEF 40.1, 40.2, and 43.4)

- Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. (Supports TEF 40.1 and 43.4)
- Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. (Supports TEF 40.1 and 43.4)
- Expand opportunities to more safely cross busy arterials by installing enhanced crossings, improved lighting, and other treatments. (Supports TEF 40.6)
- Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. (Supports TEF 43.4)

A Safe System approach incorporates the following principles:

- Humans make mistakes:** People will inevitably make mistakes and decisions that contribute to crashes, but the transportation system can be designed and operated to accommodate human mistakes and avoid death and serious injuries when a crash occurs.
- Humans are vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; it is critical to design and operate a transportation system that accommodates physical human vulnerabilities.
- Responsibility is shared:** All people are vital to preventing fatalities and serious injuries on city streets, including governments at all levels, industry, non-profit/advocacy, researchers, and the traveling public (except children). Those designing the system hold greater responsibility.
- Safety is proactive:** We should proactively identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- Redundancy is crucial:** All parts of the transportation system need to be strengthened, so that if one part fails, the other parts still protect people.

*Lead with Safety***S3: Make all journeys safer, from departure to destination, especially for people traveling outside the protection of a vehicle**

Safety is an important contributor to quality of life: from stepping out the door to arriving at a destination, and the journey in between. This means feeling safe on all streets and sidewalks, waiting comfortably at transit stops, having a safe journey both inside and outside of a personal vehicle, and safely reaching any destination, whether it's home, work, school, or elsewhere.

We will seek to make trips safer for all people traveling in Seattle, from beginning to end. As we invest in maintenance and construction activities, we'll leverage those opportunities to deliver safety improvements that prioritize people who walk, bike, roll, and take transit. In addition to addressing speeds and high-crash locations (see Key Moves S1 and S2), we'll reduce conflicts between travelers and support shifts toward lighter-weight vehicles. Heavier vehicles, not only speed, are a key factor in pedestrian fatalities.

We will use context sensitive design solutions tailored to the type of street, transportation needs, land uses, and activities. That could mean adding crossing, speed and operations improvements to better integrate users in one area or creating dedicated and separated facilities in a different area. We will also work with partners to make the system feel welcoming and safe for users such as through lighting upgrades, clear transit information, and services like ambassadors.

Goals addressed by this move:

**To Make this Move We Will:**

- Construct new sidewalks, enhanced crossings, bike lanes for all ages and abilities, and multi-use trails where there are gaps or opportunities for new connections, prioritizing places with the greatest safety concerns. (Supports TEF 40.1 and 43.4)
- Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments, such as protected bike lanes or "complete street" corridors, especially on major truck routes. (Supports TEF 56.5)

- Harness funding and opportunities when private development occurs to build planned new network facilities and prioritize mobility for people walking, biking, and rolling when construction occurs. (Supports TEF 43.4)
- Upgrade existing facilities for people walking, biking, and rolling to be safer and accessible for people of all ages and abilities. (Supports TEF 7.1, 40.1 and 43.4)
- Enhance both real and perceived safety for riders at transit stops and station areas through investments in design features such as lighting and shelters, as well as frequent and reliable services that limit late-night wait times. Advocate for work that supports physical, mental, and emotional safety of transit riders. (Supports TEF 7.1, 42.1, and 45.1)
- Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. (Supports TEF 40.6)
- Coordinate with freight, passenger rail, and light rail partners on safety improvements at rail crossings.
- Expand safety education for all travelers. (Supports TEF 40.6, 43.2, and 43.3)



Crews painting a green bicycle lane

Lead with Safety

S4: Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations

Seattle is home to many destinations that enrich people's lives, including schools, parks, local businesses, and cultural destinations. Travel to these places should be a safe and comfortable experience for everyone, but particularly for people walking, biking, and rolling. Throughout the development of this plan, we heard about the challenges people face in accessing these destinations. Improvements that make it easier and safer to reach these destinations using sustainable travel options will bolster physical and mental health, improve air quality, enable local businesses to thrive, and strengthen sense of place.

Goals addressed by this move:



To Make this Move We Will:

- Construct the networks for walking, biking, transit, and People Streets and Public Spaces as outlined in this Plan. (Supports TEF 40.1 and 43.4)
- Make investments near light rail stations and busy transit stops that make it safer to walk and bike to transit. (Supports TEF 40.1, 40.2, and 43.4)
- Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking, biking, and rolling along and across major transit corridors. (Supports TEF 40.1, 40.2, and 43.4)
- Serve every public school with an all ages and abilities bicycle facility. (Supports TEF 43.4 and Executive Order 2022-07)
- Expand low-stress neighborhood connections to common destinations (local businesses, parks, schools, transit stops, community centers, etc.) for people walking, biking, and rolling through programs like permanent Healthy Streets (Supports TEF 43.4 and Executive Order 2022-07)
- Work with Seattle City Light to install new pedestrian-scale lighting to make people walking more visible to people driving vehicles and to increase personal safety. (Supports TEF 40.1 and 43.4)



Enhanced pedestrian crossing location and protected bike facility along Linden Ave



Seattle Bike Bus event helps kids get to school on a neighborhood greenway.

*Lead with Safety***S5: Support public safety through maintenance of critical access routes and planning for a climate resilient network**

In addition to enabling people to get around for everyday needs, our streets provide access in emergency events. SDOT's essential functions include maintaining mobility for key arterials and bridges and communicating critical transportation information. This helps first responders to effectively access people in the event of an emergency or natural disaster. How we design our public streets and rights-of-way can also help in our adaptation to climate change, helping us be more resilient in the face of storms, water conditions, and other changes.

To make this move, we will work to improve the resiliency of the transportation system—its ability to recover and maintain performance after a disruption—by preparing and adapting for disruptive events, such as a natural disaster or severe weather event, which may be more likely because of climate change. During snowstorms, we'll continue to help clear and de-ice downtown sidewalks and protected bike lanes, and provide safer conditions at bus stops, public stairways, and pedestrian overpasses and bridges. SDOT's Winter Weather Readiness and Response team works around the clock to clear 12,000 miles of critical streets for buses and emergency services. By promoting drainage or water retention features in street designs, we help manage stormwater during major rainfall or storm surge events to mitigate flooding.

During a crisis event, support for vital freight and goods movement can help preserve the ability to meet essential needs, such as medical care, food, and fresh water. In coordination with regional, state, and federal partners, we'll work to address disruptions to the links in our supply chains, including ports, manufacturing and industrial centers (MICs), logistics services and warehouses, distribution centers, and "last mile" deliveries.

Goals addressed by this move:

**To Make this Move We Will:**

- a. Work with first responders on multi-modal street design and curb management strategies to understand access and incident response options.
- b. Continue to develop street designs and curb management strategies that reduce injury collisions and reduce the need for associated emergency response.
- c. Continue to coordinate with King County and the State to identify key corridors and destinations for access during a catastrophic emergency. Support access to highway transportation routes including "seismic lifelines" and National Highway System (NHS) routes best suited to establish post-disaster emergency supply chains.
- d. Regularly update SDOT's Continuity of Operations Plan (COOP) that identifies strategies for maintaining vital functions and services following a disaster including providing access to designated emergency routes and the National Highway System.
- e. Continue to conduct emergency preparedness trainings and exercises for SDOT staff to comply with the National Incident Management System (NIMS) that supports effective communication and prompt multijurisdictional emergency response. (Supports TEF 39.1, 39.2, and 39.4)
- f. Work with other City departments and federal regulators to support prompt incident response times through operational or land use strategies, such as use of smaller emergency response vehicles that better fit in urban environments and increased service coverage by adding fire stations or battalions.
- g. Plan for and invest in infrastructure to mitigate transportation disruptions from severe weather and climate impacts that result from precipitation, sea level rise, and related flooding and inundation. Planning efforts should include consultation with federally recognized Tribes and community-based outreach with urban Native communities to consider culturally relevant landscaping to help mitigate impacts. (Supports TEF 56.6)



Transportation Justice is Central

Co-create with community and implement restorative practices to address transportation-related inequities

SDOT's work is guided by our Transportation Equity Framework (TEF), which was developed in partnership with community. It calls for amplifying the voices of community members through inclusive decision-making and co-creation, and by prioritizing investments that make it safer, easier, and more affordable to get around in the places that have traditionally received fewer resources.

Our transportation system today does not serve everyone equally. Black, Indigenous, and People of Color (BIPOC) communities, people with disabilities, and people with lower incomes often pay a higher price to get where they need to go—whether that means absolute or relative monetary costs, time spent on long commutes, or costs to the health and welfare of themselves, their families, and their neighborhoods. These costs are further compounded by displacement due to high costs of living and limited access to affordable housing and high-quality transit.

Climate change is posing the greatest threat to communities least responsible for it—to groups that we have historically underserved. Through climate justice, we can focus our investments so the benefits of climate action are provided to those most disproportionately impacted by climate change, while the burdens and responsibilities for addressing it are taken on by groups and communities who can more easily afford to do so. Climate justice is necessary to achieve transportation justice.

To affirm that transportation justice is central, we will:

- Center the voices of communities of color and underrepresented groups in our planning and decision-making processes
- Address inequities in the transportation system by prioritizing investments for impacted communities

- Remove cost as a barrier so everyone can take the trips they need to make
- Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets



What We Heard from You

We heard your thoughts on how best to center transportation justice in Seattle. **We used this feedback (and more) to craft the key moves on the following pages.**

- 86% of people surveyed prioritized a racially equitable and socially just transportation system
- 81% of people surveyed prioritized preventing displacement of people who have been underserved or who have lower incomes
- 93% of people surveyed prioritized creating a transportation system that is affordable for everyone
- South Park and Greater Duwamish residents are more likely to prioritize affordability for travel (94% compared to 75% citywide)

“The need for reliable and affordable public transportation is crucial in ensuring our community can access the means to get to their livelihoods at any given hour.”

Eunice How *The Asian Pacific American Labor Alliance*

Transportation Justice is Central

TJ1: Center the voices of communities of color and underrepresented groups in planning and decision-making processes

One Seattle means everyone touched by the transportation system has a hand in shaping the future of our city and how we get around it. The people most affected by transportation investments are entitled to participate in the decision-making processes that determine what, when, and where those investments are made. Given the challenges for various members of our underserved communities, we must continue to repair damaged relationships by making sure their participation directly informs transportation plans, policies, programs, and investments. We achieve this through close collaboration and partnerships with people living and working in the most impacted communities, as well as the community-based organizations (CBOs) representing them. We must also coordinate across City departments to be efficient, intentional, and respectful when asking community members to share their valuable time and energy to participate in policy decisions.

Goals addressed by this move:



To Make this Move We Will:

- Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. (Supports TEF 3.6)
- Feature community voices in planning documents.
- Continue to build and maintain relationships with vulnerable communities and underrepresented groups. (Supports TEF 3.6, 29.1, 41.6, 42.1, and 56.2)
- Meet early and often to provide opportunities to influence projects during the initial phases of the development process. (Supports TEF 3.4 and 14.3)
- Build trust and capacity within organizations that prioritize our vulnerable communities and advocate to improve conditions for people who walk, bike, and roll. Learn from leaders active in these spaces. (Supports TEF 3.6 and 31.4)

- Normalize the practice of making decisions about policies and right-of-way allocations with input from vulnerable communities. (Supports TEF 3.6, 19.1, and 25.4)
- Use a collaborative planning approach that uplifts community priorities to identify opportunities for People Streets and Public Spaces in their neighborhoods. (Supports TEF 3.6 and 17.4)
- Support the transportation-related needs of local businesses owned by members of vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. (Supports TEF 16.1, 17.1, and 21.2)
- Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. (Supports TEF 1.1, 13.4, 31.4, and 37.1)
- Include representation of our region's Coast Salish art, language, and culture in the Seattle transportation system. Support efforts to consult with federally recognized tribes to standardize policies for project and artist selection and a processes to solicit feedback from the greater Native community. (Supports TEF 11.2)



Mural installation on a Healthy Street in the Little Brook neighborhood with artwork by Romel Belleza

TJ2: Address inequities in the transportation system by prioritizing investments for impacted communities

How we choose to invest limited resources says a lot about our values. When we commit to repairing the damage done to communities by the transportation system, it requires prioritizing transportation investments that alleviate inequities still felt today. In some neighborhoods, this means restoring connections where places were divided by freeways, rail, and industry. In other cases, it can mean subsidizing services such as free or low-cost transit passes, or funding safety improvements where the highest number of preventable traffic injuries and deaths are occurring.

Impacted communities include places where people live, as well as places where people work, learn, shop, access services, and recreate. Our BIPOC communities, people with lower incomes, and geographically displaced people often face barriers to access employment, including those who work within our manufacturing and industrial centers (MICs). Our region's MICs are essential to Seattle's economy, providing jobs to thousands of people, many of which offer family-wage incomes and are accessible without a college degree.

To support safe and reliable access for people who work in employment centers, we can provide well-maintained streets that help them do their jobs and also keep them and other travelers safe. Through a combination of community and employee-based engagement and data analysis, we can identify where the most severe impacts are occurring and focus resources where they're most urgently needed. By demonstrating action with on-the-ground transportation solutions, we will work together to repair trust and build safe connections to opportunities and employment centers for the most affected communities.

Goals addressed by this move:



“Do not displace people with little or no political clout”

Legacy of Equality Leadership & Organizing survey participant

To Make this Move We Will:

- Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement.
- Support safe, reliable access to and through employment centers and MICs for BIPOC, low-income and displaced workers, such as increased or late-night transit services or well-lit overnight parking for truck drivers. (Supports TEF 12.1 and 13.2)
- Collaborate with municipal, county, regional, and state transportation partners to consider the transportation needs of people who have been displaced from Seattle.
- Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. (Supports TEF 12.1, 14.3, and 15.2)
- Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. (Supports TEF 31.4)
- Support efforts to build cross-agency capacity to honor Tribal sovereignty through culturally relevant education and trainings on topics such as federal American Indian law, as well as policies and procedures for upholding Tribal sovereignty and respectfully engaging with Tribal Nations.
- Develop policies to prevent and mitigate transportation projects, both past and present, from contributing to future displacement. (Supports TEF 12.1)
- Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops.
- Partner with other departments and agencies to deploy anti-displacement programs, investments, tools, and mitigation efforts. (Supports TEF 12.1, 13.2, and 13.7)
- Conduct and implement racial equity assessments at the program level. (Supports TEF 19.3, 19.4 and 20.2)

Transportation Justice is Central

TJ3: Remove cost as a barrier so everyone can take the trips they need to make

Mobility is a human right and critical to a healthy economy. People living with the impacts of poverty and housing displacement are often burdened with longer commutes, fewer mobility options, and fewer nearby opportunities to enhance their quality of life. They are also more likely to live in areas with environmental justice concerns, and places that are more vulnerable to the impacts of climate change. When cost is removed as an obstacle to accessing things like good paying jobs, education, medical services, local businesses, parks, cultural events, or even friends and family, people can benefit from more equal footing. We need to invest in transportation cost-burdened communities to expand the menu of low-cost mobility options like walking, biking, and taking the bus or light rail.

Goals addressed by this move:



To Make this Move We Will:

- Construct the walking, biking, and transit networks outlined in this plan. Expanding access to these affordable mobility options makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefiting people who need to travel outside 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation. (Supports TEF 19.1)
- When a capital project is underway in a community, incorporate supplemental programs to help community members transition to sustainable travel options like walking, biking, and taking transit. For example, when installing a bike lane, consider partnering with a local bike shop on helmet distribution.
- Enhance programs that provide free or reduced travel fares and fees for low-income households. (Supports TEF 32.1, 46.2, 46.3, and 52.4)



The City of Seattle is partnering with the Seattle Housing Authority (SHA) to provide free unlimited-use ORCA cards to all residents who are living in SHA-owned and managed housing through December 2026

The free ORCA card allow[s] me to go to doctor appointments, shopping, school, and training programs without worrying about how I will get there."

Yesler Terrace Resident

TJ4: Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets

How we enforce the rules of the road requires complex equity considerations. While enforcement is one tool for encouraging safe behaviors and efficient mobility, contact with law enforcement can carry significant financial burdens, and physical or psychological distress for vulnerable communities. Inequitable fees and fines disproportionately impact BIPOC communities and carry outsized impacts on people with low incomes. For a person who can't afford it, a parking ticket can turn into late fees and debt, loss of vehicle access, or even warrants and jail-time for unpaid fees, directly impacting their ability to access employment and daily needs.

At the same time, failure to enforce parking and street regulations can result in unsafe conditions, system inefficiencies, and lack of access to nearby businesses and residences. For example, bus-only lanes improve the travel time and reliability of transit. If vehicles violate the use of bus-only lanes, it undermines these outcomes. Automated traffic safety cameras have evidence-based safety benefits, achieving between 20-50% collision reductions, which can directly benefit BIPOC communities where some of Seattle's highest collision streets are located. Cameras also reduce racial profiling and prevent potentially violent police encounters. However, installing them in BIPOC neighborhoods could unintentionally cause the same people to be disproportionately subjected to tickets and fines relative to other neighborhoods, which is counter to our equity goals.

To achieve an equitable transportation system, we must design safer streets and self-enforcing systems to reduce reliance on traditional in-person enforcement. We'll support efforts across partner agencies and City departments to advance non-punitive outcomes and income-based fines, including alternatives that are accessible to people with disabilities. Any future policy or action related to automated enforcement should build on our existing work to understand equity impacts of automated enforcement.

Goals addressed by this move:



Fare enforcement makes people feel unsafe. Many folks have anxiety seeing fare enforcement, even if they have paid."

Anonymous Contributor CBO Engagement

To Make this Move We Will:

- Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. (Supports TEF 43.5 and 43.6)
- Identify and support implementation of existing non-punitive alternatives to traffic violation fines and fees. Coordinate with community-based organizations to recommend new or revised enforcement alternatives, with accessible options for people of all abilities, such as restorative justice measures, community service, positive reinforcement, or online traffic safety classes. (Supports TEF 42.2)
- Support community-based organizations and legislators to revise or remove punitive pedestrian crossing laws (i.e., jaywalking) that result in harm to BIPOC communities. (Supports TEF 43.2)
- Avoid reliance on enforcement to fund transportation projects and programs. Revenue generated by punitive enforcement should be additive and should be prioritized for investment in transportation options and safety improvements that can reduce or prevent the need for enforcement. (Supports TEF 34.1 and 44.2)
- Develop a policy for automated traffic safety cameras and potential expansions informed by recommendations from the racial equity analysis conducted in partnership with community to address concerns and mitigate harms, while continuing to solicit feedback from community and other stakeholders. (Supports TEF 44.1)
- Continue to explore automated safety cameras on bus-only lanes to improve transit speed and reliability.
- Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. (Supports TEF 43.5)
- Collaborate with the Seattle Police Department on parking enforcement for compliance with curb and right-of-way regulations. (Supports TEF 43.6)
- Explore programs to deter Disabled Parking Permit abuse to provide predictable and reliable availability of parking spaces for people with disabilities. (Supports TEF 43.6)





Climate Action

Respond to climate change through innovation and a lens of climate justice

Over the past decade, investments in sustainable mobility options like transit, walking, biking, and scooter share have paid dividends. On a per capita basis, greenhouse gas (GHG) emissions from transportation fell by 24% from 2008 to 2018. However, as Seattle has grown, we are a long way from meeting our climate goals: reducing transportation emissions by 82% between 2008 and 2030 and having a carbon neutral transportation system by 2050. Transportation is the largest GHG emission contributor in Seattle and the area where we at SDOT and the community have the most influence to make meaningful change. Bold improvements through innovative approaches are needed to reach climate targets.

Through community engagement, we heard demands to accelerate SDOT's climate response. We are prepared for this moment and have set a strong foundation already, through our Climate Change Response Framework. Much of the necessary work is an expansion or acceleration of what we're already doing. When coupled with new, innovative strategies like creating low-pollution neighborhoods and expanding a growing mix of zero-emissions travel options, we can meet the moment and do our part in preserving the Seattle we love.

Our climate response is multi-faceted and will advance other STP goals. Executing the strategies in this plan can rapidly reduce GHG emissions and vehicle miles traveled, make walking, biking, and taking transit the norm, reduce the number and severity of traffic crashes, and realize concurrent benefits with cleaner, healthier, safer, and more economically vibrant neighborhoods.

Now is the time to mobilize and accelerate climate response.

To respond to climate change, we will:

- Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options
- Green city streets with landscaping and street trees to better handle changing climate
- Foster neighborhood vitality and improved community health
- Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips
- Advance mobility management strategies to encourage walking, biking, and transit trips



What We Heard from You

We heard your thoughts on how best to take climate action in Seattle. We used this feedback (and more) to craft the key moves on the following pages.

- 94% of people surveyed prioritized creating a transportation system that **reduces pollution** and **improves air quality**
- 81% of people surveyed wanted to improve the transportation system so Seattle is **prepared for disasters** and times of crisis
- 55% of people surveyed prioritized helping more people use **electric vehicles**, such as adding public charging stations
- Students in the West Seattle High School Earth Club recommended **promoting low-emission delivery vehicles**

Climate Action

CA1: Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options

Emissions from cars and trucks burning fossil fuels have severe effects on local air quality and people's health. Historically disadvantaged neighborhoods bear the biggest brunt of unhealthy air. We can make neighborhoods healthier places—especially historically disadvantaged neighborhoods—by making it easier to take fewer trips by car. As Seattle becomes more walkable, bikeable, and transit-friendly, we can realize better individual and community health outcomes through use of active transportation options, cleaner air, less noise pollution, and reduced traffic deaths and serious injuries. With increasingly people-friendly neighborhoods, we will re-balance the transportation system so low-emission choices are available and attractive.

Goals addressed by this move:



To Make this Move We Will:

- Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies that encourage non-driving travel choices for all trips. (Supports TEF 36.3)
- Expand public education campaigns to encourage biking, using e-mobility, walking, rolling, and taking transit. (Supports TEF 31.1)
- Develop and expand programs that incentivize sustainable alternatives to driving for large events, and as a primary congestion mitigation tool during major construction projects. (Supports TEF 19.2)
- Support increased transit service through co-investments with agency partners so the transit network takes people where they want to go.
- Encourage transit-oriented development through alignment of land use policies with other City departments. (Supports TEF 19.1)
- Pursue programs and code changes to reduce and manage the supply of off-street parking in more areas of the city and for more land uses beyond residential development.
- Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). (Supports TEF 19.1)



People riding a streetcar in Seattle



An electric trolley bus at the Jackson St transit hub

Climate Action

CA2: Green city streets with landscaping and street trees to better handle changing climate

The benefits of planting trees, landscaping with natural elements, and installing permeable materials in and along streets go beyond visual appeal—they are a core strategy for climate resiliency in cities worldwide. Street trees are proven to combat the heat island effect of cities that are otherwise covered in concrete and asphalt. They also help absorb GHG emissions, keeping them out of the atmosphere and lessening their devastating effects on climate. Native vegetation protects water quality through stormwater management, lessens urban flooding, and also improves air quality. Enhanced greenspace improves the look and feel of neighborhoods, and green curb extensions and medians improve safety for those driving, walking, biking, and rolling. We will continue to focus on greening streets as part of SDOT's climate response, with regular and timely maintenance of these important assets so we continue experiencing their positive impacts and resiliency benefits for decades to come.

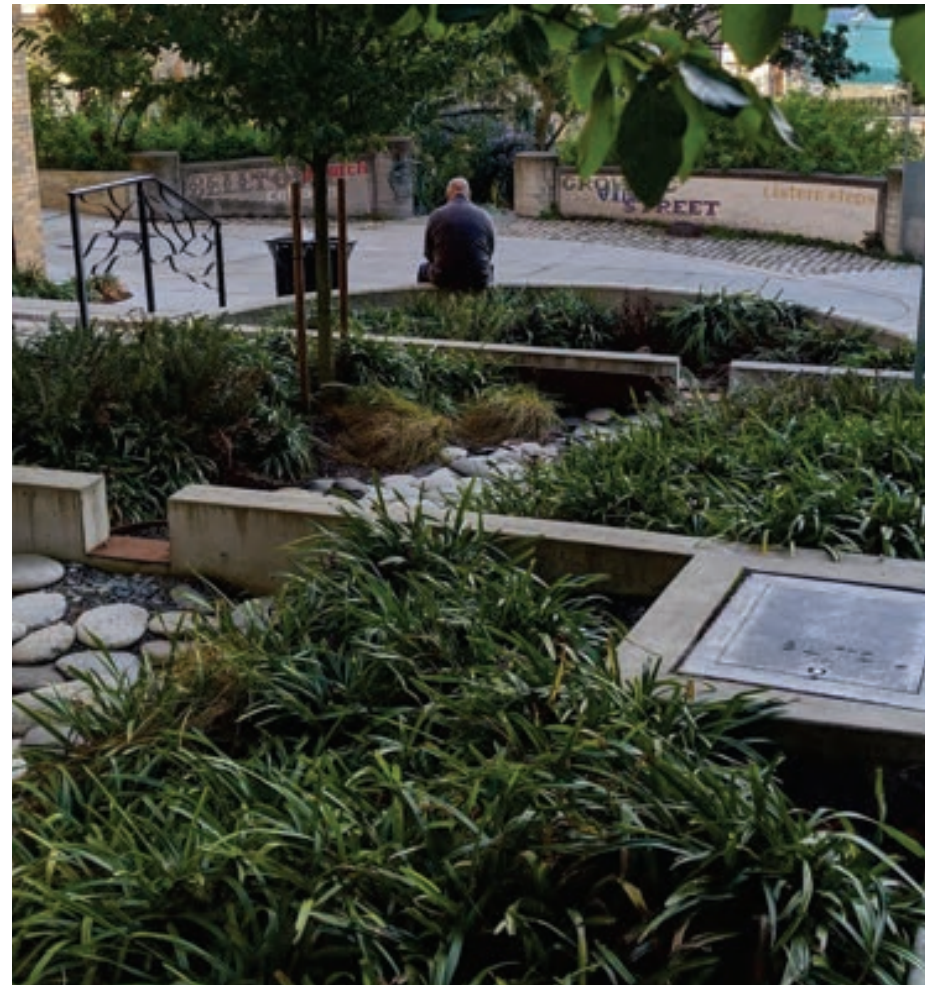
Goals addressed by this move:



To Make this Move We Will:

- Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way. (Supports TEF 56.4)
- Seek opportunities to install green infrastructure in new public spaces and People Streets as streets are redesigned. (Supports TEF 19.7, 24.2, and 56.4)
- Prioritize tree planting and maintenance in historically under-invested communities, as we strive to increase tree canopy coverage citywide. (Supports TEF 56.6)
- Partner with local communities, including Tribal and urban Native communities, to co-create green landscape and urban forest improvements that increase resilience to climate impacts and protect cultural resources. (Supports TEF 24.2 and 56.4)

- Install green stormwater infrastructure on streets that already and will continue to flood frequently. Consider locations for de-paving projects that will expand green spaces and improve climate resiliency. (Supports TEF 23.2 and 56.5)
- Explore use of different pavement types, including lighter colors, to reduce urban heat island effects.
- Conduct Tribal consultation on shoreline street ends to address Tribal trust and treaty rights, habitat restoration, and cultural placemaking opportunities.



Green infrastructure on Vine Street

Climate Action

CA3: Foster neighborhood vitality and improved community health

Economically and socially vibrant neighborhoods can uplift the health of people who live, work, and play in them. We can improve health through climate response by making areas of the city low- or zero-emission zones. We'll promote walking, biking, electrified transit, and zero-emission goods delivery trips, co-creating innovative and workable solutions with communities. Benefits of these neighborhoods will include improved air quality, reduced noise pollution, fewer traffic crashes, deaths, and injuries, improved physical health through more comfortable walking and biking, more social activity in public spaces, and better conditions for local businesses and vibrant economies.

Goals addressed by this move:



To Make this Move We Will:

- Co-create low-emission neighborhoods with communities so the benefits of cleaner air and safer streets are shared equitably. (Supports TEF 24.2)
- Work with local businesses in future low-emission neighborhoods to address delivery and access needs. (Supports TEF 21.2 and 24.2)
- Update code requirements to support creation of low-emission neighborhoods.
- Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity.
- Incentivize mobility options that do not use fossil fuels for transit, personal and urban goods delivery vehicles, and shared mobility (such as e-bikes and scooters). (Supports TEF 31.1 and 36.2)
- Encourage neighborhood delivery hubs in partnership with local businesses to create central drop-off/pick-up locations for goods and services used by multiple delivery companies, retailers, and consumers.
- Create welcoming people-focused streets and spaces connecting to local destinations and at the heart of neighborhoods throughout Seattle. (Supports TEF 36.2)

“Car-free zones would encourage me to walk around more and would make me feel safer on my bike.”

Anonymous Contributor *Online Engagement Hub*

Co-benefits of climate response

As we engage in climate response, we provide a wealth of benefits for the safety, health, and economic resiliency of Seattle's communities. Building physical activity into people's daily routines by improving active transportation, especially for short trips, improves overall physical and mental health, and therefore reduces healthcare costs over time. Climate response also allows us to accelerate revitalization efforts by providing more spaces for people to gather, linger and play. This brings direct economic benefits, such as increased retail sales, attraction of new businesses, and gathering of locals and tourists alike to Seattle's vibrant, walkable destinations.



Pike Street prioritized for people near Pike Place Market.

Climate Action

CA4: Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips

The transition to electric vehicles (EVs) will play a vital role in reducing GHG emissions, and we're committed to enabling this market shift through innovative pilots, partnerships, encouragement, and regulation. We'll support the rightsizing and electrification of personal, commercial, and delivery trips—and the vehicles that make those trips. We'll also need to install more public charging stations to fuel the growing number of EVs. And we don't just expect others to make this change; we'll lead by example by electrifying the City's vehicle fleets, too.

Vehicle electrification complements primary strategies to make city streets great places to walk, bike, and play. As such, projects, programs, and initiatives that deliver multimodal improvements will remain at the center of a climate response strategy. This advances co-benefits of safety that are so needed in Seattle—especially in historically disadvantaged neighborhoods. In the future, we'll make fewer trips by car or truck, but we'll make sure the ones we still need to make are electric.

Goals addressed by this move:



To Make this Move We Will:

- Work with City departments to support the transition to electric vehicles (EVs) for all segments of transportation, including personal mobility, goods movement and services, and fleets and transportation network companies, through equitable incentives, grant opportunities, partnerships, and pilot programming. (Supports TEF 36.2)
- Establish a comprehensive policy for EV charging in the right-of-way, outlining preferred locations, standards, and requirements.
- Lead by example and transition to a 100% zero-emissions City fleet by 2030.
- Support city and transit agency partners as they pursue zero-emissions fleets, including through infrastructure that supports non-diesel buses, collaborative planning and streamlined permitting processes. (Supports TEF 36.2)

- Locate EV supportive infrastructure and charging facilities so they are safe, well-sited, and do not interfere with mobility or access for people traveling outside of personal vehicles.
- Support electrification of shared mobility and freight vehicles through programs that install charging infrastructure, offer focused incentives, and reduce reliance on large vehicles. (Supports TEF 36.2)
- Collaborate with the Port of Seattle and the Northwest Seaport Alliance (NWSA) on ways to support their goal of phasing out all emissions from all seaport activities, including drayage trucks. (Supports TEF 36.2)



City of Seattle, King County, and Tukwila officials at Metro's South Base charging facility grand opening event

Climate Action

CA5: Advance mobility management strategies to encourage walking, biking, and transit trips

Driving generates air, water, and noise pollution, collisions, and slower trips for people riding transit and for everyone during periods of heavy congestion. Using market mechanisms such as paid parking and vehicle pricing can improve air quality and public health, encourage low-emission travel options, and increase revenue available for transit, walking, and biking. And this move can provide a win-win: revenue generation to fund other key moves and improved health for individuals and communities using active transportation options, while prioritizing racial and social equity and climate benefits. More comfortable opportunities for walking and biking can further lead to local community and neighborhood benefits with vibrant public spaces, thriving local businesses, and better air quality. These strategies also represent a continuation of commitments by the city and region made over the last decade to explore a variety of equitable pricing mechanisms.

Goals addressed by this move:



To Make this Move We Will:

- Expand the geography of and increase rates for paid on-street parking to encourage the use of less expensive and lower-pollution travel options.
- Continue to apply performance-based parking pricing rates and time limits to regulate on-street parking demand.
- Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation. (Supports TEF 31.1)
- Work with regional partners as they explore pricing options that are equitable and do not put the city at a competitive economic disadvantage. (Supports TEF 18.4, 36.1)

Tolls are a great way to nudge people to change their established decision-making patterns.”

Anonymous Contributor *Online Engagement Hub*



Paid on-street parking in a commercial business district



Connect People and Goods

Provide reliable and affordable travel options that help people and goods get where they need to go

Connecting people and goods where they need to go is a primary function of the transportation system, and it is a priority to make each and every trip as reliable, affordable, and safe as possible. Given the limited amount of street, sidewalk, and public space in a rapidly growing city and region, this is not always easy to accomplish. People's lives are complex, and getting from point a to point b should be predictable and efficient. In addition to moving people, the movement of goods and services keeps Seattle's local economy vibrant and connects us to the region and beyond.

For almost 100 years, cars and trucks have been the primary way that people and goods move around Seattle. While we recognize a continuing need for cars and trucks for many trip purposes, we will take advantage of efficient, shared, and sustainable travel options to increasingly meet more of the city's growing travel demands. We will do this by repurposing streets and public spaces to create a more balanced transportation system while supporting critical movement and access needs of large vehicles for transit, freight, and emergency response. The aim is to provide a seamless and reliable travel experience to connect people and goods within the city and the region.

To better connect people and goods, we will:

- Create seamless travel connections
- Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips
- Create world-class access to transit and support making service more frequent and reliable
- Support access to jobs, freight movement, and growth in deliveries
- Manage curbspace to reflect city goals and priorities



What We Heard from You

We heard your thoughts on how best to move people and goods in and around Seattle. **We used this feedback (and more) to craft the key moves on the following pages.**

- 93% of people surveyed supported putting money toward transit to make it more convenient and reliable
- More than 90% of people surveyed wanted to take transit for longer trips across the city in the future
- Indigenous people (American Indian/Native Alaskan) referenced transit at a much higher percentage than citywide comments (21% compared to 7% citywide)
- Elders from the Vietnamese Senior Association were frustrated by inadequate bus frequency, and they often worry for their safety when waiting for and riding buses and trains
- Representatives from the North Seattle Industrial Association told us that maintaining a connected network of freight corridors was critical for the movement of goods throughout the city
- Black and Indigenous people were more likely to have prioritized a transportation system that supports a strong economy (over 80% compared to 70% citywide)
- 64% of people surveyed prioritized helping trucks deliver goods on time with less pollution
- Members of the Khmer community told us that their elders faced difficult language barriers that make getting around Seattle a challenge. Some were afraid to leave home for fear of getting lost.

Connect People and Goods

PG1: Create seamless travel connections

Longer trips, especially when transferring between different transportation options, can be challenging to navigate due to a range of obstacles. From the complexities of coordinating schedules, waiting for connecting services, finding vehicle parking, or navigating that first or last mile by walking, biking or rolling, there are many physical and logistical reasons that make connections a challenge. Having access to real-time information about schedules, travel times, pricing, and availability are critical for a smooth travel experience, whether it be on a bus, driving a car, reserving a shared scooter, or requesting a rideshare vehicle. When travelers must wait for transportation services, personal safety and security play a vital role in making comfortable trips.

To enable a more seamless and interconnected travel experience, we'll partner with other agencies and the private sector to make payments for travel easier and more affordable. When cost is a barrier, we'll support groups that need extra assistance. We'll also develop programs and build infrastructure to make connections easy at high-volume transportation hubs for people of all ages and abilities. As we make investments with an eye toward seamlessness, we will align this work with climate and equity goals. Through seamless connections, we'll enable a transportation system that is more balanced and multimodal.

Goals addressed by this move:



- d. Coordinate with regional partners to simplify trip planning, booking, and mobility payment options across public and private mobility services.
- e. Provide equitable transportation access through direct subsidies and tailored mobility services for disadvantaged populations, including people with mobility impairment or low income. (Supports TEF 32.1, 32.2, and 32.3)
- f. Expand the pedestrian wayfinding program, including at transit stations and stops, in collaboration with community and regional partners. (Supports TEF 48.1)
- g. Work with transit agencies and private partners so real-time data can help travelers make informed decisions.



Seamless transfers from bus to light rail at the Beacon Hill transit hub

To Make this Move We Will:

- a. Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curbspace to maximize comfort, convenience, and directness for walking, biking, rolling, and transit. (Supports TEF 19.6 and TEF 43.4).
- b. Improve the experience of making travel connections, especially between transit and travel options—such as personal and shared bikes and scooters—used for first-/last-mile trips. (Supports TEF 35.2 and 45.3)
- c. Improve east-west mobility between neighborhoods and destinations, especially as additional north-south oriented light rail service launches and existing bus services are redeployed.

Integrate more signage options for limited-English speakers to get direction in their own languages including better graphic signage for non-English readers.”

Khmer Community of Seattle King County in partnership with Noio Pathways and KIMYUNITY Report Recommendation

Connect People and Goods

PG2: Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips

For short trips of a few blocks or a few miles, it should be easiest to bike, walk, or roll to neighborhood destinations. Getting around by walking, biking, and rolling provides many benefits. These are zero-emissions and climate-friendly travel choices that allow us to experience neighborhoods at a human-scale, save money on transportation costs, stay physically and mentally healthy, and be mobile whether we're young, old, or in between.

We will continue to invest in pedestrian and bicycle networks, including physical infrastructure, supportive development requirements, and decisions that reallocate right-of-way to create a more balanced, people-friendly, and equitable transportation system—one that prioritizes access for people of all ages and abilities. Whether walking or rolling to schools, parks, local businesses, neighborhood centers, or beyond, we will strive to make these sustainable travel options the default choice for short neighborhood trips in Seattle.

Goals addressed by this move:



- e. Launch a citywide parking program for bicycles, scooters, and e-mobility devices, with a focus on community and mobility hubs, curbspace, and other locations.
- f. Update private development bike parking guidelines and code requirements for charging and storage to support and grow the use of e-bikes, larger cargo bikes, and scooters.

This is my closest grocery store and I drive because the walking and biking conditions are so terrible with so much car traffic right next to me."

Anonymous Contributor *Transportation Challenges Interactive Map*

Most trips within Seattle are relatively short, but we rely on cars for a large share of these short trips.



The average trip within Seattle is **2.2 miles**.



41% of trips in Seattle are **less than 1 mile**.

73% of trips in Seattle are **less than 3 miles**.



2 out of 3 car trips within Seattle are **less than 3 miles**.

To Make this Move We Will:

- a. Add, enhance, and maintain dedicated pedestrian spaces in the form of sidewalks, walkways, and shared streets with appropriate traffic calming to provide a safe and accessible pedestrian environment. (Supports TEF 56.8)
- b. Create new street crossing opportunities and enhance existing crossings to improve safety and access for people walking and rolling. Minimize the amount of time people wait to cross. (Supports TEF 40.5 and 40.6)
- c. Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made. (Supports TEF 45.1)
- d. Grow the bike network and employ designs that reflect the needs and comfort level of people of all ages and abilities.

Source: SDOT's Climate Change Response Framework

Connect People and Goods

PG3: Create world-class access to transit and support making service more frequent and reliable

The transit system in Seattle and the region has grown significantly and will continue to do so over the horizon of this plan, especially as we recover from the COVID-19 pandemic. Increasing the number of people who use transit as a primary choice for travel is critical to reach climate goals, reduce dependence on driving, and improve safety for all travelers. To be a world-class transit city, we need to provide world-class access to transit by providing supportive infrastructure like sidewalks, crosswalks, lighting, real-time information, wayfinding, and easy transfers to and from transit.

One way we'll increase connectivity to transit stops and reliability of transit service—especially high-volume bus stops and light rail stations—is by prioritizing transit vehicle movement on city streets. We'll also continue to partner with regional transit providers to equitably expand transit service, with special attention to serving late-night and non-traditional travel hours and adapting routes and connections to reflect changing travel patterns. Through a major acceleration of transit lane installations and other travel time and reliability improvements, we will make transit the workhorse of the transportation system and the preferred choice for trips.

Goals addressed by this move:



To Make this Move We Will:

- a. Partner with King County Metro to deliver SDOT's Frequent Transit Network target levels of bus service and service area coverage.
- b. Leverage planned light rail investments to serve more people traveling by transit through system expansions, redeployment of existing bus services to connect passengers to light rail, and expansion of bus services to new areas and markets to serve more riders, including those in underserved areas and travelers who would benefit from more east-west transit connections.
- c. Partner with Sound Transit to support delivery of future Link light rail expansions and improvements to Sounder commuter rail, including improved service frequency, construction of infill stations, and station access improvements.
- d. Create a continuous streetcar connection by linking the First Hill and South Lake Union streetcar lines through Downtown.
- e. Aggressively prioritize transit capital investments to create a connected, reliable network of transit priority lanes with service that operates 24/7, making connections to Link light rail and other regional services.
- f. Apply a transit performance policy to improve transit travel time and reliability through expanded use of transit lanes, queue jumps, transit signal priority, and other treatments to make transit a competitive travel choice for most trips.
- g. Improve transit access to underserved neighborhoods and populations through expansion of existing transit services, programs that reduce transit fares, and new private sector partnerships to provide first- and last-mile services. (Supports TEF 35.1)
- h. Enhance existing and create new community and mobility hubs, with connections to high-capacity transit services.
- i. Prioritize low-carbon travel options through seamless, direct walking and rolling connections to community and mobility hubs.
- j. Enhance transit stops and the experience of waiting at them in all types of weather and at all times of day through stop improvements implemented by transit partners and leveraged via private development. (Supports TEF 7.1)



Boarding a bus at a high-quality transit stop

Connect People and Goods

PG4: Support access to jobs, freight movement, and growth in deliveries

Seattle has long recognized the importance of freight and urban goods movement. These activities connect international networks and flows from our deep-water ports, through manufacturing and industrial centers (MICs), or out to regional logistics hubs. Our maritime, industrial, freight, shipping, supply chain, and logistics sectors depend on reliable access to a safe and functional freight network to connect MICs to the regional highway network. Maintaining and improving the freight network keeps valuable industry jobs within our city limits. We must also provide reliable travel options for employees to reach worksites, enabling job access especially for those with non-traditional working hours.

Freight movement in Washington is forecast to grow by 40% between now and 2050, alongside exponential growth in residential delivery trips due to post-pandemic consumer preferences and a growing regional population. It's more critical than ever to make sure these vital trips that keep the cogs of Seattle's economy turning continue to occur safely and equitably as we adapt streets for the 21st century.

We'll work to provide freight mobility and access within and between Seattle's MICs, intermodal hubs, the Port, and the interstate system—including a focus on enhanced east-west connections. We'll continue our work to identify consistent, predictable curb space at the curb for loading and unloading, and direct deliveries to off-street locations whenever safe and possible. Private sector partners will play a role too, innovating alongside us on more climate-friendly and efficient goods delivery, especially for first- and last-mile freight and urban goods deliveries in higher-density locations.

Most importantly, we'll continue to co-create freight mobility solutions with local partners and communities to improve access to jobs and preserve the valuable economic benefits generated by our trade, maritime, manufacturing, and other industry sectors. And we'll continue our efforts to prevent and mitigate negative impacts from the transportation of freight and goods on the health of communities.

Goals addressed by this move:



To Make this Move We Will:

- Design the street network for safe and predictable movement of trucks, such as tractor trailers or drayage trucks, garbage trucks, box trucks, and cargo vans. Support integration with other travel options, in a manner consistent with safety, equity, and sustainability goals.
- Provide for critical access needs (mail and goods deliveries, solid waste pick-up, etc.) on-street when they cannot be accommodated off-street.
- Implement dedicated freight lanes and freight-and-bus lanes, pending successful results of a pilot project.
- Prioritize improvements in the freight network and safety improvements to freight vehicles to accommodate their interactions with other functions of the street and curb, particularly with people who are walking, biking, and rolling.
- In coordination with freight and rail partners, address the unique mobility and access needs of industrial freight in manufacturing and industrial centers (MICs) through planning, design, infrastructure investments, and operations activities that support efficient and reliable goods movement.
- Collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more sustainable low- and zero-emissions vehicles, such as electric cargo bikes to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas. (Supports TEF 36.2)
- Pilot and expand use of technologies that can improve predictability and accessibility for vehicle loading/unloading.
- Explore programs and incentives that encourage rightsizing of freight vehicles for an urban environment.
- Work with other agencies and private partners to provide real-time information to minimize travel time and optimize access for commuters and freight and urban goods vehicles.
- Provide low-tech and language-accessible information to businesses and communities about curbspace uses and how to make requests for load zones, parking, or other uses to improve health of local neighborhood economies. (Supports TEF 17.3).
- Preserve and enhance access to employment and mobility for freight and goods movement—especially east-west connections—between MICs, neighborhoods, accessing ports and working waterfronts, inter-modal facilities, and other key destinations.
- Expand efforts to work with employers and property managers to provide sustainable transportation options, education, and incentives to promote sustainable travel options for shift workers, non-peak hour commuters, small business employees, and workers in MICs.

Connect People and Goods

PG5: Manage curbspace to reflect city goals and priorities

Curbspace represents a significant portion of street space, and as Seattle has grown, we have seen demands for use of the curb grow and expand to a wider variety of uses like food vending, restaurant and café seating, passenger vehicle and on-demand ride loading, and bike and micromobility device parking. With a need to reduce miles driven to address climate change and increase safety outcomes, the view of the curb is changing in concert with city goals and priorities.

We will continue to actively manage valuable curbspace, especially in areas of high demand, through a combination of updated technology, data analysis, and regulations that prioritize reliable access for critical uses. We will identify opportunities to integrate curbside management policies and programs into wider initiatives so that curb uses are aligned with safety, equity, and sustainability goals. We will pursue programs and pilots that manage curb access and focus on uses desired by local communities and businesses, along with regulations and permitting to enhance critical building access needs and support thriving local neighborhood economies.

Goals addressed by this move:



To Make this Move We Will:

- Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. (Supports TEF 21.2)
- Prioritize uses of the curb to address demands stemming from changes to more sustainable and efficient personal travel options and the evolving landscape of goods and service delivery over use as private car storage.
- Develop strategies and new tools to accommodate more types of curb uses, including parking for bikes and other small devices, parking for shared micromobility, dedicated car share space, transit layover space, employer shuttle stops, and other curb uses that support low-emission travel options. (Supports TEF 17.3)

- Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more.
- Support local businesses and cultural activities through designated curb access zones such as passenger load zones to support cultural centers, venues, and events and loading zones for unique needs such as musician loading. (Supports TEF 17.3)
- Continue to use pricing mechanisms to manage on-street parking demands and improve access to adjacent uses (by turning over spaces).
- Increase the number of commercial vehicle loading zones to decrease the time freight and delivery drivers spend searching for parking. (Supports TEF 56.5)



Evolving uses of the curb include food pick-up zones and cafe seating



Goods delivery on Pike St in Downtown Seattle



Streets For People, Places We Love

Reimagine city streets as inviting places to linger and play

A vibrant city is one where the streets, sidewalks, and public spaces hum with social and economic activity, and where people meet, linger, shop, and enjoy the beautiful city we live in. They are essential for circulation and access and also provide people opportunities to connect with each other and experience their city. They provide spaces for local businesses to grow through street activations and direct community connections. Investments in the public realm contribute to physical, social, environmental, and economic well-being, and when implemented equitably, can create intergenerational prosperity for historically underserved communities.

In response to the COVID-19 pandemic, several new programs were developed that created much needed public spaces, such as Café Streets and Healthy Streets. We will build on that momentum to create more places in the public realm for people of all ages and abilities to enjoy, including more shared, car-light and car-free streets that preserve access for goods delivery and emergency response, while allowing local businesses to thrive.

Currently, public spaces are not equitably distributed in Seattle, with some neighborhoods having far fewer than others. This plan will make it easier to create public spaces in the right-of-way by establishing a bigger and more inclusive structure for delivering these opportunities.

To create streets for people and places we love, we will:

- Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility
- Create welcoming community and mobility hubs
- Co-create and enhance public spaces for playing and gathering to improve community health
- Activate and maintain public spaces to create a welcoming and age-friendly public realm



What We Heard from You

We heard your thoughts on how best to create great spaces for people in Seattle. **We used this feedback (and more) to craft the key moves on the following pages.**

- 83% of people surveyed prioritized street space to make more room for public spaces like outdoor dining, street markets, plazas, and more
- 91% of people surveyed supported moving as many people as possible in the least amount of space using buses, walking, biking, carpools, and more
- At the Lake City farmers market, “increase people-friendly streets” was the top choice among a draft list of key moves
- Participants with Sound Steps, a walking program for older adults, wanted to see more space for pedestrians and more people-friendly streets
- 80% of people surveyed prioritized creating a transportation system that **improves health and wellness**
- 90% of people surveyed wanted a transportation system that **promotes livability** by providing spaces for communities to **gather and connect** on city streets
- 96% of people surveyed prioritized creating a transportation system that people of all ages and abilities can use

Streets For People, Places We Love

PP1: Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility

Seattle is a growing city. As neighborhoods attract more people and businesses, we have an ever-expanding need and desire for spaces where people can gather, connect, and enjoy their built and natural environments. At the same time, street space is limited, so adding more public spaces and creating more people-focused streets with wider sidewalks, plazas, spaces for outdoor dining, street trees, and protected bike lanes requires that something be compressed or moved.

Repurposing street space can provide much needed open space in Seattle's denser neighborhoods and places for people to linger and interact with neighbors. They can also be places that prosper when activated and contribute to the health of local businesses and economy. Our manufacturing and industrial centers (MICs) are primarily job centers that require unique treatments. We heard hundreds of requests for us to reallocate street space for these types of uses, as well as the importance of ensuring that goods can still be delivered to businesses and residences.

Goals addressed by this move:



To Make this Move We Will:

- Reallocate street space currently used for vehicle storage and general-purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. (See PG3 and PG4 for transit and freight uses). (Supports TEF 43.4 and 56.5)
- Implement car-free and car-light streets, such as Café Streets and Neighborhood Greenways, to reclaim public space for communities. (Supports TEF 17.4)
- Design streets and public spaces with consideration of goods, delivery and emergency access needs, while adjacent businesses prosper from an activated public realm.
- Update Seattle's Right-of-Way Improvements Manual (Streets Illustrated) to implement actions and strategies outlined in this Plan.



Space for people at Occidental Park in Pioneer Square



Goods delivery space is designated on Ballard Ave

PP2: Create welcoming community and mobility hubs

By working with partners to create community and mobility hubs at light rail stations and where frequent transit services intersect, we will make accessing transit and connecting to a robust menu of other travel choices a seamless experience for all. Community and mobility hubs will be welcoming places for social interaction and human connection, especially at light rail stations. Hubs can include vibrant public spaces for gathering, shared streets when suitable, child-friendly activities, vending by local businesses, and public art. Over time, community and mobility hubs will grow to be more than just places where people connect to transit, but will become destinations in their own right, offering a unique sense of place and supporting economic vitality.

Goals addressed by this move:



To Make this Move We Will:

- Work with partners to create a vibrant and welcoming public realm at community and mobility hubs to support community-oriented programming, such as markets, vending, performances, and recurring events.
- Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping.
- Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more.
- Work to incorporate age-friendly public spaces at community and mobility hubs that work for older adults, children and their caregivers, including play-based learning activities that allow children to engage with the city and support their development.
- Partner with communities, Tribes, other agencies and organizations to design, construct, activate, and maintain community and mobility hubs.

Add spaces that make it comfortable to wait around the hubs. Parklets, benches, outdoor cafes, etc.”

Anonymous Contributor Online Engagement Hub



Community space in Pioneer Square

Streets For People, Places We Love

PP3: Co-create and enhance public spaces for playing and gathering to improve community health

Public spaces, such as plazas and park-like streets, have the potential to improve physical health, community health, mental health, and happiness. People of all ages, races, income levels, and abilities should have access to these spaces. However, public spaces are not currently distributed equitably, with some neighborhoods having far fewer than others.

We envision a major shift in how community public spaces are developed. Communities should be the ones to shape spaces in their neighborhoods. As such, People Streets and Public Spaces will be planned and implemented in close collaboration with communities. Efforts will be concentrated in equity-priority areas, high-density areas (as defined in the Comprehensive Plan), and areas with concentrations of multifamily housing.

Goals addressed by this move:



To Make this Move We Will:

- Work with communities to create People Streets and Public Spaces plans that identify projects, prioritizing underinvested and equity focus areas. (Supports TEF 17.4 and 45.6)
- Create Destination Streets to support walkable local business districts and economic development. (Supports TEF 21.2)
- Develop a network of park-like Strolling Streets that serve as “lungs” to protect air quality in denser communities and support climate resiliency in vulnerable neighborhoods through strategies such as installing green stormwater infrastructure, removing paving, adding trees, installing climate resilient landscaping, and more. (Supports TEF 24.2 and 56.6)
- Implement shared, car-light streets, such as Café Streets or Healthy Streets, and car-free streets to support the transition to a low-carbon transportation system and reduce chronic health disparities.

Also, it's not just about going to a destination, it's about being somewhere. Columbia City had a temporary public square during the pandemic (The Patio). It was a thriving, community filled space all last summer. Now it parks 3 cars. Every urban village in Seattle should have a public square that rivals the best you see in Europe."

Anonymous Contributor *Online Engagement Hub*



People walking along the enhanced waterfront promenade

PP4: Activate and maintain public spaces to create a welcoming and age-friendly public realm

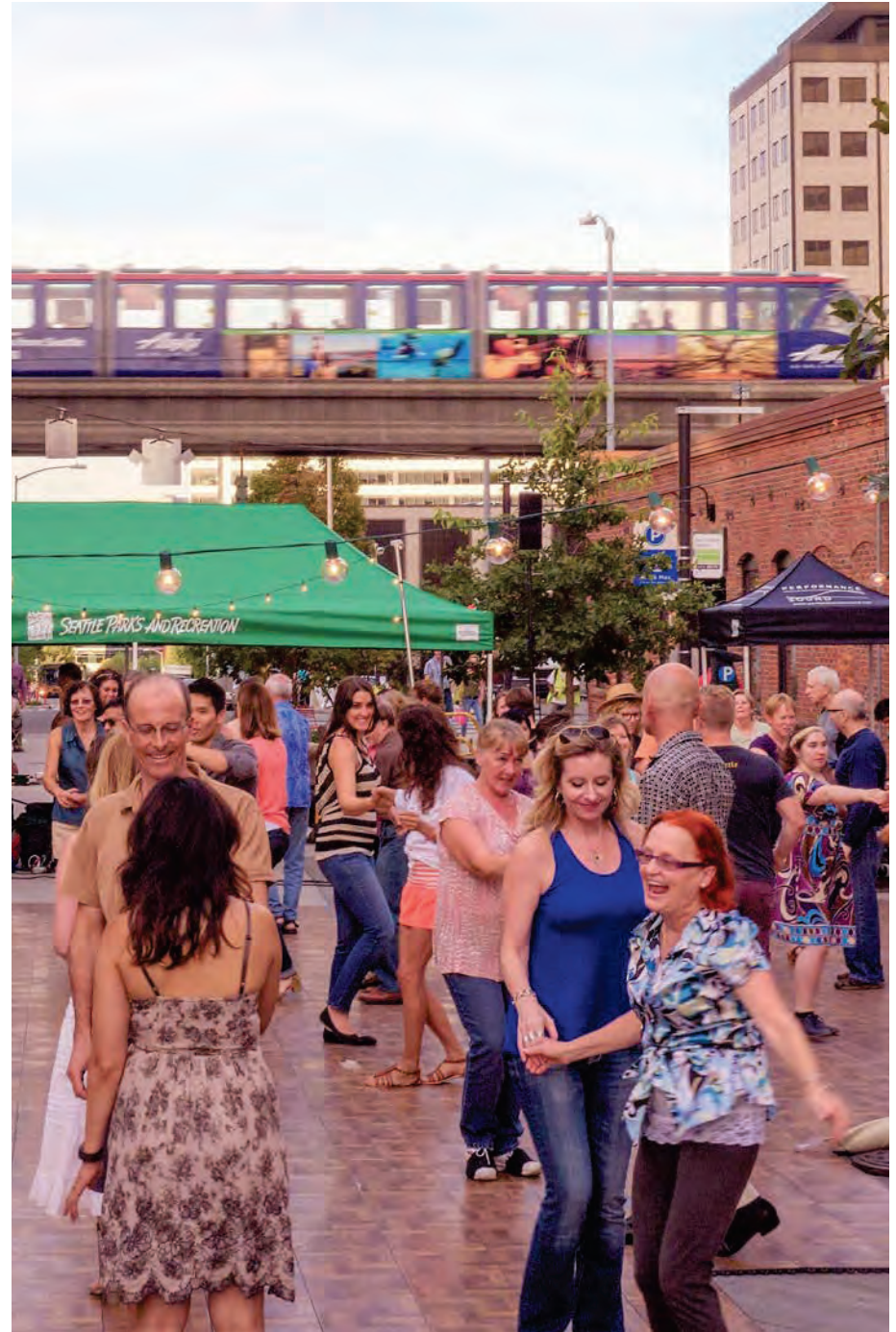
Successful public spaces are defined by many characteristics, but a crucial one is that they are teeming with life and activity. This could include people eating at a street café, reading on a bench, talking to others while waiting for a bus, interacting with street vendors, participating in a fitness class, and more. Active public spaces help people feel safe and secure when they're out and about, and they naturally compel people to gather. Active public spaces are also fun, playful, and welcoming to our youngest and oldest community members, and can also be supportive of local businesses and neighborhood vitality. Proactive maintenance is critical so public spaces remain welcoming, high-quality, and fun locations to gather and socialize for people of all ages and abilities.

Goals addressed by this move:



To Make this Move We Will:

- Better maintain public spaces through dedicated resources and continued partnerships with local communities and businesses, to reduce the burden of public space maintenance on historically underinvested communities. (Supports TEF 56.6)
- Activate public spaces with art in collaboration with community organizations.
- Implement seasonal street closures, recurring closures, night-time closures, or limited-time closures to vehicles.
- Reduce barriers to enable communities to program, activate, and manage their public spaces with uses that are authentic and meaningful to them. (Supports TEF 56.2 and 56.6)
- Partner with other City departments and agencies to better achieve public realm goals. (Supports TEF 3.4, 3.7, 7.4, 20.3, 26.6, 28.3, and 29.1)



Dancing on Bell Street during an activation event





Streets That Work, Today and in the Future

Improve and maintain city transportation infrastructure and ready it for the future

Maintaining and modernizing our transportation infrastructure is a core way we facilitate the movement of people and goods throughout Seattle. Well-maintained streets, sidewalks, signals, bridges, and other infrastructure are needed to keep us all moving. Intentional care for the condition of the transportation system brings many co-benefits. Street pavement that serves cars and trucks is the same surface that supports smooth transit operations, reliable deliveries, safe biking, and even surfaces for stable street crossings by people walking or rolling. Well-maintained streets, sidewalks, bridges, and other infrastructure make conditions safer for all travelers—especially those with limited mobility due to age and/or a disability.

By repairing the infrastructure we have today, we lower the cost of future maintenance and extend the life of current assets. This is especially true for our bridges, many of which are in need of major maintenance or even replacement. When we prevent infrastructure from falling into disrepair, we can even influence travel choices and encourage people to spend time in public spaces, meet neighbors, and shop at local businesses.

As we take care of the transportation system we have today, we must also look to the future. The technologies and systems we use to safely and efficiently operate streets—such as signals, cameras, and sensors—are constantly evolving. Updating them can help us operate the system more effectively, and sensors can help us monitor the structural health of infrastructure in real-time to aid in asset management.

Mobility is also changing, and with each passing year people and companies adopt innovative methods of personal and commercial transportation to get around more efficiently, sustainably, and enjoyably. We must prepare city streets for these new and emerging mobility options and technologies, while ensuring their equitable deployment.

To make sure streets work today, and in the future, we will:

- Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work
- Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges
- Ready city streets for new travel options and emerging trends and technologies



What We Heard from You

We heard your thoughts on how best to take care of streets and get Seattle ready for the future. **We used this feedback (and more) to craft the key moves on the following pages.**

- 97% of people surveyed prioritized a well-maintained transportation system
- 74% of people surveyed supported **upgrading technology** to help City staff **save time and make decisions** informed by good data
- 60% of people surveyed prioritized creating a transportation system that supports technological innovation

The quality of city streets, sidewalks, bridges, public spaces, and more impacts the everyday travel experience for all of us.

Streets That Work, Today and in the Future

MM1: Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work

Maintaining the condition of streets, public spaces, sidewalks, bridges, stairs, areaways (retaining walls holding up sidewalks), curb ramps and other transportation infrastructure is always front and center. As stewards of our streets, we must seek to fix and maintain what we have and use our maintenance resources strategically given the scope of need. This includes engaging in proactive maintenance and using data collection to prioritize how we take care of our transportation assets, to maximize their utility in moving people and goods to, from, and through Seattle.

We can also leverage opportunities to modernize the transportation system to be safer, more accessible, and more sustainable while we are doing routine maintenance and replacement. For example, paving a street can be an opportunity to add bus, freight, or bike lanes, street trees, and pedestrian-friendly treatments to make the street more welcoming and safer for all travelers. We can use maintenance and replacement functions to co-create future transportation solutions with communities. This way, proactive and routine care of transportation infrastructure will continually improve the quality of city streets.

Goals addressed by this move:



To Make this Move We Will:

- Maintain our transportation infrastructure, including streets, sidewalks, and bridges serving the most users and on the high-injury network, in accordance with adopted budgets and resources.
- Strategically manage the life-cycle of our transportation assets as guided by our Transportation Asset Management Plan to achieve the best performance results for the preservation, improvement, and operation of infrastructure assets.
- Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help identify when it's time for upgrades.

- Conduct proactive bridge and roadway structure maintenance, preservation, and replacement activities to increase the resiliency of vulnerable bridges and other vital connections as a priority with resources available. (Supports TEF 19.4)
- Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. (Supports TEF 45.6)
- Conduct asset maintenance in accordance with the priority investment and emergency response route networks, especially when investment supports walking, biking, transit, and freight. (Supports TEF 45.6)
- Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. (Supports TEF 19.3)



Construction crew at work in West Seattle

Streets That Work, Today and in the Future

MM2: Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges

Every neighborhood in Seattle deserves a well-maintained transportation system. Historic disinvestment has created inequities in the quality of these resources across neighborhoods, including those that are residential, and those that are commercial/industrial. Going forward, we will prioritize maintenance projects and programs where they were neglected in the past, causing disrepair and deficiencies that are perpetuated today. When we improve assets in neighborhoods that have experienced historic neglect, the people who live and work there also benefit from increased safety, more comfortable travel, reduced air and noise pollution, a healthier environment for local businesses, and better access to local resources and services. Taking steps to balance benefits of the transportation system more fairly is pivotal to building an equitable system for all.

Goals addressed by this move:



To Make this Move We Will:

- Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. (Supports TEF 19.3)
- Equitably distribute resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. (Supports TEF 3.3 and 19.4)
- Identify, and permit where necessary, public spaces that can be activated, programmed, and maintained in collaboration with local communities. (Supports TEF 24.1 and 24.2)
- Study the potential for an income-based, cost-sharing sidewalk repair program for low-income property owners. (Supports TEF 38.2 and 38.6)



SDOT's Pothole Rangers are well-equipped to maintain streets in every neighborhood.



South Park street art along 8th Ave S embraces the colorful memorials and expressive costumes that are part of Day of the Dead

Streets That Work, Today and in the Future

MM3: Ready city streets for new travel options and emerging trends and technologies

The transportation landscape is changing quickly, and we'll continue to see an evolution in travel choices and supportive technologies influenced by the market and changing consumer preferences. To prepare for new mobility options or device types, we must make sure streets are well positioned to accommodate new technologies, advance transportation goals, and serve the needs of communities. It's also our responsibility to work to mitigate potential negative impacts from these changes and prioritize safety, equity, and climate response.

Successful adaptation of city streets to address emerging trends and new technologies requires that we work with a wide variety of partners and communities to anticipate and shape future mobility solutions. We will coordinate major projects with partner agencies on efforts like working with King County Metro on weight limits for electric buses and what it means for bridge loads and paving needs to accommodate heavier vehicles. We'll also continue to operate and engage within a shifting legislative and regulatory environment so we can understand, collaborate with, and manage many forms of new and emerging mobility.

Goals addressed by this move:



To Make this Move We Will:

- Collect, monitor, and use data to inform changes to the transportation system. (Supports TEF 13.2 and 29.1)
- Anticipate and leverage innovative transportation technologies so they are shaped to meet community values and goals, including safety, equity, and climate response.
- Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future. (Supports TEF 46.2)
- Coordinate with relevant partner agencies on projects of regional and statewide significance within the City of Seattle, such as the I-5 Master Plan, Lid I-5, or high-speed rail corridors.

- Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options. (Supports TEF 19.2)
- Develop and maintain up-to-date asset data, including digital inventories of physical assets like curbspace, load zones, and bike and scooter parking locations. (Supports TEF 20.1)
- Use information infrastructure (e.g., data from sensors and traffic control systems) to manage travel flows, inform the traveling public, monitor the conditions of streets and bridges, and promote use of more efficient and sustainable travel options.
- Research and develop policies to manage the evolution toward connected and autonomous vehicles, recognizing that government and industry must partner to deliver their anticipated benefits safely.
- Explore ways to build trust with BIPOC communities and improve the accuracy of demographic and other data that inform transportation investments and decision-making. For instance, this could include respect for data sovereignty and alternative data collection approaches, such as an Indigenous research methodology that empowers community members to lead research, data analysis and interpretation.



Shared mobility options lined up along Occidental Ave S





4

AN INTEGRATED PLAN

CONNECTING TRANSPORTATION TO OUR GROWTH STRATEGY

The One Seattle Comprehensive Plan defines the city's overall growth strategy for the next 20 years. It includes policies for land use, housing, economic development, climate, and transportation, among other growth management policies. Whereas the Comprehensive Plan establishes the city's guiding transportation policies, the STP operationalizes the policies by aligning the STP vision, goals and key moves to the Comprehensive Plan, and by identifying transportation programs and large capital projects to support projected growth and land use changes. Together, the STP and Comprehensive Plan work to advance intertwined community values toward a more livable and equitable future.

By integrating the land use and transportation planning processes, we can tailor investment in transportation services and infrastructure to support our growth strategy. This allows for better coordination between multiple city departments responsible for various aspects of growth and transportation, leading to more integrated and cohesive decision-making.



One Seattle Comprehensive Plan

Establishes policies and guiding principles, including the Transportation Element, to support the City's 20-year vision and growth strategy

Seattle Transportation Plan

Identifies key moves (strategies) to advance our 20-year transportation vision and operationalize the policies set forth by One Seattle

STP Implementation Plan

Bounded by fiscal constraints, will identify priority programs and projects for investment

HOW THE STP SUPPORTS THE COMPREHENSIVE PLAN

The STP supports the Comprehensive Plan by integrating appropriate transportation improvements into different land use contexts. In areas where we guide new growth—around future light rail or RapidRide corridors, and in emerging centers within existing neighborhoods—transportation investments need to come hand-in-hand with new housing and employment development. The following pages describe what types of services, operational strategies, and improvements the STP envisions for different areas. A subsequent table provides an at-a-glance reference of the expected level of transportation networks and services in 2044 by land use context.

Commercial / Mixed Use Areas: high density

In the highest density, most urban areas of the city—Downtown and downtown adjacent neighborhoods (including First Hill/Capitol Hill, South Lake Union, and Uptown), the University District, and Northgate—improvements to light rail and frequent transit service are essential to accommodate our growing city. These areas are not only important urban areas for Seattle, but to the region as well. To improve the pedestrian environment, we need to maintain and, in some cases, enhance the existing sidewalk network. We'll need to increase and improve the number of safe crossings, too. Bicycling improvements will provide access to a continuous network of all-ages and abilities (AAA) bikeways. Major Truck Streets enable freight to serve these locations. To improve public space and people-focused places, we need to include a mix of planned “destination” and “strolling” types of streets, while exploring “shared” street concepts. To make efficient use of the curb in these areas, we'll actively manage it to support a variety of uses, including loading and parking. For people driving vehicles, freeways, major highways, and principal arterials provide good connections between centers. Within these dense, mixed-use centers, the organization and function of the streets are intended to support businesses, housing opportunities, and social connections in addition to mobility.

Commercial / Mixed Use Areas: medium density

In the next tier of urban density, in places from Fremont to Lake City, Mt Baker to West Seattle Junction, and increasingly from Othello to Roosevelt, or Crown Hill to Westwood-Highland Park, transportation services, operations, and investments required will be similar to those in the regionally significant centers. There are a few slight differences between them. These areas are served by both Major and Minor Truck Streets. And they are primarily connected by principal arterials and only occasionally by freeways or state highways.

Commercial / Mixed Use Areas: low density

Many existing low density, primarily residential areas will evolve into “complete communities” with more urban places as part of Seattle’s growth strategy. To align with the directed growth in these places, investments in frequent bus transit are a priority. Investments may also include community and mobility hubs. For pedestrians, we will maintain and, in some cases, enhance our sidewalk infrastructure. Where there are no sidewalks, we aspire to install a complete and safe network for walking. We’ve also planned for more improved crossings along arterials. These areas will be connected to the bikeway network by all-ages and abilities facilities and will be served by at least one Major or Minor Truck Street. People Streets and Public Spaces will likely be integrated as part of future light rail transit station areas, with a mix of planned “destination” and “strolling” types of streets. Curbs will be actively managed; most parking will be paid or time limited in appropriate settings. We will maintain and enhance the road network, ranging from principal arterials to minor arterials or major collector streets, to improve vehicle connections within and between these evolving areas.

Residential Areas

As primarily residential areas grow, enhanced public and shared connecting (e.g., on-demand) services could support access to major transit lines. For pedestrians, in areas that currently don't have any sidewalks, we aspire to have a complete and safe walking network. To increase safety for people walking, more enhanced crossings on arterials are planned in these areas. To improve opportunities for biking, AAA bikeways will be no more than a quarter mile from all homes. In some cases, School Streets, Healthy Streets, or other elements of low-pollution neighborhoods may later be woven into the urban fabric of these areas. To manage parking and curbside access, restricted parking zones (RPZ) will be expanded as appropriate. We'll also maintain and enhance arterial and residential streets as needed to improve safety, mobility, and access within and between neighborhoods.



Industrial Areas

In manufacturing and industrial centers (MICs)—the Ballard-Interbay-Northend (BINMIC) and Greater Duwamish MIC—freight mobility and access are emphasized. In these locations, goods from all over the world are shipped into and out of Seattle, underpinned by a strong manufacturing and distribution industry that historically has shaped the Seattle we know today. These uses depend on our streets for the reliable and efficient transport of goods to power our local and regional economy. Moving freight is complex, but safety for all people—whether driving trucks, biking to jobs, or walking to a transit stop—comes first and foremost. As our land uses evolve and Seattle grows, the STP will continue to promote strategies that keep goods and services moving while centering safety and transportation equity.





PLANNED NETWORKS AND SERVICES BY LAND USE CONTEXT

Land Use Context	Transit	Freight and Urban Goods	Bicycle and E-Mobility	Pedestrian
Commercial / Mixed Use Areas: High Density	• Light rail service • Frequent bus service • Community and mobility hubs	• Served by a Major Truck Street	• Connected by a continuous network of All Ages and Abilities (AAA) bikeways	• Sidewalks along most block faces • Enhanced crossings at most intersections
Commercial / Mixed Use Areas: Medium Density	• Light rail service • Frequent bus service • Community and mobility hubs	• Served by a Major or Minor Truck Street	• Connected by a continuous network of AAA bikeways	• Sidewalks along most block faces • Enhanced crossings at most intersections
Commercial / Mixed Use Areas: Low Density	• Frequent bus service • Community and mobility hubs	• Freight access allowed; no freight network designations	• Connected to the bikeway network by a AAA bikeway	• Sidewalks along arterial block faces • Aspirational: complete pedestrian network • Enhanced crossings along arterials
Residential Areas	• Aspirational: mix of bus, specialized, and/or on-demand service	• Freight access allowed; no freight network designations	• Located within 0.25 miles of a AAA bikeway	• Aspirational: complete pedestrian network • Enhanced crossings along arterials
Industrial Areas	• Light rail service • Frequent bus service • Community and mobility hubs	• Served by a Major Truck Street, Last-Mile Connectors, and the Over-Legal Network • Connected to the state highway system by a Major Truck Street • Served by commercial railroad	• Connected to the bikeway network by a AAA bikeway	• Aspirational: complete pedestrian network • Enhanced crossings at most arterial intersections, especially within 0.5 miles of a light rail station

**New and Emerging Mobility may serve all areas of the city.*

Land Use Context	People Streets & Public Spaces	Vehicle	Curbside
Commercial / Mixed Use Areas: High Density	• Destination and Strolling Streets and potential Shared Streets • Potential Low-Pollution Neighborhood concepts • Plaza and Shoreline Street Ends • Priority area for PSPS neighborhood study	• Connected by Interstates, Freeways, and/or Principal Arterials • Streets are designed for safe and steady vehicle travel • Served by Tier 1 Fire routes • Streets serve many types of vehicles including goods delivery	• Actively manage all curbside with critical access needs • Most parking is paid or time limited
Commercial / Mixed Use Areas: Medium Density	• Destination and Strolling Streets and potential Shared Streets • Potential Low-Pollution Neighborhood concepts • Plaza and Shoreline Street Ends • Priority area for future PSPS neighborhood study	• Connected by Principal Arterials • Streets are designed for safe and steady vehicle travel • Served by Tier 1 Fire routes • Streets serve many types of vehicles including goods delivery	• Actively manage all curbside with critical access needs • Most parking is paid or time limited
Commercial / Mixed Use Areas: Low Density	• Destination and Strolling Streets • Potential Low-Pollution Neighborhood concepts • Plaza and Shoreline Street Ends	• Connected by Principal Arterials, Minor Arterials, or Major Collectors • Streets are designed for safe and steady vehicle travel • Streets serve many types of vehicles including goods delivery	• Actively manage all curbside with critical access needs • Most parking is paid or time limited, where appropriate
Residential Areas	• Strolling and Shared Streets, such as School Streets and Healthy Streets • Potential Low-Pollution Neighborhood concepts • Plazas and Shoreline Street Ends	• Connected by arterial and non-arterial streets • Streets are designed for safe and steady vehicle travel • Streets serve many types of vehicles including goods delivery	• Manage curbside loading for residential needs • Address parking impacts from nearby major traffic generators with restricted parking zones, as appropriate
Industrial Areas	• Shoreline Street Ends	• Connected by Interstates, Freeways, and/or Principal Arterials • Streets are designed for safe and steady vehicle travel • Served by Tier 1 Fire routes • Streets serve many types of vehicles including goods delivery	• Actively manage all curbside with critical access needs

Streets serve many functions. They provide for mobility, access for people and commerce, activation, landscaping and street trees, and storage.



Streets enable goods and services to reach local businesses and people.

Streets provide a place to park your bike and explore a new neighborhood.

Sidewalks offer a place to rest and catch up with a friend.

Streets provide access for people to arrive at their destinations.

Streets offer shade in the summer and help make Seattle climate-resilient.

Streets move a lot of people and goods from point A to point B every day.

THE STP ELEMENTS

INTEGRATED TRANSPORTATION

While Seattle continues to grow as envisioned in the One Seattle Comprehensive Plan, an integrated system of transportation investments and options is needed. New residents and jobs will put more pressure on the city's finite amount of street space. We need to be smart about how this limited space keeps people and goods moving, allows access to destinations, and enhances spaces for people. Seattle's streets must serve multiple essential functions, including: mobility, access for people and commerce, activation, landscaping and street trees, and storage.

To realize the transportation vision expressed in this plan, all 6 essential street functions must work together—and do so in a manner that is safe, equitable, and climate-friendly. The STP follows a consistent approach for how we prioritize the use of limited street space, aligning our eight elements and their priority investment network maps. It builds on previous plans that address multimodal transportation needs within various neighborhoods and subareas, as well as specific plans for pedestrian, bicycle, transit, and freight systems. Significantly, the STP encompasses additional mobility, access, and place elements to guide the city's transportation future.

The STP is based on fundamental commitments that:

- Put safety first on every street and at every intersection.
- Prioritize streets differently than in the past. While personal vehicles have a place, we will prioritize space-efficient travel options for moving people (transit, biking, walking, and rolling).
- Support the essential access and community health functions streets provide, such as delivery of goods and services, curb access, people streets, and public spaces.
- Accelerate implementation of critical network connections, especially for people walking and biking.
- Manage the transportation system's capacity and reliability to meet climate targets, encouraging more people to ride transit, walk, and bike.
- Consider the unique needs of local communities when making decisions about streets.
- Allocate needed functions across a corridor composed of several streets or alleys.

New Policy Guidance Will Influence the STP

Several policies detailed in the One Seattle Comprehensive Plan (2024) have relevance for how we will make the key moves and meet the 6 essential street functions of an integrated transportation system. These policies include:

- 1) When new projects are installed, consider how the right-of-way can be allocated to provide necessary space for walking, rolling, biking, transit, and people streets and public spaces, while maintaining vehicular (including freight) mobility and critical access needs.
- 2) Deliver projects and programs that accelerate and scale reductions in vehicle miles traveled in line with sustainability goals.
- 3) Consider and measure project impacts and benefits on all travelers, not just those in vehicles, through measures that consider impacts on transit, active transportation facilities, and all people using a corridor.

I want to be able to move quickly from one neighborhood to another without driving. We need complete networks of safe bike routes, accessible sidewalks and trails, and convenient, safe, and reliable mass transit."

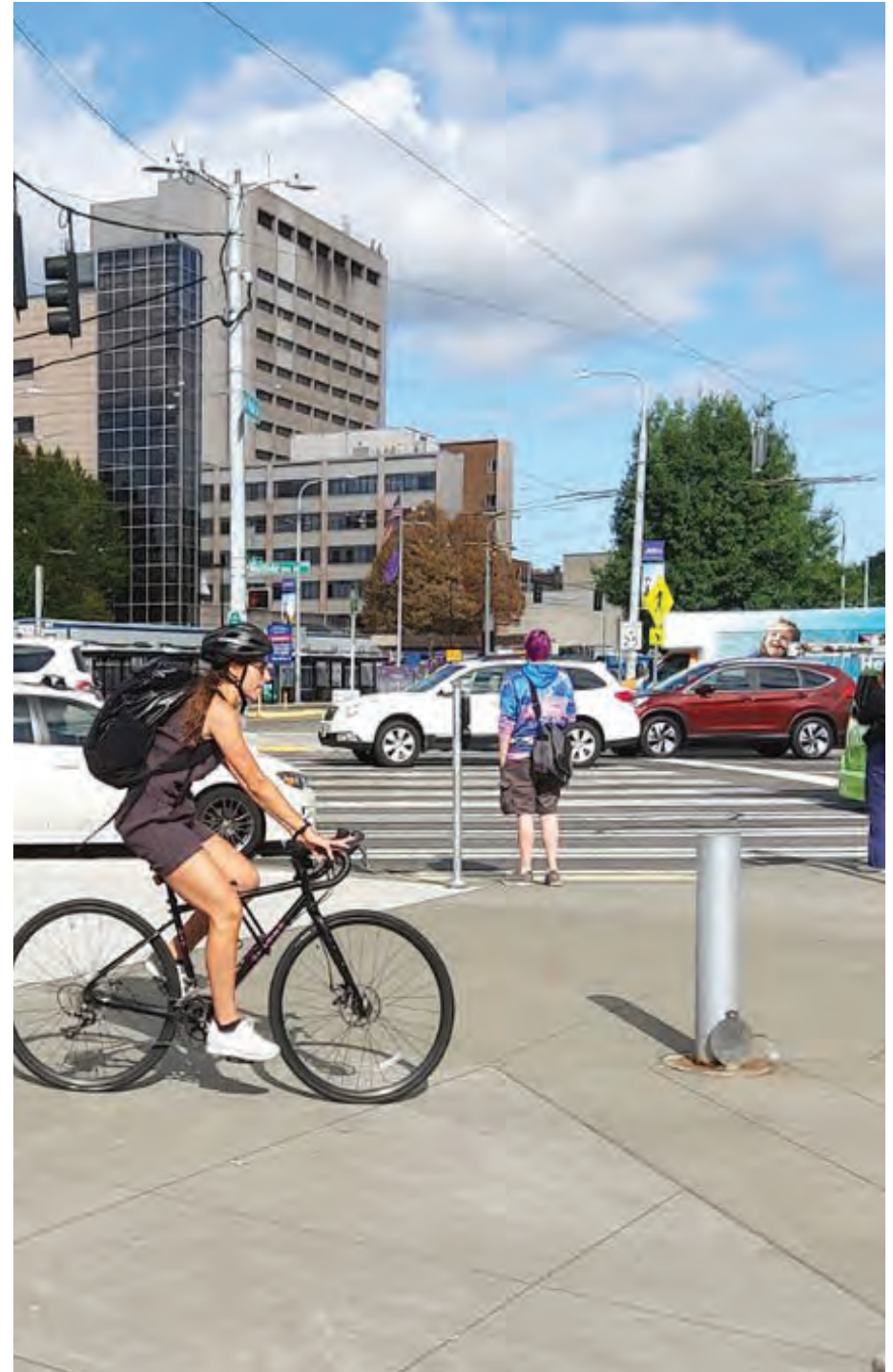
Anonymous Contributor *Online Engagement Hub*

To continue to improve the travel experience for everyone, we need to be organized to deliver projects and programs that make sustainable travel options an easy choice. We need safe streets with connected sidewalks and crossings. We need public spaces for people to linger and socialize. We need a system of bike lanes for people of all ages and abilities that connect us to the places we want to go. We need frequent, reliable transit that has priority on congested streets. And we need freight, urban goods, and service providers to get to their destinations reliably. We need an integrated system that works for everyone. The STP provides the basis for determining how we integrate, prioritize, and balance transportation system needs to meet the challenges of today and tomorrow.

While Part I of the STP focuses on integration and the cross-cutting nature of the key moves to achieve plan goals, Part II contains a dedicated chapter, or “element,” for discrete mobility options and essential street functions. The STP elements are long-term visions of what we aspire to achieve to support the plan’s overarching goals and key moves. Several of the functional elements contain maps that provide element-specific information on locations we will prioritize to implement the STP.

The 8 elements are:

- Transit
- Freight and Urban Goods
- Bicycle and E-Mobility
- Pedestrian
- People Streets and Public Spaces
- Vehicle
- Curbside Management
- New and Emerging Mobility





TRANSIT

A transit-friendly city provides residents, workers, and visitors a network of frequent, accessible, understandable, and secure services. It has reliable connections between other transit services and travel options, neighborhoods, major job centers, and key destinations around the city and region. The ability for more people to use transit for more trips is critical to achieve the STP vision. A transit-friendly city has:

- Frequent service that allows people to use transit for most trips
- Reliable service that allows people to plan their trip with certainty
- A connected system with safe and secure transfers between transit lines and services
- Reliable first- and last-mile connections, so people can get to/from their transit stop and their final destination
- Accessibility for all, including fare programs that make it so cost is not a barrier to transit use and facilities are fully accessible for people of all abilities
- Readily available information to plan journeys
- Safe, secure, and connected stops and stations
- Clear and inviting spaces for pedestrians to access transit stops and stations

Remember local access is extremely important to serve the transit dependent and to persuade those who drive to use transit and leave their vehicles at home.”

Survey Participant *Transportation Challenges Survey*

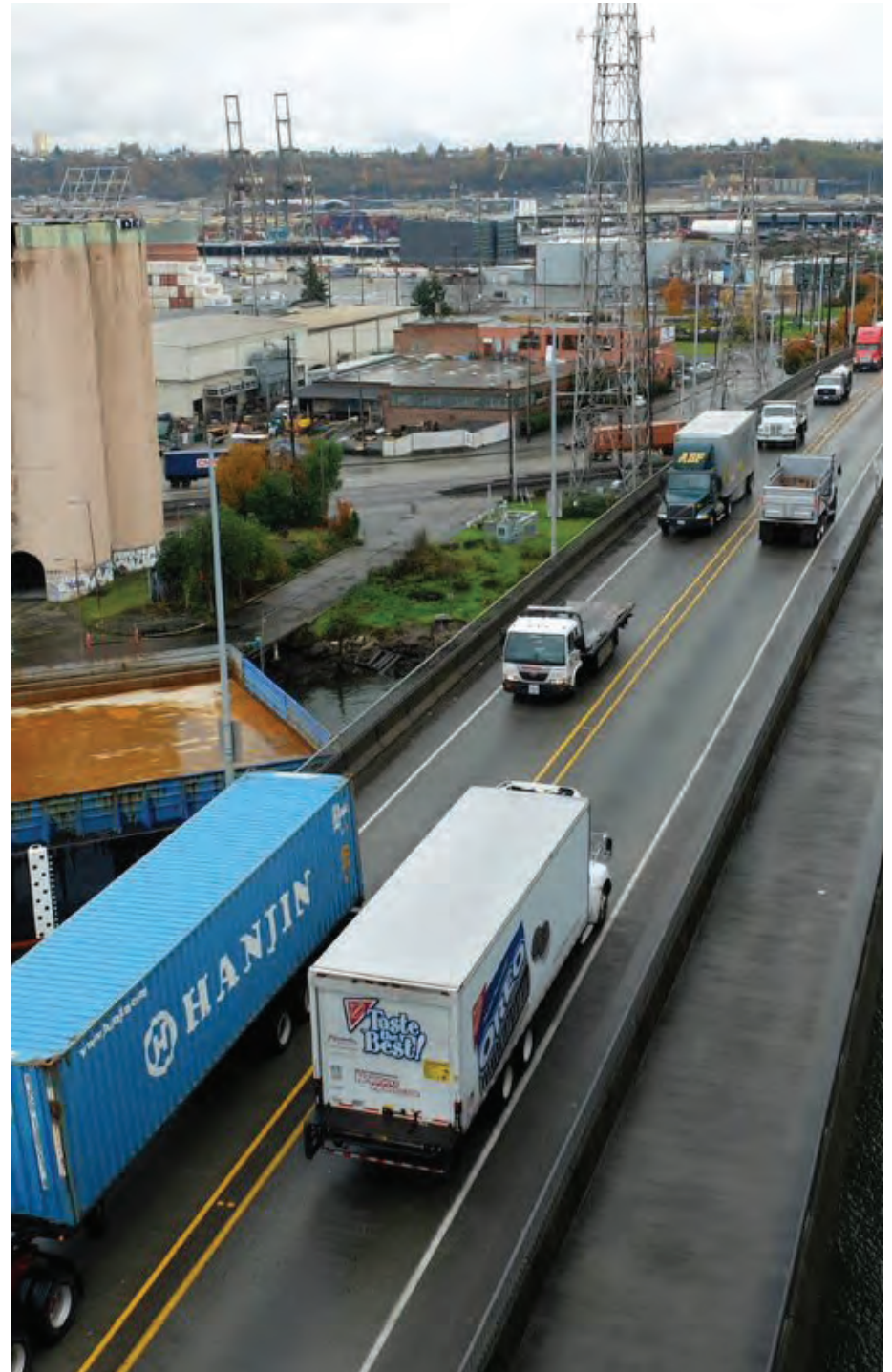
FREIGHT AND URBAN GOODS

The Freight and Urban Goods Element establishes a blueprint to guide freight mobility investments intended to increase reliability and safety, support economic vitality, and address freight-related impacts on the local residential and business communities. The STP thinks broadly about how goods move to, from, and within the city. Freight transportation is essential for the health of city's economy and quality of life for its residents, workers, and visitors. A Seattle where freight and urban goods are managed effectively includes:

- Streets that allow safe and reliable transport of goods
- Reliable connections between manufacturing and industrial centers, local business districts, the port, intermodal transfer facilities, and regional rail and highways
- Reductions in environmental impacts (especially emissions and noise) on communities adjacent to industrial lands that historically have been underserved
- Major Truck Streets that allow for safe truck movements and integration with other travel options
- The ability to adapt to changing trends and increased demands for urban goods and e-commerce parcel deliveries in neighborhoods
- Electrification of freight vehicles and increased use of small vehicles for urban goods delivery, where effective
- A safe and hospitable environment for the many workers who support local and regional goods movement

“Reduce the use of private vehicles and there will be more roadway for deliveries. Create public squares that can be accessed for delivery via retractable bollards. Create delivery times when the transportation network is less under load.”

Survey Participant *Phase 2A Survey Results*



BICYCLE AND E-MOBILITY

A bikeable city is one where people ride bikes because it's a convenient, affordable, fun, safe, and healthy choice. In a bikeable city, people biking and using e-mobility (electric-powered bicycles and other devices, such as trikes, scooters, and mopeds) experience a Seattle where:

- People of all ages and abilities ride bicycles and use e-mobility as part of daily life
- A network of connected and well-maintained bike facilities get people from where they live to the places they need to go
- Everyday destinations such as parks, schools, transit, and shops are easily accessible by bicycles and e-mobility devices
- There are enjoyable and safe places to ride a bicycle or use an e-mobility device
- There is secure bike parking at destinations for a variety of bike and e-mobility device sizes
- Intuitive and inviting design makes people feel comfortable and confident navigating the network
- Biking is accepted and supported as a viable and attractive way to travel

I get around primarily via bicycle and walking. Our basic bike network has improved but there are significant gaps and most bike lanes in the city are unprotected and unbuffered.”

Survey Participant *Transportation Challenges Survey*





PEDESTRIAN

Walkability and accessibility are at the core of strong, healthy communities. When people walk because it is a convenient and fun choice, it has the added benefits of improved individual physical health, community social health, environmental health, and neighborhood economic health. A walkable city provides a connected, age-friendly network of sidewalks, walkways, paths, staircases, and pedestrian crossings. It includes:

- Direct connections to key destinations, including convenient and safe ways for people of all ages and abilities to cross the street
- Clear and inviting spaces for people walking to move along every street at all hours of the day and night, including safe and barrier-free sidewalks or walkways on streets with low vehicle volumes and speeds at or below 25 mph
- Compact neighborhoods with transit, schools, jobs, and services within walking distance
- Streetscapes that include amenities for people, including benches, sidewalk cafes, pedestrian lighting, trees, vegetation, and public art
- Places of respite that invite conversation, encourage connection with nature, and provide places to play
- Proactive maintenance to ensure accessibility for all, including people using wheelchairs and other mobility devices

My neighborhood has no sidewalks and I am near NW 85th St with few crosswalks/lighted intersections that would encourage cars to slow down.”

Survey Participant *Transportation Challenges Survey*



PEOPLE STREETS AND PUBLIC SPACES

City streets are not just for mobility—they are also places for people to enjoy a leisurely stroll, take a brisk walk to a local business or bus stop, connect with a friend or neighbor, or grab a coffee and people-watch. Streets are for children and older adults, for interacting with people from other walks of life, for watching birds and enjoying the fresh air, or for voicing opinions and exercising first amendment rights. The People Streets and Public Spaces element presents a framework for how we can better and more equitably use streets to strengthen places and communities. People Streets include Destination Streets, Strolling Streets, and Shared Streets, while Public Spaces include Plazas and Shoreline Street Ends. The network helps create:

- Human-scale spaces that heighten people's experience as they move through the city
- Spaces to gather, play, linger, connect with each other, support local commerce, and experience community life
- More equitable distribution of high-quality people streets and public spaces across the city
- Green streets and public spaces with trees, shade, greenery, and resilient landscaping
- Support for healthy business districts, physical health for individuals, and social health for communities
- Car-light or car-free spaces that reclaim auto-oriented street space for people while preserving access for goods delivery and emergency response

I want to see fully pedestrianized street space that can be used as a plaza, outdoor seating, gathering space, or place one can spend time without spending money."

Anonymous Contributor [Online Engagement Hub](#)

VEHICLE

For decades, Seattle was designed around the automobile, and many people drive because of this legacy. While achievement of the STP's goals calls for a lower percentage of trips taken in private automobiles, it also provides for safe travel for people who need to drive, including those with limited alternatives, emergency responders, utility service providers, freight and goods delivery, and more. The STP's vision for the vehicle system is one that finds balance with other street functions. In the context of this plan's goals, a coordinated vehicle strategy will:

- Support effective regional travel and maintain critical connections to concentrations of regional employment, medical, and other regional centers
- Prioritize safety of all people on city streets—particularly the most vulnerable travelers outside of vehicles—in street design and operations, including reduced vehicle travel speeds
- Rebalance street space to support multiple essential function priorities (including mobility, access, and placemaking) and to achieve safety and climate goals
- Support the city's growth strategy and reduce climate impacts through fewer vehicle miles traveled and electrification of cars and trucks
- Promote effective movement of goods and transit that share general purpose space on streets
- Address impacts to emergency response mobility and critical building access needs as other modal priorities are advanced

The streets and side streets in my neighborhood are in poor condition and repair, although I live near 2 busy arterials. My first priority is for streets and sidewalks to be maintained in good condition and repair.”

Anonymous Contributor *Online Engagement Hub*



CURBSIDE MANAGEMENT

The curb is a finite, valuable public resource and a necessary element of the transportation system, especially in Seattle's busiest neighborhoods. For decades, what was once often car storage via on-street parking is now a flexible space for a variety of essential street functions. It is the place where people often transfer between mobility options, such as at a bus stop or a passenger load zone, to then walk to their destination. The curb is also where loading/unloading of goods occurs to support local businesses; where critical building services needs like trash pick-up are addressed; and where emergency responders stage their vehicles. Along with increased curbside loading demands associated with e-commerce growth, so too has demand increased for curbspace uses for people, such as outdoor dining and more street trees and landscaping to improve the beauty and environmental functions of streets. In a high-demand, urban environment, the curb is one of the most dynamic public spaces. If managed well, the curb can provide:

- Reliable access for delivery services to drop goods and parcels and for critical building access needs
- Demand management for curb use in business districts (e.g., time limits, pricing, restricted uses) while encouraging people to consider transit, walking and biking instead
- Leveraging of new technologies to aid prioritization, pricing, and enforcement of curbspace
- Support for electrification (vehicle charging) and smaller vehicles in denser neighborhoods
- Space to support public life and local businesses, including food vending and outdoor dining
- Secure parking and loading access for people with limited mobility consistent with the Americans with Disabilities Act

Since curb space and access needs vary in neighborhood commercial districts, businesses and affected neighbors should be involved in decision-making around any access restrictions in their community."

Survey Participant Phase 2A Survey Results





NEW AND EMERGING MOBILITY

With each passing year, we see new forms of transportation emerge and gain momentum. People are adopting innovative technology to travel more quickly, efficiently, and sustainably and using app-based systems to make decisions about travel. New and emerging mobility is a blanket term that describes forms of transportation that use technology to improve efficiency, access, and user experience. New and emerging mobility includes on-demand and shared passenger vehicles, e-bikes, and scooters of all sizes, as well as digital infrastructure and technology to support passenger movement and urban goods delivery.

The STP's approach for new and emerging mobility is to facilitate a seamless network of sustainable transportation and urban delivery options that provide safe, affordable, and accessible mobility and access to all. To accomplish this, we will work collaboratively with providers, regional partners, and community members.

The New and Emerging Mobility element of the Seattle Transportation Plan presents a foundation for how we can leverage technology, innovation, and partnerships to support city and community goals. The element outlines how new and emerging mobility should be incorporated into the city's transportation ecosystem. It recommends strategies and programs that are needed to make new and emerging mobility deployment successful, sustainable, and beneficial to communities across Seattle.

“Emphasize e-bikes and smarter buses/trollies, rather than self-driving cars.”

Anonymous Contributor Online Engagement Hub







5

IMPLEMENTATION STRATEGY

INTRODUCTION

The Seattle Transportation Plan is a 20-year blueprint to improve conditions for all people who use city streets for mobility through the city, access to places and jobs, movement of goods and service delivery, and for social opportunities in public plazas and other street spaces. This chapter discusses how we will incrementally deliver the STP in coming years.

The STP implementation strategy consists of:

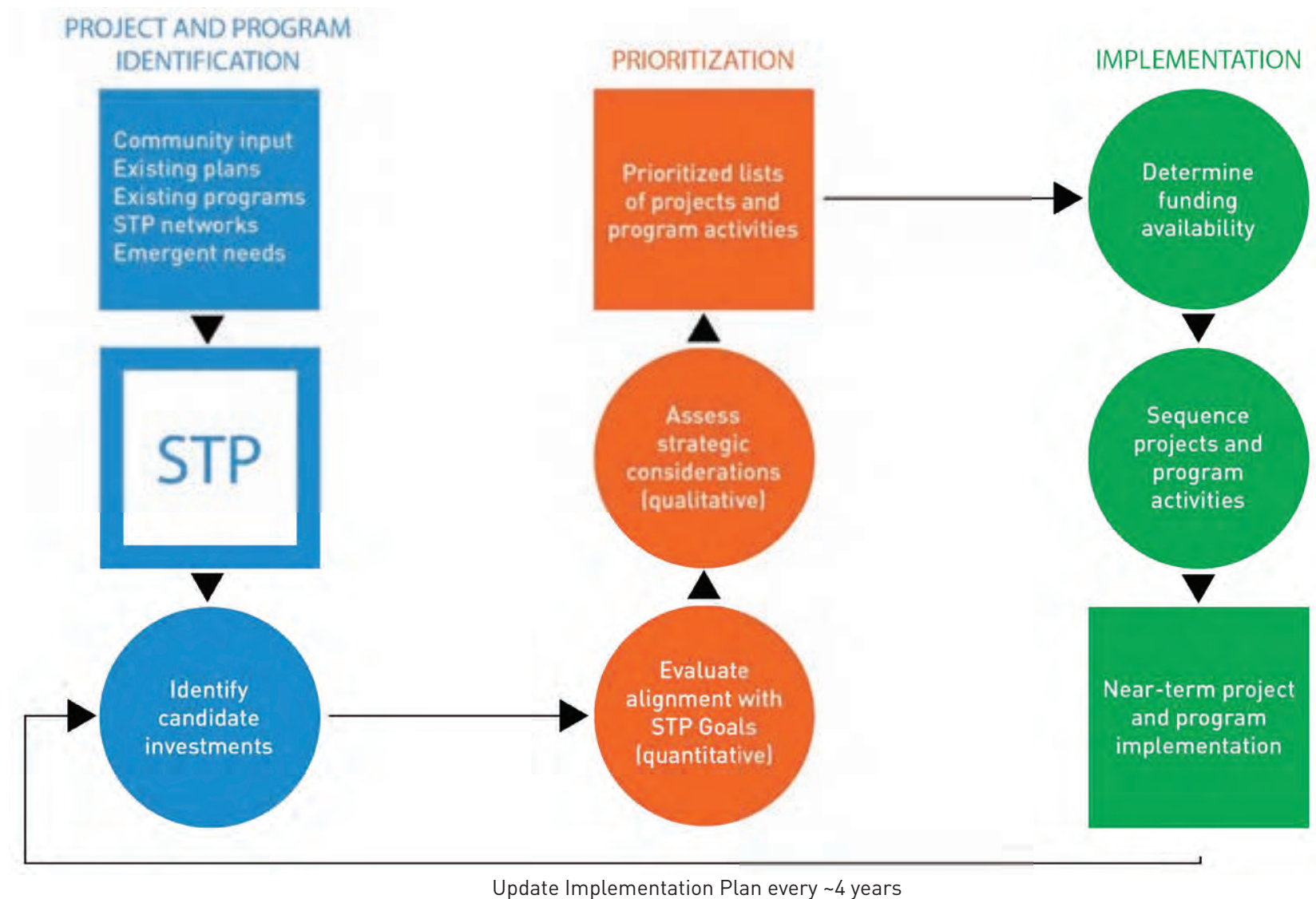
- **Program and project identification**—examples of programs and programmatic actions that will help to deliver on STP goals as well as a list of large stand-alone capital projects that advance STP goals and that will require significant funding and potential agency partnerships
- **Prioritization framework**—a method to identify project and program investments that best advance the STP vision, goals, and key moves
- **Funding opportunities**—an assessment of a variety of current and potential funding opportunities to inform how well they align with various projects and program needs
- **Delivery processes**—a discussion of how we can speed up our work and leverage partnerships to implement the STP
- **Future implementation plan development**—a commitment to co-create the first STP Implementation Plan in 2025, after our financial position is clearer, with regular updates to follow
- **Performance measures**—a framework to track our progress towards STP goals

As time goes on, we'll need to update the 20-year STP to reflect changing conditions and evolving needs. We will commit to updating the STP periodically in alignment with Comprehensive Plan updates, future funding measures and related requirements, and other updates to capital and transportation facilities plans required by the State of Washington. Our approach to updates will remain centered on community input in concert with our core values.



IMPLEMENTATION OVERVIEW

The STP identifies projects and programs to achieve our vision; how we prioritize them through a set of criteria; and how available funding dictates which of the prioritized projects and programs can be implemented in any given time period. The graphic below provides an overview of STP implementation steps.



PROGRAM + PROJECT IDENTIFICATION

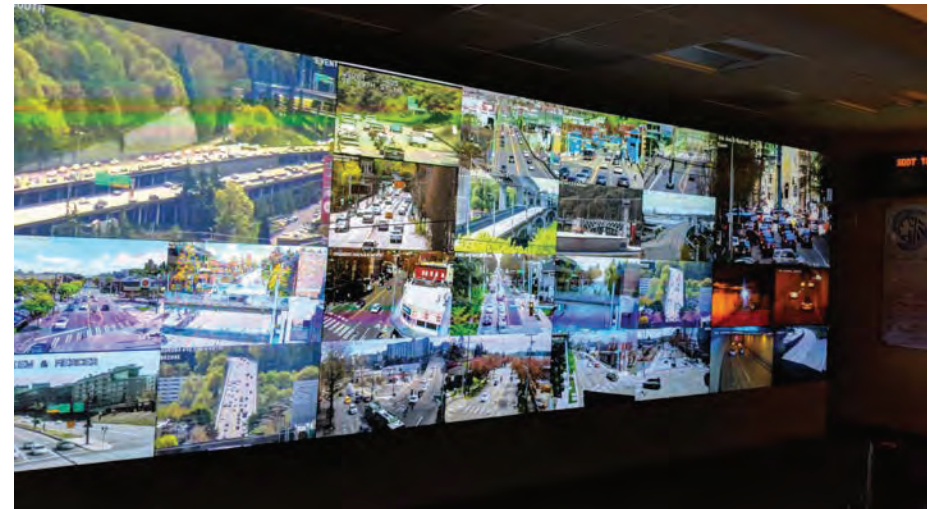
Implementing the STP starts with identifying the types of programs and projects that would best advance the STP’s vision and goals. A majority of the work SDOT does – from planning to designing to installing to maintaining to communicating – is delivered through a range of programs and activities. From permitting a change to the way a street is used to helping low-income populations access transit, SDOT provides a slate of services to Seattle’s residents, employees and visitors on a daily basis.

The STP’s functional elements, detailed in Part 2, identify programs and link them to the vision, goals, key moves, and actions that are outlined here in Part 1. Programs represent a majority of the day-to-day work that SDOT delivers and include items ranging from construction of new infrastructure to supportive programming that helps people use it. The functional elements identify future program activities for implementation based on emergent issues and STP goals, community input gathered during STP engagement efforts, and internal discussions with SDOT program managers. Program components include existing programs, expansion of existing programs to include new functions, and entirely new programs. As needs evolve over the life of this plan, programs too will evolve.

In addition to programs, the STP project list presents a companion to our core work in the form of large capital projects that would be transformative in nature and that would be delivered as discrete projects (i.e., not through a program). These projects are defined as large because they would likely cost approximately \$10 million or more. Many of these projects are multi-modal and would create “Complete Street” corridors that seek to meet the needs of all travelers across a series of streets within a corridor, rather than on a single street. Several projects would require extensive coordination with our City and regional partners, such as Seattle Public Utilities, Seattle City Light, WSDOT, Sound Transit, and King County Metro.

STP projects were identified through an evaluation of data inputs (e.g., corridors with high instances of vehicle speeding and on the High Injury Network); existing project lists (such as projects previously identified in neighborhood and small area studies and the Move Seattle Strategic Plan); community input heard during STP engagement activities; interviews with a wide variety of SDOT subject matter experts; road and paving conditions; leveraging other transportation investments (e.g., light rail expansion and future bus investments); and the updated modal networks presented in the element chapters in Part II of the STP.

Each project is briefly summarized later in this chapter, and in more detail in Appendix A on project-specific summary sheets, with information about scopes of work, conceptual cost estimates, and how the projects can help achieve STP goals.



WHAT WE DO AT SDOT



PROGRAMS TO DELIVER THE STP

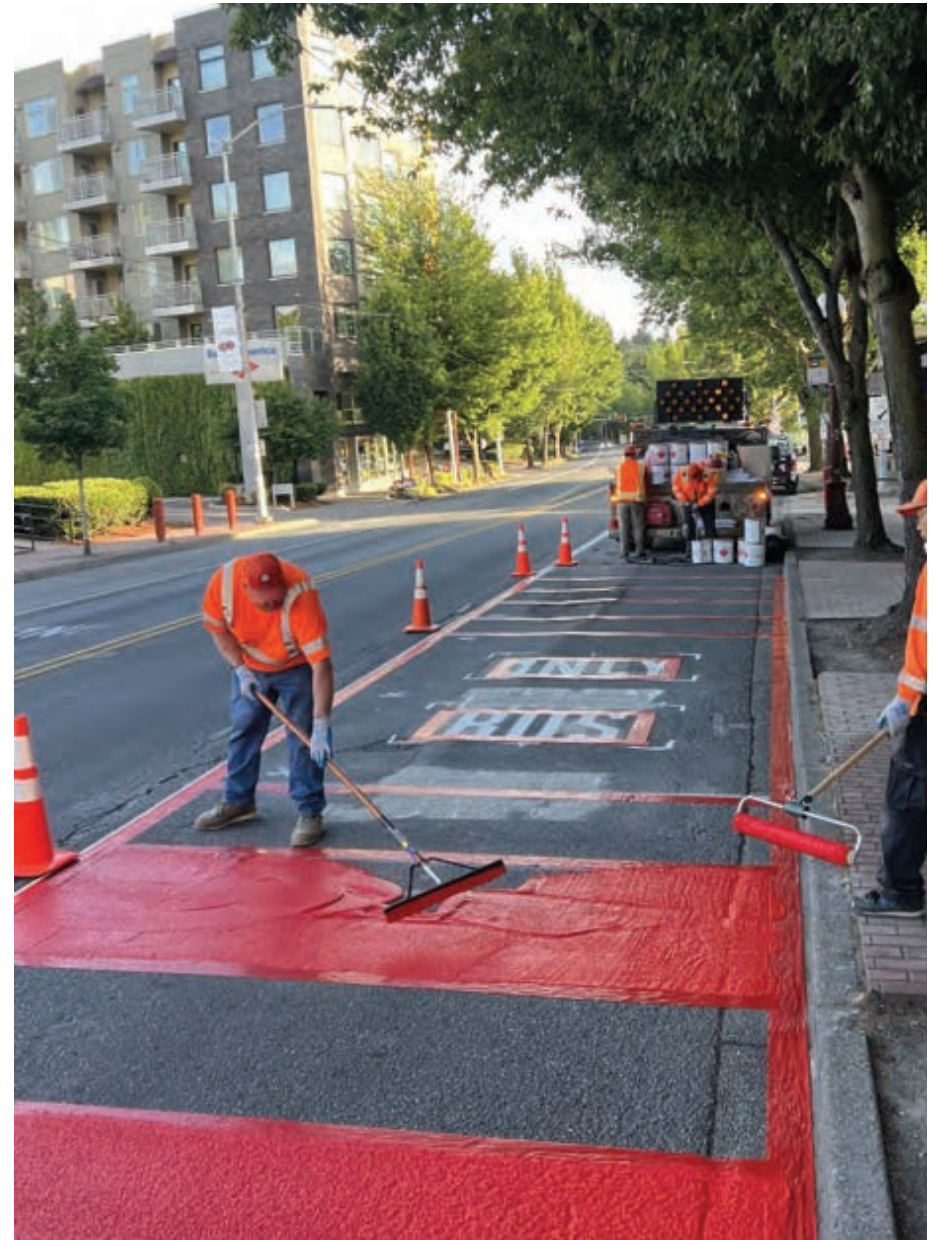
Beyond large-scale capital projects (\$10 million or more), there is a significant portfolio of smaller projects and ongoing activities that SDOT provides today, or could provide in the future, to meet the STP goals. These portfolios touch many aspects of Seattle's streets and public spaces, from signal maintenance to transit subsidy programs, from pothole repair to rapid-action bikeway installation. Programs represent a sizable portion of the day-to-day work that SDOT does to make it safe, comfortable, and convenient for people and goods to get around Seattle. Programs that deliver the STP vision will be a mix of existing, evolved, and new actions.

While one-time large capital projects typically have an extended life of 20 years or more, ongoing annual programs invest in spot improvements, other small capital projects, and a variety of activities to maintain infrastructure, improve safety, and encourage use of our transportation system. The level of program investments over the 20-year STP planning horizon will be contingent on available resources and funding, and will align with our values-based prioritization framework.

How we organize our program activities will be based on several factors:

- Type of program: capital programs, encouragement and education programs, services or subsidy programs, maintenance and operations programs
- Programs by STP value: re-framing our program activities to organize around our key moves and core values of safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization
- Programs by purpose: safe routes to school, transit spot improvements, freight efficiency improvements, and others

The degree to which we expand existing programs to include new activities or create new programs will depend upon our financial position. Beginning in 2025, we will periodically develop STP Implementation Plans that identify planned program activities and connect them back to the STP's key moves and implementing actions.



Safe Routes to School Program

Safe Routes to School is a successful existing SDOT program that will continue as we move forward to implement the STP. Under this program, we improve safety in areas around schools to encourage more kids to walk and bike. The program implements a range of strategies built around seven “E”s: equity, environment, education, empowerment, encouragement, engineering, and evaluation. Equity is infused into each of the other six categories as we continue our commitment to take a racial justice-driven approach to promote more active travel among students.

The program implements a range of physical improvements and support for kids to walk and bike, such as:

- New sidewalks and crosswalks
- Planting strips, stop signs, raised crosswalks, and other traffic calming solutions to slow vehicles to appropriate speeds
- New curb bulbs and other accessibility improvements, helping kids and adults alike
- Operational changes such as new signals and limitations on vehicle access, including through new School Street designations
- Amenities at and around schools such as bike racks and traffic gardens, which provide a playful, scaled-down environment where kids can learn biking skills and street safety
- Empowerment programming like “bike buses” and Walk to School Days



LARGE CAPITAL PROJECTS TO ADVANCE THE STP

The STP project list is expansive and aspirational. It includes a variety of transformational projects (each estimated to cost more than \$10 million) that could be pursued to implement the STP. Given available resourcing and funding, the list of projects implemented over the 20-year STP planning horizon will be shorter and will be narrowed down using our prioritization framework (see discussion in this chapter). Appendix A contains summary sheet descriptions for all projects on this list.

ID #	Project Name	Description	Modes Served
1	1st Ave N Comfortable Connections	Connect people biking to the Northgate Link light rail station, complementing the improvements made in 2021 to this area when the station opened	Pedestrian, bike
2	1st Ave S Multimodal Improvements	Improve a major freight and transit route, which also serves as an important connection for other modes	Pedestrian, transit, freight, car
3	3rd Ave Multimodal Improvements	Improve a critical link in Seattle's transit network	Pedestrian, transit
4	4th Ave S Multimodal Improvements	Improve safety for people walking and rolling, support reliable transit service, and improve freight mobility	Pedestrian, transit, freight, car
5	5th Ave Multimodal Improvements	Improve public spaces and make it easier and safer to walk, roll, and bike along parts of 5th Ave	Pedestrian, bike, car
6	8th Ave S Multimodal Improvements	Make walking and rolling, as well as freight movement, safer and more reliable	Pedestrian, bike, freight, car
7	12th Ave Multimodal Improvements	Improve the connection between Little Saigon, First Hill and Capitol Hill for people walking, rolling, biking, taking transit and for freight vehicles	Pedestrian, bike, freight, car
8	14th Ave NW Multimodal Improvements	Connect people using the Ballard Link light rail station to the Burke Gilman Trail, nearby neighborhood greenways and protected bike lanes, and schools, and make streets and public spaces around NW Market St safer and more enjoyable for people walking, rolling, biking, and visiting local businesses	Pedestrian, bike, car
9	15th Ave NE Multimodal Improvements	Connect people walking, rolling, and biking between Shoreline and NE 125th St and improve access to the new Link light rail stations on NE 130th St and NE 148th St	Pedestrian, bike, transit, freight, car
10	15th Ave W & Elliott Ave W Multimodal Improvements	Hand in hand with the opening of the Ballard Link light rail station, improve connections to local businesses and neighborhoods for people walking, rolling, and taking transit, and improve reliability for freight vehicles	Pedestrian, transit, freight, car
11	16th Ave SW Multimodal Improvements	Improve safety for people walking, rolling, biking, and taking transit to and from South Seattle College	Pedestrian, bike, transit, car
12	23rd Ave Multimodal Improvements	Build on work funded by the Levy to Move Seattle on 23rd Ave to improve safety and predictability for people traveling along this busy street	Pedestrian, transit, freight, car
13	35th Ave SW Multimodal Improvements	Improve a major street that connects many West Seattle neighborhoods	Pedestrian, bike, transit, car
14	NE 47th St Pedestrian and Bicycle Bridge	New bridge to connect people walking, rolling, and biking between the University District and Wallingford, linking people to nearby neighborhood greenways and providing a safe alternative to traveling across I-5 that avoids vehicle traffic	Pedestrian, bike

ID #	Project Name	Description	Modes Served
15	N 50th St/Green Lake Way N/Stone Way Intersection Redesign	Improve this five-way busy intersection in North Seattle with more protection for people walking, biking, and rolling; a roundabout or turn restrictions for smoother movement through the intersection; and supports to streamline freight travel	Pedestrian, bike, freight, car
16	N 85th St + NE 65th St Transit+	Along a future RapidRide corridor, make improvements to street design and pedestrian infrastructure to better serve people walking, rolling, and taking transit	Pedestrian, bike, transit, freight, car
17	N 130th St Multimodal Improvements	Improve connections for people walking, rolling, biking, and taking transit on N 130th St and in surrounding neighborhoods	Pedestrian, bike, transit, freight, car
18	NE 145th St Comfortable Connections	Make it easier and safer for people to access reliable transit at nearby Link light rail stations and bus stops	Pedestrian, car
19	SW Admiral Way Transit+	Capitalize on the opening of the West Seattle - Ballard Link Extension project, which will result in redirecting the RapidRide H Line to Admiral and Alki neighborhoods and provide more reliable transit access to these areas	Pedestrian, bike, transit, freight, car
20	Airport Way S Multimodal Improvements	Improve the experience of people walking and rolling along Airport Way S and better support transit and freight travel	Pedestrian, transit, freight, car
21	SW Alaska St Link light rail station Multimodal Improvements	Improve access to the future Link light rail station in West Seattle's Alaska Junction	Pedestrian, bike, freight, car
22	Alki Trail Comfortable Connections	Improve Alki Trail, one of Seattle's most popular multiuse trails	Pedestrian, bike
23	Aurora Ave N Multimodal Improvements	In collaboration with WSDOT and King County Metro, improve safety and transit access on Aurora Ave N from the SR 99 Tunnel to NE 145th St	Pedestrian, transit, freight, car
24	Mt. Baker Station Multimodal Improvements	Better support people walking, rolling, and taking transit in and around the Mt. Baker neighborhood, improving access to the Link light rail station, bus transfer center, Franklin High School, and more	Pedestrian, bike, transit, car
25	Ballard Bridge	Major investment in Ballard Bridge to extend the life of the existing bridge or replace the bridge	Pedestrian, bike, transit, freight, car
26	Ballard to Northgate Multimodal Improvements	Reimagine the route for people walking, rolling, biking, and taking transit from Ballard to Northgate and improve access to the new Ballard Link light rail station	Pedestrian, transit, freight, car
27	Ballard to U District RapidRide Coordination	Support King County Metro's upgrade of Route 44 to RapidRide, which will connect Ballard, Wallingford, and the U District	Pedestrian, transit, freight, car
28	Boren Ave Multimodal Improvements	Reimagines Boren Ave as a safer, more reliable, and more pleasant connection through First Hill and the Denny Triangle	Pedestrian, transit, freight, car
29	Burke Gilman Trail Comfortable Connections	Upgrade the Burke Gilman Trail to more comfortably and safely connect people walking, rolling, and biking on one of the region's most popular trails with destinations along their route	Pedestrian, bike
30	Burke Gilman Trail Missing Link	Multi-use trail connecting the two existing sections of the Burke-Gilman Trail in Ballard	Pedestrian, bike
31	California Ave SW Multimodal Improvements	Improve mobility and safety on California Ave SW, connecting West Seattle neighborhoods from north to south	Pedestrian, bike, transit, car
32	Center City Connector	Join the South Lake Union and First Hill Streetcar lines to create a seamless connection with 5 miles and 23 stations of streetcar service to access hundreds of destinations, including Pike Place Market, Colman Dock, and First Hill, along with four direct connections to Link light rail	Pedestrian, transit, car

ID #	Project Name	Description	Modes Served
33	Chief Sealth Trail Comfortable Connections	Improve sections of the Chief Sealth Trail to more comfortably and safely connect people walking, rolling, and biking in South Seattle	Pedestrian, bike
34	Chinatown-International District Station Multimodal Improvements	Streamline connections and make walking, rolling, and biking near the Chinatown-International District Link light rail station safer and more accessible	Pedestrian, bike, transit, car
35	Denny Way Multimodal Improvements	Improve Denny Way for people walking, rolling, and taking transit	Pedestrian, transit, freight, car
36	Dravus St Multimodal Improvements	Improve W Dravus St, connecting people walking, rolling, biking, taking transit, and making deliveries along a major east-west street	Pedestrian, bike, transit, freight, car
37	East Marginal Way Multimodal Improvements	In collaboration with WSDOT, improve East Marginal Way, which serves as a major freight corridor and connection for people between the West Seattle Bridge Trail, downtown, and the SODO neighborhood	Pedestrian, transit, freight, car
38	Eastlake to Rainier Beach Transit+	In partnership with King County Metro, support the new RapidRide connection from Eastlake to Rainier Beach with improvements on Beacon Ave S, Broadway, and 10th Ave E	Pedestrian, bike, transit, car
39	Elliott Bay Promenade and Seawall	Extend the waterfront promenade and reconstruct the seawall north along the Elliot Bay waterfront from Virginia to Broad St	Pedestrian, freight, car
40	Elliott Bay Trail Comfortable Connections	Build a new trail for people walking, rolling, and biking from the existing Elliot Bay Trail to the future Interbay Link light rail station	Pedestrian, bike
41	Fauntleroy Way SW Multimodal Improvements	Complement new connections in West Seattle, specifically improving the route for people walking, rolling, biking, and taking transit between Morgan Junction, Lincoln Park, and the Fauntleroy Ferry Terminal in West Seattle	Pedestrian, bike, transit, freight, car
42	Fauntleroy Way SW Boulevard Multimodal Improvements	Improves a busy street that welcomes people into West Seattle from the West Seattle Bridge and will connect people to the new Link light rail station on SW Avalon Way, fulfilling a commitment made as part of the Levy to Move Seattle	Pedestrian, bike, transit, freight, car
43	W Garfield St Comfortable Connections	Build a new staircase and/or improved trail connection along W Garfield St/Queen Anne Greenway connecting the Queen Anne neighborhood to the future Smith Cove Link light rail station	Pedestrian, bike
44	Georgetown to Beacon Hill Comfortable Connections	Better connect people from Beacon Hill to Georgetown, linking neighborhoods across I-5 with a bicycle route for people of all ages and abilities along either S Lucille St or S Albro Pl	Pedestrian, bike, transit, car
45	S Graham St Transit+	Improve access for people walking, rolling, biking, and taking transit to and from the future Graham St Link light rail station	Pedestrian, bike, transit, car
46	Greenwood & Phinney Transit+	In partnership with King County Metro, upgrade this transit-rich corridor to improve bus reliability and accessibility	Pedestrian, bike, transit, freight, car
47	Harbor Island Freight and Pedestrian Improvements	Streamline freight movement on Harbor Island while making improvements for people walking and rolling	Pedestrian, freight, car
48	Harrison St and Mercer St Transit Improvements	Improve transit in the busy South Lake Union neighborhood, making buses more reliable and accessible and serving the future South Lake Union Link light rail station	Pedestrian, transit, freight, car

ID #	Project Name	Description	Modes Served
49	Highland Park Way Comfortable Connections	Improves the connection for people walking, rolling, and biking between Delridge, Highland Park, and the Duwamish Regional Trail by widening the sidewalk on Highland Park Way so it serves as a multi-use trail with improved stormwater drainage	Pedestrian, bike
50	Holgate St Bridge	Build a new bridge on Holgate St that allows people to travel across all modes over train tracks, eliminating hours of vehicle idling and carbon emissions, and improving safety	Pedestrian, bike, freight, car
51	Interbay Station and South Ship Canal Comfortable Connections	Create a new route for people walking, rolling, and biking to connect to important destinations like the Interbay station, Seattle Pacific University, and Fisherman's Terminal	Pedestrian, bike
52	Jackson St Multimodal Improvements (Rainier Ave S to 31st Ave S)	Improve the connection between downtown and the Central District for people walking, rolling, and taking transit	Pedestrian, transit, freight, car
53	S Jackson St Transit+ (1st Ave S to Rainier Ave S)	In partnership with King County Metro, make transit more reliable and accessible on S Jackson St	Pedestrian, transit, car
54	James St Multimodal Improvements	Make it easier and safer for people to walk, roll, and access transit on James St	Pedestrian, transit, car
55	Lake City Way Multimodal Improvements	In collaboration with WSDOT and King County Metro, modernize Lake City Way to safely connect people and goods to surrounding neighborhoods and to reliable transit on this future RapidRide corridor	Pedestrian, transit, freight, car
56	Lake City Way to Northgate Transit + Multimodal Improvements	In collaboration with WSDOT, improve the connection between two busy neighborhoods for people walking, rolling, biking, and taking transit	Pedestrian, transit, freight, car
57	Lake Washington Blvd	Improve safety and comfort for all modes along one of Seattle's signature Olmsted Boulevards	Pedestrian, bike, car
58	Leary Way NW Multimodal Improvements	Better support freight and transit mobility, as well as create a safe biking route along Market St, Leary Way, and 17th Ave NW	Pedestrian, bike, transit, freight, car
59	S Lucile St Multimodal Improvements	Repave S Lucile St and redesign the street to better support freight movement, and implement Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable	Pedestrian, freight, car
60	NW Market St Multimodal Improvements	Create a comfortable and safe connection between the Ballard Link light rail station and businesses, restaurants, and destinations in the heart of Ballard	Pedestrian, transit, freight, car
61	Martin Luther King Jr. Way Multimodal Improvements (E Madison St to S McLellan St)	Safety connect people walking, rolling, biking, and taking transit through the heart of the Central District	Pedestrian, bike, transit, freight, car
62	Martin Luther King Jr. Way Multimodal Improvements (Rainier Ave S to city limits)	Improve travel for people walking, rolling, biking, and taking transit, as well as support reliable freight travel to ensure goods are delivered	Pedestrian, bike, transit, freight, car
63	Northlake Retaining Wall	Repair the retaining wall on N Northlake Way along Lake Union, and will make it more resilient in the event of an earthquake	Pedestrian, freight, car
64	SW Orchard St and Dumar Way SW Comfortable Connections	Improve the connection for people walking, rolling, and biking between Delridge and Highland Park, and the Duwamish Regional Trail by constructing a multi-use trail and improving stormwater drainage	Pedestrian, bike
65	Pike Place Event Street	Prioritize people walking and rolling around Pike Place while enabling efficient and reliable delivery of goods and access to Pike Place Market	Pedestrian

ID #	Project Name	Description	Modes Served
66	Pike-Pine Multimodal Improvements	Extend previous improvements in this area to the east, better supporting access for people walking, rolling, and biking to destinations like shops, restaurants, and cultural centers in the area, and complete the connection between two community hubs: Capitol Hill and Pike Place Market	Pedestrian, bike, transit, car
67	Rainier Ave S Multimodal Improvements	In partnership with Sound Transit and King County Metro, transform Rainier Ave S to connect people walking, rolling, biking, and taking transit, while supporting goods delivery, between South Seattle, the Judkins Park Link light rail station, and Downtown	Pedestrian, bike, transit, car
68	Rainier Valley RapidRide Coordination	Support King County Metro's upgrade of Route 7 to RapidRide, to connect Downtown through the Chinatown-International District to the Rainier Valley	Pedestrian, transit, freight, car
69	SW Roxbury St Comfortable Connections	Improve travel on SW Roxbury St for people walking, rolling, and taking transit	Pedestrian, bike, transit, freight, car
70	Sand Point Way NE Multimodal Improvements	In partnership with WSDOT, improve Sand Point Way NE, a key connection between the University of Washington Link light rail station and Magnuson Park	Pedestrian, bike, transit, freight, car
71	Ship Canal Pedestrian-Bicycle Crossing Study	Take the first step in building a connection for people walking, rolling, and biking across the Ship Canal, connecting trail systems from the South Ship Canal Trail to the Burke Gilman Trail and beyond	Pedestrian, bike
72	South Lake Union People Streets and Public Spaces	Improve walking, rolling, biking, and enjoying public space on Terry Ave, Thomas St, and Harrison St in South Lake Union, with improved connections to the Seattle Streetcar, the Seattle Center, and the Denny and South Lake Union Link light rail stations	Pedestrian, bike, car
73	South Park Comfortable Connections	Make important and safe walking, rolling, and biking connections within South Park, and to nearby neighborhoods	Pedestrian, bike, transit, freight, car
74	Southwest to Southeast Seattle Transit+	Improve the transit and freight connection between and within Southwest and Southeast Seattle	Pedestrian, bike, transit, freight, car
75	S Spokane St Multimodal Improvements	Complete a key biking connection between E Marginal Way, the Duwamish Trail, and the SODO Trail, and make improvements for freight travel and pedestrian safety	Pedestrian, bike, freight, car
76	Sylvan Way SW Comfortable Connections	Improve the connection for people walking, rolling, and biking between Delridge and Highland Park by constructing a multi-use trail and improving stormwater drainage, with improvements to better support transit and freight movement	Pedestrian, bike, car
77	U District/Lake City NE Multimodal Improvements	In collaboration with WSDOT and King County Metro, improve transit accessibility and reliability from Lake City Way to the University of Washington Link light rail station	Pedestrian, transit, car
78	University Bridge Comfortable Connections	Better connect people biking from Eastlake to Capitol Hill and the U District with a bicycle route for all ages and abilities between the University Bridge and Harvard Ave E	Bike
79	Virginia St & Stewart St Multimodal Improvements	Prioritize safe access to reliable transit for people traveling on Virginia and Stewart St	Pedestrian, bike, transit, car
80	West Seattle to Rainier Valley Transit+	Improve transit access and reliability from West Seattle to the Rainier Valley	Pedestrian, bike, transit, car
81	E Yesler Way Multimodal Improvements	Improve connections on E Yesler Way for people traveling across modes	Pedestrian, bike, transit, car

Project Types

The STP recommended project list includes five types of large capital projects to upgrade arterial streets and major connections.

- **Comfortable Connections:** These projects involve improving connections to make walking, rolling, and biking more comfortable. They may include widening trails or sidewalks and adding or improving infrastructure like lighting or curb ramps. A few of these projects include extending connections by adding new infrastructure for people walking, rolling, and biking to improve an important connection. Many of these projects would include an investment in stormwater infrastructure.
- **Multimodal Improvements:** These corridor improvements would rebuild the entire right-of-way to better serve the planned modal networks. This may involve upgrading streets to better withstand the weight of trucks and buses, adding bike and e-mobility lanes, and/or constructing sidewalks.
- **New Connections:** These projects include studies and potential connections that currently do not exist and would be a new connector in the network.
- **Transit+:** These projects support upcoming transit improvements. They may include bus lanes, or other strategies to improve transit reliability. The projects may include transit stop amenities and pedestrian upgrades.
- **Other:** These are projects that either need to be further defined or are identified for specific upgrades that do not fit neatly into the other categories.

POTENTIAL CAPITAL PROJECTS

Appendix A contains detailed, full-page descriptions



STP PROJECTS IN MOTION

While many of the STP's proposed projects are new, several are already in motion! SDOT and our partners are designing and delivering transformative improvements as we work to realize the vision of safe, equitable, and climate-friendly streets.

Rainier Ave S Multimodal Improvements and RapidRide Transit Service

The transformational Rainier Ave S project has delivered major multimodal investment between South Seattle, the future Judkins Park light rail station, and Seattle's Center City—and more changes are on the way. The corridor serves Metro Route 7, which is one of Seattle's busiest bus routes. In Fall 2023, significant improvements included:

- A bus-only lane was added on the southbound side of Rainier Ave S between S Bayview St and S Forest St to improve transit travel time and reliability
- Several intersections received new curb ramps, repaired sidewalks and driveways, new crosswalks, and bicycle and pedestrian improvements

These investments greatly improved conditions on Rainier Ave S, and the STP reflects plans to further transform this signature corridor in South Seattle. Notably, Route 7 will be upgraded to become Metro's RapidRide R line.



The STP project for Rainier Ave S could include:

- Freight and transit capital and operational enhancements
- Frequent transit service (as part of RapidRide partnership with King County Metro)
- Numerous new enhanced crossings
- A bikeway for all ages and abilities on Rainier Ave S or as part of a complete corridor on complementary routes
- Paving improvements that provide maintenance and modernization of this key corridor



E Marginal Way Corridor Improvements

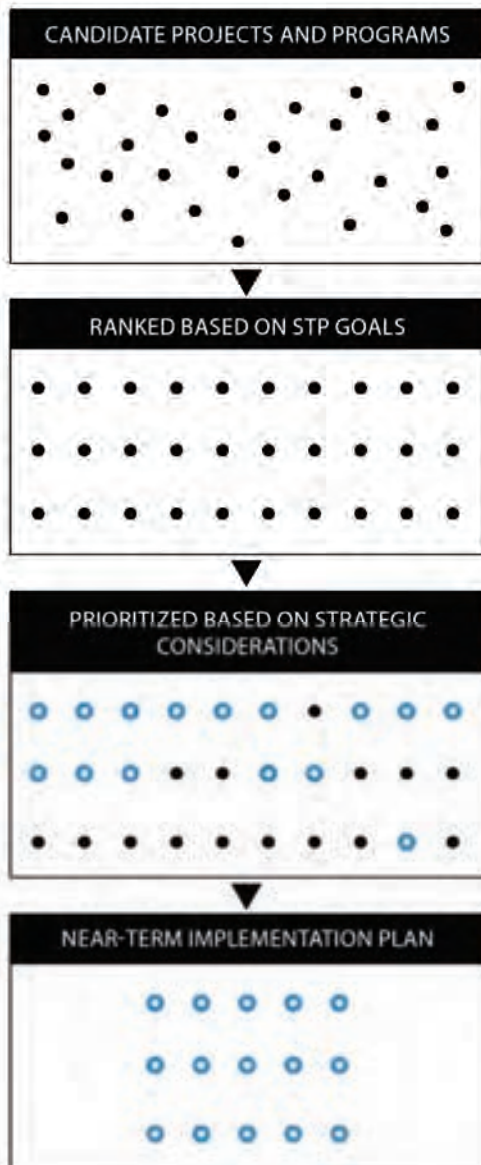
E Marginal Way is a major freight route that provides access to the Port of Seattle terminals, rail yards, industrial businesses, and the Duwamish Manufacturing and Industrial Center (MIC). It is a vital route for freight and a critical last-mile connector to many of these destinations. It also functions as a key north-south corridor for personal mobility for people walking, biking, driving, and accessing transit. In 2023, we finalized designs for improvements in the north section of the corridor, from S Atlantic St to S Spokane St. The STP project list envisions further improvements to E Marginal Way, stretching south from S Spokane St as far as the intersection with 1st Ave S.

Improvements to E Marginal Way are partially funded, and the STP envisions additional investments that could include:

- Redesign the street to better support freight vehicles, including potential freight-only lanes
- Repair and widen sidewalks
- Improve bus stops and crossings
- Implement intelligent transportation system (ITS) improvements to make travel along this busy street more efficient, safe, and predictable

These improvements to E Marginal Way will enhance conditions for everyone, including people driving trucks, walking, biking, and accessing transit. It recognizes the need to efficiently move goods to vital access points. Additionally, improved conditions will allow for safer and more comfortable non-driving trips in the context of a key freight corridor.





Drawn From:

- STP Networks
- Community input
- Other plans and programs
- Vision Zero
- Sound Transit 3
- Climate Change Response Framework
- Transportation Equity Framework

Quantitative Assessment of:

- Safety
- Equity
- Sustainability
- Mobility & Economic Vitality
- Livability
- Maintenance & Modernization

Qualitative Assessment of:

- Legal requirements
- Grant fitness
- Leveraging opportunities
- Existing commitments
- Community support
- Timing of related or partner investments
- Emergent needs

Aligned with Available Funding:

- Prioritized set of projects
- Prioritized set of program activities
- Updated every ~4 years

PRIORITIZATION FRAMEWORK

Full implementation of all STP-identified projects and programs across the city will require more funding than is currently available. Consequently, project completion will take many years, extending beyond the STP's 20-year horizon. A prioritization framework is needed to narrow the focus of city investments to a realistic set of projects and programs that are most impactful.

A prioritization framework outlines a method to evaluate transportation projects and programs for their potential to achieve the STP vision. This important plan component relies on a combination of quantitative and qualitative data to assess how well potential investments advance plan goals.

During public engagement to develop this plan, we received community input on how much emphasis should be placed on different goals and criteria when evaluating potential project and program investments. Of the 6 goals, 72% of respondents said safety was "more important" to emphasize for prioritization. Over the 20-year life of the plan, it is likely that decisions on how to weight goals will change based on current contexts and emergent issues at the time of prioritization.

Many goals can be addressed concurrently; for example, a project to maintain and modernize an aging bridge can be an opportunity to re-allocate street space to improve safety outcomes and promote climate-friendly travel options. These complex considerations are central to prioritization, and through regular implementation evaluation and planning updates, we can focus investment on appropriate sets of prioritized projects and programs.



Supporting Economic Vitality

There are many ways that an investment prioritization framework anchored to STP goals works to support economic vitality. Each goal uniquely contributes to economic activities that keep our city's goods and services moving and available, enable employees to access jobs, and contribute to healthy environments.

- We will evaluate the condition of our assets and make maintenance and modernization investments that improve their health for the long-run.
- The way we prioritize our asset maintenance and preservation will center equity and improve safety, while allowing important local, regional, state, national, and international commerce to continue to function efficiently.
- As we prioritize sustainability, we will consider ways we can partner with private industry to decarbonize the freight sector and advance towards a carbon-free transportation system.
- A livable city is one where goods and services are available and convenient, so our goal of livability will be tethered to strategies that allow neighborhood economies to thrive.
- Finally, projects and programs that center mobility will be focused on not just moving people, but on moving goods and services and providing access to jobs. In this way, the concept of economic vitality is centered as a core pillar of the STP and keeping Seattle moving.

Transportation supports a thriving economy and quality of life through goods delivery, and access to jobs and recreation and the plan should include strategies and key moves to achieve economic prosperity.”

Comment letter

INITIAL PROJECT PRIORITIZATION

Based on an initial application of the prioritization framework, we grouped the large capital projects into 3 tiers. These tiered lists presented below reflect how well projects advance the STP goals, as well as how they are positioned to address qualitative considerations. The latter assesses things such as timing to align with forthcoming major regional transit investment, leveraging of related projects (to save time or money), available funding opportunities, and a range of community input. The tiering analysis reflects conditions at the time of STP publication and, moving forward, we will periodically reprioritize projects. It is likely that some projects in lower tiers may be advanced as circumstances change and new needs or opportunities emerge. Funding availability will help determine how many projects can be implemented over the life of the STP.

Highest Tier

ID #	Project Name
2	1st Ave S Multimodal Improvements
3	3rd Ave Multimodal Improvements
4	4th Ave S Multimodal Improvements
9	15th Ave NE Multimodal Improvements
12	23rd Ave Multimodal Improvements
13	35th Ave SW Multimodal Improvements
17	N 130th St Multimodal Improvements
18	NE 145th St Comfortable Connections
20	Airport Way S Multimodal Improvements
23	Aurora Ave N Multimodal Improvements
25	Ballard Bridge
30	Burke Gilman Trail Missing Link
34	Chinatown-International District Station Multimodal Improvements
38	Eastlake to Rainier Beach Transit + Multimodal Improvements
42	Fauntleroy Way SW Boulevard Multimodal Improvements
52	Jackson St Multimodal Improvements (Rainier Ave S to 31st Ave S)
53	S Jackson St Transit + Multimodal Improvements (1st Ave S to Rainier Ave S)
61	Martin Luther King Jr. Way Multimodal Improvements (E Madison St to S McLellan St)
67	Rainier Ave S Multimodal Improvements
68	Rainier Valley RapidRide Coordination

Middle Tier

ID #	Project Name
10	15th Ave W & Elliott Ave W Multimodal Improvements
21	SW Alaska St Link light rail station Multimodal Improvements
28	Boren Ave Multimodal Improvements
31	California Ave SW Multimodal Improvements
32	Center City Connector
35	Denny Way Multimodal Improvements
37	East Marginal Way Multimodal Improvements
39	Elliott Bay Promenade and Seawall
41	Fauntleroy Way SW Multimodal Improvements
45	S Graham St Transit + Multimodal Improvements
46	Greenwood & Phinney Transit + Multimodal Improvements
47	Harbor Island Freight and Pedestrian Improvements
48	Harrison St and Mercer St Transit Improvements
54	James St Multimodal Improvements
58	Leary Way NW Multimodal Improvements
60	NW Market St Multimodal Improvements
62	Martin Luther King Jr. Way Multimodal Improvements (Rainier Ave S to city limits)
65	Pike Place Event Street
73	South Park Comfortable Connections
74	Southwest to Southeast Seattle Transit + Multimodal Improvements
81	E Yesler Way Multimodal Improvements

Lowest Tier

ID #	Project Name
1	1st Ave N Comfortable Connections
5	5th Ave Multimodal Improvements
6	8th Ave S Multimodal Improvements
7	12th Ave Multimodal Improvements
8	14th Ave NW Multimodal Improvements
11	16th Ave SW Multimodal Improvements
14	NE 47th St Pedestrian and Bicycle Bridge
15	N 50th St/Green Lake Way N/Stone Way Intersection Redesign
16	N 85th St + NE 65th St Transit + Multimodal Improvements
19	SW Admiral Way Transit + Multimodal Improvements
22	Alki Trail Comfortable Connections
24	Mt. Baker Station Multimodal Improvements
26	Ballard to Northgate Multimodal Improvements
27	Ballard to U District RapidRide Coordination
29	Burke Gilman Trail Comfortable Connections
33	Chief Sealth Trail Comfortable Connections
36	Dravus St Multimodal Improvements
40	Elliott Bay Trail Comfortable Connections
43	W Garfield St Comfortable Connections
44	Georgetown to Beacon Hill Comfortable Connections
49	Highland Park Way Comfortable Connections
50	Holgate St Bridge
51	Interbay Station and South Ship Canal Comfortable Connections
55	Lake City Way Multimodal Improvements
56	Lake City Way to Northgate Transit + Multimodal Improvements
57	Lake Washington Blvd
59	S Lucile St Multimodal Improvements
63	Northlake Retaining Wall
64	SW Orchard St and Dumar Way SW Comfortable Connections
66	Pike-Pine Multimodal Improvements

ID #	Project Name
69	SW Roxbury St Comfortable Connections
70	Sand Point Way NE Multimodal Improvements
71	Ship Canal Pedestrian-Bicycle Crossing Study
72	South Lake Union People Streets and Public Spaces
75	S Spokane St Multimodal Improvements
76	Sylvan Way SW Comfortable Connections
77	U District/Lake City NE Multimodal Improvements
78	University Bridge Comfortable Connections
79	Virginia St & Stewart St Multimodal Improvements
80	West Seattle to Rainier Valley Transit + Multimodal Improvements



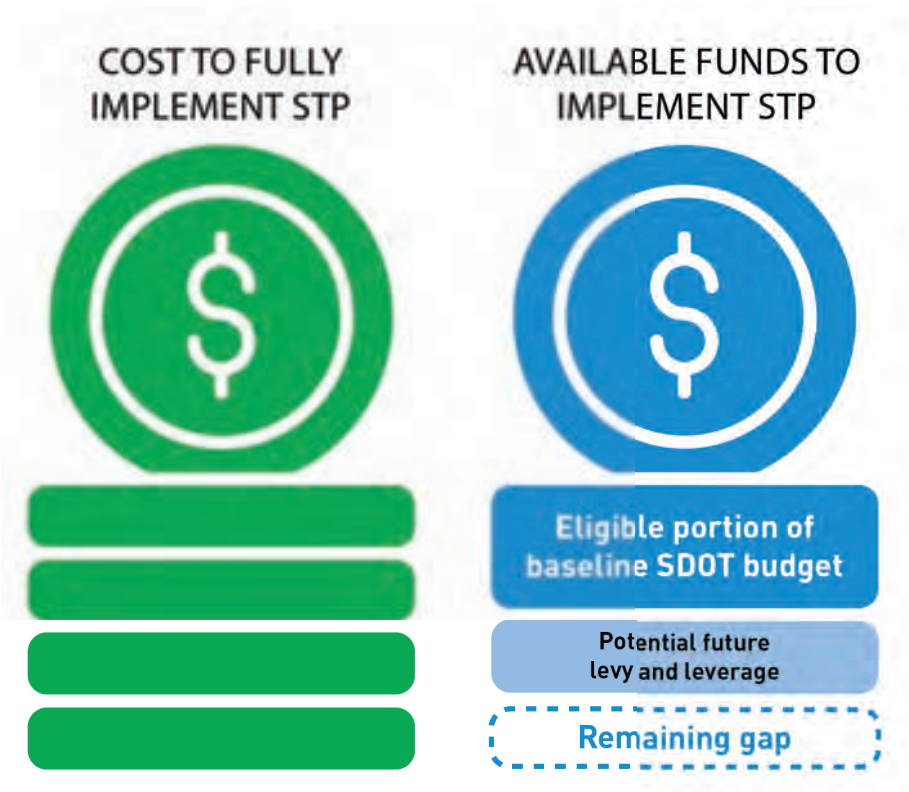
FUNDING OPPORTUNITIES

FUNDING CONSIDERATIONS

Achieving our community’s vision by delivering priority projects and programs depends on available funding. We rely on many funding sources to pay for operating, maintaining, replacing, expanding, and modernizing our transportation system. These funding sources have varying degrees of restrictions on how they can be used. While a few funding sources are flexible, most have at least a few restrictions or are highly restricted. It is important to note that the restricted nature of the funding reflects the legislature or voter-intent for those funds.

For example, the City has historically levied a 0.15 percent sales tax within Seattle boundaries to support access to and use of transit. This is a voter-approved measure, and SDOT works diligently to ensure that the funding source is only spent on the legally allowable purposes as was the intent of the voters. Additionally, some fees or taxes must be spent in the same parts of the city where they were collected (e.g., Landscape Conservation and Local Infrastructure Program proceeds). And, if we are awarded a grant from the state or federal government or some other contribution from a partner agency, those funds are typically tied to a very specific project or site.

SDOT will continue to use this tapestry of funding sources to support the projects and programs that our community values the most and align our investments with the STP vision. The following sections describe in greater detail funding opportunities that we see, constraints we are mindful of, and why leveraging partnerships for success is so important to deliver the STP’s vision.



FUNDING SOURCES

The STP is a 20-year plan, making it difficult to identify all potential future implementation funding sources across this time horizon. However, the City already uses many known funding sources, and there is a universe of currently known additional sources (or entirely new sources) that could supplement the currently available funding.

The most significant city funding sources that currently support transportation include:

- Property tax levies
- Sales tax revenues
- Commercial parking tax revenues
- Automated traffic enforcement camera revenues
- Transportation network company tax revenues
- Federal and State grants
- Partnerships with key stakeholders like Sound Transit, King County, and the Port of Seattle
- City General Fund
- Bond proceeds
- Real estate excise taxes
- Motor vehicle excise taxes
- Vehicle license fees
- Street use and occupation, permit review, and other developer fees

Of note, Seattle voters approved the Levy to Move Seattle in 2015, providing \$930M over 9 years. We delivered many signature capital projects and numerous programs, such as the Lander Street Overpass and the Transit Spot Improvement program. This funding source allowed us to leverage more than \$500 million from grants and other agency partnerships, further stretching our dollars.

In addition to these existing sources, there are additional transportation funding options the City could consider pursuing or supporting at the State level. For example, the State collects tolls on various bridges, and they also charge people driving alone who want to use high-occupancy vehicle (HOV) lanes on freeways. With the ongoing loss of gas tax revenues due to adoption of electric vehicles, the State Legislature is considering a road user charge based on vehicle miles traveled as a replacement fund source. We will coordinate with regional partners through the Puget Sound Regional Council (PSRC) on this and other potential mobility management and funding solutions. It is important to note that any new funding sources will require time to develop and implement and will likely not be available in the short term to support our work.

Given the reality of funding restrictions and availability, as discussed above, we are building an iterative and multi-faceted transportation funding plan to enable us to adapt to changing financial conditions. Over the 20-year life of the STP, the availability of funding will determine how quickly we can deliver on its vision through projects and programs.

LEVERAGING PARTNERSHIPS FOR SUCCESS

In addition to funding sources being restricted to varying degrees, SDOT and the City have varying degrees of control over the funding sources. For example, City property tax levies are approved by Seattle voters, while some portion of the sales tax can be imposed by City ordinance. Further, there are other funding sources that are allocated. For example, the State Motor Vehicle Fuel Tax (aka the Gas Tax) is allocated by the State based on population.

In order to fill gaps in our funding and to leverage the funding that we have, we proactively pursue grants and partnerships on an ongoing basis. While these sources can be highly unpredictable, they can be powerful ways to increase investment in our community.

Implementing the STP will take all of us. Seattle and the region are home to civic innovators, philanthropic organizations, private industry and employers, institutions, community organizations, and government partners. Collectively, they bring the financial capital, mobility and technology solutions, and influence needed to enable Seattle to flourish and grow by fostering collaboration and creating synergy. We will work with and help to organize partners and align interests so we can grow our limited dollars as we invest in our streets and public spaces.



Examples of Effective Partnerships

In many cases, our local funds make grants or partnerships possible. Funds that we can control (like levy funds) often unlock the funds that we can't directly control (like grants). Below are examples of past, current, and potential future investments leveraged by strong partnerships.

- **Climate Pledge Arena development:** we partnered with arena developers on a package of street improvements that make it easier to walk, bike, and take transit to the site while mitigating the impacts of event-day congestion
- **FIFA World Cup event planning:** we are partnering with the private sector, civic organizations, and a range of agency partners to showcase our new waterfront, stimulate our local economy, and pilot new, sustainable ways to get around
- **Reconnect South Park study:** as we consider a potential modification or closure of SR 99 in South Park, we are coordinating with the State—who owns the roadway—and co-creating solutions with the local community, all in line with federal priorities to reconnect communities divided by urban highways
- **Safety Improvements to Martin Luther King Jr Way:** we partnered with Sound Transit on safety improvements in the MLK light rail corridor in South Seattle to advance Vision Zero safety priorities, leveraging significant investment through USDOT federal grants
- **Lid I-5 planning study:** we are collaborating with local partners, including WSDOT and a range of community stakeholders, on a potential project with regional and state significance to create more green space and development opportunities within our central business district and transform a portion of Downtown Seattle
- **Piloting e-cargo bike solutions:** In partnership with the University of Washington's Urban Freight Lab and C40 Cities, we're working with regional stakeholders, private sector operating partners, and an international organization that facilitates climate action partnerships to pilot new concepts for decarbonized last mile delivery

DELIVERY PROCESS

ACHIEVING RAPID PROGRESS

Notwithstanding available funding, we consistently heard during STP outreach that achieving rapid progress to transform our transportation system in service of STP goals is a high priority. In fact, 95% of respondents favored a future of rapid progress in which we make transformational changes to our transportation system.

While the level of funding available is the biggest influence on how much we can achieve over the STP's 20-year horizon, there are actions we can continue to take that speed up implementation of the STP. Actions we can take include:

- Continue streamlining internal project development and review processes
- Find further efficiencies in our procurement procedures, such as expanding internal crew delivered projects and/or working to lift State bid limits, all while continuing to prioritize contract awards for women and minority owned businesses
- Be open and collaborative partners with external parties, such as Sound Transit, King County Metro, WSDOT, and others, to advance project delivery
- Leverage our robust STP community engagement to advance project design and implementation by remaining true to the STP values
- Co-create projects within the guardrails of our STP, using clear project management and decision-making that makes us less likely to “go back to the drawing board”
- Constantly understand, anticipate, and seek solutions around constraints such as inflated construction costs, labor shortages, and other challenges

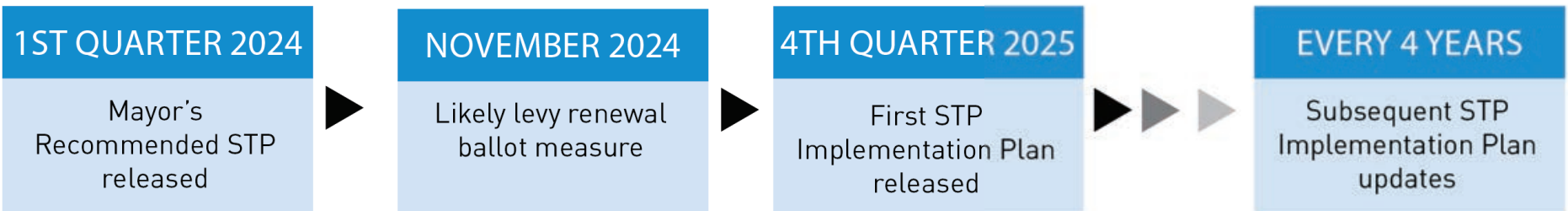


FROM IMPLEMENTATION STRATEGY TO IMPLEMENTATION PLAN

This chapter summarizes our strategy to implement the 20-year STP. It includes information on a prioritization framework for an identified list of transformative projects and program activities.

By the end of 2025, SDOT will create the first of several STP Implementation Plans that identify near-term priorities over the next several years. It will be informed by anticipated available funding and will align with our 6-year Capital Improvement Plan (CIP) that is adopted by City Council as part of the budget process.

The STP Implementation Plan will be updated every 4 years, which will allow us to make adjustments contingent on our financial position, emergent needs, and continued engagement with community. The STP Implementation Plan will be comprehensive and is intended to replace modal master plan implementation plans developed by many programs across SDOT in the past.



IMPLEMENTATION STRATEGY CO-CREATION

As we developed this implementation strategy, we relied on the same model of co-creation with community that was used to define the STP goals, assess transportation needs across the city, and identify specific projects or programs to meet those needs. We invited everyone who uses city streets to participate. This included individuals, people representing various communities and user groups, neighborhoods, businesses, transportation agency partners, and others. We asked relevant questions around what the plan's priorities should be to build, operate, and maintain Seattle's transportation system, what combination of funding sources should be pursued to diversify and stabilize long-term funding, and how to best measure progress to achieve the plan's vision.

As we move forward beyond adoption of the STP, we will continue a process of co-creation. Community input will be used to shape a potential levy renewal proposal for voters to have their say on the November 2024 ballot. Once our financial picture is clearer, we will develop our first STP Implementation Plan in 2025. Thereafter, we will commit to update the STP Implementation Plan approximately every 4 years. We pledge to continue with a lens of co-creation and equitable engagement that occurred during the development of the STP.

.... many of my neighbors are low income, learning English, and/or offline and may not be able to advocate for themselves. I'd suggest looking at the least developed/most historically underfunded areas for investment"

Anonymous Contributor *Online Engagement Hub*



PLAN PERFORMANCE MEASURES



Performance measures are a tool to track whether project and program investments are effectively helping to achieve STP goals around safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization. They provide transparency and accountability to measure progress in plan implementation and achievement of its goals.

Table 1 presents top-tier performance measures for the STP. The pages that follow provide additional information for each measure, including a description and identification of key moves and actions within the STP that can be particularly impactful to achieve the measure.

Ideally, plan performance measures are outcome focused, such as zero traffic fatalities, and contribute towards more than one goal. For example, a reduction in greenhouse gas emissions can reduce health disparities due to air pollution, make it more enjoyable to gather outdoors in public spaces, and improve safety outcomes through fewer vehicle crashes as more people choose walking, biking, and taking transit rather than driving.

Additionally, each of the 8 elements in Part II of this plan contains performance measures to monitor how well investments are advancing specific STP goals and key moves. These measures are often more focused on a single element and are not as cross-cutting. Also, they may be more output-based (rather than outcome-based), such as “increase the amount of tree canopy within our right-of-way” and “increase percentage of households living within a 10-minute walk of frequent transit.”

While all metrics in Table 1 will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city’s Race and Social Equity Index¹ (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.

¹ <https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

Table 1: STP Performance Measures

Measure	Baseline	Desired Trend	Target	Track Measure by RSEI ¹ and/or Race	Alignment with STP Goals					
					Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Number of traffic-related deaths	30 deaths (2022)	Towards zero	Zero traffic-related fatalities by 2030	Yes						
Number of traffic-related serious injuries	226 serious injuries (2022)	Towards zero	Zero traffic-related serious injuries by 2030	Yes						
Greenhouse gas emissions from vehicle trips	2.169 mtCO ₂ e ² (estimated, 2018)	Towards zero	Net-zero by 2050	No						
Vehicle miles traveled (VMT)	6.170 billion (2018)	Decrease	37% reduction in VMT by 2044 relative to baseline (2018)	No						
Percent of people walking, biking, or riding transit (all trips)	34% of all trips by walk, bike, or transit (estimated, 2019)	Increase	63% of all trips by walk, bike, transit by 2044	Yes						
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ³ bikeway of frequent transit ⁴	34%	Increase	68% of households by 2044	Yes						
Percent of household income dedicated to transportation	13% for a typical household in the region (2022)	Maintain or decrease	Below 15% through 2044	Yes						
Key infrastructure in state of good repair - good to fair condition	Good and Fair Condition (2020) Bridges - 84% Arterial Pavement - 65% Non-Arterial Pavement - 68% Sidewalks - 53% ⁵ Traffic Signal Assemblies - 60%	<i>Individual asset condition trends and targets to be set based on forthcoming Transportation Asset Management Plan</i>		Yes						

1 Race and Social Equity Index

2 Metric tons of carbon dioxide equivalent

3 All ages and abilities

4 Frequent transit service defined as any transit service with 10-minute or better headways available every day. For bikeway access, this measure only considers Link light rail service.

5 Percentage reflects sidewalks in good or better condition. Sidewalks rated on a scale of very poor, poor, fair, good, excellent.

STP PERFORMANCE MEASURES: TRAFFIC DEATHS AND SERIOUS INJURIES

- **Measure:** Number of traffic-related deaths
- **Description:** Reductions in traffic-related deaths indicate that we are centering safety for the most vulnerable travelers in the design and operation of city streets.
- **Baseline:** 30 Fatalities (2022)
- **Target:** Zero traffic-related fatalities by 2030
- **Representative STP actions** to move toward the target:
 - S2a: Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. (Supports TEF 40.1, 40.6, 43.4, and 43.5)
 - S2c: Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. (Supports TEF 40.1 and 43.4)
 - S3d: Upgrade existing facilities for people walking, biking, and rolling to be safer and accessible for people of all ages and abilities. (Supports TEF 7.1, 40.1, and 43.4)
 - TJ2e: Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. (Supports TEF 31.4)

- **Measure:** Number of traffic-related serious injuries
- **Description:** Reductions in traffic-related serious injuries indicate that we are centering safety for the most vulnerable travelers in the design and operation of city streets
- **Baseline:** 226 Serious injuries (2022)
- **Target:** Zero traffic-related serious injuries by 2030
- **Representative STP actions** to move toward the target:
 - S2a: Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. (Supports TEF 40.1, 40.6, 43.4, and 43.5)
 - S2c: Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. (Supports TEF 40.1 and 43.4)
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 - TJ2e: Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. (Supports TEF 31.4)

STP PERFORMANCE MEASURES: GREENHOUSE GAS EMISSIONS (GHG) AND VEHICLE MILES TRAVELED (VMT)

- **Measure:** Greenhouse gas emissions from vehicle trips
- **Description:** Building on successful reductions in per capita greenhouse gas emissions from transportation, we will continue to pursue a net-zero emission transportation system. Responding to climate change also helps realize concurrent goals of creating healthier neighborhoods, safer streets, and thriving local economies.
- **Baseline:** 2.169 mtCO₂e (estimated, 2022)
- **Target:** Net-zero by 2050
- **Representative STP actions** to move toward the target:
 - CA3a: Co-create low-emission neighborhoods with communities so the benefits of cleaner air and safer streets are shared equitably. (Supports TEF 24.2)
 - CA4a: Support the transition to electric vehicles (EVs) for all segments of transportation, including personal mobility, goods movement and services, and fleets and transportation network companies, through equitable incentives, grant opportunities, partnerships, and pilot programming. (Supports TEF 36.2)
 - PG3i: Prioritize low-carbon travel options through seamless, direct walking and rolling connections to community and mobility hubs.
 - PG4c: Implement dedicated freight lanes and freight-and-bus lanes, pending successful results of a pilot project.
 - PP3d: Implement shared, car-light streets, such as Café Streets and Healthy Streets, and car-free streets to support the transition to a low-carbon transportation system and reduce chronic health disparities.

- **Measure:** Vehicle miles traveled (VMT)
- **Description:** To meet our climate and affordability goals, our transportation system must support peoples' ability to walk, bike, roll and take transit more frequently and reduce the miles they drive. While some trips will need to remain driving trips (due to family and job needs, displacement from transit-rich areas, etc.), reducing our VMT and electrifying remaining vehicle trips that we must take will accelerate our path towards a net zero transportation system
- **Baseline:** 6.170 billion (2018)
- **Target:** 37% reduction in VMT by 2044 relative to baseline (2018)
- **Representative STP actions** to move toward the target:
 - CA1e: Encourage transit-oriented development through alignment of land use policies with other City departments. (Supports TEF 19.1)
 - CA5c: Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation. (Supports TEF 31.1)
 - PG1a: Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curbspace to maximize comfort, convenience, and directness for walking, biking, rolling, and transit. (Supports TEF 19.6 and TEF 43.4)
 - PG3e: Aggressively prioritize transit capital investments to create a connected, reliable network of transit priority lanes with service that operates 24/7, making connections to Link light rail and other regional services.
 - PG5b: Prioritize uses of the curb to address demands stemming from changes to more sustainable and efficient personal travel options and the evolving landscape of goods and service delivery over use as private car storage.

STP PERFORMANCE MEASURES: TRAVEL MODE SHARE AND ACCESS TO FREQUENT TRANSIT NETWORKS

- **Measure:** Percent of people walking, biking, or riding transit
- **Description:** A greater percentage of people walking, biking, and taking transit indicates that we are providing the safe, accessible, affordable, and comfortable transportation options necessary to meet our transportation safety, equity, and climate goals.
- **Baseline:** 34% of all trips by walking, biking, transit (2019)
- **Target:** 63% of all trips by walking, biking, transit by 2044
- **Representative STP actions** to move toward the target:
 - CA1g: Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). (Supports TEF 19.1)
 - PG2a: Add, enhance, and maintain dedicated pedestrian spaces in the form of sidewalks, walkways, and shared streets with appropriate traffic calming to provide a safe and accessible pedestrian environment. (Supports TEF 56.8)
 - PG2d: Grow the bike network and employ designs that reflect the needs and comfort level of people of all ages and abilities.
 - PG3a: Partner with King County Metro to deliver SDOT's Frequent Transit Network target levels of bus service and service area coverage.

- **Measure:** Households within 10-minute walk via sidewalks or 5-minute ride via AAA bikeways of frequent transit
- **Description:** Transit has the potential to move increasingly greater numbers of Seattle travelers in a more accessible, equitable, affordable, and safer transportation system. To make getting around as easy and reliable as possible, frequent transit service needs to be in reach of everyone.
- **Baseline:** 34% of households (2023)
- **Target:** 68% of households by 2044
- **Representative STP actions** to move toward the target:
 - S4b: Make investments near light rail stations and busy transit stops that make it safer to walk and bike to transit. (Supports TEF 40.1, 40.2, and 43.4)
 - PG1b: Improve the experience of making travel connections, especially between transit and travel options—such as personal and shared bikes and scooters—used for first-/last-mile trips. (Supports TEF 35.2 and 45.3)
 - PG3b: Leverage planned light rail investments to serve more people traveling by transit through system expansions, redeployment of existing bus services to connect passengers to light rail, and expansion of bus services to new areas and markets to serve more riders, including those in underserved areas and travelers who would benefit from more east-west transit connections.
 - PP2c: Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more. (Supports TEF 45.6)

STP PERFORMANCE MEASURES: INCOME SPENT ON TRANSPORTATION AND INFRASTRUCTURE CONDITION

- **Measure:** Percentage of household income dedicated to transportation
- **Description:** Keeping the cost of transportation low enables greater mobility, especially for those who have long commutes, limited travel options, and fewer nearby opportunities to support their quality of life. Low cost indicates that our transportation system supports mobility as a human right and is a critical foundation for a healthy economy.
- **Baseline:** 13% for a typical household in the region (2022)
- **Target:** Below 15% through 2044
- **Representative STP actions** to move toward the target:
 - TJ3a: Construct the walking, biking, and transit networks outlined in this plan. Expanding access to these affordable mobility options makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefitting people who need to travel outside 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation. (Supports TEF 19.1)
 - TJ3c: Enhance programs that provide free or reduced travel fares and fees for low-income households. (Supports TEF 32.1, 46.2, 46.3, and 52.4)
 - PG1e: Provide equitable transportation access through direct subsidies and tailored mobility services for disadvantaged populations, including people with mobility impairment or low income. (Supports TEF 32.1, 32.2, and 32.3).
 - PG3g: Improve transit access to underserved neighborhoods and populations through expansion of existing transit services, programs that reduce transit fares, and new private sector partnerships to provide first- and last-mile services. (Supports TEF 35.1)
- **Measure:** Key infrastructure in state of good repair (good or fair condition)
- **Description:** The condition of our physical infrastructure directly impacts how reliably people and goods are able to move safely through our city. This is a critical measure that helps move valuable goods and services safely and efficiently throughout our ports, airports, manufacturing and industrial centers, commercial corridors, and neighborhood business districts. Regular maintenance of our infrastructure also provides the opportunity to evaluate and update our streets to support more seamless walking, biking, transit, and freight movement.
- **Baseline:** Assets in good or fair condition (2020):
 - Bridges - 84%
 - Arterial Pavement - 65%
 - Non-Arterial Pavement - 68%
 - Sidewalks - 53% (good or better)
 - Traffic Signal Assemblies - 60%
- **Target:** Assets in good or fair condition by 2044:
 - *Individual asset condition targets to be set based on forthcoming Transportation Asset Management Plan*
- **Representative STP actions** to move toward the target:
 - PG2a: Add, enhance, and maintain dedicated pedestrian spaces in the form of sidewalks, walkways, and shared streets with appropriate traffic calming to provide a safe and accessible pedestrian environment. (Supports TEF 56.8)
 - MM1a: Use asset maintenance and replacement opportunities to not only improve the condition of transportation infrastructure and equipment, but to also enhance safety, reduce dependence on driving, promote sustainable travel options, and support economic vitality. (Supports TEF 19.3)
 - MM1d: Conduct asset maintenance in accordance with the priority investment and emergency response route networks, especially when investment supports walking, biking, transit, and freight. (Supports TEF 45.6)
 - MM2b: Equitably distribute resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. (Supports TEF 3.3 and 19.4)



GLOSSARY

- **ADA:** Americans with Disabilities Act
- **All Ages and Abilities (AAA):** Bicycle and e-mobility facilities that people of all ages and abilities feel comfortable using. They provide low-stress biking conditions and focus on safety.
- **Bioswale:** A type of green infrastructure. Bioswales are channeled depressions or trenches that receive rainwater runoff and have vegetation and organic matter to slow water infiltration and filter out pollutants.
- **BIPOC:** Stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.
- **Built environment:** Human-made structures such as buildings, streets, and infrastructure that make up the physical spaces where we live and work.
- **Business improvement area (BIA):** Districts where stakeholders control and fund the maintenance, improvement, and promotion of their commercial district. All stakeholders are required to pay a share that goes toward funding for the entire district.
- **Climate Action Plan:** The Seattle Climate Action Plan, originally adopted in 2013, is a coordinated strategy to reduce citywide greenhouse gas emissions while supporting vibrant neighborhoods, economic prosperity, and racial and social equity.
- **Climate Change Response Framework (CCRF):** Released in 2023, the CCRF is SDOT's approach toward addressing climate change through a lens of reducing emissions from vehicle tailpipes. The CCRF primarily focuses on strategies that make it easier to walk, roll, bike and take transit, while also acknowledging the need to electrify personal and commercial vehicle trips at scale.
- **Community and mobility hubs:** Places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.
- **Community Liaison:** The Community Liaison (CL) program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as BIPOC communities, refugee communities, seniors, youth, and people with disabilities.
- **Community-based organizations:** These are trusted community builders and leaders.
- **Comprehensive Plan:** A 20-year vision and roadmap that guides city decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.
- **E-mobility:** Personal and shared electric-powered bicycles, scooters, and other electric-powered devices.
- **EV:** Electric vehicle
- **Frequent Transit Network (FTN):** Buses, trains, and other forms of transit that arrive every 15 minutes or less. The FTN sets aspirational frequency targets alongside a transit corridor map illustrating how frequency targets are proposed to be distributed throughout the city. The FTN enables people to travel with confidence in a timely arrival every day of the week.
- **GHG:** Greenhouse gas emissions

- **Healthy Streets:** Streets for people walking, rolling, biking, and playing. They are closed 24/7 to pass-through traffic. People driving who need to get to homes and destinations along Healthy Streets retain access and can still drive on these streets.
- **Key moves:** A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The key moves represent an integrated view of our complex transportation system, touching multiple elements.
- **Levy to Move Seattle:** Approved by voters in 2015, the Levy provides \$930 million in funding—roughly 30% of the City’s transportation budget—over 9 years to maintain and improve the transportation system.
- **LGBTQIA+:** LGBTQIA+ refers to the lesbian, gay, bisexual, transgender, queer, intersex, and asexual communities, as well as other non-heterosexual and non-cisgender identities.
- **Low-emission neighborhood:** Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.
- **Manufacturing and Industrial Centers (MICs):** Designations that are defined in the City’s Comprehensive Plan as home to the city’s thriving industrial businesses. The Greater Duwamish Manufacturing and Industrial Center and the Ballard Interbay North Manufacturing Industrial Center contain most of Seattle’s industrial land.
- **Micromobility:** Small, low-speed transportation devices. They are convenient for traveling short distances or the beginning or end of trips. They include bikes and scooters.
- **Multimodal:** Refers to the various ways people use the transportation system, such as walking, riding a bike, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.
- **New mobility:** New forms of transportation that use technology to improve efficiency, access, and experience. Examples of new mobility include shared bikes and scooters, rideshare apps like Uber and Lyft, and microtransit.
- **New Mobility Playbook:** A plan adopted by SDOT in 2017 that provides policies and strategies for the city to adopt new transportation technologies and forms of mobility while prioritizing safety, equity, affordability, and sustainability.
- **OPCD:** Office of Planning and Community Development
- **PSPS (Streets and Public Spaces) Element:** PSPS is an integrated strategy to recognize streets as more than places for mobility; they are destinations and community focal points; creating great experiences and places for people to connect, enjoy a leisurely stroll, access transit and support local businesses, and utilize *public space* for relaxation or fitness. The PSPS element prioritizes public art, seating, play and games, trees and green infrastructure, and flexible space for vendors and gatherings. PSPS implementation is born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.
- **Public space:** Places that are open and accessible to all people, including the public right-of-way (e.g., streets, sidewalks, squares, parks, and plazas that are not privately owned).
- **Race and Social Equity (RSE) Index:** A tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities.
- **Right-of-way (ROW):** A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles.

- **Road diet:** Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.
- **Rolling:** A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.
- **SDOT:** Seattle Department of Transportation
- **Seattle's Green New Deal:** The Green New Deal is a City Council resolution with goals to make Seattle pollution-free by 2030; prioritize investments in communities historically harmed by economic, racial, and environmental injustice; promote economic opportunity and access to stable, well-paying jobs; and transition to a clean energy economy.
- **STP:** Seattle Transportation Plan
- **TNC:** Transportation network company (e.g., Uber and Lyft)
- **Transportation Electrification Blueprint:** Adopted in 2021, the Transportation Electrification Blueprint is a framework for Seattle to reduce its transportation-related greenhouse gas emissions, with a primary focus on electrification of personal trips, shared mobility, goods delivery, travel by the city fleet, and the installation of electrical charging infrastructure.
- **Transportation Equity Framework:** A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.
- **Underrepresented groups:** Folks whose identities and lived experiences are not proportionately represented in planning and policy decisions.
- **USDOT:** United States Department of Transportation
- **VMT:** Vehicle miles traveled
- **Vulnerable communities:** Communities that have historically and currently been erased, intentionally excluded, and/or underinvested in by government institutions. SDOT's Transportation Equity Program and Transportation Equity Workgroup include:
 - BIPOC communities
 - Low-income communities
 - Immigrant and refugee populations
 - Native communities
 - People living with disabilities
 - LGBTQIA+ people
 - People experiencing homelessness or housing insecurity
 - Women and female-identifying populations
 - Youth
 - Aging adults
 - Individuals who were formerly incarcerated
 - Displaced and/or high-risk displacement neighborhoods

- **Vulnerable traveler:** As defined in City Code, “a pedestrian, a person riding an animal, or a person operating or riding any of the following on a public way: a farm tractor or implement of husbandry, without an enclosed shell, a bicycle, an electric-assisted bicycle, an electric personal assistive mobility device, a moped, a motor-driven cycle, a motorized foot scooter, or a motorcycle.” The STP intentionally uses the term “vulnerable traveler” instead of “vulnerable user” to better reflect that people travel in the public way.
- **WSDOT:** Washington State Department of Transportation



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Central Area Collaborative
Duwamish Valley Sustainability Association
Estelita's Library
Khmer Community of Seattle King County in partnership with Noio Pathways and KIMYUNITY
Legacy of Equality Leadership and Organizing
sləp' iləbəx™ (Rising Tides) Indigenous Planning Group
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MAYOR HARRELL'S RECOMMENDED SEATTLE TRANSPORTATION PLAN

A Vision for the Future of
Transportation in Seattle

February 2024

Part II: Technical Report



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COMMUNITY ORGANIZATION REPORTS

- Asian Pacific American Labor Alliance: Seattle Community Outreach Planning for the Future City of Seattle Policy Report
- Duwamish Valley Sustainability Association: South Park Youth Vision Project
- Estelita's Library Impact Report
- Khmer Community of Seattle King County in partnership with Noio Pathways and KIMYUNITY: Envisioning a city for our community
- sləp' iləbəxʷ (Rising Tides) Indigenous Planning Group: Native and Indigenous Community Input Report - Seattle Transportation Plan

COMMUNITY ENGAGEMENT SUMMARIES

- Phase I Engagement Summary Report
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CHAPTER 1

INTRODUCTION

The Seattle Transportation Plan (STP) is a 20-year blueprint to modernize and adapt Seattle's streets to meet our needs of today and tomorrow. It guides how we will provide mobility through the city, enable access to places and opportunities, create places to socialize in our plazas and other spaces within the public right-of-way, and more.

The STP is divided into two parts. Where the Part I document provides the vision and goals with a higher-level overview of how we will achieve them, this Part II document provides more of the details. The two documents are divided up as follows.

SEATTLE TRANSPORTATION PLAN PART I

- Chapter 1: Shares the STP community vision and goals
- Chapter 2: Provides an overview of community engagement and how it shaped the plan
- Chapter 3: Highlights the key moves that will help attain our goals
- Chapter 4: Introduces how the plan supports the growth strategy within the comprehensive plan and how the elements work together to create a holistic transportation system
- Chapter 5: Outlines our implementation strategy for how the plan will inform future program activities and capital investments

THIS PART II TECHNICAL REPORT

- Chapter 1: Introduces the Part II document and reiterates our vision and goals
- Chapter 2: Describes how the 8 functional elements work together and the network integration process
- Chapter 3: Contains the 8 functional elements
- Appendix A: Assembles one-page summaries for each of the large capital projects identified in the Implementation Strategy contained within Part I, Chapter 5
- Appendix B: Includes reports and recommendations from community-based organizations and summarizes the community co-creation process and results for each phase of community engagement
- Appendix C: Compiles the performance measures and targets from the Implementation Strategy (Part I, Chapter 5) and the 8 elements into a single resource

VISION

The STP vision statement and goals result from a yearlong conversation with people throughout Seattle (see Figure 1).

STP VISION

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to the community.

Figure 1: STP Goals for Seattle



PLANNING AN INTEGRATED TRANSPORTATION SYSTEM

Bringing Our Modal Master Plans Together

No one person relies on a single mode of transportation. People who take the bus also walk; people who ride bikes may also receive packages delivered by freight; and people who drive may walk or cycle for recreation. This plan considers a wide range of factors that shape how and when we travel.

The STP is an integrated, citywide transportation plan built on the input of people throughout Seattle and on our 4 foundational “modal master plans”—citywide plans for individual modes. For many years, SDOT has developed transportation plans for neighborhoods and created citywide plans for bicycle, freight, pedestrian, and transit. Although the neighborhood plans are multi-modal in nature, they cover only limited areas of the city. In contrast, the modal plans have citywide coverage but lack a holistic approach to balance the full needs and priorities of all travelers, consider the limitations created by finite street space, and address other uses of streets such as public plazas and street trees. This plan took a more holistic approach to our streets, while building on a robust and equity-centered community engagement process.

Moving Beyond Modal Master Plans

The STP provided the opportunity to think beyond our 4 modal master plans. In addition to chapters for Transit, Bicycle and E-Mobility, Freight and Urban Goods, and Pedestrian elements, we prepared 4 additional elements to focus on other important and emerging right-of-way priorities. Namely these are People Streets and Public Spaces, Curbside, New and Emerging Mobility, and Vehicle elements.

Bringing together 8 elements of our streets, the STP centers mobility, access, and livability in new and cross-cutting ways. And, through our community engagement process, we have focused on how the expanded slate of elements addresses people’s needs. The plan considers the types of trips people are likely to take or request and the conditions that may affect traveler behavior and experiences across a variety of travel modes and street uses.

How the STP Will Help Us Going Forward

Cities are complex places. We barely think about our travel experience when all goes well, yet behind the scenes there is a lot happening to make your trip smooth, safe, and enjoyable. An integrated transportation system is the result of careful long-term planning, investment, and day-to-day operations that keep people safe, signals on, systems moving, and goods arriving. The STP was developed to make all travel options safer, reliable, and effective. It is also intended to align the Seattle Department of Transportation’s (SDOT’s) priorities and the way we allocate our street space with our goals.

To meet our STP goals, we need to prioritize the allocation of street space to provide safe, comfortable, and accessible experiences for people using transit, walking, bicycling and micromobility—and to promote those as the most reliable and convenient modes of travel. As well, we need to create inviting public spaces where people can linger and connect, increase our tree canopy for shade and carbon reduction benefits, and enable freight and urban goods to reliably access their destinations.

The STP network integration approach and functional elements inform decisions about how we use our finite street space to best meet community goals. They also, along with community input, inform future transportation improvements, projects, and programs.

Each element includes performance measures which, when taken in combination with the system-wide measures in the Part I Implementation Strategy, help us evaluate how programs and projects support our shared vision and track our progress.

Importantly, the plan also informs future transportation funding, including local, state, and federal funding opportunities. The STP provides a menu of potential transportation system investments for the next 20+ years. We'll use it to create a long-term funding strategy to build the projects, implement the programs, and maintain the transportation assets Seattle needs.

FUNCTIONAL ELEMENTS OF OUR INTEGRATED TRANSPORTATION SYSTEM

The STP Part II report contains a dedicated chapter, or “element,” for 8 discrete mobility options—or “modes”—and essential functions of the street. The STP elements are long-term visions of what we aspire to achieve, and each one provides direction on the investments, programs, and strategies needed to support the plan’s overarching goals and key moves. The 8 functional elements address:

- Transit
- Freight and Urban Goods
- Bicycle and E-Mobility
- Pedestrian
- People Streets and Public Spaces
- Vehicle
- Curbside Management
- New and Emerging Mobility

The following provides a very brief description of the 8 elements, highlighting key ingredients of each; identifying existing plans, programs, and guidance the element builds on or supersedes (e.g., a previous citywide plan for an individual mode); and noting what in the element is new or innovative.

Transit Element: guides the development of a transit network that is frequent, accessible, understandable, and secure, and that provides reliable connections between other transit services and travel options, neighborhoods, major job concentrations, and key destinations around the city and region.

Includes	Builds on and supersedes	Enhances
A plan for capital investment in critical bus corridors, a vision for our frequent transit network, and programs to improve customer access and experience	2016 SDOT Transit Master Plan	Reliability, customer experience, and frequent service along with transit integration at new light rail stations and other community and mobility hubs

Freight and Urban Goods Element: guides the development of a full system of streets, waterways, and railroads that provides for the efficient movement of freight and urban goods delivery, supporting the city's economy and quality of life for its residents, workers, and visitors.

Includes	Builds on and supersedes	Enhances
The freight network map, first- and last-mile connectivity needs for major port, industrial, and intermodal facilities, and strategies for efficient movement of goods	2016 SDOT Freight Master Plan	Strategies, programs, and technologies to support freight movement of cargo, urban goods delivery, and expansion of our policy support for dedicated lanes for freight

Bicycle and E-Mobility Element: guides development of a network, programs and facilities that support people who ride bikes because it's a convenient, affordable, fun, safe, healthy choice.

Includes	Builds on and supersedes	Enhances
A 20-year vision for the bicycle network, recommended programs and strategies to improve safety and maintenance	2014 SDOT Bicycle Master Plan	Accommodations for e-bikes and electric small mobility devices

Pedestrian Element: guides development of a connected, age-friendly network of sidewalks, walkways, paths, staircases, and pedestrian crossings for people walking and rolling.

Includes	Builds on and supersedes	Enhances
All aspects of pedestrian mobility, network planning, programs, safety, and maintenance	2017 SDOT Pedestrian Master Plan	Our commitment to Vision Zero and includes a new focus on crossing busy arterials

People Streets and Public Spaces Element: an integrated strategy to recognize streets are more than just places for mobility; they are places for people to connect, enjoy a leisurely stroll, grab a coffee and people-watch, and utilize public space for relaxation or fitness.

Includes	Builds on and supersedes	Enhances
Locations for future people streets and public space investments, investments of varying scales, strategies for maintenance of prized public spaces	Is a new element that builds on SDOT urban design and public space management programming	Our streets as places for people and public gathering

Vehicle Element: guides the use of the vehicular system to ensure critical mobility and support a balanced transition to a more goal-driven and equitable use of right-of-way space for our integrated transportation system.

Includes	Builds on and supersedes	Enhances
Key functional classifications for the vehicular network, definition of the high-crash network and strategies for meeting Vision Zero goals, and policies for allocating street space	Is a new element that builds on our Vision Zero Strategic Plan and emergency response planning	Definition of critical vehicular mobility, emergency response, and role of managing vehicular travel to meet safety and climate goals

Curbside Management Element: guides how SDOT and its community partners manage limited curb space to provide a place for people to transfer between mobility options, load and unload goods, provide critical building services (such as waste pick-up), and to allow emergency responders to stage their vehicles.

Includes	Builds on and supersedes	Enhances
Strategies for managing curb access needs, pricing the curb, enforcement, use of data, and vehicle electrification	Is a new element that builds on SDOT policies and programs for curbside management	Strategies and programmatic recommendations for use of data and technology, urban goods delivery, and management of the role of vehicle electrification

New and Emerging Mobility Element: focuses on how SDOT can leverage new technologies—such as on-demand and shared passenger vehicles, e-bikes, and scooters of all sizes, as well as digital infrastructure and technology—to support passenger movement and goods delivery.

Includes	Builds on and supersedes	Enhances
Strategies for managing automation, urban freight, customer facing technologies, and shared mobility	Is a new element that builds on the SDOT 2017 New Mobility Playbook	Position on how to center equity in managing emerging technologies, particularly those operated by private companies

Appendix A: STP Large Capital Project Summary Sheets

The Part I document provides a table of potential large capital projects, compiled within Chapter 5: Implementation Strategy. Appendix A in Part II provides further information on each of these 80+ projects in the form of project-specific summary sheets. They provide information about scopes of work, conceptual cost estimates, and how the projects can help achieve STP goals.

Appendix B: Community Engagement Summaries

The Part I document includes highlights from our community engagement process to develop the STP. Appendix B includes our full community engagement reports from each phase of our engagement process, providing much more detail on what we heard from you.

The first phase of engagement occurred from May to August 2022. Community input during that period helped shape our vision, goals, and key moves. We also asked about your transportation challenges.

The second phase of engagement occurred from September 2022 to February 2023. During the second phase, we gathered feedback on the draft vision statement, goals, and key moves. We identified the actions that best help us achieve our goals, and we gathered feedback on the draft transportation network maps.

The third phase of engagement occurred from August 2023 to November 2023. We received community feedback on a draft version of the STP, which was considered and incorporated as we finalized the plan. We also presented the community with a range of large capital projects and supportive programs and activities for feedback, which will help inform implementation actions.

Appendix B also contains 5 additional documents that capture a range of community input on the STP provided by different community organizations and groups: the Asian Pacific American Labor Alliance; the Duwamish Valley Sustainability Association; Estelita's Library; the Khmer Community of Seattle King County; and members of Seattle's Indigenous and Native community.

Appendix C: Performance Measures

The STP includes overarching performance measures in the Implementation Strategy (Part I, Chapter 5), as well as element-specific measures in each of the elements. For ease of use, we have compiled all of the performance measures located throughout the plan into Appendix C.



CHAPTER 2

NETWORK INTEGRATION: HOW THE 8 STP ELEMENTS WORK TOGETHER

This chapter serves as a primer for how the 8 STP elements were shaped to inform an integrated, multimodal transportation system. The first section describes Seattle’s “complete streets” process and introduces key guidance and policy that inform that process. The second section describes the STP network integration process and the emergent guidance the STP team used to update and create the network maps and programmatic activities in each STP element. The final section highlights a few of the new complete streets guidelines and cross-cutting strategies that emerged from the planning process.

To realize the STP vision, all essential street functions and travel modes must work together—and do so in a manner that is safe, equitable, and climate-friendly. The STP network integration process considered the various needs of our streets to prioritize finite street space and focused on updating our networks, programmatic actions, and strategies. This work builds on the City’s existing Complete Streets policy and design guidance, previous plans and studies, and community engagement input and feedback.

The strategies and guidance developed as part of this process helped shape all aspects of the plan including:

- *Shaping the Key Moves* and actions presented in Chapter 3 of the Part I document
- Informing updates to the priority investment network maps within the elements
- Developing recommendations and program activities for the 8 STP elements
- Conceptualizing the STP large capital projects compiled within the appendix

After completion of the STP, SDOT will build on the network integration process and the STP by updating Streets Illustrated (SDOT’s Right-of-Way Improvements Manual); finalizing policy within the One Seattle Comprehensive Plan update; and advancing our complete streets process.

EXISTING POLICY FRAMEWORK RELATED TO NETWORK INTEGRATION

This section provides an overview of existing policy and guidance related to complete streets and network integration processes at the City of Seattle. The STP utilized this guidance to review, modernize, update, and, for the People Streets and Public Spaces Element, create the priority investment networks. This section provides a high-level overview of the relevant policies and guidance related to:

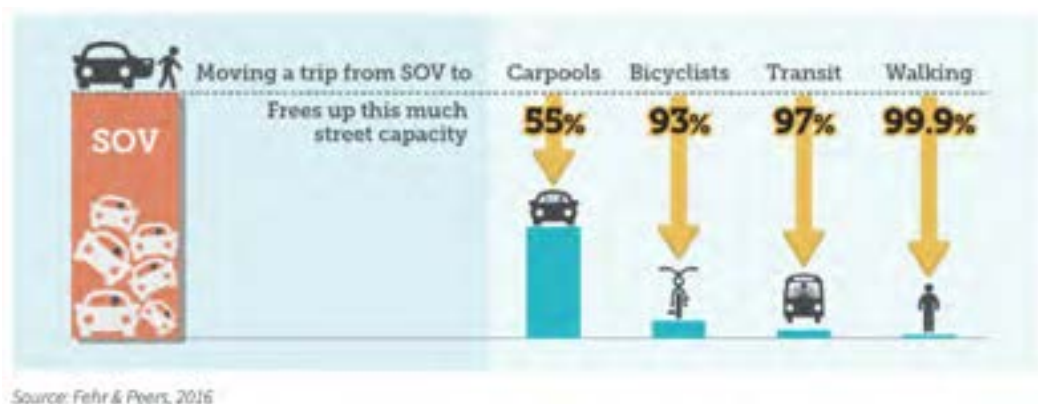
- The Comprehensive Plan
- Complete Streets Ordinance
- Our complete streets process and how we prioritize modes and uses
 - o Essential functions of the right-of-way
 - o Right-of-way zones
 - o Land uses and development patterns
 - o Intersections and Community and Mobility Hubs
- Streets Illustrated (Seattle Right-of-Way Improvements Manual)

The Comprehensive Plan

The Comprehensive Plan is Seattle's 20-year vision and roadmap to guide growth. The current Comprehensive Plan, Seattle 2035, was adopted in 2016. The City is actively working on a major update, the One Seattle Comprehensive Plan. Both Comprehensive Plan documents advance the goal of fostering a healthy and vibrant city for years to come.

To plan for future population and employment growth, the Comprehensive Plan establishes policies that prioritize space-efficient modes of transportation, which translate to discouraging our historical reliance on drive-alone vehicle use and focusing growth within designated commercial/mixed use areas (see **Figure 2**). As the City's long-range growth management plan, the Comprehensive Plan contains foundational policies related to complete streets and modal integration.

Figure 2: Street Capacity Gains with Trips Converted from Single-Occupancy Vehicles (SOVs) to Space-Efficient Modes



The Transportation section of the Comprehensive Plan lists several goals and associated policies that apply to modal plan integration, and in fact specifically recommends a policy framework for evaluating right-of-way allocation trade-offs. The second goal within the adopted plan states: “Allocate space on Seattle’s streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the rights-of-way.”

Goal 2 includes two critically important policies:

- First, this goal establishes safety and modal plan implementation as our two top priorities. This aligns with the City’s Vision Zero goal of eliminating traffic deaths and serious injuries on city streets by 2030. Efficient movement is important, but not at the cost of safety (T2.5). While this goal underscores priority investment networks in right-of-way (ROW) allocation and design decisions, it does not suggest we ignore or discount how other functions of the ROW should also be accommodated in these decisions.
- Secondly, Goal 2 provides high-level policy guidance on how to resolve conflicts and weigh trade-offs. Policy T2.8 establishes Seattle’s “Compete Corridor” approach—if all functions cannot fit in a single street, we should allocate needed functions across a corridor composed of several streets or alleys. We tend to use the term “complete streets” interchangeably with “complete corridors,” although the latter is the intended outcome.

The following Comprehensive Plan transportation policies stem from the transportation goal related to safe and efficient movement on our streets. These policies played a key role in shaping our STP network integration process and will inform future project development decision making.

Where these policies reference modal master plans, they will be updated to reflect the Seattle Transportation Plan when the Comprehensive Plan is updated. Several policies reference the pedestrian realm, flex zone, and travelway. These are zones within the ROW and are described later in this chapter.

- T 2.1 Devote space in the street right-of-way to accommodate multiple functions of mobility, access for commerce and people, activation, landscaping, and storage of vehicles.
- T 2.2 Ensure that the street network accommodates multiple travel modes, including transit, freight movement, pedestrians, people with disabilities, bicycles, general purpose traffic, and shared transportation options.
- T 2.3 Consider safety concerns, modal master plans, and adjacent land uses when prioritizing functions in the pedestrian, travelway, and flex zones of the right-of-way.
- T 2.4 Use pedestrian design guidance in the Right-of-Way Improvements Manual and policy guidance from the modal master plans to determine adequacy of the pedestrian realm, before allocating space to the flex zone or travelway. Within

the pedestrian realm, prioritize space to address safety concerns, network connectivity, and activation.

- T 2.5 Prioritize mobility needs in the street travelway based on safety concerns and then on the recommended networks and facilities identified in the respective modal plans.
- T 2.6 Allocate space in the flex zone to accommodate access, activation, and greening functions, except when use of the flex zone for mobility is critical to address safety or to meet connectivity needs identified in modal master plans. When mobility is needed only part of the day, design the space to accommodate other functions at other times.
- T 2.7 Assign space in the flex zone to support nearby land uses, provide support for modal plan priorities, and accommodate multiple functions.
- T 2.8 Employ the following tactics to resolve potential conflicts for space in the right-of-way:
 - o Implement transportation and parking-demand management strategies to encourage more efficient use of the existing right of way
 - o Allocate needed functions across a corridor composed of several streets or alleys, if all functions cannot fit in a single street
 - o Share space between travel modes and uses where safe and where possible over the course of the day
 - o Prioritize assignment of space to shared and shorter duration uses
 - o Encourage off-street accommodation for non-mobility uses, including parking and transit layover
- T 2.11 Design sidewalks in urban centers, urban villages, and areas designated as pedestrian zones ... to foster vibrant pedestrian environments in these areas.
- T 2.14 Maintain, preserve, and enhance the City's alleys as a valuable network for public spaces and access, loading and unloading for freight, and utility operations.
- T 2.15 Create vibrant public spaces in and near the right-of-way that foster social interaction, promote access to walking, bicycling, and transit options, and enhance the public realm.

Complete Streets Ordinance

Adopted in 2007, the City's Complete Street Ordinance (122386) directs SDOT to "design, operate, and maintain Seattle's streets to promote safe and convenient access and travel for all users." Users encompass people walking, riding bicycles, taking transit, and people of all abilities, as well as people driving freight and motor vehicles. Complete Streets is among our foundational policies: it is incorporated in our Comprehensive Plan and guided preparation the STP and the preceding 4 modal master plans.

Prioritizing Modes and Uses on Streets and at Intersections

Seattle streets vary greatly in dimension, design, and adjacent land use, and they play different roles in the city and regional transportation network. Building an integrated system requires us to look at the many components and roles of our streets and balance street design and operations to meet STP goals and individual user needs.

Within our complete streets process to evaluate the scope of work for capital projects, 4 key components of how we plan, design, and operate our streets are:

- **Essential functions of the right-of-way** frame the range of ways our streets are used.
- **Right-of-way zones** dictate appropriate uses and relationship to immediately adjacent uses, ensuring that our streets balance mobility, access, and other critical functions.
- **Land uses and development patterns** (e.g., industrial, residential, and commercial/mixed-use areas) influence the primary street users, the operating and design needs, and the street's role in the broader system (i.e., what types of places it connects, what travel modes it carries, and its roles in the regional network).
- **Intersections and Community and Mobility Hubs** are the places where our streets, paths and transit lines come together. How these points of connections are designed and managed has an outsized influence on the transportation system.

These 4 components are described in greater detail in **Table 1**.

6 ESSENTIAL FUNCTIONS OF THE RIGHT-OF-WAY

In the development of the 8 elements, we considered their role in providing essential street functions. Previously, Seattle’s Comprehensive Plan (Seattle 2035) defined 6 essential functions of the right-of-way as part of a 20-year growth strategy. These essential street functions continue to be defined in the One Seattle Comprehensive Plan update (2024) and are shown in **Table 1**. Through the STP, we aim to comprehensively consider all essential street functions when making decisions about transportation system investments and street uses.

Table 1: Essential Functions of the Right-of-Way

FUNCTION	DEFINITION	EXAMPLES
MOBILITY	Moves people and goods	• Sidewalks • Bus or streetcar lanes • Bike lanes • General purpose travel lanes (includes freight)
ACCESS FOR PEOPLE	People arrive at their destination, or transfer between different ways of getting around	• Bus or rail stops • Bike parking • Curb bulbs • Passenger load zones • Short-term parking
ACCESS FOR COMMERCE	Goods and services reach their customers and markets	• Commercial vehicle load zone • Truck load zone
ACTIVATION	Offers vibrant social spaces	• Food trucks • Parklets and outdoor dining • Public art • Street festivals
GREENING	Enhances aesthetics and environment health	• Plantings - Boulevards - Street trees - Planter boxes • Rain gardens and bio-swales
STORAGE	Provides storage for vehicles or equipment	• Bus layover • Long-term parking; overnight parking • Reserved spaces (e.g., for police) • Construction

STREET RIGHT-OF-WAY ZONES

Seattle's Complete Streets ordinance and project evaluation process help planners and project developers—in collaboration with the community—to identify a preferred allocation of street space in support of context-specific functions (e.g., mobility, access for people, loading and access for goods and commerce, activation).

As shown in **Figure 3**, certain functions are appropriate in specific right-of-way zones based on land use context and a street's overall role in the transportation system. Streets Illustrated describes these zones as:

- **Pedestrian Realm:** this is the space that serves people walking, rolling, or delivering goods. It includes the pedestrian clear zone, the frontage zone, and the landscape/furniture zone. The pedestrian realm houses fixed infrastructure such as street furniture, public seating, street trees, bus platforms and shelters, bike racks, scooter and new mobility parking, public art, and café seating or dining.
- **Flex Zone:** The space along the curb that is essential for people and goods to transition between the pedestrian realm to mobility functions in the travelway. This highly constrained and valuable space has the most competing uses since it can be used for all essential functions, including access, mobility, and public space uses. It's often the critical interface between how people travel and the places they are traveling to and from.
- **Travelway:** The space "in" the street that is dedicated for mobility that can include moving goods, or traveling by bus, bike, e-mobility device, or private vehicle.

Figure 3: Street Right-of-Way Zones



LAND USE CONTEXT

Seattle's growth strategy is a high-level framework, detailed within the Comprehensive Plan, for guiding how the city grows. Seattle's growth strategy directs most of our population and employment growth into urban centers and other commercial/mixed use areas. In general, these are the denser, more pedestrian-friendly, and transit-supported districts within the city. The Comprehensive Plan also identifies 2 manufacturing/industrial centers (the Duwamish MIC and Ballard-Interbay-Northend MIC)—job centers in their own right that are critically important centers for freight and urban goods movement.

The STP network integration process focuses on Seattle's arterial street network, where most local trips and many regional trips are made. Clear guidance for how we allocate street space in these corridors is critical. That guidance is influenced by the street's role in the network and its land use context. For example, destination rich streets in urban centers and urban villages must provide access and serve as great places for people on foot, rolling and cycling, while streets connecting urban centers, urban villages, and manufacturing and industrial centers play a crucial role as the connective fabric between bustling growth hubs and their associated activities, including employment and logistics.

Streets Illustrated identifies many potential street types based on the degree of movement through them and the sense of place they are intended to provide. The 3 categories listed below are a distillation to help center a street's role in the transportation system and land use context in right-of-way allocation decision guidance.

- **Connector** streets connect commercial/mixed use areas; often have lower density land uses; and play a key role in serving longer trips for people and goods moving between commercial/mixed use areas, manufacturing and industrial centers (MICs) and regional highways.
- **Main** streets are destination streets that serve retail and commercial uses in commercial/mixed use areas. These are destination rich streets where pedestrian quality and public realm is a high priority, as well as provide curb use functions that ensure access for people and goods.
- **Industrial Access** streets are adjacent to manufacturing and industrial land uses and make critical connections to regional and interstate highways. They are designed to accommodate significant volumes of large vehicles such as single unit trucks, tractor trailers, and other delivery vehicles.

INTERSECTIONS, CROSSINGS, AND COMMUNITY AND MOBILITY HUBS

Intersections are where people meet, connect between different modes of travel, socialize, and pause to exchange ideas. Cities more broadly are about stopping traffic. That is why businesses, merchants, hotels, warehouses, cultural institutions, and people live and grow there. Our intersections and community and mobility hubs are microcosms of the city, meant to stop traffic and provide access and exchange.

The STP network integration process considered several unique contexts where intersections of major arterials, crossings of highways, pinch points created by water crossings or other “exchange” conditions presented opportunity to:

- Improve safety for vulnerable street travelers
- Increase non-drive alone mode share by improving the safety and reliability of other travel options
- Enhance the quality of public spaces where people come together
- Develop community and mobility hubs that connect people using transit, walking, cycling, etc., to the next leg of their trip or their destination.

Streets Illustrated – The City of Seattle Right-of-Way Improvements Manual

Streets Illustrated, Seattle’s Right-of-Way Improvements Manual, provides design guidance, standards, and processes on how to design, build, and manage projects within the right-of-way.

Streets Illustrated attempts to balance the access, mobility, and placemaking needs of everyone who uses and travels in the right-of-way: people walking, biking, driving, riding transit, moving goods/freight, or seeking to enjoy the social and green spaces. Procedures and design standards were developed to prioritize safety and balance the preservation and maintenance of roadway infrastructure and utility services, provide for context sensitive design, and enhancement of our environment.



ELEMENT PRIORITY FUNCTIONS

Each of the 8 elements has a crucial role to play in meeting the needs of those who use city streets. Integrated transportation network guidance helps ensure all our priority networks function in balance, while advancing the network design and operational needs of each individual function of the transportation system.

As an integrated whole, each element in **Table 2** does its part to ensure all people and businesses can access their daily needs and feel connected to their community.

Table 2: Each Element Contributes to an Integrated Whole

Transit	Freight & Urban Goods	Bicycle & E-mobility	Pedestrian
Reliable, affordable mobility for all Capacity for mode shift to meet our climate and safety goals	Reliable access to industrial land uses and regional freeways Operational space and efficient delivery of goods	Safe, connected system providing access to destinations for people of all ages and abilities	Safe, comfortable access and mobility for everyone walking and rolling in all Seattle neighborhoods
People Streets & Public Spaces	Vehicle	Curbside Management	New & Emerging Mobility
Great places for walking and community life	Vehicular access provided for necessary trips with a focus on improving safety and reducing impacts of vehicular travel	Efficient access for passenger loading, goods, and services, building services Flexible functions to provide greening, activation, and electrification	Data-enabled, digital mobility and new vehicle types are managed to help meet our goals

NETWORK INTEGRATION PROCESS

The Seattle Transportation Plan is different than previous Seattle transportation plans in that it considers all functions of the right-of-way and the finite street space available to program them on a citywide scale. STP network integration used a data- and engagement-driven process to develop a multimodal network plan that tackles the hard decisions at a high level for how we program city right-of-way. Specific corridor design will continue to be conducted at the project level. **Table 3** illustrates the key steps in the network integration process.

Table 3 Network Integration Process

INPUTS	PROCESS	OUTPUTS
Step 1. Define Needs		
Technical Studies Community Engagement	- Shape roles and priorities for 8 elements to achieve - Identify new network connections needed	Key Moves
Step 2. Identify Critical Networks & Functions		
Community Engagement STP vision, goals, and key moves Comprehensive Plan alternatives Neighborhood and modal transportation plans Transportation Equity Framework Climate action plans Curbside Management policies	- Draft network integration principles - Develop potential new integration guidance and strategies - Update maps to reflect current network completion	7 network integration principles
Step 3. Overlay Networks		
Streets Illustrated design guidance and standards Street dimensions, conditions, and functions	Update maps to reflect current network completion	
Step 4. Refine Network Maps, Strategies, and Actions		
Community engagement Potential new program activities	Craft set of recommended networks, strategies, and program activities	Priority network investment maps and guidance Actions to support key moves and element strategies Program activities Large capital project list
Step 5. Identify Next Steps		
	- Inform transportation funding plan - Finalize One Seattle Comprehensive Plan policies - Create STP Implementation Plan - Update Streets Illustrated - Update Complete Streets project evaluation process - Advance projects and programs	

The network integration process was informed by thousands of Seattleites who engaged in the STP development process by helping shape the vision and goals (summer 2022), reviewing preliminary draft network maps (winter 2022-2023), and reviewing recommended draft maps and elements (fall 2023). The process was also informed by Seattle’s modal advisory boards (Transit, Bicycle, Pedestrian, and Freight Advisory Boards) the Transportation Equity Workgroup, the Seattle Planning Commission, and the School Traffic Safety Committee through 3 joint workshops conducted in 2022 and an open house in early 2023.

The results of our engagement process are introduced in Part I, Chapter 2—Shaped by Community. The appendix to this document provides a more detailed accounting of the thousands of points of input collected at over 150 meetings and engagement events and through the project’s on-line engagement hub.

In the **Needs Definition** phase of the network integration process, we identified the role and priorities for what became the 8 functional elements. This step drew on early community engagement feedback, where we solicited input on current challenges with getting around Seattle. We also worked closely with technical experts across SDOT to identify opportunities and challenges.

Additionally, as part of the Needs Definition phase, we identified and analyzed available technical studies and filled several technical gaps with our own analysis. This work included a review of the Puget Sound Regional Council travel demand model output (which projects future travel patterns), an analysis using the private data tool Replica (which estimates current travel patterns), SDOT’s preparation of the Climate Change Response Framework , and an analysis of transit demand and needs.

With the draft STP vision, goals, and preliminary Comprehensive Plan growth scenarios in hand, the team began the **Critical Networks & Functions** phase of the process. The project team prepared goals and outcomes for the networks and began developing each of the 8 functional elements and modernizing the priority network maps. This process is built upon the existing citywide mode-specific plans for pedestrian, bicycling, transit, and freight and other recent value-centered work around safety, equity, and climate action.

Upon this foundation, and drawing on recent community input and the Needs Definition work, the STP team developed the following 7 network integration principles:

- Put safety first on every street and at every intersection
- Prioritize space-efficient travel options for moving people (transit, bicycling, rolling, and walking) and moving goods (freight and urban goods)
- Support the critical access and community health functions streets provide, such as delivery of goods and services, curb access, people streets, and public spaces
- Accelerate implementation of critical network connections, especially for people walking and biking, and protect critical network connections for trucks to access port terminals and highways, as well as other related areas of the region

- Manage the transportation system's capacity and reliability to meet climate targets, encouraging more people to ride transit, walk, and bike
- Consider the unique needs of local communities when making decisions about streets
- Allocate needed functions across a corridor composed of several streets or alleys ("complete corridors")

Building off the 7 network integration principles, existing policy framework, engagement feedback, and prior steps in the process, the STP Team modernized the network maps, including:

- Updated the maps based on investments and decisions made since their original preparation and adoption as part of each modal plan
- Introduced new route and mapped priorities based on community input through the engagement processes and our internal subject matter experts
- Developed a new typology and maps for the People Streets and Public Spaces Element

Subsequently, within the [Network Overlay](#) phase, the networks and functions from the previous steps were overlaid and compared to actual street dimensions and constraints. The team identified synergies and tensions across the networks and utilized existing policy and guidance from the Comprehensive Plan and Streets Illustrated to update networks. This work led to updates and edits to our priority investment networks, guided the formation of the PSPS network, yielded several corridors and locations that need further study, as well as a more robust set of catalyst projects. This work also flagged opportunities for new guidance, strategies, and programmatic activities needed to create a fully integrated and holistic transportation system. In many locations, large capital projects were identified to address transformational change needs.

In the final phase, [Refined Network Maps, Strategies and Actions](#), the team advanced the overall set of recommendations aimed at creating an exceptional transportation system, where the various components work together to meet daily needs, support a growing city, and make more vigorous progress towards our most pressing goals for a safer, more equitable, and sustainable transportation system. This work is reflected at a high level within the STP key moves and in detail within the 8 elements strategies and program actions. The team continued to critique and refine the priority investment network maps and supplemental guidance to advance our complete streets process.

ADVANCING OUR COMPLETE STREETS PROCESS

An array of new network integration considerations and guidance were factored into the network integration process and advanced within the key moves and the 8 elements. These came from priorities and themes from our community engagement process, our technical analysis, and engagement across SDOT. These emerging considerations include the following:

(Further discussion and contextualization may be found in the element(s) noted by parenthetical reference.)

- On streets prioritized for transit and trucks, consider strategies to prioritize freight and transit travel time and reliability, such as freight and bus (FAB) lanes, transit-only lanes, and other right-of-way and operational strategies. (Transit; Freight and Urban Goods)
- On streets prioritized for trucks and bicycles, facilities for trucks and bicycles, aim to clearly separate and comply with width and materials standards, consistent with Streets Illustrated. (Bicycle and E-Mobility; Freight and Urban Goods)
- Update our level-of-service measures and standards to reflect our complete streets approach, performance measures, and goals. (Bicycle and E-Mobility; Freight and Urban Goods; Pedestrian; Transit)
- Within manufacturing and industrial centers (MICs), considering opportunities to prioritize truck movement, especially at freight bottlenecks, including operational strategies and truck-only lanes. (Freight and Urban Goods)
- Align the operations of our streets and traffic signals with our complete streets approach, performance measures, and goals. (Pedestrian; Freight and Urban Goods; Transit)
- Prioritize the needs of people walking, rolling, and biking within commercial/mixed use areas and near light rail stations. (Pedestrian; PSPS)
- Advance a network of Shared Streets, such as Healthy Streets, School Streets, and Event Streets, to prioritize active trips and the role of streets as part of our public realm, while also accommodating emergency vehicle access, utility access, and access consistent with the Americans with Disabilities Act. (PSPS; Vehicle)
- Advance low-emission/low-pollution neighborhood concepts as directed by Executive Order 2022-07 to improve air quality and livability by transitioning areas of the city away from fossil-fuel vehicles in favor of electric and human powered transportation modes. (PSPS)
- Elevate priority for critical access functions (e.g., load zones and waste pickup), working to meet those functions on side streets, off-street, using alleys, and along arterials, as needed. (Curbside)
- Employ the principle of the “physics of mobility” when determining where a new or emerging form of mobility belongs within the right-of-way. (NEM)
- Limit impacts to emergency response vehicles along Tier 1 (high volume response) routes as other modal priorities are implemented. (Vehicle)
- Assume a baseline of one general-purpose through travel lane per direction of travel on most arterials, where vehicular mobility will be maintained. (Vehicle)
- When conducting future year traffic analysis, the analysis should include an examination of travel volumes consistent with our vehicle-miles traveled target. (Vehicle)

Cross-cutting and Complete Streets Strategies within the STP Functional Elements

In addition to advancing and creating the priority investment network maps, we also explored cross-cutting strategies and actions to advance our element networks. These strategies are anchored to our goals and introduced within our discussion of goals and key moves, Part I, Chapter 3. Within the 8 elements, we provide greater detail and discussion on the strategies and programmatic activities needed to create a more holistic transportation system. The examples below illustrate a sample of the cross-cutting strategies advanced within the elements.

Table 4 Examples of Crosscutting Strategies and Actions to Advance Element Networks

Crosscutting Strategies and Actions	Primary References	Secondary References
Freight and bus lanes aim to improve travel time reliability by designating street space for transit and freight vehicles.	Transit	Freight and Urban Goods
The Bike+ Network is comprised of a range of All Ages and Abilities (AAA) bikeways. The updated network allows greater flexibility to create AAA bikeways that respond to street or context-specific situations, including where we have multiple priority modes. The updated network also focuses on meeting the needs of the myriad ways our bikeways are used, including bicycle types as well as new and emerging mobility devices.	Bicycle	NEM
Railroad crossing safety and maintenance activities, in collaboration with freight and transit rail operators, impact all roadway users and are discussed in three of the elements.	Freight and Urban Goods	Bicycle and E-Mobility, Vehicle
The plan expands our policy framework for new and more frequent enhanced crossings of arterials including treatments such as a marked crosswalk, all-way stop, flashing beacon, or traffic signal.	Pedestrian	Bicycle and E-Mobility, Transit
Safe Routes to Transit and Safe Routes to Parks programmatic activities would follow the Safe Routes to Schools model by combining engagement, encouragement, and education with multi-modal capital investments.	Pedestrian	Bicycle and E-Mobility, People Streets and Public Spaces (PSPS), Transit
The STP elevates the importance of our street trees, tree canopy, and greening within the right-of-way. Greening our streets provides multiple benefits to Seattle; they shade pavement, lower temperatures, intercept rainfall, absorb stormwater runoff, clean the air, provide habitat, and beautify neighborhoods. Landscape and tree planting strips adjacent to sidewalks calm traffic, soak up stormwater, and green neighborhoods.	Pedestrian	Freight and Urban Goods, PSPS

Crosscutting Strategies and Actions	Primary References	Secondary References
Shared Streets , a new street type within the People Streets and Public Spaces Element, create “people first” spaces either permanently or during certain times of the day or week. Shared Streets create great spaces for people walking, biking, and enjoying public space. Shared Streets include Healthy Streets, Café Streets, School Streets, Event Streets, and Special Alleys.	PSPS	Bicycle and E-Mobility, Pedestrian
Community and mobility hubs combine transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. These hubs cut across almost every dimension of the transportation system and are referenced in 6 of the 8 elements.	Transit	Bicycle and E-Mobility, Curbside, New and Emerging Mobility (NEM), PSPS, Pedestrian
Destination Streets , a new street type within the People Streets and Public Spaces Element, are typically located in the heart of a neighborhood with a high density of destinations—shops, restaurants, cultural centers, and more. Recommendations and strategies for Destination Streets serve people walking and bicycling, as well as optimize curb side uses.	PSPS	Bicycle and E-Mobility, Curbside, Pedestrian
Low-emission neighborhoods encourage sustainable travel options by prohibiting or restricting the types of or timing of vehicles allowed within the neighborhood while fostering other, zero- to low-emission travel choices.	PSPS	Bicycle and E-Mobility, Curbside, Pedestrian
A building's critical access needs can be defined as access to services needed to perform its core operating functions safely and successfully, including loading, deliveries, and passenger drop-off. This plan elevates the role of these important activities, which often happen at the curbside, and interact with priorities for urban goods, as well as bicycle and public space.	Curbside	Freight and Urban Goods, Vehicle
The STP highlights the need for low- and no-emission delivery vehicle programmatic actions related to loading, parking, and cargo bikes support other programs from across the City of Seattle, Port of Seattle, and our partners.	Curbside, Freight and Urban Goods	Bicycle and E-Mobility, NEM
The STP Large Capital Projects exemplify our integrated and complete streets approach to our streets by combining goal-centered priorities, such as safety and climate action, with multi-modal needs from across all of the element priority investment networks.	Appendix A	



CHAPTER 3

FUNCTIONAL ELEMENTS



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FUNCTIONAL ELEMENTS

Transit..... *T-1*

Freight and Urban Goods Movement..... *F-1*

Bicycle and E-Mobility..... *B-1*

Pedestrian..... *P-1*

People Streets and Public Spaces..... *PS-1*

Vehicle..... *V-1*

Curbside Management..... *CM-1*

New and Emerging Mobility..... *NEM-1*

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Transit Element



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INTRODUCTION

Seattle's bright future is inextricably tied to the quality of the transit system. By 2050, Seattle is expected to be a city of nearly 1 million people, and the city has set an ambitious goal of more than doubling transit ridership from 2019 levels by 2030. To achieve our shared transportation vision and transit goals, we'll need to be strategic about how we move the growing number of people who live, work, play, and deliver goods on city streets—both locally and regionally.

Prioritizing transit investments is critical to reducing congestion and pollution, connecting people to opportunities, and providing affordable transportation options. Transit investments complement state and regional efforts to encourage denser housing options adjacent to transit centers and connect sustainable mobility options, like walking, biking, and other shared mobility options. Transit also makes it possible for people to access jobs and daily needs close to where they live and can foster livability and social cohesion through shared spaces where people connect and gather.

In collaboration with our transit agency partners, Seattle has helped to lead the nation in transit capital, service investments, and ridership growth by funding frequent and reliable service, building transit corridors, expanding bus, streetcar, and light rail options, coordinating schedules and operations, and supporting riders with real-time information, enhanced payment platforms, and reduced-fare programs. Over the next 20 years, transit—buses, streetcar, monorail, commuter and light rail, ferries, water taxis, paratransit, vanpool, on-demand shuttles and rideshare services—will sustain and grow Seattle's vitality by moving people where they need to go. As SDOT plans for the future of the transportation system, transit will be one of the best tools for advancing equity, mobility & economic vitality, and sustainability.



Union Station in the International District

HOW TRANSIT ADVANCES THE STP

The Transit Element provides a framework for continued improvement to Seattle's transit system. The STP and Transit Element build on and supersede the 2016 Transit Master Plan (TMP). The Seattle Department of Transportation's (SDOT's) role in transit delivery includes investing tens of millions of dollars annually in additional bus service through the Seattle Transit Measure (STM), building capital projects to make transit faster and more reliable, owning a streetcar system, supporting Seattle Center Monorail, improving transit access, and representing Seattle on regional transit boards and committees.

To support a high-quality network, we partner with multiple agencies, including King County Metro (Metro), Sound Transit (ST), the Washington State Department of Transportation (WSDOT) and Community Transit (CT) to establish priorities that guide future transit investments. The Transit Element articulates SDOT's priorities and considers how to leverage significant regional and local investment in ST's Link light rail system. This element includes updates to the Frequent Transit Network (FTN), originally defined by the 2016 TMP as a framework for equitable investment based on an aspirational network of frequent, reliable transit services designed to meet daily travel needs.

The transit element also introduces a series of new community and mobility hubs, enabling travelers to access a range of other mobility options, public spaces, and community amenities. Alongside equity and accessibility, the Transit Element also focuses on continual improvement to passengers' physical and digital experience, including the ways passengers use smart phones and computers to access information, plan trips, and pay fares.

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fits the needs of our unique and varied communities— whether a dense downtown grid, a quiet residential neighborhood, or a bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike and use transit because they don't have to travel as far. People have more access in these places, enabling them to live car free if they choose to or can't afford it. In places where development is more spread out, people might still walk or bike for shorter trips or to connect to transit services, but it is often harder due to longer distances between places.

While some people choose to live or work in places that are more spread out, others do so because they have no choice and driving is their only viable option. For instance, people who live

outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate street contexts. For example, on-demand rideshare services could provide more convenient shared trips, or freight-and-bus only lanes may support reliable travel times for transit riders. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

Our integrated approach to planning the transit network alongside lead transit agencies and partners will play a pivotal role in supporting future growth in our region and achieving the goals of the STP and One Seattle comprehensive plan by:

- Busses, trains and other forms of transit carry more people than vehicles, offering a highly efficient travel option that takes up less street space. Transit is and will continue to be key to reducing vehicle miles travelled (VMT) and associated emissions per passenger-mile, especially when replacing single occupancy vehicle trips.
- Optimizing transit systems and encouraging shared mobility can reduce the number of vehicles on the road and improve traffic flow and travel times, particularly as travel demand grows alongside jobs and population.
- Expanded access to public transportation can improve physical and mental health and health equity by increasing access to medical care, healthy food, vital services, employment, and social connections.¹
- High quality public transportation (convenient, comfortable, fast rail and bus transport) and transit oriented development (walkable, mixed-use communities located around transit stations) tend to affect travel activity in ways that provide large health benefits, including reduced traffic crashes and pollution emissions, increased physical fitness, improved mental health, improved basic access to medical care and healthy food and increased affordability, which reduces financial stress to lower-income households.²
 - o Traffic casualty rates tend to decline as public transit travel increases in an area.
 - o Most public transportation passengers achieve the CDC recommended amount of exercise from walking to and from transit stations and stops.
 - o People who cannot afford a car often rely on public transportation to access medical services and obtain healthy, affordable food.

¹ Public Transportation In The US: A Driver Of Health And Equity | Health Affairs

² APTA_Health_Benefits_Litman.pdf

Economic Benefits of Transit

The STP supports economic vitality in a range of ways and each functional Element plays a role. Decades of research show that transit positively impacts the economic health of our region through a broad range of pathways. Investments in public transit infrastructure create jobs, boost local economies, and stimulate economic growth. Additionally, by reducing dependence on fossil fuels, sustainable transportation reduces fuel costs for individuals and businesses, freeing up financial resources for other purposes.

- Public transit improvements can improve health outcomes and reduce healthcare costs.
 - Among physically able adults, average annual medical expenditures are 32% lower for those who achieve physical activity targets (\$1,019 per year) than for those who are sedentary (\$1,349 per year).³
- As a highly space efficient travel option, transit benefits traffic flows and travel times for other travelers, including the mobility of freight, goods and services, as well as people accessing jobs and other opportunities that support our economy.
- Affordable and reliable transportation alternatives, particularly for vulnerable communities and individuals who do not own private vehicles. This helps promote social equity by ensuring everyone has access to essential services, education, employment, and recreational opportunities.
- Businesses gain access to larger labor markets with more diverse skills, enabled by larger public transit service areas and reduced traffic congestion. In a very dense urban area when highways are highly congested, residents can live in a wide variety of locations throughout the region and access well-paid jobs.⁴
- When people ride transit, their travel costs may be lowered, and funds could be freed for housing, entertainment and other living expenses.
- Investment in transit attracts more employers to the region. Companies that are looking to locate in world-class regions are increasingly seeking places with robust transit systems. Public transit is seen as a necessary urban amenity for places to compete for workers, conventions and other economic activities.⁵

³APTA_Health_Benefits_Litman.pdf

⁴Transit has a net economic benefit (metroplanning.org)

⁵Caseforbusiness.pdf (apta.com)



RELATIONSHIP TO STP GOALS

Transit plays an important role in meeting the Seattle Transportation Plan's goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



Prioritize safety for travelers in Seattle with no serious injury or fatal crashes.

Transit is among the safest forms of travel. Implementing transit corridor improvements and community and mobility hubs can help provide safe, inviting public spaces where people access transit and while on board to support existing riders and increase transit ridership.



Co-create with community and implement restorative practices to address transportation-related inequities.

Affordable transit options enable people to live car-free, without costs to own, operate, and maintain a personal vehicle. Building out the transit network will provide high-quality, all-day travel options that increase access to jobs and opportunities, reduce barriers to using transit and make transit dignified and desirable for all. Transit also provides mobility and independence for those who don't drive, whether by choice or necessity.



Respond to climate change through innovation and a lens of climate justice.

Transit encourages more trips using shared modes, like buses or light rail. It's one of the lowest emission travel modes since it carries so many people on one vehicle, and many routes including trolleybus and Link light rail are already carbon-free. Transit supports denser, more sustainable development and reduces driving trips—our greatest source of GHG emissions, air and water pollution.



Provide reliable and affordable travel options that help people and goods get where they need to go. Transit connects people to community destinations and creates access to opportunities, whether it be jobs and education, nature, recreational, or cultural gatherings. Transit has a unique ability to move many people using less street space when compared to other travel options. Providing a high frequency and reliable transit network is key to unlocking greater efficiency with limited right-of-way and reducing traffic congestion.



Reimagine city streets as inviting places to linger and play. Transit contributes to economic and neighborhood vitality by reducing household transportation costs and encouraging local spending. Creating great streets and public spaces around transit improves experiences of transit riders as well as nearby residents. Transit also supports shared spaces and interactions, helping instill a sense of community and social cohesion.



Improve city transportation infrastructure and ready it for the future. Planning and budgeting for long-term maintenance of transit assets such as shelters, and wayfinding will ensure the system remains functional and attractive. Building partnerships and establishing clear agreements with partner transit agencies will ensure transit assets are well maintained.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **Transit Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.
[\(Supports Safety Key Move S2a\)](#)

Feature community voices in planning documents. [\(Supports Equity Key Move TJ1b\)](#)

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: Transit Element: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Transit Element: Delivering the Key Moves							
SAFETY KEY MOVES							
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
T1	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. [Supports Key Move S2a]	✓	✓	✓	✓	✓	
T2	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. [Supports Key Move S2c]	✓					✓
T3	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. [Supports Key Move S2d]	✓					
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)							
T4	Harness funding and opportunities when private development occurs to build planned new transit network facilities and prioritize mobility for people walking, biking, and rolling when construction occurs. [Supports Key Move S3b]	✓	✓	✓	✓		✓
T5	Upgrade existing facilities for people walking, bicycling, and rolling to be safer and accessible for people of all ages and abilities. [Supports Key Move S3c and TEF 7.1]	✓		✓	✓		
T6	Enhance both real and perceived safety for riders at transit stops and station areas through investments in design features such as lighting and shelters, as well as frequent and reliable services that limit late-night wait times. Advocate for programs that support physical, mental, and emotional safety of transit riders. [Supports Key Move S3e]	✓				✓	
T7	Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. [Supports Key Move S3f]	✓		✓	✓		
Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)							
T8	Construct the networks for walking, biking, transit, People Streets and Public Spaces as outlined in this plan. [Supports Key Move S4a]	✓	✓	✓	✓	✓	✓
T9	Make investments near light rail stations and busy transit stops that make it safer to walk and bike to transit. [Supports Key Move S4b]	✓	✓	✓	✓		✓
T10	Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking, bicycling, and rolling along and across major transit corridors. [Supports Key Move S4c and TEF 40.2]	✓	✓	✓	✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Transit Element: Delivering the Key Moves							
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making processes (TJ1)							
T11	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. [Supports Key Move TJ1a]		✓				
T12	Feature community voices in planning documents. [Supports Key Move TJ1b]		✓				
T13	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. [Supports Key Move TJ1c and TEF 29.1, 41.6]		✓				
T14	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. [Supports Key Move TJ1d and TEF 3.4]		✓				
T15	Normalize the practice of making decisions about policies and right-of-way (ROW) allocations with input from vulnerable communities. [Supports Key Move TJ1f and TEF 19.1, 25.4]		✓				
T16	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. [Supports Key Move TJ1h and TEF 17.1, 21.2, 16.1]		✓		✓		✓
T17	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. [Supports Key Move TJ1i and TEF 1.1, 13.4, 31.4, 37.1]		✓				
T18	Include representation of our region's Coast Salish art, language, and culture in the Seattle transportation system. Support efforts to consult with federally recognized tribes to standardize policies for project and artist selection and a process to solicit feedback from the greater Native community. [Supports Key Move TJ1j]		✓		✓		✓
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							
T19	Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. [Supports Key Move TJ2a]		✓				✓
T20	Support safe, reliable access to and through employment centers and MICs for BIPOC, low-income and displaced workers, such as increased or late-night transit services or well-lit overnight parking for truck drivers. [Supports Key Move TJ2b]	✓	✓		✓		
T21	Collaborate with municipal, county, regional, and state transportation partners to consider the transportation needs of people displaced from Seattle. [Supports Key Move TJ2c]		✓				
T22	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. [Supports Key Move TJ2d and TEF 14.3,15.2]		✓		✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Transit Element: Delivering the Key Moves							
T23	Develop policies to prevent and mitigate transportation projects, both past and present, from contributing to future displacement. [Supports Key Move TJ2g]		✓				
T24	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. [Supports Key Move TJ2h]		✓		✓		✓
T25	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2j]		✓				
Remove cost as a barrier so everyone can take the trips they need to make [TJ3]							
T26	Construct the walking, biking, and transit networks outlined in this plan. Expanding access to these affordable mobility options makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefitting people who need to travel outside the hours of 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation. [Supports Key Move TJ3a]	✓	✓	✓	✓	✓	✓
T27	When a capital project is underway in a community, incorporate supplemental programs to help community members transition to sustainable travel options like taking transit. For example, support communities with fare subsidies or free ORCA cards. [Supports Key Move TJ3b]		✓	✓			
T28	Enhance programs that provide free or reduced travel fares and fees for low-income households. [Supports Key Move TJ3c and TEF 32.1, 46.2]		✓		✓		
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets [TJ4]							
T29	Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. [Supports Key Move TJ4a]	✓	✓	✓			✓
T30	Continue to explore automated safety cameras on bus-only lanes to improve transit speed and reliability. [Supports Key Move TJ4f]		✓	✓			✓
T31	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. [Supports Key Move TJ4g]	✓	✓	✓			
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options [CA1]							
T32	Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies that encourage non-driving travel choices for all trips. [Supports Key Move CA1a]	✓	✓	✓	✓	✓	✓
T33	Develop and expand programs that incentivize sustainable alternatives to driving for large events, and as a primary congestion mitigation tool during major construction projects. [Supports Key Move CA1c]			✓	✓		
T34	Support increased transit service through co-investments with transit agency partners so the transit network takes people where they want to go. [Supports Key Move CA1d]		✓	✓	✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Transit Element: Delivering the Key Moves							
T35	Encourage transit-oriented development through alignment of land use policies with other City departments. [Supports Key Move CA1e]			✓	✓	✓	
T36	Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). [Supports Key Move CA1g]	✓	✓	✓	✓		
Green city streets with landscaping and street trees to better handle changing climate (CA2)							
T37	Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials— as transit improvements occur in the right-of-way. [Supports Key Move CA2a and TEF 56.4]			✓		✓	
Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)							
T38	Work with City departments to support the transition to electric vehicles (EVs) for all segments of transportation through equitable incentives, grant opportunities, partnerships, and pilot programming. [Supports Key Move CA4a and TEF 36.2]		✓	✓			
T39	Support city and transit agency partners as they pursue zero-emissions fleets, including through infrastructure that supports existing trolleybus, streetcar, and light rail fleet, and other vehicles, collaborative planning and streamlined permitting processes. [Supports Key Move CA4d]			✓			
Advance mobility management strategies to encourage walking, biking, and transit trips (CA5)							
T40	Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation. [Supports Key Move CA5c]		✓	✓			✓
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
T41	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking, biking, rolling, and transit. [Supports Key Move PG1a and TEF 19.6, TEF 43.4]		✓	✓	✓	✓	
T42	Improve the experience of making travel connections, especially between transit and travel options such as personal and shared bikes and scooters used for first- and last-mile trips. [Supports Key Move PG1b and TEF 35.2, 45.3]	✓			✓	✓	
T43	Improve east-west mobility between neighborhoods and destinations, especially as additional north-south oriented light rail service begins, and existing bus services are redeployed. [Supports Key Move PG1c]			✓	✓		
T44	Coordinate with regional transit partners to simplify trip planning, booking, and mobility payment options across public and private mobility services. [Supports Key Move PG1d]				✓		
T45	Provide equitable transportation access through direct subsidies and tailored mobility services for disadvantaged populations, including people with mobility impairment or low income. [Supports TEF 32.1 and 32.3]. [Supports Key Move PG1e]				✓		✓

Transit Element: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
T46	Expand the pedestrian wayfinding program, including at transit stations and stops, in collaboration with community and regional partners. [Supports Key Move PG1f and TEF 48.1]				✓	✓	
T47	Work with transit agencies and private partners so that real-time data can help travelers make informed decisions. [Supports Key Move PG1g]				✓	✓	✓
Create world-class access to transit and support making service more frequent and reliable (PG3)							
T48	Partner with King County Metro to deliver SDOT's Frequent Transit Network target levels of bus service and service area coverage. [Supports Key Move PG3a]		✓		✓		✓
T49	Leverage planned light rail investments to serve more people traveling by transit through system expansions, redeployment of existing bus services to connect passengers to light rail, and expansion of bus services to new areas and markets to serve more riders, including those in underserved areas and travelers who would benefit from more east-west transit connections. [Supports Key Move PG3b]		✓	✓	✓		
T50	Partner with Sound Transit to support delivery of future Link light rail expansions and improvements to Sounder commuter rail, including improved service frequency, construction of infill stations, and station access improvements. [Supports Key Move PG3c]		✓		✓		
T51	Create a continuous streetcar connection by linking the First Hill and South Lake Union streetcar lines through Downtown. [Supports Key Move PG3d]		✓		✓	✓	
T52	Aggressively prioritize transit capital investments to create a connected, reliable network of transit priority lanes with service that operates 24/7, making connections to Link light rail and other regional services. [Supports Key Move PG3e]		✓	✓	✓		✓
T53	Apply a Transit Performance Policy to improve transit travel time and reliability through expanded use of transit lanes, queue jumps, transit signal priority, and other treatments to make transit a competitive travel choice for most trips. [Supports Key Move PG3f]				✓		✓
T54	Improve transit access to underserved neighborhoods and populations through expansion of existing transit services, programs that reduce transit fares, and new private sector partnerships, such as the Metro Flex service, to provide first- and last-mile services. [Supports Key Move PG3g and TEF 35.1]		✓		✓		
T55	Enhance existing and create new Community and Mobility Hubs, with connections to transit services and related travel options. [Supports Key Move PG3h]	✓	✓	✓	✓	✓	✓
T56	Prioritize low-carbon travel options through seamless, direct walking and rolling connections to Community and Mobility Hubs. [Supports Key Move PG3i]	✓		✓	✓	✓	
T57	Enhance transit stops and the experience of waiting at them in all types of weather and times of day through stop improvements implemented by transit partners and leveraged via private development. [Supports Key Move PG3j]	✓	✓		✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Transit Element: Delivering the Key Moves							
Support access to jobs, freight movement, and growth in deliveries (PG4)							
T58	Implement dedicated freight lanes and freight-and-bus lanes, pending successful results of a pilot project. [Supports Key Move PG4c]			✓	✓		✓
T59	Expand efforts to work with employers and property managers to provide sustainable transportation options, education, and incentives to promote sustainable travel options for shift workers, non-peak hour commuters, small business employees, and workers in MICs. [Supports Key Move PG4l]		✓	✓	✓	✓	
Manage curb space to reflect city goals and priorities (PG5)							
T60	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. [Supports Key Move PG5a]				✓		✓
T61	Develop strategies and new tools to accommodate more types of curb uses, including transit layover space, employer shuttle service, and other curb uses that support low-emission travel options. [Supports Key Move PG5c]				✓		✓
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
T62	Update Seattle's Right-of-Way Improvements Manual (<i>Streets Illustrated</i>) to implement actions and strategies outlined in this Plan. [Supports Key Move PP1d]	✓	✓	✓	✓	✓	✓
Create welcoming community and mobility hubs (PP2)							
T63	Work with partners to create a vibrant and welcoming public realm at community and mobility hubs to support community-oriented programming, such as markets, vending, performances, and recurring events. [Supports Key Move PP2a]					✓	
T64	Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as human-scale lighting, wayfinding, seating, and landscaping. [Supports Key Move PP2b]	✓			✓	✓	
T65	Provide a safe and comfortable experience moving in and around community and mobility hubs, including better crossings and intersections, slower speeds and right-sized travel lanes, decluttered sidewalks, universal access, and more. [Supports Key Move PP2c]	✓			✓	✓	
T66	Work to incorporate age-friendly public spaces at community and mobility hubs that work for older adults, children and their caregivers, including play-based learning activities that allow children to engage with the city and support their development. [Supports Key Move PP2d]		✓		✓	✓	✓
T67	Partner with communities, Tribes, other agencies, and organizations to design, construct, activate, and maintain community and mobility hubs. [Supports Key Move PP2e]				✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Transit Element: Delivering the Key Moves							
MAINTENANCE & MODERNIZATION KEY MOVES							
Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)							
T68	Maintain our transportation infrastructure, including streets, sidewalks, and bridges serving the most users and on the high-injury network. [Supports Key Move MM1a]	✓	✓	✓	✓	✓	✓
T69	Strategically manage the life cycle of our transportation assets in accordance with our Transportation Asset Management Plan to achieve the best performance results for the preservation, improvement, and operation of infrastructure assets. [Supports Key Move MM1b]						
T70	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help determine when it's time for upgrades. [Supports Key Move MM1c]						✓
T71	Conduct asset maintenance in accordance with the priority investment and emergency response route networks, especially when investment supports walking, biking, transit, and freight. [Supports Key Move MM1f]	✓	✓	✓	✓		✓
T72	Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. [Supports Key Move MM1g and TEF 19.3]	✓	✓	✓	✓	✓	✓
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
T73	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. [Supports Key Move MM2a and TEF 19.3]	✓	✓				✓
T74	Equitably distribute resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. [Supports Key Move MM2b and TEF 19.4]		✓		✓		✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
T75	Collect, monitor, and use data to inform changes to the transportation system. [Supports Key Move MM3a]	✓	✓	✓	✓	✓	✓
T76	Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future. [Supports Key Move MM3c]		✓				✓

SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the context we're operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to transit. They were used to shape the actions we'll take to achieve our shared transportation vision. SDOT will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances evolve in the years to come.

OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

In 2019, Seattle was nationally recognized for its growing transit ridership, partnering with King County Metro (Metro) and Sound Transit (ST) as they built out the regional transit system, and achieving a 46% share of trips made by transit for workers commuting downtown. The 2019 Commute Trip Reduction (CTR) survey indicated only 26% of commute trips to the Center City were made by driving alone. Like many other cities, public transportation in Seattle faced unprecedented challenges in the early 2020s due to the COVID-19 pandemic. However, Seattle's transit system has proven resilient and essential despite lower numbers of downtown employees returning compared to peer cities. Our transit network remains an indispensable public service and continues to adapt, expand, and evolve as we invest in Seattle's future.

Opportunities and Emerging Trends

- **Climate Action.** The Mayor's Executive Order on Climate calls for an 82% reduction of transportation emissions by 2030 (from 2008 levels) and Net Zero emissions by 2050. Over 60% of Seattle's total emissions currently come from transportation, requiring significant mode shifts to reach this goal. Equitably designed pricing strategies, parking management, and expanded transportation demand management will also play a critical role in meeting our climate goals.
- **Equitable Access to Travel Options Including New Shared Mobility.** Public transportation plays a vital role in providing affordable travel options that can improve financial autonomy for low-income residents. To help reduce the cost burden of transportation, SDOT provides fare subsidy programs for Seattle's most under-resourced communities and partners with Metro on regional reduced fare programs, including

those that impact SDOT-owned transit systems, such as the Seattle streetcar (TEF 34.1). As new mobility options grow, such as electric scooters, bikes, and other emerging mobility innovations, enabling access to these and other transit services for under- or un-banked people and those without a mobile data package or a smartphone is essential to providing equitable access to transit and increasing mobility. Equitable access also means physical connections to transit stops and stations are safe and comfortable, including sidewalks and barrier-free paths.

- **Link Light Rail expansion.** ST's planned Link light rail extensions to Lynnwood, West Seattle, Ballard, Federal Way, and communities east of Lake Washington, along with the planned infill stations at NE 130th Street and Graham Street create the opportunity to grow the number of households within walking distance of high-capacity transit. Associated bus service restructures will provide opportunities to improve east-west connections and transit access from currently underserved areas. Together, these changes will increase regional mobility and decrease reliance on private vehicles.
- **RapidRide system expansion.** In partnership with Metro, several new RapidRide bus rapid transit (BRT) lines are under construction and in various stages of planning and design. RapidRide is effective at attracting more riders to existing bus corridors, and provides more frequent and reliable trips, upgraded stations and facilities, and intuitive, direct route design—reducing the need to plan exact trip departure ahead of time.
- **Changing travel patterns and customer needs.** As ridership has gradually rebounded from the pandemic, there are long-term changes in when and where ridership occurs throughout the city. Nearly half of all transit trips are now taken outside of morning and afternoon commute times on weekdays, up from 40% of rides pre-COVID. King County Metro bus routes that retained the highest ridership during the pandemic include those serving Southeast and Southwest Seattle. This trend demonstrates a need for more all-day frequency and late-night service connecting Urban Villages in addition to the downtown core to meet changing travel demand.
- **Transit electrification.** King County Metro is working to transition to a 100% zero-emissions fleet by 2035, a target that requires City partnership and significant infrastructure adaptation. This builds upon Metro's existing 70 miles of electric-powered trolleybus network on 15 routes, as well as electric Link light rail service. SDOT will partner with Metro on their evolving needs for vehicle charging, layover, and curbside uses so that the city's streets and curbs support Metro's zero emissions bus strategy.

Challenges

- **Ridership loss due to pandemic.** Metro bus service, ST Link light rail, and Seattle Streetcar experienced significant decreases during the pandemic because of shifted travel patterns, requiring new approaches and research to better align the transit network with changes in travel behaviors. Transit ridership continues to grow post-pandemic, but at a slower rate than before.

- **Labor shortages and supply chain disruptions.** Like transit agencies and many employers nationwide, King County Metro contends with ongoing labor shortages and supply chain disruptions during and after the pandemic. Supporting Metro's work to increase service is a critical challenge that will take resources and planning to resolve.
- **Change in office work and impacts on Center City ridership and service.** For a decade before the pandemic (2010-2020), there was unprecedented office growth in downtown Seattle, with transit mode shares almost doubling to nearly 50% during this period. The pandemic shifted this trend, making hybrid and remote work the new normal in many workplaces and industries. Seattle's high rate of tech jobs made return to office trends slower than many national peers. The 2022 Commute Seattle survey on commuter behavior found work from home is the dominant "mode of travel" in 2022 making up 46% of all "trips." Transit use to work was down from 49% in 2019 to 22% in 2022.
- **Customer safety and security.** Transit customers, particularly in Center City neighborhoods, have expressed a perception of decreased safety in recent years. There are many factors contributing to this change in perception, and SDOT understands perceptions of safety directly impact how often riders choose to access transit.
- **Rising housing costs.** As housing costs continue to rise, many low-income residents are moving further outside the city in search of affordable housing. More affordable transportation options, especially transit, is a key strategy for SDOT to support citywide efforts to tackle our housing affordability crisis.
- **Rise in serious and fatal collisions on Seattle's streets.** Traffic fatalities have been on the rise since before the Pandemic, and Seattle's most vulnerable road users are most at risk. Transit can play a key role in making our streets safer as it is among the safest ways to travel. Shifting trips from personal vehicles to transit could reduce vehicle traffic, which could reduce serious and fatal collisions. Vision Zero and travel safety is a core SDOT value and service goal.

Transit's Role in Addressing the Climate Emergency

Transportation accounts for over 60% of the city's GHG emissions. Seattle has a goal to reduce transportation emissions by 82% from 2008 levels by 2030 and to net zero by 2050. Impacts of climate events are known to fall disproportionately on BIPOC communities, immigrants, refugees, people with limited English language proficiency, people with disabilities, and low-income residents—this is coupled with worsened health effects due to disproportionate exposure to pollution from fossil-fuel powered cars and trucks.

The Office of the Mayor issued a December 2022 Executive Order to prioritize actions that reduce GHG emissions. Coordinated actions include a transition to electric vehicles, but also rely heavily on mode shift to sustainable modes of travel (e.g., transit, walking, and biking). The city's Climate Change Response Framework, an analysis of various transportation and land use strategies to mitigate climate change impacts, estimated that transit will need to make up one out of every four trips to meet the City's 2030 climate goals. Translated into daily passengers, this analysis indicates our transit systems will need to carry an additional 750,000 passengers per day by the year 2030, as compared to the 450,000 passengers riding transit daily in 2019.

The STP team analyzed the ability for the current (2021) system to handle this additional capacity. Maps in **Figure 1** show where additional transit capacity would be needed to hit those targets. This analysis is used to support capital and service investment needs presented in the STP transit element.

Figure 1: 2030 Projected Service Impacts and Needs with Climate Analysis Mode Shifts



COMMUNITY ENGAGEMENT

Extensive public outreach and engagement occurred in the STP development process in three phases. We received almost 5,550 transit-specific comments through STP engagement, including through online surveys, the STP Engagement Hub, in-person meetings and events, a map-based comment portal, extensive work with community-based organizations (CBOs), and consultation with the Transportation Equity Workgroup (TEW). These comments were integral to the development of the Transit Element.

The STP engagement process collected approximately 2,000 location-specific public comments related to transit through online web maps (see Figure 2), including direct outreach to Black, Indigenous, and People of Color (BIPOC) communities, people with low incomes, immigrants, people with disabilities, and other populations who may not have easy access to government processes. In addition to being considered in the development of this Transit Element, these comments provide an ongoing resource for SDOT as we work in partnership with community to advance plan priorities.

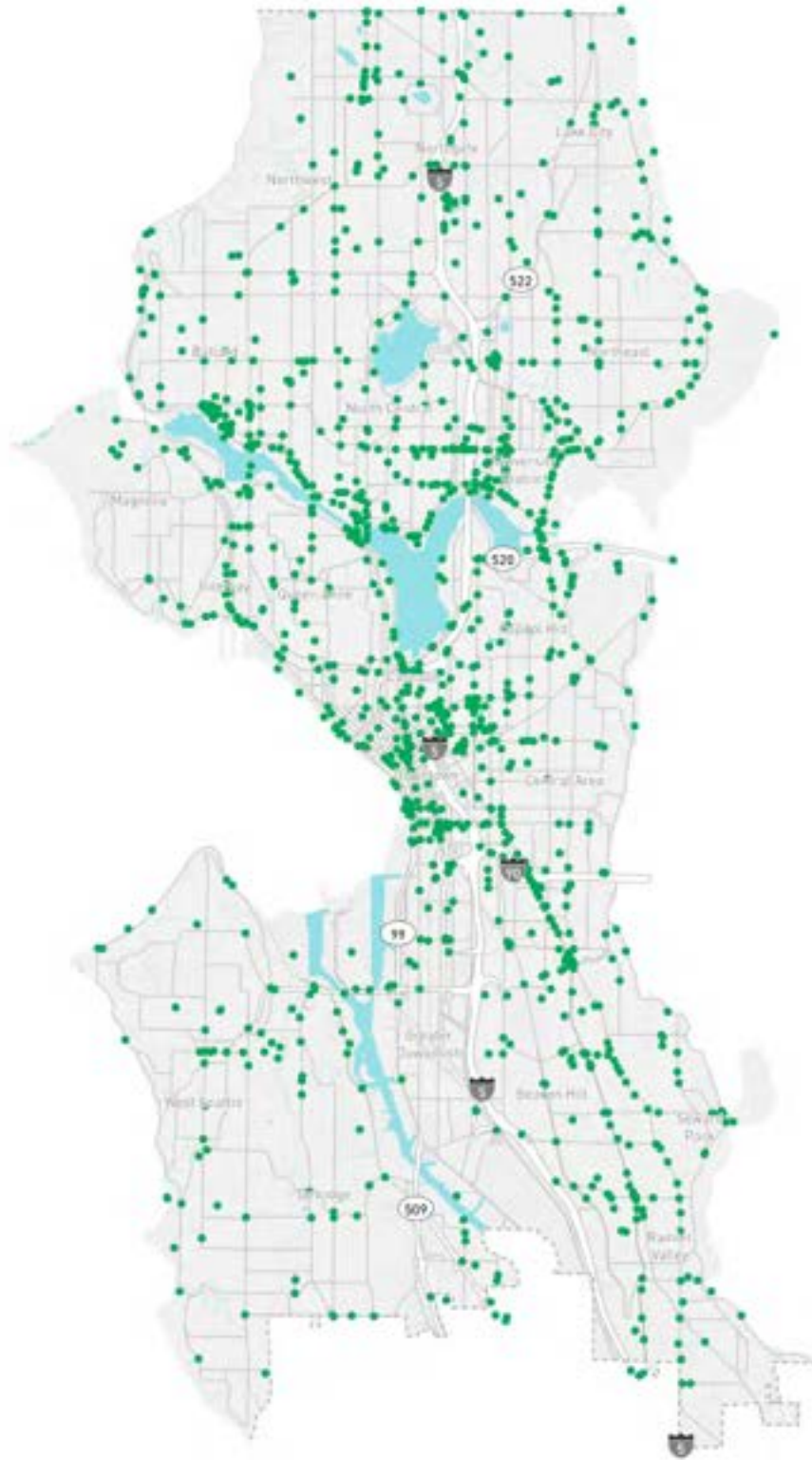
Key themes from community engagement include:

- Current transit is slow (trips take too long) and can be unreliable (long or unpredictable wait time).
- People want to see service levels (headways) restored to pre-pandemic levels or better.
- Improvements are needed to provide better access to transit, both to Link light rail and bus services throughout Seattle.
- Safety and personal security are significant and common concerns at transit hubs, stations, and bus stops.
- Transit doesn't work for all trips. Link light rail is being built primarily for people traveling north and south within Seattle, and for regional trips to other cities. There is a need to improve east-west transit services to connect neighborhoods as well as connect people to Link light rail.
- There is a desire to see more on-demand or shuttle type services for people living in or accessing low-density neighborhoods.
- Commenters support moving more people in less space to improve safety and climate outcomes, and they see high-quality transit as key to achieving these.

"More bus service late night; bus/transit service expanded for health care workers/hospitals; cameras on buses (if not there already)."

– Quote from Survey Respondent

Figure 2: Transit-Specific Comments Provided for Locations throughout the City



Key themes from BIPOC community members include:

- Transit should be safe, as people experience safety concerns in station areas.
- The city and its transit agency partners should invest in transit where people rely on it—most typically in historically underserved communities, such as in Central Seattle, Southeast Seattle, Delridge, and far North Seattle
- Provide safe and equitable options; South Seattle residents expressed greater concern regarding safety at Link light rail stations and reduced access to park-and-ride options when compared to North Seattle.

AMPLIFYING COMMUNITY VOICES

Indigenous people (American Indians and Native Alaskans) referenced transit at a much higher percentage than citywide comments (21% compared to 7% citywide).

Community-based organizations' input on accessibility is heavily weighted toward transit. Key themes received through CBO-led engagement include:

- Free public transportation would serve everyone.
- Bus transfer windows aren't long enough for folks to run errands. People prefer paper transfers because bus drivers usually allow a four-hour transfer window for elderly people, while ORCA cards are set at a fixed amount to only allow two hours.
- Transit navigators who speak different languages are requested to help riders know what buses to take, when buses are coming, etc.
- Digitized boards with bus schedules at transit stops or at businesses near transit stops and stations are very helpful, and there is a strong interest for more of these.
- There are gaps in neighborhood services as well as a lack of access to the outskirts of Seattle. Not many buses go into neighborhoods or areas without a main street.
- Buses don't run late enough—it is sometimes hard for people who do not work jobs with regular hours to choose to take the bus.
- There's not a lot of bus access to the outskirts of Seattle.
- It can be easy traveling in the Center City, but difficult to get out, and bus times are often delayed.



TRANSIT IN SEATTLE

Seattle has a wide variety of transit options, whether you're looking to travel on land or sea. While the City doesn't run the buses or light rail trains, we do work closely with other agencies to buy bus service, improve reliability, and make sure people can get where they need to go.

TRANSIT AGENCY PARTNER ACTIVITIES

King County Metro: RapidRide arterial bus rapid transit (BRT) project development and delivery; transit service planning within King County; station and stop improvements; transit operational improvements; access to transit improvements; Seattle Streetcar and Link light rail operations; trolleybus system planning and capital investments; development and implementation of Metro's long-range plan "Metro Connects"; coordination on discounted transit fares and subsidies; water taxi service between downtown and Vashon and West Seattle.

Sound Transit: Link light rail operations; Link light rail station area planning and project implementation; major capital project development, permitting, and construction management; Stride BRT program planning and construction; regional transit service planning; fare program development and management; coordination on regional fare structure, ORCA policy, and programs.

WSDOT: Regional freeway system operations and high-occupancy vehicle (HOV) network; planning of major transportation projects (SR-520 completion, I-5 major maintenance); planning and operations of state ferry network serving Seattle at Colman Dock and at Fauntleroy.



Bus

King County Metro
Sound Transit
Community Transit
Access Transportation
Downtown Circulator



Rail

Seattle Streetcar
Link Light Rail
Sounder
Seattle Center Monorail
Amtrak



Water

Washington State
Ferries
King County Water Taxi
Kitsap Fast Ferries

In addition to the wide array of partnership activities, SDOT plays a direct role in managing, providing, building, and supporting public transportation. These activities are detailed in the following section.

SDOT'S ROLE IN ADVANCING TRANSIT

Capital Project Funding: We provide direct funding and seek grants for transit capital improvements ranging from City-led RapidRide projects to smaller spot improvement projects, such as bus lane markings, traffic signal upgrades, and improvements to bus stops.

Capital Project Development: We lead development, design, and construction for transit corridors and passenger amenity improvements projects to make trips faster and more reliable.

Funding and Planning Service: The Seattle Transit Measure (STM), a voter-approved measure funded through Q1 2027, generates roughly \$50 million annually, the majority of which funds transit service. STM also funds capital projects, transportation access programs, and other transit service delivery programs like Metro Flex. We work with Metro to plan service investments using the Frequent Transit Network (FTN) and equity policies as key guidance.

Improving Transit Access: We promote physical access to transit by prioritizing access to transit stops for people walking, biking, and rolling. The STM supports access to transit by providing ORCA transit passes to low-income groups, such as Seattle Housing Authority residents, low-income workers, and Seattle Promise Scholar students, as well as opportunities for youth, seniors, and people with disabilities to learn to ride transit. We also advocates for improved regional fare policies and increased access to reduced or no-fare programs.

Transit System Connectivity and Integration: We lead various planning efforts and aligns multimodal investments to support safe, equitable, and high-quality access to multimodal hubs, light rail stations, RapidRide stations, Streetcar, and local bus stops. We manage curb uses to support access to transit, particularly where access and mobility functions are in high demand.

Transit Reliability: We manage transitway agreements with Sound Transit for ownership and operation of Link light rail high-capacity transit (HCT) facilities within the City of Seattle, and plans, designs, and implements bus priority treatments.

Station Area Planning and Permitting: We works with the Office of Planning and Community Development (OPCD) and the Department of Construction and Inspections (SDCI) on access and land use planning, development review, and permitting for Link light rail station areas.

Traveler Experience in the Digital Realm: We work with partner agencies and the private sector to enhance access to transit, information, and intuitive forms of fare payment for all travelers.

Regional Transit Coordination: The Puget Sound region has one of the nation's most effective collaborations among transit agencies. SDOT partners with King County Metro, Sound Transit, and other neighboring agencies to track that regional investments benefit Seattleites, and that local investments align with regional travel needs.

Seattle Streetcar: We own, fund, and manage the South Lake Union streetcar, providing frequent service between Westlake Hub and South Lake Union, and the First Hill Streetcar, which connects neighborhoods of Capitol Hill, First Hill, the Chinatown/International District and Pioneer Square. SDOT contracts with King County Metro for operations.

TRANSIT NETWORK

Frequent, reliable transit service is the foundation of a transportation system that empowers all travelers and makes Seattle a truly transit-friendly city. A robust transit network is essential if Seattle is to meet its climate goals and address transportation-related inequities. At its most fundamental level, a transit network is made up of transit infrastructure such as bus lanes, transit signals, and bus stops, often arranged in corridors.

The transit service that travels on this infrastructure can be described as a series of routes that connect different parts of a community for a number of hours per day at a certain frequency (the number of trips at a bus stop per hour). SDOT's vision for the service aspect of the transit network is followed by a vision for transit infrastructure in the sections below.

Public input and surveys consistently point to transit frequency as the most critical factor that influences ridership behavior. This fundamental concept directly informs SDOT's shared vision for a "Frequent Transit Network" (FTN), which builds from the 2016 Transit Master Plan (TMP) and establishes aspirational frequency targets for transit corridors throughout the city. A high-frequency transit network enables people to move through the city with confidence in a timely arrival—and without the need to consult a schedule—throughout the day and every single day of the week. Continual investment in improved transit frequency in Seattle is essential for many reasons:

- Post-pandemic transit is likely to remain less commuter-focused and oriented specifically to Downtown Seattle and must adapt to new travel behaviors and patterns.
- To support everyday trips by transit (not just commutes), people need reliable mobility at all times, such as early mornings, midday, evenings and at night all days of the week, not just at peak times on weekdays.
- Transit needs to accommodate work schedules of non-traditional and low-income workers including the times noted above.
- Transit should be attractive for all types of trips throughout the week, including education, shopping, and recreational trips, as well as cultural gatherings.
- An excellent transit network is necessary to accommodate the mode shift required to respond to the impacts of climate change in the next decade.
- Frequent transit reduces wait time, increases reliability, and values the time for existing and future riders.
- Frequent transit makes transfers more feasible and allows a network of routes to function as a system.

A connected network of frequent transit services is also critical to achieve STP climate goals, which require dramatic increases in transit ridership and VMT reduction to support broader efforts to reduce greenhouse gas (GHG) emissions from transportation.

High transit frequencies as part of a reliable, all-day service network can create a more equitable transportation system, making it possible for people of all ages, incomes, and abilities to get where they want to go regardless of when or where they need to travel. The Transit Element presents a vision for frequent transit service in Seattle that goes beyond the original Frequent Transit Network (FTN) presented in the 2016 Transit Master Plan.

The Frequent Transit Network

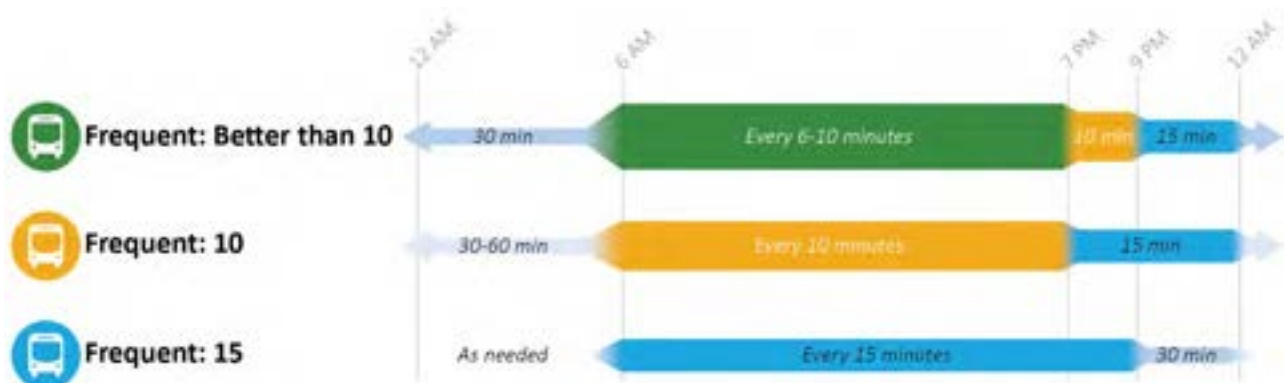
This section provides an overview of the Frequent Transit Network and key changes made from the 2016 Transit Master Plan FTN. The updated FTN has two primary components: it establishes aspirational frequency targets alongside a transit corridor map illustrating how frequency targets are proposed to be distributed throughout the city. Transit corridors that are part of the updated FTN are classified into three categories:

Frequent: Better than 10 minutes. 6-minute to 10-minute service from 6 AM–7 PM, 10-minute to 15-minute service from 7 PM to midnight, and 30-minute service from midnight to 6 AM, every day. This category captures a vision that the best transit service is even more frequent than 10-minutes and that SDOT is willing to invest in certain Metro RapidRide lines and other very high frequency routes.

Frequent 10 minutes. 10-minute service from 6 AM–7 PM, 15-minute service from 7 PM to midnight, and 30-minute to 60-minute service from midnight to 6 AM, every day. This is a high frequency category for main transit corridors, including some RapidRide corridors.

Frequent 15 minutes. 15-minute service from 6 AM–9 PM, 30-minute service from 9 PM to midnight, and service as needed between midnight and 6 AM, every day. This designation aligns with parking flexibility areas monitored by the Seattle Department of Construction and Inspections (SDCI), in which parking minimums for new housing development are reduced or removed near frequent transit operating at least every 15 minutes.

Figure 3: Frequent Transit Network Target Frequencies



Note: Corridors that don't require the "Frequent: 15" category are termed "Other Transit" and are determined by Metro's Service Guidelines.

The updated frequency targets presented in **Figure 3** include several significant changes from the FTN targets outlined in the 2016 TMP:

- Frequency targets are now the same on weekdays, Saturdays, and Sundays. This change reflects the fact that the weekday commute has less of an influence on travel patterns in the city, and that residents have travel needs throughout the week and for purposes beyond travel to and from work.
- A new evening travel period between 7 PM and 9 PM was added, calling for 15-minute minimum frequencies when many people are still moving throughout the city for a variety of trip purposes.
- Nighttime frequency targets, between midnight and 6AM, are higher. It is important that the transit network can support movement throughout the city 24/7.
- Service may be expected to ramp up to all-day levels as early as 5 AM to account for shift workers in service and medical fields arriving earlier than average workers—determined on a route-by-route basis depending on local demand and operational considerations.
- Future Link light rail frequencies are anticipated to be every 6 to 12 minutes throughout the day as the Link system builds out and more services are brought online. These frequencies are assumed to be included in targets for relevant corridors. Based on station locations and times of day, additional bus service may need to fill gaps along certain corridors to meet frequency targets, especially during Link’s maintenance window when no services are able to be run between 1 and 5 AM.
- The updated FTN eliminates a “Local” service category, as it isn’t frequent enough to be useful to Seattle riders for many of the reasons noted above. The city may still invest in local transit if a route serves an equity priority area or a key role in the larger network.

Updating and Measuring the Frequent Transit Network

The updated Frequent Transit Network (FTN) includes a network of transit corridors offering frequent, reliable service on designated corridors that connect urban villages, urban centers, and Link light rail stations throughout the day, every day. The FTN was developed using a data-driven approach to prioritize where SDOT should invest and advocate for improved transit frequency. Segments of the street network where Metro buses and Seattle Streetcars operate were assigned a Frequent Transit Network target based on various data inputs, including:

- Existing and future transit demand
- Future population and employment density
- Equity priority areas (areas with greater concentrations of BIPOC, low-income, foreign-born, disabled, or who have limited English proficiency)
- Access to link stations for regional connectivity
- Locations where a higher percentage of passengers pay with reduced fares

Higher intensity of service was warranted on portions of the network that scored higher for multiple factors. The FTN goal is to achieve target frequency along each network corridor identified. Since the FTN focuses on all-day service, seven days a week, many service

deficiencies occur on weekends and during midday, compared to peak-period times when frequencies are highest. This highlights the need for investment in off-peak bus service to move closer to the aspirational vision of frequent all-day service, seven days a week.

The FTN is supported by transit capital investments that protect these frequency service investments from traffic delay. Capital investments also align with pedestrian access, community and mobility hubs, and placemaking investments to elevate the overall travel experience. Additionally, they help protect investment in additional transit services by enabling transit to be more efficient, requiring fewer vehicles to meet target frequency goals. Continued expansion of ST Link light rail will continue to change how people travel via transit. Investing in east-west corridors that connect to generally north-south oriented Link light rail service is a focus of the STP, as is investment in high-frequency midday, evening, and weekend service.

The three categories defined **Figure 3** above are used to illustrate the updated Frequent Transit Network (FTN) in **Figure 4**.

Portions of the network are not part of the FTN but are shown as “Other Transit.” The transit network in downtown Seattle is not assigned an FTN target because of the many converging routes on those streets. SDOT may update this vision over time as necessary. To realize the vision of the updated FTN, SDOT will measure progress towards the corridor-based frequency targets depicted in **Figure 4**.

Frequency targets will also be assigned to individual bus routes based on the FTN frequency targets to identify service gaps, per the investment methodology described in the Seattle Transit Measure (STM) (See Appendix A).



A Metro RapidRide bus

Figure 4: Frequent Transit Network Targets



The FTN map includes anticipated transportation and land use changes through 2031. Transit changes planned for implementation after 2031 will be incorporated into the FTN as part of future updates. Transit changes included within the FTN Map are grouped and bulleted below.

Lynnwood Link Light Rail Expansion

- Line 1 extension north to Lynnwood
- Bus restructures in North Seattle
- New service to the 130th St Station

Other Link Light Rail Expansion

- Judkins Park Station and surrounding bus service restructures
- S Graham St light rail infill station and surrounding bus service restructures
- Other bus routes that currently serve areas of Seattle that are restructured to new light rail stations outside of the city

New RapidRide and Stride Routes

- RapidRide G Line along E Madison St
- RapidRide J Line serving UW, Eastlake, and South Lake Union
- RapidRide R Line along Rainier Ave S
- Stride S3 BRT service along NE 145th St to Bothell

Seattle Transit Measure Investment

The 2020 voter-approved Seattle Transit Measure (STM) creates approximately \$50M annually through Q1 2027 to fund additional transit service, capital investments that improve transit service, and programs that improve access to transit. STM service investments are made throughout the city based on the Frequent Transit Network (FTN) and an equity-centered prioritization methodology.

This methodology prioritizes investments on routes that serve equity priority populations (BIPOC, low-income, foreign-born, disabled, or who have limited English proficiency), the times of day when reduced fare rides are most prevalent, and where there are larger gaps between current service levels and the FTN targets. SDOT also considers qualitative information such as the results of community outreach and engagement and operational considerations like the presence of layover and transit infrastructure. This methodology was co-created with the Transit Advisory Board (TAB) and future changes to the methodology would include TAB's involvement.

Transit Corridors and Major Projects

Many transit corridors in Seattle provide vital connections between local neighborhoods and regional employment and industrial centers. SDOT's 2016 Transit Master Plan directed capital project development into several critical bus corridors (e.g., RapidRide G, H, and J lines and several Transit-Plus Multimodal Corridors) and helped the City to partner with Sound Transit (ST) to determine Sound Transit 3 (ST3) Link light rail investments, which were funded by voters in 2016 and are now being planned and designed.

The Transit Element accounts for planned and completed system investments and the major transit network changes needed to optimize the 2008 voter-approved Sound Transit 2 (ST2) plan—Lynnwood Link, East Link, and Federal Way Link extensions—and ST3 investments including the Tacoma Dome, Everett, West Seattle and Ballard Link light rail extensions, and the NE 130th Street, Graham Street, and Boeing Access Road infill stations within Seattle.

ST Link light rail investments are predominantly oriented north and south towards regional destinations such as Tacoma and Everett, requiring complimentary investment in east-west bus services that enhance regional system connectivity and strengthen other north-south bus corridors in adjacent parts of the city where connections to Link light rail service are limited.

This section describes where transit corridor investments should be prioritized based on analysis of transit demand, travel patterns, tactics to meet Transportation Equity Framework (TEF) strategies, and coordination with King County Metro's "Metro Connects" Long Range Plan.

Factors considered in developing corridor categorizations include:

- Ridership
- Bus Delay
- Reliability
- Frequent Transit Network
- SDOT & KCM capital programming
- Durability of improvements to protect transit reliability
- Connections to regional light rail, commuter rail

Inputs for Project Development

Develop a standard to measure right-of-way tradeoffs for design along transit corridors to use during project development.

- Evaluate outcomes from existing measures and policies which could include travel time and reliability to establish right-of-way allocation measures and goals on the transit network.
- Integrate the operational measures and goals into the complete streets process for project development to streamline right-of-way tradeoff decision-making alongside other multi-modal operational measures and goals where designated corridors overlap.

Transit Corridor Planning

SDOT will partner to advance and implement priority transit corridors through multiple programmatic and agency coordination activities:

SDOT Major Projects. These are large scale projects that will or could be managed by SDOT, including:

- Aurora Ave N (RapidRide E Line): The highest bus ridership corridor in the Pacific Northwest, this corridor provides opportunity to upgrade the existing E Line facilities, increase transit priority, and enhance street safety and passenger experience outcomes (could be a Metro led project)
- 3rd Avenue Transit Spine (see detail in Center City section below)
- Culture Connector Streetcar (see detail in Center City section below)
- Most Tier 1 Premium Transit Corridors in Figure 4 are in this category

SDOT Transit Corridors Program. These are projects of varying scales focused on improving travel time and reliability, passenger facilities, safety, and multimodal access:

- Most Tier 2 High-Priority Corridors in Figure 4 fit in this category
- Corridors that improve east-west transit travel are a priority
- NE 130th St/NE 125th Corridor Improvements: Establish a multimodal corridor to connect light rail riders to the future NE 130th St light rail station by implementing transit reliability, safety, access, bus stop, pedestrian, and bicycle improvements

Partner led projects. These are projects for which King County Metro is leading project development or plans to design and fund the project. SDOT is a key partner for these projects.

As of 2023, Metro has one partially funded RapidRide Corridor project in Seattle:

- Rainier Ave S (Route 7, Future RapidRide R): King County Metro has partial funding for RapidRide R line as its next corridor capital investment priority for RapidRide within Seattle. SDOT will partner with Metro to meet transit performance, safety, and other modal priorities.

As of 2023, Metro is studying four additional corridors in the City of Seattle for future RapidRide conversion:

- NW Market St & N/NE 45th Street (Route 44): This critical crosstown corridor will eventually connect Link stations in Ballard and the U District and ties together three Urban Centers and Urban Villages. SDOT made early investments in the corridor from 2021-2023 as part of the Route 44 Transit-Plus Multimodal Corridor Project.
- Westlake Ave N, NW Leary Way, and 24th Ave NW (Route 40): This high ridership corridor provides a critical connection between South Lake Union and Fremont and Ballard. The

Route 40 Transit-Plus Multimodal Corridor will make early investments in the corridor as part of the Levy to Move Seattle.

- Beacon Ave S, Broadway Ave/E, 10th Ave E, Harvard Ave E, 15th Ave NE (Routes 36 & 49): This north-south corridor builds on a critical service concept presented in the 2012 Transit Master Plan and now included in the Metro Connects Plan. It would provide a north-south crosstown line (possibly combining portions of today's routes 36 and 49) from Southeast Seattle, through First Hill and Capitol Hill to the University District without running through Downtown.
- Downtown Seattle, SODO, Southcenter, Kent (Route 150): This north-south corridor included in the Metro Connects 2050 Plan and the RapidRide Expansion Plan connects the Downtown Seattle and SODO neighborhoods with two cities to the south, Tukwila and Kent, via Interstate 5.



Streetcar and Monorail operating in Downtown Seattle

Priority Transit Corridors

The Transit Element Chapter identifies priority transit corridors for SDOT and its partners to consider for capital investment. Corridors are tiered by investment level based on the extent of identified transit priority needs and importance of supporting transit performance, climate, and equity goals. These corridors were identified because they:

- Support access and integration with regional investment, such as Link light rail
- Function as the most critical to support climate targets
- Support access to opportunity goals of the TEF
- Improve transit reliability on key corridors included in the Frequent Transit Network
- Address needs identified in the draft Transit Performance Policy⁶
- Address needs heard from community in the STP engagement process

Unlike previous SDOT transit master plans, priority transit corridors are not organized under an implementing program (e.g., RapidRide, Transit-Plus Multimodal Corridor Program, etc.). Rather, they are grouped by the level of transit priority aspired to and accounted for in STP network integration policy and mapping. This is intended to provide SDOT with flexibility to determine an implementation approach—including working with transit agency partners—that best match funding and implementation priorities. The corridors are classified into 3 tiers, with each serving a different role in the transit network.

These tiers are listed in **Table 2**. **Figure 5** further below illustrates priority investment corridors per these classifications.

Table 2: Priority Transit Corridor Classifications

Designation	Description	Examples
Tier 1: Premium Transit Corridor	Highest-level arterial transit need, continuous transit priority, potential future light rail corridor	Third Ave, 15th Ave NE (U District), Rainier Ave S
Tier 2: High-Priority Bus Corridor	Merits corridor-level investment programming, significant transit priority need	NE 65th St, 23rd Ave, California Way SW
Tier 3: Priority Bus Corridor	Incremental or spot-location transit priority as per Transit Performance Policy	Sand Point Way NE, Boren Ave, 15th Ave S

The STP Capital Investment Corridors Map is based on an analysis of transit needs and the future benefit of transit capital investment. The analysis focuses on Seattle’s arterial street network, including streets that carry transit today and that might in the future⁷. The STP Capital Investment Corridors Map does not imply end-to-end corridor projects (e.g., converting the KCM

⁶ The SDOT Transit Performance Policy (TPP) is an approach to monitor transit performance on corridors included in the Frequent Transit Network (FTN) and determine locations where transit priority is needed to maintain service performance at the desired standard. The TPP is currently being drafted by SDOT.

⁷ To ensure pavement conditions are suitable for transit operations on street segments throughout Seattle, SDOT maintains a Transit Street Classification map (see Appendix B).

Routes 36 and 49 to a new RapidRide line), but rather recommends a level of investment for key segments of the current and future transit network.

The three designations (see map legend) indicate the importance of and opportunity for capital improvements, particularly transit priority treatments such as bus lanes, queue jumps, Transit Signal Priority (TSP) and improvements for passengers accessing and waiting for transit.

Phased Implementation

Many capital corridor investments will be made in response to light rail expansion or the introduction or upgrading of bus service to a RapidRide or Stride standard. These phasing considerations have a significant impact on the timing of future capital investments.

Transit changes anticipated as part of light rail or RapidRide/Stride expansion include:

Lynnwood Link Light Rail Expansion (2024)

- Bus restructures in North Seattle
- New bus service to the 130th St Station

Other Link Light Rail Expansion

- Judkins Park Station and surrounding bus service restructures
- S Graham St light rail infill station and surrounding bus service restructures
- Other bus routes that currently serve areas of Seattle that are restructured to new light rail stations outside of the city

West Seattle Link Light Rail Expansion (2032)

- Bus restructure in West Seattle and SODO

Ballard Link Light Rail Expansion to Smith Cove (2037)

- Bus restructure in Interbay and South Lake Union
- Bus restructure in West Seattle, including the potential revision of RapidRide C Line and H Line

Ballard Link Light Rail Expansion to Ballard (2039)

- Bus restructure in Ballard, including the revision of RapidRide D line

New RapidRide and Stride Routes

- RapidRide G Line along E Madison St
- RapidRide J Line serving UW, Eastlake, and South Lake Union
- RapidRide R Line along Rainier Ave S
- Stride S3 BRT service along NE 145th St to Bothell

Figure 5: Transit Capital Investment Corridors



Center City Connections

Seattle's ten Center City neighborhoods⁸ experienced exponential growth over the last decade, supported by the expansion of high-quality transit options for travel in and to Downtown employment sites and adjacent Center City neighborhoods. Transit is crucial to Downtown's economic success, delivering people and moving residents, workers, and visitors within the area.

The next two decades will see significant transit investment, better connecting Center City neighborhoods to one another, to other Seattle neighborhoods, and to the region. Opportunities and challenges for Center City transit include:

Dramatically improved transit access to and within Downtown, with the opening of new funded transit projects, including:

- **RapidRide lines**, including G Line (Madison, 2024), H Line (Delridge, 2023) and J Line (Eastlake, 2027)
- **ST2-funded light rail service**, providing regional connectivity in multiple directions from Downtown:
 - o Lynnwood Link Extension of existing line from Northgate (2024)
 - o East Link line connecting over I-90 by rail to communities east of Lake Washington (2025)
 - o Federal Way Link Extension of existing line south from Angle Lake (mid-2020s)
- **ST3-funded Link light rail tunnel** that will support extensions to West Seattle (2032) and Ballard (2037-39) and support a new Link light rail regional service pattern with three distinct lines.
 - o This will include new underground Center City Link stations.
 - o Construction impacts from major capital and transit projects, particularly West Seattle and Ballard Link Extensions (WSBLE), may impact street operations, including bus and streetcar routing and service.

Opportunity to rethink street uses and bus pathways as Link light rail extensions replace regional bus routes, creating opportunities for new distribution of transit pathways across Downtown and opportunities to repurpose right-of-way for other critical needs, such as building access, bicycle movements, urban goods delivery, pedestrian realm, greening, etc.

⁸ Seattle Center City Neighborhoods include: Uptown, South Lake Union, Belltown, Denny Triangle, Commercial Core, Pioneer Square, International District/Chinatown, Central District, First Hill and Pike/Pine.

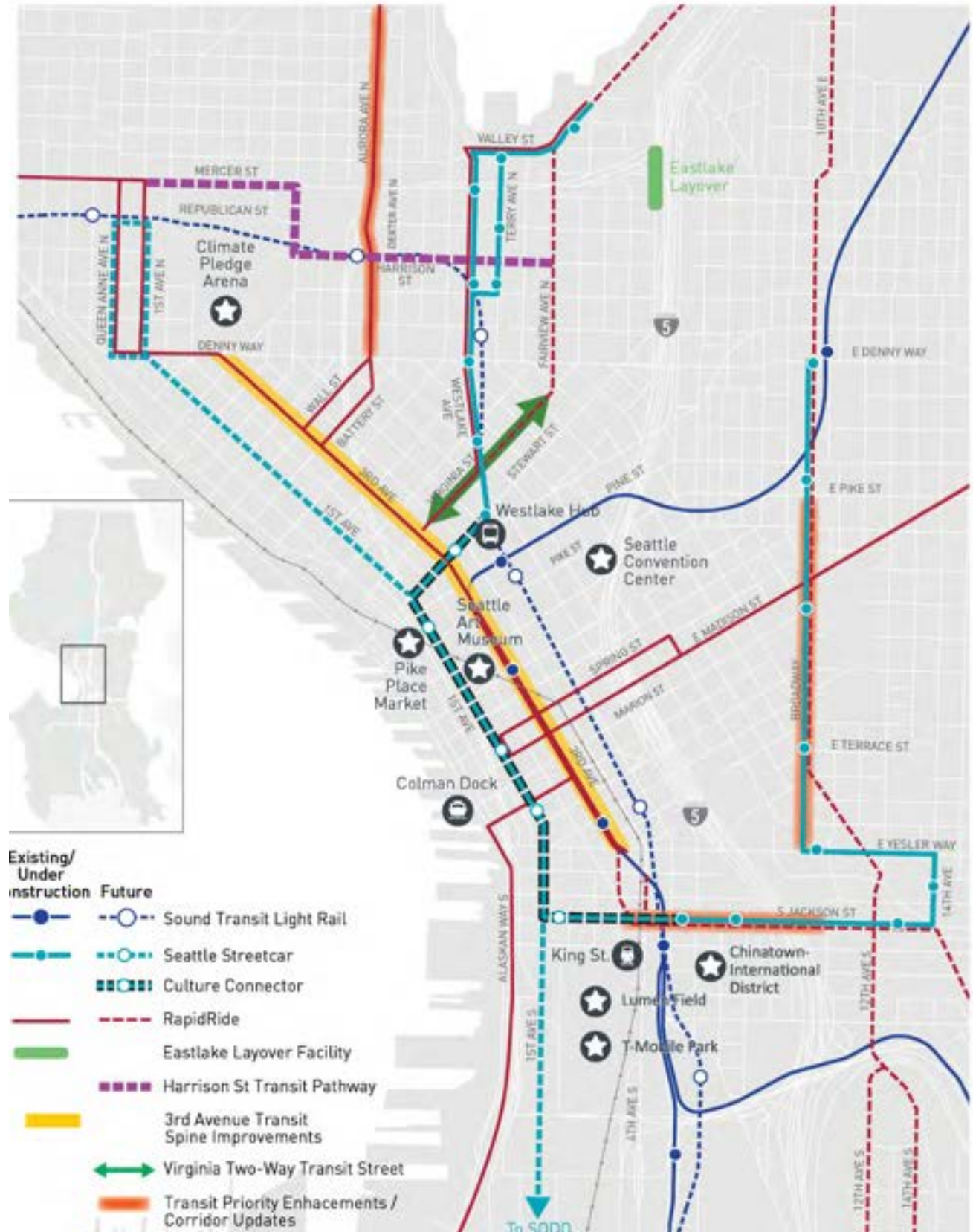
Economic development and activation. Seattle's Center City remains a center for tourist activity, culture and entertainment, sporting events, and dining. It also has a regional and international draw for conference activities. Easy-to-use transit circulation, including the Seattle Streetcar, can play a critical role in connecting destinations, including new Seattle Waterfront attractions and an expanded Convention Center.

Right-of-way (ROW) allocation and bus layover management. There is very limited ROW in Downtown. Evaluating and maintaining critical access for buildings needs to be a key part in evaluating potential changes for transit routes and transit layover spaces along the curbside. See more detail in the Curbside Management Element, which includes strategies related to layover and critical access needs.

Key proposed Center City transit improvement opportunities are shown in **Figure 6** and include:

- **3rd Avenue Transit Spine improvements.** As Seattle's busiest and most critical transit street, investing in bus reliability, passenger facilities, and placemaking are important to this corridor's success. SDOT will partner with King County Metro and downtown business interests to improve conditions on 3rd Avenue.
- **Broadway E transit priority improvements (Capitol Hill/First Hill)** to further increase the priority of people traveling on foot, by bike, or on transit.. The consideration of this as a new RapidRide route provides an opportunity for bolder thinking about enhanced bus-rail priority and will further improve service along the First Hill Streetcar line.
- **S Jackson Street transit priority improvements and bus-streetcar integration (between 12th Ave S and 2nd Ave Extension S).** SDOT will invest in S Jackson Street transit priority treatments as part of, or alongside, the RapidRide R Line project or other efforts to enhance streetcar priority.
- **Harrison and Mercer Transit Access Project** planning improvements to provide a new, reliable east-west bus pathway between Uptown and South Lake Union.
- **Virginia and Stewart Multimodal Improvements** that consolidates bus travel onto fewer streets in the Belltown-Denny Triangle area between 3rd Ave and transit pathways heading north (i.e., to Aurora, Dexter, Westlake, and Fairview Avenues N). Clear benefits of this would improve simplicity with two-way bus service on the same street and the opportunity to invest in fewer, better bus zone improvements and enhanced transit reliability measures. Virginia Street is a top-candidate corridor due to direct connectivity with Fairview Ave North, but other streets and pathway connections should be analyzed.

Figure 6: Center City Transit Capital Projects



Seattle Streetcar and the Culture Connector

The Seattle Streetcar plays a critical role in delivering Seattle's vision for the Frequent Transit Network. The South Lake Union and First Hill Streetcars are separate lines that make up the Seattle Streetcar system. Their operational programs provide funding to deploy service and maintain operational assets through an interlocal agreement with King County Metro. Once the Culture Connector is built, connecting the two existing lines, there's opportunity to fold these into a single program for the Streetcar system.

The Culture Connector (formerly the Center City Connector or C3) project is designed to link the South Lake Union and First Hill streetcar lines, creating a single Seattle Streetcar that has the potential to carry 25,000 daily riders by 2035. This project plans to provide dedicated lanes for 85% of the alignment, elevating the streetcar to a major urban circulation system. Construction of the Culture Connector project before 2030 could be timely to support the economic revitalization of Downtown, providing an easy-to-use, level boarding connection between key sporting, entertainment, hotel, and retail districts; cultural destinations; and the newly revitalized Seattle Waterfront.

Reliable, frequent, street-running rail will provide critical circulation for Center City, with more balance between residential and office uses; a regional draw for sports, culture, and entertainment; and world class destination for tourists. Further, the connection to existing Link light rail stations at Westlake/McGraw Square and at Jackson Hub could be an important circulation method for Downtown travelers during WSBL construction disruptions.

Seattle Streetcar capital project priorities include:

- **The Culture Connector Project.** The Culture Connector will build a streetcar line to connect the existing First Hill and South Lake Union Streetcars. This project includes tracks, stations, overhead trolley wires, an expanded operations and maintenance facility, and vehicles. This project will significantly expand the utility and benefit of the existing lines and provide an easy-to-use Center City circulation system for a wide variety of trips.
- **Future Extensions and Capital Facilities.** The Streetcar system could be expanded to advance Citywide Comprehensive Plan, STP, and climate goals. Potential extensions include:
 - North on 1st Ave/1st Ave N/Queen Anne Ave N to Seattle Center, Climate Pledge Arena
 - South into south of Downtown (SODO) at Stadium Station or SODO Station.
- **New Operations and Maintenance** facility site to allow for fleet expansion.
- **Development of a Streetcar Performance Program.** This is a capital investment program to improve streetcar operations consistent with Transit Performance Policy and the Transit Capital Priorities map. As increased vehicle volumes decrease streetcar reliability and increase travel time, SDOT makes targeted capital investments to improve streetcar performance and reliability. Future improvements will consider transit-priority and possible car-lite or car-free options.

- **Streetcar State of Good Repair.** As the Seattle Streetcar ages, a State of Good Repair program allows SDOT to monitor whether the existing assets meet or exceed their useful life and stay safe for operations. It also allows for limited modernization as technology evolves, such as improvements to real time information signs and lighting at stations.

Streetcar Safety Program

Federal regulations require SDOT to have a Streetcar Safety Program to guide safe operations of the streetcar system. At SDOT, the Streetcar Chief Safety Officer is responsible for complying with federal regulations and implementing SDOT's Public Transportation Agency Safety Plan (PTASP). Implementation includes both operational and capital improvements.

Streetcar Strategy

This program represents SDOT's coordination with internal and external partners on major Seattle capital projects, planning efforts, and grant funding that impact Seattle Streetcar. This program is also responsible for fare policy decisions, managing data, and reporting critical performance measures for the Seattle Streetcar.

King County Metro and Sound Transit Capital Programs

SDOT works with King County Metro and Sound Transit to support transit corridor capital programs. This section describes key investments that are planned, funded (or partially funded), or under construction. It also provides recommendations for long-term enhancements and expansions to RapidRide, Link light rail, and Sounder commuter rail. SDOT, King County Metro, and Sound Transit have several major transit projects planned, funded, and under construction. See Table 3.

Light Rail Expansion

As Seattle continues to grow, there will be opportunities for continued expansion of the regional Link light rail system. **Table 4** lists a mix of potential and aspirational opportunities for future Link light rail expansion. Potential expansion corridors are based on STP analysis as well as a review of previous Sound Transit and regional plans. These concepts reflect Seattle's interest in continued growth of the rail system and would require additional analysis and evaluation. No funding is identified for these conceptual expansion corridors; the committed ST3 program extends into the 2040s.

Regional growth and changing employment patterns are likely to increase demand for all-day service and improved off-peak direction travel on Sounder, the Puget Sound region's commuter rail service operated by Sound Transit. Future investments, such as midday service, higher frequencies all day, and electrification could be important investments to making Sounder a key part of the region's high-capacity rail network. Additional stations located in key growth centers should be considered to improve access and network connectivity. These potential locations are listed in Table 4.

Table 3: Potential Light Rail Expansion Opportunities

Potential Corridor	Justification or Plan Alignment
NW Market/N 45th Street Ballard – Wallingford – U District – Children’s Hospital	• Included in ST2 planning studies • Included in ST3 future investment studies
15th Ave/Holman Road NW Ballard – Greenwood – Northgate <i>Option to extend to Lake City and Kenmore</i>	• Included in ST3 high-capacity transit planning studies
Aurora Avenue N Belltown – Fremont – Greenwood <i>Option to extend to Edmonds and Lynnwood</i>	• Existing high transit frequency and ridership • One of the highest bus ridership corridors in Seattle/King County/Metro Seattle
California Avenue SW West Seattle – Morgan Junction – White Center <i>Option to extend to Burien and Tukwila International Boulevard</i>	• Included in ST2 planning studies • Included in ST3 high-capacity transit planning studies
Duwamish Valley SODO – Georgetown – South Park <i>Option to extend to Tukwila International Boulevard</i>	• Direct, faster access from south of the Rainier Valley to SODO and points further north
23rd Avenue Mount Baker – Madison Valley <i>Option to extend to U District</i>	• Major north-south corridor east of Downtown • High concentration of people and jobs, high transit ridership, connectivity to existing or planned Link lines
Denny Way/E Thomas Street South Lake Union – Capitol Hill – Madison Valley	• Major east-west corridor north of Downtown • High concentration of people and jobs, high transit ridership, and connectivity to existing/planned Link lines
Southeast to Southwest Seattle Corridor West Seattle – Duwamish Valley – Southeast Seattle <i>[Details to be determined]</i>	• Major east-west corridor south of Downtown • Connects equity priority areas without needing to transfer in SODO or Downtown

Table 4: Sounder Infill Station Opportunities

Potential infill station	Justification
Ballard	• Included in Sound Transit 2 as a provisional station location⁹
Interbay	• High concentration of jobs; adjacent to many dense residential neighborhoods • Connectivity with Link light rail depending on station location chosen • Serves Piers 90 and 91 and the cruise terminal
Broad Street	• Included in Sound Transit 2 as a provisional station location⁹ • Access to jobs and people in Belltown, South Lake Union, and Seattle Center • Serves Pier 66 and the cruise terminal, along with connectivity with potential future passenger-only ferry dock
SODO	• Concentration of high employment • Connectivity with multiple Link light rail lines
Georgetown	• Mixed-use node with nearby employment centers and residential neighborhoods
Boeing Access Road	• Connectivity with Link light rail station, which is expected to open in 2031 • Included in Sound Transit System Plan • Located outside Seattle, but within walking distance of city neighborhoods

⁹ Sound Transit 2: A Mass Transit Guide. July 2008. Page 9 and Page 16.

Figure 7 shows planned expansions to the Link light rail system and planned RapidRide corridors in Seattle.

Figure 8 shows the potential high-capacity transit corridors and potential Sounder infill stations on a single map, overlaid on top of the existing and future Link network.

Figure 7: Link Light Rail Expansions and Planned RapidRide Corridors

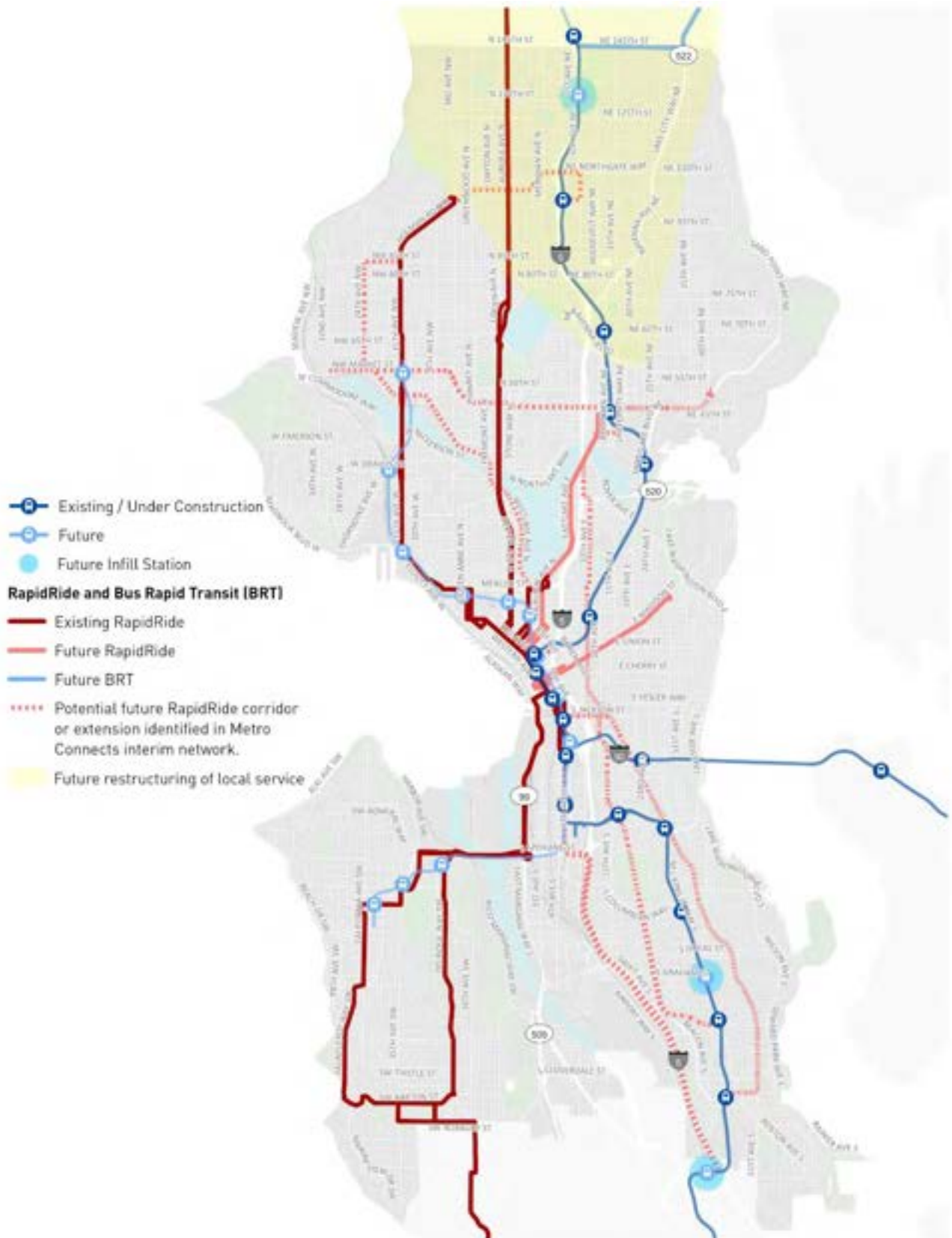


Figure 8: Potential Link Light Rail and Sounder Commuter Rail Expansion Opportunities



Community and Mobility Hubs Network

Community and mobility hubs combine transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located along major transit routes where frequent transit services intersect to improve connectivity and facilitate local neighborhood connections, especially in historically underserved areas. They may feature People Streets and Public Spaces elements and goods delivery elements.

As the regional Link light rail system expands in Seattle, we will continue to focus investment on multimodal access to station areas, making transit a safe, secure, pleasant, and reliable choice for travelers. Expansion of RapidRide and high-quality, high-frequency bus services offer opportunities for focused hub investments and other hub development at locations across Seattle away from the substantial improvements occurring at Link stations. As new mobility options are introduced into Seattle, community and mobility hubs can serve as important locations where these options are integrated into the larger transportation system.

Figure 9 describes many of the important components and functions that hubs can include, though this list is not exhaustive. Specific amenities included at a given location will be determined during project implementation.

Figure 9: Key Features and Functions of Seattle Community and Mobility Hubs

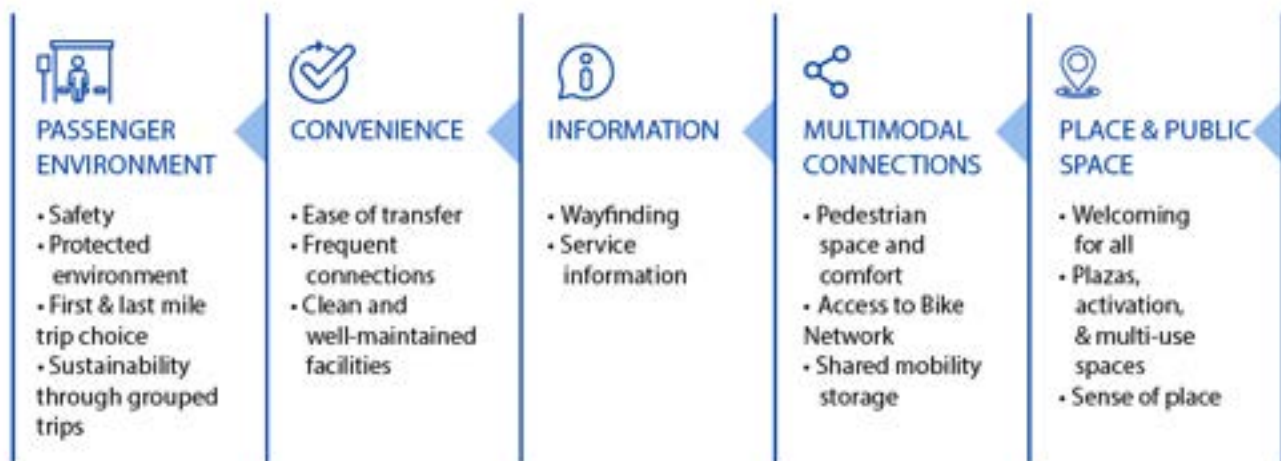


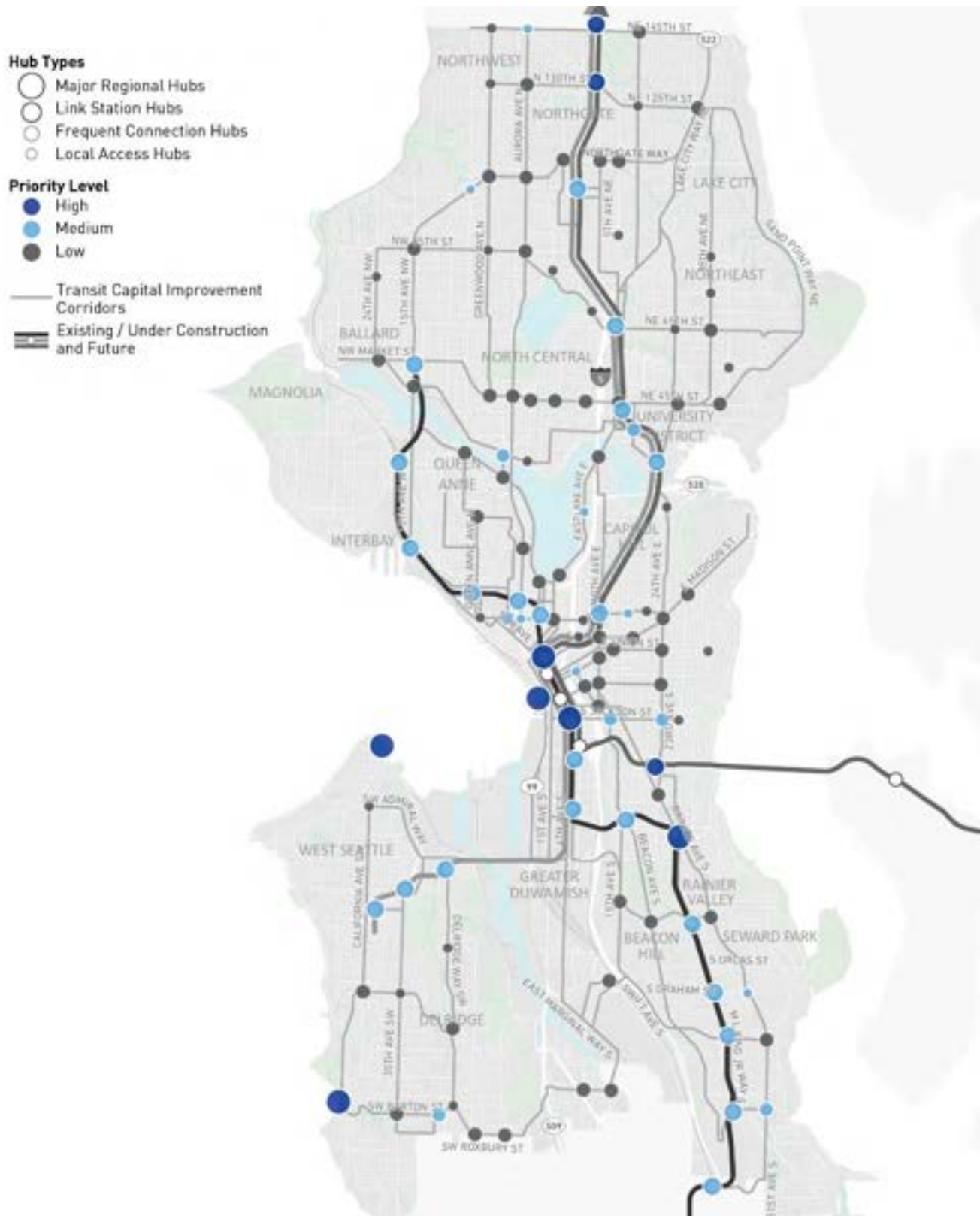
Table 5 describes different typologies for community and mobility hubs, the level of investment necessary to implement them, and possible characteristics. .

Table 5: Seattle Community and Mobility Hub Types

Hub Type	Description	Investment Levels	Possible Characteristics
Group A: Major Regional Hubs	Major intermodal transfers between frequent bus, rail, ferry, or other major transit services	Highest for all Community and Mobility Hub features	• Intermodal connections prioritized. • High-capacity surface transit (bus/streetcar) operates efficiently to move people to and from the station. • Busiest locations of rider throughput (ferry and Sounder train services) • Convenient, pleasant, and safe to walk, bike, and spend time. • Destinations/places of interest for people to meet, shop, linger and enjoy spending time • Playful learning landscaping
Group B: Link Station Hubs	Link Stations with RapidRide or frequent services	High for all Use PSPS to guide Place and Public Space	• Prioritize transferring between Link and other high-capacity transit services. • Pedestrian crossing safety prioritized. • Destination-rich to allow people to conveniently fulfill their daily needs. • Playful learning landscaping
Group C: Frequent Connections Hubs	RapidRide or frequent route with another RapidRide or frequent route	Medium to High for all Use PSPS to guide Place and Public Space	• Prioritize transit-to-transit transfers. • Pedestrian crossing safety prioritized. High quality passenger amenities with improved wayfinding
Group D: Local Access Hubs	RapidRide or frequent route in urban village or neighborhood anchor	Medium for all Use PSPS to guide Place and Public Space	• Prioritize bus connections to local destinations and residences. • Pedestrian crossing safety prioritized. Connect people biking and walking to transit from lower density areas.

Figure 10 shows possible locations of community and mobility hubs that are currently being studied or will be in the near term. Not all locations on the map will receive hub treatments. Locations indicated as high priority will be studied for potential project implementation first, followed by medium and low priority areas.

Figure 10: Community and Mobility Hubs Under Study and Future Study Priority



PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than for specific projects) to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programmatic activities listed here provide helpful general information to describe the types of tools and methods SDOT will employ to manage the transportation system.

Transit Spot Improvements

Transit spot improvements build smaller-scale transit capital investments that improve the operating environment for transit, making trips faster, safer, and more reliable for transit riders. In addition to the transit spot improvement program, the Seattle Transit Measure (STM) has historically funded small- to mid-scale transit capital projects through a similar process. The goals of the Transit Spot Improvement Program are to:

- Reduce travel delays and increase reliability for transit
- Improve safety for transit riders, bicyclists, pedestrians, and drivers
- Improve rider experience by enhancing passenger facilities.

The Transit Spot Improvement Program invests in various treatments to improve reliability and increase travel time. These include bus-only lanes, traffic signal upgrades, roadway improvements, and bus stop modifications. The program partners with King County Metro, Sound Transit, and other local efforts to fund, plan, design, and implement projects. The program addresses the transit capital needs of current bus service and routes. It also looks ahead to new needs that arise due to planned bus service restructuring to connect to new Link and RapidRide stations that are about to begin service.

The program is adaptable and tactical, focused on quick-build efforts and simple, cost-effective solutions to address operational and safety issues or improve passenger access and comfort. The program is also a way to modify existing transit infrastructure and develop innovative solutions. This includes a range of options, such as modifying signage and refreshing paint and markings as well as testing new products and designs to deter non-transit vehicles from using transit infrastructure.

Figure 11 illustrates the process SDOT uses to make transit spot improvements.

Figure 11: Transit Spot Improvement Process Flowchart



Transit Integration Planning and Implementation

Siting and design of new transit capital projects (like Link light rail, RapidRide, SDOT-led multi-modal corridor improvements, and Vision Zero safety improvements) can have enormous implications on what future transit service scenarios are possible, and how well or safely customers navigate the overall transit system. Our transit integration planning and implementation work enables us to coordinate and leverage the impact of new capital investments alongside ongoing transit operational adjustments to increase transit ridership in Seattle and meet the City's climate and equity goals.

To be successful, we must engage early and often with regional transit partners. For example, we coordinate major capital project review with Sound Transit to allow transit partners to leverage new and forthcoming Link light rail stations and related bus restructure efforts. This coordination considers how various alternatives support Seattle's overall mode shift, climate, safety, and equity goals.

Transit integration planning and implementation directly influences major transit service changes through collaboration with partner agencies Sound Transit and Metro to ensure the legibility and accessibility of proposed service patterns and pathways, route numbering, transfer locations, connections to other modes, directness of service pathways, identifying and delivering capital projects to support modified transit travel paths, coordinating the identification and delivery of new transit passenger amenities, and public outreach efforts to support transit passengers as they adjust to the changes to the transit system.

This work also tracks and responds to ongoing adjustments to transit operations beyond new Link and RapidRide stations by considering adjustments that may need to be made to the right-of-way in transit corridors. In addition, we also work with Metro to understand and coordinate

their new bus layover needs—an essential and often overlooked component of transit operations—which is outlined in the next section.

Bus Layover Coordination

Buses providing transit service need space to park where operators can take needed breaks, catch up to service schedules, and prepare for the next trip. This happens on city streets, in curb space designated by SDOT, or off-street facilities owned by transit agencies or local cities, such as transit centers. As the number of routes and route frequencies increase, the need for layover space will increase as well. However, because of the ongoing Link expansion, fewer regional transit services will directly serve Downtown, potentially freeing up space for local operations or other curbside uses in several locations north and south of Downtown. Bus layovers are a critical area of coordination with transit agency partners and part of SDOT's transit integration efforts.

Generally, King County Metro works with us to communicate where and when layover space is needed to support transit operations, and we work to identify whether on-street solutions are feasible. If curbspace is limited or changing future conditions impact on-street availability, partner agencies may identify and fund an appropriate solution.

For example, King County Metro designed the Eastlake Layover Facility that will accommodate 11 bus layover spaces and provide a place for bus operators to take breaks, access safe restroom facilities, and perform operations tasks. Layover space is particularly constrained in Downtown, where real estate costs are high, curb space is limited, and many different modes and stakeholders have unique curb needs.

Layover needs will continue to change in the future, as Link light rail expands through Puget Sound and local services change in response to planned and unplanned conditions. Potential major changes include:

- **Major transit capital investments**, such as Link light rail expansion or new RapidRide and Transit Corridor projects.
- **Significant changes to transit service patterns**. For example, services changes related to East Link and Lynnwood Link will decrease the number of buses traveling to and through Downtown, providing an opportunity to re-evaluate layover uses in the northern and southern ends of Downtown. The Northgate Link Extension, which opened in 2021, caused changes to regional service, dramatically decreasing the layover needs of Downtown, while creating new needs in places like Northgate and First Hill.
- **Large redevelopment or re-channelization efforts**. If a transit center is relocated or redeveloped or if a new employer or development spurs major land use changes.
- **Changes to fleet types and operational requirements**. Metro is planning to move to a zero-emissions fleet by 2035. Therefore, more electric buses will likely require access to charging facilities (either on- or off-street). In addition, the mix of standard versus articulated (or stretch) buses changes may change in the future.

Freight and Bus (FAB) Lanes

As the city continues to grow, so does the demand for freight transport. This includes urban goods delivery and services in a range of form factors, from heavy duty large commercial trucks to medium-duty delivery vans to light-duty trucks to personal vehicles delivering packages to even smaller electric cargo delivery cycles. With limited rights-of-way (ROW), we need to use available lane capacity more efficiently. In key corridors, proposed transit lane facilities with additional capacity could be good candidates for sharing dedicated space.

To help maintain reliable movement of freight—in particular, commercial trucks larger than 26,000 pounds—between key manufacturing and industrial centers, freight-and-bus (FAB) lanes may be piloted in these key corridors. Freight-and-bus lanes can improve freight mobility and may avoid negative impacts to transit service. At the same time, FAB lanes can improve safety for people walking, bicycling, and even driving personal vehicles along these routes.



Metro bus using a bus-only lane

Innovative Transit Streets

Urban streets evolve as a city's priorities change. As Seattle strives for more safe, equitable, and climate-friendly transportation systems, our streets will follow. We continue to plan and design streets that enhance transit performance and capacity while meeting these goals. Transit street investment can provide opportunity to realize STP outcomes described in the People Streets and Public Spaces element.

Table 6 highlights areas where we can continue to advance innovative transit street design. These examples represent the types of improvements SDOT might consider when advancing priority transit corridor projects. For more information on ROW design, see the Curbspace and People Streets and Public Spaces Elements.

Table 6: Innovative Transit Streets

Category	Opportunity	Potential Application in Seattle	Example
Downtown Transit and Destination Streets	• Create street space focused on people and public space (for more information see PSPS element) • Move high volumes of people with frequent bus or rail • Maintain or reduce transit travel times and improve connections to the urban core • Support street life and retail • Address critical building access needs (e.g., deliveries, solid waste management, street activation)	• Third Ave Transit Corridor • Virginia Two-Way Transit Street • Broadway • 1st Ave	 Photo Credit: Downtown Denver Partnership Denver's 16th Street Mall is a pedestrian mall that spans Denver's Downtown, connecting two key transit hubs and providing very frequent electric bus service along the length of the mall.
Transit on People Streets	• Support street life and retail • Prioritize transit while allowing certain priority vehicles access for delivery or parking garage access. • Move high volumes of people on foot, by bike, and with frequent bus. • See more information on People Streets in the PSPS element	• Virginia Two-Way Transit Street • Broadway • S Jackson St • 15th Ave NE • NE 43rd St	 Credit: Photo by John Muggenborg ©2019 Nicollet Mall is a transit and pedestrian street in downtown Minneapolis. The street is primarily used for bus travel and bicycles and allows limited vehicular access.
Freight and Bus Shared Lanes	• Provide priority for multiple modes • Consider where: • Operational conflicts with bus stopping and turn movements can be resolved • Transit stops are widely spaced (or buses do not stop in lane), limiting delay for trucks • Transit and freight volumes are compatible • Separate parallel bike facility available	• Westlake Ave N • 15th Ave NW	 14th Street in New York City has a busway element that allows trucks and buses to share a lane. The project has showed benefits for transit and trucks since opening in 2020.
Bus and Bike Shared Lanes	• Provide priority for multiple modes • Consider: • Short segments with constrained street space • Where speeds are compatible • Where grades are appropriate (not on uphill segments)	• Downtown Streets • Bridge approaches • Light rail station area approaches	 Southwest Madison Street in Portland allows bus and bikes to share a lane on a downhill approach to a key bridgehead.

Category	Opportunity	Potential Application in Seattle	Example
Transit priority on Destination Streets	- Where streets are a space for socializing - Streets with high pedestrian traffic - Retail streets with frequent transit - See more about Destination Streets in the <i>People Streets and Public Spaces (PSPS) Element</i>	- Broadway - S Jackson St - NW Market St - SW Alaska St - Terry Ave N	 Toronto's King Street project used auto restrictions to enhance transit service (i.e., the street tram) and dedicated auto storage at the curb to activate pedestrian space and parklets.
Streets with Surface Rail and Bus	- Share street space dedicated to transit where high volume bus corridors and rail overlap - Reduce priority for private vehicles, particularly for through movements where alternative routes exist - Create high-quality pedestrian and waiting environments	- Westlake Ave N - Broadway - S Jackson St 1st Ave	 Kungsportsavenyn in Gothenburg, Sweden carries street trams (i.e., rail) and frequent bus service. The street changes character every two blocks, creating an interesting and vibrant passage for transit customers.
Center Running Transit Ways	- High ridership bus corridors - Corridors where transit needs priority on a busy roadway - Streets benefiting from narrowing, reduced pedestrian crossing distances - Candidates for safety improvements from removal of unprotected left turns	- Madison St - Aurora Ave N - Lake City Way NE	 Photo Credit: SFMTA In 2022, San Francisco opened its first center-running busway on Van Ness Boulevard.
Transit Priority on One-Way Streets	- Effective at moving large volume of transit customers - One-way streets can help improve bus throughput and reliability - Allows for accommodation of other street and curb priorities such as loading, parking or bicycle facilities	- Downtown avenues such as 2nd or 4th Aves - Pike/Pine St - Spring/Madison St - Belltown/Denny Triangle/Uptown One-Way Couplets - Roosevelt and 11th/12th Ave NE in U District, Roosevelt	 Photo Credit: NYDOT 1st Avenue in New York City has a single-direction bus lane, allowing a parking protected bicycle lane on the opposing curb (similar to 2nd Avenue in Seattle).

ACCESS TO TRANSIT

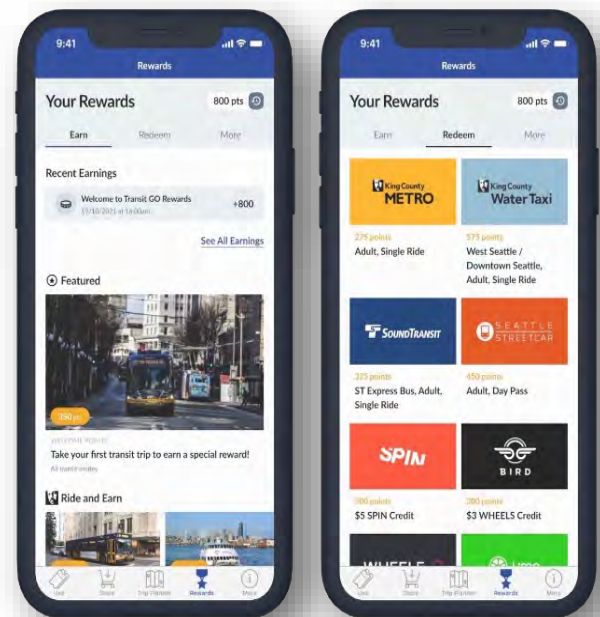
We aim to reduce barriers to transit use for everyone traveling in Seattle. Seattle Transit Measure (STM) funds support access for many people who may not otherwise be able to use transit consistently or reliably. Additionally, we provide transit subsidies to equity priority populations as well as engages in the development of regional fare payment and integration efforts, including participating in planning to update the ORCA regional fare payment system and funding the development of and Seattle rider incentives for the TransitGO mobile payment app.

The TransitGO platform (managed by King County Metro) offers an intermediate option for mobile payments until the next-Generation ORCA system is fully available. SDOT is working to provide fare payment options that meet our riders expectations and, increasingly, that means digital.

As technology evolves, we will increasingly leverage the private sector to stay at the forefront of innovation, while ensuring that riders of all digital competencies and with varying levels of digital access can pay for fares.

We've also been a regional collaborator and leader on innovative approaches to making transit easier to access and use. When the West Seattle Bridge was closed for maintenance in 2021, SDOT offered a rewards program to incentivize people to get around without driving alone.

TransitGO Rewards expanded to residents throughout the city in 2023 as well as the county in partnership with King County Metro.



Metro Transit GO Rewards App

Fare Programs and Integration

Seattle's fare subsidy programs, which range from fully subsidized annual fare programs funded by STM to more focused TDM subsidies and incentives have proven successful. SDOT provides fully funded regional transit passes to thousands of program participants, including residents of all 102 Seattle Housing Authority-owned and -managed properties, low-income workers at small businesses in equity priority neighborhoods, Seattle Promise Scholars, and other priority groups.

Supporting equity-centered fare policy is critical to SDOT's access programs. Aligned with SDOT's value and commitment to equity, we work to create a shared understanding that transportation access is a form of poverty intervention. Regionally, the cost of riding transit depends on each operating agency's policy, although several reduced-fare programs are coordinated across agencies. The regional ORCA fare collection system is currently being updated to offer enhanced customer benefits, but with the delay of critical customer-facing features, such as tap payments with a credit/debit card or mobile application/ credential, the importance of continued engagement and advocacy within regional fares policy and technology spheres remains integral to supporting improved transit access.

SDOT will seek to work with transit partners to enhance the trip planning, booking and payment experience, enabling riders to easily navigate trip-planning, booking, and payments across public and private mobility services, and where price incentives are set to encourage shared or active travel modes. When equitable pricing approaches are adapted, these policies can be powerful tools to address current financial inequities and the State of Washington's regressive tax system, but also encourage lower emissions travel.

Mobility Subsidies and Services

SDOT aims to support transit access and car-free or car-lite travel. For example, STM funds a fare free, ADA-accessible Downtown Circulator that connects low and no-income individuals with social and health services in the Downtown network. SDOT's STM-funded Transportation Access Programs also includes community focused engagement, education, and programming efforts, such as the Youth Ambassador Program and a Senior Transit Program. As resources allow, continuing to grow these efforts will help make the transit system more effective, equitable, affordable, and accessible.

Subsidies or other investments to support travel on transit-supportive modes, such as personal or shared bikes and scooters, also align with STP goals for climate and equity. SDOT should explore opportunities to build toward universal, or guaranteed, basic mobility - the democratization of transportation that calls for a minimum level of mobility for specified populations within an area. Mobility wallets are one tool that supports universal, or guaranteed, basic mobility.

Mobility wallet programs allow individuals or households to gain access to public transportation and shared mobility offerings at a discounted rate or no cost due to public subsidy. They have already been successfully deployed in cities across the U.S. such as Boise, Los Angeles, Oakland, Pittsburgh, and Portland. Immediate results of these programs have included

increased transit use by targeted populations, reduced single occupancy vehicle travel, and more effective and equitable travels between and within communities. To embrace the mobility wallet concept and support the implementation of this innovative programming, We'll work with city and state partners to implement TDM policies that focus on reducing drive alone trips that occur throughout the day as opposed to just reducing commute trips.

In addition to directly funding and managing such programs, SDOT should coordinate with King County Metro and other transit partners on expanding programs serving businesses and major institutions to offer bulk purchasing and pricing on mobility services. Continuing to develop and deploy regional fare systems and managing relationships with private mobility services will help integrate payment technologies and platforms across modes and providers.

Ultimately, SDOT should also consider policies to use travel subsidies for specific modes and user types and to align transportation fees, charges, fares, tolls, or other payments with mode shift and equity goals.

Rider Experience

The transit rider experience goes beyond the transit stop or riding a transit vehicle. The experience begins when someone decides to make a trip and ends when they reach their destination. Planning the trip and understanding transit options for that trip should be intuitive as the experience of travel between home and the transit stop is vital to people's decision making. This process includes everything from travelling to and waiting at a transit stop, riding transit, understanding at which stop you should exit, and travelling to your final destination; all of these components impact an individual's rider experience. SDOT's vision is that all riders have an intuitive, comfortable experience for all steps of the transit journey.

A high-quality transit experience requires clear language, wayfinding, frequent service, a safe and comfortable environment, access to restrooms and seating, and easy connections to other modes. As the mobility ecosystem becomes more complex, SDOT should continue building strong partnerships with regional partners and leading innovative approaches to the customer experience, like working to create a roadmap for integrated mobility payments across public and private mobility services.

To understand the current transit rider experience, it's important to capture rider feedback, including website or social media feedback, email feedback, phone calls, or tracking of experience on an app, among others. Welcoming feedback and making it easy to provide input will help improve the transit rider experience for all and improve transit agency's responsiveness to customer needs.

TRANSPORTATION TECHNOLOGY AND INNOVATION

In partnership with Metro, SDOT should continue evaluating new service ideas and assessing the performance of existing services. New technologies, such as automated and shared vehicle technology, could greatly expand the feasibility and usefulness of on-demand and first-/last-mile services. Many cities and agencies throughout the country are testing or operating such services, and they have become routine in other parts of the world. These technologies will also distinguish between public and private transportation and may require new criteria to evaluate new service concepts for public investment.



Photo: King County Metro Flex is an example of on-demand neighborhood transit service

Alternative Service Models

While fixed-route service typically receives most of SDOT's transit investments to date, the Seattle Transit Measure (STM) funds opportunities to test innovative transit service approaches that provide unique community value. In 2019, Seattle funded a new Via to Transit (now known as Metro Flex) service providing on-demand van service to four Sound Transit Link stations in Southeast Seattle, while Metro funded service to one station outside Seattle. This offered an opportunity to implement and evaluate these on-demand services and determine if they could be successful. Eventually, success of the service to two higher demand stations led Metro to invest its own funds in service operations.

Trailhead Direct is another innovative service pilot project initiated by SDOT and Metro and now led by Metro and King County Parks. The project is a seasonal service which started in 2017 and will continue operation in 2023. Trailhead Direct aims to ease traffic congestion and improve safety as well as provide more inclusive access to outdoor recreation along the I-90 corridor. It operates on a fixed route on weekends and holidays from May until Labor Day. In addition to

testing new approaches or technologies, we invest in community services that have value beyond transportation. The Downtown Circulator provides connections between local human service agencies and other Downtown Seattle destinations, acting as an extension of these agencies.

Fleet Electrification

Except for the Seattle Streetcar, transit vehicles in the Seattle region are owned and operated by local transit agencies. While most regional buses are diesel hybrid-electric buses, King County Metro (Metro) operates a large network of zero-emissions electric trolleybuses in Seattle that are powered largely by overhead wires along City streets. Metro is now investing in battery-electric buses and is targeting transitioning to a complete zero-emissions fleet by 2035. Transit fuel technologies worldwide continue to evolve rapidly, with vehicles powered by natural gas, hydrogen, biodiesel, and propane, among other fuels. SDOT should continue to support transit partners testing and operating low- and zero-emissions fleets.



An electric Metro bus

Transit Technology and Systems

Technology systems are critical to optimizing SDOT and transit agency partners service and capital investments. When deployed to meet our goals, technology systems allow buses to avoid and bypass traffic congestion, provide better information and access to transit riders, increase opportunity for first-/last-mile access, improve enforcement of transit-only lanes, and help operators stay on schedule.

Introducing and testing emerging technologies can improve transit service, planning, rider experience, travel option redundancy, and resiliency. When people have access to information about when their bus or train is coming, not only do they perceive wait times as shorter, but they may also ride more often.

This technology can also benefit customer service operations who will have access to real-time, up-to-date information to share with customers. Historically, providing this information to customers required costly hard-wired connections and displays that were subject to vandalism, weather, and other factors. Today, those with mobile phones can access information about bus arrival times, and in certain cases, even bus capacity at any stop in the system.

Delivering the best information requires that physical and virtual systems be in place, but also requires back-end systems to collect and process information in real time. There are several technologies that help transit operate efficiently, including tools that:

- Modify traffic signal patterns to give transit an early start through intersections
- Maintain green signals for passing buses and trains
- Cite cars that are illegally driving in transit-only lanes
- Help maintain schedules for bus service

The City's role in procuring, managing, and adapting these systems varies depending on where the tool is located (i.e., on a bus, or in the right-of-way) and on specific project elements (i.e., whether the technology is part of a citywide traffic management strategy or a transit agency-led project like RapidRide or Link light rail). Partnerships are important in deploying technology. For example, the City is currently piloting automated enforcement technology in bus lanes and at intersections with stationary cameras.

As an alternative, violations in the future could be monitored by bus-mounted cameras. This change would require not only state legislative action, but also coordination with transit agency partners. Key transit technology systems include:

- Intelligent Transportation Systems (ITS), including Transit Signal Priority (TSP)
- Transit agency data collection systems, such as Automatic Passenger Counters (APC), General Transit Feed Specification (GTFS), and Automated Vehicle Location (AVL) systems
- Automated enforcement systems for transit lanes and intersections, that help reduce private vehicle use of bus lanes
- Fare collection and payment systems
- Technology solutions provided as an incentive to decrease car ownership or solo vehicle travel
- Customer-facing information systems, including trip-planning and real-time arrival information
- The ability to monitor a trip in real time and alter recommended transfers, destination stops, and other aspects of a trip

- Operational technology, such as operator communication systems, scheduling, run-cutting, and dispatch programs; real-time service management; and operator communication systems
- Emerging technologies, such as autonomous and shared vehicle technology
- Microtransit service for low-volume routes with high frequency or customization
- Mobility options beyond traditional public transit, including electric scooter and bike share and other existing and emerging point-to-point mobility options
- Customer trip and trip-planning feedback systems

TRANSIT ASSET MAINTENANCE

SDOT, along with our transit partners, owns and maintains a variety of facilities and amenities which make up the fixed part of the transit system, such as shelters, wayfinding, real-time information signs, and even the sidewalks riders use to access transit—together these are generally referred as the physical “assets” of the transit network.

Maintaining assets and previous investments in a state of good repair is an important part of ensuring that transit continues to operate smoothly and without interruption. SDOT’s goals for asset management include sustainability, accountability, and transparency. Regular reporting on transit asset management is a requirement of the Federal Transit Administration (FTA); a Transit Asset Management Plan (TAMP) covers the period of 2023–2026. This document summarizes transit-related assets pertaining to the Seattle Streetcar and King Street Station, which are owned by the City of Seattle.

Many of the infrastructure assets most important to the overall transit system are not part of the TAMP, such as bridges and structures, arterial roadway pavement, pavement markings, and ITS. While many of these assets are critical to other travel modes, the nature of fixed-route transit means that asset maintenance issues—even on a single block or intersection—can negatively impact service operations along an entire route or set of routes. Collecting high-quality data on asset condition is important to understanding future and emerging issues. This includes information on SDOT’s ability to monitor and understand paving conditions, to systems that allow real-time reporting of maintenance issues and safety hazards—whether they are SDOT-owned assets or partner agency assets.

Transit is also a critical travel option if roads, bridges, or other facilities are closed for needed maintenance or repair. For example, during the West Seattle High Bridge closure from 2020–2022, local bus routes and the King County Water Taxi provided critical mobility to those traveling in, to and from West Seattle.



DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics that this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

A transit-friendly city provides our residents, workers, and visitors with a network of frequent, accessible, understandable, and secure transit services, providing reliable connections between neighborhoods, major job centers, and key destinations around the city and the region. Seattle can continue building on its strong transit history and network to evolve into an even more friendly place to ride transit and take trips easily for everyday needs. This looks like a transit system for Seattle that includes:

- **Frequent service** that allows people to use transit for most trips without consulting a schedule
- **Reliable service** that allows people to plan their trip with certainty
- **Competitive travel times** on transit should get people where they need to go in a similar or shorter amount of time than driving
- **All-day network** that focuses on meeting all travel needs, not just those traveling at peak times
- **Connected system** that provides a safe and seamless transfer between transit lines and delivers a wide range of mobility options for first- and last-mile connections
- **Seamlessly integrated and affordable system** including shared electric, micromobility services into multimodal transit trips at a cost proportionate to the share of the total trip, fostering accessibility and affordability (TEF 35.2)
- **Accessibility for all**, including fare programs that reduce or eliminate cost as a barrier to transit use, facilities that are fully accessible for people of all abilities, and facilities designed to safeguard customer safety
- **Passenger environment** where all riders feel safe accessing and using the system and where real time information is readily available
- **Clear and inviting spaces** for pedestrians to access transit stops and stations all hours of the day and night, including safe and barrier-free sidewalks (TEF 7.1)
- **Proactive maintenance** to provide a clean, secure waiting environment and making sure facilities are in good condition before major and expensive repairs are needed
- **Coordination with the One Seattle Comprehensive Plan growth strategy** to align land use planning, housing policies, parking and other transportation policies.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommends performance measures to monitor the implementation of the STP Transit Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching, and sometimes aspirational, outcome-based measures are identified in the STP implementation strategy (see Part I document). Generally, they are tracked at a city-wide scale, and SDOT may not have primary control over their achievement. Examples include VMT reduction in support of the STP's safety, sustainability, mobility, livability, and maintenance and modernization goals and the percent of household income dedicated to transportation that informs progress on equity, mobility, and livability goals.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include increasing the share of trips made by people taking transit and improving the reliability of transit service.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples include the miles of bus spot improvements or miles of dedicated transit-only or freight and bus (FAB) lanes installed per year.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 7 on the following page includes the Tier 2 performance measures that will be tracked for the Transit Element.

Table 7: Transit Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase walking, rolling, biking, and transit mode share	Increase percent of trips made by transit (SDOT)	11% (2019)	28% by 2044	No	Safety Equity Sustainability Mobility & Economic Vitality Livability
Increase access to frequent transit	Percent of households within a 10-minute walk of frequent transit ¹⁰ (SDOT, Census Bureau, KC Metro)	53% (2023)	77%	Yes	Equity Sustainability Mobility & Economic Vitality
Increase satisfaction waiting at bus stops during the day and at night	Percent of customers who report feeling safe while waiting for the bus or train (King County Metro's Rider and Non-Rider Survey; Sound Transit Passenger Experience Survey)	Users feel safe at bus stops at night: 29% (2022) Users feel safe at bus stops during the day: 78% (2022) Pedestrians and cyclists feel safe on train platform grade: A- (Summer 2022)	Increase	Yes	Safety Livability

¹⁰ Frequent transit defined as any transit service with 10-minute or better headways available every day.

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Improve reliability of bus transit service	Percent of bus transit network operating reliably (KCM, SDOT)	73% (Fall 2022)	Increase percent of network operating at a TTI of 1.2 or better ("Travel Time Index" (TTI) – ratio of congested to free-flow travel time on a segment)	Yes	Equity Sustainability Mobility & Economic Vitality Maintenance & Modernization
Reduce cost barriers to transit	ORCA distribution to eligible participants of SDOT funded fare subsidy program (SDOT)	56% (2022)	Distribute ORCA cards to at least 65% of eligible participants of SDOT funded fare subsidy programs	No	Equity Sustainability Mobility & Economic Vitality Livability
Support a well-maintained transit network	Percent of Transit Streets with fair or better pavement condition (SDOT)	57% (2023)	Achieve and maintain a higher percent of Transit Street segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

RELEVANT TEF TACTICS

- TEF 7.1— Survey transit riders on board and at stops/stations about safety concerns; ask about specific locations where there are concerns about safety at waiting areas (align with tactic 11.1).
- TEF 19.6— Prioritize person-throughput, rather than vehicle throughput, as metric.
- TEF 40.1— Emphasize and incorporate pedestrian safety into the street character and design process; ensure staff are trained and educated on how to do this.
- TEF 46.2— Highlight findings/data on the transit access needs of growing middle class and collaborate with King County Metro, Sound Transit, and Puget Sound Regional Council (PSRC) on future programming opportunities.
- TEF 45.3— Identify spaces for equitable investment that can activate community, foster local economic development, and facilitate connections to transit.
- TEF 48.1— Work with transit partners to build on the Downtown Seamless Seattle pilot to expand the integrated transit-pedestrian wayfinding information system, implementing program principles of universal access, transit legibility, and community-vetted design.
- TEF 40.2— Identify locations for new or upgraded pedestrian crossing opportunities to support access to transit.
- TEF 38.4— Inform, empower, and create equitable access for urban neighborhoods to receive community grants to fund transportation projects.
- TEF 19.2— Identify opportunities to repurpose travel lanes for transit, biking, and smaller, lighter-weight vehicles and devices to create more travel options with the STP.
- TEF 43.4— Review SDOT policies, practices, standards, and funding allocation strategies to elevate access and use of right-of-way (ROW) for people of all ages and abilities—people recreating, shopping, walking, rolling, riding bikes and transit.
- TEF 19.1— Normalize decisions about ROW reallocations to be made in partnership with BIPOC communities. This should include investments in alternative modes and land use/housing and connecting with the neighborhood/comprehensive planning.
- TEF 19.7— Do pilots to test out repurposing street ideas and apply lessons learned to new policy approaches and broader citywide opportunities to carry out similar actions to make our streets safer and, first and foremost, for people.
- TEF 34.1— Ensure revenue is prioritized and directly invested in reliable, safe, affordable public transportation and other benefits for BIPOC community members so we can invest in low-income transportation options and prevent the need for enforcement.

- TEF 33.1— Continue to promote remote work and flexible work options at large employment sites citywide, and identifying opportunities where we can better support working-class populations.
- TEF 35.1— Invest in connections to transit that serve specific neighborhoods and priority populations, both new (e.g., inclusive mobility on demand pilot for older adults and people with disabilities) and existing (e.g., Via to Transit pilot, which has been running for 2 years) through grant opportunities and SDOT budget line items.
- TEF 35.2— Assess first-/last-mile connections as part of the transit system. This is part of access to transit and its costs should not be measured separately; it should be a part of the package for any transit access improvement.
- TEF 36.2— Support transition to electric vehicles for all segments of transportation, including personal mobility, goods movement, and services (skilled labor/repair, landscapers, home health care workers, trash collection, etc.) through targeted, equitable incentives and policy design. Implement related actions in the Transportation Electrification Blueprint.
- TEF 37.3— Develop an internal policy to address customer service requests that are near existing projects.
- TEF 38.3— Identify new and less regressive federal, state, and city funding and advocate to invest in pedestrian safety, including crosswalks, sidewalks, traffic calming, lighting, signal operations, etc. Include analysis from the Pedestrian Racial Equity Toolkit (RET) into this process.
- TEF 40.5— Collaborate with community-based organizations (CBOs) to map key target areas where there are higher populations of vulnerable communities and use this map to prioritize investments for improved crosswalk opportunities.
- TEF 40.6— Create a department-wide crosswalk policy that centers the safety needs of communities; this includes a guideline that takes policy, design, and implementation to address and improve crosswalks, pedestrian safety from a community-specific context.
- TEF 41.3— Develop SDOT standard guidance on how to engage and follow-up with community members when safety requests are reported and addressed (e.g., request for crosswalk installation or repairs).
- TEF 45.1— Revisit the Pedestrian Lighting Master plan from 2012; assess areas of current “pedestrian lighting deserts” with transit ridership routes, transfer opportunities, and higher emphasis on equity. Use the findings from this assessment to inform the development of the next transportation funding package.

APPENDIX A: FREQUENT TRANSIT NETWORK UPDATE METHODOLOGY

Major updates to the Frequent Transit Network (FTN) shown in **Figure 4** (see page T-28) will occur during modal or SDOT-wide long-term plan updates. Minor updates will occur between long-term planning efforts as Seattle's land use patterns change, local population increases, and as the region's transit operators grow and evolve their networks.

Process for Minor Frequent Transit Network Updates

In the case of Metro service restructuring or significant changes in demand and travel patterns, SDOT will make minor changes to the FTN so that the city's transit service investments continue to match needs. Changes to the classification of existing FTN transit corridors or the addition or deletion of transit corridors on the FTN map will be based on similar criteria used to create the updated FTN map for the STP (as detailed in the transit element):

- **Transit Demand.** Ridership from the corridor or corridor segment with proposed changes will be compared to ridership in comparable corridors of different frequency categories. If a new transit corridor or route is being proposed, SDOT staff will look at land use patterns, trip generators, and the importance of the corridor or segment in the larger transit network.
- **Equity.** As land use patterns change over time and new demographic or transportation data becomes available, indices such as the Equity Priority Area (EPA) Index Score (from the STM planning team) and the Displacement Risk Index (OPCD) are updated. This and other demographic data may be used to ensure that the FTN continues to meet the needs of vulnerable and historically disadvantaged populations.
- **Connectivity.** Changes in the classification of a transit corridor or corridor segment will be based on measures of how the corridor in question contributes to the connectivity of the transit system. Connections to Link light rail and Metro bus restructures will be drivers of changes to the FTN.

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APPENDIX B: TRANSIT STREET CLASSIFICATION

Transit street classification is the categorization of highways, roads, and streets by the number, or volume, of buses transiting a street segment. At scale, bus volume is a measure of the importance of a transit street in the larger transit network. Street segments with high bus volumes require a higher level of transit performance measures such as bus lanes and may also lead to the degradation of pavement condition at a faster rate. Transit street classification is conceptually similar to Functional Classification, the “grouping of highways, roads and streets by the character of service they provide and was developed for transportation planning purposes.”¹ There are two main factors in determining the street types at the City of Seattle, namely the adjacent land use & Intensity and typical street classification.²

The Washington State Legislature in [RCW 47.05.021](#) and the Federal-Aid Highway Act direct the Washington State Department of Transportation (WSDOT) to analyze the entire state highway system to classify and sub-classify all designated state highways according to their function and importance. Seattle is required by state law to classify city streets into primary functional classifications, which are based on the American Association of State Highway and Transportation Officials (AASHTO) standards. Changes to the city’s transit street classification are not required to be approved by Seattle City Council, WSDOT, or FHWA.

To have confidence in the [Transit Street Classification Map](#) for existing utilization and for planning purposes, the map must be regularly updated and/or allow transit to operate on these roadways with the intent to monitor pavement conditions and schedule necessary maintenance. The last update of the Transit Street Classification Map was in 2017, after major changes to the City’s transit network in late 2016 including the extension of RapidRide C line into South Lake Union, and the University Link Extension which led to changes to many bus routes in central and north Seattle. Prior to 2016, major changes to the city’s transit network on the scale of a Link-related restructure have been relatively rare - the largest being bus network changes accompanying the launch of Central Link light rail in 2009.

The North Link Connections transit restructure in Fall 2021 – accompanying the extension of Link light rail to Northgate and which involved further changes to bus service across north Seattle from the 2017 classification update – resulted in other significant modifications to transit pathways and bus volumes but has yet to be updated in the Transit Street Classification system. As of this writing in 2024, the Transit Street Classification Map needs to be harmonized with these changes in King County Metro (and other regional transit service providers) service networks as the result of both long-lasting service level changes due to the COVID-19 pandemic and bus network modifications planned around Sound Transit (ST) Link extensions. SDOT has already been working with King County Metro and Sound Transit on both the Lynnwood Link

Connections and East Link Connections projects, which will also change transit service within Seattle each year from 2024 to 2026 due to further additions to the Link network. With these expansions of Link due to the 2008 voter approved ST2 plan, these major changes to transit pathways are proving far more complicated, regular, and onerous than the existing Transit Classification update process had envisioned.

To avoid the Transit Street Classification Map falling out of alignment with existing and planned transit corridors and service levels, this appendix describes an adjusted process for Transit Street Classification in the City of Seattle.

Transit Classification Categories

Transit Classification was last revised in 2017 and was based on two-way bus volume as detailed in **Table 8**. The original transit classification categories were based on peak number of buses per hour, with an implicit assumption that the travel of the bus itself along a segment – and the number of trips in any single hour – is the greatest impact to the surrounding area due to noise or vibration.

This document proposes a measure based on buses per day and focuses more on daily impacts to street paving due to heavy axle-weight of transit vehicles. The impact of bus volume on street condition should be based on the total number of buses moving through the corridor; which time of day buses travel on a corridor does not impact that corridor's pavement condition. Peak hour bus volumes do not translate consistently into buses per day because of factors such as the service span (the number of hours that a bus route is running) and frequency of each route (the number of trips per hour) that a vehicle transits a corridor over the course of a day.

In addition, post-COVID ridership patterns have changed, with ridership peaks during the “traditional” morning and afternoon commute period becoming less pronounced, and midday and nighttime ridership increasing in proportion to the overall total. The transit street classification measure needs to provide consistent results as bus schedules adjust to changing ridership throughout the day, and as King County Metro moves towards more of an all-day transit network and with more similar service levels between weekdays and weekends.

Also, this measure is based on weekday bus schedules. The threshold values for peak buses per hour were used to derive the values to the buses per day: we assumed 12-hour service spans and uniform frequencies over the 12-hour period. Many transit corridors will have longer service spans but lower frequency during midday service, so these two factors tend to balance out.

Table 8: Transit Street Classification Categories by Bus Volume

Transit Category	Original category thresholds (Peak Buses per Hour)	Updated category thresholds (Bus trips per day)
Principal	> 51	> 600
Major	16-50	181-600
Minor	1-15	1-180
Temporary	<10	< 120

Transit Classifications Legend Definitions

These definition categories were defined in previous transit classification policy considerations and are meant to accompany the Transit Street Classification Map. Slight modifications from previous methods were made to account for updated transit street classification measure (bus trips per day, as noted above) and to reference recent work on SDOT's draft Transit Performance Policy (TPP) that links bus volumes to transit priority tiers and recommended transit performance elements.

Principal Transit Street: *(Threshold: Greater than 600 buses bi-directionally on weekdays.)*

Provides high-volume transit service, often for regional or citywide trips. Provides frequent, moderate speed, high-capacity service to major private and public developments of regional significance and designated Urban Centers. Principal Transit Streets commonly have exclusive transit lanes or lanes shared with other High Occupancy Vehicles or Freight vehicles. Express and local transit services often share the same facilities.

Major Transit Street: *(Threshold: Between 181 and 600 buses bi-directionally on weekdays.)*

Provides concentrated transit service to connect and reinforce major activity centers and residential areas. Typically, adjacent to major private and public developments, commercial land uses and high-density residential areas such as Urban Centers and Urban Villages. Transit service can be mixed with general traffic or have dedicated bus lanes – see additional guidance for transit improvement projects in the TPP.

Minor Transit Street: *(Threshold: Between 1 and 180 buses bi-directionally on weekdays.)*

Provides local and neighborhood transit service. Adjacent land uses are compatible with the street's traffic classification including neighborhood activity centers such as schools, neighborhood businesses, and recreational facilities. Transit service is mixed with general traffic on Arterial Streets.

Minor Transit Street on Non-arterial Street: Consistent with the definition for Minor Transit street but applied to non-arterial streets. Transit service on non-arterial streets may be preferable to operation along arterials in order to access transit layover locations or where this

is the best path for routes to connect between arterial streets (due to issues such as turn restrictions, roadway geometry, or accessing local destinations).

Temporary Transit Street: *(Threshold: Between 1 and 120 buses bi-directionally on weekdays.)*

Provides local and neighborhood transit service on a temporary basis because the preferred arterial route has correctable physical constraints that preclude serving transit or because construction along the arterial has required the reroute of transit operations. Once physical improvements are made, transit service would move or return to the arterial street. Transit service mixes with general traffic on a temporary basis only by approval of SDOT.

Transit Classification Process

A Seattle Transit Street Classification process was originally outlined in the Seattle Transit Plan (TMP) from 2005. This document is almost 20 years out-of-date and has been supplanted by at least two updates to the TMP, and the involved nature of the process it prescribed has contributed to the infrequent update cadence of the Transit Street Classification Map.

The updated transit street classification process shown in **Figure 12: Proposed Transit Street Classification Process**, recognizes that the process does not have to follow the State or Federal rules that apply to Functional Classification. As a result, the SDOT Director has authority to approve updates to the Transit Street Classification Map that support improvements in transit service and pavement conditions without requiring legislative approval.

Figure 12: Proposed Transit Street Classification Process

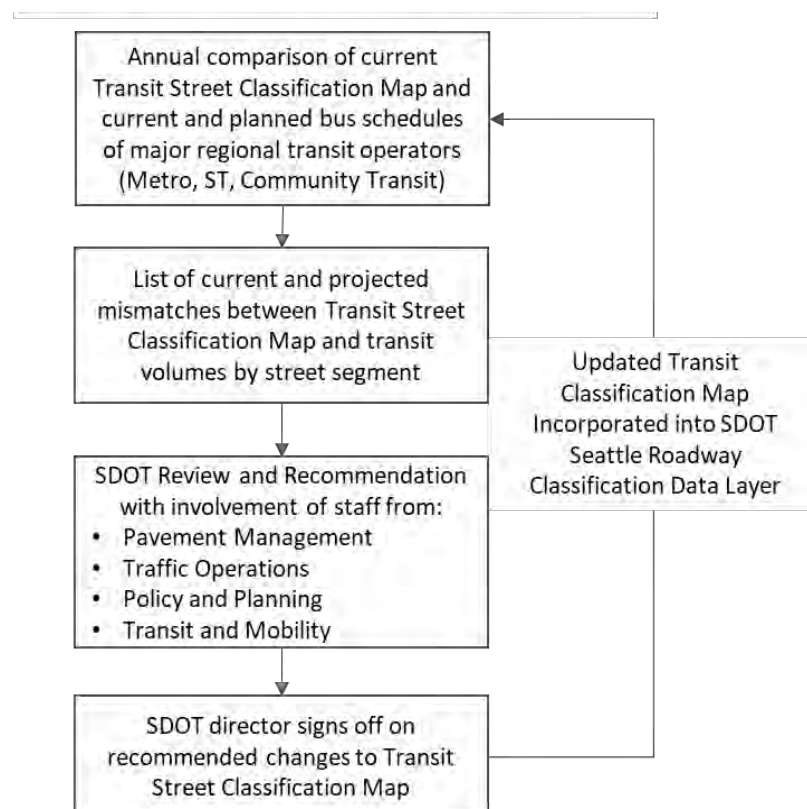


Figure 13: Transit Classification Map



GLOSSARY

Accessible Pedestrian Signal (APS): Signals installed at crossings to help pedestrians who are blind or have low vision. Auditory signals – such as voice instructions and chirping sounds – indicate when it is safe to cross the street.

Active transportation: Human-powered modes of travel such as walking, biking, and using a wheelchair.

ADA: Americans with Disabilities Act

All ages and abilities (AAA): Bicycle and e-mobility facilities that people of all ages and abilities feel comfortable using. They provide low-stress bicycling conditions and focus on safety.

Arterial street: The “backbone” of the roadway system and accommodates the most trips for all modes. Arterials provide the connections between freeways and access streets and vary in their speed and volume characteristics, design features, and degrees of local access.

Automated Vehicle Location (AVL): A computerized system that tracks the location of a transit vehicle in real time. It is helpful for riders to plan trips and gauge wait times.

Automatic Passenger Counters (APC): An electronic device on transit vehicles that records the number of people boarding and alighting. It is used to gauge transit ridership and analyze use patterns.

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bicycle crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

Bioswale: Vegetated ditches that capture and filter stormwater runoff.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

BRT: Bus rapid transit

Business improvement area (BIA): Districts where stakeholders control and fund the maintenance, improvement, and promotion of their commercial district. All stakeholders are required to pay a share that goes toward funding for the entire district.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

Community and Mobility Hubs: Places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Community-based organizations (CBOs): These are trusted community builders and leader

Commute Trip Reduction (CTR) Program: A collaboration between governments and private employers to motivate and enable commuters to shift away from drive-alone commutes toward other modes of travel. The program is a result of the Washington State Commute Trip Reduction passed in 1991 to reduce traffic congestion and air pollution.

Comprehensive Plan: A 20-year vision and roadmap that guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

Connected and autonomous vehicles (CAVs): Vehicles that can communicate with other vehicles (connected) and can drive without a human operator (autonomous).

E-mobility: Personal and shared electric-powered bicycles, scooters, and other electric-powered devices.

EV: Electric vehicles

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City's climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City's fleet zero-emission by 2030.

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

Frequent Transit Network (FTN): Frequent transit are buses and trains that arrive every 15 minutes or less. The FTN sets aspirational frequency targets alongside a transit corridor map illustrating how frequency targets are proposed to be distributed throughout the city. The FTN enables people to travel with confidence in a timely arrival every day of the week.

FTA: Federal Transit Administration

General Transit Feed Specification (GTFS): A common format for public transportation schedules and maps.

GHG: Greenhouse gas emissions

High-frequency transit: Transit service that arrives every 15 minutes or less.

High-injury Network (HIN): The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred to inform safety corridors of focus for the Vision Zero program and more. It prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes.

HOV: High-occupancy vehicle

Intelligent Transportation Systems (ITS): Technologies to manage transportation systems, such as coordinating traffic signals and traveler information systems that provide data such as travel times and road closures.

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Level of traffic stress (LTS): A measure of the amount of discomfort cyclists feel biking next to traffic.

Levy to Move Seattle: Approved by voters in 2015, the Levy provides \$930 million in funding – roughly 30% of the City's transportation budget – over 9 years to maintain and improve the transportation system.

Micromobility: Small, low-speed transportation devices. They are convenient for traveling short distances or the beginning or end of trips. They include bikes and scooters.

Multimodal: Refers to the various ways people use the transportation system, such as walking, riding a bicycle, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.

Neighborhood Greenways: Neighborhood Greenways are safer, calmer neighborhood streets where people walking and biking are the priority. These streets work together with trails and protected bike lanes to provide connected routes to bring people to the places they want and need to go as part of Seattle's all ages and abilities bicycle network.

New mobility: New forms of transportation that use technology to improve efficiency, access, and experience. Examples of new mobility include shared bikes and scooters, rideshare apps like Uber and Lyft, and microtransit.

OPCD: Office of Planning and Community Development

PSRC: Puget Sound Regional Council

PSPS: People Streets and Public Spaces

Public Transportation Agency Safety Plan (PTASP): A Federal Transit Administration requirement that public transit agencies receiving federal funds must create a safety plan.

Race and Social Equity (RSE) Index: A tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities.

Refuge islands: A paved median that protects pedestrians crossing a multi-lane street by providing a safe place to stop.

Revive I-5: A 10-year plan by the Washington State Department of Transportation for improvements along I-5 in King and Snohomish Counties. Projects include pavement repair and replacement, expansion joints, and updated to strengthen bridges against earthquakes.

Right-of-way (ROW): A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Goals are to create safer vehicles, speeds, roads, and people and provide post-crash care.

SDCI: Seattle Department of Construction and Inspections

SDOT: Seattle Department of Transportation

Seattle Promise Scholars: Seattle Promise provides up to 2 years of free tuition at any of the Seattle Colleges for eligible graduating seniors at Seattle public high schools.

Seattle Transit Measure (STM): A voter-approved measure that creates \$50 million annually of transit funding, which is used to fund additional service, service improvements, and improve access to service.

Shared micromobility: Shared bikes and scooters that offer low-cost options for a short distance trip. Riders locate and rent available devices with their phone, ride it where they want to go, and leave it responsibly parked for the next person.

STP: Seattle Transportation Plan

Streets Illustrated: Seattle's Right-of-Way Improvements Manual is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle's street right-of-way.

Transit Advisory Board (TAB): Founded by City Council in 2015, the Transit Advisory Board consists of 12 members – 6 appointed by the Mayor, 5 appointed by City Council, and 1 additional member – that works with the City on plans, programs, and policies related to transit.

Transit Master Plan (TMP): A long-range plan developed by SDOT, adopted in 2012 and amended in 2016, that is used to guide the City’s transit planning through 2030. The TMP identifies strategies, programs, projects, and investments to achieve transit goals. The Transit Element builds on the TMP.

Transportation demand management (TDM): Programs that focus on shifting travel behaviors from single-occupancy vehicles toward more sustainable and efficient modes such as transit and walking.

Transportation Electrification Blueprint: Adopted in 2021, the Transportation Electrification Blueprint is a framework for Seattle to reduce its transportation-related greenhouse gas emissions, with a primary focus on electrification of personal trips, shared mobility, goods delivery, travel by the city fleet, and the installation of electrical charging infrastructure.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.

Transportation Equity Workgroup (TEW): Members of the Transportation Equity Workgroup represent vulnerable communities. They co-created the TEF Tactics and work with SDOT to implement the tactics. TEW members are active members within their respective communities and have a personal or professional background in transportation.

Urban Villages and Centers: Areas in Seattle identified in the Seattle 2035 Comprehensive Plan where the most future job and employment growth is targeted. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit use.

Vision Zero: City’s goal to eliminate traffic deaths and serious injuries on city streets by 2030.

Vulnerable Communities: Communities that have historically and currently been erased, intentionally excluded and/or underinvested in by government institutions. SDOT’s Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhoods

Wayfinding: Visual information that helps people to orient themselves spatially. Wayfinding is important to ensure people can travel easily, comfortably, and safely. Methods of wayfinding include signs and maps.

WSBLE: West Seattle and Ballard Link Extensions

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Freight and Urban Goods Movement Element



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INTRODUCTION

Seattle's diverse economic and trade relations are important elements of the city's history and cultural identity. Washington is the most trade dependent state in the nation, with Seattle at the center of it all. From health services, construction, maritime, manufacturing, and logistics, to professional services, life science, technology, creative occupations, and the green economy—our local industries are interconnected beyond our region to the rest of Washington and to national and global economies.

Our city is also a major import and export hub for regionally and internationally focused industrial sectors that generate significant volumes of freight and goods movement, such as retail and consumer goods, agricultural products, and e-commerce. Across Seattle's industries, transportation has impacts well beyond city-lines. Goods may come from farms, through manufacturing and industrial centers (MICs), deep-water ports or regional logistics hubs.

Nearly every product made or purchased in Seattle reaches its final destination by some combination of truck, ship, plane, train, or pipeline. An extensive network of freight infrastructure and industry coordination connects cargo and urban goods to people, businesses and two manufacturing and industrial centers via an intricate framework of airports, seaports, railyards, distribution centers, local truck routes, regional pipelines, and highways and railways.

Seattle is home to the Port of Seattle, one of the Pacific Northwest's leading economic engines. From fishermen and longshore workers to hay growers, and from shops in Pike Place Market to corporate giants like Microsoft and Boeing, the Port touches nearly every aspect of our economy. Maritime, industrial, freight, shipping, supply chain and logistics sectors depend on reliable access to a safe and functional freight network to connect MICs to each other, and to our regional and state freeway systems.

Maintaining and improving the freight network keeps goods and services moving smoothly and also helps keep valuable industry jobs within our city limits. Planning for freight and urban goods movement drives our economy and local industries, and supports the people who work in these industries, whether providing access to employment, well-lit places for truck drivers to park overnight, or maintained streets that enhance work environments for people transporting cargo or urban goods.



A trucker waves from the cab of a semi-truck

HOW FREIGHT AND URBAN GOODS ADVANCES THE STP

The Seattle Transportation Plan (STP) presents a 20-year vision for transportation in Seattle. The Freight and Urban Goods Element provides information specific to the planning, design, construction, maintenance, and operation of the transportation network.

The STP and the Freight and Urban Goods Movement Element builds on and supersedes the 2016 Freight Master Plan (FMP). All transportation modes, vehicle types, and facilities used in goods movement are considered in the Freight Element, with a focus on truck transport and portions of the transportation network used to access maritime, manufacturing, and industrial centers (MICs) and connections to the regional freight system.

The Freight and Urban Goods Movement Element considers how goods and services are transported alongside various impacts freight movement can have on equity, community health, climate change, economy, traffic patterns, and public safety. It establishes a framework to help guide freight mobility investments that can help increase safety, including freight-related interactions with other travelers, and improve equitable access to resources, programs, and secure infrastructure for freight industry employees. Improving equity also requires addressing the known adverse impacts of freight industry outputs that continue to be detrimental to the adjacent Seattle neighborhoods.

An important consideration of the Freight and Urban Goods Movement Element includes the people employed by trade industries. This includes supporting the human element of freight and considering the relationship between our transportation infrastructure and the working conditions for service providers. This important work is aligned with our citywide goals to eliminate historical racial and socioeconomic disparities in and around industrial lands.

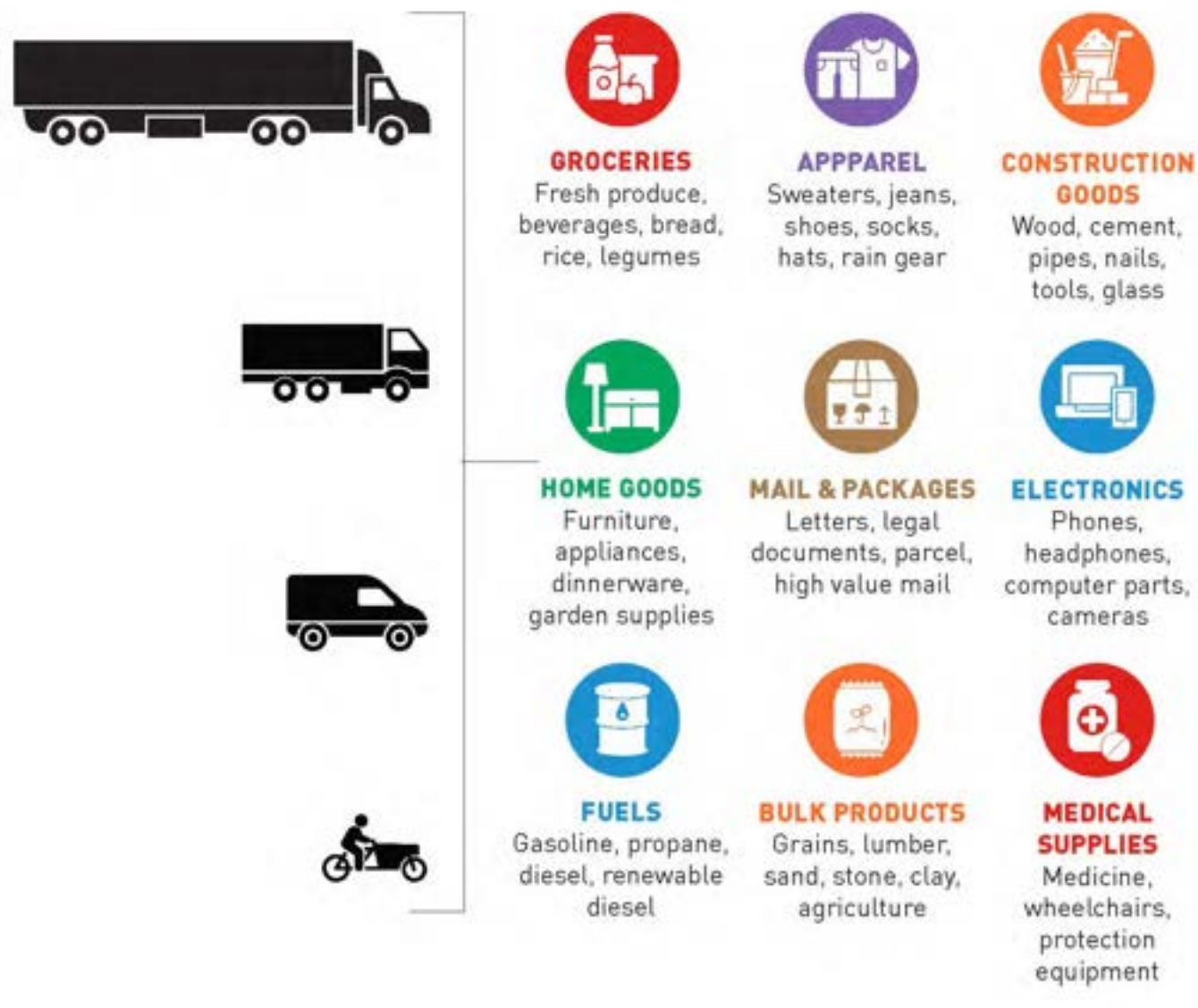


A truck at the port carries cargo

What is Freight?

Freight refers to a variety of commercial goods transported from one location to another. This includes bulk quantities of agricultural products or raw materials like grain or lumber, often moved in ships, barges, or cargo containers. Specialized container tanks carry fuels, from coal to diesel, propane to liquid hydrogen, and many other contents, even milk. Freight also encompasses consumer goods delivered to stores or homes, like groceries, apparel, electronics, home goods, and delivered meals. These items are typically transported in box trucks, delivery vans, and increasingly, personal vehicles. Individuals, government agencies, businesses, schools, manufacturers, and others rely on timely freight delivery, supporting the region's economic vitality and enhancing people's lives.

Figure 1: What is Freight?



Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Despite the pandemic, Seattle grew while many other big cities saw population decline. In 2022, Seattle was the fastest-growing big city in the United States according to the Census Bureau¹. Over the next two decades, Seattle's population is projected to grow to 1 million. Accommodating the daily needs of people living here today and over the next couple of decades will be critical to our quality of life. The city is also expected to add about 158,000 new jobs in the same time period.

More residents and more jobs will require the delivery of more goods and services. Freight movement in Washington is projected to grow by 42% by 2050², alongside significant growth in residential delivery trips due to post-pandemic consumer preferences and our growing regional population. Planning to support projected demand can help keep Seattle a thriving, prosperous, and resilient city well into the future. It's more critical than ever to support these vital trips that keep the cogs of our economy turning.

Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate transportation options and supportive infrastructure that fits the needs of our unique and varied communities— whether a dense downtown grid, a quiet residential neighborhood, or a bustling manufacturing and industrial center. By planning for Freight and Urban Goods Movement, we can support our growing city in a variety of ways.

Economic Benefits of Freight and Urban Goods Movement

Cargo and urban goods movement is inextricably linked to our maritime, trucking, rail, and manufacturing industries. Many businesses and other industries rely on freight to ship goods from their origin and deliver them to final destinations—solving the first-and-last mile challenges. At the broadest level, freight—the transport of cargo and urban goods—is what fuels our economy. With its strategic location in the Puget Sound, Seattle plays a key role in regional and global trade and transportation. The city's port terminals, railyards and drayage and maritime facilities serve as major intermodal gateways handling a diverse range of goods and commodities from around the world. Immense economic contributions of trade industries are demonstrated by:

- Number, quality, quantity and character of family-wage employment and training opportunities
- Regional, state, and local partnerships to improve goods movement and reduce the industry's carbon footprint
- Myriad business opportunities that create and support jobs and livelihoods for people, generate revenue, and activate the city

¹ [Growth in the Nation's Largest Counties Rebounds in 2022 \(census.gov\)](https://www.census.gov/newsroom/press-releases/2022/growth-in-the-nations-largest-counties-rebounds-in-2022.html)

² 2017 Baseline. [Regional Transportation Plan | Puget Sound Regional Council \(psrc.org\)](https://www.psrc.org/Regional-Transportation-Plan).

Our Interconnected Economy

Transportation doesn't stop where SDOT's assets end. Our public right of way and the network of streets that we manage in support of our trade industries connects to vast networks of transportation outside of SDOT's authority, including Port, maritime, state highway, and rail operations.

Seattle's maritime industry and related infrastructure connects to the Puget Sound region and international markets. This connectivity enhances trade opportunities, supports commercial business innovation, investment and development while driving the resilience, efficiency, and competitiveness of our maritime industry. The Port of Seattle, one of the busiest seaports on the West Coast, serves as a vital hub for containerized cargo, bulk commodities, and other freight, contributing significantly to the city's economic vitality.

Maritime and industrial-related operations, maintenance, security, and logistics industries generate significant employment opportunities, especially in the MICs, creating jobs and bolstering the local workforce, including but not limited to:

- Commercial fishing and seafood packaging and handling
- Vessel maintenance and shipbuilding
- Skilled trades and construction
- Clean energy research and development
- Passenger or cargo screening and handling
- Maritime and logistics technology
- Off-shore wind development
- Workforce development

For example, Seattle's industrial areas are home to Tutta Bella, an industrial kitchen; Glowforge, a laser printing company; First Mode, a clean-energy company working on decarbonizing heavy industry; and Maritime Blue, a non-profit supporting maritime industries and related activities that promote a sustainable future.

Maritime, Manufacturing, Transportation and Warehousing

Unfolding over several decades, the city's global identity as a Maritime and Manufacturing hub has shifted to a global tech innovator hosting two of the world's largest tech companies. Yet, the Maritime and Manufacturing industries continue to play a vital role in Seattle's economy and remain an integral part of its identity.

Today, the Maritime industry in Seattle continues to be characterized by shipbuilding, fishing, recreation, tourism, passenger transportation, domestic and international maritime logistics, and shipping. Manufacturing is characterized by food and beverage, textiles and apparel, wood product and paper, chemical and plastics, aerospace, machinery, and metal product, and other manufacturing. Transportation and Warehousing includes air transportation, truck transportation, transit, ground, scenic, and sightseeing transportation, pipeline transportation, postal service and couriers, support activities for transportation, and warehousing and storage.

In 2021, the Maritime, Manufacturing, and Transportation and Warehousing industries in Seattle directly supported a combined total of 46,800 jobs, \$6.2 billion in wages, and \$20 billion in estimated direct business revenues. In King County in 2022, these three industries directly supported a combined total of 189,500 jobs, \$21.9 billion in employee wages, and \$86.9 billion in estimated business revenues.³

In 2015, the ports of Seattle and Tacoma formed The Northwest Seaport Alliance (NWSA) to unify their marine cargo facilities and business. Together, they are among the busiest ports in the United States.

Table 1: Busiest Ports in the United States by TEUs, 2022

Rank	Port	TEUs
1	Port of Los Angeles	9,911,156
2	Port of New York and New Jersey	9,493,664
3	Port of Long Beach	9,133,657
4	Georgia Ports (Savannah)	5,892,131
5	Port Houston	3,974,901
6	Port of Virginia (Norfolk)	3,695,156
7	Northwest Seaport Alliance / Port of Seattle and Port of Tacoma	3,384,018
8	South Carolina Ports (Charleston)	2,792,313
9	Port of Oakland	2,337,607
10	Jaxport (Jacksonville)	1,298,132

The majority of container terminals are located within the Duwamish Manufacturing and Industrial Center (MIC), one of two MICs in the City of Seattle. About 100,000 jobs are located in these industrial areas—around 15% of total employment in the City and 4.6% of total employment the metropolitan area (Seattle-Tacoma-Bellevue metropolitan statistical area)⁴. A network of marine terminals, railroads, rail spurs, roadways and airports help to facilitate all the industrial activity in the MICs.

Notably, up to 4 out of 5 truck trips in metropolitan areas are generated by deliveries of goods and services in the regional and local distribution system. Regional businesses depend on efficient and reliable regional deliveries, and residents need products from retailers and service providers that originate from a truck. Truck transportation demand can be anticipated to increase with population and employment growth, as well as from changes in technology and consumer preferences.⁵

BNSF, the largest Class 1 railroad operating in the state of Washington, has 1,332 miles of track statewide. In 2016, the railroads handled 502,000 carloadings originating from and 890,000 carloadings terminating in the state.⁶

³ City of Seattle, Office of Economic Development, "Maritime, Manufacturing, and Transportation & Warehousing Strategic Analysis," November 2023

⁴ City of Seattle, Industrial Maritime Strategy Report, 2021; BLS, Seattle Economic Summary, Oct 2023

⁵ 2017 WSDOT Freight System Plan

⁶ BNSF Fact Sheet, Washington State, 2016

Supply Chains

A supply chain comprises a sophisticated network encompassing individuals and facilities engaged in the intricate processes of manufacturing, distribution, and retail. This complex interplay involves the seamless integration of people, information, and transportation, meticulously coordinating the journey of goods or services from production hubs to their final destinations. The critical variable of speed to market assumes paramount importance, influencing strategic decisions regarding the transportation mode—whether by truck, rail, ship, or air—at various stages of the supply chain. A deeper comprehension of supply chains can be gleaned by examining the multitude of steps and extensive distances involved in bringing food from the farm to the consumer's table.

Illustrated in **Figure 2**, this intricate graphic illustrates the nearly 2,000 miles covered in delivering the components that contribute to the creation of a pint of beer and a plate of fish and chips served at a local pub. The vulnerability of this intricate system becomes evident when disruptions occur within the supply chain. As delineated in **Figure 2**, such disruptions manifest in increased costs, affecting items like beer and fish and chips, as well as essential groceries such as milk, bread, and eggs at local stores. Whether caused by traffic hindering truck deliveries, businesses being unavailable to accept shipments, or truck drivers facing parking challenges due to limited curb space or loading docks—the resulting repercussions are inevitably transferred to the consumer. These bottlenecks can translate into heightened costs of living and conducting business within the city, driven by augmented expenses in gas and time that can reverberate through the supply chain, and ultimately impact the end consumer.

Figure 2: Seattle Supply Chain



RELATIONSHIP TO STP GOALS

Freight plays an important role in meeting STP goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance and modernization.



SAFETY

Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes. Major Truck Streets are primary routes to connect major freight traffic generators, including heavy haul routes. This designation informs roadway designs that support unique truck movement needs, like turning radii and lane widths, traffic management decisions, and pavement condition. Safety improvements where travelers intersect freight movement, personnel work in streets, and railroad crossings can reduce serious or fatal injuries.



EQUITY

Co-create with community and implement restorative practices to address transportation-related inequities. Equity in freight investments can improve the health of communities impacted by goods movement. Infrastructure that supports freight workers, many of whom are BIPOC, can also be way of investing in equity. Capital investments in areas adjacent to industrial lands have the potential to address historic and emergent environmental, public health, and shoreline access concerns. Reducing intermodal impacts on communities through industry partnership supports the needs of workers.



SUSTAINABILITY

Respond to climate change through innovation and a lens of climate justice. Green innovations in rail and port operations can support climate goals. This could include integrating coastal remediation policy and practice into industrial area maintenance and new freight facility construction, or grade separating rail facilities to reduce vehicle idling. Decarbonization of truck fleets will require alternative fuels and electrification. Funding and performing roadway maintenance can help maintain environmental compliance.



MOBILITY & ECONOMIC VITALITY

Provide reliable and affordable travel options that help people and goods get where they need to go. Investments in MICs and along designated freight routes can support safe, efficient, and reliable movement of goods and services. Freight mobility is supported by wayfinding, commercial vehicle load zones, employee personal vehicle and truck parking, and more. Improved data enables better response to industry changes and consistency with state and regional freight plans. In partnership with the freight community, we'll endeavor to preserve, protect, and enhance critical truck routes



LIVABILITY

Reimagine our streets as inviting places to linger and play. Developing an urban goods delivery strategy that includes on- and off-street tactics and capital investment in the freight network can support economic growth. Updates to commercial vehicle load zone permit processes, hours, and enforcement will provide more reliable curb access. Addressing constraints in the freight network, including increased train traffic, bridges, potholes, drainage, and blocked grade crossings, can smooth flows.



MAINTENANCE & MODERNIZATION

Improve city transportation infrastructure and ready it for the future. Integration of innovative policy and practices can improve maintenance and safe, efficient operation of the freight network, including heavy haul program projects and nonarterial roads in industrial and commercial areas. Asset management helps to strategically optimize maintenance investments, while coordination of freight and transit infrastructure investments can encourage safe coexistence of all modes. Transportation Systems Management and Operations (TSMO), intelligent transportation systems (ITS)/advanced traffic management systems (ATMS) can help improve traffic flow, especially for freight, and at the same time better manage the need for capital expenditures.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 2 is intended to illustrate which of the key moves the Freight and Urban Goods Movement Element will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.
[\[Supports Safety Key Move S2a\]](#)

Feature community voices in planning documents. [\[Supports Equity Key Move TJ1b\]](#)

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 2: Freight and Urban Goods Movement: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Freight and Urban Goods Movement: Delivering the Key Moves							
SAFETY KEY MOVES							
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
F1	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. [Supports Key Move S2a]	✓	✓	✓	✓	✓	✓
F2	Prioritize safety improvements at locations that are on the high-injury network, have high levels of travel stress, or identified through the Seattle Bicycle Pedestrian Safety Analysis. [Supports Key Move S2b]	✓					✓
F3	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. Use SDOT truck and heavy vehicle design guidance and develop new designs for truck-compatible traffic calming measures that allow safe truck movements and integrate other travel options. [Supports Key Move S2c]	✓	✓				
F4	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. [Supports Key Move S2d]	✓	✓				
F5	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address identified issues. [Supports Key Move S2f]	✓					✓
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)							
F6	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments such as protected bike lanes or “complete street” corridors, especially on major truck routes. Where a freight route shares a street with a bicycle route, facilities for trucks and bicycles should be clearly separated and comply with width and materials standards, consistent with Streets Illustrated. As we explore appropriate treatments, we’ll note the unique character of activities in MICs. [Supports Key Move S3b]	✓	✓	✓	✓	✓	
F7	Enhance both real and perceived safety for riders at transit stops and station areas through investments in design features such as lighting and shelters, as well as frequent and reliable services that limit late-night wait times, including in MICs and industrial employment centers. Advocate for programs that support physical, mental, and emotional safety of transit riders. [Supports Key Moves S3e]	✓	✓	✓	✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Freight and Urban Goods Movement: Delivering the Key Moves							
F8	Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. [Supports Key Move S3f]	✓	✓	✓	✓		
F9	Coordinate with freight, passenger rail, and light rail partners on safety improvements at rail crossings. Fund and develop a rail program that outlines initiatives to improve safe interactions between various travel options and trains at rail crossings. [Supports Key Move S3g]	✓					
F10	Expand safety education for all travelers. Develop education programs for freight and rail that include information on at-grade rail-crossing safety from Operation Lifesaver and better educates pedestrians and bicyclists about safety considerations of trucks, like blind spots, turning paths, and longer stopping distances. [Supports Key Move S3h]	✓	✓	✓	✓		
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making process (TJ1)							
F11	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members, including freight, rail, maritime business, and employee voices. [Supports Key Move TJ1a]		✓				
F12	Feature community voices in planning documents, including employees of the freight, rail, maritime industries and businesses. [Supports Key Move TJ1b]		✓				
F13	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. This may include employees of MICs and industrial employment centers, as well as communities impacted by freight and goods movement activities. [Supports Key Move TJ1c and TEF 29.1, 41.6]		✓				
F14	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. [Supports Key Move TJ1d and TEF 3.4]		✓				
F15	Normalize the practice of making decisions about policies and right-of-way allocations with input from vulnerable communities. [Supports Key Move TJ1f and TEF 19.1, 25.4]		✓				
F16	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. [Supports Key Move TJ1h and TEF 17.1, 21.2, 16.1]		✓		✓		✓
F17	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. [Supports Key Move TJ1i and TEF 1.1, 13.4, 31.4, 37.1]		✓				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Freight and Urban Goods Movement: Delivering the Key Moves							
Address inequities in the transportation system by prioritizing investments for impacted communities [TJ2]							
F18	Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. [Supports Key Move TJ2a]	✓	✓				✓
F19	Prioritize investments that will enhance safe, reliable access to employment centers and MICs for BIPOC, low-income and displaced workers, such as increased or late-night transit services or well-lit overnight parking for truck drivers. [Supports Key Move TJ2b]	✓	✓		✓	✓	
F20	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. This should include the drayage truck driving community, many of whom are BIPOC and/or immigrants. [Supports Key Move TJ2d and TEF 14.3, 15.2]		✓			✓	✓
F21	Develop policies to prevent transportation projects, both past and present, from causing future displacement and mitigate impacts that can't be avoided. [Supports Key Move TJ2g]		✓				
F22	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2j]		✓				
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options [CA1]							
F23	Operate the transportation system (e.g., signals, markings, signage, and right-of-way allocation) to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). In MICs and on major truck streets, consider prioritizing goods movement on a case-by-case basis. [Supports Key Move CA1g]	✓	✓	✓	✓	✓	✓
Green city streets with landscaping and street trees to better handle changing climate [CA2]							
F24	Encourage the maintenance and installation of green infrastructure, including —such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way in MICS and industrial areas). [Supports Key Move CA2a and TEF 56.4]			✓		✓	✓
F25	Install green stormwater infrastructure on streets that already and will continue to flood frequently. [Supports Key Move CA2e]	✓		✓	✓		✓
Foster neighborhood vitality and improved community health [CA3]							
F26	Work with local businesses in future low-emission neighborhoods to address delivery and access needs. Develop a low- and zero-emission loading program that prioritizes climate friendly vehicles and incentivizes freight companies to transition to right-sized, electric vehicle alternatives. [Supports Key Move CA3b]			✓		✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Freight and Urban Goods Movement: Delivering the Key Moves							
F27	Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity. This can improve capacity and access to the curb to support businesses. [Supports Key Move CA3d]			✓	✓	✓	
F28	Incentivize use of non-fossil fuel-powered mobility options for transit, personal and urban goods delivery vehicles. Develop and launch a commercial cargo e-bike program and e-cargo bike lending libraries. [Supports Key Move CA3e]			✓	✓		
F29	Encourage neighborhood delivery hubs in partnership with local businesses to create central drop-off/pick-up locations for goods and services used by multiple providers, retailers, and consumers. [Supports Key Move CA3f]			✓			
Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)							
F30	Support electrification of freight vehicles through programs that install charging infrastructure, offer focused incentives, and manage reliance on large vehicles. [Supports Key Move CA4f]			✓			
F31	Support comprehensive decarbonization strategies that include clean energy fuels and innovative technologies. Collaborate with the Port of Seattle and the Northwest Seaport Alliance on ways to support their goal of phasing out all emissions from all seaport activities, including drayage trucks. [Supports Key Move CA4g]		✓	✓			
Advance mobility management strategies to encourage walking, biking, and transit trips (CA5)							
F32	Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation. [Supports Key Move CA5c]		✓	✓			✓
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Support access to jobs, freight movement, and growth in residential deliveries (PG4)							
F33	Develop an urban goods movement and delivery planning program.	✓	✓	✓	✓	✓	
F34	Design the street network for safe and predictable movement of trucks, such as tractor trailers or drayage trucks, garbage trucks, box trucks and cargo vans. Use SDOT truck and heavy vehicle design guidance and develop new designs for truck-compatible traffic calming measures that allow for safe truck movements and integrate with other travel options. [Supports Key Move PG4a]	✓	✓	✓	✓	✓	✓
F35	Provide for critical access needs (mail and goods deliveries, solid waste pick-up, etc.) on-street when they cannot be accommodated off-street. [Supports Key Move PG4b]				✓		
F36	Explore implementation of dedicated freight (truck-only) lanes and freight-and-bus (FAB) lanes, pending successful results of a pilot project, to improve freight mobility on Seattle streets with high truck volumes. [Supports Key Move PG4c]		✓	✓	✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Freight and Urban Goods Movement: Delivering the Key Moves							
F37	Prioritize improvements in the freight network and safety improvements to freight vehicles to accommodate their interactions with other functions of the street and curb, particularly with people who are walking, biking, and rolling. Improvements should maintain truck mobility and support the needs of truck drivers to operate their trucks safely, accounting for blind spots and large turning paths. [Supports Key Move PG4d]	✓	✓	✓	✓	✓	
F38	In coordination with freight and rail partners, address the unique mobility and access needs of industrial freight in manufacturing and industrial centers through planning, design, infrastructure investments, and operations activities that support efficient and reliable goods movement. [Supports Key Move PG4e]	✓	✓	✓	✓	✓	✓
F39	Collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more sustainable low- and zero emissions vehicles, such as electric cargo bikes, to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas. [Supports Key Move PG4f]		✓	✓	✓		
F40	Pilot and expand use of technologies that can improve predictability and accessibility for vehicle loading/unloading activities. Digital curb management can make it easier for commercial vehicles to access the curb and eliminate inefficiencies, like circling the block looking for available loading zones, double-parking, or parking in a center-turn lane. [Supports Key Move PG4g]	✓			✓		✓
F41	Explore programs and incentives that encourage rightsizing of freight vehicles for an urban environment. [Supports Key Move PG4h]			✓	✓	✓	✓
F42	Work with other agencies and private partners to provide real-time information to minimize travel time and optimize access for commuters and freight and urban goods vehicles. [Supports Key Move PG4i]			✓	✓		✓
F43	Preserve and enhance access to employment and mobility for freight and goods movement —especially east-west connections—between MICs accessing ports, working waterfronts, intermodal facilities and other key destinations. [Supports Key Move PG4k]				✓		✓
Manage curbspace to reflect city goals and priorities (PG5)							
F44	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. [Supports Key Move PG5a]				✓		✓
F45	Prioritize uses of the curb to address demands stemming from changes to more sustainable and efficient personal travel options and the evolving landscape of goods and service delivery over use as private car storage. [Supports Key Move PG5b]				✓		
F46	Increase the number of commercial vehicle loading zones to decrease the time freight and delivery drivers spend searching for parking. [Supports Key Move PG5g]		✓	✓	✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Freight and Urban Goods Movement: Delivering the Key Moves							
LIVABILITY KEY MOVES							
Reallocate street space to prioritize, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
F47	Design streets and public spaces with consideration of goods, delivery and emergency access needs, while adjacent businesses prosper from an activated public realm. [Supports Key Move PP1c]	✓	✓		✓	✓	
F48	Update the City of Seattle Standard Plans for Municipal Construction to reflect freight network changes and updates to Streets Illustrated. [Supports Key Move PP1d]	✓	✓	✓	✓	✓	✓
MAINTENANCE & MODERNIZATION KEY MOVES							
Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)							
F49	Maintain our transportation infrastructure, including streets, sidewalks, and bridges serving the most users and on the high-injury network. [Supports Key Move MM1a]	✓	✓	✓	✓	✓	✓
F50	Strategically manage the life cycle of our transportation assets in accordance with our Transportation Asset Management Plan to achieve the best performance results for the preservation, improvement, and operation of infrastructure assets. [Supports Key Move MM1b]				✓		✓
F51	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help when it's time for upgrades. [Supports Key Move MM1c]				✓		✓
F52	Conduct proactive bridge and roadway structure maintenance, preservation, and replacement activities to increase the resiliency of vulnerable bridges and other vital connections. [Supports Key Move MM1d]	✓			✓		✓
F53	Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. [Supports Key Move MM1e]		✓				✓
F54	Conduct asset maintenance in accordance with the priority investment and emergency response route networks, especially when investment supports walking, biking, transit, and freight. [Supports Key Move MM1f and TEF 45.6]		✓				✓
F55	Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. [Supports Key Move MM1g and TEF 19.3]	✓	✓	✓	✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Freight and Urban Goods Movement: Delivering the Key Moves							
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
F56	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. (Supports Key Move MM2a and TEF 19.3)	✓	✓				✓
F57	Equitably distribute resources for maintenance and improvements in neighborhoods and industrial areas that have been historically or are currently underserved. (Supports MM2b and TEF 19.4)		✓		✓		✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
F58	Collect, monitor, and use data to inform changes to the transportation system. (Supports Key Move MM3a)				✓		✓
F59	Proactively work with public, private, and academic sector partners, such as the University of Washington's Urban Freight Lab, to collaboratively develop freight and urban goods mobility solutions for the future. (Supports Key Move MM3c)				✓		✓
F60	Coordinate with relevant partner agencies on projects of regional and statewide significance within the City of Seattle, such as the I-5 Master Plan, Lid I-5, or high-speed rail corridors. (Supports Key Moves MM3d)				✓		✓
F61	Develop and maintain up-to-date asset data, including digital inventories of physical assets like heavy-haul pavement, truck parking (including overnight), rail crossing maintenance, curb returns, potholes, storm drainage, curb space, load zones, access to loading docks, and other commercial truck facilities. (Supports Key Move MM3f)		✓		✓		✓
F62	Research and develop policies to manage the evolution toward connected and autonomous vehicles (CAVs) and their potential applications for freight and urban goods movement, recognizing that government and industry must partner to deliver benefits safely. (Supports Key Move MM3h)	✓	✓		✓	✓	✓

SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we'll need to remain agile and continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how the Seattle Department of Transportation (SDOT) will navigate a changing transportation landscape over the next 20 years. This section describes the context we're operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to freight and urban goods. They were used to shape the actions we'll take to achieve our shared transportation vision. SDOT will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances continue to evolve in the years to come.



Port of Seattle, terminals and cargo containers

OPPORTUNITIES, EMERGING TRENDS, AND CHALLENGES

Living in one of the nation's leading trade gateways, Seattle residents experience these opportunities and challenges firsthand. Freight and urban goods movements are a key component of our local, regional, national, and international supply chains. A single disruption can reverberate all the way to the Seattle consumer. The health and fitness of the freight system is important to Seattle's economic wellbeing. Moreover, advancing freight mobility goals is essential to improving traffic safety and curbing emissions.

Opportunities and Emerging Trends

Strong growth in freight demand and flows. The Environmental Protection Agency (EPA) noted that, in 2015 alone, the U.S. logistics industry moved more than 49.5 million tons of goods, worth nearly \$52.7 billion, every day, and more than 56 tons of freight per person per year. The agency projects that in 2025, the shipment of U.S. goods will grow another 23.5%; and a total of 45% by 2040.⁷

More recently, from 2020 to 2022, with the closure of the West Seattle High-Rise Bridge, the importance of freight was demonstrated by dedicating the low-bridge to freight, transit, and emergency vehicles. Keeping these modes moving is vital to the city and region.

Resilient freight operations during the COVID-19 pandemic. Despite the pandemic and the supply chain backup it caused, the MICs' activities did not slow down. Industrial workers could not work from home. In the BINMIC, the fishing seasons and maritime activities continued on in full force.

Shift in shopping trends during the COVID-19 pandemic. The pandemic accelerated the shift in consumer spending from brick-and-mortar to e-commerce, which resulted in significant growth in local parcel delivery and the construction of e-commerce warehouses.

Densification of warehousing. In places with less and less space, multi-level warehousing has played a role in helping freight movement. These opportunities have the potential to improve the use of the MICs.

Last-mile neighborhood delivery hubs. There is increasing interest and testing of last-mile neighborhood delivery hubs that serve as a delivery point for trucks, which offload parcels onto electric-assist cargo trikes for local delivery to residences or businesses or to short-term storage in parcel lockers. These solutions can reduce local truck trips and emissions in commercial and residential areas.

Focus on employee safety and wellbeing. The health and safety of the people working in the supply chain impacts the health, safety, and equity experienced by our communities. The impact of the goods and services movement on climate change is enormous, and there are many creative opportunities to mitigate impacts.

⁷ [Why Freight Matters to Supply Chain Sustainability | US EPA](#)

Challenges

Deferred Maintenance. The transportation network serving commercial and industrial land uses, especially non-arterial streets in MICs, have significant deferred maintenance needs. These streets serve as critical access to various manufacturing and commercial activities and see higher heavy vehicle use. Traditionally, these streets have not been prioritized for maintenance efforts and have some of the lowest pavement condition ratings in Seattle. Additionally, only a portion of the Port partnership funding for the Heavy Haul Network has been spent in the past 8 years.

COVID-19 pandemic impacts. The pandemic unveiled weaknesses in supply chains as demand shifted from services to consumer goods. Supply chain shocks resulted in long-term changes to how and where goods are produced. High-density distribution centers, now an aging concept, are being reimagined as micro-distribution hubs, in line with emerging trends. Federal and state public health restrictions caused significant changes in commuting patterns, which led to a steep drop in traffic congestion on city streets. Traffic volumes partially rebounded in 2022.

Supply chain instability. Ongoing workforce shortages, trade disruptions, changes in freight delivery patterns, and other shocks have roiled otherwise stable supply chains, placing pressure on Seattle's multimodal freight system. Respondents to a WSDOT Freight System Plan (FSP)⁸ survey indicated that supply chain disruptions were a critically important freight-related challenge being faced. Additionally, manufacturers consulted during the development of the FSP expressed ongoing concern about supply chain instability.

Limits on new technologies and infrastructure. Development and integration of new technologies, such as alternative fuels and drone delivery deployment, may be limited by legislative restriction and infrastructure requirements; inadequate and aging electrical distribution infrastructure; and the ability to fund, design and construct alternative fueling stations to meet demand.

Network impacts. Network access reductions are a concern for freight movement and supply chain resilience. For example, from March 23, 2020, to September 17, 2022, the West Seattle High-Rise Bridge was closed for repairs and comprehensive testing. To respond to the potential access constraints for critical Harbor Island maritime freight, freight supportive, and national defense industries, the City dedicated the Spokane Street Swing Bridge—the low bridge—to freight, transit, and emergency vehicles.

Additional challenges to the network include limited funding for bridge maintenance and replacement. These include but are not limited to 1st and 4th Ave S corridors, the bridge over Argo; and potential closure of S Holgate St.

Climate impacts on industrial and Port facilities. Much of Seattle's industrial lands rest upon real estate reclaimed from the Duwamish River wetlands. National Oceanic and Atmospheric

⁸ Freight System Plan | WSDOT [wa.gov]

Administration (NOAA) climate change models indicate that reclaimed lowlands are at greatest risk of climate change related weather impacts, such as rising sea levels and seismic events⁹.

Overnight parking for drayage trucks. Overnight parking in the MICs is limited. This results in drivers parking their cabs on local residential streets. Overnight truck parking opportunities in the MICs should be explored.

Freight generated air quality impacts on residents. Existing and projected goods movement volumes are direct contributors to poor air quality in and around MICs and adjacent mixed-use neighborhoods in Seattle. The negative impacts of the transportation sector in general, and freight movement in particular, are known to contribute over 50% of nitrogen oxides (NO_x) emissions, over 30% of volatile organic compound (VOC) emissions, and over 20% of particulate matter (PM) to the emissions inventory in the U.S.¹⁰



An electric delivery van and driver delivering goods to a resident

⁹ Climate Change: Global Sea Level | NOAA Climate.gov

¹⁰ Why Freight Matters to Supply Chain Sustainability | US EPA

COMMUNITY ENGAGEMENT

In 2022 and 2023, we conducted extensive public outreach as part of the STP development process. During the public comment period, we collected feedback specific to freight, urban goods movement, and freight infrastructure. Upon review of the comments, several general themes emerged:

- **Separate people walking and biking from freight vehicles.** Bike lanes, trails, and associated crossings need to be separated or clearly differentiated from freight to allow for safer and easier mobility around the city. Suggestions include grade separation, complete corridors, and treatments, such as landscaping or fencing.
- **Support electric vehicle (EV) transition.** There is general support for the transition to EVs. The shift should consider expanded use of smaller EV freight vehicles in dense urban areas for small scale deliveries.
- **Designate freight routes.** Freight route designations were supported to better accommodate truck movements and enhance safety. Ideas to clear lanes for the freight system to better serve the public were also mentioned.
- **Shared transit lanes.** Numerous comments supported the incorporation of freight and transit in the same lane. However, it is important to consider concerns raised, such as volume management, impact on transit performance, and time constraints—i.e., create time of day restrictions to ensure travel time benefits are achieved.

Other suggestions included:

- **Improve data collection and analysis.** This may help to remove biases and uncover causal relation behind crashes, serious injuries and near misses to inform safety enhancements in street design and traffic operations.
- **Mobility hubs.** Facilitate last-mile delivery trips with smaller vehicles.
- **Improved planning efforts and guidance.** Develop direction to address design treatments at intersections and at-grade rail crossings, truck congestion, truck and freight employee parking, delivery methods in residential and urban areas, and short-haul truck trips between intermodal facilities (port and drayage).
- **Address maintenance backlogs.** Advance the backlog of projects associated with pavement and rail grade crossing maintenance within the freight network.



FREIGHT AND URBAN GOODS IN SEATTLE

SDOT plays a role in the freight and goods movement network by operating city streets in a manner that supports safe, efficient, and reliable travel for freight vehicles and other travelers. We work with our partners to design and build capital improvements, maintain capital assets (pavements, signals, signs, markings, etc.), fund system investments, and collaborate with agency, business, and industry stakeholders. Freight includes goods that travel to or from railyards, seaports, airports, regional warehousing, and end-user destinations (e.g., businesses and residences). We also consider the land use context of freight movement—freight issues in MICs are dramatically different than in downtown, urban centers, and other parts of the city—to support the efficient movement of the different types of freight.

While our freight and goods movement network extends far beyond the streets that we manage, SDOT managed streets and curbspaces support connections to rail, air and Port networks, as well as intersections with other travelers that may be walking, rolling, biking, driving or taking transit. Primary modes in the freight network include:

- **Ground.** Often identified as truck transport, there are many types and sizes of ground freight encompassed in large bulk freight and last-mile freight. Increasingly, electric bicycles (e-bikes) are gaining in use for last-mile transport and delivery of smaller parcels.
- **Rail.** Freight rail moves goods regionally and nationally, while in-town industry rail service provides connections between local Seattle businesses and the larger, nationwide rail network.
- **Air.** Air freight carriers transport goods that are time-sensitive or have high value per unit.
- **Ports.** Typically, large cargo ships bring in a flow of national and regional imports.

To further define freight, it is important to also understand what it provides:

- **Services.** Includes waste collection; city, residential, and business utility installation and maintenance; emergency services; health providers; general construction; and more.
- **Delivery.** Includes business-to-business (B2B) goods related to manufacturing, construction, industrial supply, and warehousing typically delivered by rail or heavy trucks, as well as retail, office, food and grocery, and residential goods and parcels delivered by light trucks, parcel vans, and e-bikes.

The Freight and Urban Goods Element focuses primarily on urban truck movement to support Seattle's increasing demand for delivery of goods and services in a safe and reliable manner. While railroad, marine, air freight, and more play critical roles in our freight system, because the roadway network is within the city's purview, we focus on how trucks provide access to these other modes.

PARTNERSHIPS

Given the number of freight modes, the Seattle freight network has many interested parties. These include local business and industry and local, regional, state, and federal agencies. The Port of Seattle is the government agency that oversees the seaport and the airport (SEA). The Northwest Seaport Alliance is a marine cargo operating partnership between the Port of Seattle and the Port of Tacoma.

Other important agencies include the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), the Washington State Department of Transportation (WSDOT), and the Puget Sound Regional Council (PSRC), all of whom fund investments (e.g., award grants) to improve the freight network. Due to their size and costs, many freight capital projects are delivered through agency and industry partnerships.

MANUFACTURING/INDUSTRIAL CENTERS

Seattle has two of the Puget Sound Regional Council's (PSRC) ¹⁰ designated regional manufacturing/ industrial centers (MICs): Ballard/Interbay Northend (BINMIC) and Duwamish MIC¹¹. Most industrial land in Seattle is located within the MICs and are identified in Seattle's Comprehensive Plan. MICs ensure adequate accessible industrial land is available to promote a diversified employment base and sustain Seattle's contribution to regional living-wage job growth. Maritime and manufacturing activities are supported by our industrial lands and have long contributed to the city's identity, supporting family-wage jobs, and economic diversity.

Activities on industrial lands make significant revenue contributions to the local and regional economy, due in large part to the volume of products manufactured or received in Seattle and exported domestically within the U.S. and worldwide. According to the Seattle Industrial Lands Mayor's Recommendation (2007), the industrial sector accounted for \$5 billion in taxable sales which translates to about a third of the City's total retail sales tax revenue. Industrial Businesses also generated 32% of the City's total B&O tax revenue. Around 116,000 people, or 15% of all jobs in Seattle, are employed in the maritime, transportation, and manufacturing sectors.

A network of marine terminals, railroads, roadways, and airports serve the MICs, creating a need to designate, protect, and plan for a variety of needs—oftentimes overlapping with other demands on city streets.

¹¹ <https://www.psrc.org/our-work/centers>

FREIGHT NETWORK ASSETS

Seattle's freight infrastructure is key to maintaining economic and locational competitive advantage. Keeping goods moving efficiently is not just a lynchpin of Seattle's economy, but also for the region, Washington state, and other parts of the country. Our waterway, rail, air, and roadway infrastructure supports freight logistics and shipping. As noted in the introduction, this element focuses on goods movement by truck, as that is the mode the city has the most ability to influence. However, our ability to provide reliable truck travel to and from the region's port facilities, airports, and intermodal terminals is critical to the city's livability and economic health. Key freight network assets are discussed in this section and include:

- Seattle's freight roadway network
- Waterways and the Port of Seattle
- Airports
- Railroads
- Intermodal and transload facilities

Seattle's Freight Roadway Network

Nearly all the streets under the city's jurisdiction are used by trucks, whether designated for freight or not. Specific freight network designations are based on truck volumes and connections to key freight traffic generators and other land uses. The city also operates moveable bridges that support efficient freight movement across our waterways.

Freight Street Classifications

Freight street classifications highlight key elements of the street network serving freight vehicles. They cover functional classification, truck volumes, street types, design guidance, spatial characteristics, and more and are considered when designing streets or determining how to operate the system. Seattle's Freight Master Plan (FMP; 2016) identified a Freight Network Classification that includes four designations based on truck volumes, land use connections, network connectivity, and roadway classifications.

The freight network designations indicate key routes that trucks use to access the Port, key freight designations, and the regional highway system. Limited access facilities are connected to major truck streets and, to a lesser degree, by minor truck streets.

First-/last-mile connectors are primarily accessed by major and minor truck streets and are located within the MICs. Trucks are permitted to operate on most streets in Seattle, whether or not they are designated as part of the freight network.

Figure 3 presents the freight network designations.

Figure 3: Freight Network Designations

LIMITED ACCESS Purpose: Long distance trips Land use: Connections between the city and the rest of the region Roadway classification: Highway Truck volumes: All	MAJOR TRUCK STREET Purpose: Through trips Land use: Connections to MICs, intermodal facilities, Urban Centers, and the regional system Roadway classification: Minor arterial or higher Truck volumes: 500+ trucks per day
MINOR TRUCK STREET Purpose: To/from trips Land use: Connections to and from urban villages and commercial districts; provides secondary through routes for network resiliency Roadway classification: Collector arterial or higher Truck volumes: 500+ trucks per day	FIRST/LAST MILE CONNECTORS Purpose: Industrial trips Land use: Connections within the Manufacturing and Industrial Centers (MICs) Roadway classification: Minor arterial or lower, including non-arterial streets Truck volumes: 250+ trucks per day

The Freight Network

The freight network map is depicted in **Figure 4**. In general, limited access facilities are accessed by major truck streets and, to a lesser degree, by minor truck streets. First-/last-mile connectors are primarily accessed by major and minor truck streets and are located in MICs.

Over-Legal and Heavy Haul Networks

Seattle has specific routes that provide for oversized and overweight trucks, referred to as “over-legal.” Permits are required to operate over-legal vehicles on designated streets. Over-legal routes accommodate trucks with larger loads that require a 20-foot by 20-foot envelope, though specific segments may not handle both excess width and height dimensions. The Heavy Haul Network (HHN) is located in the Duwamish MIC. The network is intended to provide key routes for commercial trucks moving heavy, divisible loads. These trucks usually make short trips from the Port to transload facilities. The HHN helps manage freight flow around the ports and improve movement of large commercial trucks hauling heavy divisible cargo. We do this to support freight businesses in carrying out their work and to help keep them competitive.

Figure 5 presents the Freight Network with the Heavy Haul Network and over-legal routes.

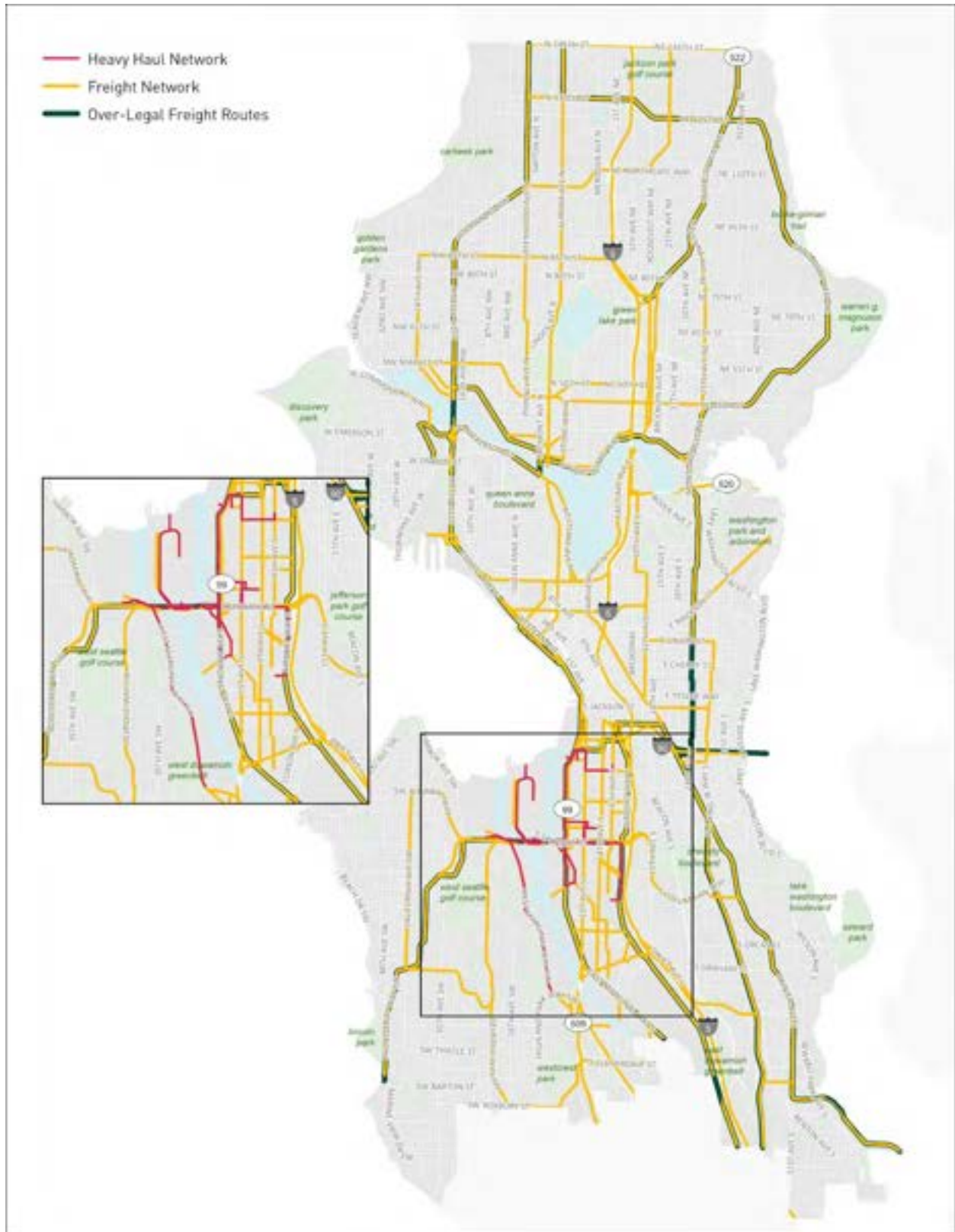
Downtown Traffic Control Zone

The movement of large trucks is restricted within the core of the city. Vehicles 30 feet or longer may operate by permit on weekdays between 9 AM and 3 PM, and without a permit from 7 PM to 6 AM. Curfews are in effect during weekday peak traffic periods.

Figure 4: Freight Network Map



Figure 5: Freight Network Overlayed with Heavy Haul Network and Over-Legal Routes





Waterways and the Port of Seattle

Water transport has continuously been the largest carrier of freight, as virtually any material can be moved by water. The Port of Seattle (Port) consists of numerous facilities throughout the city that are located on Puget Sound and other navigable waterways, such as the Lake Washington Ship Canal. Facilities include container terminals, general-purpose marine/cargo terminals, commercial and recreational moorage, industrial and commercial properties, a grain terminal, and cruise ship terminals.

The Northwest Seaport Alliance (NWSA) is a marine cargo operating partnership of the Port of Seattle and the Port of Tacoma and operates the container terminals in the city. The Port of Seattle also operates Fishermen's Terminal and the Maritime Industrial Center along the Lake Washington Ship Canal. The Port is responsible for ensuring that cargo efficiently moves through the network to its next destination.

The import and export of these goods create individual jobs and economic development for the region. Private maritime businesses also play a major role along our waterways.

Figure 6 depicts the locations of Seattle's maritime assets. These include numerous Port of Seattle facilities, Fisherman's Terminal, the Ballard Locks, and various shipyards.

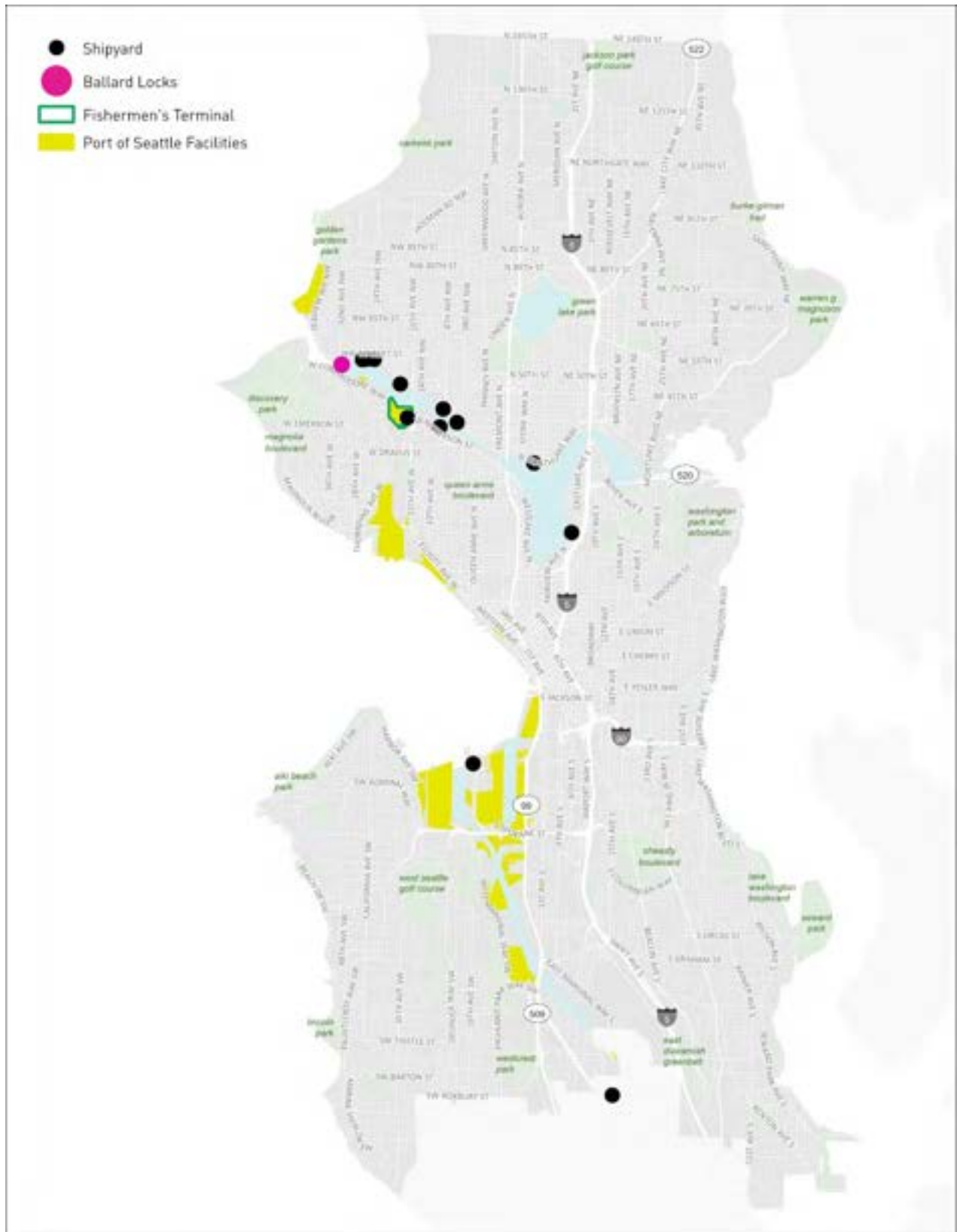
Railroads

Two Class I railroads (annual revenues of more than \$500 million) and a single Class III railroad (annual revenues less than \$40 million) operate in Seattle—BNSF Railway, Union Pacific Railroad (UPRR), and Ballard Terminal Railroad (BDTL). Ballard Terminal Railroad provides a handful of industry customers access to rail and connection with BNSF.

Union Pacific is the second-largest railroad in the U.S., and Seattle is the terminus of its west coast operations. UPRR Seattle rail traffic is primarily industrial service, focused on moving goods for local customers to the transcontinental rail system.

BNSF is the largest railroad in the U.S., running trains through Seattle north to British Columbia, south to San Diego and east to Minneapolis. BNSF leases track and time to Amtrak passenger rail and Sound Transit Sounder commuter trains here in Seattle. Rail transport is most competitive with long-distance trucking and barge transport.

Figure 6: Seattle's Maritime Assets



Intermodal and Transload Facilities

Intermodal freight transport involves the transportation of freight in an intermodal container or vehicle, transferring shipments from one transportation mode to another as the shipment moves from origin to destination, without any handling of the freight itself when changing modes. Freight moves from port to truck, port to rail, port to port, port to air, rail to rail, truck to rail, rail to truck, and every combination in between. Intermodal facilities work cooperatively in anticipation of freight arrivals and departures, as well as up- or downstream of supply chain issues, and to alleviate industry pinch-points.

Transload facilities repack goods between 40' standard ocean-going containers and 53' rail industry containers, which increases efficiency of goods movement between sea and rail modes. The type and capacity of an intermodal facility can vary depending on the nature and type of intermodal connector (e.g., rail, maritime, air, and highway).

Intermodal facilities are key to railroad operations. It is here that trains are made and disassembled; cargo headed to and from the Port of Seattle and Port-affiliated facilities make their way north, south, and east from these yards. The Argo Yard is UPRR's sole hub in Seattle, while BNSF has numerous facilities—Stacy Yard, Balmer/Interbay Yard, and South Seattle—supporting freight movement.

Airports

The King County International Airport (KCIA, or Boeing Field) is the only airport within the city's boundary. The Boeing Company has been a central part of both KCIA's operations and the regional economy, and its presence attracts a significant number of auxiliary manufacturing businesses.

Figure 7 shows Seattle's rail, intermodal, and airport facilities. Most of these assets are located in the Ballard/Interbay and Duwamish manufacturing/industrial centers and along waterways.

Figure 7: Seattle's Rail, Intermodal, and Airport Facilities



SPATIAL REQUIREMENTS AND OPERATIONAL CONSIDERATIONS

When designing and operating the transportation system to support freight and goods movement, there are a number of spatial needs and operating conditions that must be considered. Our urban operating environment is complex and requires close coordination with industry partners, community, and other interested parties. To support the work outlined in this Element while balancing the spatial requirements and operational needs of freight and urban goods movement, alongside the needs of other travelers, SDOT will seek to:

Provide for the safe and predictable movement of goods. SDOT's work includes designing the network to support the safe and predictable movement of trucks and delivery and services vehicles. Our truck and heavy vehicle design guidance allows for safe truck movements and integrates with other travel options. Truck collisions are generally concentrated on freeways and arterials serving the BINMIC and Duwamish MIC, requiring extra focus. At a broader level, we should consider that MICs sit on environmentally sensitive land with greater exposure to various hazards—tsunami, subsidence, earthquake, sea level rise. We can prepare for our freight networks' resiliency in partnership with industry partners and our local, regional, and state agencies.

Provide for loading and access. Adequate on-street commercial vehicle loading zones, other curbside spaces, and alleys for loading and unloading of goods is a major consideration for freight. Since anyone with a business license can obtain a Commercial Vehicle Load Zone permit regardless of vehicle size, this increases competition for already limited parking spaces that can accommodate trucks. Most downtown buildings lack off-street loading bays, which increases pressure on streets and alleys. The ability to move goods the "final 50 feet" to their destination is a major challenge, requiring that we manage use of curbspace and alleys, while also influencing building design for off-street accommodations.

Advance at-grade rail crossing safety to align with safety goals. We can support improved safety by developing new designs for urban roundabouts to separate turning movements from pedestrians and bike facilities, alongside other truck-compatible traffic calming measures.

Develop and preserve a secure freight network that supports a thriving and diverse economy for Seattle and the region. We will continue to work with partners to educate stakeholders (including the public at-large) about the importance of freight mobility to the local and regional economies. A well-maintained freight network is necessary to support and grow freight dependent family-wage jobs.

Reliably connect manufacturing/industrial centers and business districts within Seattle and the region. Access between Seattle's MICs, port facilities, and the regional highway system is important to maintain and improve. Most interstate and state highways in the Seattle area are at or near capacity during peak periods. This delays not only local traffic and truck mobility, but longer-distance through-trips as well. I-5, and to a lesser degree, SR 99, are congested during peak periods. Working with the Port of Seattle, the Northwest Seaport Alliance, business and

industry organizations, and intermodal partners, we can support efficient access to core intermodal facilities. We'll also explore the use of truck-only lanes and freight and bus (FAB) lanes to improve freight mobility on streets with high truck volumes.

Support efforts to increase safety for freight operators and their employees. Many people are employed in the freight and logistics industries. We can work with industry partners to support health and safety to meet basic human needs for freight employees along the freight network, for example coordinating on truck parking areas (staging), access to restrooms, food, and fuel, or other provisions to support well-being of freight industry workers and their ability to meet federal hours-of-service (HOS) requirement or daily work limits.¹²

Involve interested parties in the planning and design process to help build an efficient and effective network. SDOT coordinates and supports the Seattle Freight Advisory Board and regularly engages freight operators and other interested parties. Many ethnicities and over 20 distinct languages are represented in the freight community. By engaging with and connecting to these diverse communities on a regular basis, we can improve the planning and design of freight-related investments and interventions that improve freight mobility and meet community needs.

Develop funding strategies across multiple partners. Freight network investments cannot be accomplished without strong partnerships and regional coordination. We will continue to coordinate funding strategies across industry stakeholders and partner agencies to raise investment for large and complex freight projects.

Identify and address communities and families specifically affected by freight and related industries. Engaging and co-creating solutions with communities, freight operators, and related industries—from logistics warehousing to the delivery of goods and services—can help mitigate negative impacts from freight and goods movement. By working with this diverse set of communities, we can work to resolve or reduce negative externalities of freight related to air quality, emissions, safety, and congestion. (Supports TEF 20.5) We will also explore effective policies for delivery to the home and small commercial areas. We'll partner with the freight community to continue supporting living wages for families dependent on freight jobs.

Reduce the environmental footprint of the freight fleet. SDOT advocates for the use of alternative fuel trucks and advancing electric options throughout the city (supports TEF 36.2), in the broader effort to reduce greenhouse gas (GHG) emissions produced by freight. Anti-idling policies and other best practices play an important role. We'll continue to support the development of clean delivery and localized goods production to minimize travel, alongside the "greening" of infrastructure on freight routes and in the MICs. (Supports TEF 56.4 and 56.5). Additionally, developing subarea plans can promote coordinated land use and transportation

¹² WA State Freight System Plan and Appendices 2022

decision-making for industrial areas and locations with heavy truck volumes. Subarea plans can enable better identification of specific solutions tailored to the local context.

To support this work, we will explore increasing the application for permitted uses and reduce unpermitted uses and seek to tie allowable uses to responsible partnership with existing environmental requirements for stormwater discharges, dust control, and other requirements. These actions aim to assist in managing industrial operating permits and reporting non-compliance in the MIC's and communities experiencing disproportionate exposure to pollution.

Eliminate maintenance backlog at public at-grade rail crossings. We can support this work by working to streamline the railroad applicant permit process, pursuing an "adverse abandonment" process for inactive rail removal, and completing triennial grade crossing inspection and reporting requirements. We will continue to actively pursue and maintain railroad partner relationship and work to apply safety modifications necessary at locations identified in the Washington State Rail Plan. We'll also seek to eliminate redundant rail crossings in residential communities, such as Georgetown.

Develop and advance an active planning cycle for freight project design and grant funding. SDOT routinely maintains awareness of Federal Railroad Administration (FRA), FHWA, Federal Transit Administration (FTA), and other federal grants available to address freight improvements. To support this work, we develop strategies to regularly pursue grants that align project delivery timelines with federal funding opportunities. We will seek to advance entire corridor improvements that can be constructed in partnership with public and private-sector stakeholders, and coordinate funding strategies across multiple stakeholders to raise investment for complex freight projects.

Inputs for Project Development

Develop a standard to measure right-of-way tradeoffs for design along freight corridors to use during project development.

- Evaluate outcomes from existing measures and policies, which could include travel time and reliability, to establish right-of-way allocation measures and goals on the freight network.
- Integrate the operational measures and goals into the complete streets process for project development to streamline right-of-way tradeoff decision-making alongside other multi-modal operational measures and goals where designated corridors overlap.

Table 3 presents how spatial and operating needs vary by freight network street type, street function, and several other major characteristics that require guidance to provide safe and efficient access for trucks. This table serves as a starting place for a more detailed toolbox for freight and truck facilities.

Table 3. Spatial and Network Guidance for the Freight Network by Street Type

		Factors				
		Land Use Context	Curbside Loading Needs & Parking Design	Time-of-Day Delivery Feasibility	Physical Roadway Design	Safety Treatments
Description		Business type and commercial activity	Parking and loading designs	Times when businesses can send/receive deliveries	Roadway design features	Types/application of road safety, traffic calming, or at-grade crossing improvements
Roadway Network Factors		Land use determines truck activity levels	Truck size and loading requirement affects space needs; service vehicle parking considerations	Impacts commercial loading or truck access hours	Appropriate lane widths, turn radii, driveway aprons	Truck streets require special consideration for safety measures
Roles & Responsibility		City of Seattle property owners	SDOT, private owners	Private entities, Port of Seattle	SDOT, WSDOT, FHWA	SDOT, WSDOT, FHWA, BNSF, UPRR, BDTL, FRA
Major Truck Streets	Through Connector	Primary connectors to and from MICs, intermodal facilities, regional freeways	Requires special considerations to accommodate truck loading given higher traffic, transit, and other activity on these corridors	N/A	Maintain standard travel lanes and turn radii. Consider Freight-only lanes and Freight-and-bus (FAB) lanes in key network segments	Provide truck-compatible traffic calming features
	Servicing Destinations	High-activity commercial generators, limited residential	Requires high number of commercial loading spaces that can accommodate large trucks	N/A	Provide standard turn radii	Minimize use of median barriers
Minor Truck Streets	Through Connector	Connecting to/from major truck streets, urban commercial districts	Requires assessment to determine appropriate parking	N/A	Maintain standard travel lanes and turn radii	Coordinate traffic calming and safety treatments on streets with higher truck volumes
	Servicing Destinations	Low-activity commercial generators, some residential neighborhoods	Requires minimum of commercial loading spaces that can accommodate smaller single-unit delivery vehicles	N/A	Provide designs that accommodate smaller trucks	Apply safety treatments that can accommodate smaller single-unit delivery
Limited Access	Industrial Trips	MICs	N/A	N/A	Maintain standard lane widths and highway design standards	Prioritize truck safety treatments
	Regional Trips	N/A	N/A	N/A	Maintain standard lane widths and highway design standards	Prioritize freeway truck safety treatments

THE FREIGHT TOOLBOX

The freight toolbox offers strategies to address freight mobility and safety needs, while also incorporating new tools as best practices evolve. The toolbox provides a menu of options that may be used alone or in combination with others to address freight system issues including:

Maintenance and Preservation

Maintenance and preservation include pavement and bridge investments, such as repaving roads and bridges in poor condition, paving unpaved roads and shoulders, and seismic upgrades of existing infrastructure. It also includes regular street cleaning and removal of overgrown shrubbery and foliage to maintain a clear pathway. These projects are especially important on routes with high truck volumes, including the Heavy Haul Network. Information from the city's pavement management database is used to determine paving needs, which helps preserve infrastructure investments and improve conditions for all roadway users.

Intelligent Transportation System (ITS) Applications

ITS provides for communications with the city's central Transportation Operations Center (TOC) and allows the TOC to provide real-time intervention to adapt signal timing to traffic conditions. This communication provides real-time traveler information on bottlenecks and current travel time to truck drivers and dispatchers. ITS projects offer decision-making tools for both system users and managers to improve mobility and operations.

ITS applications include a variety of technologies to improve travel across the city and address safety and mobility needs, including:

- Closed-circuit television (CCTV) traffic cameras
- Dynamic message signs
- Portable changeable message signs
- Traveler's information website and apps
- Traffic signals, including detection, signal priority, and pedestrian count-down signals
- Rail crossing closures and bridge openings
- New and emerging technologies

Implementation of ITS applications may require private and public collaboration to ensure that benefits are fully realized. Intersection signal operations also fall under ITS applications. They can include a range of signal timing improvements on truck corridors, such as signal priority or adjusting signal timing to facilitate heavy truck movements. These signal improvement strategies can significantly improve truck mobility and access.

Wayfinding

Something as simple as clear and legible wayfinding improves overall safety by indicating which streets are best suited for trucks. Wayfinding for trucks may include signs striping, roadway markings, physical barriers, and diverters on city streets, at intermodal facilities, and on state highways to improve route decisions and reduce illegal movements. These are quick, low-cost strategies to help truck drivers identify truck routes and avoid routes with height and weight restrictions. Signs and maps, such as the South Seattle Truck Routes map, must be clear, intuitive, and standardized.

Geometric Improvements

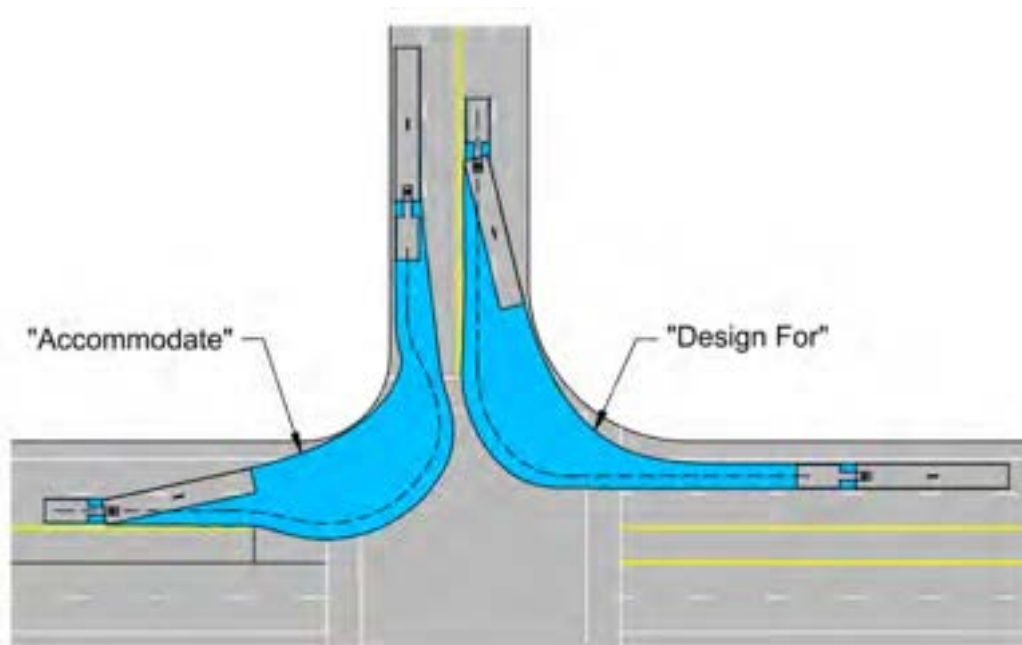
Improved constructed roadway geometry supports freight movement and allows truck traffic to blend in harmoniously and travel predictably with other roadway users. Small-scale geometric improvements for better truck mobility and access include:

- Adding left-turn lanes at critical intersections
- Adding truck-only lanes on highly used truck routes
- Repositioning utility poles
- Standardizing lane widths
- Modifying curbs and/or providing recessed stop bars to allow long trucks to easily turn corners
- Signals and/or modifications to buildings with alley access; address safety issues at alley entry points

A key concept in the design of a project is the “design for” versus “accommodate” trucks, especially as they make turns at an intersection. With the safety of all users in mind, the goal is to allow truck movements for specific truck types at specific locations (context-sensitive), while incorporating the smallest possible curb radius to limit pedestrian crossing distances at intersections and provide pedestrian safety. This is in line with the city’s Vision Zero goals to eliminate serious injury and fatal crashes.

Accommodating a vehicle allows for encroachment of other lanes, shoulders, or other elements to complete the required maneuver. Designing for a vehicle does not require encroachment onto those elements. *Streets Illustrated (Seattle Right-of-Way Improvements Manual)* defines when “designed for” versus “accommodate” should be employed for street designs, including for the freight network and transit networks that must address large vehicle movements. The concept of design for versus accommodate is depicted in **Figure 8**.

Figure 8: “Designing for” Versus “Accommodating” Vehicles



As shown in **Figure 9** there are various types of freight trucks traveling on city streets, each with their own unique design characteristics. These include weight, distribution over axles, dimensions (width and height), and turning radius. Providing adequate right-of-way for freight movements can support the ability of a range of truck types to operate in a safe and efficient way.

Typically, an intersection turn movement is considered “designed for” if the design vehicle is allowed to encroach on the lane adjacent to the typical receiving lane for the turn movement (right lane for right turns), provided that encroachment is not into opposing traffic.

When accommodating truck turning movements, over-steering of the truck into adjacent lanes is generally assumed to occur within the intersection. This may require a setback of the stop bar for opposing traffic.

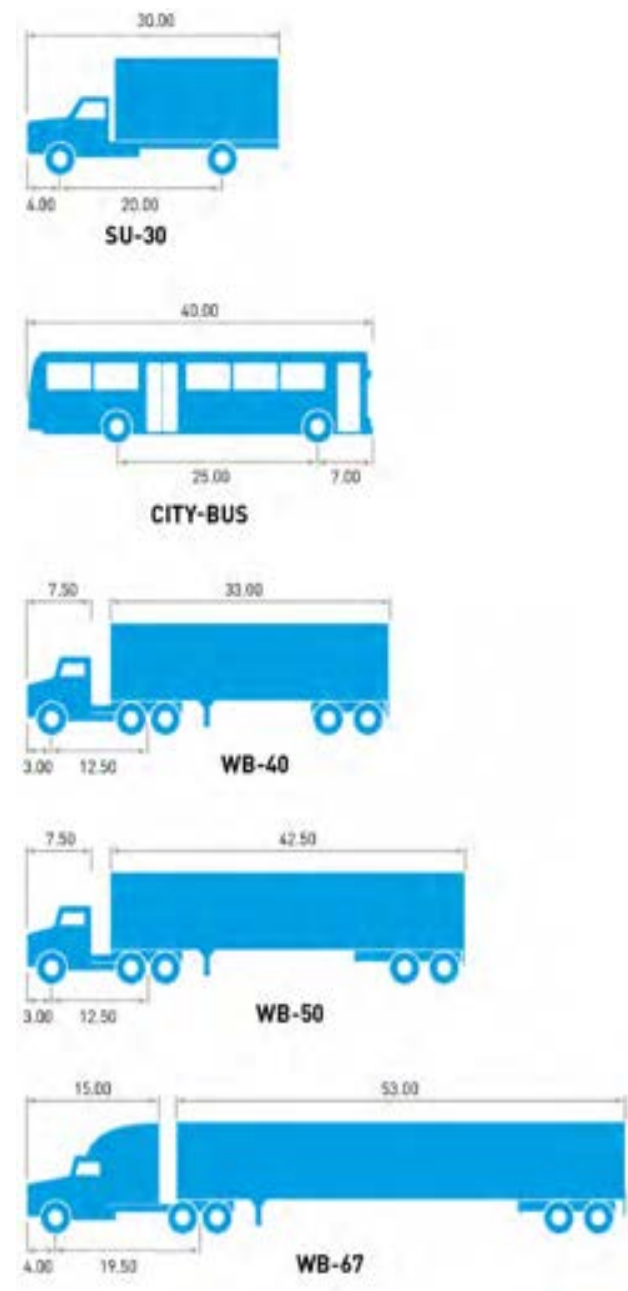
Providing updated information and education opportunities to drivers, pedestrians, and cyclists about accommodate for” and “designed for” turn movements can also help to increase safety at intersections.

Freight Operations Management

Freight operations management includes a range of treatments such as truck restrictions, time-of-day variations, idling control, and loading zone control. Options include management of traffic to prioritize freight movements during certain times of the day, areas, or street segments, such as establishing delivery windows and off-peak delivery.

These projects can reduce traffic congestion and improve parking conditions on congested urban streets with limited additional physical capacity or infrastructure.

Figure 9: Typical Vehicle Designs



Capital Investments

Capital investments can address a range of mobility and connectivity needs. They may be large investments (costing \$100M or more) or smaller-scale spot improvements (typically under \$500,000). These types of improvements include:

- Grade-separation of roadways
- Bridge replacement or retrofit
- New roadway connections
- Direct freeway access ramps
- Truck-only lanes
- Overnight parking for trucks and electric charging facilities

Large capital projects may consist of packages of smaller-scale projects that can be implemented in phases. We also make spot improvements—small-scale projects that improve truck mobility through key bottleneck locations. A dedicated spot improvement program allows the city to be more responsive to smaller, unforeseen needs as they arise.

Freight Mitigation

Freight projects can also include elements to mitigate the impacts that freight may have on the environment or surrounding neighborhoods. These projects may overlap with other toolbox items, like paving unpaved roads and shoulders, or incorporating stormwater management into a project. Additional strategies include increasing the tree canopy in the MICs, reducing truck idling, and promoting use of zero-emission trucks (electric or clean-energy powered trucks) to improve air quality in areas highly affected by freight.

Modal Conflict Resolution

Specific locations may require improvements to alleviate conflicts with other travel modes and increase safety. These conflicts may be with other freight modes, such as at-grade railroad crossings, or with transit and people walking or bicycling. Where freight routes share a street with a bicycle route, facilities for trucks and bicycles should be clearly separated and comply with width and materials standards, consistent with *Streets Illustrated*. Generally, improvements could include grade separations at railroad crossings or separated facilities (such as protected bike lanes where appropriate) to provide for the predictable movement of all users.

PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than specific to a project) to complete the work outlined in this Element. This section highlights existing and new programs or initiatives we will seek to implement. Over time, it's not uncommon for program groupings and organization to change; however, the programmatic activities listed here provide helpful general information to describe the types of tools and methods SDOT will employ to manage the transportation system.

Urban Goods Movement and Delivery Planning

On-demand goods and service delivery has increased significantly as customers purchase and receive products online. Growth in e-commerce has increased pressure on limited curbside space in our urban neighborhoods and business districts, especially those locations with limited off-street parking and loading opportunities. We will seek to develop long-term strategies for promoting urban goods delivery. See the Curbside Management Element for more information.

Additional freight and urban goods strategies and actions may include:

- Establish minimum distances for loading opportunities from any business address, either in on-street, alley, or off-street locations; maintain or reassign loading locations when designing transportation and private development projects
- When alleys are vacated, address loading and circulation impacts to adjacent/nearby properties
- Improve enforcement of commercial vehicle load zones and other related zones.
- Expand commercial vehicle load zone and related zone hours to 24 hours a day, 7 days a week in select locations
- Review commercial vehicle load zone permit process and pricing to manage demand, access, and types of user
- Consider potential expansion of the Downtown Traffic Control Zone in a manner that improves daytime street network reliability but still provides sufficient urban good delivery access
- Recommend on-/off-street tactics for bicycle, non-truck, and small truck deliveries in dense areas
- Explore best off-street loading practices, including loading dock development and use standards
- Develop a pilot program for off-hours delivery in areas with a mix of residential and commercial land use to facilitate truck movement
- Explore freight demand management strategies to consolidate freight delivery trips and ensure vehicles are rightsized for an urban environment
- Identify and employ innovative uses of technology to guide urban good deliveries to destinations and manage access to loading locations

- Develop a data collection plan and seek funding to regularly monitor on-street and off-street commercial loading locations and gather user input.
- Reevaluate and update design requirements in new development.
- Collect and maintain citywide truck data.
- Gather data required for triennial grade crossing reporting through Federal Railroad Administration's (FRA) Grade Crossing Inventory System via Washington State Utilities and Transportation Commission, including annual average daily traffic (AADT), percentage of trucks, percentage of school buses, emergency vehicle routes, etc.



A bicyclist and vehicle wait at an at-grade rail crossing for a BNSE train to pass at Alaskan Way and Broad St in Downtown Seattle. Shared bikes and scooters are parked nearby. Image Source: SDOT

Critical Access Needs (CAN) Curbside Review

Critical access needs at the curbside include passenger and goods loading/unloading, waste staging/collection, building maintenance, and more. During project development processes, CAN reviews should consider safe and efficient access for freight and goods deliveries. Such reviews should be conducted when a project physically and/or programmatically alters curbside access for an adjacent property and limits or eliminates building critical access needs.

Neighborhood Delivery Hubs

Zero-emission neighborhood delivery hubs in key areas of the city can support growth in urban goods deliveries while advancing the STP goals. By partnering with off-street parking lot

operators, we can open and manage delivery hubs to provide additional support to freight partners in need of off-street delivery space for e-cargo bike coordination and to further improve last-mile delivery efficiency. We can look to other peer city partners that are launching similar programs, such as in New York City and Portland, OR. Activities to explore and develop neighborhood delivery hubs may include:

- Identify and fund program development and partnerships
- Examine land use code zoning for opportunities and barriers for neighborhood, micro-hub type developments
- Explore implementation of urban consolidation centers, joint distribution centers, or local building logistics centers in Seattle
- Work with other City departments and agencies to conduct a feasibility study to create urban consolidation centers, joint distribution centers, or local building logistics centers
- Assess real estate opportunities, site development needs, and partner options, including third-party logistics firms

Support for Low- and No-Emissions Vehicles

The curbside element plays an important role in meeting our ambitious climate goals, including support for the shift toward electric vehicles. Freight and commercial goods are an important part of our economy. However, almost all commercial deliveries to bring packages to residents and businesses are made by gas or diesel-powered vans and trucks, which contribute to poor air quality, congestion, and safety issues. We will work collaboratively with the private sector and our local business community to be a liaison for the zero-emission transition, including the use of rightsized personal delivery devices (PDDs) to support urban goods movement.

Commercial Cargo E-Bike Program

Development of a commercial e-cargo bike program is another way to reduce freight-related emissions. This includes design of e-cargo bike standards, rules of operation, and new curb space allowances in the ROW for parking and loading. Program development will include legislation, outreach, and monitoring for the duration of the program.

Other elements of a commercial cargo e-bike program could build upon the findings of two relevant study efforts. In 2020, the University of Washington's Urban Freight Lab (UFL) published a report on a test delivery pilot in Seattle for cargo e-bikes. The study evaluated the implementation of e-bikes with removable cargo containers to perform last-mile deliveries in downtown Seattle. The study compared truck versus e-bike metrics for time spent cruising for parking, delivery distance, and dwell time. The results also included evaluations for delivery area, number of delivery locations, number of packages delivered, and failed first delivery rate.

SDOT's 2023 Zero Emissions Freight report evaluated e-cargo bike program typologies across North America to determine the best approach for a Seattle commercial e-cargo bike program. The final report identifies a three-tiered program approach for cargo bikes to operate safely and efficiently on Seattle streets. Pursuit of zero emission freight curb management programs supports Mayor Harrel's 2022 Climate Executive Order.



Electric pallet used for goods delivery

E-Cargo Bike Lending Libraries

Due to the cost-prohibitive nature of many zero emission delivery vehicles, including e-cargo bikes, additional programmatic support is needed to ensure the city's small to medium business community is supported in the transition. One way to do this could be to launch e-cargo bike lending libraries at community hubs to provide bikes on a lease-to-own basis. Similar to ride-and-drive events for electric vehicles, these libraries would allow businesses to test e-cargo bikes and learn from community advisors how they may fit into their existing operations before making a purchase. Development and management of E-cargo Bike Lending Libraries may include:

- Identification of external funding and vendor selection process
- Incentive program development to pair equipment discounts with library launches
- Ongoing staff management and business outreach support

Low- and Zero-Emission Loading

Setting loading zone standards can help drivers better navigate traffic and achieve more efficient deliveries, reducing circling for parking and associated emissions. To further Seattle's climate goals and urban delivery improvements, climate-friendly loading facilitated through a low- and zero-emission loading program would provide priority access for climate-friendly vehicles and incentivize freight companies to transition to EV alternatives. Development of this program would build upon work with the C40 Zero-Emission Freight Project and the Green and Healthy Streets Accelerator signatory cities and partners, aiming to accelerate the uptake of zero-emission vehicles (ZEVs) and infrastructure for zero-emission urban goods and servicing transportation. See Curbside Management Element for more.

Green Infrastructure in Industrial Areas

To support climate and livability goals, we will seek to plan, design, and construct green infrastructure, such as tree canopy and bioswales, in the MICs. Complementary strategies and actions include:

- Assess landscaping in the right-of-way to reduce truck-specific sightline issues on the freight network
 - o Regularly maintain landscape complexes
 - o Integrate the freight network into landscape maintenance management plans
- Assess street trees in the right-of-way to reduce truck-specific sightline issues on the freight network
 - o Evaluate overlap of the freight network with SDOT-maintained street trees and integrate the freight network into tree maintenance plans
 - o Assess and enforce tree clearance issues along the freight network for trees that are privately owned and maintained

Freight and Bus (FAB) Lanes

Our efforts to pilot and evaluate the performance of FAB lanes in strategic street segments in the city will require close coordination with associated transit improvement projects and development of transit infrastructure. Learnings from the pilot can be used to formalize and update the freight lane policy and fine-tune evaluation and design criteria to ensure that freight and transit can coexist in, and benefit from, a shared lane. Implementation of a FAB lane is not intended to remove a road segment's freight network designation.

MAINTENANCE AND MODERNIZATION

Maintaining and improving the freight network is essential to preserving access and mobility for goods movement throughout the city, as well as advancing our safety, climate, and equity goals. Alongside maintenance, we seek to continually modernize supportive infrastructure, which includes updating our policies, processes, and procedures to align our work with our goals, and as new and emerging best practices become available. A summary of key actions related to maintenance and modernization is included below.

Transportation Asset Management Plan

Strategically manage the life cycle of our freight assets in accordance with our Transportation Asset Management Plan (TAMP) to achieve the best performance results for the preservation, improvement, and operation of infrastructure assets, given the resources available. This will include the monitoring of pavement quality for the freight network, including the heavy haul network, critical freight corridors, and first-and-last mile connections among other freight-related infrastructure assets.

Update Streets Illustrated (Seattle Right-of-Way Improvements Manual)

Based on the tools in the freight toolbox, update *Streets Illustrated* to reflect best practices in design guidance and standards. Additional strategies to increase safety between and among modes that should be considered when updating *Streets Illustrated* include:

- Integrate planning for freight with other modes. Use the multimodal right-of-way allocation process within the updated Comprehensive Plan to move people and goods as safely as possible.
- Assess conflicts between transit and freight mobility. Design transit waiting and boarding facilities to minimize conflicts with goods movement and deliveries.
- Assess conflicts between bicycle and freight mobility. Address freight delivery needs, including alley access and Commercial Vehicle Load Zone locations, when developing bicycle infrastructure projects to minimize conflicts with goods movement and deliveries.
- Design bicycle facilities to provide predictable movement of people on bicycles and to avoid conflicts with goods movement and deliveries. Assess conflicts between pedestrian and freight mobility.
- Design pedestrian facility treatments to provide predictable movement of people and to avoid conflicts with goods movement and deliveries.
- Review pedestrian crossing opportunities on streets in the freight network and provide controlled or pedestrian-activated crossings, where appropriate

Rail Safety and Maintenance

A range of initiatives to improve safe interactions between various travel options and trains at rail crossings could include:

- Staff for onsite inspections to field-verify conditions and needs and perform required triennial inspections for USDOT inventory updates
- Necessary enhancements to address any safety concerns
 - Duty to maintain crossings
- Railroad responsibility to maintain crossings per RCW 81.53.90
 - Traffic signal preemption and active warning devices
- Partnerships with railroad companies to evaluate and make improvements at at-grade rail crossings; upgrades should be coupled with multimodal, environmental, drainage, and greening improvements for freight and other modes
- Assess conflicts between pedestrians and freight, as well as between bicycles and freight
 - Out-of-service track removal and street surface repairs
- Track removal may require additional legal proceedings. In some cases, it may only require the railroad to “retire” the track. Full street rehabilitation will require a full capital program—it is not a spot improvement.
 - Surface light-rail and streetcar corridor safety enhancements
- Collaborate with transit partners to ensure safety in these corridors as they relate to freight mobility
- Assess conflicts between transit and freight mobility
- Increase security around railyards and rail corridors, including anti-trespassing measures (fencing, etc.) being forwarded by Federal Railroad Administration (FRA), Federal Highway Administration (FHWA), and Washington State Utilities and Transportation Commission.

See the Bicycle and E-Mobility Element for more information about rail crossing improvements.

RAILROAD CROSSING SAFETY

Collisions between trains and vehicles at grade crossings are the second leading cause of rail-related fatalities across the U.S. Between 2012 and 2021, about 364 highway-rail grade crossing incidents occurred in Washington (including 53 incidents with Amtrak trains), leading to 54 deaths and 104 injuries. Nearly 80 percent of the incidents were at public highway-rail crossings.

Railroad crossings that are blocked by slowly moving, extremely long, or stopped trains are also a concern across the state, especially as freight and passenger traffic increases on both roadways and rail lines. Blocked rail crossings can create safety risks to local communities by temporarily increasing emergency response times.

An increase in train lengths following the implementation of precision scheduled railroading (PSR) operating practices on Class I railroads is a safety and mobility concern for communities living near at-grade crossings in Washington.

From WA State Freight System Plan & Appendices, 2022, page 35

DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

A freight-friendly city supports the efficient movement of goods to help strengthen the economy for the city and the region. It provides safe operating environments—separation of travel modes and predictable movements for all travelers on city streets. It also includes:

- **Reliable access to/from manufacturing/industrial centers and intermodal hubs**
- **Clear designation of truck streets/routes** to avoid trucks using alternate routes
- **Reduced freight-related impacts** on nearby historically underserved communities adjacent to the industrial lands
- **Reduced carbon emissions and noise pollution** by promoting the transition to low- or zero-emission truck fleets and incorporating consolidated delivery hubs with electric vehicles
- **Keep up well-maintained truck facilities** including loading zones, truck routes, wayfinding signs, truck parking, and other assets related to goods movement
- **Reduced impact to emergency response vehicles**
- **Critical freight and goods delivery access** to buildings
- **Responsiveness to changing trends** and increased demand for urban goods and e-commerce parcel deliveries
- **Proactive maintenance** of at-grade rail crossings and consistent railroad interactions
- **Safe, clean, and comfortable spaces** for employees and travelers in industrial areas to rest outside of work and vehicles

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommended performance measures to monitor the implementation of the STP Freight and Urban Goods Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching outcome-based measures are identified in the STP implementation strategy (see Chapter 4 of the Part I document). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled and the percentage of household income dedicated to transportation.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include increasing the percentage of fleet vehicles that are zero emissions and increasing the percentage of Major Truck Streets with fair or better pavement condition.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples might include increasing the number of truck street segments with annual truck counts and the lane miles of heavy haul network reconstructed.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years.

The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.¹³

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 4 on the following page identifies the Tier 2 performance measures that will be tracked for the Freight Element.

¹³ <https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

Table 4: Freight and Urban Goods Movement Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving trucks or rail (SPD collision report data)	4 (2022)	Zero	Yes	Safety Equity Sustainability Livability
Improve reliability of freight corridors	Percent of Major Truck Street network operating reliably (TBD) ¹⁴	TBD	Increase percent of network operating at a TTI of 1.5 or better ("Travel Time Index" (TTI) – ratio of congested to free-flow travel time on a segment)	Yes	Mobility & Economic Vitality Maintenance & Modernization
Decrease the carbon footprint of in-City package delivery	Percentage of fleet vehicles that are zero emissions (TBD) ¹⁴	TBD	30% of goods delivery fleet is zero emissions by 2030	No	Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Support a well-maintained freight network	Percentage of Major Truck Streets with fair or better pavement condition (SDOT)	58% (2023)	Achieve and maintain a higher percent of Truck Street segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

¹⁴ Seattle DOT working to identify an appropriate dataset to calculate this baseline.

RELEVANT TEF TACTICS

- TEF 17.3—Provide low-tech and language-accessible information to businesses about parking/loading and how communities can make requests for load zones or other curbside uses.
- TEF 20.5—Consider travel time and air quality impacts of changes to roadway configurations. Use this information to make equitable investment decisions that consider travel time and air quality impacts and benefits, and to communicate those benefits and impacts to community.
- TEF 22.1—Analyze how movement of goods were impacted during COVID-19 and whether there are specific ways we can maintain any benefits that were seen.
- TEF 36.2—Support transition to EVs for all segments of transportation, including personal mobility, goods movement, and services (e.g., skilled labor/repair, landscapers, home health care workers, trash collection) through targeted, equitable incentives and policy design. Implement related actions in the Transportation Electrification Blueprint.
- TEF 37.4—Identify and allocate funds to new or existing programs to address pedestrian safety concerns that are reflected from community data collection.
- TEF 40.1—Emphasize and incorporate pedestrian safety into the street character and design process; ensure staff are trained and educated on how to do this.
- TEF 40.3—Include individual and community's crossing needs and challenges into data storytelling and incorporate this qualitative data into SDOT decision-making processes.
- TEF 56.4—Improve, identify, and maximize current opportunities for street trees and greenscapes in SDOT activities ranging from routine maintenance to capital project delivery; ensure design guidance and functions of maintenance include this consideration for long-term sustainability.
- TEF 56.5—Increase open space for improved air and water quality, implement de-paving projects, and commit right-of-way (ROW) allocation in areas that are impacted by nearby industrial land uses.

APPENDIX A: FREIGHT PROJECTS

Table 5: Freight Projects below includes key freight projects building upon the 2016 Freight Master Plan (FMP) and the 2020 Freight Program Report.

The project number associated with each project in the FMP is included for reference.

Projects 1 through 5 are large catalyst projects that will require multiple funding partners to implement.

Omitted FMP project numbers represent projects completed since adoption of the Freight Master Plan.

Table 5: Freight Projects

FMP No.	Project Name	Project Description
1	Ballard Bridge Project	Replace structure to increase capacity and improve access.
3	SODO Rail Corridor Grade Separation	Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts.
4	4 th Ave S Viaduct Replacement (4 th Ave S grade crossing over Union Pacific Railroad Argo Yard)	Replace the viaduct structure spanning the Union Pacific Railroad (UPRR) yard at the conclusion of its service life, which is expected to occur within the 20-year planning timeframe (by 2035). The new structure will increase vertical clearance above the railroad tracks to improve safety and rail operations. Columns and pier walls will be removed to increase and optimize rail yard functionality and operations.
5	1 st Ave S Viaduct Replacement (Grade crossing over Union Pacific Railroad Argo Yard)	Replace the existing viaduct structure spanning the Union Pacific rail yard at the end of its useful life span
6	BINMIC Truck Route Improvements (Area bounded by W Dravus St, W Nickerson St, NW Market St, and Fremont Ave N)	This project will evaluate truck freight movements to identify projects to address geometric and operating challenges for trucks. The projects will be focused on readily implementable improvements with primary consideration given to safety and freight connectivity. They may include signal timing adjustments, additional signage or wayfinding, larger intersection turn radii, lane width adjustments, and joint use of bus lanes. • Phase I: Collect data on needs through a detailed assessment of truck volumes, truck sizes, and over-dimensional truck activity. Build from the forecasts developed in the Freight Access Project and work with stakeholders to identify and prioritize specific truck route projects. • Phase II: Implement top priority projects given funding availability and opportunities. Develop a long-term budget and funding strategy to implement remaining projects.
7	15 th Ave W Spot Improvements at W	This project addresses turn radii issues for trucks and enhanced multimodal operations through small-scale geometric and intersection operational improvements along 15 th Ave W.

FMP No.	Project Name	Project Description
	Dravus St and W Emerson St	Trucks of all sizes experience challenges traveling on the elevated structures at W Emerson St and W Dravus St. 15th Ave W, W Emerson St, and W Dravus St are vital connections for freight traveling to and from the Ballard-Interbay-Northend Manufacturing/Industrial Center (BINMIC). This project includes two components to implement changes at these locations. • The W Emerson St ramp over 15th Ave W serves trucks going to and from W Nickerson St. This component includes moving the centerline on the ramp to provide a greater turning radius for trucks and making adjustments to the stop bars channelization at the intersection on the west side of the ramp. • W Dravus St is used by trucks of all sizes, including over-legal vehicles unable to pass underneath the bridge on 15th Ave W. Northbound trucks have particular difficulty turning left onto W Dravus St from the off-ramp. This component of the project includes upgrading signal timing and hardware at the ramp terminals to ensure vehicle queues on the bridge clear to allow trucks adequate space to turn at the intersection. This project can be bundled with Ballard Bridge Access improvements.
8	15 th Ave NW/ NW Market St Intersection Improvement	Improve southeast corner curb radius, which would impact existing signal equipment.
9	15 th Ave W/ Elliot Ave	Reconstruct and make operational/ ITS improvements to 15th Ave W/Elliott Ave W.
10	Dynamic message signs along 15 th Ave NW corridor (Ship Canal to Holmon Rd NW)	Install dynamic message signs to provide travel conditions on major freight corridors prior to connecting to major truck streets.
11	NW Leary Way at NW 46th St or NW 45th St (NW 46th St to Shilshole Ave NW)	Intersection operations should be evaluated and treatments considered to improve access to/from NW 46th Street or NW 45th St. Type of improvements to be coordinated with outcomes of the BINMIC Truck Route Improvements.
12	W Emerson St/21st Ave W/W Commodore Way Corridor Improvements	Reconstruct the existing intersection at 21st Ave NW and W Commodore Way to improve truck safety and mobility and improve bike/ped/truck facilities on W Emerson Place and 21st Ave W.
13	NW Market St / Leary Way NW / N 36th St Improvements	Reconstruct and make operational/ITS improvements to Leary Way NW corridor to facilitate freight movement. This project would coordinate specific truck operational improvements with the BINMIC Truck Route Improvements.
14	Mobility improvements along NW Market St between 8th Ave NW and Stone Way N	Restrict left turns at non-critical intersections to improve east/west mobility for freight.
16	Intersection Improvements at 4th Ave N, Westlake Ave N, Dexter Ave N, and Nickerson St	Evaluate the intersection of 4th Ave N, Westlake Ave N, Dexter Ave N, and Nickerson St to improve freight mobility.

FMP No.	Project Name	Project Description
17	Intersection Improvements at 6th Ave NE and NE 40th St	Eliminate the height restriction and turning movement conflicts on 6th Ave NE at the Burke-Gilman Trail bridge.
18	3870 Montlake Blvd NE - Montlake Blvd NE height restriction	Eliminate the height restriction on Montlake Blvd NE at the pedestrian bridge connecting UW to the Alaska Airlines Arena.
19	Ballard Bridge Access and Seismic Improvements	Address capacity constraints for bikes and pedestrians and seismic improvements to the Ballard Bridge.
20	7th Ave NE/ NE 40th St Intersection improvements	Reconfigure intersection to facilitate turning and crossing movements at 5-leg intersection.
21	Integrated corridor management system on N 85th St between 15th Ave NW/Holman Rd NW and I-5	Implement Integrated Corridor Management (ICM) and provide the opportunity for freight to avoid congestion on a given facility when it is present. Consider dynamic message sign and/or push out data on I-5 conditions and back-ups. Implement additional permanent surface street data collection.
22	ITS Improvements N 85th St from Aurora Ave N to I-5	Install traffic signal control improvements (either traffic adaptive or responsive) to provide consistent travel times on freight corridor. Implement additional detection to provide congestion information.
23	Dynamic message signs along 25th Ave NE corridor (Ship Canal to Montlake Blvd NE / NE 75th St)	Install dynamic message signs to provide travel conditions on major freight corridors prior to connecting to Major Truck Streets
24	ITS improvements Aurora Ave N	Modify signal timing on northbound Aurora Ave N to improve freight traffic during the morning peak.
25	W Galer St Interchange Ramp	Construct ramp to improve access over BNSF mainline tracks and storage yard.
26	Nickerson St / W Nickerson St Reconstruction	Reconstruct Nickerson St and improve freight movement alternatives in the Ballard-Interbay-Northend Manufacturing/Industrial Center.
27	Denny Way ITS (Denny Way from I-5 to Western Ave)	Update signal timing, vehicle detection, CCTV cameras, dynamic message signs, and fiber communications to improve traffic flow and provide enhanced traveler information along Denny Way from I-5 to Western Ave.
29	I-5 Connector ITS (areas surrounding I-5)	Installation of CCTV cameras along streets that provide Center City access to I-5/I-90 to provide congestion monitoring of traffic interchanging with the freeway.
30	ITS upgrades on Boren Ave from Howell St to S Jackson St (Rainier Ave S to Denny Way)	Upgrade all signals in Major Truck Street corridor to current-standards and improve north-south mobility in center city.
31	East Marginal Way S Corridor Reconstruction and Safety Enhancements (S Spokane St to S Michigan St)	Reconstruct a core freight route to heavy haul vehicle standards, add safety and advanced management systems and incorporate separate bicycle and pedestrian facilities while maintaining freight efficiency. Central Segment: S Spokane St to Diagonal Ave S; South Segment: Diagonal Ave S to S Michigan St. (Project is projected may be completed in 2025.)

FMP No.	Project Name	Project Description
32	East Marginal Way S / 8th Ave S / S Myrtle St Intersection Improvements	Improve intersection geometry, revise signalization, upgrade drainage, rehabilitate pavement at railroad tracks, and install streetscaping. Project should be coordinated with Next Generation ITS.
33	East Marginal Way S / S Hanford St Intersection Improvements	Upgrade the signal, lengthen the northbound right-turn lane, improve the railroad crossing pavement, and evaluate the need for railroad crossing gates at the Whatcom track crossings. The project also includes rebuilding the intersection and its approaches to Heavy Haul route requirements. This project will also more clearly delineate parking on the southeast corner of the intersection. (Project is projected to be completed in 2024 with Project 31: East Marginal Way S Corridor Reconstruction and Safety Enhancements.)
35	Duwamish Local Freight Access Improvements (S Holden St/ 5 th Ave S/ S Kenyon St/ 8 th Ave S)	Reconstruct roadway with drainage, curb, sidewalks, and landscaping. Coincides with W Duwamish Trail construction and, Seattle Public Utilities drainage substation proposal.
36	S Spokane St Freight-only Lanes Pilot	Pilot project to design, implement, and evaluate freight-only lanes on the corridor. The first phase of the project would determine project limits and identify design options, and new infrastructure needed to implement the pilot. The second phase would implement modifications to roadway channelization for truck-only lanes, install signal and signage upgrades, and provide ITS equipment such as variable message signs and detection equipment. The project would evaluate time-of-day operations, while providing a contingency for allowing all traffic to use the lanes in the event of an incident on the upper bridge.
37	S Holgate St Rail Crossing Improvements (S Holgate St from Occidental Ave S to 4 th Ave S)	Reconstruct the pavement to Heavy Haul route requirements, and improve channelization, signage, and pedestrian and bicycle environment.
38	S Atlantic St Corridor Reconstruction (S Atlantic St - Alaskan Way to 1st Ave S)	Reconstruct and make operational ITS improvements.
39	S Spokane St ITS Upgrades (Chelan Ave SW to S Airport Way)	Install ITS equipment along the corridor to collect and provide real-time travel time information for trucks and the general public. Specific equipment would include Bluetooth readers and dynamic message signs installed along the corridor to collect and disseminate travel time information between S Airport Way and Chelan Ave SW, including access to Port Terminal 5. An additional project component, which has not yet been evaluated for cost, may be to improve the signal system at the intersection of Chelan Ave SW at the western terminus of the corridor.
40	SW Spokane Pl Reconstruction	Reconstruct and make operational/ITS improvements to SW Spokane Pl.
42	Railroad Crossing Delay Warning System (S Holgate St, S Spokane St, and S Horton St)	Install ITS equipment to monitor and inform the public of road closures due to train activity and provide alternative routing options via of dynamic message signs that display real-time information to drivers at key locations.

FMP No.	Project Name	Project Description
43	S Hanford Reconstruction	Improve access to the Main Seattle International Gateway (SIG) Yard. Examine the feasibility of installing a traffic signal and other potential changes to facilitate traffic flow in the area. If or when warranted, a traffic signal at the Main SIG entrance could alleviate congestion and allow for improved truck access to the yard. This project also rebuilds the segment of Hanford St between the East Marginal Way S and 1st Ave S to Heavy Haul route standards, including new pavement at railroad crossings. It may include rail crossing gates or other devices, if needed.
44	S Michigan St ITS Improvements (East Marginal Way S to Corson Ave S)	Update signal timing, vehicle detection, CCTV cameras, dynamic message signs and fiber communications to improve traffic flow and provide enhanced traveler information along S Michigan St
45	West Marginal Way SW/ Chelan St SW Intersection Improvement	Intersection signal operational improvements for freight. There is another study underway to improve access for cyclists. (Expected project completion in 2024)
46	W Marginal Way SW Reconstruction	Reconstruct and make operational/ITS improvements to West Marginal Way SW.
47	1st Ave S Bridge ITS	SDOT and Port of Seattle partnership to determine best mode to disseminate route information to area trucking industry. Provide information and advance warnings about bridge openings during peak travel times for freight based on historical statistics and real-time information.
48	Airport Way S / S Edmunds St intersection improvement	Monitor and evaluate for future signal warrants and address geometric issues.
49	S Bailey St Channelization and Operational Improvements (S Michigan St to Carleton Ave S)	Improvements for the eastbound left-turn movement to access the I-5 ramps, including a review of signal operations and channelization changes.
50	16th Ave S and East Marginal Way S Intersection Improvements	Improve northbound right-turn curb radius.
51	S Lucile St Reconstruction (S Airport Way to SR 99)	Reconstruction and make operational/ITS improvements.
52	S Massachusetts St Rebuild (access road - Colorado Ave S to 1st Ave S)	Reconstruct S Massachusetts St to improve safety and access to North SIG Yard, while maintaining two-way operations. Seek to provide separated travel lanes for general purpose and truck traffic. Provide improved truck access/operations at the 1st Ave S / S Massachusetts St intersection.
53	Diagonal Ave S / S Oregon St / Denver Ave S Reconstruction (East Marginal Way (SR 99) to Union Pacific Argo Yard)	Rebuild existing truck route facility.

FMP No.	Project Name	Project Description
54	S Dallas Ave / 14 th Ave S Intersection Improvement	Improve curb radius for northbound and westbound turning movements.
55	West Seattle Bridge access to Port Terminal 18 and Terminal 5	Provide access improvements from the West Seattle Bridge to Terminal 18 and/or Terminal 5 from West Seattle Bridge.
57	SODO Phase 1 ITS (SODO area)	Provide advanced warning for railroad closures to minimize queuing as well as improve traffic monitoring capabilities for major haul routes in the SODO area.
58	S Holden St Reconstruction	Reconstruct and make operational/ITS improvements to S Holden St.
59	1st Ave S Reconstruction	Reconstruct and make operational/ITS improvements to 1st Ave S.
60	6th Ave S Reconstruction	Reconstruct and make operational/ITS improvements to 6th Ave S.
61	Duwamish Ave S Reconstruction/East Marginal Way Grade Separation Reconstruction	Reconstruct and make operational/ITS improvements to Duwamish Avenue S, Duwamish Ave Bridge and S Spokane St.
62	Harbor Island Access Improvements	Reconstruct and make operational/ITS improvements to 11th Ave SW, SW Florida St, 16th Ave SW and Klickitat Ave SW. Project does not include non-City right of way (T18 access portions).
63	SW Klickitat Way Reconstruction	Reconstruct and make operational/ITS improvements to SW Klickitat Way.
65	4th Ave S Reconstruction and ITS Implementation	Reconstruct and make operational/ITS improvements to 4th Ave S.
66	S Industrial Way	Reconstruct and make operational/design improvements to S Industrial Way.
67	Citywide Small Spot Improvement Program	Freight spot improvement program to help trucks move more quickly at key bottlenecks.
68	Integrated Corridor management on WSDOT operated facilities • NB SR 99 at SW 103rd St • SB SR 99 at N 145 St • I-5 at NE 145th St • Northgate Way between SR 99 and SR 522	Implement integrated corridor management (ICM) by establishing relationships with other jurisdictions to install dynamic message signs ahead of major connections between I-5, SR 99 and SR 522 that would provide the opportunity for freight to avoid congestion on a given facility when it is present. Install dynamic message sign and/or push out data on I-5 conditions and back-ups. Implement additional permanent surface street data collection.
New	Railroad Crossing Program	Maintain and update Rail crossings in coordination with railroads (Class I and Short line).
New	Railroad Removal Program	Remove identified unused rail to upgrade street pavement.
New	Freight Program (vs. Freight Spot Improvement Program)	Planning, design, research, and program management.

GLOSSARY

ADA: Americans with Disabilities Act

Annual Average Daily Traffic (AADT): The total volume of vehicle traffic on a roadway for a year divided by 365 days.

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bicycle crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

Bioswale: Vegetated ditches that capture and filter stormwater runoff.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Cargo: Cargo, for this document, typically refers to internationally shipped freight that is transported by large commercial trucks on city streets.

C40 Green and Healthy Streets Accelerator: An initiative by C40 in partnership with mayors of signatory cities to transform cities into greener, healthier, and more prosperous places to live. To achieve this, signatory cities commit to work with partners to procure zero-emission buses from 2025 onward; and to ensure a major area of the city is zero-emission by 2030. The City of Seattle committed to the actions of the initiative in 2017.

C40 Zero Emission Freight Project: A collaboration between C40 cities to accelerate the adoption of zero-emission vehicles and goods delivery.

Community and Mobility Hubs: Community and Mobility Hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Comprehensive Plan: A 20-year vision and roadmap that guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

Connected and autonomous vehicles (CAVs): Vehicles that can communicate with other vehicles (connected) and can drive without a human operator (autonomous).

Critical access needs (CAN): The services necessary for a building to perform its core operating functions safely and successfully. These include goods delivery, designated parking and loading spaces, and building spaces.

E-cargo bikes: Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

E-commerce: The buying and selling of goods online that are then delivered directly to a home or business. Examples include Amazon and eBay.

EV: Electric vehicles

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City's climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City's fleet zero-emission by 2030.

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

FHWA: Federal Highway Administration

FRA: Federal Railroad Administration

FRA Grade Crossing Inventory System: The FRA’s inventory on physical rail and road attributes, collision records, and unique coding for the over 200,000 railroad crossings in the US.

Freight Advisory Board: Founded by City Council in 2010, the Freight Advisory Board consists of 12 members – 6 appointed by the Mayor, 5 appointed by City Council, and 1 appointed by the Port of Seattle – that work with the City on matters related to urban freight to make Seattle’s freight network efficient and reliable.

Freight Master Plan (FMP): A long-range plan developed by SDOT, adopted in 2016, to ensure Seattle’s freight network can safely and reliably deliver freight and goods to meet City goals for social equity, economic productivity, sustainability, and livable neighborhoods. The Freight and Urban Goods Movement Element of the Seattle Transportation Plan (2024) builds on and supersedes the 2016 Freight Master Plan.

FTA: Federal Transit Administration

Grade crossing: An intersection where general purpose traffic and rail tracks cross at the same level.

High-injury Network (HIN): The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred to inform safety corridors of focus for the Vision Zero program. It prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes.

Hours of Service (HOS): The maximum amount of time drivers of commercial freight vehicles can drive in a day, set by the Federal Motor Carrier Safety Administration.

Intelligent Transportation Systems (ITS): Technologies to manage transportation systems, such as coordinating traffic signals and traveler information systems that provide data such as travel times and road closures.

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Low-emission neighborhood: Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.

Micro-hubs: Small-scale urban logistics facility located in between a major warehouse and the final delivery destination implemented to reduce vehicle emission trips by shifting to low or zero-emission modes (walking, biking). Goods are transferred from larger freight vehicles to smaller, lower emission modes for final delivery. Micro-hubs can be used by 1 or more carriers/operators based on the location to support consolidation efforts.

MICs: Manufacturing and Industrial Centers. These are areas of the city comprised of land used primarily for manufacturing and industrial activities, including regional manufacturing using warehousing and distribution land.

Multimodal: Refers to the various ways people use the transportation system, such as walking, riding a bicycle, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.

Neighborhoods: Residential areas, typically, with some mix of commercial activity and distinctly different from the MICs (above).

Operation Lifesaver: Operation Lifesaver is a program dedicated to improving safety at railroad crossings and near trains.

Personal delivery devices (PDDs): Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods

PSRC: Puget Sound Regional Council

RCW: Revised Code of Washington

RCW 81.53.90: A section of the Revised Code of Washington (RCW) that specifically speaks to the railroad’s responsibility to maintain crossings.

Regional manufacturing using warehousing & distribution lands

Right-of-way (ROW): A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Goals are to create safer vehicles, speeds, roads, and people and provide post-crash care.

SDOT: Seattle Department of Transportation

Shared micromobility: Shared bikes and scooters that offer low-cost options for a short distance trip. Riders locate and rent available devices with their phone, ride it where they want to go, and leave it responsibly parked for the next person.

Standard Plans and Specifications: City standards that apply to any public or private construction in the right-of-way. The document standardizes terminology, abbreviations, and symbols to be used in construction plans.

STP: Seattle Transportation Plan

Streets Illustrated: Seattle’s Right-of-Way Improvements Manual is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle’s street right-of-way.

TNC: Transportation network company (e.g., Uber and Lyft)

Traffic calming: Physical changes to street design that slow traffic and make the street safer for all travelers. Examples include traffic circles, speed humps, and narrow lanes.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses disparities within the transportation system due to institutional racism.

Urban goods (delivery): This is a type of freight. These are products delivered to local businesses and residential neighborhoods in delivery vans or box trucks. This is distinct from “cargo.”

Urban Villages and Centers: Areas in Seattle identified in the Seattle 2035 Comprehensive Plan where the most future job and employment growth is targeted. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit use.

Vision Zero: The City’s goal to eliminate traffic deaths and serious injuries on city streets by 2030.

Vulnerable communities: Communities that have historically and currently been erased, intentionally excluded, and/or underinvested in by government institutions. SDOT’s Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhoods

Vulnerable traveler: As defined in City Code, “a pedestrian, a person riding an animal, or a person operating or riding any of the following on a public way: a farm tractor or implement of husbandry, without an enclosed shell, a bicycle, an electric-assisted bicycle, an electric personal assistive mobility device, a moped, a motor-driven cycle, a motorized foot scooter, or a motorcycle.” The STP intentionally uses the term “vulnerable traveler” instead of “vulnerable user” to better reflect that people are traveling in the public way.

Wayfinding: Visual information that helps people to orient themselves spatially. Wayfinding is important to ensure people can travel easily, comfortably, and safely. Methods of wayfinding include signs and maps.

Washington State Rail Plan: The state’s rail plan is an integrated plan for both passenger and freight rail and is the planning foundation for future actions. The plan addresses rail system challenges and identifies opportunities for improvement; the plan describes the rail system and the state’s interest in it. The plan identifies potential actions to improve the rail system and recommends strategies consistent with Washington’s’ transportation policy goals of economic vitality, preservation, safety, mobility, environment, and stewardship.

Workforce: In the industrial/freight context, workforce refers to the maritime, transportation, and manufacturing workers whose primary location of work is in MICs.

WSDOT: Washington State Department of Transportation

WSDOT Freight System Plan: The Washington Freight System Plan examines all modes of freight movement – including trucks, airplanes, rail, barges, and cargo ships. The efficient, safe, and reliable transportation of goods throughout Washington is critical to every aspect of economic and community vitality in the Pacific Northwest. The plan sets the vision for the state’s multimodal freight system and supports collaboration with public and private partners. WSDOT will update the plan every 4 years, with the most recent update in 2022.

Zero-emission travel: Modes of transportation that do not emit any greenhouse gases (GHGs).

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Bicycle and E-Mobility Element



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INTRODUCTION

By 2050, Seattle is expected to be a city of nearly 1 million people. To achieve the Seattle Transportation Plan's (STP) shared transportation vision and meet our goals, we'll need to be strategic about how we move the growing number of people who live, work, play, and deliver goods on city streets—both locally and regionally. We'll need to sustainably accommodate growth by investing in improvements that enable people to increasingly choose low-emission mobility options, like biking and using e-mobility. A bikeable city is one where people of all ages and abilities ride bikes and use e-mobility because it is a convenient, affordable, fun, safe, and healthy choice. We want to build on Seattle's existing bicycle network to make that a reality.

HOW BICYCLES AND E-MOBILITY ADVANCE THE STP

The Bicycle and E-Mobility Element of the STP will help create a safer, more bikeable Seattle. It provides a foundation for the City of Seattle to grow our investment in bicycling and e-mobility to achieve STP goals. The STP and the Bicycle and E-Mobility Element build on and supersede the 2014 Bicycle Master Plan (BMP). The bicycle and e-mobility network serves not only people riding traditional bicycles, but also people using adaptive bikes, cargo bicycles for both personal use and deliveries, trikes, scooters, skateboards, roller skates, wheelchairs or other wheeled mobility devices, and "e-mobility" devices, which refers to personal and shared electric-powered bicycles, scooters, and other electric-powered devices. It serves people bicycling and taking e-mobility to serve a variety of trip purposes, such as getting to work, school, transit, the gym or doctor's office, recreating, making urban goods deliveries, and more.

The Bicycle and E-Mobility Element outlines the actions that are needed to make bicycling and e-mobility for personal and commercial travel an integral part of our transportation future, fulfilling the STP Vision Statement where "moving around is just, sustainable, and safe." Investments in our bicycle and e-mobility network provide an affordable and environmentally friendly travel option that also improves Seattle's livability, public health, and economic vitality.

ALL AGES AND ABILITIES (AAA)

We are striving to create a network of bicycle and e-mobility facilities that people of all ages and abilities feel comfortable using—whether it's a child biking to school or an adult that is less confident bicycling on city streets. AAA facilities provide low-stress bicycling conditions and focus on safety. They may include off-street trails, protected bike lanes, conventional bike lanes that meet AAA guidelines, Healthy Streets, and Neighborhood Greenways. This is described more in Table 4.

This Bicycle and E-Mobility Element:

- Sets a vision for continued investment and improvements to Seattle's all ages and abilities (AAA) bicycle and e-mobility network. We are striving to have 100 percent of Seattle households within a quarter mile of a connected network of AAA facilities and to have all public schools served by an AAA facility.
- Identifies catalyst projects that overcome major connectivity barriers and expand access.
- Identifies programmatic investments that support and encourage bicycling among people of all ages, abilities, races, and economic backgrounds
- Focuses on policies and investments that improve safety for people bicycling and using e-mobility.
- Identifies policies and strategies for equitable investment in the bicycle and e-mobility network.
- Identifies and guides opportunities for coordination with other key modal and functional elements of Seattle's transportation system.

HOW THE BICYCLE MASTER PLAN HAS BENEFITED SEATTLE

Seattle has used citywide bicycle plans to guide investments since 1972, with the most recent edition published in 2014. These plans:

- Defined the vision for a connected bicycle network that serves all of Seattle
- Demonstrated an evolution in bicycle network planning, with the 2014 BMP emphasizing a network that serves people of all ages and abilities with protected bike lanes, Neighborhood Greenways, and multi-use trails
- Engaged the public and stakeholders in bicycle network planning and identifying other strategies for improving bicycling
- Identified programs and strategies to promote bicycling as a viable mode of transportation
- Informed funding and implementation priorities
- Resulted in 34-miles of protected bike lanes, 75-miles of bike lanes, 54-miles of neighborhood greenways, 68 bike signals, and 263 bike corrals.¹

¹ Bike infrastructure constructed from 2007-2022

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work, and travel here. No matter where people live or work, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fit the needs of our unique and varied communities—whether a dense downtown grid, quiet residential neighborhood, or bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike, and use transit because they don't have to travel as far. People have more access in these places, enabling them to live car free if they choose to or can't afford it. In places where development is more spread out, people might still walk or bike for shorter trips or to connect to transit services, but it is often harder due to longer distances between places.

While some people choose to live or work in places that are more spread out, others do so because they have no choice, and driving is their only viable option. For instance, people who live outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate contexts. For example, freight-and-bus only lanes can support reliable travel times for industrial workers and transit riders, or on-demand rideshare services could provide more convenient shared trips. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

Studies show the bicycle industry, bicycle tourism, and health benefits from bicycling create jobs, economic activity, and cost savings. By planning for bicycles and e-mobility, we can support our growing city in several ways:

- Shared micromobility devices, like bikes and scooters, can replace driving for short trips and make it easier for people to connect to or from transit services.
- Electric bikes and cargo bikes provide smaller and more sustainable urban goods delivery solutions that use less street space than motor vehicles.
- Bicycle and e-mobility trips are zero-emission and help keep our air clean.
- A more built-out bicycle and e-mobility network will provide more seamless connections, increased safety and comfort, and space for more riders, encouraging more people with a broader range of ages and abilities to choose biking.
- When biking and e-mobility are more viable travel options, it can reduce vehicle trips and related traffic and puts less demand and wear-and-tear on roads.

Economic Benefits of Bicycling and E-Mobility

The STP supports economic vitality in a range of ways, and each functional Element plays a role. Ample research has shown a positive correlation between economic benefits and the addition of transportation improvements that support people biking, using e-mobility, and walking.

- A study of greater Portland found that while customers who arrive at local businesses by automobile tend to spend more per visit, people bicycling tend to spend more over the course of a month, stay longer, and make more frequent visits.²
- Bike and e-mobility related businesses, such as retailers, repair shops, short-term bike rentals, micromobility operators, and other tourist industries benefit from increased sales when more people choose bikes and e-mobility.
- Evidence indicates that an increased presence of bikes and foot traffic can result in increased sales (up to 30%)³ and prosperity for commercial areas.
- Increased sales often support increased jobs. For example, a protected bike lane along Broadway in Seattle that was completed in 2014 was accompanied by a 30.78% increase in food service employment compared to 2.49% and 16.17% increases in control areas.⁴
- As biking and e-mobility use increases, demand for vehicle storage and parking may decrease, which is beneficial because parking can increase building construction and maintenance costs that are often passed on to residents.
- Employees who bicycle tend to have health benefits from physical activity that can save businesses (and society at large) money on health insurance costs and increased productivity.⁵
- Adding capacity for bicycle and e-mobility infrastructure and improvements is generally much less expensive than adding new road capacity for vehicles.

² Study shows biking customers spend more – BikePortland

³ Walkability Means Better Business (Issue 188, July 2019) – Community Economic Development (wisc.edu)

⁴ Study Finds Bike Lanes Can Provide Positive Economic Impact in Cities | Transportation Research and Education Center (pdx.edu)

⁵ <https://infrastructureusa.org/bicycling-means-business-the-economic-benefits-of-bicycle-infrastructure/#:~:text=With%20the%20money%20saved%20from%20lower%20travel%20costs%2C,save%20their%20companies%20money%20on%20health%20insurance%20costs.>



RELATIONSHIP TO STP GOALS

Bicycling plays an important role in meeting the STP's goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



Prioritize safety for all travelers in Seattle, with no serious injury or fatal crashes. Implementing the bicycle and e-mobility network increases separation from vehicles, implements predictable travel patterns in the roadway, and creates low-speed streets that increase safety for all people. As the number of people bicycling increases, the safer bicycling becomes.⁶ People bicycling and using e-mobility devices are unlikely to kill or seriously injure other road users in a collision, so increasing the number of people bicycling reduces the number of people that could cause grievous harm in a collision.



Co-create with community and implement restorative practices to address transportation-related inequities. All ages and abilities facilities provide more affordable and accessible travel options. They improve access to transit, employment, education, and services, and they positively contribute to health outcomes and active living.



Respond to climate change through innovation and a lens of climate justice. Implementing the network encourages more trips by bicycle and e-mobility, which are one of our cleanest travel options since they are zero-emission. They reduce driving trips, which is our greatest source of greenhouse gas (GHG) emissions, air and water pollution, and harmful emissions that impact community health.



Provide reliable and affordable travel options that help people and goods get where they need to go. Provide a reliable and affordable travel option for personal and commercial travel, particularly for shorter trips. They support first-/last-mile connections to Seattle's transit system and provide independent mobility for younger and older Seattleites.



Reimagine city streets as inviting places to linger and play. Contribute to economic and neighborhood vitality by reducing household transportation costs and encouraging local spending. Create positive health outcomes for communities through physical activity, clean air, mental health, and social connection. Support the creation of inviting, people-oriented streets due to the quiet, zero-emission travel.



Improve city transportation infrastructure and ready it for the future. A well-maintained bicycle and e-mobility network contributes to safety, comfort, and accessibility. People bicycling and using e-mobility have a lower impact on our streets compared to people driving. Use of durable materials with low life-cycle costs will reduce maintenance costs while enhancing safety and comfort of people riding bicycles.

⁶ Fyhri, A., Sundfør, H. B., Bjørnskau, T., & Laureshyn, A. (2017). Safety in numbers for cyclists-conclusions from a multidisciplinary study of seasonal change in interplay and conflicts. *Accident; analysis and prevention*, 105, 124–133. <https://doi.org/10.1016/j.aap.2016.04.039>

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **Bicycle and E-Mobility Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.

(Supports Safety Key Move S2a)

Feature community voices in planning documents. (Supports Equity Key Move TJ1b)

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: Bicycle and E-Mobility: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Bicycle and E-Mobility: Delivering the Key Moves							
SAFETY KEY MOVES							
Reduce vehicle speeds to increase safety (S1)							
B1	Design all streets using context-appropriate traffic calming treatments that are proven to reduce speeds and encourage people driving to travel at the posted speed limit. This should include strategies to narrow the street, coordinate traffic signs and signals, and plant street trees. [Supports Key Move S1a]	✓			✗		✗
B2	Implement traffic calming strategies, such as traffic circles, chicanes, or speed humps, cushions, and tables. Pair strategies with programs that deliver educational campaigns to reduce speeding. [Supports Key Move S1b]	✓					
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
B3	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. [Supports Key Move S2a]	✓	✓	✓	✗	✗	
B4	Prioritize bicycle safety improvements that are on the high-injury network, have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis. [Supports Key Move S2b and TEF 19.2]	✓	✓		✗		
B5	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals at signals, arterial traffic calming, and road diets. [Supports Key Move S2c]	✓			✗		✗
B6	Make people biking and using e-mobility more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. [Supports Key Move S2d]	✓			✗		✗
B7	Expand opportunities to more safely cross busy arterials by installing enhanced crossings, improved lighting, and other treatments. [Supports Key Move S2e and TEF 40.6]	✓			✗		✗
B8	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. [Supports Key Move S2f]	✓					
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)							
B9	Construct new sidewalks, enhanced crossings, bike lanes for all ages and abilities, and multi-use trails where there are gaps or opportunities for new connections, prioritizing places with the greatest safety concerns. [Supports Key Move S3a]	✓			✗		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Bicycle and E-Mobility: Delivering the Key Moves							
B10	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments, such as protected bike lanes or “complete street” corridors, especially on major truck routes. Where a bicycle route shares a street with a freight route, facilities for bicycles and trucks should be clearly separated and comply with width and materials standards, consistent with <i>Streets Illustrated</i> . [Supports Key Move S3b]	✓	✓	✓	✓	✓	
B11	Harness funding and opportunities when private development occurs to build planned new network facilities and prioritize mobility for people biking and using e-mobility when construction occurs. [Supports Key Move S3c]	✓			✓		
B12	Upgrade existing facilities for people bicycling and using e-mobility to be safer and accessible for people of all ages and abilities. [Supports Key Move S3d and TEF 7.1, 43.4]	✓			✓		✓
B13	Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. [Supports Key Move S3f]	✓			✓		✓
B14	Coordinate with freight, passenger rail, and light rail partners on safety improvements at rail crossings. [Supports Key Move S3g]	✓					
B15	Expand safety education for all travelers. [Supports Key Move S3h]	✓					
Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)							
B16	Construct the bicycle and e-mobility network as outlined in this Plan. [Supports Key Move S4a]	✓	✓	✓	✓	✓	✓
B17	Make investments near light rail stations and busy transit stops that make it safer to bike to transit. Establish a Safe Routes to Transit program. [Supports Key Move S4b]	✓		✓	✓	✓	
B18	Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people bicycling along and across major transit corridors. [Supports Key Move S4c, TEF 40.2]	✓		✓	✓	✓	✓
B19	Serve every public school with an all ages and abilities bicycle facility. [Supports Key Move S4d, TEF 43.4 and Executive Order 2022-07]	✓	✓	✓	✓	✓	
B20	Expand permanent Healthy Streets to all neighborhoods as a way of providing low stress connections to common destinations for people walking, biking, and rolling, regardless of age or and ability. [Supports Key Move S4e, TEF 43.4 and Executive Order 2022-07]	✓	✓	✓	✓	✓	
B21	Make investments that make it safer to bicycle to parks, community gathering spaces, and other common destinations. Establish a Safe Routes to Parks program. [Supports Key Move S4g]	✓	✓				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Bicycle and E-Mobility: Delivering the Key Moves							
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making processes (TJ1)							
B22	Implement the Transportation Equity Framework to grow transparency, accountability, and shared power when making transportation decisions with community members. [Supports Key Move TJ1a]		✓				
B23	Feature community voices in planning documents. [Supports Key Move TJ1b]		✓				
B24	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. [Supports Key Move TJ1c and TEF 29.1, 41.6]		✓				
B25	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. [Supports Key Move TJ1d and TEF 3.4]		✓		✓		
B26	Build trust and capacity within organizations that prioritize our vulnerable communities and advocate to improve conditions for people who walk, bike, and roll. Learn from leaders active in these spaces. [Supports Key Move TJ1e and TEF 31.4]	✓	✓	✓	✓		
B27	Normalize the practice of making decisions about policies and right-of-way allocations with input from vulnerable communities. Expand and build on our existing participatory budgeting programs, such as the Neighborhood Street Fund. [Supports Key Moves TJ1f and TEF 19.1, 25.4]	✓	✓	✓	✓	✓	✓
B28	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. [Supports Key Move TJ1i and TEF 1.1, 13.4, 31.4, 37.1]		✓				
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							
B29	Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. [Supports Key Move TJ2a]		✓		✓	✓	
B30	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. [Supports Key TJ2d and TEF 14.3, 15.2]	✓	✓		✓	✓	
B31	Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. [Supports Key Move TJ2e and TEF 31.4]	✓	✓		✓		
B32	Develop policies to prevent and mitigate transportation projects, both past and present, from contributing to future displacement. [Supports Key Move TJ2g]		✓		✓		✓
B33	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2j]	✓	✓	✓	✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Bicycle and E-Mobility: Delivering the Key Moves							
Remove cost as a barrier so everyone can take the trips they need to make (TJ3)							
B34	Construct the bicycle and e-mobility network outlined in this plan. Expanding access to these affordable mobility options makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefitting people who need to travel outside of 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation. [Supports Key Move TJ3a]		✓		✓	✓	
B35	When a capital project is underway in a community, incorporate supplemental programs to help community members transition to sustainable travel options like walking, biking, and taking transit. For example, when installing a bike lane, consider partnering with a local bike shop on helmet distribution. [Supports Key Move TJ3b]	✓	✓		✓		
B36	Enhance programs that provide free or reduced travel fares and fees for low-income households and develop programs that connect people with e-bikes and e-scooters, remove upfront costs and ongoing maintenance costs. [Supports Key Move TJ3c and TEF 32.1, 46.2, 46.3, and 52.4]		✓		✓		
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets (TJ4)							
B37	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. [Supports Key Move TJ4g]	✓	✓		✓		
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options (CA1)							
B38	Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies that encourage non-driving travel choices for all trips. [Supports Key Move CA1a]		✓	✓			✓
B39	Expand public education campaigns to encourage bicycling, using e-mobility, walking, rolling, and taking transit. [Supports Key Move CA1b]		✓	✓	✓		
B40	Develop and expand programs that incentivize sustainable alternatives to driving for large events and as a primary congestion mitigation tool during major construction projects. [Supports Key Move CA1c]			✓	✓		
B41	Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). [Supports Key Move CA1g]			✓	✓		✓
Green city streets with landscaping and street trees to better handle changing climate (CA2)							
B42	Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way. [Supports Key Move CA2a and TEF 56.4]			✓			✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Bicycle and E-Mobility: Delivering the Key Moves							
Foster neighborhood vitality and improved community health (CA3)							
B43	Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity. Reflect the wide range of bicycle and e-mobility devices that will use the Bike+ and multi-use trail networks in the future. (Supports Key Move CA3d)		✓	✓	✓		
B44	Incentivize mobility options that don't use fossil fuels for transit, personal and urban goods delivery vehicles, and shared mobility (such as e-bikes and scooters). (Supports Key Move CA3e)		✓	✓			
Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)							
B45	Support electrification of shared mobility and freight vehicles through programs that install charging infrastructure, offer focused incentives, and reduce reliance on large vehicles. (Supports Key Move CA4f)			✓			✓
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
B46	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking, biking, rolling, and transit. (Supports Key Move PG1a and TEF 19.6, 43.4)				✓		✓
B47	Improve the experience of making travel connections, especially between transit and travel options—such as personal and shared bikes and scooters—used for first-/last-mile trips. Provide helpful resources to help people plan their bicycle and e-mobility trips. (Supports Key Move PG1b and TEF 35.2, 45.3)		✓	✓	✓		✓
Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for shorter trips (PG2)							
B48	Develop standards to measure right-of-way tradeoffs for bicycle design along designated bicycle routes and corridors to implement during project development. (Supports TEF 19.6 and 43.4)			✓	✓		
B49	Grow the bike network and employ designs that reflect the needs and comfort level of people of all ages and abilities. Expand the bicycling community. (Supports Key Move PG2d)	✓	✓	✓	✓		
B50	Launch a citywide parking program for bicycles, scooters, and e-mobility devices, with a focus on community and mobility hubs, curbspace, and other locations, including short-term and long-term secure bike parking. (Supports Key Move PG2e)		✓	✓	✓	✓	
B51	Update private development bike parking guidelines and code requirements (for charging and storage) to support and grow the use of e-bikes, larger cargo bikes, and scooters. (Supports Key Move PG2f)		✓	✓	✓		✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Bicycle and E-Mobility: Delivering the Key Moves							
Create world-class access to transit and make service more frequent and reliable (PG3)							
B52	Enhance existing and create new community and mobility hubs, with connections to high-capacity transit services. [Supports Key Move PG3h]			✓	✓		✓
B53	Prioritize low-carbon travel options through seamless, direct walking, biking, and rolling connections to community and mobility hubs. [Supports Key Move PG3i]			✓	✓		
Support access to jobs, freight movement, and growth in deliveries (PG4)							
B54	Collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more sustainable low- and zero-emissions vehicles, such as electric cargo bikes to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas. [Supports Key Move PG4f]			✓	✓		
B55	Expand efforts to work with employers and property managers to provide sustainable transportation options, education, and incentives to promote sustainable travel options for shift workers, non-peak hour commuters, small business employees, and workers in MICs. [Supports Key Move PG4l]		✓	✓	✓	✓	
Manage curbspace to reflect city goals and priorities (PG5)							
B56	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. [Supports Key Move PG5a]		✓	✓	✓	✓	
B57	Develop strategies and new tools to accommodate more types of curb uses, including parking for bikes and other small devices, parking for shared micromobility, and other curb uses that support low-emission travel options. [Supports Key Move PG5c]		✓	✓	✓	✓	✓
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people while preserving access for goods delivery and emergency response (PP1)							
B58	Reallocate street space currently used for vehicle storage (i.e., parking) and general purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations [Supports Key Move PP1a]	✓	✓	✓	✓	✓	✓
B59	Update Seattle's Right-of-Way Improvements Manual (<i>Streets Illustrated</i>) to implement actions and strategies outlined in this Plan. Develop a Bicycle Facility Design Guide to supplement <i>Streets Illustrated</i> and provide comprehensive guidance for project implementation. [Supports Key Move PP1d]	✓	✓	✓	✓	✓	✓
Transform community and mobility hubs into welcoming places (PP2)							
B60	Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more. [Supports Key Move PP2c]	✓	✓	✓	✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Bicycle and E-Mobility: Delivering the Key Moves							
MAINTENANCE & MODERNIZATION KEY MOVES							
Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)							
B61	Maintain our transportation infrastructure, including streets, bike facilities, sidewalks, and bridges serving the most users and on the high-injury network. [Supports Key Move MM1a]	✓	✓	✓	✓	✓	✓
B62	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help determine when it's time for upgrades. [Supports Key Move MM1c]						✓
B63	Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. [Supports Key Move MM1e]		✓				✓
B64	Conduct asset maintenance in accordance with the priority investment and emergency response route networks to guide asset maintenance, especially when investment supports walking, biking, transit, and freight. [Supports Key Move MM1f and TEF 45.6]		✓	✓	✓		✓
B65	Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. [Supports Key Move MM1g and TEF 19.3]	✓	✓	✓	✓	✓	✓
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
B66	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. [Supports Key Move MM2a and TEF 19.3]		✓		✓		✓
B67	Focus resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. [Supports Key Move MM2b and TEF 19.4]	✓	✓	✓	✓	✓	✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
B68	Collect, monitor, and use data to inform changes to the transportation system. [Supports Key Move MM3a]	✓	✓	✓	✓		✓
B69	Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options. [Supports Key Move MM3e and TEF 19.2]	✓		✓	✓	✓	✓
B70	Develop and maintain up-to-date asset data, including digital inventories of physical assets like curb space, load zones, bike, and scooter parking locations. [Supports Key Move MM3e]		✓	✓	✓		✓

SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the context we're operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to bicycling and e-mobility. They were used to shape the actions we'll take to achieve our shared transportation vision. SDOT will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances continue to evolve in the years to come.

OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

This section discusses opportunities, challenges, and emerging trends that we need to understand and respond to in order to achieve our vision for bicycles and e-mobility. Support for bicycles and e-mobility includes not only infrastructure and safety improvements to make riding comfortable and enjoyable, but also requires strategic coordination with land use, transit and station area planning, policy development and considerations for how other new and emerging travel options may impact people riding bikes or other e-mobility devices in the future.

Opportunities and Emerging Trends

- **E-bikes and cargo bikes.** The increasing adoption of electric bikes, cargo bikes, and adaptive bikes has the potential to help people overcome network and personal barriers previously seen as limiting factors for bicycling in Seattle, such as hills or the need to transport family members and goods.
- **Complete communities.** These communities include access to adequate housing, essential needs and services, amenities, jobs, educational opportunities, and more within a short walk, bike ride, e-mobility ride, or transit ride. Updates to Seattle's land use vision as part of the One Seattle Comprehensive Plan will put more destinations within biking distance of peoples' homes. As a result of the 2018 land use code update, bicycle parking is required at all new developments, so residents and employees have a location to lock their bike.
- **Commercial bike use.** As we implement our bike and e-mobility network, there will be enhanced opportunities for business to reduce reliance on autos to make urban goods deliveries including business to consumer (B2C) and business to business (B2B) deliveries.

- **More cargo and e-mobility bikes** can be used to offer reliable, low-emission delivery options. The University of Washington’s Urban Freight Lab estimates a potential 30% reduction in CO2 emissions per package. The creation of a future Commercial Bike program could improve awareness, promote partnerships, and accelerate adoption of commercial cargo and e-mobility deliveries.
- **Light rail expansion.** West Seattle and Ballard, Lynnwood, and East Link extensions and infill stations will allow more opportunities to connect to the regional transportation network using a bicycle as a “first- and last-mile” travel option. Per Seattle’s land use code, new stations will have bike parking that to make biking to transit more secure.
- **Improved safety data.** Data and findings from SDOT’s Bicycle and Pedestrian Safety Analysis (BPSA), the 2023 Vision Zero “Top to Bottom” Review, and Vision Zero Action Plan will help guide strategic and equitable investments in safety for people bicycling.
- **Low-Emission Neighborhoods.** Executive Order 2022-07 on transportation emissions will further promote bicycling for transportation within proposed low-emission neighborhoods. Low-emission neighborhoods prohibit or restrict the types of vehicles allowed within the neighborhood and encourage other, zero- to low-emission modes like biking, walking, e-cargo deliveries, etc. (Supports TEF 19.7) See the STP People Streets and Public Spaces Element for more information.
- **Other elements from Executive Order 2022-07,** such as the Youth Transportation Summit, the commitment to 20 miles of permanent Healthy Streets, expansion of the School Streets program, and the commitment to have an all ages and abilities bike facility serve every public school, will also support bicycle and e-mobility element goals. See the STP People Streets and Public Spaces Element for more information.
- **Improved detection.** New technology has been developed that allows for better bicycle detection at signals, enabling a more seamless and convenient experience for riders.
- **Vehicle technology.** Active safety systems—such as autonomous emergency braking and intelligent speed assistance—could curb risky driving behavior and reduce crashes, including bicycle crashes. Fully autonomous vehicles, capable of operation without any human involvement, are not available today, but they have the potential to reduce the number and severity of collisions and improve road safety for everyone. That said, these technologies are also a potential safety challenge for people bicycling and using e-mobility devices until the technology advances.
- **Implementation of bicycle-related Transportation Equity Framework (TEF) tactics.** Tactics outlined in the Seattle [Transportation Equity Framework \(TEF\)](#) provide a roadmap to address historical disinvestment and the resulting disparities in mobility, including safe bicycling facilities, health, and travel affordability. Relevant TEF tactics are referenced throughout this element and are listed at the end of this document.

Challenges

- **Maintenance.** Investments in equipment, labor, and materials will be necessary to maintain safe, comfortable, and attractive bicycle facilities. This includes sweeping debris, filling potholes, restriping faded lines, maintaining signals, fixing broken bollards (posts that block vehicle access into restricted bike or pedestrian facilities), and more.
- **Lighting.** A 24/7 network requires us to address lighting deficiencies across the network and especially at intersections.
- **Bike parking.** More secure and ubiquitous bike parking is needed that accommodates adaptive bikes, e-bikes, and cargo bikes in both residential and commercial areas and at high-frequency transit/light rail stations and community and mobility hubs.
- **Geographic pinch points.** Seattle's steep topography, highway network, water bodies, and bridges create pinch points where freight, transit, bicycle, and pedestrian access needs compete for limited space on existing bridges and rights-of-way. The STP provides guidance on how to address these pinch points, and additional analysis will be needed as part of project implementation.
- **Cultural changes.** Changes in public opinion and behavior are needed to shift a portion of trips from driving in private vehicles to other modes, such as bicycling and e-mobility, in a meaningful way.
- **Interagency coordination.** We will need to work with agency partners to identify solutions to challenges that inhibit use of bicycling and e-mobility:
 - *King County Metro:* It is challenging to locate bike facilities under trolley lines where buses must maintain lateral clearance to attach overhead, and bike racks on buses do not accommodate a variety of e-bike and cargo bike sizes.
 - *WSDOT:* There are conflicts between bike facilities and highway entrance and exit ramps.
 - *U.S. Army Corps of Engineers, U.S. Coast Guard, Washington State Departments of Natural Resources and Fish & Wildlife, and Tribal Nations:* There is a desire to provide new and upgraded facilities with drawbridge operations.
 - *Seattle Public Utilities:* Common complaints include dumpsters located in bike lanes during pickup days and water on the roadway due to drainage system issues.
 - *Seattle City Light:* Overhead wires and "down guys" obstruct access for trail maintenance within Seattle City Light right-of-way.
 - *Railroad Companies:* There is potential for conflicts between bike facilities and train track crossings.
 - *Seattle Parks and Recreation:* There are some bicycling pinch points on streets adjacent to Parks.
- **Access through construction zones.** It is critical to provide safe and intuitive access through construction zones—whether roadway or building construction—so people bicycling are not suddenly forced to merge with traffic. Often, this comes down to enforcing approved traffic control plans.

- **Vehicles obstructing bike lanes.** Bike lanes often are obstructed by people driving delivery vehicles, Transportation Network Company (TNC) drivers, and others who need to access the curb, forcing people bicycling and using e-mobility devices to merge with traffic. Protected bike lanes reduce occurrences of obstructed bike lanes, as does more awareness-building messaging and enforcement.
- **Continuous improvement opportunities.** While the use of flexible delineators for protected bike lanes has allowed for relatively low-cost expansion of Seattle’s protected bike lane network, we recognize the need to upgrade these bikeways with more permanent, robust protection to truly make them comfortable for more people. We are always seeking to improve safety and update facilities to meet current standards.
- **Wayfinding.** While Seattle has an extensive bicycle wayfinding sign system, there is more work to be done to improve signage so people can confidently and comfortably find their way along the bicycle and e-mobility network. Increased coordination with other city wayfinding programs is needed to provide consistency in what destinations are called, graphics, and format for secondary languages.
- **Urban Heat Island Effect.** As climate change accelerates and extreme weather events continue to include longer periods of hotter, dryer weather, active transportation becomes more difficult. Areas lacking tree canopy are most impacted by urban heat island effects. Where trees provide shade to bike facilities, their natural debris and growing roots can increase maintenance needs.
- **Autonomous Delivery.** Autonomous delivery robots, if permitted, would potentially use bike lanes, resulting in increased demand and competition for space in bicycle lanes.
- **Need for Nimble Design Standards.** *Streets Illustrated* (Seattle Right-of-Way Improvements Manual)⁷ identifies a high-level design framework for bike lanes, multi-use trails, intersections, bike lanes with transit service, Neighborhood Greenways, and bike parking that are based on national best practices. However, best practices are evolving, and our design standards must reflect that.
 - o A comprehensive design guide is needed to supplement *Streets Illustrated* and more nimbly reflect current best practices. As more people use cargo bikes, e-bikes, adaptive bikes, and e-mobility devices that vary in size and speed at which they travel, there needs to be adequate space for people traveling faster to safely pass those moving slower and to maneuver larger devices through pinch points.

⁷ <https://streetsillustrated.seattle.gov/>

COMMUNITY ENGAGEMENT

Bicycling is a form of transportation and recreation embraced by many people within Seattle, and there are still more people who would choose to bicycle if it were safer and more convenient. We conducted extensive public outreach as part of the Seattle Transportation Plan (STP) development process through a variety of tools, such as two interactive maps, open ended surveys, in-person events, festivals, listening sessions, and open houses.

Public engagement for the STP occurred from March 2022 to November 2023. Please see Chapter 2 in Part I of the STP for more details on the public engagement process and feedback received. As part of this engagement, we used two interactive web maps. In the first interactive map (May to August 2022), people could drop pins, trace routes, and draw areas where they want to see improvement in Seattle's transportation system.

We received over 4,750 bicycle-related comments on challenges and opportunities for bicycling and e-mobility. In the second interactive map (December 2022 to February 2023), people could drop pins and leave comments in response to the draft STP bicycle and e-mobility network. We received nearly 900 bicycle-related pins.

See **Figure 1** and **Figure 2** for aggregated bike-related comments. This feedback informed the draft bike maps in this chapter. Additional public comment received directly informed the policies, programs, and strategies found in this element. The third phase of engagement did not include interactive web maps, but participants still offered feedback on specific locations where they felt bike network improvements were needed.

Several themes emerged related to the bicycle and e-mobility network and policies, including:

- **Prioritize safety.** Frequently cited safety concerns include motorist speeding, distracted driving, delivery/freight drivers parking vehicles in bike lanes, and car doors opening into bike lanes. There is also concern that streets aren't safe for kids to walk and bike.
- **Provide permanent separation.** Physically separated bike lanes are strongly preferred. Durable, permanent materials are strongly preferred over temporary bollards. Maintaining protection through intersections both physically and temporally is needed to achieve an AAA facility designation.
- **Increase geographic equity.** Focus bike network improvements, bike facilities, and safety investments in areas that have historically seen less investment, such as South Seattle.
- **Close gaps in the network.** Focus on completing the bicycle and e-mobility network so there are no gaps.
- **Improve bike parking options to deter bicycle theft.** Community members frequently requested more secure short-term and long-term bike parking options citywide for a variety of bicycle sizes and types. This is particularly essential at community and mobility hubs, including light rail stations.
- **Use universal design.** Consider the needs of people with limited mobility when designing the bicycle and e-mobility network and parking areas (such as accessible vehicle parking at

the curb, bicycle-pedestrian conflict points, and maintaining a clear pedestrian zone on sidewalks and at crossings).

- **Enhance safety and comfort through better maintenance.** Better maintained surface conditions in bike lanes and paths would make it safer and more comfortable for people biking and using scooters and other smaller-wheeled devices.
- **Provide more enforcement and education.** Drivers need to be held accountable for aggressive driving and breaking the law. All travelers need to practice better etiquette.
- **Deter parking and loading in bike lanes.** When cars are parked in bike lanes, people bicycling must merge into vehicular traffic to get around the parked car, putting them at risk of being hit. Enforcing no parking mandates within bike facilities will be an important part of keeping people bicycling and using e-mobility devices safe.
- **Be more consistent.** More consistency in bikeway design and maintenance would create a more predictable and safe bicycling experience, both for bicyclists and drivers.

“There are no good, safe, flat ways to get to central [Seattle] from this far south...Add protected bike bus priority infrastructure all the way from Othello to downtown to increase equity in the south end.”

– Quote from Survey Respondent

We also had a series of listening sessions with Black, Indigenous, and People of Color (BIPOC) bicycle leaders, which offered key takeaways for the STP:

- **Prioritize investment in the South End.** This is necessary to rebuild and regain trust from the community. Co-create with the community so that investments enhance lives of Black and Brown people living in the South End and do not facilitate displacement.
- **Reduce Speeds.** Need safer street design, traffic calming in underserved neighborhoods.
- **Promote protected bike facilities.** There is a desire to see more permanent protected bike lanes and other bike safety investments—as opposed to lanes distinguished by paint and plastic bollards, particularly in areas with lower vehicle ownership rates.
- **Emphasize safety in growing neighborhoods.** As neighborhoods densify, there is a need to reevaluate safety needs for people bicycling.
- **Accelerate the build-out of a complete and connected cycling network.** Bicycling infrastructure needs to connect riders as directly as possible to the places they want to go. Bicycle lanes should not just end and merge into a vehicle lane. Work to methodically complete a connected and safe cycling network.
- **Continue to build a meaningful relationship with these groups.** Meet and communicate regularly and make progress on action items discussed.
- **Make the rules of the road clearer.** Many people do not have a clear understanding of who can use bike lanes and multi-use paths and associated rules of the road.

“Until we actually add safe infrastructure to the Ballard Bridge, we should absolutely not consider it part of our bike network or a safe bike route.”

– Quote from Survey Respondent

Locations in Seattle where the most public comments were received included Capitol Hill, Rainer Valley, Ravenna/Roosevelt, Burke-Gilman Trail, Beacon Hill, Aurora Ave, I-5 (multiple locations crossing I-5 and at ramps), Ballard Bridge, Fremont, and the University District.

Figure 1 and **Figure 2** show aggregated bike-related comments.

In **Figure 1**, the map on the left shows clusters of bicycle-related comments received on the first web map, and the map on the right shows the location of each individual bicycle-related pin.

Figure 2 shows the location of each individual bicycle-related pin received on the second web map.

Some neighborhoods provided more comments than others on the web maps. In response, the STP outreach process pivoted over the course of the project based on who we were hearing from—or not hearing from—to try to hear from as many different voices as possible.

This included meeting people where they were through grocery store and library pop-ups, focus groups, and more. While these conversations are not reflected in the web maps, input we heard was considered in creating the Elements and are highlighted in the Community Engagement Reports (see Appendix B).

Figure 1: Bike-related Public Comments on Webmap #1

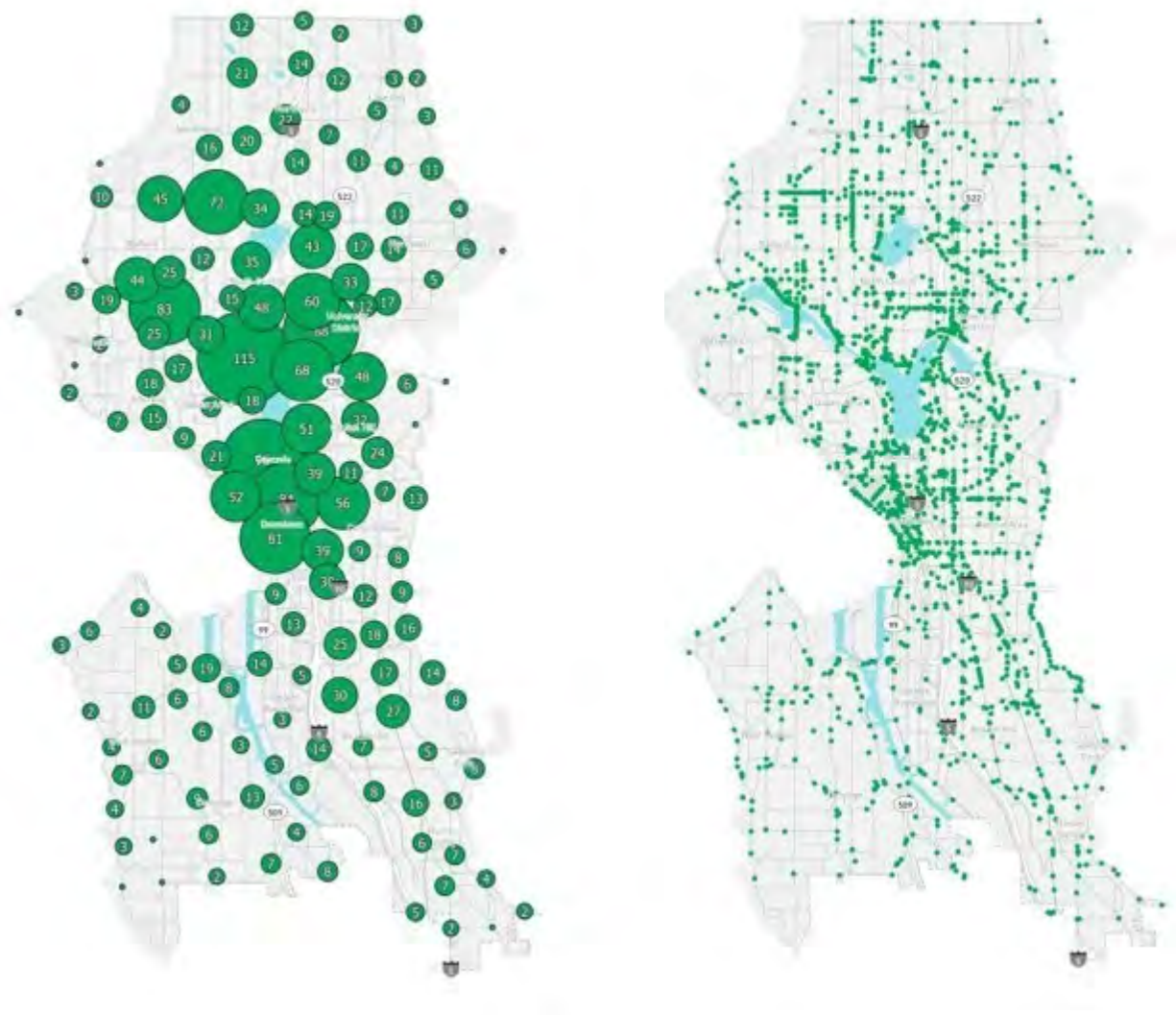
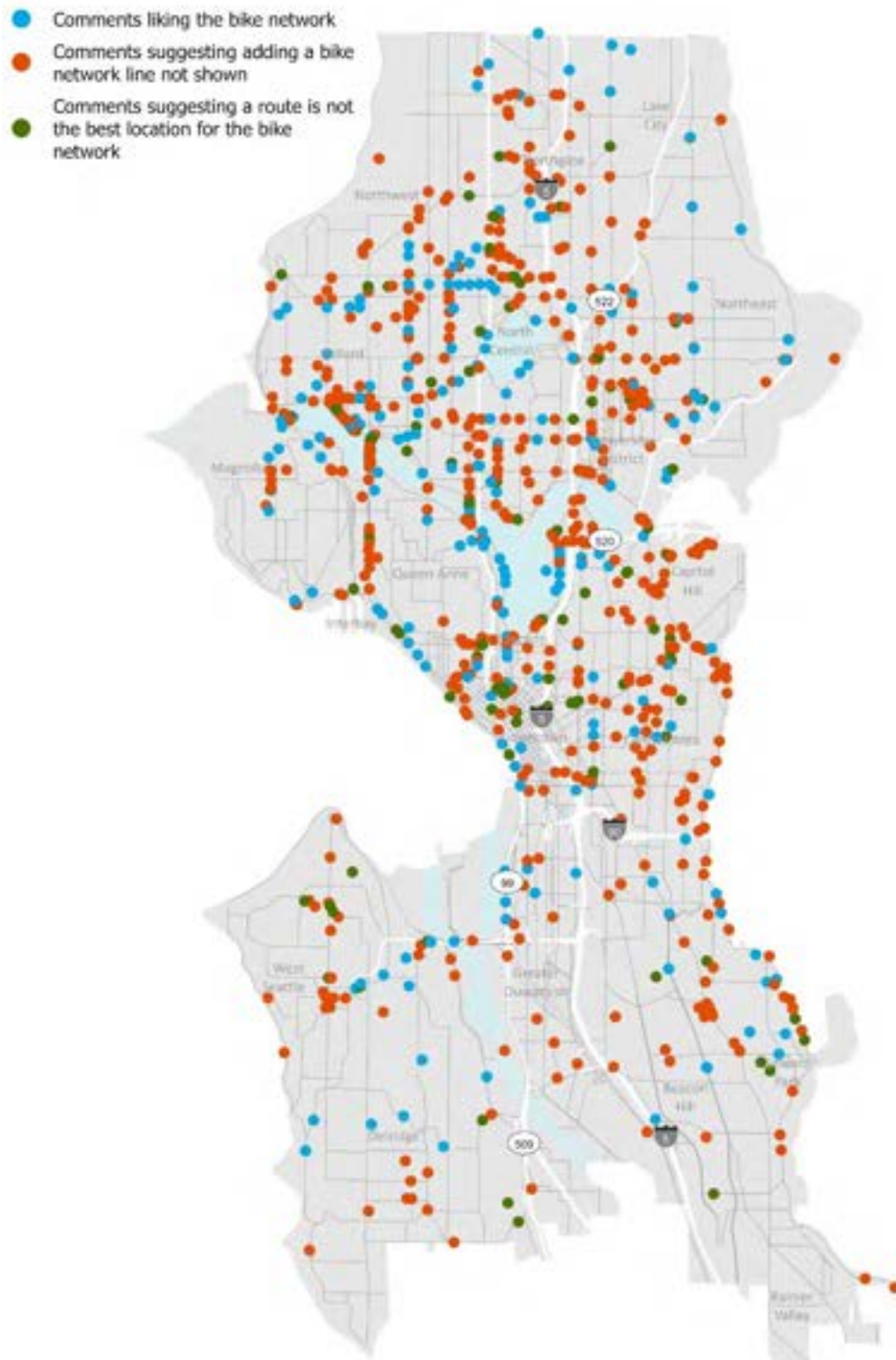


Figure 2: Bike-related Public Comments on Webmap #2





BICYCLING AND E-MOBILITY IN SEATTLE

To make bicycling a viable and attractive mode of transportation for a greater number of Seattleites and visitors, the bicycle and e-mobility network must feel safe, intuitive, and provide convenient access to the places people want to go. This means the bicycle and e-mobility network must be connected, provide a consistent level of comfort, be well-maintained, and offer competitive travel times. This section describes the bicycle and e-mobility network and the key spatial and operational considerations necessary to achieve this vision.

We are responsible for constructing and maintaining bicycle and other e-mobility facilities in the right-of-way. These facilities include trails, protected bike lanes (cycle tracks), painted bike lanes, and other SDOT assets that help these facilities function, such as bicycle signals, bike racks, and markings. We regularly updates bicycle transportation planning documents to add new routes and desired upgrades to existing routes.

The bicycle and e-mobility network continues to grow each year, both in terms of overall miles and quality of design and materials used. Our projects are prioritized annually to fill in network gaps, achieve safety outcomes, and address equity opportunities to make biking a vibrant part of life for everyone in Seattle.

BICYCLING ETIQUETTE

The Bike+ network and multi-use trails will be used by a wide variety of people. This includes but is not limited to children; people in wheelchairs; both avid, long-time bicyclists and those new to bicycling; people using conventional bikes, cargo bikes, adaptive bikes, e-bikes, e-trikes, and e-scooters; and more. It is inevitable that people will travel at a range of speeds. We expect:

- People bicycling and using e-mobility devices to travel in a safe and prudent manner with reasonable speeds not to exceed 15-20 miles per hour, considering weather and site conditions.
- Courteous behavior that prioritizes the comfort and safety of people using the network more slowly.
- Slower travelers keep right to enable passing on the left.
- Give audible warning when passing.
- Signage may be installed to remind riders to slow down.
- If a person bicycling wants to travel at the speed of people driving, then they may want to take the travel lane.

BICYCLE AND E-MOBILITY NETWORK

The Seattle bicycle and e-mobility network will be safe, comfortable, and provide convenient access to destinations for people of all ages and abilities. It will support complete communities where everyday destinations like parks, schools, transit, and shopping are easily accessible by biking or walking. It will also enable time-competitive longer trips between priority destinations, such as Urban Villages, Urban Centers, and regional destinations, particularly for a growing number of people using e-bikes.

The bicycle and e-mobility network consists of the Bike+ network (defined below) and multi-use trail network, which will accommodate a greater volume and variety of people over time. This will involve ongoing coordination with e-mobility providers and freight delivery services utilizing e-trikes or similar vehicles for local deliveries. The network will be well-integrated with multi-use trails regardless of whether they are managed by SDOT or other agencies like WSDOT and Seattle Parks and Recreation. Finally, the network will be integrated with Seattle's network of historic Olmsted Boulevards.

Bike+ Network

The Bike+ network consists of bikeways suitable for people of all ages and abilities (AAA), including protected bike lanes, Neighborhood Greenways, Healthy Streets, and bike lanes where vehicle speeds and volumes are sufficiently low.

The Bike+ network is envisioned to seamlessly integrate with the multi-use trail network, which provides connections through or on the edges of parks and opens spaces, where an off-street connection is preferred, or is more feasible than an on-street connection.

Many planned projects from the 2014 BMP have been implemented and are shown on the existing bicycle and e-mobility network map. The Bike+ network shows existing and proposed AAA bikeways on Seattle's arterial and non-arterial (i.e., neighborhood streets) networks.

The proposed Bike+ network comprises planned bikeways carried over from the 2014 BMP, new bikeway connections, and existing bikeways that are proposed to be upgraded to meet National Association of City Transportation Officials (NACTO) AAA guidelines.



The proposed Bike+ network includes new connections to better serve new and planned light rail stations and other key destinations. In some locations, such as on Delridge Way and Airport Way, planned connections identified in the 2014 BMP were removed because alternative parallel routes were deemed more feasible and in alignment with other modal priorities.

Through the STP process, we conducted preliminary, planning-level analysis to identify locations where Bike+ improvements would not fit – either because of limited right-of-way or conflicts with other proposed priority networks – to put forward a future network that is as realistic as possible.

See Chapter 2 for an overview of this analysis.

However, in the future when a corridor is being designed, there is the possibility that some locations shown as Bike+ in the maps in this element will be deemed infeasible, and per the Comprehensive Plan's Complete Corridor policy, alternative parallel routes may be explored instead. Conversely, there is also the possibility that bicycle and e-mobility facilities could be built in locations even if they are not shown on the maps in this element.



ONE SEATTLE “COMPLETE CORRIDOR” POLICY

Collectively two or more streets can combine to serve as a “complete corridor,” since not every street can accommodate every need.

Bikeway Typologies

The bicycle and e-mobility network consists of the following types of bikeways:

Protected Bike Lanes

Protected bike lanes are physically separated from traffic and the sidewalk. Like a trail, protected bike lanes are often more comfortable for people who prefer not to ride with traffic. They may be one-way (both sides of street) or two-way (on one side of the street). Input from Seattle residents indicates a clear preference for these types of bike lanes, and numerous studies from across North America have shown that such bikeways generally encourage more people to bicycle. Protected bike lanes built with flexible delineators are intended to be temporary, and over time we will upgrade these bike lanes with more permanent design elements, such as Toronto-Style barriers or planters.



One-way protected bike lane with Toronto-style permanent barrier



Two-way protected bike lane with planters

Bike Lanes

Seattle's current built bike network consists of many miles of painted bike lanes and bike lanes that are buffered through additional hatched pavement marking to create greater distance between moving cars and people bicycling. These types of lanes offer dedicated space for bicycling but lack any physical separation from moving vehicles. This lack of separation can result in "door zone" conflicts and collisions, which is when drivers open their car doors before looking for bicyclists in the roadway, as well as motor vehicles parking in bike lanes.

Over time, bike lanes may be upgraded to protected bike lanes, particularly in locations with identified safety issues. Where vehicle volumes and speeds are low (i.e., 20 mph or less), bike lanes may meet NACTO AAA guidelines. In such cases, the bike lane may be maintained as is, or upgraded, if feasible. In cases where an AAA facility within a quarter mile of an existing bike lane does not meet NACTO AAA guidelines and there isn't room to upgrade, the existing bike lane may be preserved because it could still have an important network role even if it's not AAA.



Bike lane



Buffered bike lane

Neighborhood Greenways

Neighborhood Greenways are routes that prioritize people walking, biking, and rolling comfortably on non-arterial streets with low vehicle volumes and speeds. Defined by their enhanced crossings of busy streets, Neighborhood Greenways provide a seamless connection between many protected bike lanes, trails, and community destinations such as schools, parks, libraries, and neighborhood commercial areas.

Figure 3 shows the design elements of a Neighborhood Greenway.



Bike train to school on a Neighborhood Greenway

Heathy Streets

Healthy Streets are open for people walking, rolling, biking, and playing and closed to pass-through vehicular traffic. They frequently overlap with the Neighborhood Greenway network. Because Healthy Streets are closed, people walking, rolling, and biking are permitted full use of the public right-of-way and function as Shared Streets. People driving who need to access homes and destinations along Healthy Streets are intended to move at the speed of play and share the space with people outside of vehicles.

For additional details, see the People Streets and Public Spaces Element.



People bicycling on a Healthy Street in Seattle

Figure 3: Neighborhood Greenway Design Elements



Multi-Use Trails

Multi-use trails are off-street facilities that accommodate people walking, biking, and using a wide range of other non-motorized and e-mobility devices. Multi-use trails are for two-way travel and may be adjacent to a street or found in parks, along rivers, beaches, greenbelts, or utility corridors.

Seattle has many multi-use trails that offer recreational opportunities and are an essential part of the city's transportation network. Because these facilities are shared by a wide variety of people traveling at varying speeds for a variety of purposes, they require both courteous behavior and adequate space for travelers to coexist safely and comfortably.

Several multi-use trails in Seattle connect to the greater regional trail network, including the Burke-Gilman Trail, Interurban Trail, and trails on State Routes 520 and I-90, as shown in **Figure 4**.

These multi-use trails facilitate travel between Seattle and neighboring communities and connect Seattleites to recreational opportunities in the greater Puget Sound region and beyond, especially those designated as part of the regional Leafline trail network.

Portions of the Burke-Gilman Trail, Elliott Bay Trail, and waterfront trail are part of the Great American Trail, a cross-country route connecting La Push, WA to Washington, D.C. Ensuring Seattle's multi-use trails are safe, comfortable, and easy to navigate can encourage more visitors and yield economic benefits.



Ship Canal Trail



Burke-Gilman Trail

Figure 4: Regional Trails of the Seattle Area





Magnolia Blvd



Lake Washington Blvd during a temporary street closure

Olmsted Boulevards

While not technically multi-use paths, Seattle's Olmsted Boulevards similarly create recreational opportunities for people biking, walking, rolling, and engaging in other activities.

In the early 1900s, Seattle hired the Olmsted Brothers landscape architecture firm to design a system of interconnected parks and boulevards that provided open space for all people.⁸ The Seattle City Council approved the Olmsted Brothers' plan "A Comprehensive System of Parks and Parkways" in 1903.

Olmsted Boulevards include:

- Cheasty Boulevard
- Green Lake Boulevard
- Hunter Boulevard
- Interlaken Boulevard
- Lake Park Drive
- Lake Washington Boulevard
- Magnolia Boulevard
- Montlake Boulevard
- Mount Baker Boulevard
- Queen Anne Boulevard
- Ravenna Boulevard
- Schmitz Boulevard
- University Boulevard

Today, Olmsted Boulevards are managed jointly by Seattle Parks and Recreation and SDOT. While these boulevards have been more vehicle-centric in the past, SDOT has heard requests from people who want more people-oriented streets in the city. There are opportunities to open more street space for walking, strolling, and bicycling along our Olmsted Boulevards by introducing car-lite strategies.

This would enable recreational opportunities year-round instead of only summer weekends and, in some cases, provide high-comfort bike network connections. (Supports TEF 43.4) The city would engage with communities and Friends of Seattle's Olmsted Parks in any such decision-making processes.

⁸ Friends of Seattle's Olmsted Parks. "A Brief History." <https://seattleolmsted.org/history/>

Complementary Facilities

Complementary facilities are places where traffic volumes are exceptionally low, slow, or closed to traffic. These are located one to two blocks away from busy arterial streets. Slow Lanes and Shared Streets are both places where bicycles can enjoy low-stress riding combined with reduced conflicts and vibrant neighborhood community interaction.

More about Slow Lanes can be found in the New and Emerging Mobility Element and Shared Streets in the People Streets and Public Spaces Element.

Non-Bike+, Existing/Proposed

Some roadways are important connections for people bicycling and using e-mobility devices, but right-of-way is so constrained that an AAA bike facility is not feasible. This includes painted bike lanes that do not meet NACTO's AAA guidelines (based on vehicle volumes and speeds), protected bike lanes on only one side of the street when the street has two-way travel, and sharrows. While not ideal, SDOT will either seek to maintain the bike infrastructure that exists today or make future improvements that support bicycling even though it is not feasible to design them for all ages and abilities.

Should it become feasible to build Bike+ facilities in the future, these roadways are not precluded from receiving AAA facilities. For instance, if right-of-way is acquired or if a roadway is deemed suitable for conversion to one-way motor vehicle travel, a roadway categorized as Non-Bike+ in this plan may become suitable for Bike+.

Bicycle and E-Mobility Maps

Many planned projects from the 2014 BMP have been implemented and are shown in **Figure 5**, which shows our existing bicycle and e-mobility network.

Figure 6 through **Figure 11** show existing and proposed AAA bikeways on Seattle's arterial and non-arterial (i.e., neighborhood) streets. This map is printed in six sections by geography: northwest, northeast, west, east, southwest, and southeast.

Figure 12 shows the future bicycle and e-mobility network—this is the ultimate vision for a connected AAA network that would put 100 percent of Seattle households within a quarter mile of a AAA bikeway or multi-use trail.

Figure 5: Existing Bicycle and E-Mobility Network



Figure 6: Existing and Proposed Bicycle and E-Mobility Network (Northwest)

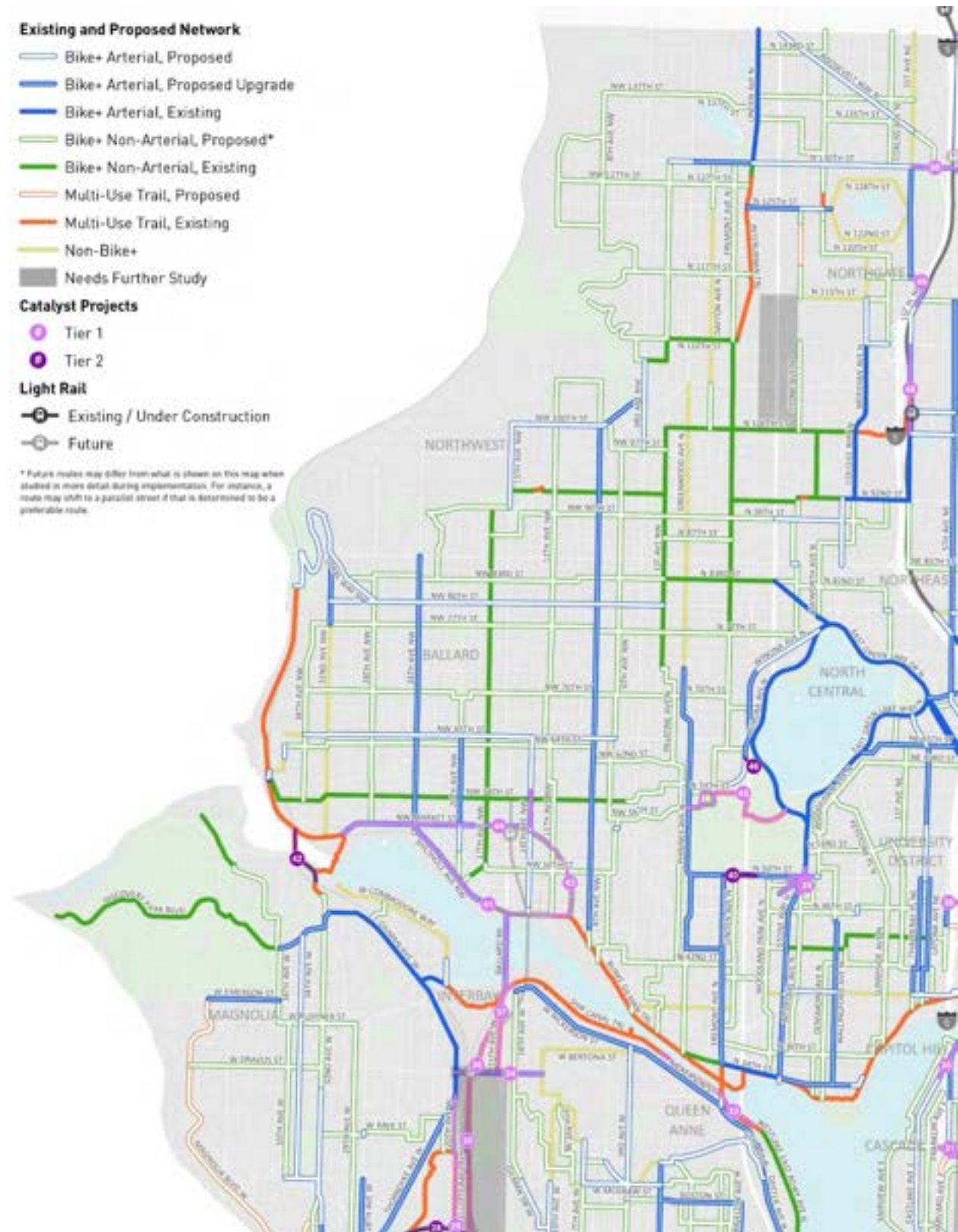


Figure 7: Existing and Proposed Bicycle and E-Mobility Network (Northeast)

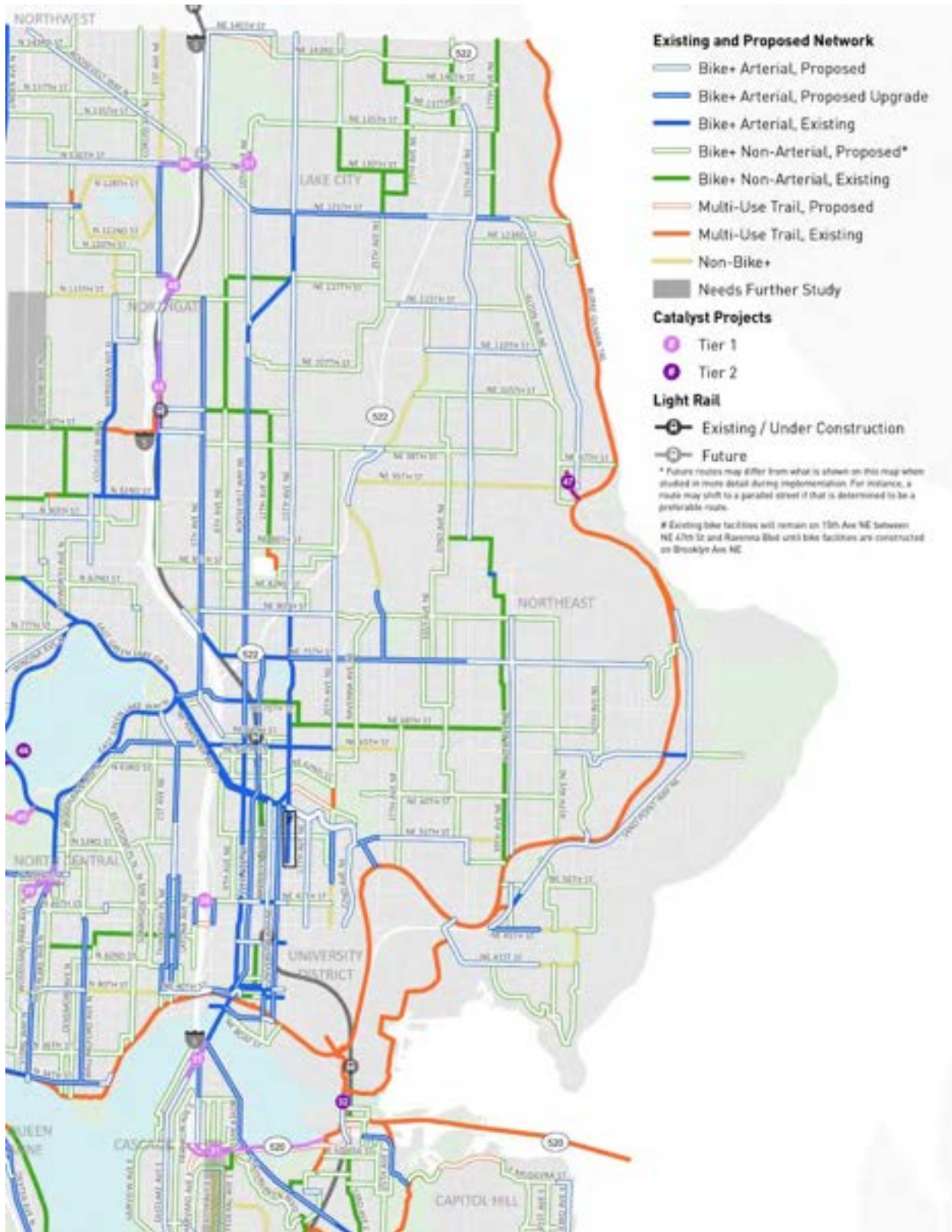


Figure 8: Existing and Proposed Bicycle and E-Mobility Network (West)



Figure 9: Existing and Proposed Bicycle and E-Mobility Network (East)



Figure 10: Existing and Proposed Bicycle and E-Mobility Network (Southwest)

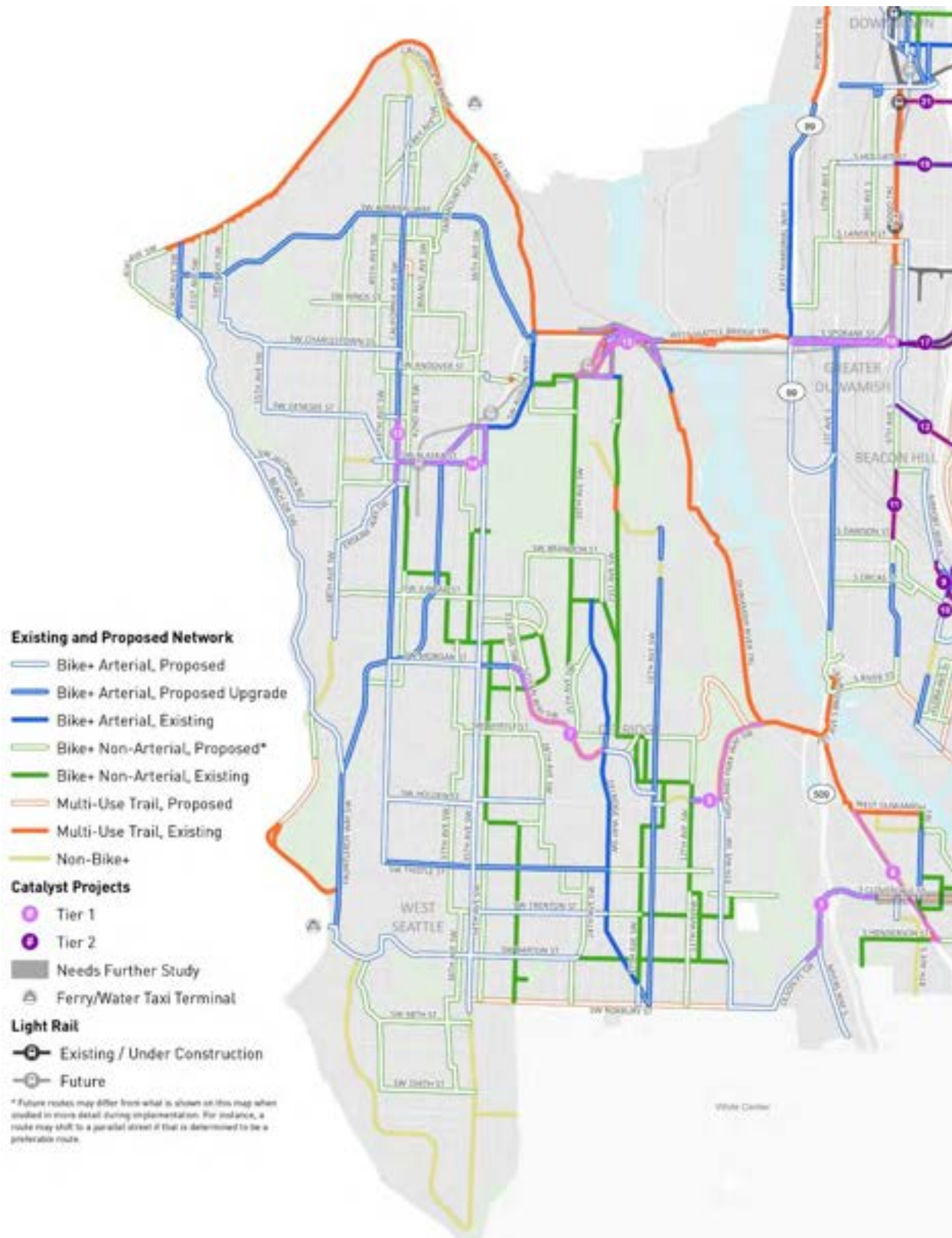


Figure 11: Existing and Proposed Bicycle and E-Mobility Network (Southeast)

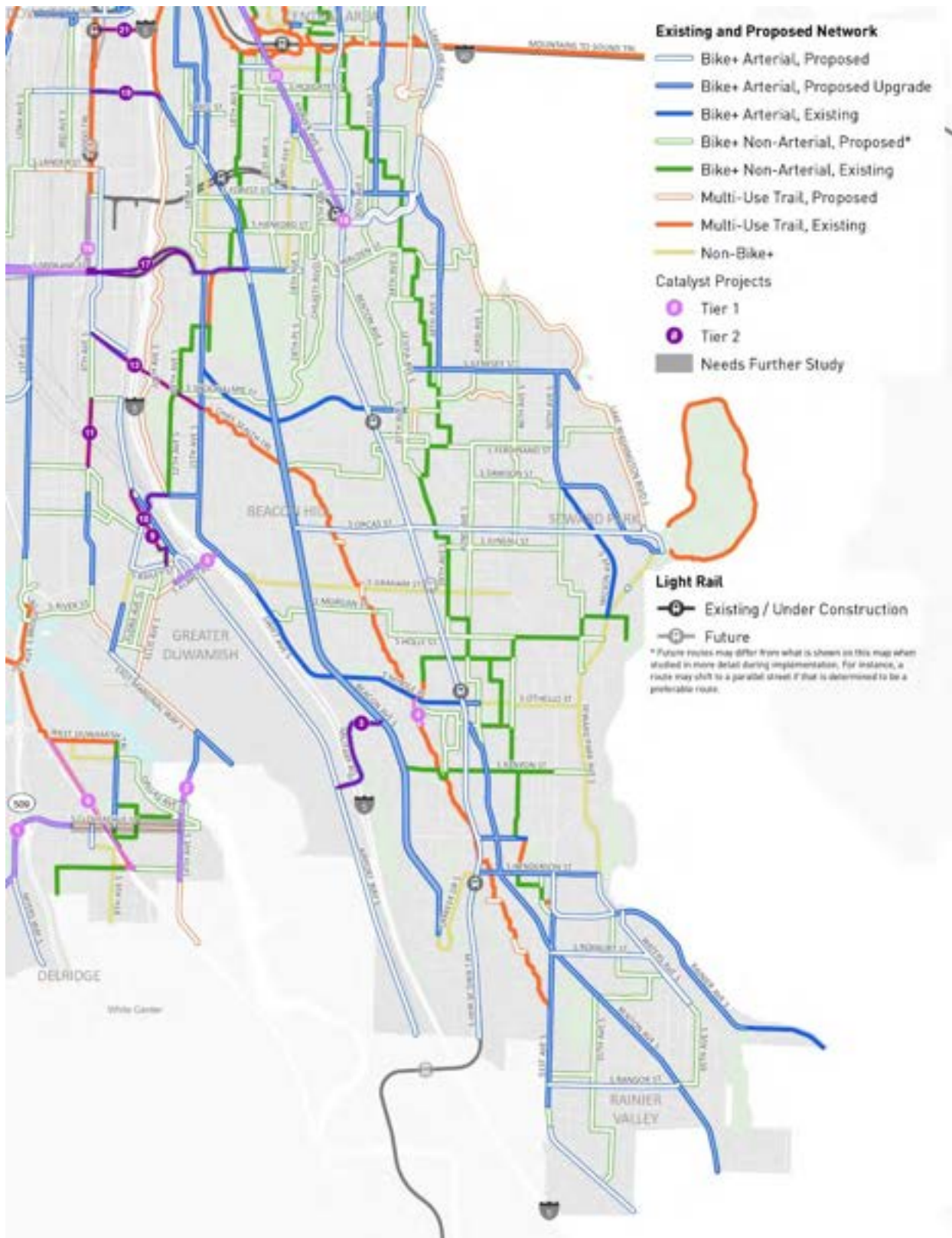


Figure 12: Future Bicycle and E-Mobility Network Vision



Bicycle and E-Mobility Catalyst Projects

Catalyst projects overcome major connectivity barriers and are often complex projects requiring creative solutions, large capital investments, and in some cases, coordination among multiple stakeholders both internal and external to the city. Catalyst projects pertaining to bicycles and e-mobility are identified in **Table 2** and presented in **Figure 13**.

The 2014 BMP identified 27 bike network catalyst projects, several of which have been completed, such as the John Lewis Memorial Bridge (also known as the Northgate pedestrian and bicycle bridge) and N 34th St and Fremont Ave intersection improvements. Many projects have not been completed due to their complexity and cost, while others, such as the SR 520 connection across Portage Bay, have been designed and will soon be constructed. Where catalyst projects have not been completed, other investments have been made at several locations in the interim to improve safety for people walking and bicycling. For example, for Project 18 at S Holgate Street, we have widened the sidewalk to 12 feet and replaced the staircase with a ramp. Uncompleted catalyst projects, for the most part, remain on the list and additional catalyst projects have been identified.

A total of 51 bicycle and e-mobility catalyst projects have been identified. Many of these catalyst projects directly benefit the Bike+ network, while others also remove barriers to the pedestrian network. Examples of catalyst projects include:

- **Reconnecting communities divided by highway construction** (e.g., S Cloverdale St over SR 509 (Project 1), S Henderson St over W Marginal Way S (Project 6), S Albro St over I-5 (Project 8), and NE 47th St over I-5 (Project 38))
- **Providing new multi-use trail connections to fill gaps in the Bike+ network** (e.g., Duwamish Trail connection to Highland Park (Project 5), a new multi-use trail on Sylvan Way to connect Delridge Way and the High Point neighborhood (Project 7), and a multi-use trail connection across SR 99 through Woodland Park (Project 45))
- **Providing safer and more comfortable bicycle facilities on arterial streets to minimize conflicts** with cars, transit, and freight (e.g. S Spokane St connecting West Seattle to SODO and Downtown (Project 16), Rainier Ave S from MLK Way S to S King St (Project 20), 5th Ave N between Belltown and Seattle Center (Project 23), and NE 130th St connecting the neighborhoods east and west of I-5 (Project 50)) (Supports TEF 19.2)
- **Addressing pinch points that constrict our Bike+ network** (e.g., SR 520 trail connection to Capitol Hill and Eastlake (Project 31), W Dravus St to connect to the future Interbay light rail station (Project 34), and University Bridge improvements (Project 35))

Catalyst projects are categorized into two tiers. Tier 1 catalyst projects are our highest priorities because they address critical access, equity, and safety needs. Tier 2 catalyst projects also address important connections, but due to their complexity and cost, may have longer implementation timeframes.

Figure 13 shows catalyst projects, which are described in greater detail in **Table 2**.

Figure 13: Bicycle and E-Mobility Catalyst Projects

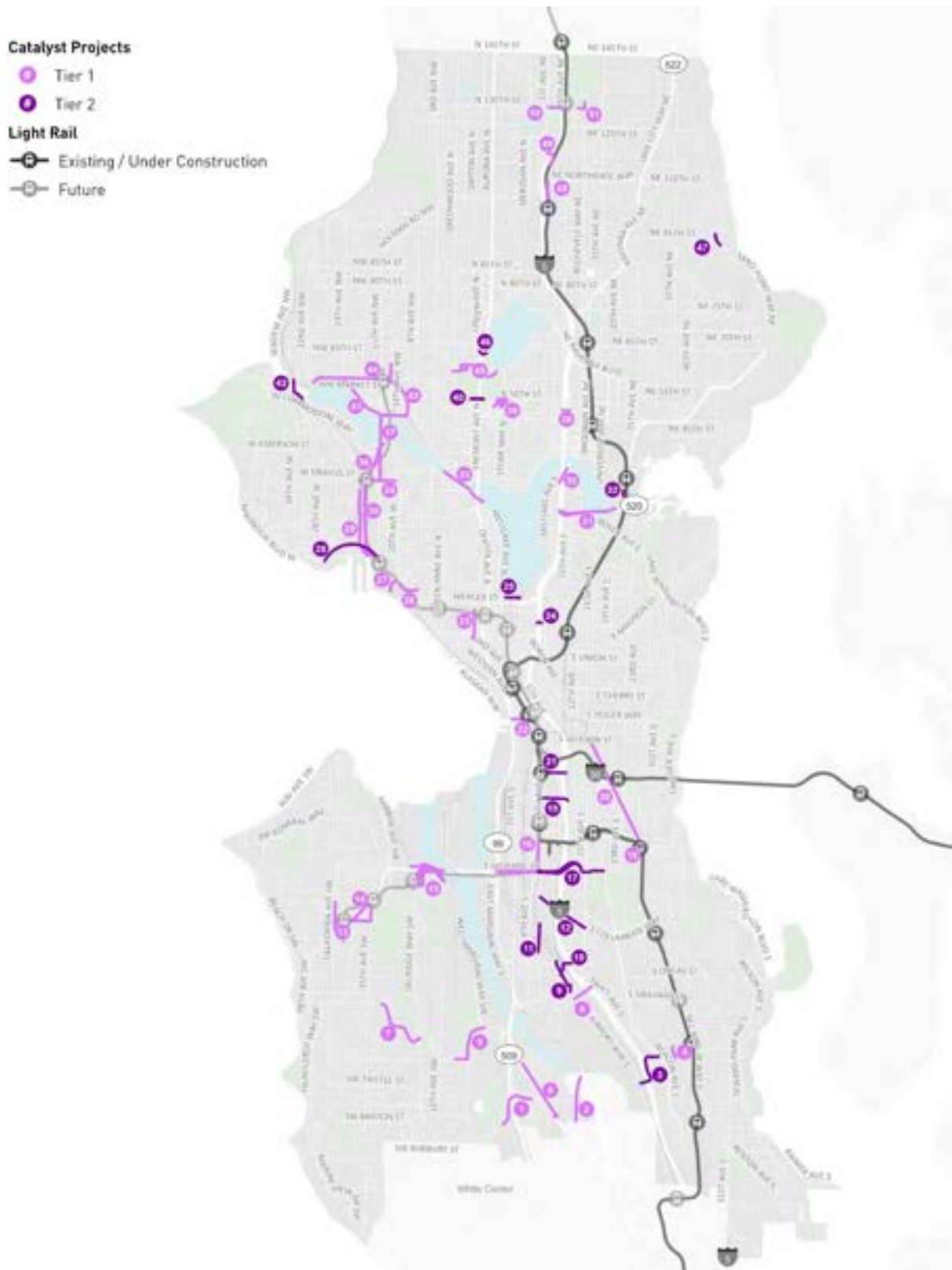


Table 2: Bicycle and E-Mobility Catalyst Projects

ID	PROJECT	TIER	OPPORTUNITY STATEMENT
1	Cloverdale multimodal connection over SR 509	Tier 1	Provide an all ages and abilities bicycle connection between South Park and White Center
2	14th Ave S Trail Connection to Green River Trail	Tier 1	Connect the 'Georgetown to South Park Trail' with the 'Green River Trail' extension
3	Military Road S to Airport Way S connection across railroad tracks	Tier 2	Connect Beacon Hill to Airport Way S/Boeing Field
4	Chief Sealth Trail connection Myrtle to Webster	Tier 1	Fill the missing gap in the Chief Sealth Trail between Myrtle/Othello and Webster to connect schools and housing to the urban village.
5	Duwamish Trail connection to West Seattle	Tier 1	Connect Duwamish Trail to Highland Park neighborhood and greater West Seattle through a multi-use trail on the west side of Highland Park Way and protected bike lanes on SW Holden St
6	Duwamish Trail connection to South Park	Tier 1	Fill the missing gap in the Duwamish Trail on W Marginal Way and improve the connection on S Henderson St over W Marginal Way S per Reconnect South Park
7	Sylvan Way Multi-use Path	Tier 1	Build an all ages and abilities connection between Delridge Way SW and the High Point neighborhood
8	S Albright Pl bike connection over I-5	Tier 1	Provide an all ages and abilities bike connection between the Georgetown to South Park Trail and Swift Ave S along S Albright Pl
9	Central Georgetown Connection	Tier 2	Fill future missing link between Georgetown to Downtown and Georgetown to South Park projects through the commercial core of Georgetown; preferred route is a rail with trail along the Union Pacific spur
10	S Lucile St under I-5	Tier 2	Provide an all ages and abilities bike connection between the Central Georgetown Connection and Beacon Hill
11	6th Ave S Bridge over railroad tracks	Tier 2	New bicycle and pedestrian bridge across railroad tracks to connect SODO to Georgetown
12	Chief Sealth Trail Extension	Tier 2	Provide an all ages and abilities connection between the Chief Sealth Trail and Airport Way S
13	SW Alaska St from Fauntleroy Way to California Ave and California Ave from Edmunds to Genesee	Tier 1	Provide an all ages and abilities connection along SW Alaska St to connect to the Alaska Junction light rail station
14	West Seattle Bridge Triangle area improvements	Tier 1	Provide bicycle connections along SW Alaska St, Fauntleroy Way SW, and 35th Ave SW
15	Chelan Ave SW / W Marginal Way / Alki Trail / SW Marginal Way / Delridge Way SW / SR 99 intersection enhancements	Tier 1	Improve the trail network between the Alki Trail, West Seattle Bridge Trail, Duwamish Trail, and Delridge Station; enhance the crossing
16	SODO Trail Extension and Spokane Street Connection	Tier 1	Expand existing SODO Trail south to Spokane Street, connecting West Seattle to SODO and Downtown
17	S Spokane St viaduct at-grade to Beacon Hill	Tier 2	Connect the SODO Trail to Beacon Hill
18	Rainier Ave S/Martin Luther King Jr Way S intersection improvements	Tier 1	Provide access to Mount Baker light rail station and reconnect Mount Baker Boulevard to Cheasty Boulevard S
19	S Holgate St across I-5	Tier 2	Connect the Mountains to Sound Trail with the SODO Trail by widening the Holgate I-5 overpass. This would provide a walking and biking connection (Since the 2014 BMP, we have widened the sidewalk to 12 feet and replaced the staircase with a ramp)

ID	PROJECT	TIER	OPPORTUNITY STATEMENT
20	Rainier Ave S (Martin Luther King Way S to S King St) multimodal improvements	Tier 1	Provide an all ages and abilities bicycle connection between the Judkins Park light rail station, Chinatown International District, and Mount Baker
21	Mountains to Sound Trail Crossing over I-5	Tier 2	Build a bridge that connects Stadium Station to the Mountains to Sound Trail
22	Yesler Way Between Alaskan Way and 3rd Ave bike connection	Tier 1	Connect the Waterfront Trail to existing protected bike lanes on Yesler Way
23	5th Ave N connection (Republican St to 4th Ave)	Tier 1	Provide an all ages and abilities bicycle connection between Belltown (4th Ave/Vine St) and the east side of Seattle Center (5th Ave N/N Republican St)
24	South Lake Union to Capitol Hill I-5 Crossing	Tier 2	New bicycle and pedestrian bridge across I-5 at Thomas St connecting Capitol Hill to South Lake Union
25	Valley St multi-use path north side (Westlake PBL to Fairview)	Tier 2	Connect the Westlake PBL to the future Eastlake PBLs and clarify the Cheshiahud Lake Union Loop wayfinding route
26	Kinnear Park Trail connection	Tier 1	Provide a connection from Queen Anne to the future Ship Canal light rail station and Elliott Ave W
27	Helix Bridge Retrofit	Tier 1	Retrofit the helix bridge by adding ramps to make it more accessible for bicyclists of all ages and abilities; it currently has stairway runnels and an elevator
28	Magnolia connection	Tier 2	Build an all ages and abilities connection from the Elliott Bay Trail to Magnolia for people bicycling
29	Elliott Bay Trail to Thorndyke Ave W	Tier 1	Improved and widened trail connection between the existing end of the protected bike lane on 20th Ave W at Thorndyke Ave W to the end of the Elliott Bay Trail under the Magnolia Bridge
30	Elliott Bay Trail Extension	Tier 1	New trail from existing Elliott Bay Trail end below the Magnolia Bridge to the Interbay light rail station, located on the east side of the railroad tracks, west of 15th Avenue W
31	SR 520 connection across Portage Bay (under construction)	Tier 1	Connect the SR 520 Trail to Capitol Hill and Eastlake
32	Improved crossing of Montlake Bridge	Tier 2	When the bridge is replaced, add all ages and abilities bicycle facilities
33	Ship Canal Trail and Dexter Ave to Fremont Bridge connection	Tier 1	Complete a multi-use trail connection between the Ship Canal Trail and Westlake multi-use trail
34	Interbay Station Connection on Dravus	Tier 1	W Dravus St connections from 20th Ave W to 11th Ave W, including the W Dravus St bridge, to provide a bicycle connection to the Interbay light rail station
35	University Bridge - South leg to Eastlake Ave E/Harvard Ave E	Tier 1	Improved connection on Eastlake Avenue E between the University Bridge and Harvard Avenue E for both north bound and south bound bicyclists.
36	Interbay Station Connection from Ship Canal Trail	Tier 1	New connection from Ship Canal Trail crossing under the Ballard Bridge to the Interbay light rail station
37	Connect Trails via Ballard Bridge	Tier 1	If it is determined that the Ballard Bridge will be replaced, provide an all ages and abilities bicycle connection on the Ballard Bridge between the Ship Canal Trail and Burke Gilman Trail, and along 15th Ave W (grade separated multi-use trail) between the Ballard Bridge and W Dravus St, in concert with the bridge replacement. If it is determined that the existing Ballard Bridge will be maintained, build a new bicycle and pedestrian bridge in the vicinity of the Ballard Bridge.

ID	PROJECT	TIER	OPPORTUNITY STATEMENT
38	NE 47th St overpass over I-5	Tier 1	Build a new bicycle and pedestrian bridge over I-5 to connect the University District and Wallingford
39	Green Lake Way N / N 50th St / Stone Way N intersection multimodal improvements	Tier 1	Provide an all ages and abilities bike connection between Green Lake PBLs and Fremont/Wallingford neighborhoods using both physical and temporal separation through this busy intersection
40	50th St under Aurora	Tier 2	Provide a an all ages and abilities connection along the southern edge of Woodland Park, addressing the pinch point under Aurora Ave N
41	Burke-Gilman Trail "Missing Link" completion	Tier 1	Multi-use trail connecting the two existing sections of the Burke-Gilman Trail in Ballard
42	Salmon Bay Bridge	Tier 2	In coordination with BNSF Railroad, connect 33rd Ave W Bridge in Magnolia to the Burke-Gilman Trail
43	14 th Ave NW from NW 58 th St Neighborhood Greenway to Ballard Station and from NW 45 th St / 11 th Ave NW	Tier 1	Provide an all ages and abilities connection along 14th Ave NW from the NW 58th St Neighborhood Greenway to the Ballard light rail station and a connection from the light rail station to NW 45th St / 11 th Ave NW
44	NW Market St from 24th Ave NW to 14th Ave NW	Tier 1	Provide an all ages and abilities connection along NW Market Street between downtown Ballard and the light rail station. Freight and transit will also operate on this corridor, so the corridor design will have to plan curb space accordingly.
45	Woodland Park Connection across Aurora Ave N	Tier 1	In coordination with the Parks Department, build a multi-use trail connection between West Green Lake Way N and the N 57th St underpass of Phinney Ave N.
46	Green Lake Way to N 63rd St underpass of Aurora Ave N (SR 99)	Tier 2	Widen the SR 99 underpass to provide improved walking and biking connections between the Green Lake Loop and the Phinney/Greenwood neighborhoods
47	Thorton Creek Trail to Matthews Beach	Tier 2	Provide a new bridge and trail connection between the street end of 46th Ave NE and the Burke-Gilman Trail along the Thornton Creek natural space
48	1st Ave NE crossing of Northgate Way	Tier 1	Provide an all ages and abilities bicycle connection along 1st Ave NE across Northgate Way and connecting to the John Lewis Memorial Bridge (Northgate pedestrian and bicycle bridge)
49	1st Ave NE over I-5 multimodal improvements (widening)	Tier 1	Provide a widened connection over I-5 reconnecting the Northgate neighborhood
50	NE 130 th St multimodal improvements over I-5	Tier 1	Provide a seamless bike connection between the protected bike lanes on NE 130th St and Roosevelt Way NE connecting the light rail station with the Bike+ network and neighborhoods east and west of I-5
51	Trail connection between 15 th Ave NE and 5 th Ave NE (NE 135 th St/Jackson Park Trail replacement)	Tier 1	Provide an improved trail connection between 15 th Ave NE and the light rail station via unopened NE 130th St ROW and improved crossing of Thorton Creek on 10th Ave NE

Phased Implementation

There are various segments in the bicycle and e-mobility network that will require phased implementation. Several of these corridors are dependent on other changes occurring throughout the transportation system, such as the West Seattle to Ballard Link Extension stations opening. Other corridors require changes that will be challenging to implement; in these locations, near-term improvements could be implemented as an interim step until the long-term vision can be realized.

Table 3: Phased Implementation Corridors

ID	Location	Considerations
1	SW Admiral Way	In the near term, consider interim Bike+ Arterial improvements on SW Admiral Way from 45 th Ave SW to SW Olga St. RapidRide service is planned to be added to this corridor in concert with light rail expansion. A long-term AAA bikeway route will be determined closer to the introduction of RapidRide service.
2	35 th Ave SW	In concert with light rail service expansion, RapidRide is planned to be removed from 35 th Ave SW between Alaska and Avalon. After that time, Bike+ Arterial improvements will be considered from SW Dawson St to Fauntleroy Way SW.
3	SW Alaska St	Bike+ Arterial improvements will be considered in the vicinity of the Alaska Junction light rail station in concert with station construction.
4	Martin Luther King Jr Way S	In the near-term, pursue a range of strategies to slow vehicle traffic and create a safer, more comfortable travel experience on Martin Luther King Jr Way S. In the long-term, consider Bike+ Arterial improvements south of Rainier.
5	S Graham St	Bike improvements on S Graham St will be considered for construction in conjunction with the opening of the South Graham Street infill light rail station.
6	W Dravus St	Bike+ Arterial improvements will be considered in concert with opening of the Interbay light rail station and/or in concert with the replacement of the Dravus St bridges.
7	Ship Canal Trail connection to Thorndyke Ave W	Bike+ Arterial improvements will be considered in concert with the opening/construction of the Interbay light rail station.
8	NW Market St	Bike+ Arterial improvements will be considered in concert with the opening/construction of the Ballard light rail station.
9	14 th Ave NW	Bike+ Arterial improvements will be considered in concert with the opening/construction of the Ballard light rail station.

SPATIAL REQUIREMENTS AND OPERATIONAL CONSIDERATIONS

There are many design and operational considerations to advance the vision for bicycle and e-mobility use in Seattle and meet the STP vision to help people biking and using e-mobility be able to move around in ways that are “just, sustainable, and safe.” Most critical is that the bicycle and e-mobility network provide a safe, comfortable, and convenient experience for people of all ages and abilities, which will help maximize use of the network.

Bikeway design should be informed by the NACTO *Designing for All Ages and Abilities* contextual guidance and design standards from *Streets Illustrated*, our Right-of-Way Improvements Manual that identifies guidance for bike lanes, multi-use trails, intersections, bike lanes with transit service, Neighborhood Greenways, and bike parking based on national best practices.

These resources help SDOT staff determine what type of AAA facility is most appropriate on a given street based on factors like vehicular speeds and volumes and the number of travel lanes.

Table 4 shows the appropriate AAA bicycle facility and key operational considerations for given roadway contexts.

In addition to the factors presented in **Table 4**, it is important that bicycle facility design is closely coordinated with the Seattle Fire Department for emergency access and with our transit agency partners, such as King County Metro, Sound Transit, and Community Transit, to minimize impact on transit operations.

Streets Illustrated will be updated after adoption of the Seattle Transportation Plan to account for evolving best practices, which is described in more detail below under “Maintenance & Modernization.”

Inputs for Project Development

Develop a standard to measure right-of-way tradeoffs for bicycle design along designated bicycle corridors to use during project development.

- Evaluate outcomes from existing measures which could include instructions to establish right-of-way allocation measures and goals on the Bike+ network.
- Integrate the operational measures and goals into the complete streets process for project development to streamline right-of-way tradeoff decision-making process alongside other multi-modal operational measures and goals where designated corridors overlap.

Table 4: Contextual Guidance for Selecting All Ages and Abilities Bikeways⁹

Roadway Context				Key Operational Considerations
Target Motor Vehicle Speed ¹⁰	Volume (AWDT) ¹¹	Vehicle Lanes	AAA Bike Facility	
< 10 mph	<400	No Centerline or Single Lane 1-way	Healthy Street	Pedestrians share the roadway
< 20 mph	<800	No Centerline 11' Single lane; 2-way traffic	Neighborhood Greenway	Neighborhood Greenways may not be appropriate when there are high peak hour volumes, lots of curbside activity, and/or frequent use by transit and/or freight vehicles, even if speeds or volumes are low. Protected bike lanes may be more appropriate in these contexts. Passing opportunities (such as those provided by residential driveways) must be considered in context of topography and vehicle volumes Lower volume Neighborhood Greenways are the most comfortable; however, in urban village contexts, higher volumes may be considered where there are low operating speeds, ample passing opportunities and sidewalks/pathways are present.
	<1,000	No Centerline 18' Single lane; 2-way traffic		
	< 400	Single lane; 1-way traffic	Neighborhood Greenway w/ contraflow bike lane	
< 25 mph	< 1,000 – 3,000	Single lane each direction or single lane one-way	Conventional Bike Lane Buffered Bike Lane Protected Bike Lane	Low curbside activity Low congestion pressure
	< 3,000 – 6,000		Buffered Bike Lane Protected Bike Lane	
	> 6,000		Protected Bike Lane	
	Any	Multiple Lanes in each direction	Protected Bike Lane	
> 26 mph	Any	Any	Protected Bike Lane Or Separated Pathway	Arterial Traffic Calming

⁹ Adapted from NACTO guidance to be specific to Seattle

¹⁰ This refers to the speed at which we want drivers to travel, which may be different than the posted speed limit. We design streets to achieve the target speed. To determine these values, SDOT collects data on how fast motor vehicles are traveling in real life and then uses 85th percentile or 95th percentile motor vehicle speed. 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

¹¹ Some locations see high volumes over a short period of time due to adjacent land use (e.g. stadiums). It may be appropriate to design to a higher standard in these locations, and these are considered on a case-by-case basis.

PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than specific to a project) to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programmatic activities listed here provide helpful general information to describe the types of tools and methods SDOT will seek to employ to manage the transportation system.

Bicycle and E-Mobility Network Implementation

SDOT will aim to construct the bicycle and e-mobility network outlined in this Plan to provide a more comprehensive network of AAA routes in the city. SDOT will seek to:

- Continue to include complex and expensive bicycle facilities and large catalyst projects as stand-alone projects within the City's 6-year Capital Improvement Program, as appropriate, so annual program budgets are not fully consumed by one or two large projects.
- Leverage grants to supplement public and private ROW investments and fill network gaps.
- Consider additional connections. Bike connections not included on the maps in this element are not precluded from bike infrastructure in the future. Bicycles are a flexible mode of travel and, as network demands change and our transportation network evolves, we should remain open to opportunities and exploration of additional connections in the future.
- Refine future Neighborhood Greenway and Healthy Street routes. As indicated in **Figure 6** through **Figure 11**, routes may be changed, consolidated, or differ slightly from what is shown on these maps when studied in more detail during implementation. For instance, a route may shift to a parallel street if determined to be a preferable route.
- Conduct studies to evaluate trail expansion needs. If a trail cannot be widened (e.g., adjacency to an environmentally sensitive area), assess if a parallel street may help serve people riding bicycles. Install alternate route wayfinding signage along the trail when a parallel street bicycle facility is installed.
- Prioritize building new bike projects in neighborhoods that have historically seen underinvestment by the city, employing the city's Race and Social Equity Index. Use data sets such as educational attainment level, household car ownership, multigenerational households, and income to analyze neighborhood characteristics.
- Use TEF to prioritize gap construction projects, specifically Districts 1, 2, parts of 3, and 5.
- Early in project planning, identify partnerships with other programs, funding, and potential challenges to construction.
- Create work plans that use cost-efficient SDOT crew capacity to deliver projects, as much as possible.
- Harness funding and opportunities when private development occurs to build planned new network facilities.

- Be prepared to work with developers during the Street Improvement Permit process to build new street elements within the right-of-way.
- Use the street vacation process to implement new bike facilities during the public benefits package scoring.
- While conducting outreach for new capital projects, ask the community if there are any safety concerns that crews can try to address during project implementation.
- When a capital project is underway in a community, incorporate and market supplemental programs to help community members transition to sustainable travel options like biking, walking, and taking transit.
- For example, when installing a bike lane, consider partnering with a local bike shop on helmet distribution.
- Help community members sign up for e-bike and e-scooter incentives, which are discussed below.
- Host events in communities where local shops can interact with individuals and SDOT can offer giveaways for sustainable travel options.
- Where a bicycle route shares a street with a freight route, design the street to minimize conflicts, increase predictable movements, and increase safety. Facilities for trucks and bicycles should be clearly separated and comply with width and materials standards, consistent with *Streets Illustrated*. Generally, treatments could include grade separations or physically separated facilities, such as Toronto-style barriers, to help all roadway users move predictably.



Toronto-style barrier being installed in Seattle

To achieve the bicycle and e-mobility network, some existing facilities will need to be upgraded to be safer and accessible for people of all ages and abilities.

Bike facilities are implemented using the materials and design standards that are current at the time of their construction. However, we are always seeking to improve safety, and updating facilities to meet current standards is an ongoing process. SDOT will seek to:

- Upgrade flexible delineators on bikeways to more permanent, robust protection like Toronto-style barriers to make them comfortable for more people.
- Evaluate current facilities that do not meet the National Association of City Transportation Officials (NACTO) AAA guidelines to determine the best solution for either upgrading the facility or developing a parallel AAA facility nearby. (Supports TEF 43.4)
- Proactively adjust existing bike lanes and trails to widen to new standards that accommodate larger bike footprints.
- Conduct a pilot study on glow-in-the-dark multi-use paths and determine if they are suitable for broader use in Seattle. Considerations will include environmental impacts, availability of the materials, and maintenance.

Bicycle Facility Prioritization

Full implementation of the ambitious vision proposed for our future bicycle and e-mobility network (including new facilities, catalyst projects, and upgrades to existing facilities) will take many years and will likely extend beyond the horizon of the STP, dependent upon available resources.

In order to make progress on our vision in a resource-constrained environment, we use prioritization processes to help focus our work on projects that can provide transformative impact toward meeting the STP's goals. This helps stretch our dollars to support an equitable and implementable set of prioritized projects.

The STP establishes a broad prioritization framework that helps align SDOT's work to our overarching goals. As we proceed with STP implementation, a tailored process to prioritize bicycle and e-mobility projects will be developed. It will directly build on the STP framework with specific criteria and datasets to identify bike infrastructure investments that best advance the STP goals and respond to current challenges and opportunities.

Reallocate Street Space

Reallocate street space currently used for vehicle storage and general-purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. SDOT will seek to:

- Use reallocated street space to implement the bicycle and e-mobility network.
- Allocate curbspace for bicycle, micromobility, and shared mobility uses, with priority given to programs that provide an all-electric or transitioning-to-electric vehicle fleet. *See the Curbside Management Element for more details.*
- Expand parking management strategies in more places, including more regulated curbspace for short-term parking with payment requirements that could help encourage some people to try biking for shopping, school, or work trips. *See the Curbside Management Element for more details.*
- Implement shared, car-light streets, such as Café Streets and Neighborhood Greenways, and car-free streets to support the transition to a low-carbon transportation system. *See the People Streets and Public Spaces Element for more details.*
- Partner with Seattle Parks and Recreation to identify on which Olmsted Boulevards we will change policy and operation to allow more flexibility to create better walking, strolling, and bicycling experiences. These changes will enable more opportunities for healthy recreation opportunities year-round instead of summer weekends, and in some cases, provide high-comfort bike network connections. (Supports TEF 43.4) We will evaluate each location individually, as there are different property, design, and social conditions at each location. Any design changes will provide equitable access to these boulevards.
- As part of the STP engagement process, we heard broad support for increased recreational opportunities along Olmsted Boulevards, along with more people-oriented streets throughout the city. The city would engage with communities and Friends of Seattle's Olmsted Parks in any such decision-making processes.
- Work with Seattle Parks and Recreation and other partners to improve and expand temporary open streets events.
- For large capital bike projects, look for opportunities to add planted medians when reconstructing street curb.

Intersection Improvements

- Safety improvements are critical at intersections along the bicycle and e-mobility network so that a person's entire trip will be comfortable. SDOT will seek to:
- Expand opportunities to more safely cross busy arterials by installing enhanced crossings. (Supports TEF 40.6)
- Standardize crossing treatments for bikeways and multi-use trails at arterial streets, streetcar, light rail, and railroads, and clarify who should yield right-of-way for trail crossings with clear signs and markings.
- Make people biking and using e-mobility more visible at intersections by installing treatments such as curb bulbs, No Parking signs, and refuge islands. When vehicles park within 20 feet of an intersection, it makes people crossing the street less visible to people driving, thereby giving drivers less time to react and safely stop.
- When designing an intersection, evaluate if a protected intersection is merited, and expand their use over time.

Freight and Urban Goods Movement Considerations

- Freight and urban goods access will be carefully considered when designing and constructing the bicycle and e-mobility network. SDOT will seek to:
- Design bike facilities and parking to support efficient, time-competitive e-cargo bike freight delivery programs for food and goods delivery (see Executive Order 2022-07). *See the Freight Element for more details on a commercial e-cargo bike program and e-cargo bike lending libraries.*
- Use sufficient freight turning movement templates when designing bike lanes to increase visibility of vulnerable users and protect buffer materials from future maintenance needs.
- Allocate clear and sufficient loading zones for freight, and work with parking enforcement to discourage parking in bike lanes.

Bike Parking

Secure and convenient bike parking is a critical component of a bicycle and e-mobility network. It helps encourage people to bicycle for their everyday needs. To meet anticipated growing demand for convenient and secure bike parking, it will be necessary to dedicate more right-of-way to bike parking facilities. Shopping districts, community and mobility hubs, and multi-family residential areas where residents may not have the space or ability to securely park or store their bikes, are especially important areas for providing secure bike parking options. People also need spots to lock their bikes and other mobility devices for quick trips to shops and other destinations. SDOT will seek to:

- Consolidate bike parking work at SDOT into a permanent, staffed program responsible for implementing the following tactics in partnership with other agencies and the community.
- Utilize the public right-of-way to install bike parking to meet the level of bicycle use needed to achieve Seattle's climate action goals.
- Provide a variety of types of bike parking to accommodate a wide variety of needs:
 - Short- and long-term parking
 - Covered outdoor and secure parking
 - Parking for larger and differently sized bikes and mobility devices including cargo bikes, long family bikes, adaptive bikes, bikes with trailers, e-scooters, etc.
 - E-bike and e-mobility device charging
- Prioritize areas with older multi-family buildings that do not have secure on-site parking and commercial areas where people's everyday needs can be met. (Supports TEF 43.4)
 - *See "Community and Mobility Hubs" section for detail on bike parking at light rail stations and community and mobility hubs.*
- Consider partnerships, updates to *Streets Illustrated* or City Code to change development requirements and property manager incentives as mechanisms for meeting parking demand.
- Resume meeting community-based requests for bike racks and other micromobility parking infrastructure, and proactively install bicycle parking based on the Seattle Displacement Risk Index to fairly allocate bike and other micromobility parking spaces.
- Continue requiring Seattle Public Schools to install long-term and short-term bike parking at redeveloping schools and partner with Seattle Public Schools to install short-term bike racks on other school sites.
- Develop a strategy for deploying secure parking in the public right-of-way, which may include defining residential and commercial bicycle parking zones and estimating parking

demand within each zone based on adjacent land uses and availability of publicly accessible, convenient, and secure parking on private property.

- Adopt specifications, graphic identify, and wayfinding for secure parking pods/kiosks in the public right-of-way, then identify vendors to partner in delivering secure parking kiosks or pods.
- Implement “intersection daylighting,” which is an easy-to-implement safety treatment that converts the parking spaces and no-parking zones immediately before an intersection into bike parking areas, thereby increasing the visibility of people walking, biking, and rolling across the street.
- Implement loading zones to support increased delivery trips made by people riding bicycles and using e-mobility devices.

While all residential, commercial, and institutional development should provide secure bike parking (a requirement for new development), older buildings may not be well set up to do so, and bicycle parking code requirements and guidelines do not adequately address the needs stemming from a growing number of e-bikes, cargo bikes, and other types of devices, which often do not fit in traditional bike parking areas. It is also important to provide infrastructure for charging e-bikes and other e-mobility devices.

SDOT will seek to:

- Consider the diversity of bikes (e.g., cargo, trike, adaptive), bike design vehicles (e.g. bikes with trailers), and other mobility devices (e.g. scooters) when designing future bike parking at private developments.

PEER EXAMPLE: OONEEPOD

The Ooneepod is one example of secure parking kiosk that can be placed in the right-of-way. With a variety of modular designs and capacities, Ooneepods offer adaptable, secure parking for a monthly fee. Ooneepods are in use in several cities, including New York and Jersey City.



Safe Routes to School

The Safe Routes to School (SRTS) program is designed to improve safety in areas around schools and encourage more kids to walk and bike. SDOT will seek to:

- Expand the School Streets program.
- Serve every public school with an all ages and abilities bicycle facility. (Supports TEF 43.4 and Executive Order 2022-07)
- Continue partnering with Seattle Public Schools on walking and biking safety education for students, including students with disabilities.
- Partner with Seattle Public Schools on bike buses.
- Work with our partners to provide free bicycles to low-income children and their parents/guardians so they may use the skills they learn and ride to school on the bicycle facilities we construct that serve their schools.
- Continue supporting the Safe Routes to School Coordinator position at Seattle Public Schools who works to ignite a culture of active transportation to school.
- Continue providing walking and biking maps to school, free bicycling incentives and prizes for bike to school campaigns, and free packages with bike train supplies.
- Continue engaging with students in designing and installing artwork along routes to school and other community destinations like parks and libraries.

See the Pedestrian Element and People Streets and Public Spaces Element for more information about Safe Routes to School.



Seattle Bike Bus event

Safe Routes to Parks

Park properties offer opportunities to create all ages and abilities bikeways that would greatly enhance network connectivity and create a sense of park expansion. Such connections require close coordination with the Seattle Parks and Recreation Department and thoughtful design to minimize environmental impacts and enhance enjoyment for park users. SDOT will seek to:

- Make investments that make it safer to bicycle to parks. This includes expanding bike connections within and adjacent to parks.
- Build on our existing partnership with Seattle Parks and Recreation and efforts to create these kinds of connections.
- Collaborate with other departments to explore these types of connections.

Neighborhood Greenways and Healthy Streets

Neighborhood Greenways and Healthy Streets are an integral component of the Bike+ network because quieter local streets are often preferred by people riding bikes over busier arterial streets, even if the arterials are AAA. While they are intended for all active modes, they provide important bicycle and e-mobility network connections and neighborhood bicycle recreation opportunities (Supports TEF 43.4). SDOT will seek to:

- Implement Bike+ network to provide a more comprehensive network of AAA routes. Neighborhood Greenways and Healthy Streets will be implemented on non-arterial streets.
- Expand permanent Healthy Streets to all neighborhoods as a way of providing low stress connections to common destinations for people walking, biking, and rolling, regardless of age or and ability. (Supports TEF 43.4 and Executive Order 2022-07) (S4e)
- Enhance Neighborhood Greenways. Bike facilities are implemented using the materials and design standards that are current at the time of their construction. We are always seeking to improve safety and update facilities to meet current standards.
- Improve the legibility and visibility of Neighborhood Greenways and Healthy Streets. Implement cohesive wayfinding between Neighborhood Greenways and the rest of the bike network to help people travel where they need to go. This will make Neighborhood Greenways more visible and navigable for new users and visitors.
- Explore opportunities for expanding neighborhood-based events, play streets, and block parties on Neighborhood Greenways and Healthy Streets.
- Educate people so they are aware of new Greenways in their neighborhood.

See the People Streets and Public Spaces Element for more details on Healthy Streets.

Vision Zero

We are committed to Vision Zero, a goal to eliminate fatal and serious crashes on our streets, and safety is a priority goal for the STP. Achieving the Vision Zero goal requires making changes to our streets to reduce vehicle speeds, minimize conflicts between people driving and people bicycling, and separate people bicycling from those driving. SDOT will seek to:

- Incorporate Vision Zero and Safe System approaches into every project and program.
- Prioritize bicycle safety improvements that are on the high-injury network (HIN), have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis (BPSA) (Supports TEF 19.2)
- Take a comprehensive, data-driven, Safe System approach to address bicyclist fatalities and serious injuries.
- Implement proven techniques systemwide that help further Seattle's goal.
- Create regular opportunities that are not tied to specific projects which enable community conversations on safety with leadership. (Supports TEF 41.6)
- Employ design strategies to maximize comfort and safety for people bicycling, such as those described below under "Update Streets Illustrated" and "Develop a Bicycle Facility Design Guide," through right-of-way reallocation and traffic calming.
- Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, such as protected intersections for bicycles. Protected intersections may include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection depends on bicycle facility type used, adjacent street function, and surrounding land use.
- Encourage helmet use and bike safety through helmet giveaways.
- Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. In some locations, data shows repeated collision patterns involving people bicycling and addressing issues can be challenging due to limited ROW or competing needs for space.
- Test new materials and solutions that would require less width in locations with limited right-of-way and current design standard widths for bike facilities cannot be met. Work to approve deviations for these new design treatments efficiently, and partner across divisions to implement new solutions.

See the Pedestrian Element and the SDOT Vision Zero Top to Bottom Report (2023) for more information about Vision Zero.

E-Bike and E-Scooter Incentives

Seattle's steep topography is a deterrent to biking, and while e-bikes and e-scooters help make bicycling and using e-mobility a more feasible travel option because they make the hills easier to navigate, their high upfront cost makes them unattainable for many. SDOT will seek to:

- Develop programs to directly connect people with e-bikes and e-scooters, remove barriers such as up-front costs, and increase access to free and low cost maintenance programs.
- Develop e-bike and e-scooter incentives to increase purchases of e-bikes and e-scooters and broaden public awareness of these options and their potential for everyday use as a clean, convenient, and inexpensive mode of personal transportation. This can be achieved through promotional activities and incentives, such as rebates or stipends.
- Prioritize low-income individuals and households for incentives to increase equitable access to e-bikes and e-scooters.

See the New and Emerging Mobility Element for information about subsidies that could be provided to people renting shared micromobility devices like shared bicycles and scooters.

PEER EXAMPLE: DENVER E-BIKE AND E-CARGO BIKE INSTANT REBATES

The City of Denver established a rebate program to incentivize more people to purchase e-bikes as a sustainable transportation solution. The program offers tiered rebates based on income and physical ability. Income-qualified applicants can receive up to \$1,400 for an e-cargo bike and people with disabilities can receive up to \$1,400 for an adaptive e-bike. The program releases a limited number of vouchers each month. In its first year, the program has had nearly 5,000 vouchers redeemed.

Participatory Budgeting

Participatory budgeting allows community members to help decide how we spend part of SDOT's budget. The Neighborhood Street Fund is a city program, running on 3-year cycles, that enables the community to propose and help prioritize transportation-related projects that are then built by the Seattle Department of Transportation. Projects fall into various categories such as: art, community placemaking, and safety improvements. (Supports TEF 19.4 and TEF 45.3)

SDOT will seek to:

- Expand and build on our existing participatory budgeting programs, including the Neighborhood Street Fund, to advance equity and transportation justice, and ensure programs serve communities with highest need.
- Expanded programs may also enable an increase in the number of projects selected each cycle.

- Due to project idea collection, community prioritization, and additional outreach efforts, upfront unit costs for projects identified through this process are typically higher than through normal programming.
- However, expanding these programs would allow SDOT to do more meaningful and equitable outreach including funding neighborhood groups, community organizations, informal groups, and business groups who want to do a project, which will help build stronger community connections.

Safe Routes to Transit

Bicycling and e-mobility are ideal first-/last-mile solutions and greatly expand the reach of those who can access our transit system and the region it serves.

SDOT will seek to:

- Make bicycle and pedestrian investments near light rail stations and busy transit stops that make it safer to bike to transit.
- Improve bicycle and e-mobility connections to current and future light rail stations and the frequent transit network.
- Minimize conflicts with transit and impacts on transit performance. (Supports TEF 43.4)
- Advocate for bike supportive policies to transit agency partners, such as continuing the ability to bring bikes onto transit and improving bicycle parking at transit stations.

Community and Mobility Hubs

Community and mobility hubs combine transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located along major transit routes where frequent transit services intersect to improve connectivity and facilitate local neighborhood connections, especially in historically underserved areas. Bike parking will be an important component of the design. They may feature People Streets and Public Spaces elements and goods delivery elements.

SDOT will seek to:

- Partner with Sound Transit and King County Metro to provide sufficient and secure bicycle parking at existing and future Link light rail stations and community and mobility hubs. Light rail stations need ADA accessible kiosks for cargo bikes and adaptable bikes, and they would benefit from high-capacity storage for more traditional bikes.

See the Transit Element and the Curbside Management Element for more detail.

Biking for Congestion Mitigation

Large events, such as sporting events and concerts at the stadiums and arena, and major construction projects can result in traffic congestion on our streets. Biking and using e-mobility are great alternatives in these scenarios and serve as a congestion mitigation strategy.

SDOT will seek to:

- Develop and expand programs that incentivize sustainable alternatives to driving for large events and as a primary congestion mitigation tool during major construction.
- Partner with hosting agencies to accommodate temporary event parking for bikes and e-mobility devices.
- Work with temporary traffic control plans to ensure bike lanes and trails have sufficient detour routes and connections during events.



Adults with two young children riding their bikes while wearing helmets in Seattle

PUBLIC OUTREACH AND EDUCATION

Safety Education

SDOT currently leads safety education campaigns, such as Vision Zero yard signs, that educate people on the importance of driving more slowly and engaging in safer behaviors on our streets. SDOT will seek to:

- Expand safety education campaigns to increase safety for all travelers.
- Make materials accessible to non-English speakers.
- Create regular opportunities that are not tied to specific projects that enable community conversations on safety with City leadership. (Supports TEF 41.6)

Public Education Campaigns on Bicycling and E-Mobility

We are working to make it safe, easy, and affordable for people to get where they need to go without relying on a car. Public education campaigns will be needed to help mainstream bicycling and make it an integral part of daily life for more people. SDOT will seek to:

- Expand public education campaigns to encourage bicycling and using e-mobility.
- Develop focused, continuous outreach to mainstream bicycling and build a diverse bike culture. Emphasize diversity-focused storytelling. Connect bicycling to urban wellbeing.
- Partner with community groups to organize events to promote bicycling (e.g., Ciclovía/Bicycle Weekends, bike swaps, bike festivals) and safety.
- Collaborate with community partners to ignite a culture of bicycling that gives all people the comfort and confidence they need to start bicycling, including to overcome barriers related to skill, knowledge, and cost.
- Incorporate educational messaging around “rules of the road”, and “bicycling etiquette”, or being courteous, particularly when interacting with pedestrians, and how people are intended to use bicycle facilities. (Supports TEF 43.2)

Public Resources

It is important that people have the resources they need to confidently plan their bicycle and e-mobility trips and identify the route that will work best for their needs and comfort level. In order to make that possible, SDOT will seek to:

- Update and enhance online bike map (i.e., improve compatibility with mobile devices).
- Work with mapping and navigation providers to confirm information is accurate.
- Explore web or app-based bike maps that include access routes and any detours planned to help bikers navigate development activities and plan routes efficiently.
- Create an online walking and bicycling route planner that allows users to tailor routing to their needs, such most direct route, most comfortable route that uses only specific facility types, or least steep route.

PARTNERSHIPS

Address Inequities and Past Harm

To rebuild and regain community trust, we must continue to partner with BIPOC-led organizations and co-create with community so investments enhance lives of Black and Brown people living in the South End and do not facilitate displacement, SDOT will seek to:

- Build and maintain relationships with vulnerable communities, including those focused on increasing biking, and learn from the leaders active in these spaces about how SDOT can work and co-create with community members to improve their community.
- Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. (Supports TEF 31.4)
- Prioritize investment in the South End.
- Implement safer street designs to reduce vehicle speeds and calm traffic in underserved neighborhoods. Re-evaluate and study bike safety needs as neighborhoods densify.
- Promote concrete protected bike facilities, especially in low car ownership areas.
- Accelerate the build out of a complete and connected bicycling network, which includes improvements at intersections and supporting bike infrastructure (e.g., bike racks).

Bicycling Organizations

There are a number of groups already doing meaningful work to expand the bicycling community, and we seek to establish or expand our partnerships with them to support their efforts. SDOT will seek to:

- Support and partner with organizations, such as Black Girls Do Bike, Bike Works, Outdoors for All, Peace Peloton, and Northstar Bicycling Club, to encourage bicycling by women and caregivers, people of color, people with disabilities, non-English speakers, low-income populations, seniors, and youth.
- Partnership may come in the form of micro-grants, providing material support for events, and/or dedicated staff time.
- Continue to build meaningful relationships with groups through regular meetings, ongoing communication, and progress on action items. Coordinate across City departments to stay apprised of other conversations taking place.



West Seattle bike experience with organizations 'Black Girls Do Bike' and 'Rainier Riders'

Improve Rail Crossings

There are many opportunities to coordinate with freight, passenger rail, light rail, and streetcar partners on safety improvements at rail crossings.

SDOT will seek to:

- Negotiate who is responsible for ongoing maintenance and design of train track crossing signage.
- Evaluate and update operating agreements for access control for train track use and determine what abandoned tracks can be removed.
- Prioritize locations with greatest needs to update crossing design.
- Research and pilot new materials for track crossing flange treatments to address bike tires becoming stuck.

Coordinate with Partner Agencies

Many agencies play a role in supporting actions to enhance Seattle's bicycle network infrastructure and operations.

SDOT will seek to partner with:

- **King County Metro:** Explore ways to safely locate bike facilities under trolley lines where buses must maintain lateral clearance to attach overhead and make modifications to bike racks on buses to accommodate a variety of e-bike and cargo bike sizes.
- **WSDOT:** Coordinate on design solutions to minimize conflicts at highway entrance and exit ramps.
- **U.S. Army Corps of Engineers, U.S. Coast Guard, Washington State Departments of Natural Resources and Fish & Wildlife, and Tribal Nations:** Coordinate on new and upgraded facilities with drawbridge operations.
- **Seattle Public Utilities:** Coordinate on how to minimize dumpsters blocking bike lanes during pickup days.
- **Seattle City Light:** Coordinate on how to improve access for trail maintenance within Seattle City Light right-of-way.
- **Seattle Parks and Recreation:** As discussed above, coordinate on opportunities for improving bicycling adjacent to and/or through parks, improving and expanding temporary open streets events, and changing policy and operation on select Olmsted Boulevards.



A bike on the front rack of a Metro bus.

Advocate for Changes to State and Federal Legislation and Programs

There are policies that impact bicycle use and safety that are outside of the City of Seattle's control. As a city focused on providing a safe, equitable, and sustainable transportation system, we can advocate for changes to state and federal legislation and programs.

SDOT and the city will seek to:

- Revise driver education policies to require driver education for anyone seeking a Washington driver's license, including people moving to Washington from another state. Put more focus on safety for people walking, biking, and rolling, as well as young driver safety. Many regions of the country do not teach new drivers how to interact with people bicycling and using e-mobility devices, so additional driver education is critical. (Supports TEF 44.4)
- Require drivers aged 72 and older to renew their license every two years and authorize license restrictions to be imposed in the interest of keeping drivers and roadways safe.
- HB 1319 passed in 2023, requiring drivers who are responsible for a fatal crash or one causing "substantial bodily harm" to have their driver's license reexamined. Monitor how HB 1319 is implemented and evaluate if additional legislative action is needed.
- Revise state legislation (RCW 46.61.250) that precludes pedestrians from having priority use of the roadway.
- Continue to engage communities to address equity concerns around automated traffic safety cameras and potentially expand its use in areas with many fatalities and serious injuries.
- Expand e-bike incentives and increase rebates at the state level.

TRANSPORTATION DATA, TECHNOLOGY, AND INNOVATION

Maintain Our Datasets

Data on bicycle facilities is useful to track asset locations and their condition, as well as to provide information to others.

SDOT will seek to:

- Maintain the dataset for existing bicycle facilities and the digital inventory of public bicycle parking locations, and continually update them on the city website.

Use Data to Inform Changes to the Transportation System

To make informed decisions typically requires good data.

SDOT will seek to:

- Create a more robust bike count and annual reporting program that captures bike activity at specific locations, such as within Link light rail station areas, along key bicycle corridors between urban villages and centers, and along Neighborhood Greenways, and trips made using shared micromobility.
- Collect data on non-commute trips made by personal and shared bicycle and e-mobility devices, such as through trip surveys, big data, and more.
- Collect data on the demographics of people bicycling and using e-mobility at a regular interval to track progress toward increasing the diversity of who is bicycling and using e-mobility devices. SDOT strives to expand the bicycling community and include more women, caregivers, people of all ages and abilities, and people of color. Determine the best format for collecting this data.
- To better estimate network-wide bicycle and e-mobility volumes, develop factor groups based on permanent count data and extrapolate short-duration counts that can be used in planning and performance tracking.
- Purchase updated bike counters and maintain existing equipment quickly to provide accurate reporting.
- Explore use of cellular data to augment and validate bicycle volume estimations.
- Make bike count data easily accessible to City staff, partner agencies, and the public.
- Evaluate existing multi-use trail conditions and develop recommendations to improve the multi-use trail environment. This includes pavement and shoulder condition, vegetation control, adjacent buffers and/or barrier treatments, intersection and/or railroad crossings, etiquette signage, and wayfinding signage.
- Continue to partner with third party mapping companies to confirm their maps include up-to-date information and do not route people onto dangerous streets.

MAINTENANCE & MODERNIZATION

Update Streets Illustrated

Streets Illustrated (Seattle’s Right-of-Way Improvements Manual) identifies comprehensive design standards and guidance for bike lanes, multi-use trails, intersections, bike lanes with transit service, Neighborhood Greenways, and bike parking based on national best practices. As best practices continue to evolve, our design standards need to reflect that. As more people use cargo bikes, e-bikes, adaptive bikes, and e-mobility devices that vary in size and speed at which they travel, we’ll need to provide adequate space for people traveling faster to safely pass those moving more slowly.

Streets Illustrated needs to reflect the wide range of bicycle and e-mobility devices that use, and will use, the Bike+ and multi-use trail networks in the future. This section highlights considerations to account for when updating *Streets Illustrated*.

SDOT will seek to:

- **Include the Bike+ network** in *Streets Illustrated* to minimize conflict points between people bicycling and driveways to new developments.
- **Bikeway Width.** Increase the width of bikeways to accommodate the volumes of people bicycling that are needed to meet Seattle’s climate action goals and an increasing number of cargo bikes, e-bikes, adaptive bikes, and e-mobility devices that vary in size and speed at which they travel. In areas with higher anticipated bicycle and e-mobility activity, such as light rail station areas and within urban villages and centers, it is especially important to size our protected bike lanes and their associated buffers to meet growing demand, encourage usage, and help people feel comfortable.
- **Standard Bicycle Design Vehicle.** Adopt a standard bike with a trailer as the “design vehicle” for new and upgraded bikeways. Using this footprint in bikeway design will help make sure new bikeways provide enough space for proper turning movements, intersection cut throughs, and spaces for waiting.
- **Physical Separation.** Physical separation of bike lanes and other measures, such as clear signage and enforcement, should be used to prevent drivers parking or traveling in bike lanes. *Streets Illustrated* identifies a variety of permanent and interim buffer treatments, but interim treatments should be used sparingly and phased out over time for more durable, permanent treatments that meet or exceed the full buffer width per *Streets Illustrated*. We will continue to advance our separation standards to best accommodate emergency vehicles, encourage people driving to obey traffic laws, minimize maintenance and replacement costs, and consider constructability and supply chain issues. Physical separation also increases feelings of and actual safety for people bicycling and using e-mobility devices, making them more likely to use facilities.
- **Multi-Use Trail Width.** Multi-use trails typically should be designed to standard widths, with additional soft surface shoulder space on both sides. In high demand areas with large volumes of pedestrians, wider trails should be provided to enable more operating space, and in some cases, separation between people bicycling and walking.

- **Neighborhood Circulation and Traffic Calming.** As we continue to build out an extensive Neighborhood Greenways network, broader neighborhood circulation strategies should be used to achieve vehicle volumes and speeds at or below NACTO thresholds. Diverters are one strategy that could be implemented on Neighborhood Greenways, Healthy Streets, and School Streets, though not appropriate in every location. Adding stop signs for side streets crossing the Greenway is another strategy and has improved compliance of drivers stopping for bicyclists and people walking.
- **Safe Intersections and Signal Strategies.** At busy street crossings, prioritize people walking, bicycling, rolling, and using e-mobility devices on Neighborhood Greenways and multi-use trails. To reduce crashes and conflicts at major intersections, bicyclists and motor vehicle drivers should be separated physically (e.g., a protected intersection) and/or temporally (e.g., a dedicated signal phase). Eliminate vehicle turn movements that conflict with movements of people walking, rolling, and biking. Bicycle detection should continue to be implemented using an appropriate technology for the specific location context (e.g., push buttons, loops, infrared, etc.), and signal delay for people bicycling should be minimized. This may include retiming signals to provide “green waves” that optimize travel at 10-15 mph for people bicycling on arterial streets.
- **Network Legibility and Predictability.** To make bicycling and e-mobility attractive to a broader group of Seattleites and visitors, the network needs to be legible and intuitive. This includes uniform design and clear connections between on-street bicycle lanes, off-street trails, and Neighborhood Greenways as well as to and from transit stations and major destinations. Designing bicycle facilities to provide predictable movement of people on bicycles also helps minimize conflicts with motor vehicles and freight goods movement. Increased coordination with other city wayfinding programs is needed to provide consistency in what destinations are called, graphics, and format for secondary languages. Our extensive wayfinding system is important to network legibility.
- **Permanent Bike Barriers and Curb Space.** Identify design standards and guidance for how permanent bike barriers interface with the curb. For example, *Streets Illustrated* will include how motor vehicles should access private development curb cuts and how cargo bikes making deliveries should enter/exit the bike lane.
- **Bike Parking at Developments.** As discussed above under “Bike Parking,” look at updating *Streets Illustrated* or City Code to change bike parking requirements for development projects as a mechanism for meeting parking demand.
- **Increase pedestrian-scale lighting.** Expand the requirements for pedestrian-scale lighting downtown to all Urban Villages and multi-use trails. Many trails and off-street connections are dark and challenging to navigate at night and better lighting would make them more useful. These locations will be inventoried and prioritized, and we will work with Seattle City Light to develop a plan and funding mechanism for installing additional lighting. (Supports TEF 45.3)

See the People Streets and Public Spaces Element for more information about implementing pedestrian-scale lighting improvements.

Develop a Bicycle Facility Design Guide

Streets Illustrated provides a high-level framework for bicycle facility design, but a more comprehensive *Bicycle Facility Design Guide* is needed to supplement it. This will allow SDOT to better reflect current best practices. SDOT will seek to:

- Create a *Bicycle Facility Design Guide* to supplement *Streets Illustrated* that will be referenced when designing and implementing bike projects.

Maintain the Bicycle and E-Mobility Network

To provide a safe and comfortable bicycling and e-mobility experience, SDOT will seek to:

- Periodically review and adjust resources for maintenance equipment, labor, and program management to be proportionate to a growing bicycle and e-mobility network.
- Improve and promote the Find It, Fix It app to make it easier for community members to report maintenance issues, including bike facility specific issues.
- Address maintenance concerns efficiently and promptly.
- Address annual maintenance needs in an organized manner for seasonal issues, such as vegetation trimming, blackberry bush removal, bike lane sweeping, and clearing drainage problems.
- Promote use of sustainable materials in construction of bike facilities that are durable and have lower lifecycle costs to replace and maintain, such as permanent barriers.
- Negotiate maintenance agreements with partners.
- Work with public and private partners to identify and enforce bike lane detour routes in construction zones so that bicyclists and e-mobility users have a safe alternative route.
- Anticipate signal equipment upgrades, including needed signal heads or phasing changes to make bicycling connections easier.
- Develop a schedule for routine maintenance checks, such as bike lane sweeping, lane striping, and protective barrier materials replacement, that prioritizes locations for investment.

DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

A bikeable city is one where people of all ages and abilities ride bikes because it is a convenient, affordable, fun, safe, and healthy choice. (Supports TEF 43.4)¹²

A bikeable city includes:

- Connected and well-maintained bicycle facilities between where people live and the places they need to go to meet their everyday needs, including school, shopping, services, work, parks, and connecting to transit for longer trips (Supports TEF 45.3, 19.4)
- Enjoyable and safe places to ride a bicycle or e-mobility device—whether on a residential street, multi-use trail, or protected bike lane (Supports TEF 45.3)
- Places to securely park bicycles and e-mobility devices of all sizes at destinations (Supports TEF 45.3)
- Intuitive and inviting design and wayfinding that makes people feel comfortable and confident navigating the network
- Increased access to bicycles and e-mobility devices
- Well-lit streets and multi-use trails
- Broad community acceptance and support for bicycling as a viable and attractive mode of travel, including from businesses, schools, and government (Supports TEF 29.1). Bicycling is mainstream
- Biking is more convenient and time competitive than driving for short- and medium-length trips
- A traveling public that is educated on how to share the road safely, respectfully, and predictably
- These components are particularly important to make bicycling more accessible and attractive for populations historically underrepresented in bicycling, such as women, people with lower incomes, and people of color.

¹² TEF refers to SDOT's Transportation Equity Framework. You can learn more about the TEF at <https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program/equityworkgroup>. A complete list of the TEF tactics referenced is located at the end of the element.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommends performance measures to monitor the implementation of the STP Bicycle and E-Mobility Element. They are part of a 3-tiered system of measures that includes:

- Tier 1: Overarching outcome-based measures are identified in the STP implementation strategy (see Chapter 4 of the Part I document). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled and the percentage of household income dedicated to transportation.
- Tier 2: These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include a target to increase the share of people taking active trips and the percentage of households living within a quarter mile of an all ages and abilities bikeway.
- Tier 3: Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include the number of secure bike parking spaces installed each year in public right-of-way (both citywide and in equity priority areas); number of miles of multi-use trails, protected bicycle lanes, and Healthy Streets created each year; percent of bicycle and e-mobility catalyst projects completed (both citywide and in equity priority areas); and more.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.¹³

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 5 identifies the Tier 2 performance measures that will be tracked for the Bicycle and E-Mobility Element.

¹³ <https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

Table 5: Bicycle and E-Mobility Performance Measures

Desired Outcome	Performance Measure (Source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people biking and rolling (Seattle Police Department (SPD) Collision reports)	33 (2022)	Zero Sub-measure: track by age, gender, and housing status as data is available.	Yes	Safety Equity Sustainability Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of bicycle and micromobility trips (SDOT)	3% (2019)	8% by 2044 Sub-measure: Track bike ridership by race, gender, and age	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Increase access to All Ages and Abilities network	Percent of households within ¼ mile to the Bike+ or multi-use trail networks (Census Bureau, SDOT)	64% of households 42% of schools (2023)	100% by 2044 Sub-measure: Percent of public schools directly served by a Bike+ route or multi-use trail. 100% by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality
Support a well-maintained bike network	Percent of bikeways with fair or better pavement condition (SDOT)	63% (2023)	Achieve and maintain a higher percent of bike segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

RELEVANT TEF TACTICS

- TEF 19.2—Identify opportunities to repurpose travel lanes for transit, biking, and smaller, lighter-weight vehicles and devices to create more travel options with the STP.
- TEF 19.4—Focus maintenance resources in communities and neighborhoods currently underserved by government that have significant maintenance needs; use findings from the racial equity assessment.
- TEF 19.6—Prioritize person-throughput as metric rather than vehicle throughput.
- TEF 29.1—Create publicly accessible, community-oriented visuals and neighborhood-specific snapshots to capture where SDOT has built infrastructure, dedicated investments, and collected community feedback; this should be utilized by SDOT, other City departments, and transportation partners to inform future investment needs and planning and programmatic efforts.
- TEF 41.6—Create regular opportunities that are not project specific for community conversations on safety with leadership.
- TEF 43.2—Coordinate with community-based organizations (CBOs) and legislators to revise or remove pedestrian crossing (jaywalking, etc.) and helmet laws that result in harm to BIPOC communities; replace with educational outreach that promotes safe walking, rolling, and bicycling behaviors.
- TEF 43.4—Review SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way (ROW) for people of all ages and abilities—people recreating, shopping, walking, rolling, riding bikes and transit.
- TEF 44.4—Advocate for bicycle and pedestrian safety to be a part of driver education and license renewal process; ensuring that safety is a continuing education component for drivers related to this safety topic.
- TEF 45.3—Identify spaces for equitable investment that can activate community, foster local economic development, and facilitate connections to transit.
- TEF 56.4—Improve, identify, and maximize current opportunities for street trees and greenscapes in SDOT activities, ranging from routine maintenance to capital project delivery; ensure design guidance and functions of maintenance include this consideration for long-term sustainability.

GLOSSARY

Active transportation: Human-powered modes of travel such as walking, biking, and using a wheelchair.

ADA: Americans with Disabilities Act

Adaptive bikes: Bicycles that are designed for people with disabilities or who cannot ride a traditional two-wheeled bicycle. Examples include trikes and hand cycles.

All ages and abilities (AAA): Bicycle and e-mobility facilities that people of all ages and abilities feel comfortable using. They provide low-stress bicycling conditions and focus on safety.

Arterial street: The “backbone” of the roadway system and accommodates the most trips for all modes. Arterials provide the connections between freeways and access streets and vary in their speed and volume characteristics, design features, and degrees of local access.

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bicycle crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

Bicycle Master Plan (BMP): A long-range plan developed by SDOT in 2014 that identifies projects, programs, and investments for a citywide bike network to make riding a bicycle a comfortable and integral part of daily life in Seattle. The Bicycle and E-mobility Element builds on the BMP.

Bike+ Network: Bikeways suitable for all ages and abilities (AAA) that allow for safe, comfortable, and accessible bicycle travel such as protected bike lanes and Neighborhood Greenways. The Bike+ Network will be seamlessly integrated with the multi-use trail network.

Bike buses/trains: Organized group bike rides for kids to travel safely to and from schools.

Bioswale: Vegetated ditches that capture and filter stormwater runoff.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

Capital Improvement Program (CIP): A planning tool that identifies future capital investments and funding strategies over 6 years.

Cellular vehicle-to-everything (C-V2X): Technology that enables vehicles to wirelessly connect and interact with their surroundings, such as other vehicles and 5G service. C-V2X has the potential to make travel safer by reducing crashes and conflicts between road users.

Community and Mobility Hubs: Places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Community-based organizations (CBOs): These are trusted community builders and leaders.

Complete communities: Neighborhoods where residents can access all daily needs within walking distance.

Comprehensive Plan: A 20-year vision and roadmap that guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

E-cargo bikes: Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

E-commerce: The buying and selling of goods online that are then delivered directly to a home or business. Examples include Amazon and eBay.

E-mobility: Personal and shared electric-powered bicycles, scooters, and other electric-powered devices.

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City's climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City's fleet zero-emission by 2030.

Find It, Fix It app: A smartphone app offering mobile users a way to report selected issues to the City by submitting a photo and written description.

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

GHG: Greenhouse gas emissions.

Healthy Streets: Streets for people walking, rolling, biking, and playing. They are closed 24/7 to pass-through traffic. People driving who need to get to homes and destinations along Healthy Streets retain access and can still drive on these streets.

High-injury Network (HIN): The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred to inform safety corridors of focus for the Vision Zero program and more. It prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes.

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Level of traffic stress (LTS): A measure of the amount of discomfort cyclists feel biking next to traffic.

Low-emission neighborhood: Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.

Micromobility: Small, low-speed transportation devices. They are convenient for traveling short distances or the beginning or end of trips. They include bikes and scooters.

Multimodal: Refers to the various ways people use the transportation system, such as walking, riding a bicycle, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.

Multi-use trails: Off-street paths for people walking, biking, rolling, or using other non-motorized/e-mobility devices.

NACTO: National Association of City Transportation Officials

Neighborhood Greenways: Neighborhood Greenways are safer, calmer neighborhood streets where people walking and biking are the priority. These streets work together with trails and protected bike lanes to provide connected routes to bring people to the places they want and need to go as part of Seattle's all ages and abilities bicycle network.

Neighborhood Street Fund: A City program, running on 3-year cycles, that enables the community to propose and help prioritize transportation-related projects that are then built by SDOT.

Personal delivery devices (PDDs): Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods

Protected bike lanes: Bike lanes that are physically separated from traffic and the sidewalk, offering a greater level of comfort and safety for cyclists.

PSRC: Puget Sound Regional Council

PSRC Household Travel Survey: Collection of data on travel behavior – who, what, when, where, why, and how people travel – from households throughout the Puget Sound Region.

Public Spaces: Plazas and Shoreline Street Ends that come in many shapes and forms. They are pedestrianized spaces that invite people to gather, play, and connect with one another. These spaces may be focal points in neighborhoods that support local businesses, venues for community gatherings, or more subtle spaces that are loved by locals and stumbled upon by visitors who delight in their discovery. They may incorporate public art, seating, games, trees and green infrastructure, and flexible space for vendors and gatherings. Public Spaces are born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.

Race and Social Equity (RSE) Index: A tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities.

RCW 46.61.250: This is the state code regarding pedestrians on roadways. It describes the nuances of allowed pedestrian behavior when sidewalks are available and accessible and when they are not. You can find exact language of the code here: <https://app.leg.wa.gov/rcw/default.aspx?cite=46.61.250>

Refuge islands: Paved median that protects pedestrians crossing a multi-lane street by providing a safe place to stop.

Right-of-way (ROW): Strip of land legally established for primary purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: Includes low-speed, wheeled mobility devices that use pedestrian network, like wheelchairs and strollers.

Safe Routes to School: A national movement to make it easier and safer for students to walk and bike to school. The program is designed to improve safety in areas around schools and to encourage more kids to walk and bike.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Goals are to create safer vehicles, speeds, roads, and people and provide post-crash care.

Seattle Displacement Risk Index: Areas in Seattle identified where displacement of people of color, low-income people, renters, and other populations susceptible to displacement may be more likely.

Shared micromobility: Shared bikes and scooters offer low-cost options for a short distance trip. Riders locate and rent available devices with a phone, ride it where they want to go, and leave it responsibly parked for the next person.

Shared Streets: Streets that are “people first” spaces either permanently or during certain times of the day or week. They are typically identified in partnership with the surrounding community. Shared Streets include Healthy Streets, Café Streets, School Streets, Event Streets, Special Alleys, and Pedestrianized Streets.

Slow Lanes: Dedicated lanes that allow human-powered or small motorized devices to travel safely separated from larger vehicles.

Speed cushion: Multiple low-rise speed humps placed together that slow vehicle speeds while still allowing emergency vehicles to pass through normally. They are used on low volume and non-arterial streets.

STP: Seattle Transportation Plan

Streets Illustrated: Seattle’s Right-of-Way Improvements Manual is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle’s street right-of-way.

Traffic calming: Physical changes to street design that slow traffic and make the street safer for all travelers. Examples include traffic circles, speed humps, and narrow lanes.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.

Urban Villages and Centers: Areas in Seattle identified in the Seattle 2035 Comprehensive Plan where the most future job and employment growth is targeted. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit use.

Vision Zero: City’s goal to eliminate traffic deaths and serious injuries on city streets by 2030.

Vision Zero Top to Bottom Review: A review of the Vision Zero program and actions. It was conducted to help the department better understand the causes of the rise in number of traffic deaths and to identify opportunities to reduce harm while creating a culture of care and dignity for all travelers.

Vulnerable Communities: Communities that have historically and currently been erased, intentionally excluded and/or underinvested in by government institutions. SDOT’s Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhood

Vulnerable traveler: As defined in City Code, a pedestrian, a person riding an animal, or a person operating or riding any of the following on a public way: a farm tractor or implement of husbandry, without an enclosed shell, a bicycle, an electric-assisted bicycle, an electric personal assistive mobility device, a moped, a motor-driven cycle, a motorized foot scooter, or a motorcycle.” The STP intentionally uses the term “vulnerable traveler” instead of “vulnerable user” to better reflect that people are traveling in the public way.

Wayfinding: Visual information that helps people to orient themselves spatially. Wayfinding is important to ensure people can travel easily, comfortably, and safely. Methods of wayfinding include signs and maps.

WSDOT: Washington State Department of Transportation

Zero-emission travel: Modes of transportation that do not emit any greenhouse gases (GHGs)

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Pedestrian Element



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INTRODUCTION

Walking or rolling in Seattle is a basic activity and way of getting around that should be safe and accessible for people of all ages and abilities—whether you are 8 years old or 80, and whether riding in a stroller or navigating streets in a wheelchair. (Supports TEF 43.4)¹

A quality pedestrian network is at the core of an equitable and accessible transportation system, providing a travel option that requires no monetary cost or ability to operate equipment and has no age limit.

OUR DEFINITION OF WALKING INCLUDES MOBILITY FOR ALL— PEOPLE OF ANY AGE, PEOPLE WHO USE WHEELCHAIRS OR MOBILITY DEVICES, AND PEOPLE WITH VISUAL, HEARING, OR OTHER IMPAIRMENTS.

Walking is essential for seniors, children and young adults, people with limited mobility, and people in places with fewer transportation choices. A well-connected, safe, and comfortable pedestrian network also promotes physical activity, with broad co-benefits for community health. Walking also leaves less wear on existing infrastructure, especially compared to large vehicles. When people choose to walk instead of drive, it reduces vehicle trips and transportation emissions, making our streets safer and more comfortable. This makes walking an important component of fighting climate change and achieving Seattle’s Vision Zero safety goal of ending traffic deaths and serious injuries on city streets.

HOW THE PEDESTRIAN ELEMENT ADVANCES THE STP

The Pedestrian Element of the Seattle Transportation Plan (STP) is a blueprint to create a more walkable Seattle. It highlights the needs of people walking and rolling and guides future investments to achieve STP goals. Already one of the most walkable cities in the US, and one of only five cities across the country to have earned the Platinum level Walk-Friendly City designation,² we continue to improve the walkability of Seattle through a variety of existing and emerging programmatic activities and initiatives.

Seattle adopted its first Pedestrian Master Plan (PMP) in 2009 and completed a substantial update in 2017. The STP and Pedestrian Element build on and supersede the 2017 Pedestrian Master Plan (PMP), which:

- Adopted a strong vision for a pedestrian-friendly environment in the City of Seattle.
- Committed to the development of a safe and connected pedestrian network that helps provide a high quality of life for residents.
- Produced a data-based framework for evaluating needs and priorities across the city.
- Identified a Priority Investment Network (PIN) for safe access to schools and transit.

¹ TEF is SDOT’s Transportation Equity Framework. More at [Seattle’s Transportation Equity Framework - seattle.gov](https://seattle.gov/transportation/equity-framework)

² [Walk Friendly Communities](https://www.walkfriendly.org/communities/). <https://www.walkfriendly.org/communities/>

- Directed capital investments and programs throughout the city.
- Between 2016-2023, we built 235 blocks of new sidewalks and implemented 189 crossing improvements. To further improve walkability, the Seattle Transportation Plan (STP) envisions comfortable pedestrian accommodations on all Seattle streets.

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work in Seattle, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fits the needs of our unique and varied communities— whether a dense downtown grid, a quiet residential neighborhood, or a bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike and use transit because they don't have to travel as far. People have more access in these places, enabling them to live car free if they choose to or can't afford one. In places where development is more spread out, people might still walk or bike for short trips or to connect to transit, but it is often harder due to longer distances between destinations.

While some people choose to live or work in places that are more spread out, others do so because they have no choice and driving is their only viable option. For instance, people who live outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living, may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate contexts. For example, freight-and-bus only lanes can support reliable travel times for industrial workers and transit riders, or on-demand rideshare services could provide more convenient shared trips. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

By planning for people walking and rolling, there are several ways we support growth:

- Supportive infrastructure, like sidewalks and enhanced crossings, combined with denser development patterns that provide complete communities, can enable more people to walk for short trips, like groceries and appointments, or connecting to transit.
- Walking is zero-emission; when more people replace driving trips with a walk instead, we will reduce emissions and traffic from motorized transportation.
- When there are more people walking and rolling, it helps create a sense of place and activates our streets and public spaces, providing a greater sense of safety and security.

Economic Benefits from Pedestrian Activities

The STP supports economic vitality in a range of ways and each functional Element plays a role. Ample research has shown a positive correlation between economic benefits and the addition of transportation improvements that support people walking and rolling.

- Walking and rolling has no monetary cost associated with it; if people are provided land use and housing options that enable them to walk for more trips, they may not need to own a car and can save money that would otherwise be spent on auto ownership and storage.
- Studies have found new street improvements for pedestrians and cyclists increase sales at nearby business by up to 30 percent.³
- Food service industries especially benefit from the addition of active transportation infrastructure; even in cases where a motor vehicle travel lane or parking was removed to make room for a bike lane, food sales and employment tended to go up after pedestrian (or bike) improvements were installed.⁴
- Walking is healthy, and healthy people provide savings to individuals, employers, and society; residents of the most pedestrian-friendly areas of King County were more physically active and less overweight than those in areas with fewer pedestrian-friendly amenities.⁵
- A dense and walkable urban network may facilitate the spread of small local shops and street markets, thus increasing the variety of goods and services, independent retailing, local employment, and start-up business opportunities.⁶
- An increase in walking is correlated with higher levels of productivity and creative thinking; the most walkable urban metro areas have substantially higher GDPs per capita and percentages of college graduates over 25 years of age in the population.⁷
- Walkable places promote tourism, and tourists on foot tend to spend more money.
- Walkable urban centers attract investment from developers and individuals due to the competitive advantages of locating in a place where employees and clients want to be.

³ Walkability Means Better Business (Issue 188, July 2019) – Community Economic Development (wisc.edu)

⁴ Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility - A Multi-City Multi-Approach Exploration [Phase 2] | National Institute for Transportation and Communities (pdx.edu)

⁵ https://www.cdc.gov/nceh/ehs/docs/jeh/2008/july-aug_w_case_studies/jeh_jul-aug_08_seattle.pdf

⁶ [PDF] Walkability and built environment (researchgate.net)

⁷ Foot_Traffic_Ahead_FINAL-compressed.pdf (smartgrowthamerica.org)

RELATIONSHIP TO STP GOALS

Walking plays an important role in meeting the STP's goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes. Because people walking are the most vulnerable road travelers and nearly all trips include walking, improved safety for people walking effectively makes streets safer for all road travelers.



Co-create with community and implement restorative practices to address transportation-related inequities. The pedestrian network connects people of all ages and abilities, especially people with disabilities or physical limitations. It increases access to jobs and other opportunities, especially those located near transit stops and stations and where people live.



Respond to climate change through innovation and a lens of climate justice. High-quality, attractive pedestrian, bike, and transit networks provide the backbone for a low-carbon transportation system. Walking is emission-free, and most transit, car, and bike trips also include some walking or rolling. Street trees sequester carbon and provide shade and other environmental benefits.



Provide reliable and affordable travel options that help people and goods get where they need to go. A quality pedestrian experience in every neighborhood promotes walking for short trips, such as running errands. For long trips, walking is how most people access transit stops and stations, and pedestrian improvements can increase the number of households who can safely and comfortably walk to transit stops and stations.



Reimagine our streets as inviting places to linger and play. Walkability contributes to community and economic health, independence, and social cohesion. Increased walking and physical activity are linked to reduced obesity, improved mental health, and decreased likelihood of several chronic diseases. Walking provides independent mobility for kids and for older adults, enabling seniors to age in place. It also facilitates casual social interactions that nurture a sense of community. Trees in the pedestrian realm provide shade, reduces urban heat islands, improves air quality, and enhances neighborhood livability.



Improve city transportation infrastructure and ready it for the future. Increased walkability could lower maintenance burdens on city streets by encouraging less reliance on vehicles, which contribute significant routine wear and damage to city streets. Implementing “upstream improvements,” such as reducing the number of vehicle lanes, can reduce upfront and lifecycle costs of pedestrian crossings. Taking a holistic life-cycle cost analysis of quick-build pedestrian treatments as compared to standard treatments helps better understand total cost and material use differences.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **Pedestrian Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.

([Supports Safety Key Move S2a](#))

Feature community voices in planning documents. ([Supports Equity Key Move TJ1b](#))

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: Pedestrian Element: Delivering the Key Moves Actions

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
SAFETY KEY MOVES							
Reduce vehicle speeding to increase safety (S1)							
P1	Design all streets using context-appropriate traffic calming treatments that are proven to reduce speeds and encourage people driving to travel at the posted speed limit. This should include strategies to narrow the street, coordinate traffic signs and signals, and plant street trees. [Supports Key Move S1a]	✓					
P2	Implement traffic calming strategies, such as traffic circles, chicanes, or speed humps, cushions, and tables. Pair strategies with programs that deliver educational campaigns to reduce speeding. [Supports Key Move S1b]	✓					
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
P3	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. [Supports Key Move S2a]	✓					
P4	Prioritize pedestrian safety improvements that are on the high-injury network, have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis. [Supports Key Move S2b and TEF 19.2]	✓			✓		
P5	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. [Supports Key Moves S2c]	✓			✓		
P6	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. [Supports Key Moves S2d]	✓			✓		
P7	Expand opportunities to more safely cross busy arterials by installing enhanced crossings, improved lighting, and other treatments. [Supports Key Moves S2e and TEF 40.6]	✓			✓		
P8	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. [Supports Key Move S2f]	✓					
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)							
P9	Develop a standard to measure right-of-way tradeoffs for pedestrian design to use during project development along multi-modal corridors, including consideration of standard maximum crossing distances.	✓					
P10	Construct new sidewalks, enhanced crossings, bike lanes for all ages and abilities, and multi-use trails where there are gaps or opportunities for new connections, prioritizing places with the greatest safety concerns. [Supports Key Move S3a]	✓			✓		
P11	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments. [Supports Key Move S3b]	✓	✓	✓	✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
P12	Harness funding and opportunities when private development occurs to build planned new network facilities and prioritize mobility for people walking and rolling when construction occurs. [Supports Key Move S3c]	✓			✓		✓
P13	Upgrade existing facilities for people walking and rolling to be safer and accessible for people of all ages and abilities. [Supports Key Move S3d and TEF 7.1, 43.4]	✓			✓		
P14	Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. [Supports Key Move S3f]	✓					
P15	Expand safety education for all travelers. [Supports Key Move S3g]	✓					
Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)							
P16	Construct the networks for walking, rolling, and People Streets and Public Spaces as outlined in this Plan. [Supports Key Move S4a]	✓	✓	✓	✓	✓	✓
P17	Make investments near light rail stations and busy transit stops that make it safer to walk and roll to transit. Establish a Safe Routes to Transit program. [Supports Key Move S4b]	✓		✓	✓	✓	
P18	Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking and rolling along and across major transit corridors. [Supports Key Move S4c and TEF 40.2]	✓		✓	✓	✓	
P19	Serve every public school with all ages and abilities pedestrian facilities. [Supports Key Move S4d and TEF 43.4]	✓	✓	✓	✓	✓	
P20	Expand low-stress neighborhood connections to common destinations (local businesses, parks, schools, transit stops, community centers, etc.) for people walking, biking, and rolling through programs like permanent Healthy Streets. [Supports Key Move S4e, TEF 43.4 and Executive Order 2022-07]	✓	✓	✓	✓	✓	
P21	Provide pedestrian-scale lighting to make people walking more visible to people driving vehicles and to increase personal safety. [Supports Key Move S4f]	✓				✓	
P22	Make investments that make it safer to walk and roll to parks, community gathering spaces, and other common destinations. Establish a Safe Routes to Parks and Shorelines program. [Supports Key Move S4g]	✓					
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making process (TJ1)							
P23	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. [Supports Key Move TJ1a]		✓				
P24	Feature community voices in planning documents. [Supports Key Move TJ1b]		✓				
P25	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. [Supports Key Move TJ1c and TEF 29.1, 41.6]		✓				
P26	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. [Supports Key Move TJ1d, TEF 3.4]		✓				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
P27	Build trust and capacity within organizations that prioritize our vulnerable communities and advocate to improve conditions for people who walk, bike, and roll. Learn from leaders active in these spaces. [Supports Key Move TJ1e and TEF 31.4]		✓				
P28	Normalize the practice of making decisions about policies and right-of-way (ROW) allocations with input from vulnerable communities. Build on existing participatory budgeting programs, such as the Neighborhood Street Fund, and include more communities in project generation and selection processes. [Supports Key Move TJ1f and TEF 19.1, 25.4]		✓				
P29	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiative. [Supports Key Move TJ1i]		✓				
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							
P30	Prioritize walking and rolling investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. [Supports Key Move TJ2a]		✓		✓	✓	
P31	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. [Supports Key Move TJ2d and TEF 14.3, 15.2]		✓		✓	✓	
P32	Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. [Supports Key Move TJ2e and TEF 31.4]		✓		✓		
P33	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. [Supports Key Move TJ2h]	✓	✓		✓		
P34	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2j]		✓				
Remove cost as a barrier so everyone can take the trips they need to make (TJ3)							
P35	Construct the walking and rolling network outlined in this plan. Expanding access to this affordable mobility option makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefitting people who need to travel outside of 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation. [Supports Key Move TJ3a]		✓		✓	✓	
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets (TJ4)							
P36	Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. [Supports Key Move TJ4a]		✓		✓	✓	
P37	Support community-based organizations and legislators to revise or remove punitive pedestrian crossing laws (i.e., jaywalking) that result in harm to BIPOC communities. [Supports Key Move TJ4c and TEF 42.2]	✓	✓		✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
P38	Develop a policy for automated traffic safety cameras and potential expansions informed by recommendations from the racial equity analysis conducted in partnership with community to address concerns and mitigate harms, while continuing to soliciting feedback from community and other stakeholders. [Supports Key Move TJ4e]	✓	✓		✓		
P39	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. [Supports Key Move TJ4g]	✓	✓		✓		
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options (CA1)							
P40	Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies as well as lifecycle-based strategies (for example after a move or the birth of a first child) that encourage non-driving travel choices for all trips. [Supports Key Move CA1a]				✓		
P41	Expand public education campaigns to encourage bicycling, using e-mobility, walking, rolling, and taking transit. [Supports Key Move CA1b]				✓		
P42	Develop and expand programs that incentivize sustainable alternatives to driving for large events, and as a primary congestion mitigation tool during major construction projects. [Supports Key Move CA1c]				✓		
P43	Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). [Supports Key Move CA1g]	✓			✓	✓	
Green city streets through landscaping and street trees to better handle changing climate (CA2)							
P44	Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way. [Supports Key Move CA2a and TEF 56.4]				✓		
P45	Prioritize tree planting and maintenance in historically under-invested communities, as we continue to increase tree canopy coverage citywide. [Supports Key Move CA2c and TEF 56.6]				✓		
P46	Partner with local communities, including Tribal and urban Native communities, to co-create green landscape and urban forest improvements that increase resilience to climate impacts and protect cultural resources. [Supports Key Move CA2d and TEF 24.2, 56.4]		✓		✓		
P47	Install green stormwater infrastructure to address streets that already and will continue to flood frequently. Consider locations for de-paving projects that will expand green spaces and improve climate resiliency. Explore opportunities to implement joint sidewalk and green stormwater infrastructure projects. [Supports Key Move CA2e]				✓		
P48	Conduct Tribal consultation on shoreline street ends to address Tribal trust and treaty rights, habitat restoration, and cultural placemaking opportunities. [Supports Key Move CA2g]		✓		✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
Foster neighborhood vitality and improved community health (CA3)							
P49	Co-create low-emission neighborhoods with communities so the benefits of cleaner air and safer streets are shared equitably. [Supports Key Move CA3a]			✓			
P50	Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity. [Supports Key Move CA3d]			✓	✓		
P51	Create pedestrianized streets or zones at the heart of neighborhoods throughout Seattle. [Supports Key Move CA3g]			✓	✓		
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
P52	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking and rolling. [Supports Key Move PG1a and TEF 19.6, 43.4]				✓		
P53	Expand the pedestrian wayfinding program, including at transit stations and stops, in collaboration with community and regional partners. [Supports Key Move PG1f and TEF 48.1]				✓		
Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips (PG2)							
P54	Add, enhance, and maintain dedicated pedestrian spaces in the form of sidewalks, walkways, and shared streets with appropriate traffic calming to provide a safe and accessible pedestrian environment. [Supports Key Move PG2a]				✓		
P55	Create new street crossing opportunities and enhance existing crossings to improve safety and access for people walking and rolling. [Supports Key Move PG2b]				✓		
P56	Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made. [Supports Key Move PG2c and TEF 45.1]				✓		
Manage curbspace to reflect city goals and priorities (PG5)							
P57	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. [Supports Key Move PG5a]			✓	✓	✓	
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
P58	Reallocate street space currently used for vehicle storage and general-purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. [Supports Key Move PP1a]	✓	✓	✓	✓	✓	
P59	Implement car-free and car-light streets, such as Café Streets and Healthy Streets, to reclaim public space for communities. [Supports Key Move PP1b]	✓				✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
P60	Update Seattle's Right-of-Way Improvements Manual (Streets Illustrated) to implement actions and strategies outlined in this Plan. [Supports Key Move PP1d]	✓		✓	✓	✓	
Create welcoming community and mobility hubs (PP2)							
P61	Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping. [Supports Key Move PP2b]	✓			✓	✓	
P62	Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more. [Supports Key Move PP2c]	✓			✓	✓	
Activate and maintain public spaces to create a welcoming and age-friendly public realm (PP4)							
P63	Implement seasonal street closures (e.g., summer streets), recurring closures (e.g., every Saturday), night-time closures, or limited-time closures to vehicles. [Supports Key Move PP4c]	✓				✓	
MAINTENANCE & MODERNIZATION KEY MOVES							
Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)							
P64	Maintain our transportation infrastructure, including streets, sidewalks, and bridges serving the most users and on the high-injury network. [Supports Key Move MM1a]	✓	✓	✓	✓	✓	✓
P65	Strategically manage the life cycle of our transportation assets in accordance with our Transportation Asset Management Plan to achieve the best performance results for the preservation, improvement, and operation of infrastructure assets. [Supports Key Move MM1b]				✓		✓
P66	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help determine when it's time for upgrades. [Supports Key Move MM1c]				✓		✓
P67	Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. [Supports Key Move MM1e]		✓				✓
P68	Conduct asset maintenance in accordance with the priority investment and emergency response route networks to guide asset maintenance, especially when investment supports walking, biking, transit, and freight. [Supports Key Move MM1f]		✓				✓
P69	Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. [Supports Key Move MM1g and TEF 19.3]	✓	✓	✓	✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
P70	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. [Supports Key Move MM2a and TEF 19.3]		✓				✓
P71	Focus resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. [Supports Key Move MM2b and TEF 19.4]		✓		✓		✓
P72	Study the potential for an income-based, cost-sharing, sidewalk repair program for low-income property owners. [Supports Key Move MM2d and TEF 38.2, 38.6]						✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
P73	Collect, monitor, and use data to inform changes to the transportation system. [Supports Key Move MM3a]	✓	✓	✓	✓	✓	✓
P74	Develop and maintain up-to-date asset data, including digital inventories of physical assets. [Supports Key Move MM3e]	✓			✓		✓

SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the roles streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the context we're operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to walking and rolling. These themes were used to shape the actions we'll take to achieve our shared transportation vision. SDOT will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances continue to evolve in the years to come.



People walking and biking at an intersection on Madison Street in Seattle

OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

Supporting a walkable city that is safe, vibrant, equitable, and healthy is key to our collective quality of life. There are exciting opportunities and emerging trends (and several challenges) as we build a city that is safer and more accessible for people walking.

Opportunities and Emerging Trends

- **Improved safety data.** Data and findings from the Bicycle and Pedestrian Safety Analysis (BPSA)⁸ and 2023 Vision Zero “Top to Bottom Review”⁹ will help guide strategic and equitable investments in safety for people walking and biking.
- **Low Pollution Neighborhoods Pilot.** The City of Seattle Executive Order 2022-07 on transportation emissions will further promote walking and bicycling for transportation within proposed low-pollution neighborhoods. Low-pollution (low-emission) neighborhoods may restrict or prohibit the types of vehicles allowed within the neighborhood and encourage other, zero- to low-emission modes like biking, walking, e-cargo deliveries, etc. (Supports TEF 19.7)
 - Other elements from Executive Order 2022-07, such as the Youth Transportation Summit, the commitment to 20 miles of permanent Healthy Streets, the expansion of the School Streets program, and the commitment to an all ages and abilities bike facility that serves every public school will also support pedestrian element goals. *See the STP People Streets and Public Spaces Element and the Bicycle and E-Mobility Element for more information.*
- **Expanded approaches.** In recent years, Seattle has expanded our approach to treatments and programs that address walkability and safety (e.g., Home Zones, Healthy Streets, School Streets, Shared Streets, and Alternative Walkways). These approaches provide additional tools and treatments that we can use to create pedestrian-oriented streets. *See the STP People Streets and Public Spaces Element for more information on Healthy Streets, School Streets, and Shared Streets.*
- **Light rail and high-frequency transit expansion.** The West Seattle, Ballard, East Link, and Lynwood Link light rail extensions and the revised bus networks to connect to them will put more households within walking distance of high-frequency transit stops, increasing walking trips and decreasing reliance on private vehicles.
- **Partnerships with Seattle Public Utilities.** The City has expanded and improved partnership projects between SDOT and Seattle Public Utilities that construct new sidewalks and walkways with natural drainage elements. Continuing to pursue these partnership projects will allow us to further develop the sidewalk network while advancing the city’s goals of capturing and naturally filtering stormwater runoff.
- **Participatory budgeting.** There is an opportunity to build on the success of the Neighborhood Street Fund and Your Voice, Your Choice programs. SDOT pedestrian

⁸ www.seattle.gov/documents/departments/besupersafe/bicyclepedestriansafetyanalysis.pdf

⁹ <https://www.seattle.gov/documents/Departments/SDOT/VisionZero/SDOT-Vision-Zero-TopToBottomReview-FullReport.pdf>

programs can incorporate community-driven opt-in planning approaches to improve walkability and pedestrian safety.

- **Policy changes.** Seattle recently revised its policies to allow for a more proactive and predictable network of enhanced pedestrian crossings, more automatic walk signals at signalized intersections, and longer crossing clearance time for people who walk. We have the opportunity to continue to update these policies over the next 20 years.
- **Complete neighborhoods.** The One Seattle Comprehensive Plan will update Seattle's growth strategy, planning for more destinations within walking distance of peoples' homes.
- **Working from home.** More people are working from home, which has led to more neighborhood-based trips that can be made by walking and rolling.
- **Vehicle technology.** Active safety systems—such as autonomous emergency braking, cellular vehicle-to-everything (C-V2X) technology, and intelligent speed assistance—could curb risky driving behavior and reduce crashes, including pedestrian crashes. That said, these technologies are also a potential safety challenge until technology advances.
- **Implementation of pedestrian related TEF Tactics.** Tactics outlined in the Seattle Transportation Equity Framework (TEF) provide a roadmap to address historical disinvestment and the resulting disparities in mobility, including safe pedestrian facilities and walkability. Relevant TEF tactics are referenced throughout this element and are listed at the end of this document.



People walking across the street at a marked crosswalk on Ranier Ave S in Columbia City

Challenges

- **Pedestrian safety.** The recent increase in crashes and fatalities involving people walking challenges Seattle to do more to improve pedestrian safety. Concerns about personal safety also make people feel unsafe walking.
- **Costs.** About 26% of city streets are missing sidewalks, and there is a significant need for enhancements that make it safer and more convenient for people to cross busy streets. Seattle faces increasing costs to implement these missing sidewalks and other infrastructure.
- **Environmental and drainage constraints.** Many areas that do not have sidewalks or have substandard sidewalks face complex and costly constraints with respect to environmentally sensitive areas, narrow rights-of-way, and drainage. Other location constraints include existing utility equipment or areaways within the right-of-way, which make upgrading existing or installing new infrastructure costly and complex.
- **Geographic pinch points.** Seattle's steep topography and water bodies create pinch points where freight, transit, bicycle, and pedestrian access needs compete for limited space on existing bridges and street rights-of-way.
- **Cultural changes.** Modern American culture has, for the most part, prioritized and designed the built environment in a way that increases reliance on private motor vehicles. Changing this culture and the built environment takes significant public support and time.
- **Urban heat island effect.** As climate change accelerates and extreme weather events continue to include longer periods of hotter, dryer weather, active transportation is made more difficult. Areas lacking tree canopy are most impacted by these weather conditions.
- **Accessibility barriers.** The city's pedestrian network still presents significant barriers for people walking, particularly for those with mobility limitations or disabilities and people using strollers. These barriers include approximately tens of thousands of sidewalk uplifts, obstructions, cross slope issues, and curb ramps needing remediation or construction. In addition, only a small fraction of Seattle's pedestrian signals include accessible pushbutton equipment.¹⁰ Sidewalk clutter from improperly parked shared micromobility devices also poses a challenge to pedestrian accessibility.

¹⁰Seattle Department of Transportation. (2020). The Americans with Disabilities Act (ADA) Transition Plan for the Seattle Public Right of Way.

COMMUNITY ENGAGEMENT

From May 2022 through November 2023, SDOT conducted citywide public engagement as part of the Seattle Transportation Plan development process, using a variety of tools. Frequently cited locations for pedestrian improvements include Columbia City, Rainier Ave, the Mt. Baker Light Rail station, Bitter Lake, and South Seattle.

As part of this engagement process, we used two iterations of an online webmap. The first webmap allowed people to drop pins, trace routes, and draw areas where they wanted to see improvement in Seattle's transportation system. We heard the need for actions that improve safety, transportation choice, equity, and maintenance. We received over 2,940 pedestrian-related comments on this first interactive map (May to August 2022). See **Figure 1**.

In the second interactive map (December 2022 to February 2023), people could drop pre-set pins and leave comments that helped shape our pedestrian networks. We received over 520 pedestrian-related pins that showed where people wanted to see new pedestrian connections or that identified an important destination to walk to. See **Figure 2** for pedestrian-related comments.

The third phase of engagement did not include interactive webmaps, but sought participant feedback on draft pedestrian actions, programmatic activities, and Priority Investment Network maps. Participants also offered feedback on specific locations where they felt pedestrian network improvements were needed and on the STP project list which includes projects with key transformation pedestrian improvements.

Key themes heard during engagement related to the pedestrian network and policies include:

- **Sidewalk gaps:** the city should work to quickly fill in gaps to create a complete sidewalk network.
- **Maintenance and widening:** maintaining sidewalks and staircases should be prioritized as well as upgrading existing sidewalks that are too narrow—reclaiming space from vehicle parking or travel lanes as needed.
- **Safe and frequent crossings:** marked crosswalks, median islands, curb bulbs, signal priority, and other safety features should be used to improve safety at crossings.

“Lack of sidewalks in many neighborhoods make it less safe and even dangerous for people to walk since they have to use the street. Elderly residents and people with disabilities are disproportionately impacted. The lack of safety and comfort on the streets in their neighborhoods impacts their health and wellbeing.”

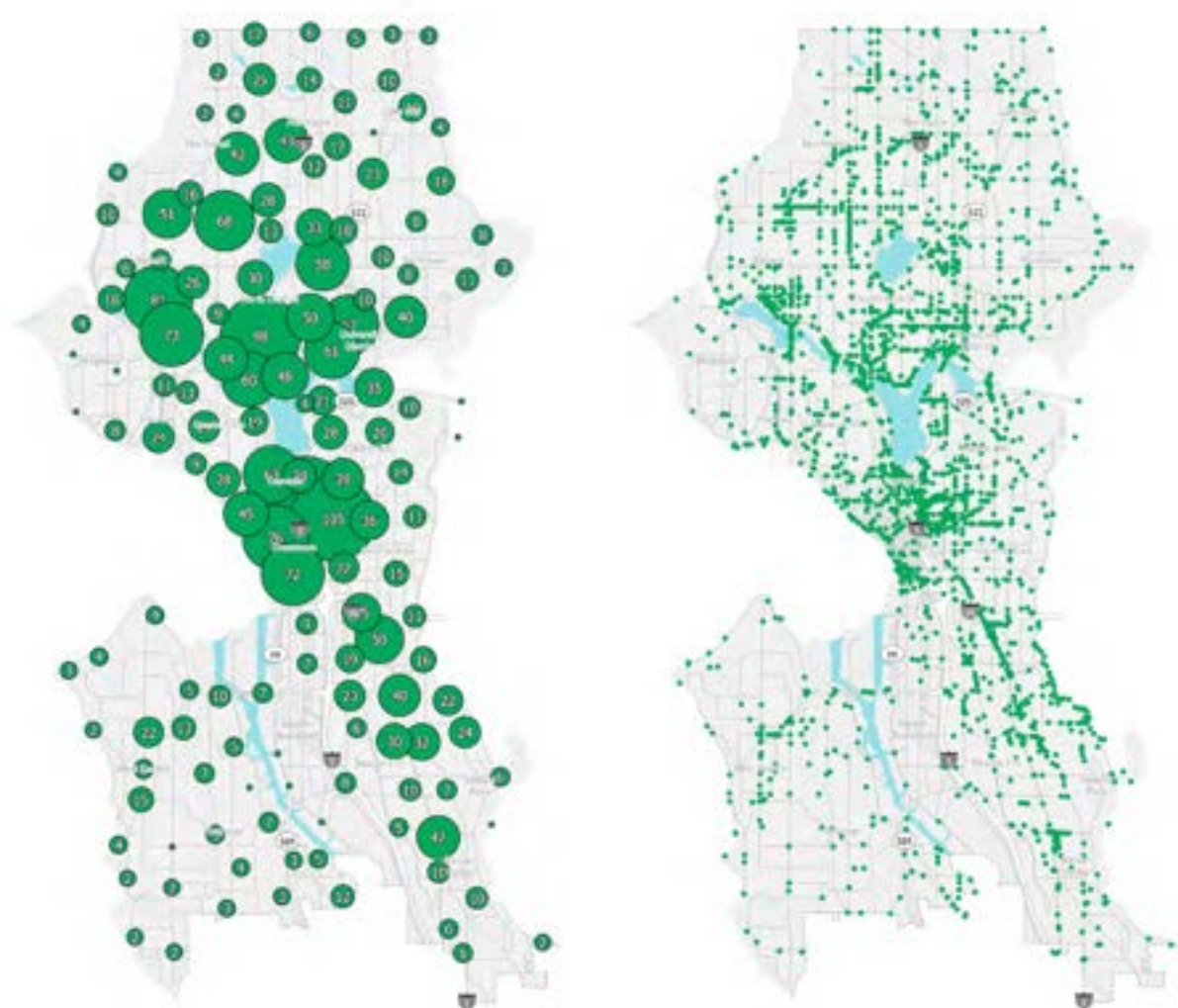
– Quote from Survey Respondent

Feedback from Black, Indigenous and People of Color (BIPOC) communities focused on:

- **Underserved areas:** no neighborhood should be without sidewalks. Seattle needs to focus on providing sidewalks and safe crossings in underserved areas.
- **Traffic calming:** driver speeds should be reduced citywide to keep people walking and rolling safely, especially in residential areas lacking dedicated sidewalks or walkways for people walking.
- **Personal safety:** people feel uncomfortable or unsafe walking or rolling in certain areas, such as Downtown Seattle. Many asked for better lighting, particularly on trails, parks, and at bus stops.

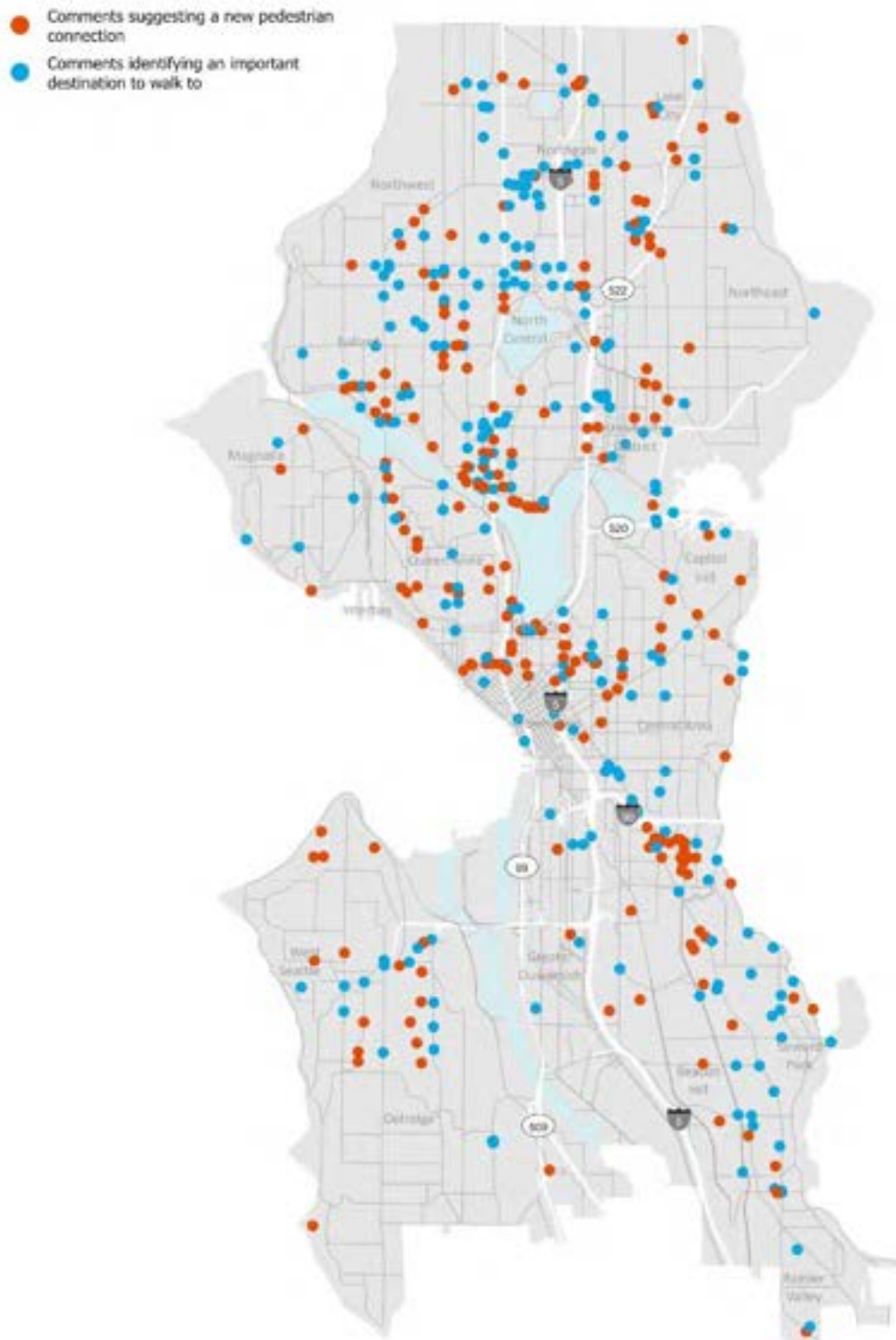
Feedback from the community is reflected in proposed actions and programmatic activities that provide safe access to transit stops and stations. Public feedback also shaped the network development strategy, which emphasizes filling sidewalks gaps, upgrading deficient sidewalks, and providing safe crossings at regular intervals.

Figure 1: Pedestrian-related Comments on Webmap #1



The map on the left shows clusters of pedestrian-related comments received on the first webmap. The map on the right shows the location of each individual pedestrian-related pin on the first webmap.

Figure 2: Pedestrian-related Public Comments on Webmap #2





WALKING AND ROLLING IN SEATTLE

To make walking a viable and attractive mode of transportation for a greater number of Seattleites and visitors, all streets in Seattle should be designed to accommodate people walking safely and comfortably. This means the pedestrian network must be accessible, well-connected, comfortable, safe, and provide an intuitive network of sidewalks, crossings, paths, plazas, and staircases for all users.

Street Crossings

Seattle's pedestrian network requires safe, frequent, and timely street crossings. Street crossing improvements include enhancements to existing infrastructure or the provision of missing infrastructure. Improvements to the pedestrian crossing network can also include modifications to signal phasing and timing and improved lighting conditions.



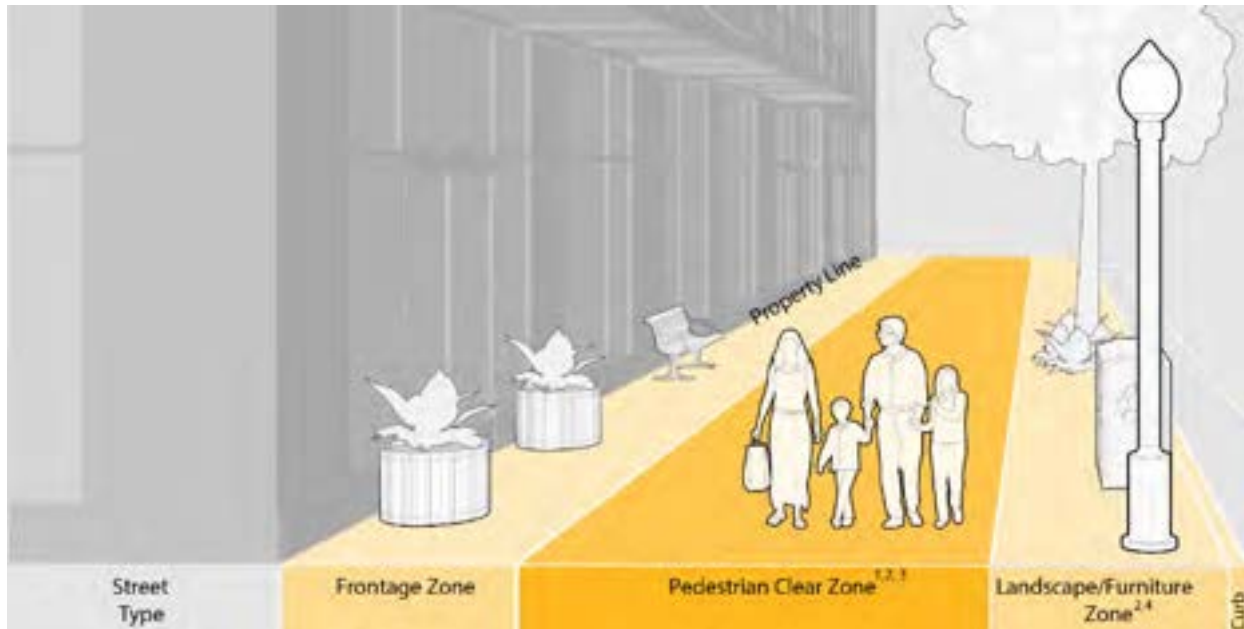
Person crossing the street in a marked crosswalk with a rectangular rapid flashing beacon (RRFB)

Sidewalks

The city's pedestrian network aims to provide an accessible space for walking and rolling, with adequate width and protection from vehicles in the form of a sidewalk, an alternative walkway, a shared street, or a dedicated pedestrian space. The appropriate type of pedestrian space depends on the roadway type, average number of vehicles on the road, and expected pedestrian volumes, which are likely to be higher adjacent to transit stops and stations, near schools, and within Urban Centers and Urban Villages. Of the roughly 45,000 block faces in Seattle, about 11,000 are missing sidewalks.

Sidewalks contribute to a safe, accessible, and vibrant pedestrian environment in multiple ways, which can be better understood by breaking them up into three parts: the **Frontage Zone**, the **Pedestrian Clear Zone**, and the **Landscape/Furniture Zone**. These zones are defined in *Streets Illustrated*, Seattle's Right-of-Way Improvements Manual¹¹, and are shown in Figure 3 below.

Figure 3: Sidewalk Zones (Source, *Streets Illustrated*)



The **Frontage Zone** is defined as the area between the property line and pedestrian clear zone. Depending on the size of the frontage zone, it may accommodate sidewalk cafes, store entrances, retail display, landscaping, transit stop amenities, or other features that activate and enhance the pedestrian environment. Wider frontage zones provide more room for future tenants and residents to activate the public right-of-way in a manner compatible with street trees and other required features between the frontage zone and curb.

The **Pedestrian Clear Zone** is the area of the sidewalk corridor that is specifically reserved for pedestrian travel. Street furniture, street trees, planters, and other vertical elements, such as poles, fire hydrants, and street furniture—as well as temporary signs and other items—should not protrude into the pedestrian clear zone.

The **Landscape/Furniture Zone** (including the curb) is defined as the area between the roadway curb face and the front edge of the pedestrian clear zone. In certain locations, this zone does not exist due to limited right-of-way widths. This zone buffers people walking from the adjacent roadway and is the appropriate location for bioretention cells, rain gardens, street furniture, art, street trees, and vegetation. It is also the preferred location for other elements, such as signage, pedestrian lighting, hydrants, and above- and below-grade utilities.

¹¹ Seattle's Right-of-Way Improvements Manual that is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle's street right-of-way.
<https://streetsillustrated.seattle.gov/design-standards/sidewalks/>

Traffic Calming

The speed and volume of vehicular traffic is a major factor in the safety and comfort of people walking. Traffic calming to reduce driving speeds is particularly important on shared streets, which are intended to be accessible for all people and designed to slow vehicles to the walking speed of people on foot. Traffic calming measures can also be used to reduce vehicle volumes, particularly on shared streets.

Lighting

Pedestrian-scale lighting is essential for creating pedestrian spaces and streets that feel welcoming and safe. It improves accessibility by illuminating sidewalks, crosswalks, curbs, curb lamps, and signs as well as barriers and potential hazards. Lighting is especially important along People Streets and Public Spaces, high ridership transit routes and transfer points, and areas that lack other pedestrian improvements.

Street Trees and Greening

Trees and green spaces provide multiple benefits to Seattle. They shade pavement, lower temperatures, intercept rainfall, absorb stormwater runoff, clean the air, provide habitat, and beautify neighborhoods. Landscaped planting strips adjacent to sidewalks calm traffic, soak up stormwater, and green neighborhoods.

Investing in the care of new and established trees can preserve and promote tree canopy. Large street trees are especially important in environmental justice priority communities lacking in tree canopy. As new street trees are planted, they should have adequate soil volume to support large, healthy tree canopies and eliminate or minimize conflicts with sidewalks and utilities, especially along transit corridors and in dense urban areas. On space-constrained sidewalks without landscape/furniture zones, street trees could be considered in the adjacent parking or flex lanes.

Wayfinding

Pedestrian wayfinding helps people confidently and comfortably find their way along the pedestrian network. Seattle's wayfinding program, Seamless Seattle, encompasses modal integration by providing:

- Walking information at transit stations, stops, and community and mobility hubs.
- Local distinctiveness with a city-wide standard that allows for local content and design.
- Design for all through prioritization of safe and accessible walking routes and inclusive design principles.
- Systemization through common design standards and a back-of-house content management system to provide system integrity.

THE PEDESTRIAN NETWORK

Every street within Seattle is part of the pedestrian network and should be walkable. However, full implementation of all needed pedestrian facilities across the city will require extensive funding. Network completion is likely to take many years, extending beyond the 20-year horizon of the Seattle Transportation Plan. A prioritization framework is needed to narrow the focus of the City's investments in pedestrian facilities to a limited and equitable set of streets and projects.

The prioritized pedestrian network is detailed in 4 sets of maps. Three of these maps are Priority Investment Network (PIN) maps that identify and categorize locations into priority tiers for pedestrian improvements.

The fourth map shows a network of prioritized streets for improvements along key transit networks and can be found in the 'Corridor Network Project' section.

Priority Investment Network (PIN) Maps

These maps are a blueprint for providing a suite of pedestrian improvements across the city. The intent is to focus resources on access to public schools, parks, and light rail, streetcar, and frequent transit networks¹², in areas where walking conditions are difficult, and where people most need to be able to walk.

The process is based on an analysis of factors related to the STP's goals of safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization. This data-driven prioritization framework helps the city provide targeted improvements that reflect community priorities, City policy objectives, and current data.

Throughout the life of the STP, there will be opportunities to evaluate what has been implemented and what can be prioritized in future funding cycles, within the context of the STP's goals, funding availability and project readiness, and other emergent needs. Decisions made as we craft regular STP Implementation Plans will determine the pace of STP Pedestrian Priority Investment Network implementation.

To narrow city-wide pedestrian needs, each of the three Priority Investment Network (PIN) maps uses a deficiency analysis¹³ as a starting point for network prioritization. They then consider proximity to high pedestrian trip areas, safety, and equity to categorize each street or intersection on the map into one of five tiers.

¹² See the Transit Element for additional details on the Frequent Transit Network.

¹³ Identifying where our sidewalk network is missing sidewalk or has substandard sidewalks, or where there are gaps in our enhanced crossing network.

- **Proximity to High Pedestrian Trip Areas.** Pedestrian improvements are prioritized in locations where adjacent land use generates higher pedestrian volumes. This includes K-12 public schools, parks, transit stops and routes, and Comprehensive Plan land use areas, such as Pedestrian Zones, Urban Centers, and Urban Villages.¹⁴
- **Safety.** Pedestrian improvements are prioritized at locations with a demonstrated safety need. For the crossing maps, the safety score inputs include Priority Pedestrian Locations in the Bicycle and Pedestrian Safety Analysis (BPSA), locations with 3+ pedestrian crashes, and locations with 3+ lanes. The BPSA analysis uses a model that identifies design and behavioral factors that may be correlated with collisions involving people walking. These factors include arterial classification, roadway width, driver (vehicle) speeds, and controlled crossing spacing (supports TEF 40.1). For the sidewalk maps, 85th percentile vehicle speeds are used to determine the safety scoring.
- **Equity.** Pedestrian improvements are prioritized using the city's Race and Social Equity Index.¹⁵ Based on guidance from the Pedestrian Racial Equity Analysis,¹⁶ specific improvements in future implementation plans will be chosen using an inclusive community engagement process in equity-priority communities, with a particular emphasis on creating safe connections between transit stops and key community assets. (Supports TEF 45.6)

More information on the Pedestrian Map Methodology is included in Appendix A (page P-79).

¹⁴These land use areas include important pedestrian trip generators, such as: grocery stores, libraries, medical centers, assisted living centers etc. For example, over 90% of all grocery stores are included in the land use zones that are used in the prioritization land uses (Urban Centers, Urban Villages, Pedestrian-Zones) or within the buffer distances around them.

¹⁵The Race and Social Equity Index is a tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities. It combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations make up relatively large proportions of neighborhood residents.

¹⁶<https://www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/pedestrian-program-racial-equity-analysis>

Missing Sidewalks Priority Investment Network

Figure 4: Missing Sidewalks Priority Investment Network (Northwest) through **Figure 9** show all street segments that currently lack sidewalks.

Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity. Tier 1 segments are the highest priority. This PIN helps identify locations where there may be opportunities to improve conditions for people moving along the street by installing conventional sidewalks, alternative walkways, or traffic calming features that create a safe and comfortable shared street environment.

Substandard Sidewalks Priority Investment Network

Figure 10 through **Figure 15** identify all streets with sidewalk zones that are significantly narrower than current standards¹⁷, as identified in Seattle's *Streets Illustrated*.

The sidewalk zone includes the three pedestrian zones, comprised of the Frontage Zone, the Pedestrian Clear Zone, and the Landscape/Furniture Zone. Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity. Tier 1 segments are the highest priority. This PIN identifies locations of possible opportunities to improve conditions for people walking or moving along the street.

Enhanced Street Crossings Priority Investment Network

Figure 16 through **Figure 21** depict intersections that are not currently enhanced and are 600 feet or more away from the closest enhanced crossing.

Enhancements include treatments such as a marked crosswalk, all-way stop, or a signal. This Priority Investment Network map shows areas prioritized for creating a higher density of enhanced crossings (Supports TEF 40.2 and TEF 40.5). The PIN will be used to:

- Identify future corridor studies to determine the appropriate improvement and location for new enhanced crossings.
- Identify opportunities for new and enhanced crossing within SDOT Project Development and other complete streets development processes.
- Identify opportunities for new and enhanced crossings installed or funded by others, including private development and agency partners.
- Each intersection is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity.
- It is important to note that this PIN does *not* propose a set distance between enhanced crossings. Furthermore, as we design and implement projects that impact street intersections, we will evaluate opportunities to upgrade intersections within the project area to current design standards and employ safety countermeasures, as funding allows.

¹⁷ More than three feet narrower than Streets Illustrated standards

Figure 4: Missing Sidewalks Priority Investment Network (Northwest)

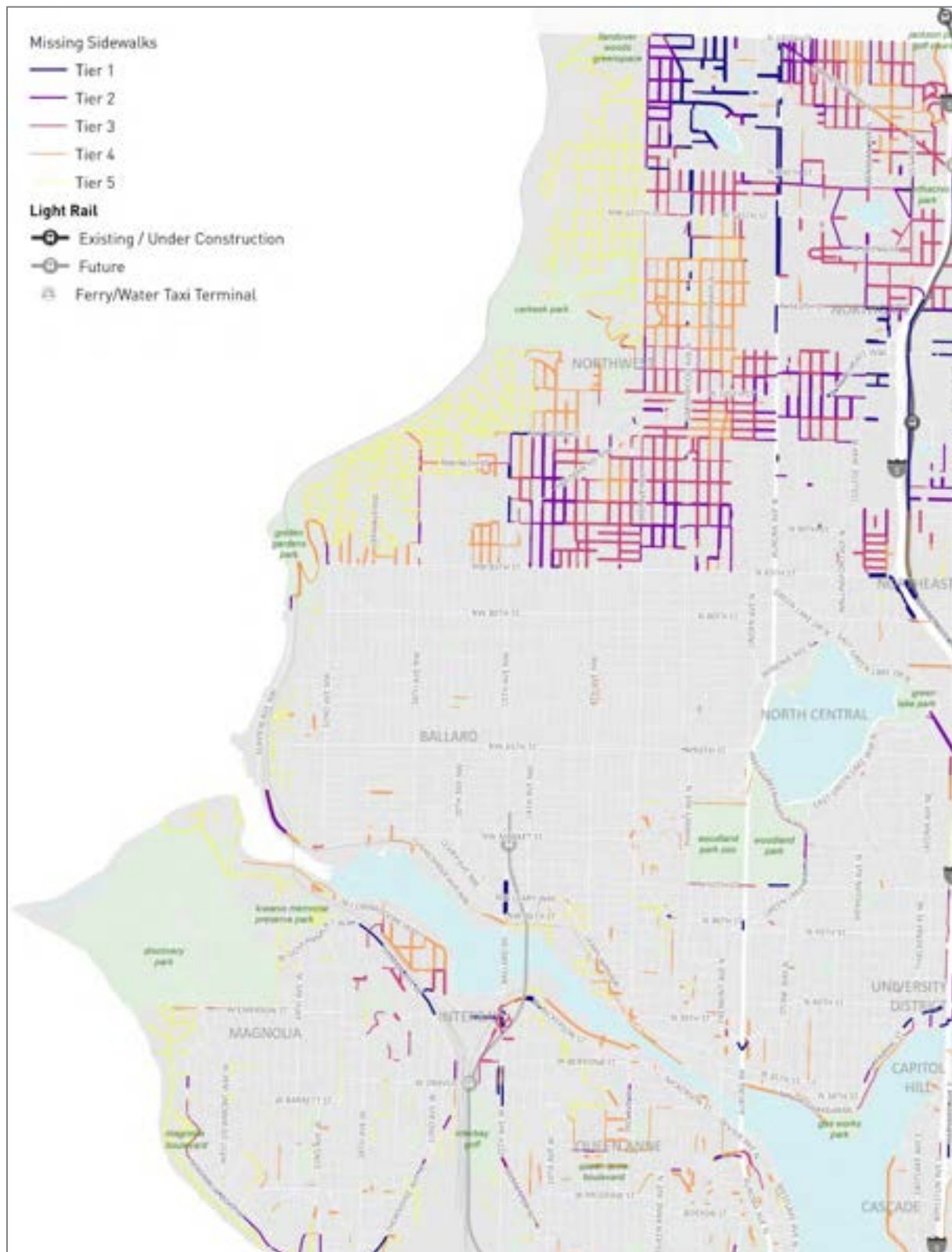


Figure 5: Missing Sidewalks Priority Investment Network (Northeast)

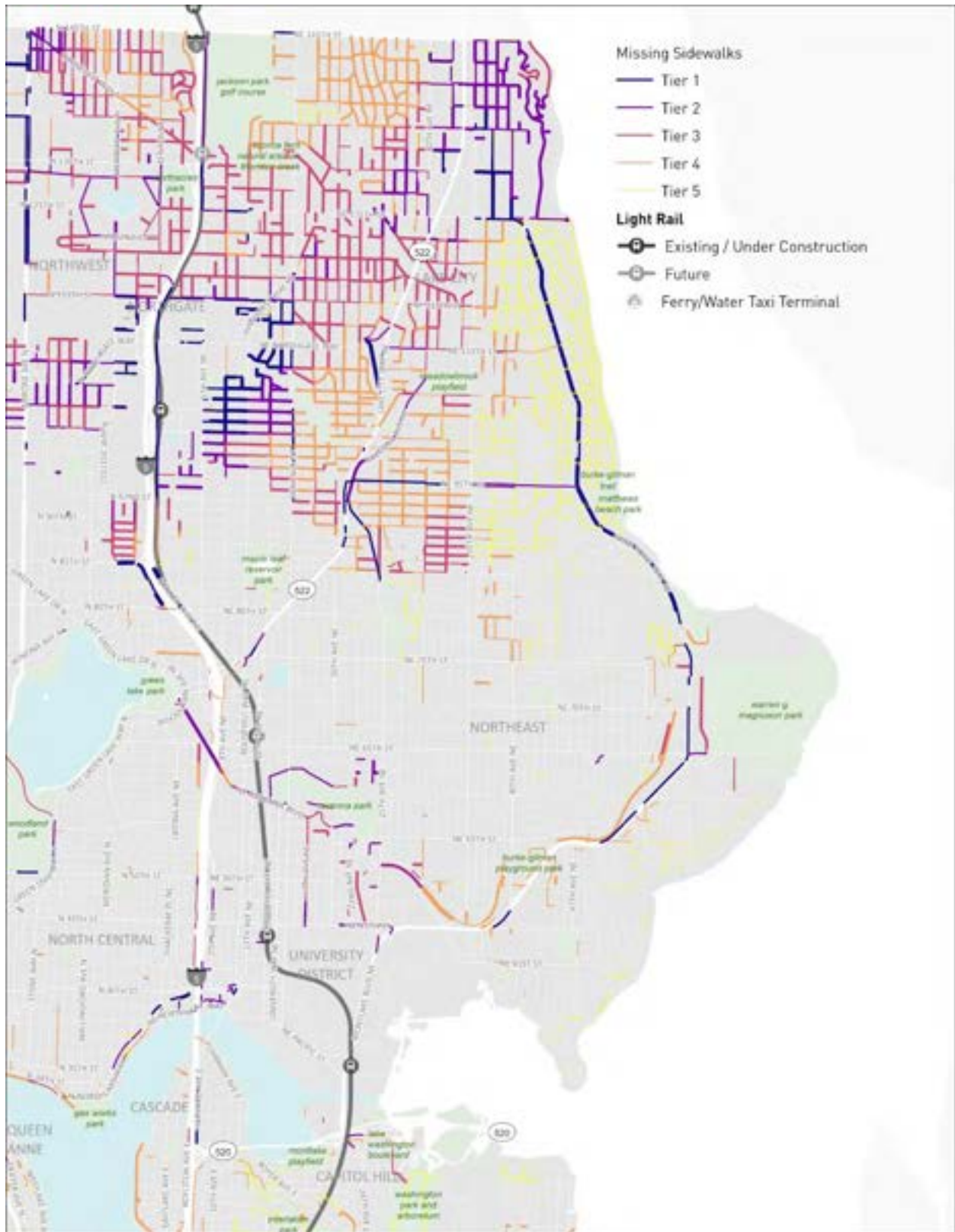


Figure 6: Missing Sidewalks Priority Investment Network (West)

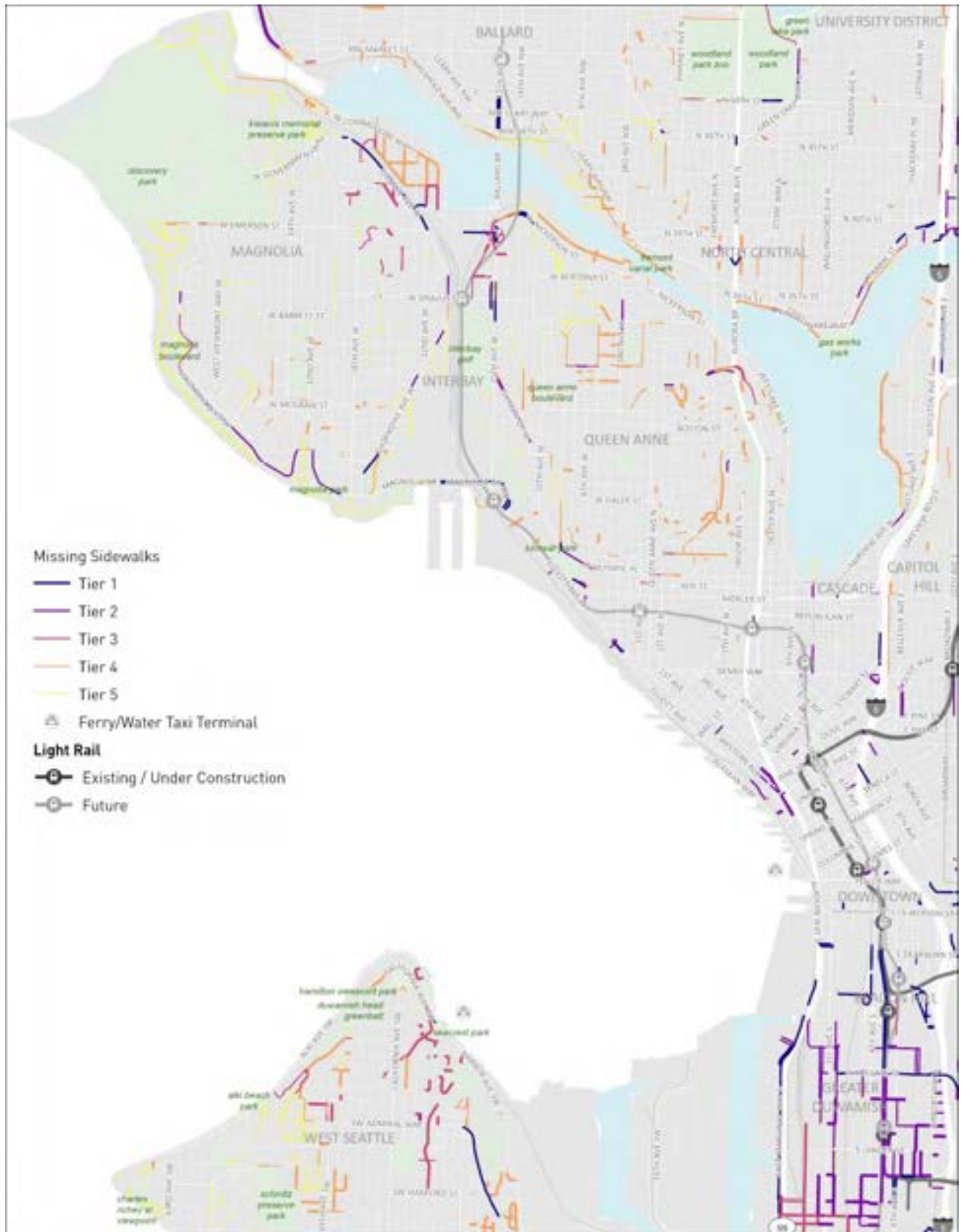


Figure 7: Missing Sidewalks Priority Investment Network (East)

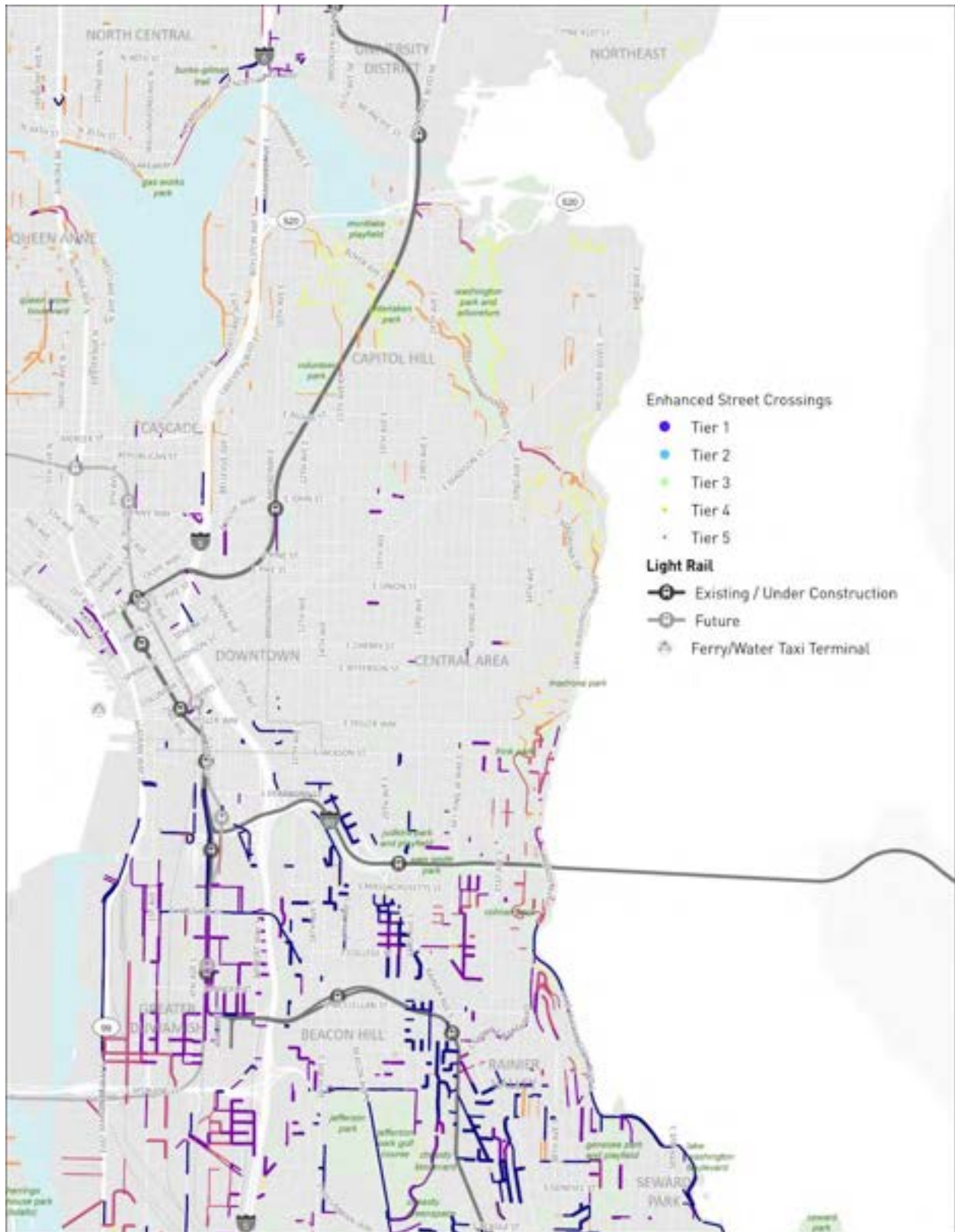


Figure 8: Missing Sidewalks Priority Investment Network (Southwest)

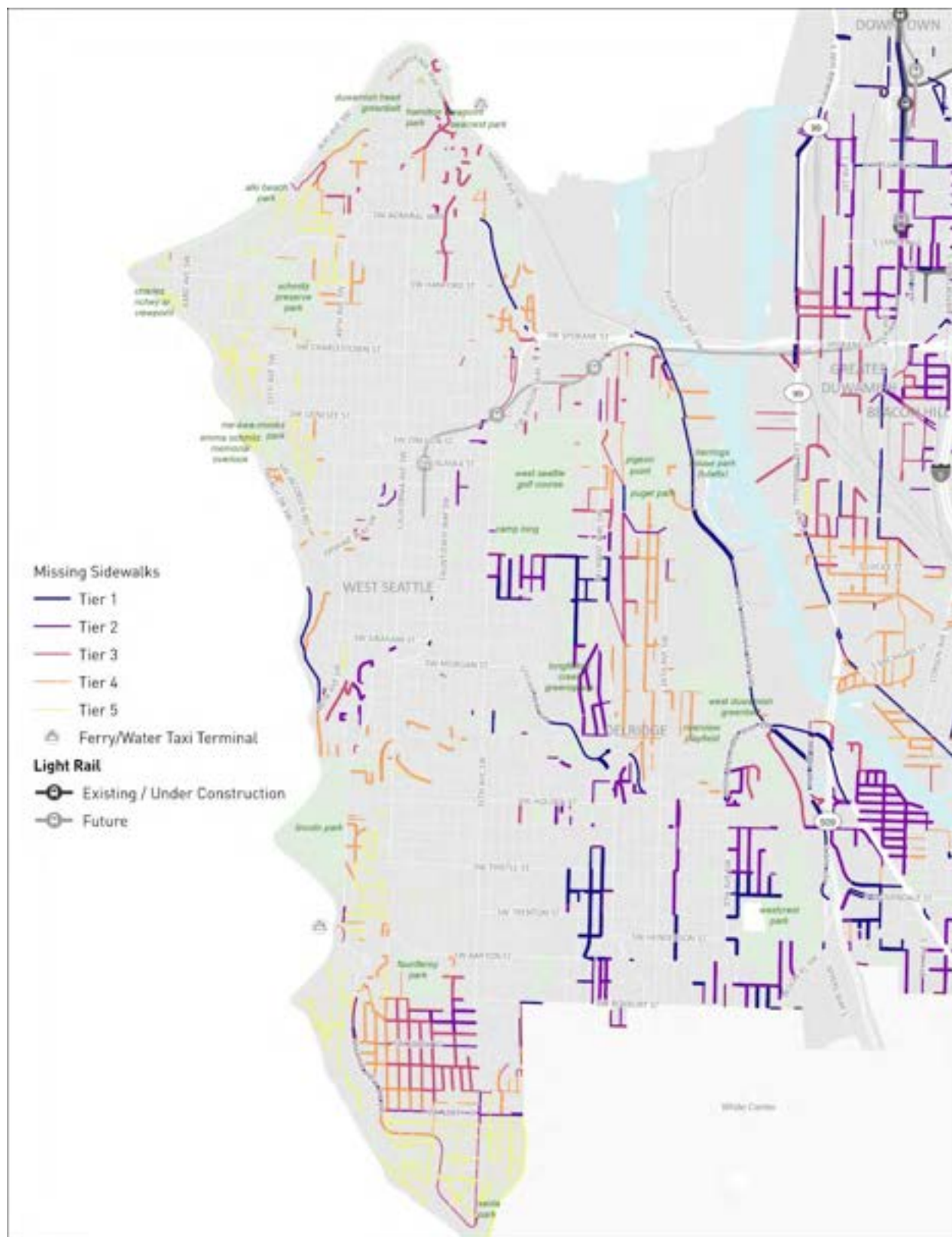


Figure 9: Missing Sidewalks Priority Investment Network (Southeast)

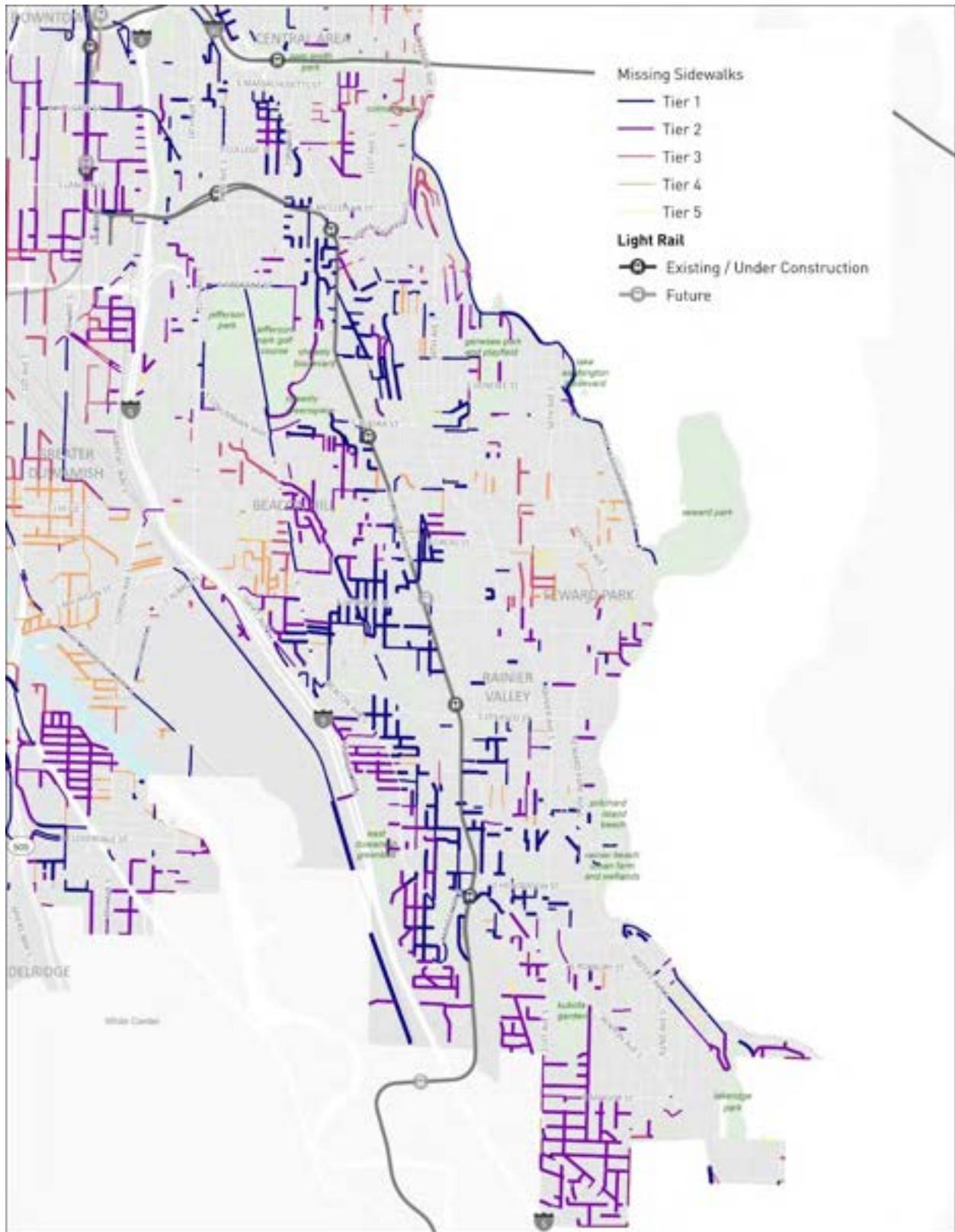


Figure 11: Substandard Sidewalks Priority Investment Network (Northeast)

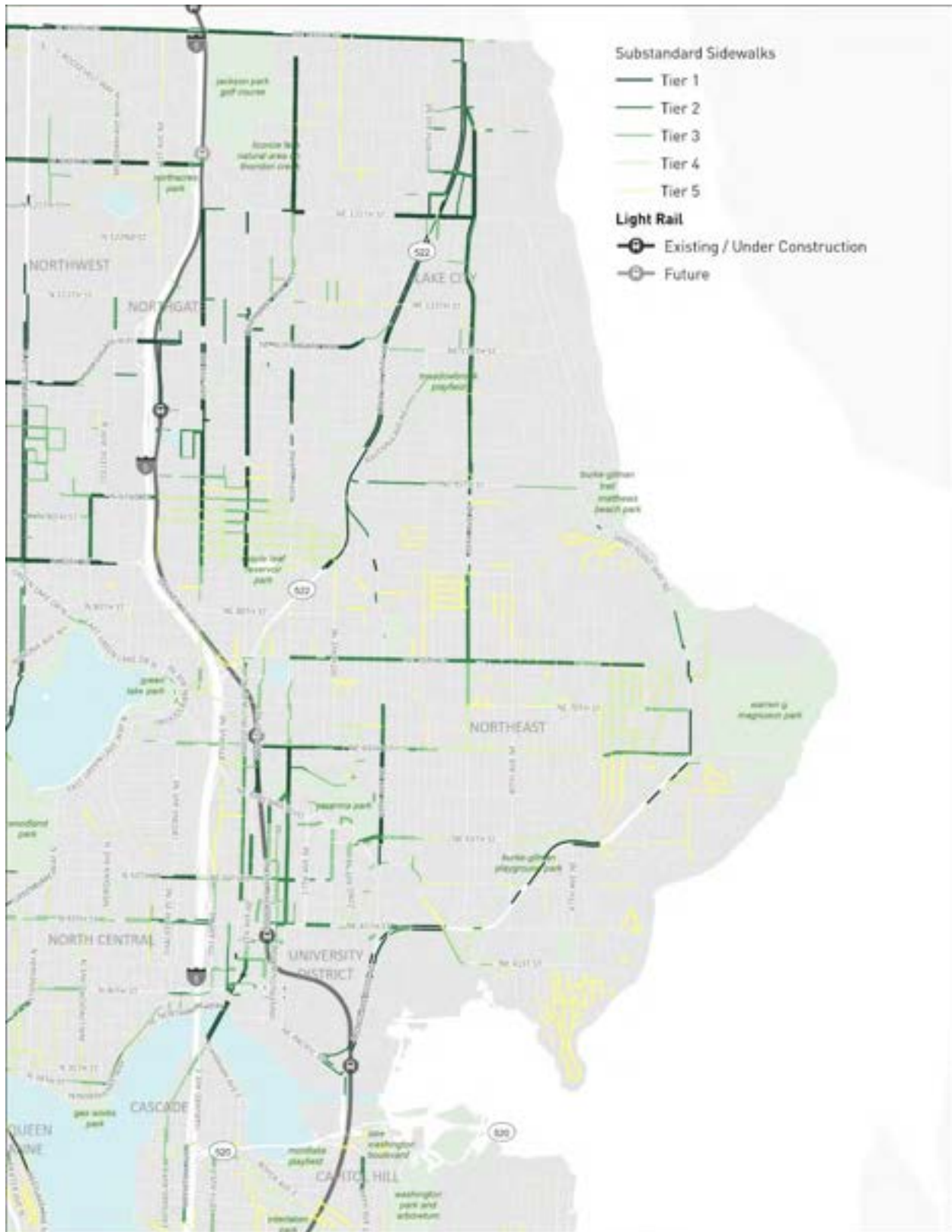


Figure 12: Substandard Sidewalks Priority Investment Network (West)

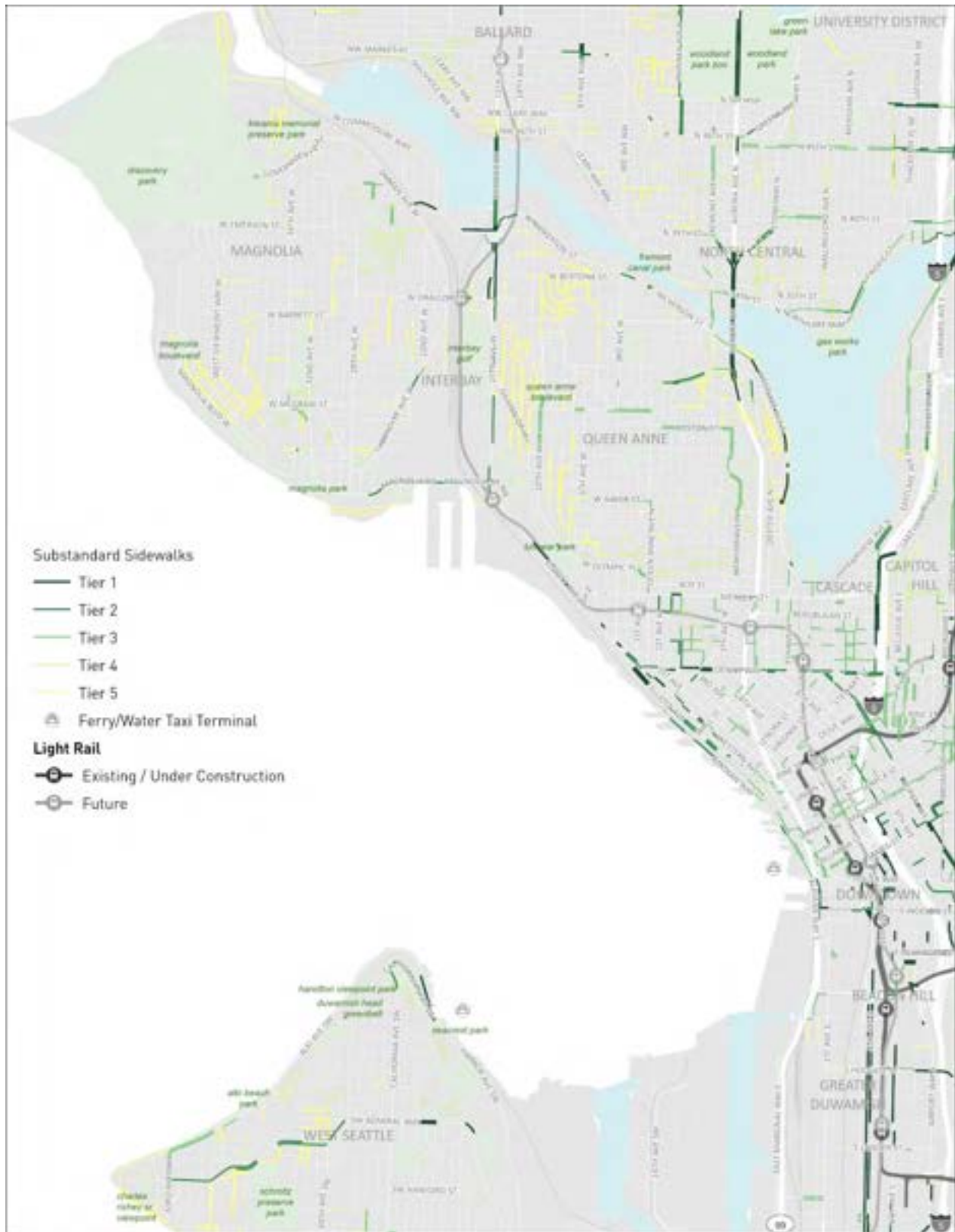


Figure 13: Substandard Sidewalks Priority Investment Network (East)



Figure 14: Substandard Sidewalks Priority Investment Network (Southwest)

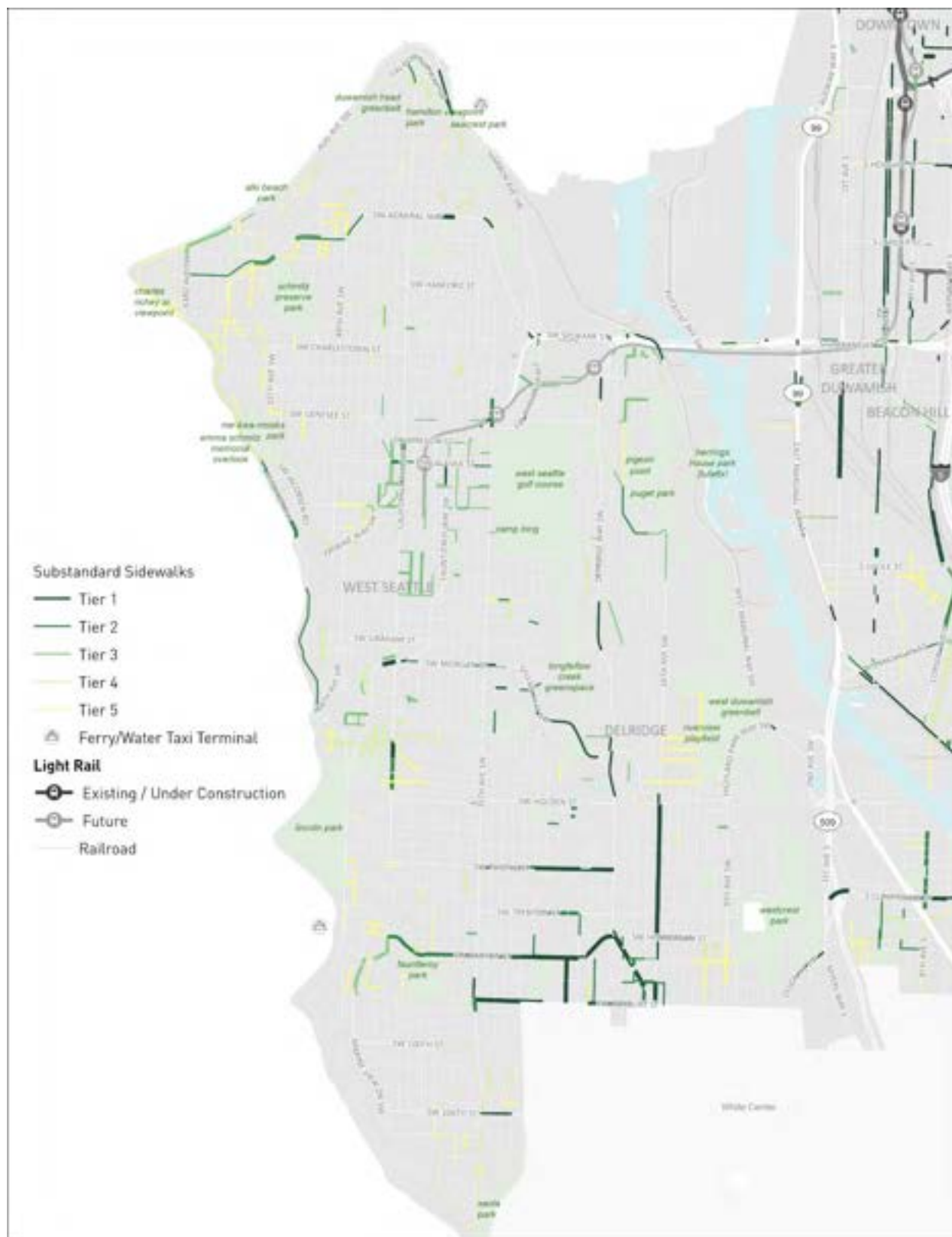


Figure 15: Substandard Sidewalks Priority Investment Network (Southeast)

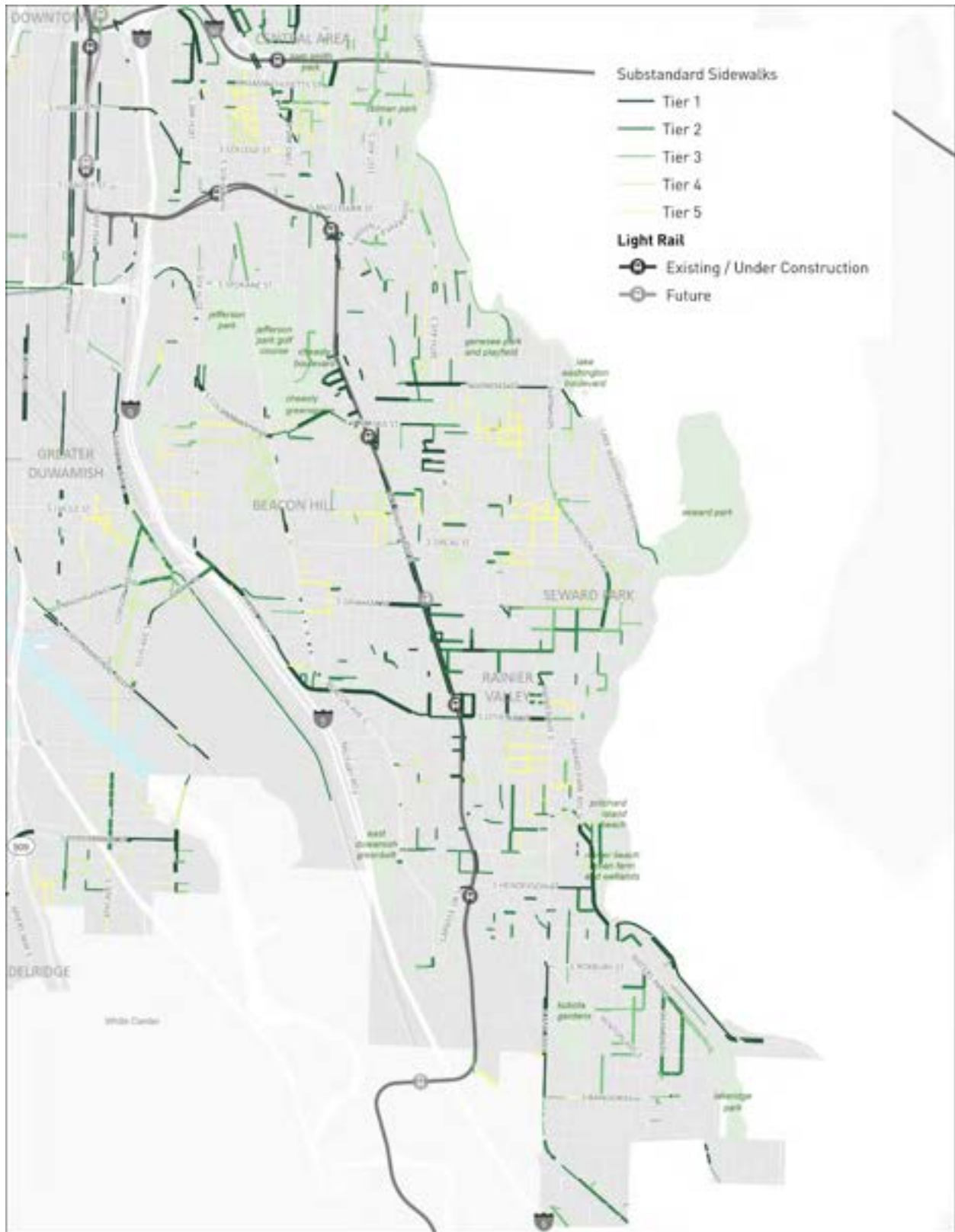


Figure 16: Enhanced Street Crossings Priority Investment Network (Northwest)

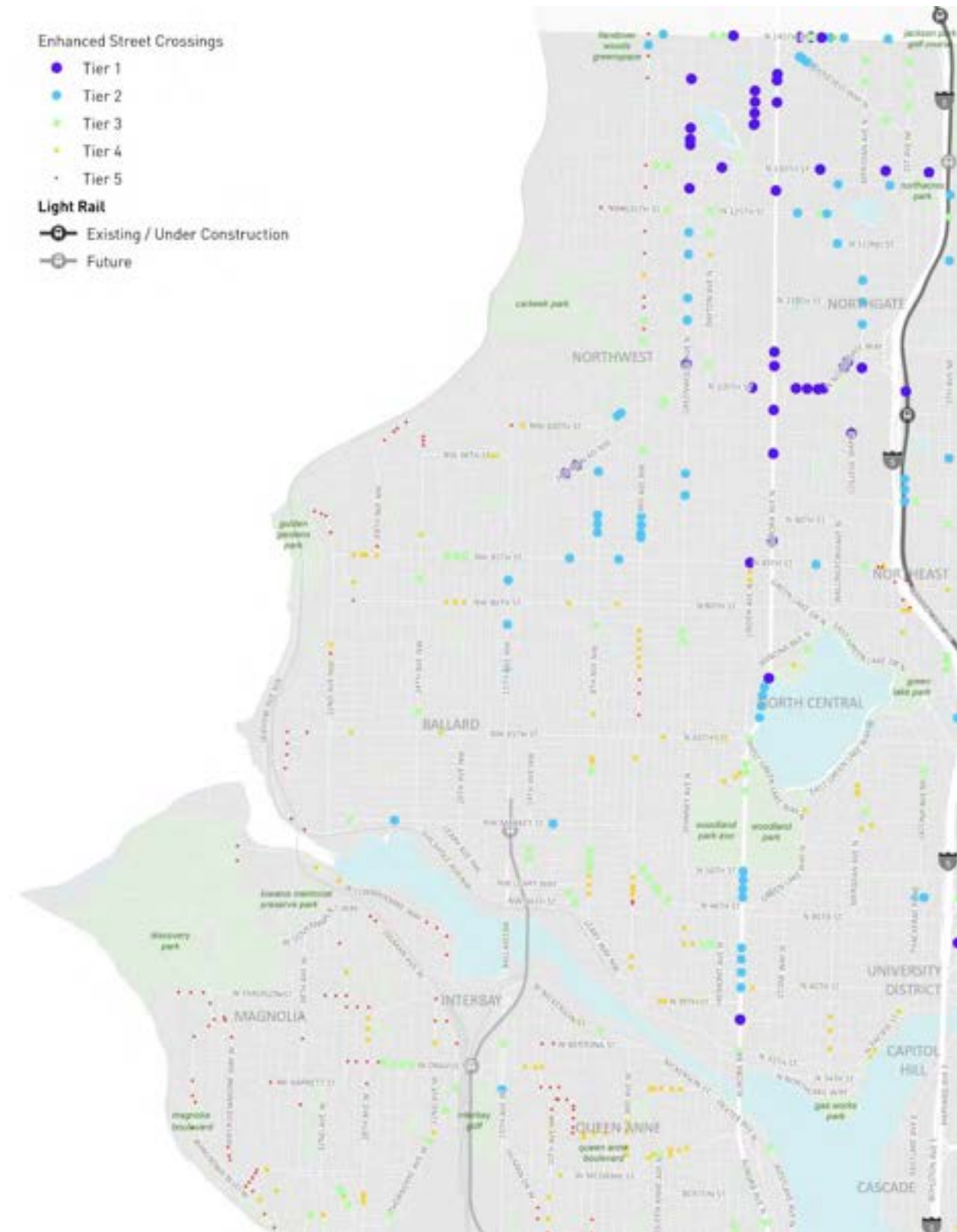


Figure 17: Enhanced Street Crossings Priority Investment Network (Northeast)

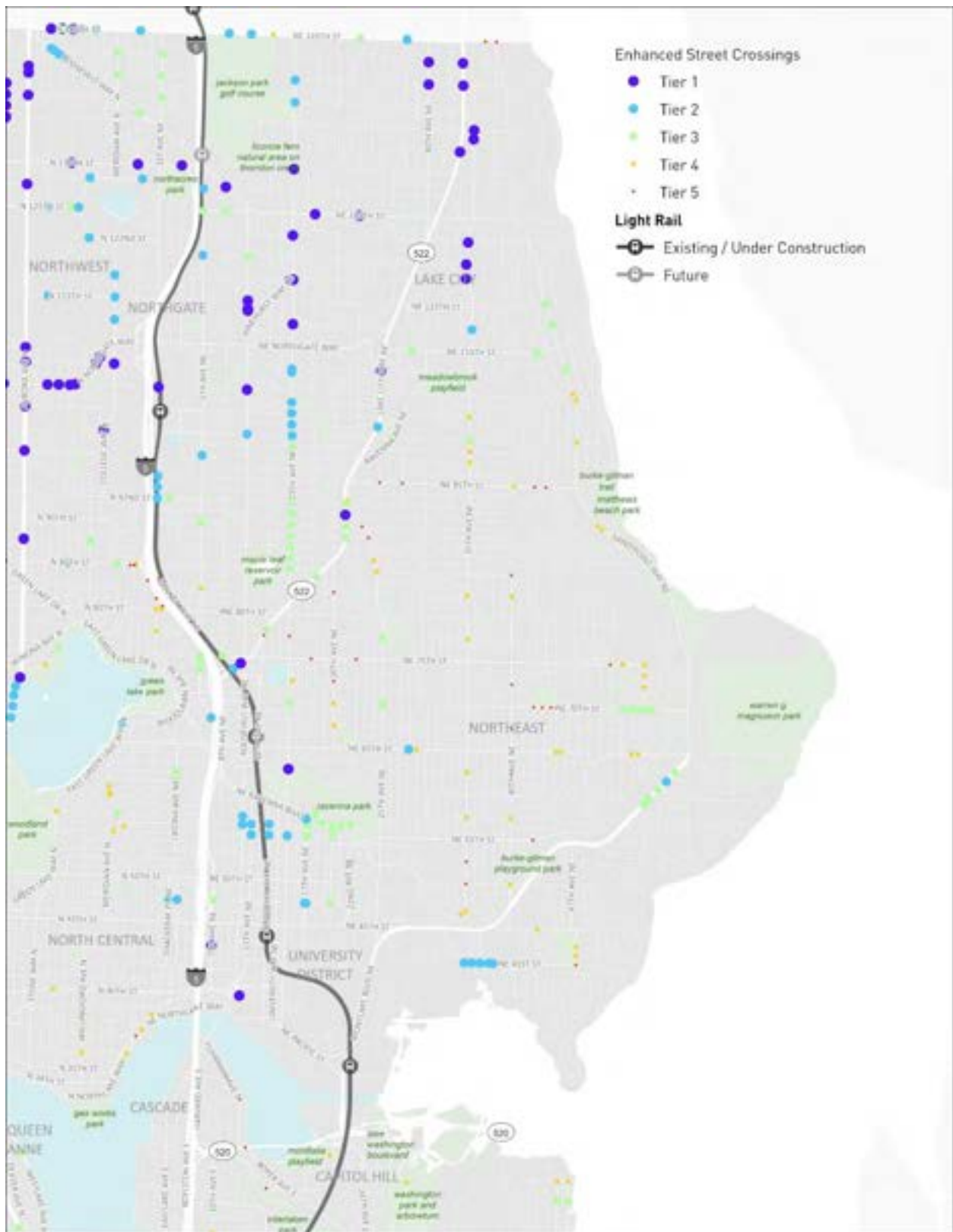


Figure 18: Enhanced Street Crossings Priority Investment Network (West)

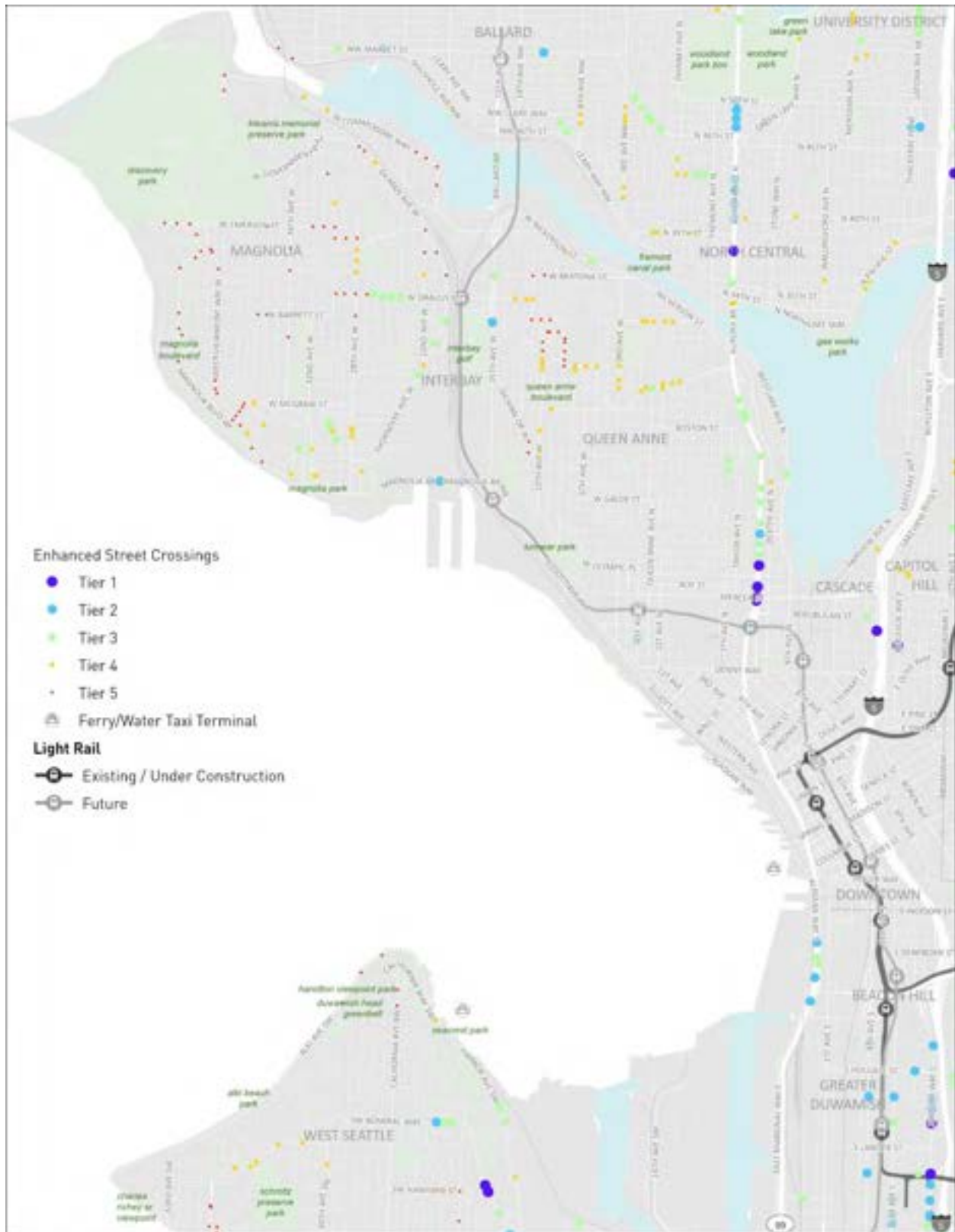


Figure 19: Enhanced Street Crossings Priority Investment Network (East)

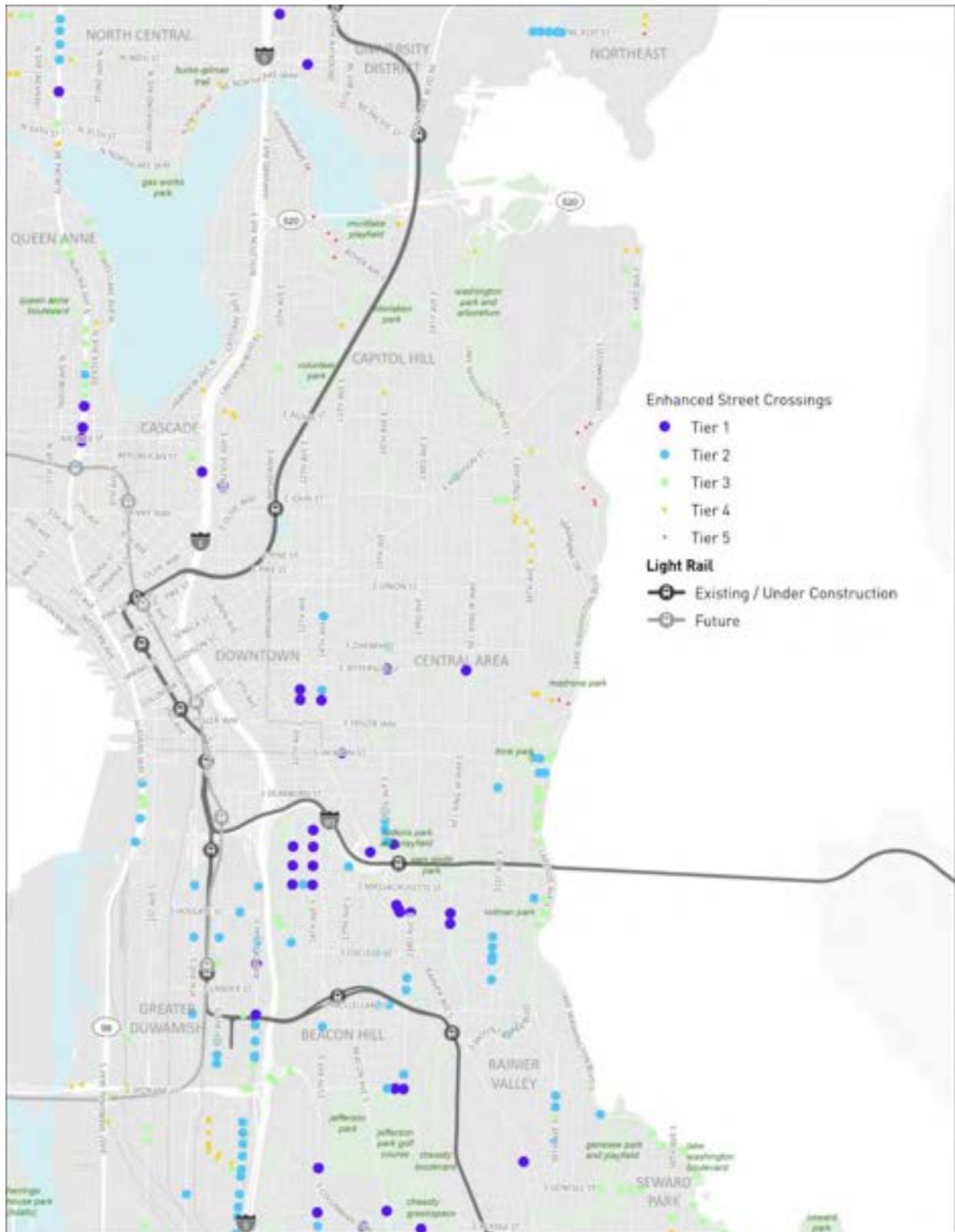


Figure 20: Enhanced Street Crossings Priority Investment Network (Southwest)

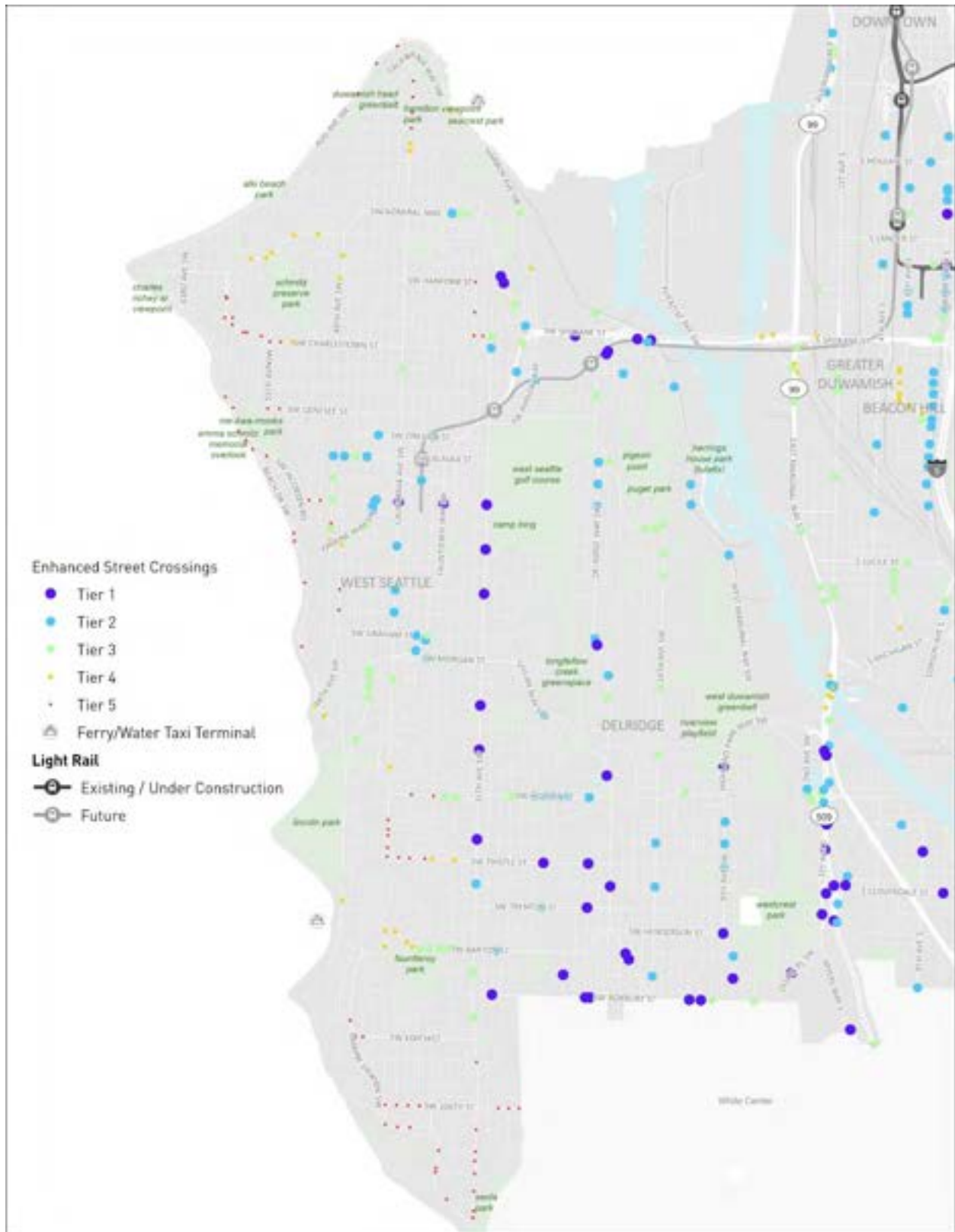
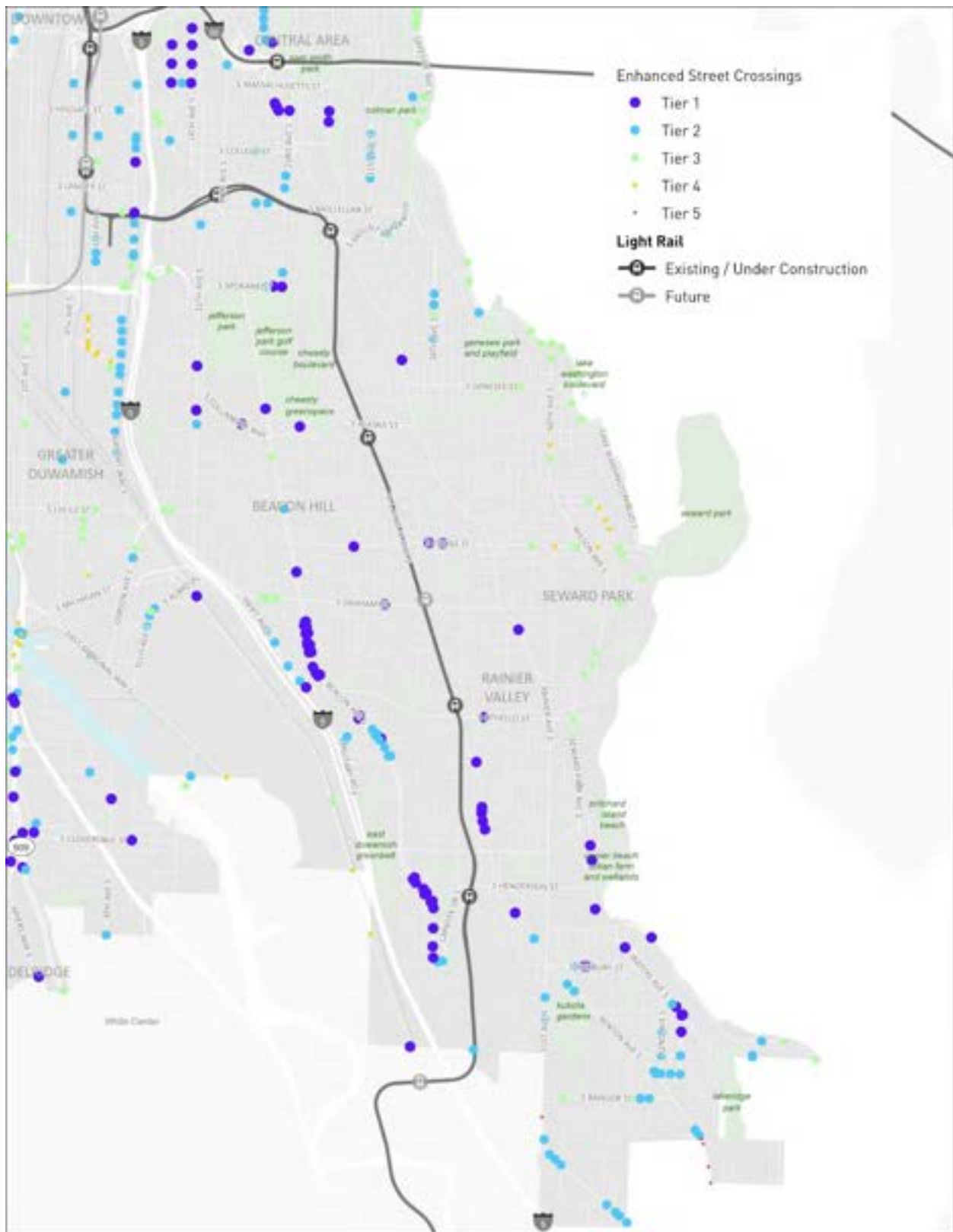


Figure 21: Enhanced Street Crossings Priority Investment Network (Southeast)



CORRIDOR NETWORK PROJECTS

Beyond the three Pedestrian Improvement Network maps there are also Corridor Network Projects identified within the pedestrian network. These include longer corridors that are on the Transit Connection Corridor map and several key pedestrian-related, large-scale catalyst projects.

Transit Connection Corridors

Figure 22: Transit Connection Corridors shows Transit Connection Corridors, which are streets along important transit routes.

This map is a prioritization map and will be used to identify corridor-based improvements, primarily in partnership with transit-related projects. Improvements include sidewalk installation or repair, upgraded crossing treatments, and pedestrian features, such as benches and lighting.

This map also shows a subset of People Streets and Public Spaces, which complement Transit Connection Corridors at locations in the heart of neighborhoods with a high density of destinations.

See the People Streets and Public Spaces Element for more information.

Catalyst Projects

Catalyst Projects are projects that overcome major connectivity barriers and are often complex projects requiring creative solutions, large capital investments, and in some cases, coordination among multiple stakeholders internal and external to the City.

Pedestrian Catalyst Projects include supporting Seattle City Council Resolution 32100 and the intent to Lid I-5 where feasible within the city limits. This could include coordinating with the Office of Planning and Community Development, WSDOT, the Federal Highway Administration, and Federal and State elected officials as planning, feasibility, and funding move forward. Additional pedestrian-focused Catalyst Projects networks include the Aurora Ave Corridor and the Lake City Way Corridor.

See the STP Part I Implementation Strategy for a complete list of large, transformative projects and the STP Bicycle Element for more information on key bicycle catalyst projects, many of which also improve pedestrian mobility.

Figure 22: Transit Connection Corridors



Note: See the People Streets and Public Spaces Element for more information on People Streets and Public Spaces

SPATIAL REQUIREMENTS AND OPERATIONAL CONSIDERATIONS

There are many design and operational considerations that can advance walking and rolling in Seattle and meet the STP vision to help people move around in ways that are safe and comfortable. Sidewalk and pedestrian zone design should be informed by design standards from *Streets Illustrated*, our Right-of-Way Improvements Manual that identifies guidance for sidewalk width, clearances, street trees, pedestrian-scale lighting, etc. *Streets Illustrated* will be updated after adoption of the Seattle Transportation Plan to account for evolving best practices, which is described in more detail below under “Maintenance & Modernization.”

Inputs for Project Development

Develop a standard to measure right-of-way tradeoffs for pedestrian design to use during project development along multi-modal corridors. SDOT will seek to:

- Evaluate outcomes from existing measures which could include comfort, land use context, and sidewalk upgrade opportunities to establish right-of-way allocation measures and goals for the pedestrian network.
- Integrate the right-of-way allocation measures and goals into the complete streets process for project development to streamline right-of-way tradeoff decision-making alongside other multi-modal operational measures and goals where designated corridors overlap.

Inputs for Operations at Intersections

Develop baseline measures and targets for pedestrian crossings at controlled intersections. SDOT will seek to:

- Evaluate outcomes from implementing pedestrian crossing improvements using existing measures including (but not limited to):
 - Our current standard for maximum wait time for pedestrians at controlled intersections.
 - Distance between controlled crossings or enhanced uncontrolled crossings (including multilane arterials).
- Continue supporting our policy for pedestrian priority at intersections in commercial/mixed use areas and update the policy based on place types established in the One Seattle Comprehensive Plan.

Improve Crossing Safety

Creating new crossing opportunities or upgrading existing enhanced crossings can improve pedestrian mobility to transit stops and stations and other destinations, respond to community requests, make crossing the roadway safer, improve the pedestrian experience, and leverage other capital investments.

SDOT will seek to:

- Improve pedestrian visibility at crossings.
 - Provide better sightlines at intersections through intersection daylighting (removing visual obstructions at intersection approaches to maximize a driver's field of vision). This could be achieved through treatments that reinforcing existing restricted parking at intersections through signs and pavement markings, or by building physical features, like curb bulbs.
 - Provide high visibility crossing treatments in the Priority Investment Network, including flashing crossing beacons and signage.
 - Provide intersection lighting to increase the visibility of people crossing the roadway.
 - Install and maintain crosswalks, where appropriate, to help clearly define where pedestrians are expected to cross the roadway.
 - Provide signage along the right-of-way and painted stop bars prior to intersections to help reinforce safe roadway use.
 - Square up skewed intersections to right angle intersections to increase visibility, decreases pedestrian crossing distances, and help prevent vehicles from turning at high rates of speed.
- Develop or update guidance for wait times and distances between controlled crossings based on our goals for the pedestrian network. Take land use context and universal design principles (e.g., longer crossing times and shorter distances between controlled crossings needed by young children and their caregivers, pregnant people, older adults, and people with disabilities) into account.
- To shorten pedestrian crossing distances, seek to minimize the number of travel lanes and provide curb bulbs, pedestrian crossing islands, pedestrian refuges, and other appropriate treatments when possible. Evaluate vehicle lane reduction for reallocation to other modes of travel.
- Explore locations to use raised crosswalks, which employ vertical deflection to force motorists to slow down upon approaching a crosswalk. Raised crosswalks are often used to create a safer and more comfortable pedestrian environment. They may be appropriate at trail crossings and at intersections of neighborhood streets with higher volume roadways. Raised crosswalks may not be appropriate on all streets.

- Reduce turning-movement conflicts at intersections between people walking and people driving in vehicles.
 - o Implement pedestrian-only phasing (including scramble or all-way walk signal phases), where appropriate.
 - o Implement Leading Pedestrian Intervals (LPIs), where appropriate.
 - o Expand the use of protected left turns, where appropriate.
 - o Review signal phasing for opportunities to eliminate shared phases that create conflicts between pedestrians and vehicles.
 - o Eliminate permitted “turn on red,” where appropriate.
 - o Phase out all dual-turning movements, except at points of ingress/egress to limited access highways.

As we design and implement projects that impact street intersections, we will evaluate opportunities to upgrade intersections to current design standards and employ safety countermeasures, as funding allows.

Maintain the Pedestrian Clear Zone

Maintaining a pedestrian clear zone is important to creating a connected, accessible pedestrian network. Seattle *Streets Illustrated* states that sidewalks shall be clear of all vertical obstructions for a width of at least 6 feet and a height of at least 8 feet. Depending on the street type, the clear zone width may be greater. While features like landscaping, signage, café seating, benches and art add visual interest to the public realm, these elements should be located outside of the required pedestrian clear zone.

SDOT will seek to:

- Work with public and private partners to better maintain a pedestrian clear zone.
- Work with public and private partners to clearly identify and enforce pedestrian detour routes in construction zones or during other sidewalk closures so that people walking have a safe alternative route.
- Explore partnerships with and encourage property owners to keep pedestrian paths clear from overgrown landscaping and other debris, and keep sidewalks clear during adverse weather events like snow.
- Partner with shared micromobility providers to expand rider etiquette education to deter sidewalk riding and improve compliance on properly parking shared micromobility devices outside of the pedestrian clear zone.
- Provide more dedicated, non-sidewalk parking spaces for bikes, scooters, and other e-mobility devices, along with our continued investment in infrastructure to encourage sustainable travel choices.

Achieve Standard Sidewalks

Areas located within our urban centers and urban villages are places to prioritize people walking, rolling, and other vulnerable users. These areas include our densest residential and commercial buildings and our busiest areas for people walking and rolling.

The arterials within our urban centers and urban villages have their own street type classifications within *Streets Illustrated*, which emphasize safe accommodations for shorter trips, transit priority, and access needs.

As described in the previous ‘Pedestrian Network’ section, some of our streets have pedestrian zones that do not meet our *Streets Illustrated* standard widths, included some within commercial/mixed use areas.

SDOT will seek to:

- Work with development applicants citywide to achieve compliant sidewalks and bring substandard sidewalks up to *Streets Illustrated* standards.
- Include in capital projects within a commercial/mixed use area, and where pedestrian zones are substandard,¹⁸ scope to expand sidewalks to meet applicable *Streets Illustrated* standards (which may result in expanding the sidewalk into the flex zone) or, at minimum, protect access and parking functions within the flex zone to ensure our future ability to expand the sidewalk to meet *Streets Illustrated* standards.
- Protect access and parking functions within the flex zone to ensure our future ability to expand the sidewalk to meet *Streets Illustrated* standards within a commercial/mixed use area, and where pedestrian zones are substandard.¹⁹
- Identify and address critical building access needs, including passenger and package delivery, goods services, and solid waste management, in conjunction with changes to the flex zone, where there are multi-family residential and commercial buildings.

¹⁸ More than three feet narrower than *Streets Illustrated* standards

¹⁹ More than three feet narrower than *Streets Illustrated* standards

Manage Vehicle Speeds

In order to advance our safety goals, we must be willing to reduce driver/vehicle speeds. Lowering vehicular speeds is a key piece of our Vision Zero efforts because speed is the critical factor in the frequency and severity of crashes.

When drivers slow down by just a few miles per hour, it has two main powerful impacts. First, it makes crashes less likely to occur in the first place. And second, a person who is hit by a driver traveling at lower speeds is much more likely to survive the incident.



Nine out of 10 people walking survive when hit by a vehicle traveling at 20 MPH, but only five do when hit at 30 MPH and only one when hit at 40 MPH. US DOT NHTSA (1999)

Developing holistic strategies for traffic calming and pedestrian-friendly street design is core to our work. This includes arterials, as well as local streets. Traffic calming measures can also be used to reduce vehicle volumes, particularly on shared streets. To the extent that this strategy considers automated traffic enforcement, we should adopt an equitable approach and explore non-punitive outcomes and income-based fines.

By creating safer streets with lower driver speeds, we can minimize or eliminate the need for speed enforcement. Revenues from citations for local safety improvements can be used to reduce or eliminate the need for enforcement.

SDOT will seek to:

- Continue to evaluate locations to reduce default and posted vehicle speeds on arterial and non-arterial streets.
- Continue to redesign streets to meet current and future needs, including implementing proven pedestrian safety countermeasures, particularly at locations with high vehicle speeds.
- Advocate for an update to State RCW 46.61.415 to allow speed limits lower than 20 mph. For example, shared streets, where pedestrians truly feel comfortable sharing space with cars, should be signed at 10 mph with engineering design to match.
- Pair speed limit reductions with education and public outreach.

PROVEN PEDESTRIAN SAFETY COUNTERMEASURES

The Federal Highway Administration's (FHWA) Proven Safety Countermeasures Initiative is a collection of 28 actions and strategies effective in reducing roadway fatalities and serious injuries. Countermeasures known to address fatal and severe pedestrian crashes include crosswalk visibility enhancements, leading pedestrian intervals, medians and pedestrian refuge islands, rectangular rapid flashing beacons (RRFB), road diets, and walkways.



Consider Automated Traffic Safety Cameras

SDOT will seek to develop a policy for automated traffic safety cameras and potential expansions informed by recommendations from the racial equity analysis conducted in partnership with community to address concerns and mitigate harms, while continuing to solicit feedback from community and other stakeholders. SDOT will prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement.

Consolidate Driveways and Curb Cuts

Driveways and curb cuts create areas of conflict between people walking on the sidewalk and moving vehicles accessing private property. They can also be difficult to navigate for people with disabilities or limited mobility. Consolidating, minimizing, or eliminating driveways and curb cuts create a safer and more comfortable pedestrian environment by reducing potential conflicts between people walking and people driving. SDOT will seek to:

- Develop stronger code requirements or incentives to minimize the impact of curb cuts and driveway width on all street types, particularly along the Priority Investment Networks.
- Use the development review process to review access strategies for new developments early in the design process to minimize access impacts.

Use the Complete Streets Process

The Complete Streets ordinance²⁰ directs SDOT to design streets for people walking, biking, taking transit, and persons of all abilities, while promoting street trees, art, and safe operation for all users, including freight. SDOT uses a rigorous process to evaluate planned projects for consistency with the policy.

A Complete Streets checklist is used to collect data and information about the status of the street and surroundings, details of the project, and Seattle Transportation Plan Element recommendations, with a goal of identifying specific improvement that can be incorporated into the project to balance the needs of all users. SDOT will seek to:

- Continue to use the Complete Streets checklist tool to evaluate City transportation projects (except for maintenance projects) for opportunities to make pedestrian system investments.
- Apply Complete Streets principals to private development and other agency project reviews.
- Periodically review and enhance the City's Complete Streets process.



A crowd of people, some with mobility assistance devices and strollers, cross a busy street with large street trees

²⁰ The City Council passed Ordinance 122386, the Complete Streets policy, in 2007.

PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than specific to a project) to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programmatic activities listed here provide helpful general information to describe the types of tools and methods we will employ to manage the transportation system.

Implement the Pedestrian Investment Networks

Our programmatic activities should be centered on making bold and aggressive progress on building out our sidewalk and crossing networks identified in our Priority Investment Networks and our Corridor Network projects.

“Along the Roadway” Improvements

A quality pedestrian network is at the core of an equitable and accessible transportation system, and sidewalks are the building blocks of an effective pedestrian network. SDOT will seek to:

- Build and maintain the Sidewalk Priority Investment Networks, prioritizing safe and accessible connections to schools, transit stops and stations, parks, and other community destinations. Investments can include sidewalks, walkways, shared streets with appropriate traffic calming, and low-cost improvements on non-arterial streets.
- Emphasize locations along the Frequent Transit Network; areas around Link light rail and community and mobility hubs; and corridors that provide access to schools, parks, and community destinations.
- Implement the strategies identified in the ‘Spatial Requirements and Operational Considerations’ section of this chapter.

NACTO GUIDANCE ON SHARED STREETS

The National Association of City Transportation Officials (NACTO), of which SDOT is a member, convened a working group of major US cities to develop new robust guidance for setting speed limits on urban streets to provide an alternative to the highway-focused federal recommendations. The resulting guidance, *City Limits*, provides cities with clear technical and policy guidance on setting safe speed limits on city streets. All of NACTO’s Member Agencies (81 members at the time of final review) have approved this guidance. For streets where people are expected to share the roadway with motor vehicles, a speed limit of 10 mph is recommended.

Crossing the Roadway Improvements

Safe and accessible crossings are key to developing a connected pedestrian environment. SDOT will seek to:

- Build and maintain the Enhanced Street Crossings Priority Investment Network, prioritizing safe and accessible connections to schools, transit stops and stations, parks, and other community destinations. Investments can include treatments such as marked crosswalks, curb bulbs or pedestrian refuges, all-way stops, rectangular rapid flashing beacons (RRFBs), and signals.
- Emphasize locations along the Frequent Transit Network; areas around Link light rail and community and mobility hubs; and corridors that provide access to schools, parks, and community destinations.
- Implement the strategies identified in the 'Spatial Requirements and Operational Considerations' section of this chapter.

Safe Routes to School

The Safe Routes to School (SRTS) program is designed to improve safety in areas around schools and encourage more kids to walk and bike. SDOT will seek to:

- Implement the Safe Routes to School program to deliver engineering improvements that improve pedestrian safety within school walksheds as well as education and encouragement campaigns at public and private schools throughout Seattle.
- Expand the School Streets program. *See the People Streets and Public Spaces Element for more information on School Streets.*
- Continue partnering with Seattle Public Schools on walking and biking safety education for students, including students with disabilities.
- Partner with Seattle Public Schools on walking school buses.
- Continue supporting the Safe Routes to School Coordinator position at Seattle Public Schools who works to ignite a culture of active transportation to school.
- Continue providing walking and biking maps to school, free bicycling incentives and prizes for bike to school campaigns, and free packages with bike train supplies.
- Continue engaging with students in designing and installing artwork along routes to school and other community destinations like parks and libraries.

Safe Routes to Transit

Walking is an ideal first-/last-mile solution to expand the reach of those who can access our transit system and the region it serves. SDOT will seek to:

- Implement Safe Routes to Transit. Coordinate bicycle and pedestrian improvements around light rail, community and mobility hubs, and frequent transit network stops.
- Improve station access planning for future light rail stations.
- Implement pedestrian improvements along and across major transit spines to enhance transit access and experience. (Supports TEF 40.2)

Safe Routes to Parks and Shorelines

Park properties offer opportunities to create pedestrian facilities that would greatly enhance network connectivity and create a sense of park expansion. Such connections require close coordination with the Seattle Parks and Recreation Department and thoughtful design to minimize environmental impacts and enhance enjoyment for park users. SDOT will seek to:

- Implement Safe Routes to Parks and Shorelines to coordinate bicycle and pedestrian improvements to parks and shorelines.
- Make investments that make it safer to walk and roll to parks and shorelines. This includes improving sidewalks and crossings within and adjacent to parks as well as the addition of climate resilient landscapes, increased vegetation, street trees, and stormwater management features. Build on existing partnership with Seattle Parks and Recreation and efforts to create these kinds of connections.
- Collaborate with other departments to explore these types of connections.

Sidewalk Safety Repair

Cracked and uplifted sidewalks can make pedestrian paths difficult to navigate, particularly for people walking who have mobility limitations. SDOT will seek to:

- Provide safe and accessible sidewalks by proactively identifying issues, implementing temporary measures as needed, and conducting permanent repairs when it is determined to be the City's responsibility, with a focus on underinvested neighborhoods. (Supports TEF 38.2, 41.6)
- Make it easier for residents to report sidewalk repair needs.
- Educate property owners about private sidewalk maintenance obligations (for example, repairs and snow removal) and increase enforcement.
- Make it easier and more predictable for private property owners to complete required sidewalk repairs.
- Study the potential for an income-based cost-sharing sidewalk repair program for lower-income property owners. (Supports TEF 38.6)

Multi-Use Trails

Multi-use trails are off-street facilities that accommodate people walking, biking, and using a wide range of other non-motorized and e-mobility devices. We'll seek to leverage our work to expand and connect multi-use paths to improve pedestrian access, particularly in areas lacking adequate comfortable on-street connections.

Neighborhood Greenways

Neighborhood Greenways and Healthy Streets provide people opportunities to walk and roll on quieter local streets instead of busier arterial streets. Expanding and upgrading neighborhood greenways can help to prioritize people walking and people riding bikes along roadways with low traffic volumes, slower driver speeds, and gentle grades. SDOT will seek to:

- Explore opportunities for expanding neighborhood-based events, play streets, and block parties on Neighborhood Greenways and Healthy Streets.
- Educate people so they are aware of new Greenways in their neighborhood.

See the People Streets and Public Spaces Element and the Bicycle and E-Mobility Element for more information on Neighborhood Greenways and Healthy Streets.

Home Zones

SDOT will seek to strengthen the Home Zone program, which combines quantitative analysis with a community-centered development process to make residential streets safer and more comfortable for people walking and biking.

Community and Mobility Hubs

Community and mobility hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements. SDOT will seek to:

- Support community-oriented programming, such as markets, vending, performances, and recurring events.
- Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping.
- Shared and car-free or car-light streets around current and future Link light rail stations create walkable and people-prioritized hubs for community and mobility.
- Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more.
- Create public spaces at community and mobility hubs that work for children and their caregivers, with educational activities to engage in and support child development.
- Partner with other departments and agencies, such as Sound Transit and King County Metro, and local neighborhood groups such as Business Improvement Areas

(BIAs) and other community organizations, to design, construct, and maintain community and mobility hubs.

Pedestrian Lighting

Lighting for pedestrians is an integral part of Seattle becoming the most walkable city in the nation. The 2012 Pedestrian Lighting Master Plan²¹ provided a snapshot of the City's approach to pedestrian lighting within the right-of-way and put in place a blueprint for outlining the needs and opportunities for pedestrian lighting citywide. SDOT will seek to:

- Revisit the 2012 Pedestrian Lighting Master Plan to assess current "pedestrian lighting deserts."
- Identify and prioritize critical locations on trails, off-street connections, and streets where it is dark and challenging to navigate at night.
- Identify opportunities for closer collaboration and cost sharing with Seattle City Light for pedestrian lighting. (supports TEF 45.1)
- Prioritize People Streets and Public Spaces, high ridership transit routes and transfer points, and equity needs.

Americans with Disabilities Act (ADA) Accessibility and Universal Design

SDOT will continue to implement existing accessibility improvements identified and prioritized in the *2020 Americans with Disabilities Act (ADA) Transition Plan for the Seattle Public Right-of-Way* and future updates to the plan. Future self-evaluations and *Transition Plan* updates will incorporate the latest standards and guidance, including new methods and technologies which impact accessibility in the public right-of-way.

Recognizing that the ADA provides basic accessibility requirements, SDOT will continue to advance universal design best practices and other guidance incorporating features and elements beyond ADA compliance, such as tactile wayfinding and assistive technologies, to enhance the public right-of-way for all users.

Accessibility improvements should be integrated with all new along-the-street and crossing-the-street projects while ADA Program projects will focus on accessibility-specific prioritization and feedback, in particular feedback from persons with disabilities who live and work in the City of Seattle. SDOT will seek to:

- Achieve accessibility and ADA compliance throughout Seattle's streets and within SDOT programs and projects.
- Expand SDOT's approach to encompass a more holistic view of ADA accessibility in the public right-of-way as a continuum for pedestrians, including transitions between pedestrian elements such as curb ramps, sidewalks, pedestrian crossings, accessible parking and passenger loading while working with permitted entities to assure accessible connections between public right-of-way and private property.

²¹<https://www.seattle.gov/Assets/Documents/Departments/SDOT/About/DocumentLibrary/PedMasterPlan/PedLightingFINAL.pdf>

- Coordinate with other City and SDOT programs, such as the Aging and Disability Services (ADS)²² and the Safe Routes to School (SRTS) program, to promote projects and infrastructure improvements that support inclusive design elements for all ages and abilities.
- Promote and enforce the importance of keeping the pedestrian clear zone free of objects or impediments, including propped doors, A-frame signs, landscaping, outdoor seating, displays, and shared micromobility devices.
- Expand SDOT's ADA Program Customer Service Request (CSR)²³ process for curb ramps and Accessible Pedestrian Signals (APS) to include other accessibility requests and continue to allocate annual funding to address requests.
- Promote awareness of SDOT's ADA Program Customer Service Request process to historically underserved areas.
- Update the "Age-Friendly Prioritization" to include a more universal, inclusive design perspective compared to needs identified in the *Transition Plan* and utilize a data-driven approach incorporating customer request data.
- Develop a strategic approach to accessible parking and passenger loading in Seattle's public right-of-way, accessible corridors, and improvements in communication and outreach to the disability community.
- Continue to educate SDOT staff on ADA requirements, accommodations, and effective communication, consistent with SDOT Title II requirements to provide a more inclusive environment and one that is not reactive based on requests alone.²⁴



A group of older adults— some using canes, walkers or wheelchairs—cross a marked crossing at a controlled intersection.

²² <https://www.seattle.gov/human-services/services-and-programs/aging-and-disability>

²³ <https://www.seattle.gov/transportation/permits-and-services/make-an-ada-request/request-a-curb-ramp>

²⁴ <https://streetsillustrated.seattle.gov/design-standards/access-criteria/>

People Streets and Public Spaces

The STP People Streets and Public Spaces Element identifies a suite of programmatic actions to enable equitable investments in People Streets and Public Spaces across Seattle, which will make neighborhoods more livable, climate resilient, and vibrant places for people to meet their daily needs.²⁵

See the People Streets and Public Spaces Element for more information.

Public Space Management

- SDOT will seek to continue public space management programs that work with residents, organizations, and businesses to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality.

Pedestrian Wayfinding

Pedestrian wayfinding helps people confidently and comfortably find their way along the pedestrian network. Wayfinding is critical for older adults, persons with disabilities, and families traveling with children, some of whom may not have access to mobile devices with GPS capability.

SDOT will seek to:

- Expand the existing wayfinding program to convey directional awareness and proximity to destinations for people walking and rolling.
- Emphasize wayfinding to transportation services and transit to assist travelers with decisions about travel options and assist with travel connections.
- Increase coordination with other agencies to provide consistency in what destinations are called, iconography, and format for secondary languages.



Wayfinding installed in 2023 in Pioneer

Streets Trees and Green Infrastructure

Street trees, landscaping and other green infrastructure make walking more comfortable and enjoyable, while also providing important benefits for environmental and community health. Large street trees are especially important in environmental justice priority communities lacking in tree canopy. SDOT will seek to:

- Continue programmatic actions to provide new street trees with adequate soil volumes to support large, healthy canopy trees and landscaping within the right of

²⁵ See the Public Streets and Public Spaces Element for additional details on the expanded and new programs.

way and increase funding for street tree management and maintenance, especially in neighborhoods where tree canopy is insufficient,

- Preserve, restore, and enhance the tree canopy on public rights-of-way, with an emphasis on environmental justice by prioritizing communities with transportation equity disparities and urban heat islands. Partner with communities to help care for Seattle's urban forest.
- Identify and implement management actions that increase the urban forest's resilience to potential impacts, including climate change. *See the 2020 Urban Forest Management Plan for additional details.*²⁶ (Supports TEF 56.4)
- Strengthen partnerships with Seattle Public Utilities to expand the use of green stormwater infrastructure with sidewalk and walkway projects and encourage the installation of sidewalks on one or both sides of the street when new natural drainage elements are constructed in the public right-of-way. (Supports TEF 56.4)

Participatory Budgeting

Participatory budgeting allows community members to help decide how we spend part of SDOT's budget. The Neighborhood Street Fund is a City program, running on 3-year cycles, that enables the community to propose and help prioritize transportation-related projects that are then built by the Seattle Department of Transportation. (Supports TEF 43.4) Projects fall into various categories such as: art, community placemaking, and safety improvements. (Supports TEF 19.4 and TEF 45.3) SDOT will seek to:

- Expand and build on our existing participatory budgeting programs to advance equity and transportation justice, and ensure programs are serving areas of the city and communities with highest need.
- Expanded programs could also enable an increase in the number of projects selected each cycle. Due to project idea collection, community prioritization, and additional outreach efforts, upfront unit costs for projects identified through this process are typically higher than through normal programming. However, expanding these programs could allow SDOT to do more meaningful and equitable outreach including funding neighborhood groups, community organizations, informal groups, and business groups who want to do a project, which will help build stronger community connections.

²⁶ <https://www.seattle.gov/Documents/Departments/Trees/Mangement/UrbanForestManagementPlanFinal.pdf>

Vision Zero

The City of Seattle is committed to Vision Zero, a goal to eliminate fatal and serious crashes on our streets, and safety is a priority goal for the STP. Achieving the Vision Zero goal requires making changes to our streets to reduce vehicle speeds, minimizing conflicts between people driving and people walking, and separating people walking from those driving.

SDOT will seek to:

- Incorporate Vision Zero and Safe System approaches into every project and program, including maintenance and asset management programs.
- Prioritize pedestrian safety improvements that are on the high-injury network (HIN), have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis (BPSA) (Supports TEF 19.2)
- Take a comprehensive, data-driven, Safe System approach to address pedestrian fatalities and serious injuries.
- Implement proven techniques systemwide that help further Seattle's goal.
- Create regular opportunities that are not tied to specific projects which enable community conversations on safety with leadership. (Supports TEF 41.6)
- Employ design strategies to maximize comfort and safety for people walking, such as those described below under "Update *Streets Illustrated*," through right-of-way reallocation and traffic calming. This is important whenever redesigning our streets.
- Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, such as reducing vehicle speeds.
- Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. In some locations, data shows repeated collision patterns involving people walking, yet it is challenging to correct these patterns due to limited right-of-way or competing needs for space. Work to approve deviations for these new design treatments efficiently, and partner across divisions to implement new solutions.

See the SDOT Vision Zero Top to Bottom Report (2023) and the Bicycle and E-Mobility Element for more information about Vision Zero.

PUBLIC OUTREACH AND EDUCATION

Safety Education

SDOT currently leads safety education campaigns, such as Vision Zero yard signs, that educate people on the importance of driving more slowly and engaging in safer behaviors on our streets. SDOT will seek to:

- Expand safety education campaigns to increase safety for all travelers.
- Help employers develop walking programs for employees.
- Expand other programs that encourage and promote the benefits of walking.
- Make materials accessible to non-English speakers.
- Create regular opportunities that are not tied to specific projects that enable community conversations on safety with City leadership. (Supports TEF 41.6)
- Expand driver education courses for traffic citations within the City of Seattle and include an expanded pedestrian safety curriculum.
- Continue the use of the Safe Routes to School program to provide bicycle and pedestrian safety training and encouragement to all public elementary and middle schools.
- Create public outreach tools to communicate the top factors contributing to collisions in Seattle.
- Evaluate the effectiveness of education and outreach programs.

Community Requests

- SDOT will seek to improve SDOT's customer service response process, developing standard guidance on how to engage and follow-up with community members when safety requests are reported and addressed. (Supports TEF 41.3) *See the SDOT Vision Zero Top to Bottom Report for more information.*²⁷

²⁷ <https://www.seattle.gov/documents/Departments/SDOT/VisionZero/SDOT-Vision-Zero-TopToBottomReview-FullReport.pdf>

PARTNERSHIPS

Advocate for Changes to State and Local Legislation

There are policies that impact safety for people walking and rolling that are outside of the City of Seattle's control. For example, there is a need to advocate for state law updates to allow pedestrians on roadways for shared streets. Currently, we must use a "Street Closed" model to enable pedestrians to walk in the street on Shared Streets. There is also a need to advocate for state law updates to allow for speed limits lower than 20 mph. As a City focused on providing a safe, equitable, and sustainable transportation system, we can advocate for changes to state and local legislation and programs.

SDOT and the City will seek to:

- Replace punitive enforcement with education strategies. Coordinate with community-based organizations (CBOs) and legislators to revise or remove punitive pedestrian crossing laws (i.e., jaywalking) that result in harm to Black, Indigenous, and People of Color (BIPOC) communities. Replace these laws with educational outreach that promotes safe walking, rolling, and bicycling behaviors. (Supports TEF 43.2)
- Advocate for State law updates to allow pedestrians on roadways for shared streets. Work with state and local partners to update RCW 46.61.250 to allow pedestrians to walk on streets when sidewalks are available to enable Shared Streets without requirements to "close" the street.²⁸
- Advocate to update State RCW 46.61.415 to allow speed limits lower than 20 mph. Shared streets, where pedestrians truly feel comfortable sharing space with cars, should be signed at 10 mph with engineering design to match.

Coordinate with Partner Agencies and Organizations

Many agencies and City of Seattle departments play a role in supporting actions to create and maintain our pedestrian network and facilities.

SDOT will seek to:

- Explore opportunities to implement sidewalks or walkways with green stormwater infrastructure (GSI) projects completed by other City departments.
- Establish integrated interagency teams to collaboratively work with each other and the public when designing pedestrian infrastructure.
- Partner with Seattle Parks and Recreation, Seattle Fire Department, Seattle Department of Construction and Inspections, Seattle City Light, the Office of Economic Development, the Office of Planning and Community Development, Seattle Public Utilities, Office of Sustainability and Environment, business associations, neighborhood groups, and state and regional agencies.

²⁸ The Revised Code of Washington (RCW) 46.61.250 states: "Where sidewalks are provided and are accessible, it is unlawful for any pedestrian to walk or otherwise move along and upon an adjacent roadway. Where sidewalks are provided but wheelchair access is not available, persons with disabilities who require such access may walk or otherwise move along and upon an adjacent roadway until they reach an access point in the sidewalk."

Private Partnerships and Investments

- As new private development occurs, these projects should construct new and repair older sidewalks, curb ramps, and pedestrian features, bringing them in line with City standards. Installing and improving pedestrian facilities in tandem with new developments incrementally upgrades Seattle's pedestrian realm as the city grows and pedestrian demand increases. SDOT will seek to:
- Explore opportunities to incentivize pedestrian realm improvements above and beyond existing land use code requirements.
- Evaluate land use code revisions that result in the construction of more sidewalks and pedestrian walkway connections.
- Explore options for developers to provide alternative mitigation in addition to required sidewalk construction.
- Consider working with large sponsors to develop private partnerships to construct new sidewalks.
- Improve the ability to track construction of new sidewalk assets by the private sector, the City, and other agencies.

Olmsted Boulevards

While not technically multi-use paths, Seattle's Olmsted Boulevards²⁹ similarly create recreational opportunities for people biking, walking, rolling, and engaging in other activities.

SDOT will seek to:

- Partner with Seattle Parks and Recreation to identify on which Olmsted Boulevards we will change policy and operation to allow more flexibility to create better walking, strolling, and biking experiences. These changes will enable more opportunities for healthy recreation opportunities year-round instead of only on summer weekends. (Supports TEF 43.4)
- Evaluate each location individually, as there are different property, design, and social conditions at each location. Any design changes will provide equitable access to these boulevards.³⁰

²⁹ In the early 1900s, Seattle hired the Olmsted Brothers landscape architecture firm to design a system of interconnected parks and boulevards that provided open space for all people. The Seattle City Council approved the Olmsted Brothers' plan "A Comprehensive System of Parks and Parkways" in 1903. Friends of Seattle's Olmsted Parks. "A Brief History." <https://seattleolmsted.org/history/>

³⁰ As part of the STP engagement process, we heard broad support for increased recreational opportunities along Olmsted Boulevards, along with more people-oriented streets throughout the city. The city would engage with communities and Friends of Seattle's Olmsted Parks in any such decision-making processes.

TRANSPORTATION DATA, TECHNOLOGY, AND INNOVATION

New Technologies

Emerging technologies may improve safety and access for people walking. SDOT will seek to:

- Support research on emerging technologies that improve pedestrian safety, access, and system management.
- Identify and employ innovative uses of technology to improve pedestrian safety and access.

Maintain Our Datasets and Use Data to Inform Changes to the Transportation System

Data on pedestrian infrastructure and pedestrian counts are useful to track asset locations and their condition, identify where to install improvements, and to provide information to others. SDOT will seek to:

- Gather and maintain data on pedestrian infrastructure and use and provide them to partners as appropriate.
- Use data to guide the type and location of pedestrian network investments.



A vision zero campaign sign on a utility pole in a residential neighborhood.

MAINTENANCE AND MODERNIZATION CONSIDERATIONS

Maintain the Pedestrian Network

To provide a safe and comfortable walking and rolling experience, SDOT will seek to:

- Periodically review and adjust resources for maintenance equipment, labor, and program management to be proportionate to a growing pedestrian network.
- Promote the use of sustainable construction materials that are durable and have lower lifecycle costs to replace and maintain, such as permanent curbs for curb bulbs.
- Negotiate maintenance agreements with partners.
- Leverage opportunities to implement joint sidewalk and green stormwater infrastructure (GSI) projects.
- Improve and promote the Find It, Fix It app to make it easier for community members to report maintenance issues, including sidewalk specific issues.
- Address maintenance concerns efficiently and promptly.
- Address annual maintenance needs in an organized manner for seasonal issues, such as vegetation trimming, blackberry bush removal, and clearing drainage problems near curb ramps.
- Anticipate signal equipment upgrades, including needed signal heads or phasing changes to make walking connections easier.
- Anticipate sidewalk and crosswalk repair needs and proactively work make improvements.

Quick-build Solutions

In order to build out the pedestrian networks and stretch limited funding, we can explore cost-effective treatments and cost-sharing partnerships with other City departments and private entities, as appropriate. SDOT will seek to:

- Explore options for quick-build solutions where appropriate. Selection protocols should consider lifecycle costs.
- For crossings, where appropriate, use quick-build treatments (e.g., paint and post) as an interim solution to address safety and comfort until more permanent capital improvements can be made.
- For along-the-roadway treatments, explore options to implement alternatives to conventional curb and gutter sidewalks on both sides of neighborhood streets, including alternative walkways, constructing sidewalks on one side of the street, and traffic calming and other treatments to create safe and comfortable shared street environments.
- To manage long-term maintenance costs, quick-build, low-cost, and alternative solutions should be replaced, over time, with more permanent capital improvements.

Update Streets Illustrated

Streets Illustrated (Seattle Right-of-Way Improvements Manual) identifies comprehensive design standards and guidance for pedestrian infrastructure. However, best practices and evidence-based safety treatments are evolving, and our design standards need to reflect that.

This section highlights considerations that should be accounted for when *Streets Illustrated* is updated after adoption of the Seattle Transportation Plan.

SDOT will seek to:

- **Right of Way Priority.** Update Street Type maps to integrate STP elements and meet minimum right-of-way (ROW) requirements. Identify ROW where pedestrians have the right of way some or all hours.
- **Public Realm.** Incorporate new and revised design standards & guidance for the public realm, including adding streets included in the STP People Streets and Public Spaces Element.
- **Safety.** Incorporate new and revised design standards & guidance for enhancing pedestrian safety.
 - Update standards and/or identify appropriate use for pedestrian safety enhancement features, such as floating curb bulbs, horizontal deflection, shielding islands, raised intersections, turn calming such as hardened centerlines, no turn on red signage, speed cushions or humps, and slow turn wedges.
 - Include intersection daylighting as a standard feature for all marked crosswalks and controlled intersections where a flex zone is present.
 - List the criteria and applicable arterial streets where the speed limit is or is to be set at 20 miles per hour (adjacent to or within parks, parkways, high pedestrian areas, station areas, etc.).
- **ADA Accessibility.** Incorporate Americans with Disabilities Act (ADA) priority areas as identified in SDOT's ADA Transition Plan to maximize usability for people walking and rolling, and guidance for when to exceed the minimum standards.
 - Expand on stand-alone Americans with Disabilities Act (ADA) elements listed to incorporate a more holistic assessment of ADA accessibility and inclusive design for point-to-point travel. This includes missing or non-compliant curb ramps, missing or inaccessible sidewalks, inaccessible connections to transit and community services facilities, signalized intersections without APS, and/or the absence of accessible parking or passenger loading.
 - Expand on current minimum standards for public right-of-way accessibility guidelines (PROWAG) to include best practices and research to define spaces and support interaction between different modes, such as tactile separation and wayfinding at bicycle facilities adjacent to pedestrian access.

- o Expand on pedestrian-related guidelines within the 'Sidewalks Adjacent to Transit Stations' section on additional improvements within 1/4 mile of transit station entrance³¹.
 - o Include language to incorporate accessible elements when planning and designing pedestrian facilities such as pay stations or electric vehicle (EV) charging stations, or providing accessible options for new passenger loading zones, for both private vehicles as well as rideshare drop-off spaces.
- **Citywide Pedestrian Scale Lighting Plan.** Incorporate the Citywide Pedestrian Scale Lighting Plan. Once complete, the plan will provide guidance on where to incorporate pedestrian scale lighting in capital projects through the Complete Streets Checklist.

³¹ <https://streetsillustrated.seattle.gov/design-standards/transit/>



DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

A walkable city provides an accessible, well-connected, comfortable, safe, and intuitive network of sidewalks, crossings, paths, plazas, and staircases for all users. It includes:

- **Direct connections to key destinations**, including convenient and safe ways for people of all ages and abilities to cross the street.
- **Clear and inviting spaces** for people walking to move along every street at all hours of the day and night, including safe and barrier-free sidewalks or walkways on roads with low vehicle volumes and speeds at or below 25 mph.
- **Public right-of-way designed and operated at a human scale**, including putting the needs of the most vulnerable road users first. A walkable city has a right-of-way with fewer vehicles, both stationary or moving through it, to reduce air and noise pollution and traffic violence and to improve the traveler experience for those outside of vehicles.
- **Compact neighborhoods** with transit stops and stations, schools, jobs, and services within walking distance.
- **Streetscapes that include features for people**, including benches, sidewalk cafes, pedestrian lighting, trees, vegetation, restrooms, water fountains, culturally appropriate and in-language wayfinding, protection from rain and sun, and public art.
- **Places of respite** that invite conversation, encourage connection with nature, and provide places to play.
- **Proactive maintenance** to provide accessibility for all, including people using wheelchairs and other mobility devices.

AGE FRIENDLY SEATTLE

A safe, complete pedestrian network supports Seattle's Age Friendly efforts to make our communities great places to grow up and grow old. A quarter of Seattle residents are under age 25. For young people, walking affords a sense of independence. Seattleites over age 65 currently comprise around 15% of the City's population and are expected to grow to 25% of the population by 2040. For seniors, walking or rolling is an effective means to stay physically and socially active and is important to enable aging in place.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommends performance measures to monitor the implementation of the STP Pedestrian Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching outcome-based measures that are identified in the STP implementation strategy (see Chapter 5 of the Part I document). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled and the percentage of household income dedicated to transportation.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include a target to increase the city's tree canopy percentage and targets to increase the percentage of pedestrian mode share.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include the number of blocks of sidewalks or crossing improvements created each year or the number of new ADA-compliant curb ramps delivered each year.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years.

The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.³²

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 2 identifies the Tier 2 performance measures that will be tracked for the Pedestrian Element.

³² <https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

Table 2: Pedestrian Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people walking and rolling (SPD collision report data)	101 (2022)	Zero Sub-measure: track by age, gender, and housing status as available.	Yes	Safety Equity Sustainability Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of walking and rolling trips (SDOT)	20% (2019)	27% by 2044 Sub-measure: track pedestrian trips by age and gender	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Green our streets to support livability and climate targets	Tree canopy in the right-of-way (SDOT)	23% (2021)	Increase tree canopy in the ROW to 30% by 2044. Sub-measures: Utilize Urban Forestry citywide and subarea canopy goals	No	Equity Sustainability Livability Maintenance & Modernization
Increase access to a shared street or public space	Percent of households that live within a 10-minute walk of a shared street or public space (Census Bureau, SDOT)	1) 19% of households outside of Urban Centers and Villages 2) 72% of households within Urban Centers and Villages (2023)	1) 43% of households outside Urban Centers and Villages by 2044 2) 93% of households within Urban Centers and Villages by 2044	Yes	Safety Equity Mobility & Economic Vitality Livability
Support a well-maintained pedestrian network	Percent of sidewalks in good or better condition (SDOT)	53% (2023)	Increase the percent of sidewalks with a "good" or better condition rating (out of Excellent/Good/Fair/Poor/Very Poor)	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

RELEVANT TEF TACTICS

- TEF 19.6—Prioritize person-throughput as metric rather than vehicle throughput
- TEF 19.7—Do pilots to test out repurposing of streets ideas and apply learnings to new policy approaches and broader citywide opportunities to carry out similar actions to make our streets safer and, first and foremost, for people
- TEF 29.1—Create publicly accessible community-oriented visuals and neighborhood-specific snapshots to capture where SDOT has built infrastructure, dedicated investments, and collected community feedback; this should be utilized by SDOT, other City departments, and transportation partners to inform future investment needs as well as planning and programmatic efforts
- TEF 38.2—Explore including a dedicated funding pot in the next transportation funding package for sidewalk maintenance and repair in underinvested neighborhoods that has not been addressed by the \$20 vehicle license fee (VLF)
- TEF 38.6—Develop an income-based cost-sharing sidewalk repair program for lower-income property owners
- TEF 40.1—Emphasize and incorporate pedestrian safety into the street character and design process; ensure staff are trained and educated on how to do this
- TEF 40.2—Identify locations for new or upgraded pedestrian crossing opportunities to support access to transit
- TEF 40.5—Collaborate with community-based organizations (CBOs) to map key target areas where there are higher populations of vulnerable communities and use this map to prioritize investments for improved crosswalk opportunities
- TEF 40.6—Create a department-wide crosswalk policy that centers the safety needs of communities; this includes a guideline that takes policy, design, and implementation to address and improve crosswalk and pedestrian safety from a community-specific context
- TEF 41.3—Develop SDOT standard guidance across the Department on how to engage and follow-up with community members when safety requests are reported and addressed (e.g., request for crosswalk installation or repairs)
- TEF 41.6—Create regular opportunities that are not project-specific for community conversations on safety with leadership
- TEF 43.2—Coordinate with community-based organizations (CBOs) and legislators to revise or remove pedestrian crossing (e.g., jaywalking) and helmet laws that result in harm to BIPOC communities; replace with educational outreach that promotes safe walking, rolling, and bicycling behaviors

TEF 43.4—Review SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way (ROW) for people of all ages and abilities, people recreating, shopping, walking, rolling, riding bikes, and taking transit.

TEF 45.1—Revisit the Pedestrian Lighting Master plan from 2012, assess areas of current "pedestrian lighting deserts" with transit ridership routes and transfer opportunities, and place a higher emphasis on equity. Use the findings from this assessment to inform the development of the next transportation funding package.

TEF 45.2—Identify opportunities for closer collaboration and cost sharing with Seattle City Light for pedestrian lighting

TEF 45.3—Identify spaces for equitable investment that can activate community, foster local economic development, and facilitate connections to transit

TEF 45.6—Utilize findings from the Pedestrian Racial Equity analysis and identify a plan to improve connections between transit stops and key community assets (e.g., parks, libraries, schools, employers) are safe for people walking

TEF 56.4—Improve, identify, and maximize current opportunities for street trees and greenscapes in SDOT activities ranging from routine maintenance to capital project delivery; ensure design guidance and functions of maintenance include this consideration for long-term sustainability

APPENDIX A: PEDESTRIAN MAP METHODOLOGY

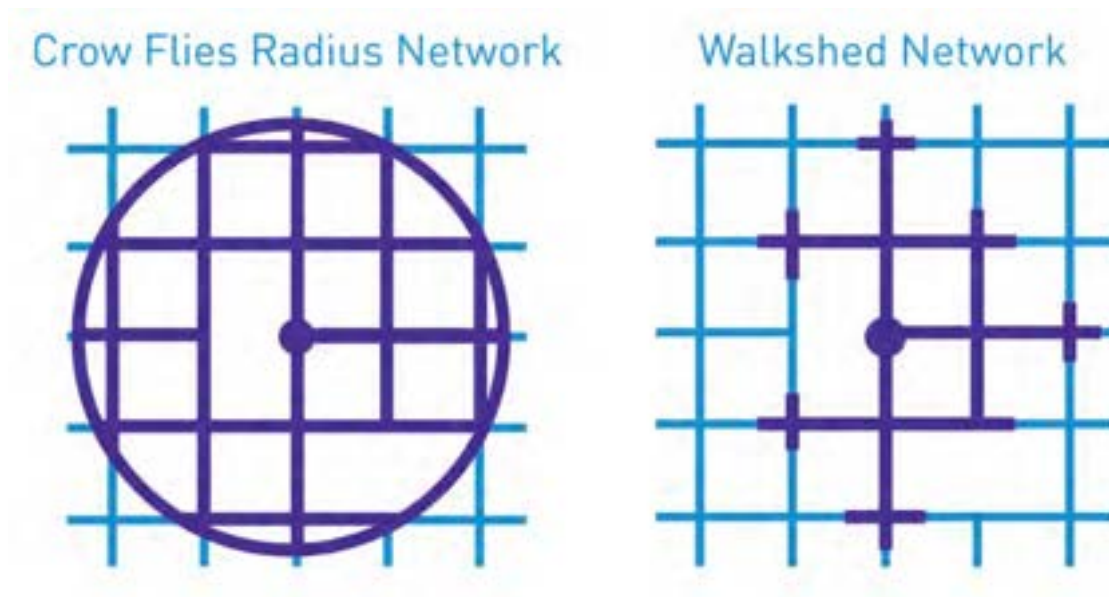
This section provides additional details on the methodology used to create the prioritization of sidewalks and intersections for the pedestrian Priority Investment Network maps. Each map was organized into five tiers based on a quintile system, with each tier receiving the same number of sidewalk block faces or intersections.

A key concept for the Pedestrian PIN maps is the “walkshed,” which includes those streets and paths that serve as important walking routes to each school, frequent transit stop, and park access point. A “walkshed” is the network of streets within a defined walking distance of a specific location, such as a transit stop. They are a more accurate way to identify actual walking routes and distances to destinations.

Unlike approaches that measure straight-line distances to a destination “as the crow flies,” walksheds attempt to consider gaps in the network where streets don’t connect and where there are physical barriers like water bodies.

Mapping walksheds on the street network helps identify individual street segments that pedestrians are likely to take to a specified destination within a given walking time or distance.

Figure 23: Comparison of Methods for Measuring walkability: "Crow Flies" radius versus Walkshed Network



To narrow city-wide pedestrian needs, each of the three Priority Investment Network (PIN) maps uses a deficiency analysis³³ as a starting point for network prioritization. They then consider proximity to high pedestrian trip areas, safety, and equity to categorize each street or intersection on the map into one of five tiers.

- **Proximity to High Pedestrian Trip Areas.** Pedestrian improvements are prioritized in locations where adjacent land use generates higher pedestrian volumes. This includes K-12 public schools, parks, transit stops and routes, and Comprehensive Plan land use areas, such as Pedestrian Zones, Urban Centers, and Urban Villages.³⁴
- **Safety.** Pedestrian improvements are prioritized at locations with a demonstrated safety need. For the crossing maps, the safety score inputs include Priority Pedestrian Locations in the Bicycle and Pedestrian Safety Analysis (BPSA), locations with 3+ pedestrian crashes, and locations with 3+ lanes. The BPSA analysis uses a model that identifies design and behavioral factors that may be correlated with collisions involving people walking. These factors include arterial classification, roadway width, driver (vehicle) speeds, and controlled crossing spacing (supports TEF 40.1). For the sidewalk maps, 85th percentile vehicle speeds are used to determine the safety scoring.
- **Equity.** Pedestrian improvements are prioritized using the city's Race and Social Equity Index.³⁵ Based on guidance from the Pedestrian Racial Equity Analysis,³⁶ specific improvements in future implementation plans will be chosen using an inclusive community engagement process in equity-priority communities, with a particular emphasis on creating safe connections between transit stops and key community assets. (Supports TEF 45.6)

³³ Identifying where our sidewalk network is missing sidewalk or has substandard sidewalks, or where there are gaps in our enhanced crossing network.

³⁴ These land use areas include important pedestrian trip generators, such as: grocery stores, libraries, medical centers, assisted living centers etc. For example, over 90% of all grocery stores are included in the land use zones that are used in the prioritization land uses (Urban Centers, Urban Villages, Pedestrian-Zones) or within the buffer distances around them.

³⁵ The Race and Social Equity Index is a tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities. It combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations make up relatively large proportions of neighborhood residents.

³⁶ <https://www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/pedestrian-program-racial-equity-analysis>

MISSING AND SUBSTANDARD SIDEWALK MAP METHODOLOGY

The **Missing Sidewalk Priority Investment Network** identifies all street segments that currently lack sidewalks. Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity.

Tier 1 segments are the highest priority. This PIN helps identify locations where there may be opportunities to improve conditions for people moving along the street by installing conventional sidewalks, alternative walkways, or traffic calming features that create a safe and comfortable shared street environment.

The **Substandard Sidewalk Priority Investment Network** identifies all streets with sidewalk zones that are significantly narrower than current standards³⁷, as identified in Seattle's *Streets Illustrated*. The sidewalk zone includes the three pedestrian zones, comprised of the Frontage Zone, the Pedestrian Clear Zone, and the Landscape/Furniture Zone.

Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity. Tier 1 segments are the highest priority. This PIN identifies locations where there may be opportunities to improve conditions for people walking or moving along the street.

Table 3 includes the metrics and weighting used to inform the PIN prioritization process for the missing and substandard sidewalk networks.

³⁷More than three feet narrower than Streets Illustrated standards

Table 3: Missing and Substandard Sidewalk Prioritization Methodology

Category	Weighting	Measure	Score	
Proximity to land use areas	30%	Public K-12 Schools	High	1/4-mile walkshed
			Medium	1/2-mile walkshed
			Low	1-mile walkshed
		Transit	High	Along Frequent Transit Network (FTN)
			High	1/2-mile walkshed of light rail stops
			Medium	1/4-mile walkshed of RapidRide or Streetcar stops
			Low	1/8-mile walkshed of FTN bus stops
		Parks (access points)	High	1/8-mile walkshed
			Medium	1/4-mile walkshed
			Low	1/2-mile walkshed
		Land Use	High	Inside of and within an 1/8-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Medium	Within an 1/4-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Low	Within an 1/2-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
Safety	40%	Speeds	High	85% Speeds >35MPH
			Medium	85% Speeds 30-35
			Low	85% Speeds 25-30
Equity	30%	Race and Social Equity Index	High	Highest quintile
			Med-High	Second highest quintile
			Medium	Middle quintile
			Zero	Lowest two quintiles

Note: Not all street segments identified as missing or with substandard sidewalks may be feasible or desirable locations for new sidewalks. Project feasibility will be determined through future implementation plans.

ENHANCED STREET CROSSINGS MAP METHODOLOGY

The **Enhanced Street Crossing Priority Investment Network (PIN)** depicts intersections that are not currently enhanced and are 600 feet or more away from the closest enhanced crossing.

Enhancements include treatments such as a marked crosswalk, all-way stop, or a signal. This PIN shows areas prioritized for creating a higher density of enhanced crossings (Supports TEF 40.2 and TEF 40.5). The PIN map will be used to:

- Identify future corridor studies to determine the appropriate improvement and location for new enhanced crossings.
- Identify opportunities for new and enhanced crossing within SDOT Project Development and other complete streets development processes.
- Identify opportunities for new and enhanced crossings installed or funded by others, including private development and agency partners.
- Each intersection is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity.

It is important to note that this map does *not* propose a set distance between enhanced crossings.

Furthermore, as we design and implement projects that impact street intersections, we will evaluate opportunities to upgrade intersections within the project area to current design standards and employ safety countermeasures, as funding allows.

Table 4 includes the metrics and weighting used to inform the enhanced street crossings map.

Table 4: Enhanced Street Crossings Prioritization Methodology

Category	Weighting	Measure	Score	
Proximity to land use areas	30%	Public K-12 Schools	High	1/4-mile walkshed
			Medium	1/2-mile walkshed
			Low	1-mile walkshed
		Transit	High	1/2-mile walkshed of light rail stops
			Medium	1/4-mile walkshed of RapidRide or Streetcar stops
			Low	1/8-mile walkshed of FTN bus stops
		Parks (access points)	High	1/8-mile walkshed
			Medium	1/4-mile walkshed
			Low	1/2-mile walkshed
		Land Use	High	Inside of and within an 1/8-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Medium	Within an 1/4-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Low	Within an 1/2-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
Safety	40%		High	BPSA Ped location
			Medium	3+ ped collisions in past 5 years
			Low	3+ lanes for crossing
Equity	30%	Race and Social Equity Index	High	Highest quintile
			Med-High	Second highest quintile
			Medium	Middle quintile
			Zero	Lowest two quintiles

Note: The Enhanced Street Crossing Priority Investment Network shows areas prioritized for creating a higher density of enhanced crossings (Supports TEF 40.2 and TEF 40.5). SDOT projects will evaluate where to provide enhanced crossings and the appropriate type of treatments; some street intersections identified on this map may not be selected for enhanced crossings through a given project. Project feasibility will be determined as part of implementation plans. This PIN does *not* propose a set distance between enhanced crossings.

GLOSSARY

Accessible pedestrian signal (APS): Signals installed at crossings to help pedestrians who are blind or have low vision. Auditory signals – such as voice instructions and chirping sounds – indicate when it is safe to cross the street.

ADA: Americans with Disabilities Act

ADA Transition Plan: A federally required plan intended to identify and prioritize accessibility improvements where they may be needed for pedestrian use. The document lists potential barriers to access in the public right-of-way identified through self-assessment efforts that SDOT conducts. The plan includes methods, schedules, and reports of barrier removal in the Seattle public right-of-way.

All ages and abilities (AAA): Bicycle and e-mobility facilities that people of all ages and abilities feel comfortable using. They provide low-stress bicycling conditions and focus on safety.

Arterial street: The “backbone” of the roadway system and accommodates the most trips for all modes. Arterials provide the connections between freeways and access streets and vary in their speed and volume characteristics, design features, and degrees of local access.

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bike crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

Bike+ Network: Bikeways suitable for all ages and abilities (AAA) that allow for safe, comfortable, and accessible bicycle travel, such as protected bike lanes and Neighborhood Greenways. The Bike+ Network will be seamlessly integrated with the multi-use trail network.

Bioswale: Vegetated ditches that capture and filter stormwater runoff.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

Cellular vehicle-to-everything (C-V2X): Technology that enables vehicles to wirelessly connect and interact with their surroundings, such as other vehicles and 5G service. C-V2X has the potential to make travel safer by reducing crashes and conflicts between road users.

Community and Mobility Hubs: Community and Mobility Hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Complete neighborhoods: Neighborhoods where residents can access all daily needs within walking distance.

Comprehensive Plan: A 20-year vision and roadmap that guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

Curb bulbs: Extensions of the sidewalk into the street that give pedestrians a shorter distance to cross.

E-mobility: Personal and shared electric-powered bicycles, scooters, and other electric-powered devices.

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City's climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City's fleet zero-emission by 2030.

Find It, Fix It app: A smartphone app offering mobile users a way to report selected issues to the City by submitting a photo and written description.

Frequent Transit Network (FTN): Buses, trains, and other forms of transit that arrive every 15 minutes or less. The FTN sets aspirational frequency targets alongside a transit corridor map illustrating how frequency targets are proposed to be distributed throughout the city. The FTN enables people to travel with confidence in a timely arrival every day of the week.

General purpose (GP) lane: Space in the right-of-way where all vehicular traffic is allowed.

GHG: Greenhouse gas emissions

Healthy Streets: Streets for people walking, rolling, biking, and playing. They are closed 24/7 to pass-through traffic. People driving who need to get to homes and destinations along Healthy Streets retain access and can still drive on these streets.

High-injury Network (HIN): The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred to inform safety corridors of focus for the Vision Zero program and more. It prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes.

Home Zones: A home zone is a holistic and cost-effective approach to making residential streets more walkable within a neighborhood. Rooted in successful pedestrian-focused systems from around the world, The Home Zone Program provides an alternative to traditional sidewalks and traffic calming measures. The heart of the program is its community-centered development process.

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Low-emission neighborhood: Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit, or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.

Micromobility: Small, low-speed transportation devices. They are convenient for traveling short distances or the beginning or end of trips. They include bikes and scooters.

Multi-use trails: Off-street paths for people walking, biking, rolling, and using other non-motorized and e-mobility devices.

NACTO: National Association of City Transportation Officials

Neighborhood Greenways: Neighborhood Greenways are safer, calmer neighborhood streets where people walking and biking are the priority. These streets work together with trails and protected bike lanes to provide connected routes to bring people to the places they want and need to go as part of Seattle's all ages and abilities bicycle network.

Neighborhood Street Fund: A City program, running on 3-year cycles, that enables the community to propose and help prioritize transportation-related projects that are then built by SDOT.

OPCD: Office of Planning and Community Development

Pedestrian Lighting Master Plan: The Pedestrian Lighting Master Plan guides how the city plans for, designs, and implements pedestrian lighting which fosters safety, security, economic development, active transportation, and access in the right-of-way.

Pedestrian Master Plan (PMP): Adopted in 2017, the Pedestrian Master Plan is a 20-year framework for making Seattle the most walkable and accessible city in the country. The Plan provides policies, programs, and projects for SDOT to achieve this goal. The Pedestrian Element builds on the PMP.

Pedestrian Racial Equity Analysis (PED REA): A study to identify racial disparities in pedestrian travel. SDOT works with community partners to understand barriers to travel, community needs, and identify community-led solutions to eliminate these barriers. The REA takes both a citywide approach and a neighborhood approach, starting with vulnerable communities in Chinatown-International District and Rainier Beach.

Priority Investment Network (PIN): Sets 5 tiers of importance of locations for investments in pedestrian infrastructure. Streets and intersections are ranked based on proximity to high pedestrian trip areas, safety, and equity. The network maps will be used to prioritize the order and type of investments.

PSPS: People Streets and Public Spaces

PSRC: Puget Sound Regional Council

Public Spaces: Plazas and Shoreline Street Ends that come in many shapes and forms. They are pedestrianized spaces that invite people to gather, play, and connect with one another. These spaces may be focal points in neighborhoods that support local businesses, venues for community gatherings, or more subtle spaces that are loved by locals and stumbled upon by visitors who delight in their discovery. They may incorporate public art, seating, games, trees and green infrastructure, and flexible space for vendors and gatherings. Public Spaces are born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.

Race and Social Equity (RSE) Index: A tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities.

Refuge islands: Paved median protects pedestrians crossing multi-lane streets by providing a safe place to stop.

Right-of-way (ROW): Strip of land legally established for the purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe Routes to School: A national movement to make it easier and safer for students to walk and bike to school. The program is designed to improve safety in areas around schools and to encourage more kids to walk and bike.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

The goals of the approach are to create safer vehicles, speeds, roads, and people and provide post-crash care.

School Streets: Streets for people walking, rolling, and biking to school and playing. They are closed to pass-through traffic, including parents and guardians. People driving to homes and destinations along School Streets, including school district transportation, retain access and can still drive on these streets. They are a type of Shared Street.

SDOT: Seattle Department of Transportation

Seattle Displacement Risk Index: Areas in Seattle identified where displacement of people of color, low-income people, renters, and other populations susceptible to displacement may be more likely.

Shared micromobility: Shared bikes and scooters that offer low-cost options for a short distance trip. Riders locate and rent available devices with a phone, ride where they want to go, and leave responsibly parked for the next person.

Speed cushion: Multiple low-rise speed humps placed together that slow vehicle speeds while still allowing emergency vehicles to pass through normally. They are used on low volume and non-arterial streets.

Streets Illustrated: Seattle's Right-of-Way Improvements Manual is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle's street right-of-way.

Summer Streets: Streets that are closed to vehicular traffic during certain times of the year to provide open space for events and public life.

Traffic calming: Physical changes to street design that slow traffic and make the street safer for all travelers. Examples include traffic circles, speed humps, and narrow lanes.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.

Transportation demand management (TDM): Programs that focus on shifting travel behaviors from single-occupancy vehicles toward more sustainable and efficient modes such as transit and walking.

Urban Villages and Centers: Areas in Seattle identified in the Seattle 2035 Comprehensive Plan where the most future job and employment growth is targeted. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit use.

Vision Zero: The City's goal to eliminate traffic deaths and serious injuries on city streets by 2030.

Vision Zero Top to Bottom Review: A review of the Vision Zero program and actions. It was conducted to help the department better understand the causes of the rise in number of traffic deaths and to identify opportunities to reduce harm while creating a culture of care and dignity for all travelers.

Vulnerable Communities: Communities that have historically and currently been erased, intentionally excluded and/or underinvested in by government institutions. SDOT's Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhood

Wayfinding: Visual information that helps people to orient themselves spatially. Wayfinding is important to ensure people can travel easily, comfortably, and safely. Methods of wayfinding include signs and maps.

Your Voice, Your Choice (YVYC): A budget initiative that gives community members the power to decide how a portion of the City's transportation budget is allocated to park and street improvements.

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People Streets and Public Spaces Element

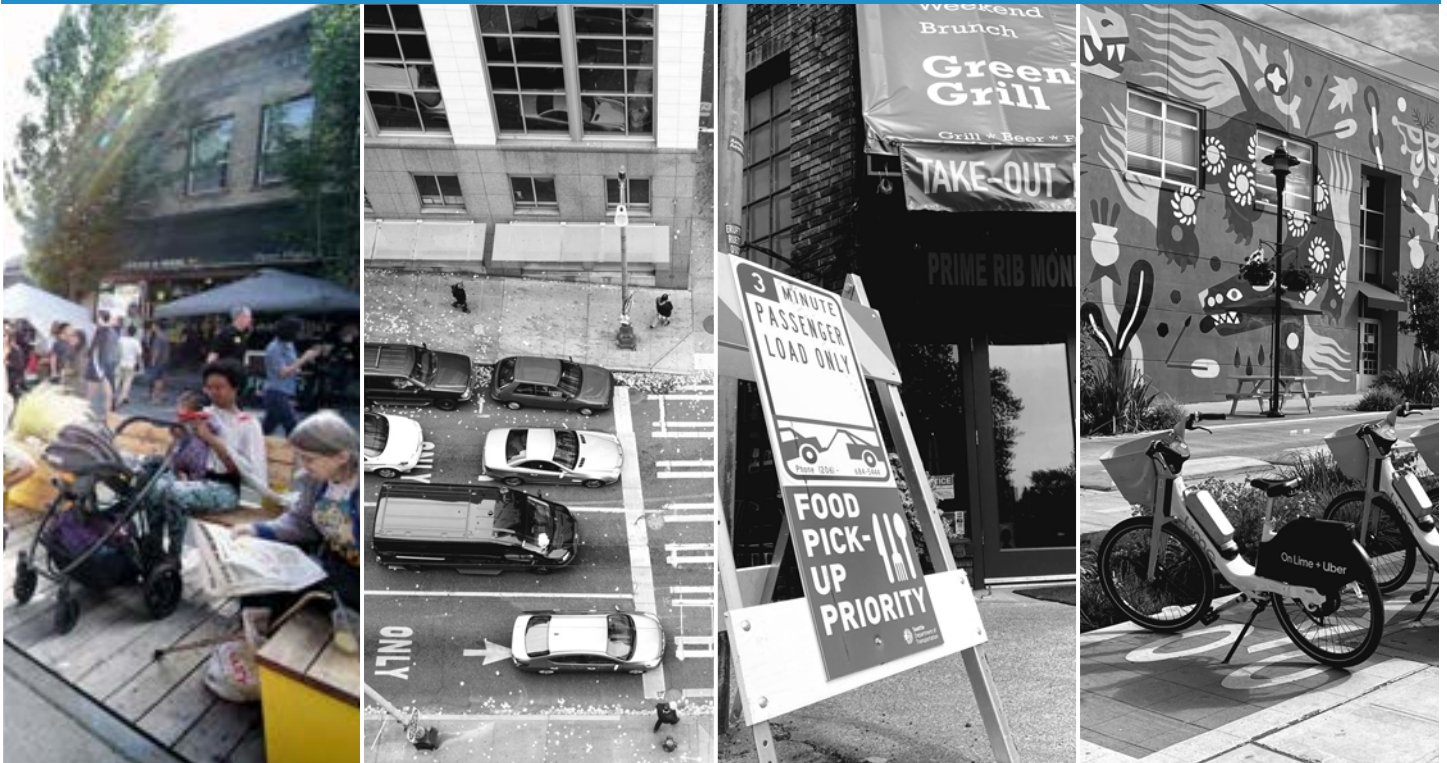


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INTRODUCTION

Seattle's streets are the lifeblood of the city and enable people to get to the places they need to go. Making up nearly 30% of Seattle's land area, streets also play a vital role as public spaces, and their quality impacts the physical, social, and economic health of communities and people across Seattle. The city's streets are owned by the public with the Seattle Department of Transportation (SDOT) as their steward. As such, they are spaces for everyone that can be accessed in perpetuity, especially by those walking, bicycling, and rolling.

Streets are places for people to enjoy a leisurely stroll, take a brisk walk to a local business or bus stop, connect with a friend or neighbor, or grab a coffee and people-watch. Streets are for children and older adults, for interacting with people from other walks of life, for watching birds and enjoying fresh air, or for voicing opinions and exercising first amendment rights. All streets connect destinations, and when implemented with an equity focus, people-oriented streets can build enduring community health and prosperity. They can mitigate impacts related to urban heat islands and air quality to improve community climate resiliency, and they can help reduce the persistent chronic health disparities between neighborhoods across Seattle. Better people-oriented streets can help make walking, biking and transit the preferred option for more trips.

This People Streets and Public Spaces (PSPS) element presents a vision for city streets that goes beyond moving from point A to point B and conveying essential services. It presents a case and a framework for how we can better and more equitably use public streets to strengthen places and communities.

HOW THE PSPS ELEMENT ADVANCES THE STP

The PSPS element promotes the Seattle Transportation Plan (STP) vision of an equitable, vibrant, and diverse city. It encourages equitable investment in streets as places that people can enjoy, contributing directly to a more walkable, bikeable, and transit-oriented city. This element introduces the concepts of People Streets and Public Spaces and outlines how we plan to create them in Seattle. **Figure 1** below illustrates how the street is both a movement conduit and a place.

Figure 1: Movement and Place¹



¹ <https://www.vicroads.vic.gov.au/traffic-and-road-use/traffic-management/movement-and-place>

People Streets

People Streets put people first. They offer safe, inclusive, and comfortable environments for people to walk and roll to transit, public spaces, and other destinations. They offer inviting spaces for people to linger, enjoy their surroundings, and connect with others. They support local business districts and business access. People Streets can also have generous tree cover and green infrastructure, such as rain gardens and curbside vegetation to collect and filter runoff, to make the city more climate resilient, improve air quality and health outcomes, provide shade, and bring a touch of nature into the urban environment.



Ballard Ave, with its recent investments, is an example of a People Street

Public Spaces

Public Spaces come in many shapes and forms. They are inclusive, pedestrianized spaces that invite people to gather, play, and connect with one another. These spaces may be focal points in neighborhoods that support local businesses, venues for community gatherings, or more subtle spaces that are loved by locals and stumbled upon by visitors who delight in their discovery. They may incorporate public art, seating, games, trees and green infrastructure, and flexible space for vendors and gatherings. Public Spaces are born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.



Detective Cookie Chess Park is an example of a Public Space

Cities are often designed and retrofitted to accommodate cars, giving vehicles an outsized portion of urban space. This limits the areas where people can walk, sit at cafes, or enjoy recreational spaces with friends.

We'll rethink the design and use of streets to support a vibrant and rich public life and create better spaces for people to walk, bike, roll, recreate, and interact with one another— which are critically important for economic, environmental, physical, and mental health.

The PSPS network has several ambitions:

- **People First:** Put people at the center of decisions about how we design, manage, and use streets and public spaces
- **Equity:** Systematically fund capital projects to achieve more equitable distribution of high-quality streets and public spaces
- **Community Partnerships:** Form sustained relationships with communities to develop projects and programs that respond to community place priorities, working with communities throughout the entire process—from planning to implementation and monitoring
- **Sustainability and Climate Action:** Contribute to Seattle's climate goals by creating welcoming places that encourage more people to walk, bike, and ride transit and incorporate sustainable stormwater management, street trees, shade, greenery, and resilient landscaping
- **Urban Tree Canopy:** Fill gaps in the urban tree canopy, particularly along arterials and freeways, to mitigate urban heat island effects and improve air quality
- **Safety:** Support the Vision Zero goal by creating safer environments for people walking, rolling, and biking
- **Public Health:** Improve mental health by providing space to recreate and foster social connection
- **Neighborhood Economic Vitality:** Support the vitality of neighborhoods by encouraging more street-level activity, social interactions, and foot traffic for our local businesses

WHAT IS “PUBLIC LIFE”?

People create “public life” when they connect with each other in public places - streets, plazas, parks, and spaces between buildings. Public life is about everyday activities that people take part in when they spend time with each other outside of their homes, workplaces, and cars. Public life is a driver of:

- Physical and mental health
- Sustainable mobility
- Social benefits
- Culture, identity, and sense of place
- Safety
- Economic Development



Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here.

To achieve our shared goals as One Seattle, we must be transformational and strategically plan for a range of mobility and street design options and supportive infrastructure. This includes People Streets and Public Spaces that fit the needs of our unique and varied communities—whether a dense downtown grid, a quiet residential street, or a bustling neighborhood business district. No matter where people live or work, providing safe and equitable mobility options will always be critical to connect people and goods to where they need to go, just as investing in attractive public spaces is critical for the vitality of local business districts and national and international tourism destinations.

As the city grows, so does our need and desire for spaces people can use to gather, connect, access, and enjoy their city just beyond their doorstep. Investing in People Streets and Public Spaces makes our neighborhoods more livable, climate resilient, and economically vibrant places for people to conveniently meet their daily needs. Ensuring all groups and people can enjoy public life in our shared spaces is an important part of PSPS implementation and achieving an inclusive city.

Nearly triple the amount of public land in Seattle is dedicated to public right-of-way (i.e., streets and all the space between private property) compared to park land. Over time, much of the public right-of-way has been prioritized for cars, making less space for pedestrians. For many neighborhoods, this street space can become a vital part of the open space network. By rethinking how we use our streets and public spaces, we can keep pace with our growing city to equitably meet the needs for a range of people using the street, whether it be a community and mobility hub, a Café Street, a plaza, or closure for events.

Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality. Establishing and investing in a PSPS network will prepare us for the future and help implement the STP and the One Seattle comprehensive plan in a number of ways:

- Meet growing demand for a range of streets and spaces for people to connect, gather, linger, recreate, and traverse
- Re-envisioning the public right-of-way as limited and increasingly valuable public space and reprioritizing its use to address roadway violence, climate change impacts, and inequitable access to open space
- Reallocate more street space for people-centered uses, as an overabundance of space has historically been dedicated to vehicle mobility and storage
- Better align goals centered on geographic and equitable spread of investments, climate resilience, and the types and location of public realm enhancements
- Make connecting to and from transit stops and stations easier to navigate and make bus stops and station areas more comfortable and enjoyable

- Create low-pollution neighborhoods to support goals of reducing transportation emissions, while improving air and water quality, and community health outcomes
- Grow the city's tree canopy to provide equitable distribution of beautiful and well-shaded streets for people walking, biking and rolling, alongside climate mitigation benefits

Economic Benefits of People Streets and Public Spaces

The STP supports economic vitality in a range of ways and each functional Element plays a role. Identifying People Streets and Public Spaces for equitable investment can activate community, foster local economic development, and facilitate connections to transit (TEF 45.3). Examples of how the PSPS network can benefit our economy include, but are not limited to:

- Reallocating street space currently used for vehicle storage and general-purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations will support economic vibrancy, community vitality, and walkability in the heart of every neighborhood.
- Enhanced public spaces are places people want to be. They attract more local economic activity and draw in tourists, resulting in greater long-term investment, development, and employment opportunities, and can also increase nearby land and property values.²
- People Streets can provide space for businesses to “spill out into the street” creating interest and economic exchange opportunities; they encourage neighborhood vitality, with more street-level activity, social interactions, and economic exchange.
- Community and mobility hubs can make it easier for people to navigate to and access shops and services and can host delivery hubs that facilitate urban goods movement and other last mile delivery solutions.
- A dense and walkable urban network may facilitate the spread of small local shops and street markets, thus increasing the variety and density – of goods and services, independent retailing, local employment, and start-up business opportunities.³
- People Streets and Public Spaces support walkability, which contributes to economic development in local business districts.
 - o Studies have found new street improvements for pedestrians and cyclists increase sales of nearby business by up to 30 percent.⁴
 - o Food service industries especially benefit from the addition of active transportation infrastructure; even in cases where a motor vehicle travel lane or parking was removed to make room for a bike lane, food sales and

² The inclusive economic impacts of downtown public space investments | Brookings

³ [PDF] Walkability and built environment (researchgate.net)

⁴ Walkability Means Better Business (Issue 188, July 2019) – Community Economic Development (wisc.edu)

employment tended to go up after pedestrian (or bike) improvements were installed.⁵

- o Walking is healthy, and healthy people provide savings to individuals, employers, and society; residents of the most pedestrian-friendly areas of King County were more physically active and less overweight than those in areas with fewer pedestrian-friendly amenities.⁶
- o An increase in walking is correlated with higher levels of productivity and creative thinking; the most walkable urban metro areas have substantially higher GDPs per capita and percentages of college graduates over 25 years of age in the population.⁷
- o Walkable places promote tourism, and tourists on foot tend to spend more money.



People Street on NE 43rd St in the University District with public seating, plants, lighting, bus-only traffic, and public art



People Street on Pike St near Pike Place Market

⁵ Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility - A Multi-City Multi-Approach Exploration [Phase 2] | National Institute for Transportation and Communities (pdx.edu)

⁶ https://www.cdc.gov/nceh/ehs/docs/jeh/2008/july-aug_w_case_studies/jeh_jul-aug_08_seattle.pdf

⁷ Foot_Traffic_Ahead_FINAL-compressed.pdf (smartgrowthamerica.org)

RELATIONSHIP TO STP GOALS

The PSPS network plays a critical role in advancing the STP goals of safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



SAFETY

Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes.

PSPS will increase safety by improving lighting, activating streets to have more eyes on the street, reallocating space for people, redesigning roads to reduce travel speeds, and increasing comfort along and across streets for people walking, rolling, biking, and using e-mobility. PSPS promotes public life⁸ activities in the public realm, particularly at Community and Mobility Hubs, to make hubs welcoming and safe for women, BIPOC, and people of all ages and abilities. (Supports TEF 24.1, 40.1)⁹



EQUITY

Co-create with community and implement restorative practices to address transportation-related inequities.

PSPS will co-create more free, high-quality places to gather through sustained community collaboration and capacity-building, particularly in higher-density neighborhoods in underinvested and equity-priority areas. An interdepartmental, anti-displacement centered approach will inform implementation. These places will improve air quality, mitigate noise pollution, and help address chronic health disparities while making the streets and public spaces more reflective of community identity. (Supports TEF 20.5, 45.3, 56.6)



SUSTAINABILITY

Respond to climate change through innovation and a lens of climate justice. Implementing PSPS reclaims excessive pavement and roadway space to support public uses. It builds climate resilient landscapes and ecosystems that increase greenery and shade to mitigate the urban heat island effect, air quality, and water treatment. PSPS will create low-pollution neighborhoods. And it promotes resilient and sustainable transportation design principles that encourage mode shift and reductions in GHG emissions and harmful particles small enough to be inhaled. (Supports TEF 45.3, 56.4, 56.5)



MOBILITY & ECONOMIC VITALITY

Provide reliable and affordable travel options that help people and goods get where they need to go. PSPS prioritizes people in the design and operation of streets with a high density of destinations. It increases the comfort and experience for people of all ages and abilities walking, biking, rolling, and using transit. (Supports TEF 19.6, 40.1, 43.4)



LIVABILITY

Reimagine our streets as inviting places to linger and play. Implementing the PSPS network creates inviting spaces that entice people to linger, walk, and enjoy Seattle's neighborhoods. It creates centers of community in every neighborhood, with a specific focus on co-creating these centers in equity-priority neighborhoods to meet community vision and objectives. It advances an age-friendly city by creating spaces that are welcoming for all ages and abilities, reducing social isolation, and improving community cohesion and social capital. (Supports TEF 45.3)



MAINTENANCE & MODERNIZATION

Improve city transportation infrastructure and ready it for the future. Plan and budget for long-term maintenance of PSPS, which will reduce the burden on community groups, particularly in equity priority areas. Strengthen the city's role as steward of the public right-of-way through more transparent, accountable, and responsive processes. Implement new design standards that lower the costs of implementation and maintenance of PSPS projects.

⁸ Public life is made through social connections between people in public spaces, such as streets, plazas, parks, and city spaces between buildings. Public life interactions occur outside of their homes, workplaces, and cars.

⁹ Learn more about the *Transportation Equity Framework* at <https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program/equity-workgroup>. A complete list of the TEF tactics referenced is located at the end of the element.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the STP includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals: Safety (S), Equity (TJ), Sustainability (CA), Mobility (PG), Livability (PP), and Maintenance & Modernization (MM).

Each of the STP's functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **People Streets and Public Spaces Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I key move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.
(Supports Safety Key Move S2a)

Feature community voices in planning documents. *(Supports Equity Key Move TJ1b)*

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: People Streets and Public Spaces: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
SAFETY KEY MOVES							
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
PS1.	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. (Supports Key Move S2a)	✓	✓		✓		✓
PS2.	Prioritize safety improvements that are on the high-injury network, have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis. (Supports S2b and TEF 19.2)	✓	✓		✓		
PS3.	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. (Supports Key Move S2c)	✓			✓		✓
PS4.	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. (Supports Key Move S2d)	✓			✓		✓
PS5.	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. (Supports Key Move S2f)	✓			✓		✓
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)							
PS6.	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments, such as protected bike lanes or “complete street” corridors, especially on major truck routes. (Supports Key Move S3b)	✓			✓		✓
PS7.	Harness funding and opportunities when private development occurs to build planned new network facilities and prioritize mobility for people walking, biking, and rolling when construction occurs. (Supports Key Move S3c)	✓	✓	✓	✓	✓	✓
PS8.	Enhance both real and perceived safety for riders at transit stops and station areas through investments in design features such as lighting and shelters, as well as frequent and reliable services that limit late-night wait times. Advocate for programs that support physical, mental, and emotional safety of transit riders. (Supports Key Move S3e)	✓	✓		✓	✓	
PS9.	Expand safety education for all travelers. (Supports Key Move S3h)	✓					

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)							
PS10.	Construct the People Streets and Public Spaces network as outlined in this Plan. [Supports Key Move S4a]	✓	✓	✓	✓	✓	✓
PS11.	Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking, bicycling, and rolling along and across major transit corridors. [Supports Key Move S4c and TEF 40.2]	✓	✓	✓	✓	✓	
PS12.	Serve every public school with an all ages and abilities bicycle facility. [Supports Key Move S4d, TEF 43.4, and Executive Order 2022-07]	✓	✓	✓	✓	✓	
PS13.	Expand low-stress neighborhood connections to common destinations (local businesses, parks, schools, transit, community centers) for people walking, biking, and rolling through programs like permanent Healthy Streets. [Supports Key Move S4e, TEF 43.4, and Executive Order 2022-07]	✓	✓	✓	✓	✓	
PS14.	Provide pedestrian-scale lighting to make people walking more visible to people driving vehicles and to increase personal safety. [Supports Key Move S4f]	✓	✓				
PS15.	Make investments that make it safer to walk and bicycle to parks, community gathering spaces, and other common destinations. Establish a Safe Routes to Parks program. [Supports Key Move S4g]	✓	✓				
Support public safety through maintenance of critical access routes and planning for a climate resilient network (S5)							
PS16.	Work with first responders on multi-modal street design and curb management strategies to understand access and incident response options. [Supports Key Move S5a]	✓				✓	
PS17.	Plan for and invest in infrastructure and culturally relevant landscaping to mitigate transportation disruptions from severe weather and climate impacts including snow and ice, heavy rainfall, sea level rise, and flooding from storm surges during high tides. Planning efforts should include consultation with federally recognized Tribes and community-based outreach with urban Native communities. [Supports Key Move S5f]	✓		✓	✓	✓	
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making processes (TJ1)							
PS18.	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. [Supports Key Move TJ1a]		✓				
PS19.	Feature community voices in planning documents. [Supports Key Move TJ1b]		✓				
PS20.	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. [Supports Key Move TJ1c and TEF 29.1, 41.6]		✓				
PS21.	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. [Supports Key Move TJ1d and TEF 3.4]		✓		✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
PS22.	Build trust and capacity within organizations that prioritize our vulnerable communities and advocate to improve conditions for people who walk, bike, and roll. Learn from leaders active in these spaces. [Supports Key Move TJ1e and TEF 31.4]		✓		✓		
PS23.	Normalize the practice of making decisions about policies and right-of-way (ROW) allocations with input from vulnerable communities. [Supports Key Move TJ1f and TEF 19.1, 25.4]		✓		✓	✓	✓
PS24.	Use a collaborative planning approach that uplifts community priorities to identify opportunities for People Streets and Public Spaces in their neighborhoods. [Supports Key Move TJ1g and TEF 17.4]		✓		✓	✓	
PS25.	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. [Supports Key Move TJ1h and TEF 17.1, 21.2, 16.1]		✓		✓		
PS26.	Compensate community partners for their valuable work to connect and communicate with their networks and uplift. [Supports Key Move TJ1i]		✓				
PS27.	Include representation of our region's Coast Salish art, language, and culture in the Seattle transportation system. Support efforts to consult with federally recognized tribes to standardize policies for project and artist selection and a process to solicit feedback from the greater Native community. [Supports Key Move TJ1j]		✓			✓	
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							
PS28.	Prioritize investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. Restructure policies so “public benefits” from new development projects can be applied off-site in equity priority areas. [Supports Key Move TJ2a]		✓	✓	✓	✓	
PS29.	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. [Supports Key Move TJ2d and TEF 14.3, 15.2]		✓		✓	✓	
PS30.	Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. [Supports Key Move TJ2e and TEF 31.4]		✓	✓	✓		
PS31.	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. [Supports Key Move TJ2f]	✓	✓		✓	✓	✓
PS32.	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2h]		✓		✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options (CA1)							
PS33.	Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). [Supports Key Move CA1g]			✓	✓		✓
Green city streets through landscaping and street trees to better handle changing climate (CA2)							
PS34.	Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way. [Supports Key Move CA2a and TEF 56.4]		✓	✓		✓	✓
PS35.	Seek opportunities to install green infrastructure in new public spaces and People Streets as streets are redesigned. [Supports Key Move CA2b]		✓	✓		✓	✓
PS36.	Prioritize tree planting and maintenance in historically under-invested communities, as we continue to increase tree canopy coverage citywide. [Supports Key Move CA2c and TEF 56.6]		✓	✓		✓	✓
PS37.	Partner with local communities, including Tribal and urban Native communities, to co-create green landscape and urban forest improvements that increase resilience to climate impacts and protect cultural resources. [Supports Key Move CA2d and TEF 24.2, 56.4]		✓	✓		✓	
PS38.	Conduct Tribal consultation on shoreline street ends to address Tribal trust and treaty rights, habitat restoration, and cultural placemaking opportunities. [Supports Key Move CA2g]		✓	✓		✓	
Foster neighborhood vitality and improved community health (CA3)							
PS39.	Co-create low-pollution neighborhoods with communities so the benefits of cleaner air and water, and safer streets are shared equitably. [Supports Key Move CA3a]		✓	✓		✓	
PS40.	Work with local businesses in future low-pollution neighborhoods to address delivery and access needs. [Supports Key Move CA3b]		✓	✓		✓	
PS41.	Update code requirements to support creation of low-pollution neighborhoods. [Supports Key Move CA3c]		✓	✓		✓	
PS42.	Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity. [Supports Key Move CA3d]		✓	✓	✓	✓	✓
PS43.	Encourage neighborhood delivery hubs in partnership with local businesses to create central drop-off/pick-up locations for goods and services used by multiple delivery companies, retailers, and consumers. [Supports Key Move CA3f]			✓	✓	✓	
PS44.	Create welcoming people-focused streets and spaces connecting to local destinations at the heart of neighborhoods throughout Seattle. [Supports Key Move CA3g]	✓	✓	✓		✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
PS45.	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking, biking, rolling, and transit. [Supports Key Move PG1a and TEF 19.6, 43.4]				✓	✓	✓
PS46.	Improve the experience of making travel connections, especially between transit and travel options – such as personal and shared bikes and scooters – used for first-/last-mile trips. [Supports Key Move PG1b and TEF 35.2, 45.3]		✓		✓		✓
PS47.	Expand the pedestrian wayfinding program, including at transit stations and stops, in collaboration with community and regional partners. [Supports Key Move PG1f and TEF 48.1]				✓	✓	
Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips (PG2)							
PS48.	Add, enhance, and maintain dedicated pedestrian spaces in the form of sidewalks, walkways, and shared streets with appropriate traffic calming to provide a safe and accessible pedestrian environment. [Supports Key Move PG2a]	✓			✓	✓	✓
PS49.	Create new street crossing opportunities and enhance existing crossings to improve safety and access for people walking and rolling, especially to transit. Minimize the amount of time people wait to cross. [Supports Key Move PG2b]	✓			✓		✓
PS50.	Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made. [Supports Key Move PG2c and TEF 45.1]	✓			✓	✓	✓
Create world-class access to transit and support making service more frequent and reliable (PG3)							
PS51.	Enhance existing and create new community and mobility hubs, with connections to high-capacity transit services. [Supports Key Move PG3h]				✓	✓	
PS52.	Prioritize low-carbon travel options through seamless, direct walking and rolling connections to community and mobility hubs. [Supports Key Move PG3i]			✓	✓	✓	
PS53.	Enhance transit stops and the experience of waiting at them in all types of weather and at all times of day through stop improvements implemented by transit partners and leveraged via private development. [Supports Key Move PG3j]	✓			✓		
Manage curbspace to reflect city goals and priorities (PG5)							
PS54.	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. [Supports Key Move PG5a]		✓	✓	✓	✓	
PS55.	Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more. [Supports Key Move PG5d]		✓		✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
PS56.	Create a People Streets and Public Spaces program.	✓	✓	✓	✓	✓	✓
PS57.	Reallocate street space currently used for vehicle storage and general purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. [Supports Key Move PP1a]	✓	✓	✓	✓	✓	✓
PS58.	Implement car-free and car-light streets, such as Café Streets and Neighborhood Greenways, to reclaim public space for communities. [Supports Key Move PP1b]		✓			✓	
PS59.	Design streets and public spaces with consideration of goods, delivery and emergency access needs, while adjacent businesses prosper from an activated public realm. [Supports Key Move PP1c]		✓		✓	✓	
PS60.	Update Seattle's Right-of-Way Improvements Manual (Streets Illustrated) to implement actions and strategies outlined in this Plan. [Supports Key Move PP1d]	✓		✓	✓	✓	
Create welcoming community and mobility hubs (PP2)							
PS61.	Work with partners to create a vibrant and welcoming public realm at community and mobility hubs to support community-oriented programming, such as markets, vending, performances, and recurring events. [Supports Key Move PP2a]		✓			✓	
PS62.	Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping. [Supports Key Move PP2b]	✓		✓	✓	✓	
PS63.	Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more. [Supports Key Move PP2c]	✓		✓	✓	✓	✓
PS64.	Work to incorporate age-friendly public spaces at community and mobility hubs that work for older adults, children and their caregivers, including play-based learning activities that allow children to engage with the city and support their development. [Supports Key Move PP2d]		✓			✓	
PS65.	Partner with communities, Tribes, other agencies, and organizations to design, construct, activate, and maintain community and mobility hubs. [Supports Key Move PP2e]		✓		✓	✓	
Co-create and enhance public spaces for playing and gathering to improve community health (PP3)							
PS66.	Work with communities to create People Streets and Public Spaces plans that identify projects, prioritizing underinvested and equity focus areas. [Supports Key Move PP3a and TEF 17.4]		✓			✓	
PS67.	Create Destination Streets to support walkable local business districts and economic development. [Supports Key Move PP3b]				✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
PS68.	Develop a network of park-like Strolling Streets that serve as “lungs” to protect air quality in denser communities and support climate resiliency in vulnerable neighborhoods through strategies such as installing green stormwater infrastructure, removing paving, adding trees, installing climate resilient landscaping, and more. [Supports Key Move PP3c]			✓		✓	
PS69.	Implement shared, car-light streets, such as Café Streets and Healthy Streets, and car-free streets to support the transition to a low-carbon transportation system and reduce chronic health disparities. [Supports Key Move PP3d]	✓	✓	✓	✓	✓	
Activate and maintain public spaces to create a welcoming and age-friendly public realm (PP4)							
PS70.	Better maintain public spaces through dedicated resources and continued partnerships with local communities and businesses to reduce the burden of maintenance on historically underinvested communities. [Supports Key Move PP4a]		✓			✓	✓
PS71.	Activate public spaces with art in collaboration with community organizations. [Supports Key Move PP4b]		✓			✓	
PS72.	Implement seasonal street closures (e.g., summer streets), recurring closures (e.g., every Saturday), night-time closures, or limited-time closures to vehicles. [Supports Key Move PP4c]					✓	
PS73.	Reduce barriers to enable communities to program, activate, and manage their public spaces with uses that are authentic and meaningful to them. [Supports Key Move PP4d]		✓			✓	
PS74.	Partner with other City departments and agencies to better achieve public realm goals. [Supports Key Move PP4e]		✓			✓	
MAINTENANCE & MODERNIZATION KEY MOVES							
Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)							
PS75.	Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. [Supports Key Move MM1c]		✓				✓
PS76.	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help when it’s time for upgrades. [Supports Key Move MM1c]						✓
PS77.	Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. (Supports TEF 19.3) [Supports Key Move MM1g]	✓	✓	✓	✓		✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
People Streets and Public Spaces: Delivering the Key Moves							
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
PS78.	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. [Supports Key Move MM2a and TEF 19.3]		✓				✓
PS79.	Focus resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. [Supports Key Move MM2b and TEF 19.4]		✓		✓		✓
PS80.	Identify, and permit where necessary, public spaces that can be activated, programmed, and maintained in collaboration with local communities. [Supports Key Move MM2c and TEF 24.1]		✓			✓	✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
PS81.	Collect, monitor, and use data to inform changes to the transportation system. [Supports Key Move MM3a]	✓	✓	✓	✓	✓	✓
PS82.	Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future. [Supports Key Move MM3c]			✓	✓		✓
PS83.	Coordinate with relevant partner agencies on projects of regional and statewide significance within the City of Seattle, such as the I-5 Master Plan, Lid I-5, or high-speed rail corridors. [Supports Key Move MM3d]				✓		✓
PS84.	Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options. [Supports Key Move MM3e and TEF 19.2]			✓	✓		✓
PS85.	Develop and maintain up-to-date asset data, including digital inventories of physical assets like curb space, load zones, bike, and scooter parking locations. [Supports Key Move MM3f]						✓



SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the context we're operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to People Streets and Public Spaces. They were used to shape the actions we'll take to achieve our shared transportation vision. We will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances continue to evolve in the years to come.

OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

Opportunities and Emerging Trends

- **Moving beyond the pandemic.** Seattle, like many cities across the nation and the world, responded to the COVID-19 pandemic by opening city streets to people. As travel patterns changed with the increase in people working from home, we developed several new programs in response to the increase in neighborhood-level activity. Outdoor dining permits brought restaurant patrons out into the public realm, and Healthy Streets prioritized people walking and biking in residential neighborhoods. These pandemic responses reaffirmed the importance of public spaces in enabling social interactions, reducing isolation, improving mental health, and growing the social capital of communities. We will build on that momentum to institutionalize these types of investments and continue to work with communities to create places in the public realm for people of all ages and abilities to enjoy.
- **Repurposing the Right-of-Way report.** The Seattle Planning Commission issued a briefing in November 2022 (Repurposing the Right-of-Way). It stated that “purely as a function of space, the city cannot accommodate expected growth in population and remain livable if the movement and storage of vehicles remain the overwhelming focus on our streets rights-of-way.” The report recommends we re-envision the public right-of-way “as limited and increasingly valuable public space and reprioritizing its use – [in response to roadway violence, climate change impacts, and black, indigenous, and people of color’s lack of access to open space] – will open myriad possibilities for improving city life.”

- **We have a strong foundation.** While the PSPS Element is new, the city has been a leader in creating places and spaces for people, but understand we have a ways to go. We will build on our experience and expand our existing programs that activate public rights-of-way, reclaim streets and space for people, and partner with the community to identify the types of improvements they would like to see.
- **Climate change is accelerating.** Seattle continues to experience extreme weather events, which are expected to have a greater impact on the most vulnerable social groups, low-income households, communities of color, immigrant populations, and those experiencing homelessness. The PSPS network provides an opportunity to build capacity for climate resiliency and combat future extreme weather events through projects that include street trees, landscape features, rain capture, and green stormwater management infrastructure. This work advances our desire to expand the urban tree canopy and builds on current partnerships with Seattle Public Utilities to deliver green stormwater infrastructure (GSI) projects.
- **Vehicle miles traveled (VMT) reduction.** Approximately 60% of Seattle’s greenhouse gas emissions are from road transportation,¹⁰ and nearly 50% of trips are under 3 miles.¹¹ The PSPS network increases access to new travel choices and the opportunity for people to meet their everyday needs through short walks, bike rides, or transit rides. This change in travel choice has the potential to reduce overall VMT and GHG emissions.
- **Public transit options are expanding.** Investments in public transit systems, like Link light rail extensions, RapidRide bus expansions, and ferry terminal improvements, will change how people move around Seattle. The PSPS network supports public realm investments to improve first and last mile non-motorized access around transit, particularly at Link light rail stations, major transit access points, and community and mobility hubs. Investments in the public realm include removal of sidewalk clutter and impedances, enhanced wayfinding, universal access improvements, and reconstruction of the public realm around light rail stations. *See the Transit Element for further information around Community and Mobility Hubs.*
- **Travel pattern changes and increased neighborhood-level activity.** The increased number of people that work from home (a result of the COVID-19 pandemic) has led to more neighborhood-based trips and activity and a need for neighborhood-scale public spaces that foster social interaction.
- **Interest in public realm improvements funded by off-site public benefits.** Development projects are required to provide public realm enhancements and benefits as part of “public benefits” from right-of-way vacations, term permits (e.g., skybridges), and Land Use Code tools. Frequently, these public benefits are localized to the development site. As a result, public realm enhancements through public benefits tend to be concentrated in areas of the city with high growth and high opportunity. In highly developed areas such as Downtown, it also often can be difficult to identify public benefits of an appropriate scale because redesign opportunities in the

¹⁰ https://www.seattle.gov/documents/Departments/OSE/ClimateDocs/GHG%20Inventory/2020_GHG_Inventory_Oct_2022.pdf

¹¹ <https://seattle.curbed.com/2019/9/18/20872184/seattle-micromobility-congestion>

COMMUNITY ENGAGEMENT

Extensive public outreach and engagement was integral to the STP development process. We used a variety of tools, such as two online interactive maps, open-ended surveys, in-person events, festivals, listening sessions, and open houses. Public engagement for the STP occurred from March 2022 to November 2023. Please see Chapter 2 in Part I of the STP for more details on the public engagement process and feedback received. (Supports TEF 29.1)

We heard a strong desire from the community for more People Streets and Public Spaces in Seattle.

In the first phase of public engagement (May to August 2022), we received over 3,700 PSPS-related comments that helped shape the element. In the second phase of engagement (December 2022 to February 2023), we requested feedback on draft PSPS network maps and received 327 map comments that were later used to refine the network maps. We also asked people to review a “menu of actions” and indicate which actions they would support, and three out of the five actions with the greatest number of “likes” were related to PSPS, shown in **Figure 2**. In the third phase of public engagement, we received strong support for the draft PSPS Element. The public comments we received directly inform the policies, programs, and strategies found in this element. (Supports TEF 29.1)

Figure 3 shows the frequency of PSPS-related comments from Phase 1 engagement, which closely mirrors **Figure 4**, which shows a heat map of where people specifically said they would like to see People Streets or Public Spaces when presented with the draft PSPS network during Phase 2 engagement.

international will be an ever-increasing focus for economic recovery. It will be more accessible to visitors as Link light rail continues to expand and the Seattle streetcar network is completed. Major opportunities and challenges for a greater Downtown (as envisioned in the Imagine Greater Downtown¹² initiative) include:

- o Leverage private development for public benefit
- o Use public space to create new parks and open spaces
- o Increase connections to water (the lake and sound) and vegetation systems (natural habitats and urban green canopy)
- o Connect across, over, and under I-5, and include lid opportunities in the Chinatown International District and Denny Triangle

Creating People Streets and Public Spaces

By establishing the People Streets and Public Spaces program, Seattle joins other world class cities focused on creating people streets and public spaces. The following section highlights examples from New York City, Los Angeles, and London.

New York City: Plaza Equity and Pilot to Permanent

The New York City Department of Transportation (NYC DOT) Plaza Program works with local organizations to create neighborhood plazas throughout the city, transforming underused streets into vibrant, social public spaces. It is a key part of the city's effort to ensure that all New Yorkers live within a 10-minute walk of quality open space. NYC DOT prioritizes locations in neighborhoods that lack open space, and partners with community groups that operate and maintain these spaces. The city also has a Plaza Equity program, which provides funding, active support, and capacity building to plaza partners in higher need areas.



Corona Plaza in Queens



Doyers St in Manhattan's Chinatown

Photo Source: NYC DOT

¹² https://www.seattle.gov/documents/Departments/SDOT/TransportationPlanning/IGD_FullPlan_FINAL_ADA.pdf

LOS ANGELES: COMMUNITY DRIVEN PUBLIC SPACES WITH A KIT OF PARTS

The LA People Street (St) Program facilitates community-driven partnerships to build, program, and steward small-scale public spaces. Community partners apply to install a Plaza or Parklet. Partners identify an appropriate site, conduct outreach, raise funds, and provide long-term management, maintenance, and operations of the project. LADOT supports with design development, plaza installation, and striping, planters, signage, and other expenses. To simplify the process, LADOT developed a Kit of Parts that includes standard, pre-approved materials, and furnishings, ranging from signage and roadbed graphics to ping-pong tables. This reduces the burden on partners and helps avoid lengthy project review. By converting underused or redundant street space into a people place, the People St Program creates venues for community gathering, supports local business, and facilitates future investment in more permanent, capital-intensive public space designs.

Leimert Park Village is the center of Leimert Park community, a historically Black neighborhood, and provides space for gathering and celebrating the area's rich cultural history.



Noho Plaza in NoHo Arts District



Leimert Park Village

Photo Sources: Project for Public Spaces; LADOT/Jim Simmons

LONDON: A RANGE OF STREET TYPES TO MEET LOCAL NEEDS

London's Better Street program, created in 2009, supports the street network and public spaces across the city. The program was created to balance place-specific needs with an efficient road network, delivering more than 80 public realm projects since the program began. The Better Streets approach emphasizes the importance of streets meeting several needs simultaneously, as hubs for travel, business, homes, and leisure. Projects build from the existing character and context, layering on simple, lasting measures to enhance public experience. Better Streets advocates a "staged approach" to different street functions, from completely redesigning a space to simple, light-touch measures to make a street more functional and attractive.

Decluttering and Tidying Up

Leyton High Road. Working with stakeholders, a package of improvements was implemented that de-cluttered the street and renewed shop fronts and facades. Street lighting was also upgraded and building facades were illuminated to draw attention to heritage architecture along the street. These improvements have encouraged increased consumer activity, civic pride, and business confidence in local stakeholders.



Leyton High Road, Before and After. Photo Source: Google Maps

Designing Streets to Support Mobility and Economic Health

Leicester Square, the “physical heart of London’s West End,” used a design competition and extensive community liaison activity to inform the redesign of the area into a coherent public realm of the gardens, public squares, and connector streets.



Piccadilly Two Way (P2W)



Leicester Square

Photo Source: The Architects' Journal; SAIC Construction
<https://www.architectsjournal.co.uk/archive/revealed-radical-piccadilly-circus-overhaul-by-atkins>

Intermittent Pedestrianization

The Venn Street shared surface scheme expanded the public realm and created vehicle restrictions from Friday to Sunday, prioritizing pedestrian activity and enhancing the quality of usable space for local business and markets. The project included a shared maintenance agreement with businesses on the street who contribute largely through the renting of outdoor space.



Venn Street. Photo Source: Urban Movement, <http://www.urbanmovement.co.uk/>

Challenges

- **The delivery of projects is concentrated in areas of opportunity.** Current place-based investments rely almost exclusively on ad hoc funds and private development, which is required to provide public benefit or a community-initiated project. The absence of a public space plan and investment strategy results in the concentration of public space and sidewalk investments in high-development opportunity neighborhoods. This results in unequal access to PSPS for historically underserved populations, low-income households, and BIPOC communities.
- **Program requirements can create equity barriers.** Public Space programs depend on private residents, businesses, and community groups to apply for permits, build the interventions, and maintain them. Even with reduced permit fees and other programmatic improvements, inequities will always exist in a system that relies on those with time and resources to lead the process. The creation of a city-wide PSPS program and network can help reduce or eliminate these inequities.
- **Program expansion is opportunistic and lacks long-term maintenance support.** Stewardship and long-term maintenance of existing PSPS features often falls to local communities, many of which do not have capacity or resources. The PSPS network would benefit from a coordinated investment strategy to achieve social, economic, and environmental goals.
- **The design and measurement of success.** Better models and methods are needed, both for collaborative design processes that reflect community values, aesthetics, and needs, and to monitor success through public life activities, economic development, and public health outcomes. A coordinated approach is needed to identify year-over-year impacts including expanded data collection and evaluation of progress against agreed upon metrics.
- **Accessibility barriers.** Many sidewalks are cluttered with objects that can present barriers to people with disabilities or pushing strollers. A lack of age-friendly seating, shade, and other attributes that contribute to a comfortable environment can also present barriers. Other significant accessibility barriers include tens of thousands of sidewalk uplifts, obstructions, cross slope issues, and curb ramps that require remediation or construction. *See Pedestrian Element for more.*
- **Pedestrian safety.** The recent increase in pedestrian crashes and fatalities challenges Seattle to do more to improve pedestrian safety. Concerns about personal safety also make people feel unsafe walking. *See Pedestrian Element for more.*
- **Loss of tree canopy.** The most recent measure of Seattle's tree canopy shows that the city lost 255 acres of tree canopy from 2016 to 2021 (from 28.6% to 28.1% of the city area, respectively). The biggest concern is the unequal distribution of the loss in tree canopy, with the highest decline in South Seattle,¹³. The result is a disproportionate impact on historically underserved populations.

¹³ <https://www.seattletimes.com/seattle-news/politics/seattle-has-lost-255-acres-of-tree-canopy-heres-why/>

- **Public Restrooms.** Lack of publicly accessible restroom facilities in the city, especially near frequent transit. Public restrooms are crucial to public health and livability. However, they are challenging to build, maintain, and keep safe.
- **Need for additional design standards for people-oriented streets, public spaces, and street furniture.** *Streets Illustrated*¹⁴, the Seattle Right-of-Way Improvements Manual, identifies several different street types and associated design standards and guidance. There is a need to develop additional design standards for shared and pedestrianized streets and public spaces, and a standard kit of street furniture (e.g. seating, trash cans, bollards, etc.), to improve consistency in the design of these investments and normalize them within SDOT's standard lines of business.



Pike People Street with flags and barricades

¹⁴ <https://streetsillustrated.seattle.gov/>

COMMUNITY ENGAGEMENT

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Figure 3 shows the frequency of PSPS-related comments from Phase 1 engagement, which closely mirrors **Figure 4**, which shows a heat map of where people specifically said they would like to see People Streets or Public Spaces when presented with the draft PSPS network during Phase 2 engagement.

Figure 2: Most Supported PSPS-Related Actions



Figure 3: Frequency of PSPS-related Supportive Comments (Phase 1 Engagement)



Figure 4: Heat Map of Where People Would Like to See a People Street or Public Space (Phase 2 Engagement)



General Themes

Several general themes emerged related to the PSPS network and policies, including:

Theme	Quotes from Public Comments
Create more spaces for community gatherings. We need high-quality public spaces in every neighborhood, especially as Seattle grows.	"I think all neighborhoods can benefit from sidewalk seating and gathering spaces, weekend closures of more roads and streets for walkers and bikers."
Create places with fewer cars. Seattle needs a major shift toward pedestrianized, bike-friendly, transit-connected, car-free streets. Convert streets into car-free zones, and include iconic locations, such as Pike Place Market, Pike/Pine in Capitol Hill, and The Ave in the University District.	"I feel like we need more streets that are truly closed to car traffic. Urban cores like downtown, Old Ballard or the West Seattle Junction could benefit from Car free zones for pedestrian zones that also can accommodate bikes and rollers." "Pedestrianize commercial streets such as Pike Place, Ballard Ave, Melrose, etc. Streets should be for people not cars."
Provide more pedestrian-scale elements. Wayfinding, pedestrian-scale lighting, trash bins, and other elements were mentioned as strategies to make PSPS streetscapes more comfortable.	"I would love safe (good lighting) streets with access to trash bins (reduce street trash and dog poop) and greenery to walk around the neighborhood."
Improve the maintenance of public spaces. Well-maintained public spaces and facilities would encourage mode shift and improve quality of life.	"Better maintained facilities, especially for people riding bicycles and walking can improve their access to the city."
Add more trees. Increase the presence of street trees and maintain them. Trees make streetscapes more comfortable and reduce the urban heat island effect.	"Please don't forget SDOT's responsibilities for the tree canopy, given how much of the City's land is in SDOT ROW."
Repurpose the right-of-way. Repurpose space for vehicles to provide more space for people, such as public squares, parks, and sidewalk cafes.	"Remove parking; as much as possible. Use the space for sidewalk cafes, bike lanes, literally ANYTHING other than parking."
Create PSPS design standards. We need specific guidelines for how to create safe and attractive public spaces.	"Develop citywide standards for elements like bollards, seating, trash cans, etc., to reduce cost and enable easier design, implementation, and maintenance. Update Seattle's designs for streets to be made more pedestrian friendly and include street types that do not have cars."

Themes from BIPOC Communities and Equity-Priority Areas

Black, Indigenous, and People of Color (BIPOC) communities and equity-priority areas called out the following as particularly important themes for the Seattle Transportation Plan.

Theme	Quotes from Public Comments
Keep it green. Protect green space and trees and add more of them to increase shade and canopy, especially in underserved neighborhoods.	"Planting more trees, especially big ones where there are no power line issues along streets and sidewalks will reduce urban heat island impacts. This is especially needed in low canopy areas. SDOT needs to give priority to protecting existing trees and watering new trees to ensure their survival. Trees along busy streets will help slow traffic and help increase safety for pedestrians, cyclists, and drivers alike."
Prioritize outreach. Center development based on hubs and assets that have been identified by the community.	"Prioritize outreach to gather feedback from historically marginalized groups - meet with community advocates and leverage existing community hubs AND THEN take action based on that feedback."

PEOPLE STREETS AND PUBLIC SPACES IN SEATTLE

While the PSPS Element is new, the city has a long history of implementing projects and programs that meet the goals and objectives it outlines. The city, our residents, and private development all play a role in creating People Streets and Public Spaces. The city has a broad reach and implements improvements citywide, in close collaboration with community stakeholders. While development projects are required to provide public realm enhancements, they are typically localized to the development site.

Achievement of the PSPS network vision will require many types of investment with varying design and function. The types of People Streets and Public Spaces fall on a spectrum from streets that prioritize pedestrians and allow vehicle travel to spaces that are fully dedicated to people, as shown in **Figure 5**. This section describes the categories of People Streets and Public Spaces and how they collectively achieve the PSPS vision.

Figure 5: Range of People Street and Public Space Categories



PSPS CATEGORIES OVERVIEW

Table 2 provides a high-level definition of each PSPS category and more detailed profiles are included at the end of this section. The detailed profiles include a description, opportunities that category supports, selection criteria, design tools, and Seattle examples.

Table 2: People Streets and Public Spaces Category Definitions

PEOPLE STREETS	
Destination Streets	Streets in the heart of a neighborhood with a high density of destinations—shops, restaurants, cultural centers, and more—that will receive strategic investments to make them safer and more enjoyable for walking, rolling, and lingering as well as optimize their curb side uses.
Strolling Streets	Streets designed as linear park-like streets for recreation, exercise, connecting with nature or community, or traveling to specific destinations. These are typically along streets with lower vehicle volumes and speeds.
Shared Streets	Streets that create “people first” spaces either permanently or during certain times of the day or week. They inform access and curbside priorities along a street and are typically identified in partnership with the surrounding community. Shared Streets include Healthy Streets, Café Streets, School Streets, Event Streets, Special Alleys, and Pedestrianized Streets.
<i>Healthy Streets</i>	Streets designed for people walking, rolling, biking, and playing. They are closed 24/7 to pass-through traffic. People driving who need to get to homes and destinations along Healthy Streets retain access and can still drive on these streets.
<i>Café Streets</i>	Streets designed for high levels of foot traffic and lots of restaurants, street cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians.
<i>School Streets</i>	Streets designed for people walking, rolling, and biking to school and playing. They are closed to pass-through traffic, including parents and guardians. People driving to homes and destinations along School Streets, including school district transportation, retain access and can still drive on these streets.
<i>Event Streets</i>	Streets designed to host intermittent community events, such as farmers markets. These are street blocks where events may close movement of all vehicles, except emergency access, on a frequent or intermittent basis. No parking, loading activities, or business access is allowed during closures.
<i>Special Alleys</i>	Historic and special alleys with community destinations or retail density that generate human-scale spaces and accommodate essential service functions.
<i>Pedestrianized Streets</i>	Streets where people walking take priority that are permanently or intermittently closed to motorized vehicles. They are typically located along land uses that generate pedestrian activity, such as shops, restaurants, museums, and tourist attractions.
District Approach	An area-wide network of various categories of People Streets and Public Spaces that work together to create walkable neighborhoods and a sense of place. Depending on their location-specific goals, these districts may also be described by concepts such as low-pollution neighborhoods, resilience hubs, eco districts, low emissions zones, or home zones.
PUBLIC SPACES	
Plazas	Permanently pedestrianized spaces in the right-of-way that are designed to not allow vehicular access but could allow vending or food trucks for activation. They are typically found in active retail areas or at bus, streetcar, and light rail transit stops and stations.
Shoreline Street Ends	Designated areas for public access to the shoreline that occur where streets meet a shore.

SCALE OF INTERVENTION

Achieving the PSPS vision will require different scales of intervention given the diversity in neighborhoods. PSPS interventions will range in complexity and cost as some will be temporary improvements or pilots, and others will be permanent, capital-intensive commitments. In some cases, projects may initially be tactical, pilot projects to enable iteration and design refinements to inform more transformational projects.

In certain contexts, light-touch measures are all that is needed to make a street or place more functional and attractive. A context-sensitive approach that seeks to understand how the space is used and what the community desires and needs will ultimately inform the selection of the right type and scale of intervention.

Table 3 describes the range of possible actions we can take. It includes three different scales of intervention, description, application considerations, and a sense of how much each type of intervention would cost.

Table 3: PSPS Scales of Intervention in Streets and Spaces

Scale of Intervention	Description	Application Considerations
\$	Spot Improvements Tidy Up & Declutter: Spot improvements such as removing unnecessary road markings or damaged street furniture, adding flexible porous surface treatment to tree pits, and making other similar upgrades that respond to the community's immediate needs. This would also include removal of clutter and/or consolidating street furniture and signs using strategic justification for every individual piece of infrastructure in the street.	Implemented in the near-term, serving as early wins. These types of improvements are often noted through community feedback for areas with high volumes of foot traffic and at Community and Mobility Hubs.
	Add Street Furniture: Spot improvements such as combining signage and lighting, eliminating unproductive furniture, relocating street furniture to better fulfill its intended use, and adding essential infrastructure that supports walkability such as benches, pedestrian wayfinding, bollards, and pedestrian lighting.	Consider adding discrete elements that do not require modification to the curb or street operations.
	Pilots & Tactical Redesign Includes temporary improvements and interim public space enhancements such as tactical plazas and street pilot projects. Projects would typically consider changes to user priority; changes to travel lane widths or traffic signal removal; reallocation of right-of-way; and inclusion of delineator posts, planters, paint, and similar elements to create People Streets and Public Spaces. Pilots and tactical projects would typically be evaluated through public life and other studies and community engagement to refine the design and evaluate for advancement to permanent or transformational placemaking.	Pilots and Tactical Redesign are tools for quickly testing and deploying concepts and adjusting to user experience and feedback to inform more permanent and transformational investments. Projects could be at intersections, block faces, or span multiple blocks (e.g., Ballard Ave). Consider the construction of interim curb bulbs and widened sidewalks, the timing of signals, operational changes, elimination of slip lanes, use of traffic diverters, and closure of specific blocks using tactical delineator posts and planters.
\$\$\$	Transformational Placemaking Permanent redesign of the street. This may include creation of shared streets, new plazas, use higher quality materials to create signature areas, extensive green stormwater investments, integration of holistic corridor redesign projects from property line to property line, and intersection redesign.	Typical applications will include intersections, entire blocks, or series of blocks. In many instances, tactical and pilot projects may inform more permanent transformational investments. Projects may be on the sidewalks, between curb and curb, or span the whole street between property face and property face. These projects are opportunities to collaborate with OED, SPU, and SPR to implement green infrastructure, support business districts through multifaceted investments, and close gaps in access to open space.

HOW PEOPLE STREETS AND PUBLIC SPACES ARE IDENTIFIED

The PSPS Inventory and Future PSPS Network maps presented in **Figure 6** to **Figure 17** below establish a foundation and vision for where PSPS opportunities exist. Specific People Streets and Public Spaces projects will be identified and implemented using different approaches, but no matter what approach is taken, communities will be at the center of decision-making. Below are four ways People Streets and Public Spaces projects may come to fruition:

- **PSPS Plans**—projects proactively developed in collaboration with communities.
- **Community Requests**—projects developed in response to community requests.
- **Through Permitting**—projects identified during the permitting of private development, as Public Benefits, or where there is concentrated public space activity programming.
- **Partnering Opportunities**—projects identified opportunistically through the SDOT project development process; through private development project reviews; through large capital projects led by others like future light rail investments; through program coordination such as with community and mobility hubs; or through partnerships with other agencies or City departments.

ACTIVATION AND PERMITTING

PSPS strategies incorporate public space programming, which brings free activities like arts, culture, fitness, and educational experiences to public spaces. At SDOT, we work with residents, organizations, and businesses to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality. *Streets Illustrated* (Seattle's Right-of-Way Improvements Manual, Section 4.1. City of Seattle Permit Process) outlines programs for parklets, outdoor dining, vending, street closures by permit, and festival streets.

PSPS CATEGORY PROFILES

The following profiles provide detailed descriptions of each PSPS category. They include an overall description, opportunities, selection criteria, design tools, how projects are identified, possible scales of intervention, and examples found in Seattle.

Destination Streets



Retail Area on Lake City Way NE

Destination Streets focus on strategic sidewalk and intersection improvements in business areas that contain pedestrian-oriented retail and services. PSPS interventions along Destination Streets generate equitable public realm enhancements in business districts citywide and prioritize placemaking improvements in areas where there are people walking.

Opportunities

- Create street space focused on people and public space
- Prioritize pedestrians at street crossings and intersections
- Support economic development in business districts
- Manage critical access to the curb and loading needs of local businesses
- Make it safe and easy for people traveling to or from the destination street by transit, biking, or walking

Selection Criteria

- Typically located along street segments where there is a Pedestrian Zone¹⁵ or Neighborhood Commercial Zone designation and observed pedestrian retail areas at least 1 block in length.

Design Tools

Safety improvements, such as increasing the density of marked and signalized crosswalks, including all-way crossings (i.e., pedestrian scrambles) and mid-block crosswalks; re-channelization of vehicular lanes; installing medians, raised intersections, and raised crosswalks. Public space improvements, such as widening sidewalks, and incorporating pedestrian-scale lighting, landscaping and trees, wayfinding, seating, and public art.

How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	
Partnering Opportunity	✓

Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

Examples

King St (Chinatown International District), Rainier Ave (Columbia City), and Martin Luther King Jr. Way (Othello)

¹⁵ Pedestrian zones are a land use designation from the Seattle Municipal Code and Streets Illustrated that requires additional sidewalk widths.

Strolling Streets

Strolling Streets are where walking can be enjoyed, whether to access destinations, get exercise, or connect to nature and open space. They include streets that have low traffic volumes and slower speeds and offer a low stress environment for pedestrians and bicyclists. Strolling streets are linear park-like streets with abundant landscaping and street furniture.

Opportunities

- Encourage walking trips by making it a pleasant journey
- Provide a climate resilient landscape along streets
- Support placemaking and neighborhood livability
- Foster a people-centered street culture

Selection Criteria

- Typically supported by pedestrian-oriented retail and a mix of medium-to-high density multifamily residential and retail uses.
- Along streets with lower traffic volumes and speeds.
- In some instances, successful Strolling Streets or segments of Strolling Streets may become candidates for future Shared Streets, such as Pedestrianized Streets.



14th Ave NW in Ballard (top) and Pontius Ave N in South Lake Union (bottom)

Design Tools

Safety improvements, such as increased density of marked and signalized crosswalks, including all-way crossings (i.e., pedestrian scrambles) and mid-block crosswalks; re-channelizing vehicular lanes; installing medians, raised intersections or crosswalks, bollards, speed humps, or diverters. Public space improvements, such as widening sidewalks (reclaiming space from flex or vehicular lanes) or building raised/curbless streets, and incorporating pedestrian scale lighting, green stormwater infrastructure, landscaping, wayfinding, seating, and public art.

How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

Examples

S Edmunds St (Columbia City), Melrose Promenade; NE 43rd St (U District), 8th Ave, Yale Ave, and Terry Ave (South Lake Union)

Shared Streets



Example of a Healthy Street

Shared Streets are people-first spaces either permanently or during certain times of the day or week. They incorporate design measures that allow pedestrians, bicyclists, and vehicles to co-mingle in the right-of-way, while still accommodating the critical access needs of businesses and emergency vehicles. The street is designed to keep speeds low.

We will partner with the community through future neighborhood studies to identify the specific type(s) of Shared Street treatments and conversions that are appropriate in that particular context. Shared Streets include a range of potential

design treatments, which will be determined through a participatory discussion with the community. Shared Streets may be implemented as pilots with tactical improvements. Once successful as proof of concept, they can be prioritized for large capital investments.

Shared Streets can take the form of **Healthy Streets, Café Streets, School Streets, Event Streets, Special Alleys, and Pedestrianized Streets** or could be used in combination. These are described in more detail on the following pages.

Opportunities

- Foster a culture of safe and low-stress spaces inside neighborhoods
- Provide more space for people to walk, bike and gather for community activities
- Promote safety through the reduced speed of vehicles that travel through PSPS locations

Selection Criteria

- Typically found on non-arterial streets with low vehicle traffic volumes and speeds and no bus service.
- Can also occur on arterial streets with high pedestrian volumes, where the land use immediately adjacent supports pedestrian activity (e.g., shops, restaurants, museums, tourist destinations).
- The access and loading needs of the properties along these streets is critical to understand their suitability as a shared street and should include consideration of whether these needs can be met on side streets, off street, or in alleys.

Design Tools

The design of Shared Streets should always prioritize pedestrians. Vehicular access may range from local access only, to business loading and unloading, to emergency access only.

Retrofitted Shared Streets may include elements, such as bollards, diverters, planters, curb bulbs, speed humps, murals, and special street signs. Fully rebuilt Shared Streets typically include integrated and textured paving from property line to property line to signal to vehicles that they are on a special street that prioritizes people and accommodates vehicular local access, but only at very slow speeds. Street furniture such as benches, lighting, trees, bollards, and landscaping are placed strategically to create narrow areas that further slow vehicular speeds down.

How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

Shared Streets: Healthy Streets

Healthy Streets are always open to people walking, rolling, biking, and playing, but closed to pass-through traffic. This distinction makes them different than Neighborhood Greenways. The goal of Healthy Streets is to provide people walking, biking, and rolling access to the full width of public right-of-way. People driving who need to access homes and destinations along Healthy Streets are intended to move at the speed of play and share the space with people outside of vehicles. People who drive on the street to make deliveries, provide essential services (emergency access, public utilities), and visit homes and businesses expect people to be in the street and drive at slow speeds.



Example of a Healthy Street

Healthy Streets were originally introduced to provide space for social distancing in response to the COVID-19 pandemic and are now being made permanent and piloted in new locations as part of the PSPS, Bike+, and pedestrian networks.

Opportunities

- Provide safe spaces for people to walk, bike, roll, and gather in their neighborhoods
- Improve physical and mental health of individuals and communities through recreation, physical activity, and community connections
- Reduce barriers to hosting small community gatherings in the street; because Healthy Streets are closed, no permit is required for Play Streets, Trick-or-Streets, or similar events

Selection Criteria

Any non-arterial neighborhood street may be considered for a future Healthy Street. Existing or planned neighborhood greenways are common candidates for Healthy Streets. Future Healthy Street pilot locations will be selected through a needs assessment (increasing access to public open space, equity) and feasibility analysis. Pilot locations may be made into permanent Healthy Streets after an evaluation that considers quantitative traffic data and qualitative information gathered through public engagement.

Design Tools

Healthy Streets are identified through their gateway features that narrow the street entrance and prominently display Street Closed and Healthy Street signs alerting drivers to share this street with people outside of vehicles. Additional features can include improved crossings at busy streets, speed humps to slow down drivers, and sign and pavement markings to help people find their way. They can also include diverters to limit vehicle through traffic without inhibiting movement of people walking or biking, and street murals to discourage people from driving on Healthy Streets. Elements that allow street play activities, such as hopscotch and basketball, that would normally require a street closure permit and infrastructure to encourage gathering, such as benches and art can be included. Trees, plants, and green stormwater infrastructure may be included where appropriate. Additional design tools may be identified through the Healthy Street Toolkit.

Examples

Bell St (Belltown), 32nd Ave NE (Little Brook/Olympic Hills), 18th Ave S (Beacon Hill)

Shared Streets: School Streets



School Street
(Image Source: Seattle Public Schools)

School Streets prioritize people walking, rolling, and biking to school. They help encourage families to walk or bike to school, provide a safer school environment by eliminating through traffic, and improve air quality next to the school. They may include one or two street blocks directly adjacent to a school.

People driving to homes and destinations along School Streets, school district-provided and Americans with Disabilities Act (ADA) transportation, and emergency and service vehicles retain access and are

still able to drive on these streets. School staff can close School Streets to all traffic temporarily at school arrival and departure times or for school programming during the day.

Opportunities

- Provide a safer environment and improved air quality around schools
- Encourage families to walk or bike to school
- Provide additional space for recreation for the school community and neighborhood

Selection Criteria

Any non-arterial neighborhood street adjacent to a school. School Streets must be requested by school administration and cannot have a public bus route or layover.

Design Tools

Initial installation includes temporary “Street Closed” and branded signage. Permanent School Streets include student artwork on the street and permanent signage in painted curb bulbs with bollards to narrow the street entrance. Additional improvements such as planters, spaces that invite play, diverters to discourage vehicle through traffic, or de-paving can be included where appropriate and where funding allows.

Examples

14th Ave NW (Whittier Elementary), SW Dakota St (Genesee Hill Elementary)

Shared Streets: Café Streets

Café Streets have lots of foot traffic and a high density of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. The street is designed to keep speeds low and operates to give priority to pedestrians. Goods loading and business access is accommodated at the curb, and emergency and local access is maintained. Parking is not a priority on Café Streets. Café Streets may have intermittent full closures, ideally without requiring a permit.



Ballard Ave Café Street

Opportunities

- Bring Café Streets to more communities, reducing inequities
- Build relationships with small businesses and support their operation
- Encourage walking and use of public space by creating more vibrant and welcoming streets

Selection Criteria

Adjacent land uses are predominantly mixed use, with commercial or other pedestrian activity-generating uses at street level; there is interest from adjacent businesses or the community.

Design Tools

Café Streets can include design tools such as seating and tables, weather protection, public art, murals, plazas, street planting, bollards, higher quality pavement materials, or traffic calming, as well as programming and activation through buskers, performing artists, or vendors. Additional features can include improved crossings at busy streets, speed humps to slow down drivers, and sign and pavement markings to help people find their way. They can also include diverters to limit vehicle through traffic without inhibiting movement of people walking or biking, and street art to further slow vehicular traffic.

Examples

Ballard Ave

Shared Streets: Special Alleys

Special Alleys can break up the street grid or large blocks by creating a porous and interesting walking environment. They generate human-scale spaces that expand retail density and community assets, and they accommodate essential service and access functions for businesses or institutions. Special Alleys support community objectives for local placemaking. The PSPS program will identify future Special Alleys in collaboration with the community.



Canton Alley (Image Source: UW Urban Commons Lab / Nakano Associates)

Opportunities

- Articulate a more standardized approach to balancing people space with critical access and service functions of alleys
- Define criteria for future interventions as there is not a means to improve or channel investments to these spaces currently

Selection Criteria

Existing commercial alleys, historical alleys, alleys with approved concept plans, dense urban districts with substantial mixed-use development and pedestrian oriented retail, or alleys with active retail frontages along the alley

Design Tools

High quality pavements, pedestrian-scale lighting, green walls, and festival lighting. Partner with adjacent property owners and businesses to create active storefronts, café seating, and other active uses, and consolidate trash pickup.

Examples

Nord Alley (Pioneer Square), Canton Alley (Chinatown), and Nihonmachi Alley (Japantown)

Shared Streets: Event Streets



Summer Streets 2013 PhinneyWood

Event Streets are specific street blocks that are suitable for community events. These are blocks where events may prohibit vehicle access on a frequent or intermittent basis (emergency access is always maintained). Parking, loading, and business access is prohibited during closures. Event Street designations provide the opportunity to enable more frequent community activation of the right-of-way. Event Streets can include seasonal closures, such as Open Streets, Summer Streets, and similar programs that reimagine the use of the right-of-way.

Opportunities

- Support communities and local placemaking
- Enable more frequent activation of the right-of-way by communities

Selection Criteria

Typically implemented on non-arterials at the heart of neighborhoods, but in some cases on arterials

Design Tools

Event streets may be established on existing streets using movable barriers or removable bollards to exclude traffic or designed into new streets. May take the form of curb-less streets and include features such as power outlets and posts for banners and temporary festival lighting.

Examples

Farmers Market streets, designated Festival Streets, such as South Roberto Maestas (Beacon Hill) and other curbless blocks around Link light rail stations, and streets with community events, such as night markets, food truck nights, and craft shows

Shared Streets: Pedestrianized Streets



Occidental Avenue S in Pioneer Square

Pedestrianized Streets are streets that create great places for people to socialize, play, shop, linger, or just pass through. They are either permanently or intermittently closed to motorized vehicles. People walking take priority. Deliveries may still be permitted at certain times of day, and emergency access is maintained. Pedestrianized Streets create attractive public spaces which encourage walking and a sense of community.

Opportunities

- Provide more space in high pedestrian traffic areas
- Provide space for businesses to “spill out into the street” creating interest and economic exchange opportunities
- Grow the network of pedestrian-only areas and define a toolkit of approaches to enable critical business access needs and pedestrian priority
- Some School Streets and Special Alleys may be good candidates for pedestrianization.

Selection Criteria

Typically, non-arterial streets with adjacent land uses generating pedestrian activity, such as shops, restaurants, museums, tourist attractions, transit hubs, and residences.

Design Tools

Ranges from lower-cost treatments such as movable barriers to divert traffic to curb-less street. Other features may include bollards, pedestrian-scale lighting, landscaping, high-quality pavements, public art, street furniture, café seating.

Examples

Occidental Ave (Pioneer Square), Pike St between 1st Ave and 2nd Ave

Plazas

Plazas are fully and permanently pedestrianized spaces in the right-of-way. They are not designed for vehicular access except for activation purposes (e.g. food trucks). They are typically found in active retail areas, along active frontages, or at bus, streetcar, and light rail stations. Plazas provide access to transit and support community objectives for local placemaking. Future plazas will be identified in collaboration with the community.



First Hill Pocket Plaza at University St & Boylston Ave

Opportunities

- Offer spaces of respite from traffic and noise
- Generate public life
- Reclaim underutilized right-of-way for pedestrians (e.g., McGraw Square)
- Improve the transit experience when adjacent to transit stations and hubs

Selection Criteria

Plazas are typically identified where there is right-of-way that could be transformed into small, park-like open spaces. Plaza investments are especially prioritized where there are gaps in open space, as well as at community and mobility hubs. Plazas may also be identified through the design of other People Street projects. In certain instances, transfer of jurisdiction or maintenance partnerships with Seattle Parks may be possible (e.g., Little Brook Plaza, Delridge Triangle).

Design Tools

May be established using lower-cost more temporary treatments such as planters or designed as capital projects. May include seating, public art, lighting, landscaping and trees, shelter/canopies, small stages for events, among other features. Include elements that support various travel modes like bike racks, shared mobility parking, and transit furniture.

How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

Examples

McGraw Square (Downtown), Fortson Square (Pioneer Square)

Shoreline Street Ends

Shoreline Street Ends are designated areas for public access that occur where streets meet a shore. The goals of the program are to equitably improve and maintain shoreline access and enjoyment across a broad spectrum of Seattle's neighborhoods and enhance the shoreline habitat through the inclusion of ecological benefits like native plants and green stormwater treatment.



E Allison St in Eastlake

Opportunities

- Raise neighborhood awareness of Shoreline Street Ends
- Explore new opportunities to leverage funding resources
- Encourage stewardship through an extensive network of community partners

Selection Criteria

The Shoreline Street Ends Work Plan of 2017 identified 149 locations for improvement. As of 2023, there are 96 Shoreline Street Ends improvements. The program identifies and works with community partners to maintain and improve Shoreline Street Ends for public use.

Design Tools

Shoreline Street End projects rely on a variety of partnerships for delivery, including partnering with Seattle Parks, Seattle Public Utilities, non-profit and neighborhood groups, and adjacent property owners. Permit fees are also used to fund projects, with a specific focus on increasing equitable access to Seattle's Shorelines. Design tools include:

- Native plantings
- Tables and benches
- Water access stairs or paths

How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

Examples

W McGraw St (Magnolia), Allison St (Eastlake), South Park Pump Station

PSPS NETWORK MAPS

Current PSPS Inventory

Figure 6 through Figure 11 show the existing PSPS network of public spaces (Plazas and Shoreline Street Ends), and Shared Streets (Healthy Streets, Café Streets, School Streets, Special Alleys, and Event Streets). These exist through public space management permitting and design interventions in the streetscape.

Future PSPS Investments

Figure 12 through Figure 17 show the emerging vision for how the PSPS network will develop. The future investment opportunities identified on the following maps draw from existing neighborhood plans, streetscape concept plans, and known community initiatives.

Our focus will be on equitable distribution of People Streets and Public Spaces so that all communities benefit from the economic, social, and public health benefits of these investments. Therefore, various neighborhoods have been identified for future community-scale People Streets and Public Spaces Plans to identify local, community-prioritized People Streets and Public Space needs that are not captured in existing plans and projects.

In addition, all the People Street categories listed in **Table 2** are included.

The PSPS future network will be informed by these fundamental network considerations:

- Creating People Streets and Public Spaces in every neighborhood.
- Creating inclusive and welcoming Community and Mobility Hubs.
- Prioritizing communities disproportionately impacted by pollution.
- Reconnecting neighborhoods in communities that have been divided by major transportation infrastructure, freeways, state highways, bridges, and rail lines.
- Increasing access to parks and shorelines in communities with deficits in public open space.
- Continuing to transform Downtown into a people-oriented city center.

For more detail on future actions, see “Programmatic Activities” below.

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Figure 7: Existing People Streets and Public Spaces Inventory - Northeast

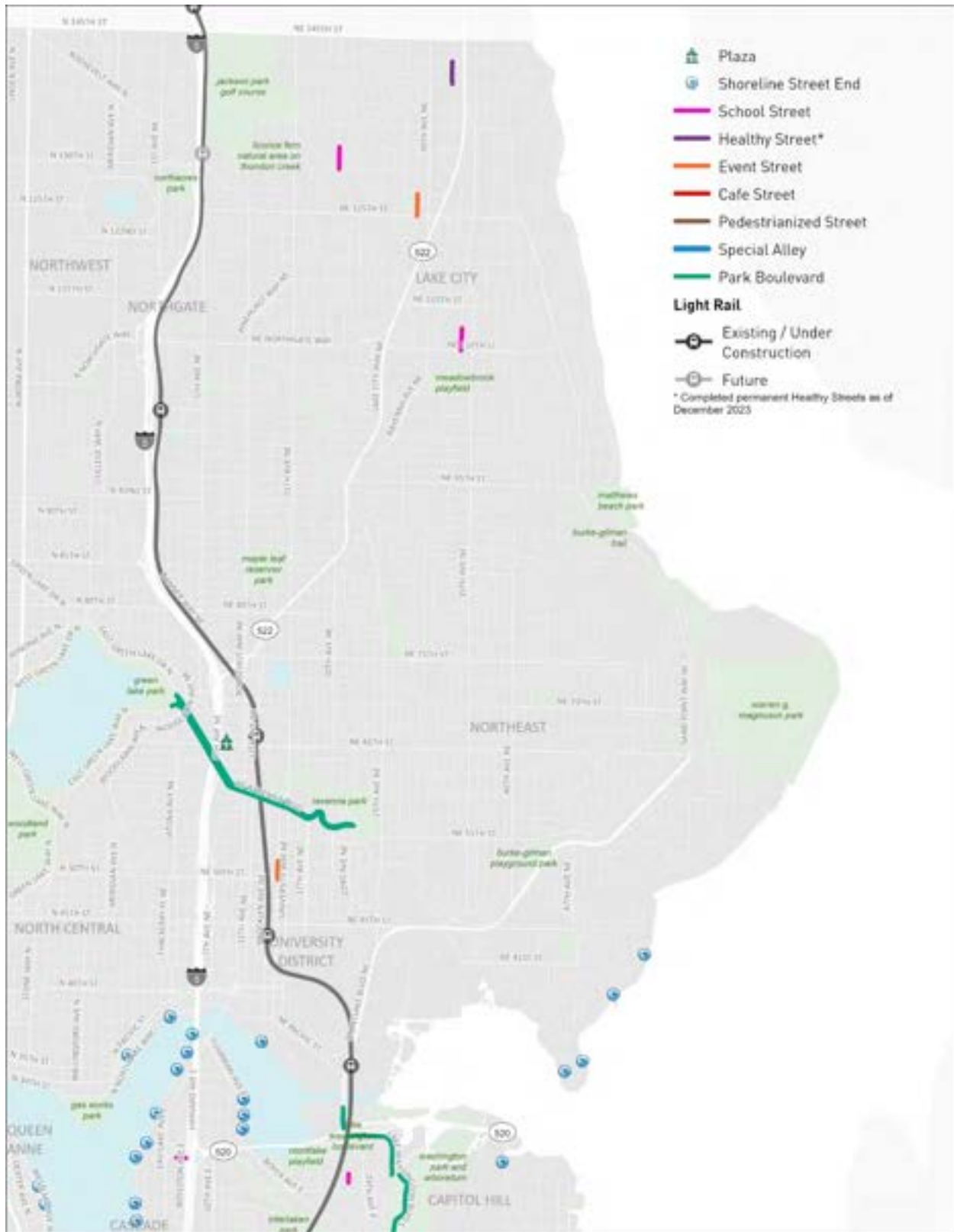


Figure 8: Existing People Streets and Public Spaces Inventory – West

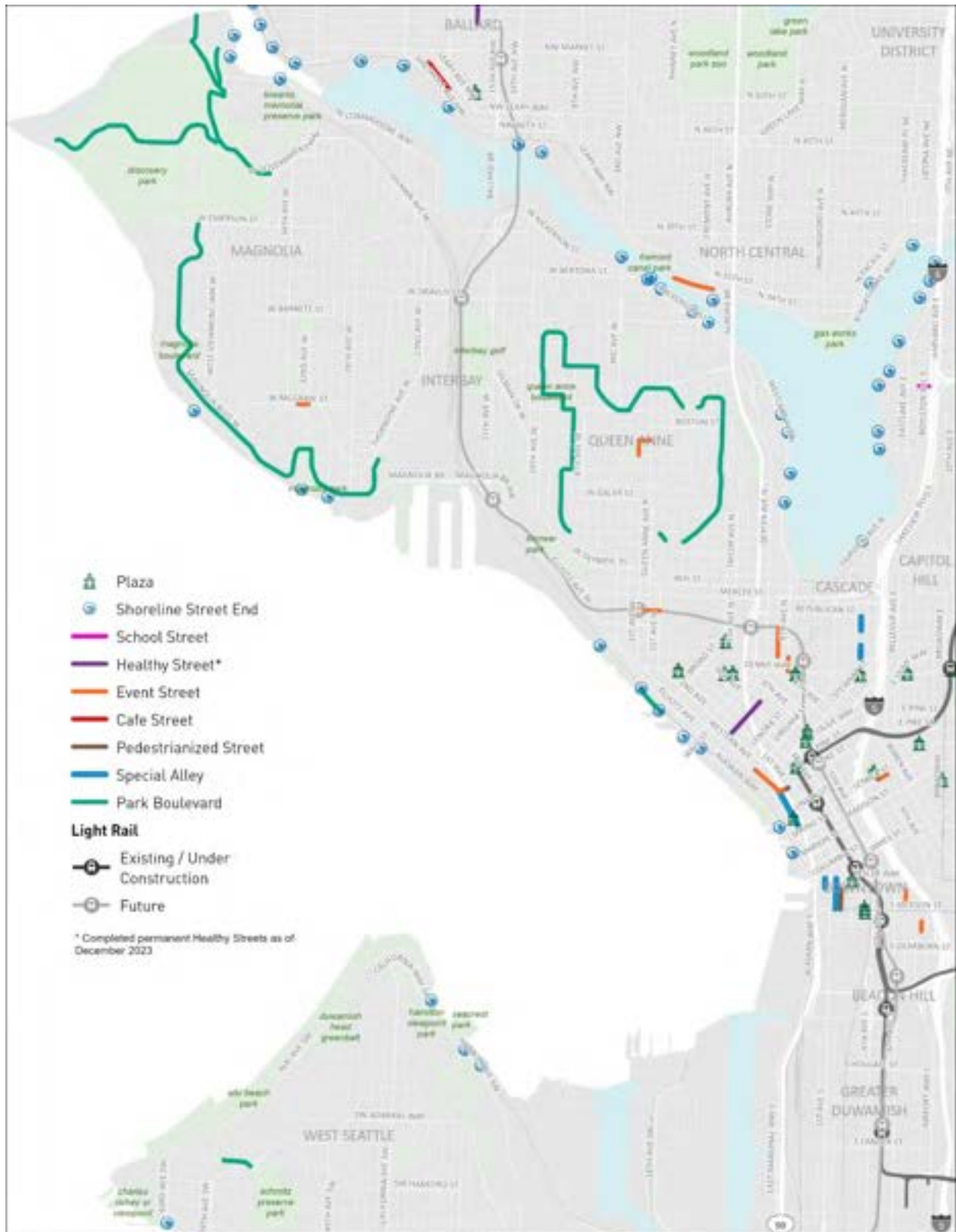


Figure 9: Existing People Streets and Public Spaces Inventory – East



Figure 10: Existing People Streets and Public Spaces Inventory – Southwest

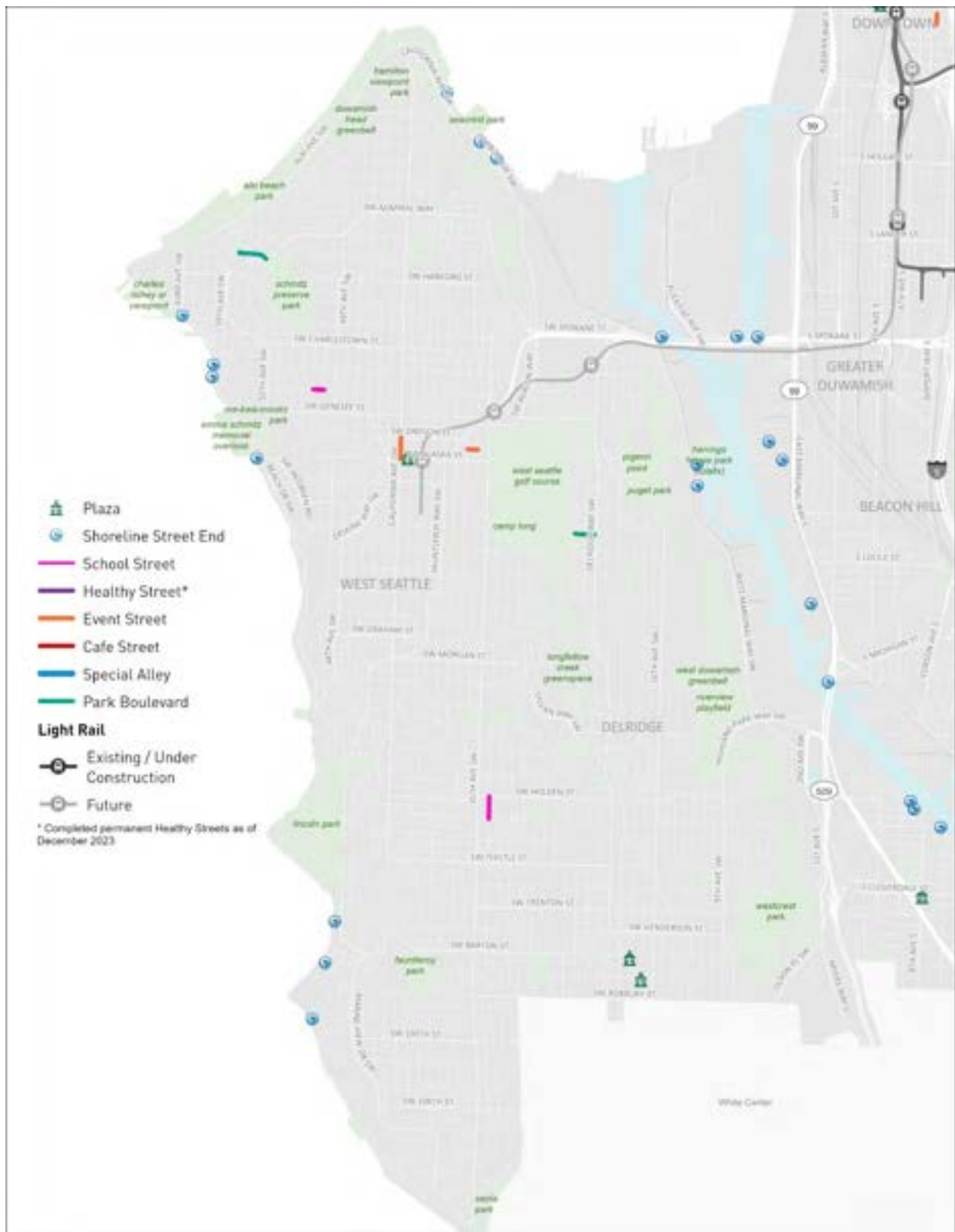


Figure 11: Existing People Streets and Public Spaces Inventory – Southeast



Figure 12: Future People Streets and Public Spaces – Northwest

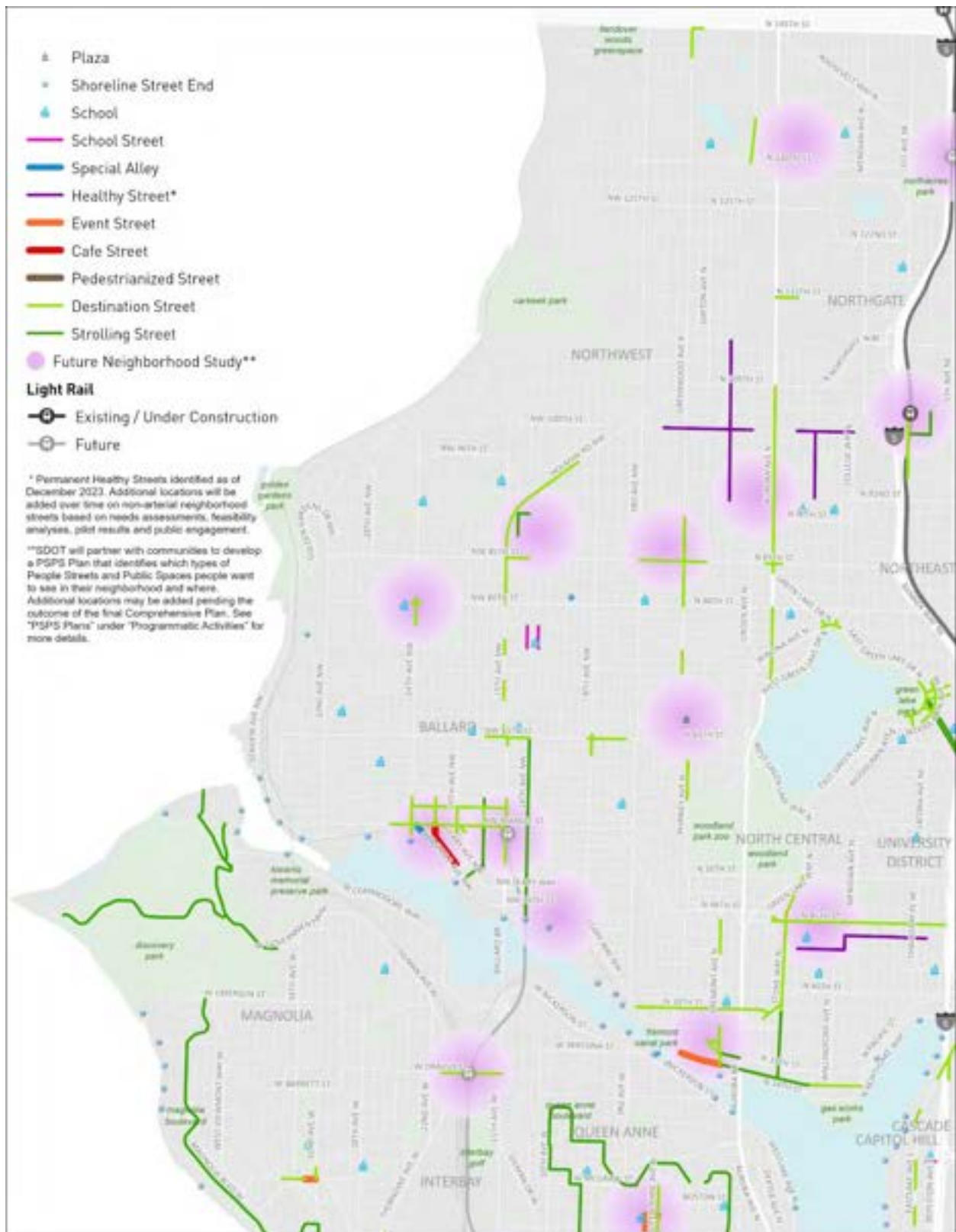


Figure 13: Future People Streets and Public Spaces – Northeast

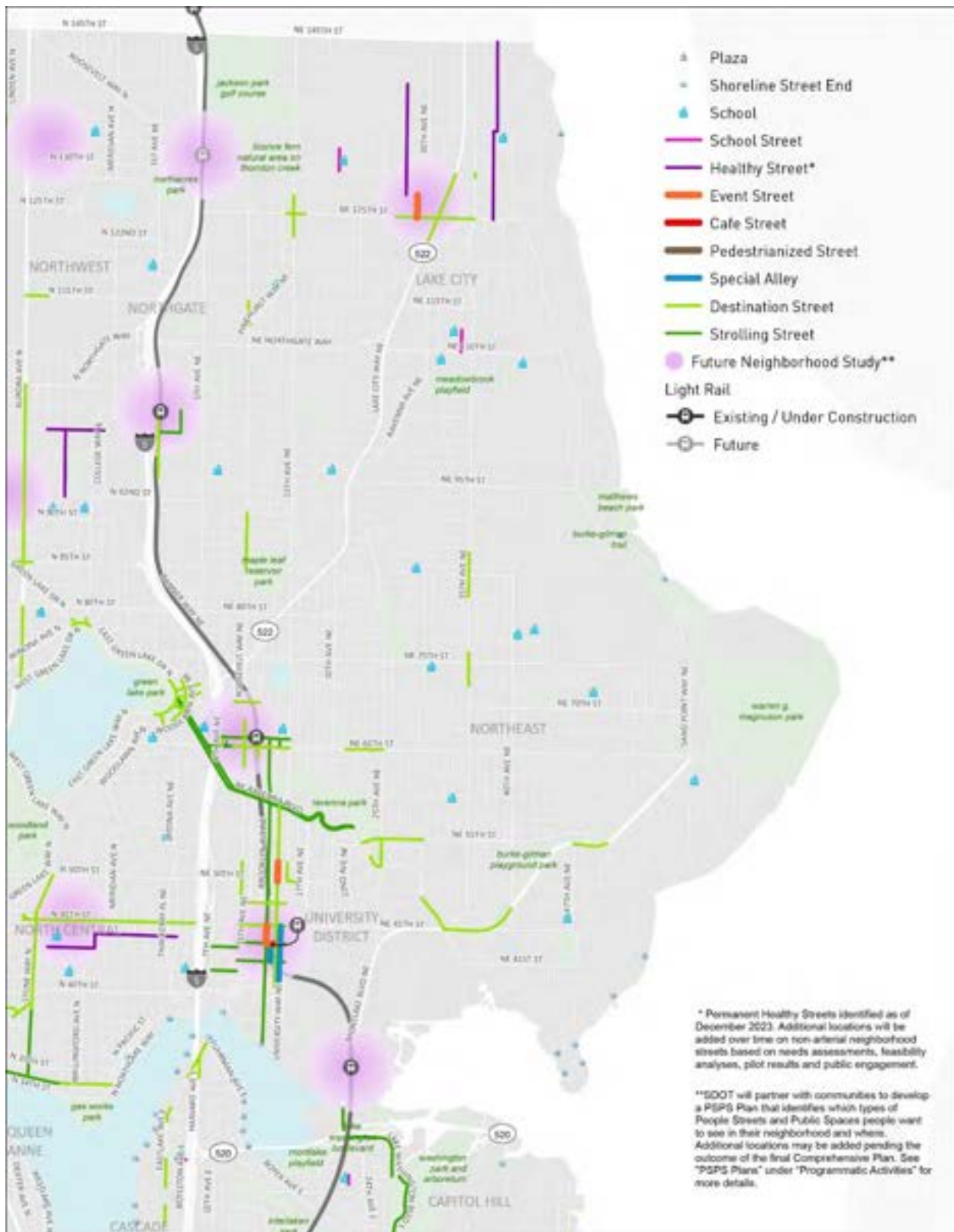


Figure 14: Future People Streets and Public Spaces – West



Figure 15: Future People Streets and Public Spaces – East

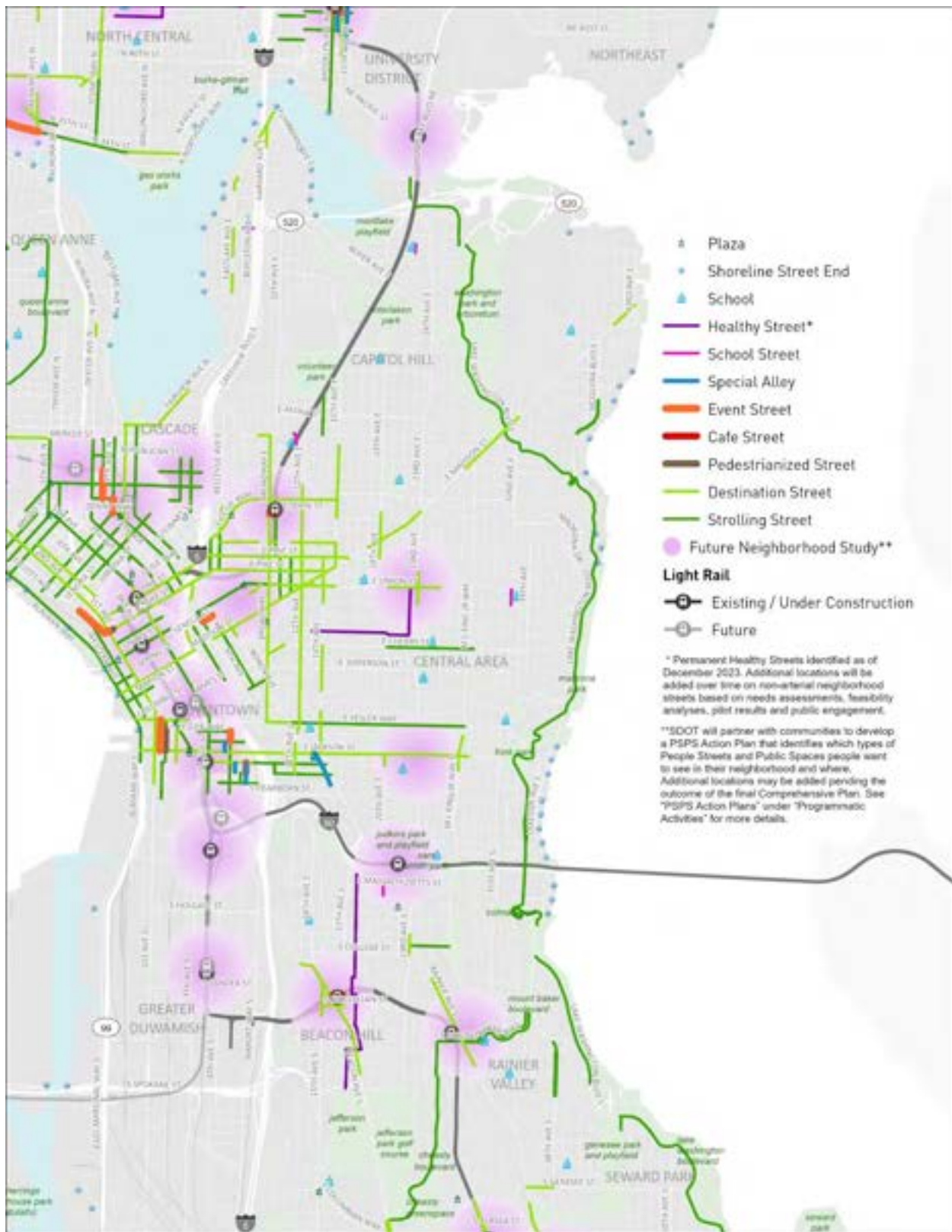


Figure 16: Future People Streets and Public Spaces – Southwest

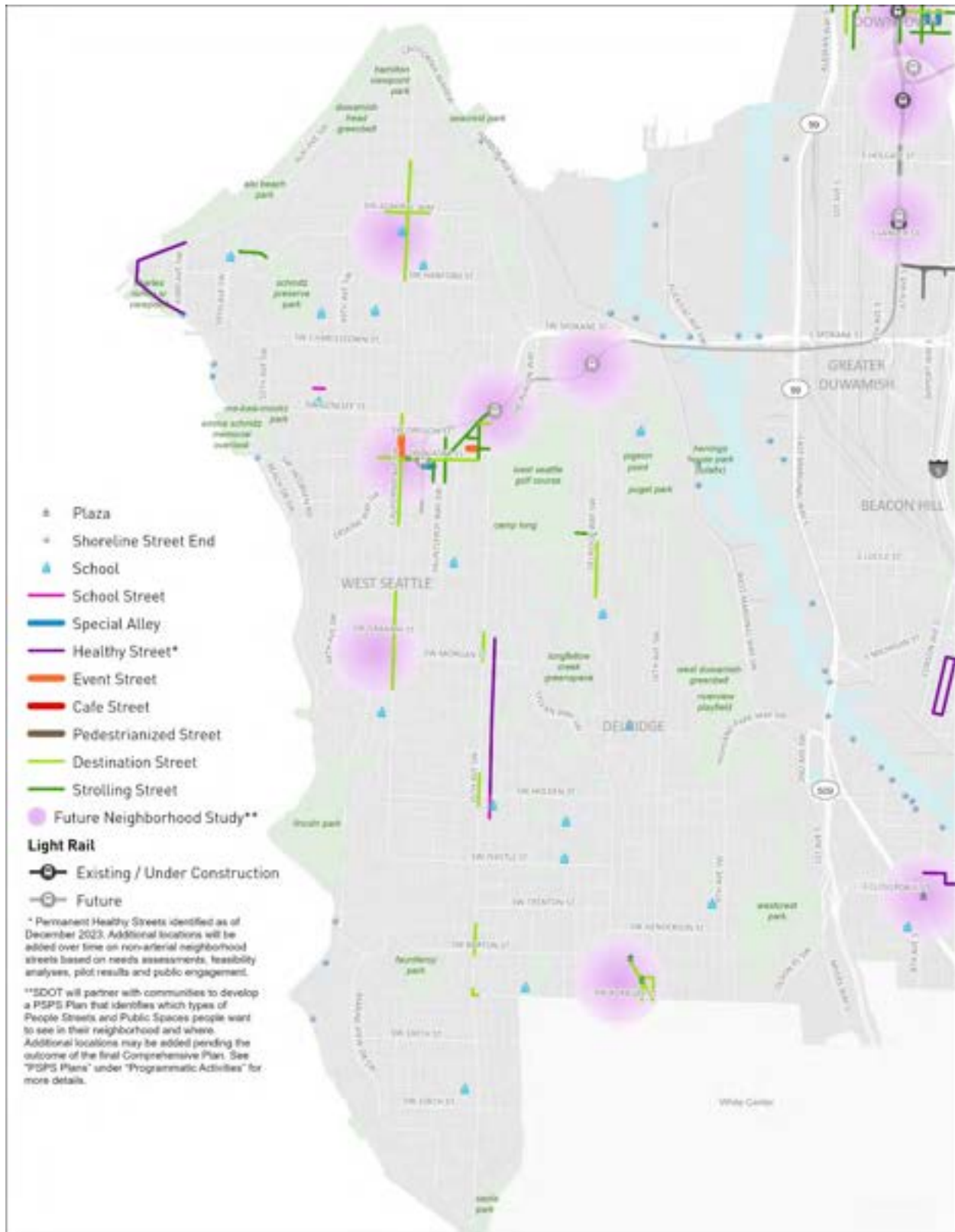
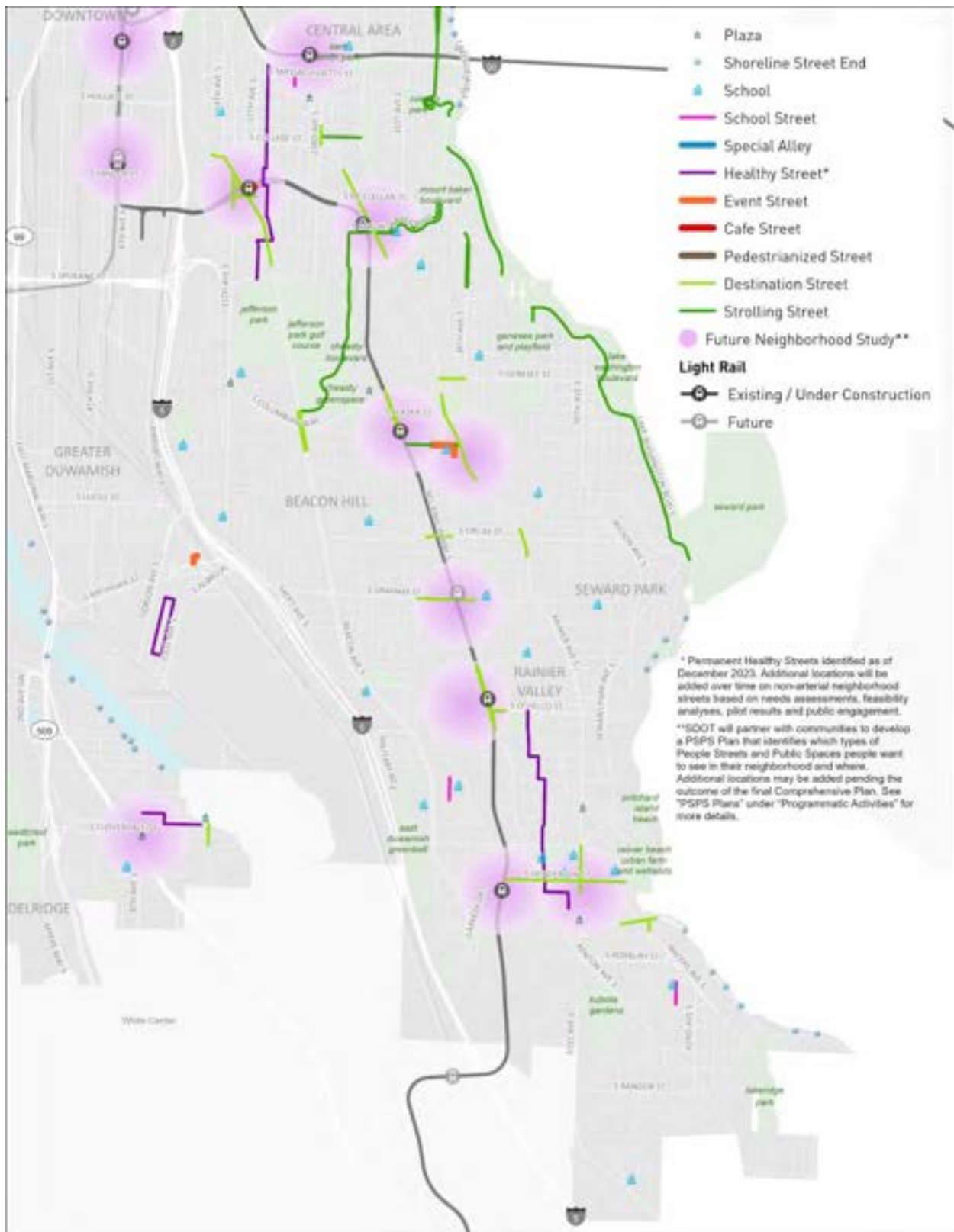


Figure 17: Future People Streets and Public Spaces – Southeast



PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than specific to a project) to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programs listed here provide helpful general information to describe the types of tools and methods we will employ to manage the transportation system.

People Streets and Public Spaces Program

The PSPS Element offers the opportunity to rethink many existing SDOT programs and activities and package them into a full life-cycle program that spans planning, design, construction, management, and evaluation. This approach fosters greater collaboration between existing programs, like SDOT Urban Design and SDOT Public Space Management, and new programmatic activities will strategically address the gaps and needs identified through public engagement and ongoing projects so we can better deliver on PSPS goals.

The PSPS program will formalize existing inter-program relationships, make it easier for residents and businesses to understand and access our programs, and enable us to better partner with residents, businesses, and community-based organizations to achieve equitable People Streets and Public Spaces across Seattle. Element goals would be achieved through regulated uses in the right-of-way, policy and planning efforts, capital project design and delivery, and grant-funded community projects. The proposed programmatic activities would capture and expand existing activities and identify new activities.

PSPS Network Implementation

Over time, we will seek to construct the PSPS network outlined in this Plan through a variety of SDOT programs, such as Healthy Streets, Safe Routes to School, Public Space Management, Urban Design, and People Streets and Public Spaces.

Implementation includes spot improvements, pilot and tactical redesign projects, and transformational placemaking projects. Smaller-scale projects are typically designed in-house and delivered through SDOT crews, while larger-scale projects may require design consultants outside contractors for project design and delivery. SDOT will seek to:

- Systematically design and invest in Destination Streets, Strolling Streets, Café Streets, Pedestrianized Streets, Event Streets, Special Alleys, Plazas identified through PSPS Plans, community requests, and partnership opportunities.
- Reallocate street space currently used for vehicle storage and general-purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. Reallocating street space will support economic vibrancy, community vitality, and walkability in the heart of every neighborhood.

- Provide equitable access to People Streets and Public Spaces. Invest in historically underserved neighborhoods, to correct the imbalance of access to open space and great streets that improve the physical and mental health of communities.
- Prioritize PSPS investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement.
- Partner with other departments and agencies to deploy anti-displacement programs, investments, tools, and mitigation efforts.
- Create permanent Shared Streets, such as Healthy Streets, Café Streets, and School Streets, and expand them to neighborhoods throughout the city to provide important walking, rolling, and biking connections between neighborhoods, schools, and recreation opportunities and are age-friendly and kid-friendly. Include low maintenance design elements that invite young children to play, including boulders, logs, earthen mounds, trees, and winding pathways. (See Executive Order 2022-07)

Example: King's Crescent Play Street, London

King's Crescent Estate, a multifamily housing estate in east London, was redeveloped starting in 2015 by the Hackney Council. The main thoroughfare was pedestrianized and turned into a permanent Play Street that includes many non-formal invitations to play appropriate for very young children. The space includes natural materials such as boulders, wood logs, and planted areas with trees as well as benches and an accessible hammock swing. Since the space caters to both young and old, it works for everyone.



- Design streets and public spaces so that goods and emergency responders can still reliably get where they need to go, while adjacent businesses prosper from an activated public realm.
 - Coordinate with Seattle Fire during the design process to develop mutually agreeable street designs. SDOT and SFD will work together to develop a set of principles that empower SDOT to implement PSPS road designs consistent with agreed upon principles to minimize project level delay.

- o Use curbside innovations to support pedestrianized streets and intermittent street closures. Systematize time-limited loading/unloading to meet critical business access needs and allow the implementation of pedestrianized streets and intermittent street closures that support the use of the public right-of-way as limited and increasingly valuable public space.
 - o Continue engaging with schools and our communities to evaluate impacts of School Streets on safety as well as impacts to neighbors, businesses, and fire response routes.
- Deliver pilots and tactical projects, such as interim public spaces generated by using plastic delineator posts and planters, and street pilots implemented using murals, planters, and plastic delineator posts.
- Convert successful tactical and interim public space improvements into permanent improvements. Plastic delineator posts should be upgraded to permanent bollards.
- Make spot improvements, including tasks such as decluttering and tidying up efforts and discrete improvements such as adding street furniture.
- Implement PSPS through development review. Identify strategies to incentivize and remove barriers to PSPS implementation through private development-required street improvements. Update codes and standards to minimize conflict between current code and STP/PSPS street design and use recommendations.
 - o Identify *Streets Illustrated* requirements to leverage private development opportunities to implement the PSPS vision for an area.
- Create transformational placemaking projects (typically projects with greater complexity and larger budgets) to tackle holistic and permanent redesign of the streets, ranging from single blocks to corridors.
 - o These may include creating new shared streets and plazas, using higher quality materials to create signature areas, installing extensive green stormwater investments, planting trees, de-paving, integrating holistic corridor redesign projects from property line to property line, and implementing intersection redesign projects.
 - o Projects can include spray parks, where appropriate, to provide families with places to cool off and mitigate the effects of increased temperatures due to climate change. Staff engaged in PSPS implementation would typically lead the conceptual design for these projects and then hand off this category of projects to project development and capital project delivery functions at SDOT for engineering design and delivery.
- Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more.
 - o Activate curbside zones with recreational, retail, or event and activity space and support local businesses, public health, and livability. Consider the needs of different ages, including babies and toddlers with their caregivers as well as older adults, in the design of recreational public spaces in the curbside zone.

- o Collaborate internally and externally to identify areas within communities that would benefit from investment.
 - o Design interventions to allow continued access for people and goods.
 - o Leverage the expertise of existing SDOT teams to identify priority locations, implement active curb spaces, and support the expansion of active, non-mobility curb uses.
- See the Curbside Management Element for more details.
- Design for accessibility. Universal design best practices and other guidance beyond Americans with Disabilities Act (ADA) compliance enhance the public right-of-way for all users and are particularly important when designing Shared Streets and Pedestrianized Streets.
- Incorporate People Streets and Public Spaces into future lid projects, such as Lid I-5, if they are designed and constructed.

Urban Design

Our urban design work focuses on optimizing how people experience the public realm through project design and implementation, design standards, and plans and policies. SDOT will seek to:

- Manage design and policy functions, such as *Streets Illustrated* design guidance and standards updates, Street Concept Plans development, and Complete Streets review processes.
- Oversee implementation of the SDOT Public Art Plan and SDOT's street furniture efforts, such as Seamless Seattle Pedestrian Wayfinding, pedestrian lighting, and the Age-Friendly Bench Pilot.
- Plan, design, guide, and build a wide variety of public realm projects ranging from small public spaces (e.g., Portal Porch and McGraw Square), to pilots (e.g., Ballard Ave Café Street), and major capital projects (e.g., Thomas St Redefined).
- Expand SDOT's pedestrian wayfinding program (Seamless Seattle), including at transit stations and stops, in collaboration with community and regional partners. (Supports TEF 48.1)
 - o Connect all Urban Centers and Urban Villages through a single and legible City map-based pedestrian wayfinding system.
 - o Expand Seamless Seattle Wayfinding offerings to include digital wayfinding maps for integration into third party applications, including expanding multilingual and accessibility applications and tools.
 - o Develop a digital wayfinding asset management platform to enable the program to update and maintain wayfinding signs and allow for more efficient program expansion and integration into third party implementation opportunities.
- Identify opportunities for closer collaboration and cost sharing with Seattle City Light for pedestrian lighting, per the 2023-24 Pedestrian Lighting Master Plan update.

- Create new street crossing opportunities and enhance existing pedestrian crossings to improve safety and access for people walking and rolling, especially to transit.
- Revisit the pedestrian crossing policy with the aim of streamlining the implementation process of pedestrian-priority intersection and operational strategies (e.g., for all-way crosswalks), especially within station areas, along Destination Streets, and within urban villages and urban centers.
- Integrate public art within the right-of-way to a greater degree to promote community identity and cultural expression and create a more enjoyable travel experience through both art enhancements and 1% for Art projects (part of a city program to include art elements in capital projects). Engage with children and teenagers in the development of public art.
- Develop criteria and a toolbox for “pedestrianizing” streets in high pedestrian activity areas, including a spectrum of measures from tactical to full reconstruction (e.g., curb-less streets). Coordinate with partners to update the Land Use Code to include spot improvements as code required improvements, prioritize driveway access off streets outside the PSPS network, and update the required street and sidewalk improvements.
- Explore the use of incentive zoning to additional parts of the city to implement PSPS components when floor area ratio (FAR) bonuses are provided. Seek to allow fees in lieu to contribute to a PSPS fund to enable implementation of larger and more holistic PSPS corridor improvements through the capital project route.
- Restructure the public benefit process to collect and apply public benefits from new developments that better align with city and community goals around equity and climate resilience. More specifically, SDOT will seek to:
 - Incentivize and encourage off-site public benefits in equity priority areas.
 - Allow for contributions into an SDOT public benefit fund geared toward developing People Streets and Public Spaces in equity priority areas, funding community-prioritized People Street and Public Space projects, funding maintenance of public benefits provided off-site, and other such tools.
- Partner with Seattle Parks and Recreation to identify on which Olmsted Boulevards we will change policy and operation to allow more flexibility to create better walking, strolling, and biking experiences. These changes will enable more opportunities for healthy recreation opportunities year-round instead of summer weekends, and in some cases, provide high-comfort bike network connections. (Supports TEF 43.4) (These are shown in **Figure 6** through **Figure 11** as Park Boulevards.)
 - As part of the STP engagement process, we heard broad support for increased recreational opportunities along Olmsted Boulevards, along with more people-oriented streets throughout the city. The city would engage with communities and Friends of Seattle’s Olmsted Parks in any such decision-making processes.

Healthy Streets

Originally implemented in response to the COVID-19 pandemic, Healthy Streets are being made permanent. SDOT will seek to expand permanent Healthy Streets to all neighborhoods as a way of providing low stress connections to common destinations for people walking, biking, and rolling, regardless of age or ability. We'll continue partnering with community to identify and co-create new Healthy Streets to meet and exceed the Executive Order 2022-07 goal of 20 miles.

School Streets

We will continue our efforts to provide safer school environments for children walking, rolling, and biking to school. SDOT will seek to provide every public school with pedestrian and bicycle facilities that serve people of all ages and abilities. We'll continue engaging with schools and our communities to evaluate impacts of School Streets on safety as well as impacts to businesses, fire response routes, and transit operations.

Public Space Management

The Public Space Management (PSM) program builds permitting programs that allow residents, organizations, and businesses to enhance their neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality. These permitting programs enable community activation opportunities like temporary street closures for play streets, block parties, or small-scale events; business activation opportunities like sidewalk and curbside cafés; food trucks and carts; and retail merchandise display. Public Space Management also permits street furniture, public art, and neighborhood pole banners.

Through public space management activities, we aim to reduce barriers to enable communities to program, activate, and manage their public spaces with uses that are authentic and meaningful to them. SDOT will seek to:

- Streamline permitting for community-driven events, vendors, and performers, especially on SDOT designated Event Streets.
- Provide programming support for recurring events in public plazas and streets.
- Work with adjacent businesses to allow retail and service activity to “spill over” into People Streets and Public Spaces (e.g., Café Streets).
- Promote public art and performance in collaboration with community organizations.
- Expand seasonal street closures (e.g., summer streets), recurring closures (e.g., every Saturday), night-time closures, or limited-time closures to vehicles, especially on SDOT designated Event Streets.
- Enhance community engagement and work to directly connect with community and business organizations across Seattle to learn from community, particularly communities of color, about how to improve permits and programs.
- Increase equitable participation in PSM programs by reducing or fully eliminating the permitting process where it makes sense.

PSPS Plans

PSPS engagement at the community scale is essential to build sustaining community relationships and to develop a solid understanding of local needs and priorities. Future neighborhood studies will involve partnering with communities to develop PSPS Plans that identify which types of People Streets and Public Spaces people want to see in their neighborhood and where. (Potential locations are shown with purple dots in **Figure 12** through **Figure 17**. Additional locations may be added pending the outcome of the final Comprehensive Plan.) These plans will refine the methodology developed through past efforts like the First Hill Public Life Action Plan and the Yesler Crescent Public Life Action Plan. As resources are available, SDOT will seek to:

- Develop neighborhood-scale PSPS Plans in partnership with communities to identify People Street and Public Space priorities and needs, prioritizing historically underinvested neighborhoods and Community and Mobility Hub locations.
- Evaluate tactical improvements and prioritize those suited to be permanent improvements for transformational placemaking investments.
- Plans would typically be followed by immediate implementation of select quick win spot improvements and pilot and tactical projects (e.g., 3rd Ave and Yesler Way Safety Improvements).
- Tactical improvements would be evaluated, and those suited for permanent improvements would be prioritized for transformational placemaking investments.

Public Life Studies

Streets and public spaces full of social and commercial activity have the power to improve the city's health, prosperity, and happiness. Collecting data about these activities allows us to measure how the city is fulfilling its goal of having vibrant, active, and well-used public spaces. A specific type of research—called a public life study—does exactly this by measuring the number of people using public spaces and the types of activities they are engaged in. The results of a public life study provide us with people-centered data to make investment decisions, evaluate designs and interventions, and understand what makes a successful public space. As resources are available, SDOT will seek to:

- Partner with city departments and community-based organizations to conduct public life studies of community-scale PSPS projects. The public life program will be a model for collaboratively evaluating public life in the PSPS network.
- See “Transportation Data, Technology, and Innovation” below for more data-related actions we will take for public life studies.

Green Our Streets

Seattle cares about climate change impacts and equitable community health and livability outcomes. In recent years, the city has experienced dramatic climate impacts such as flooding in waterfront neighborhoods, hazardous air quality, and extreme heat. Many people cannot afford to buy an air conditioner, go to a movie, or even stay indoors during heat wave events. Urbanized areas in Seattle hold onto heat longer, putting residents in danger for greater periods of time, while higher income neighborhoods with more greenery experience better air quality and less risk from extreme heat. This example underscores the disproportionate ways climate change exacerbates existing inequalities.



Mature street trees in Seattle that offer shade

Greening our streets is one way that we will address climate change impacts. SDOT will seek to:

- Pursue opportunities to install green infrastructure in new public spaces and People Streets as streets are redesigned.
 - Look for opportunities to enlarge Seattle's tree canopy through People Streets and Public Spaces and work closely with Seattle's Urban Forestry Program and community partners to do so. See the 2020 Urban Forest Management Plan. (Supports TEF 56.4)
 - Strengthen partnerships with Seattle Public Utilities and private development to expand the use of green stormwater infrastructure (GSI) within People Streets and Public Spaces. (Supports TEF 56.4)
- Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way. (Supports TEF 56.4)
 - Invest in climate resilient landscapes. Climate resilient landscapes can reduce the urban heat island effect.
 - Preserve, restore, and increase the tree canopy on public rights-of-way, with an emphasis on environmental justice through investments in the most vulnerable communities.
 - Advance sustainable models for the management of urban stormwater and provide natural drainage systems.
- Prioritize tree planting and maintenance in historically under-invested communities, as we continue to increase tree canopy coverage citywide. (Supports TEF 56.6)

Community Plazas

We will work with community-based organizations to create neighborhood plazas throughout the city to transform underused streets into vibrant, social public spaces. Our aim is for all Seattleites to live within a 10-minute walk of a well-designed public space(s) that is reflective of community needs and priorities. SDOT will seek to:

- Work with eligible organizations that propose new plaza sites for their neighborhoods through a competitive application process. Prioritize sites that are in historically underinvested neighborhoods and neighborhoods that lack open space, and partner with community groups to design, operate, maintain, and manage these spaces so they are vibrant pedestrian plazas.
- Work in partnership with Seattle Parks and Recreation to explore transfer of jurisdiction opportunities and management partnerships (e.g., Bell Street, Gemenskap Park, and Delridge Triangle), where appropriate.
- Evaluate community-initiated projects not selected for funding for an enhanced permit option that creates low-barrier permitting pathways with intent to facilitate implementation of projects funded through private funding or grant opportunities.

Community and Mobility Hubs

Create a vibrant and welcoming public realm at existing and new transportation community and mobility hubs. SDOT will seek to:

- Support community-oriented programming, like markets or recurring events.
- Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping.
- Create Destination, Strolling, and Shared Streets around Link light rail stations. Shared, and car-free or car-light streets around current and future Link light rail stations create walkable and people-prioritized hubs for community and mobility.
- Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more.
- Create public spaces at community and mobility hubs that work for children and their caregivers, with educational activities to engage in and that support child development.
- Partner with other departments and agencies, such as Sound Transit and King County Metro, and local neighborhood groups such as BIAs and other community organizations, to design, construct, and maintain Community and Mobility Hubs.
- Explore with other city departments and partners opportunities to provide safe and well-maintained public restrooms in support of People Streets and Public Spaces, particularly at community and mobility hubs.

See the Transit Element for more information on Community and Mobility Hubs.

Safe Routes to Parks and Shorelines

The PSPS network enhances public access to parks and our shorelines. SDOT will seek to:

- Create positive connections to parks and our shorelines through the addition of climate resilient landscapes, increased vegetation, street trees, and stormwater management features. PSPS interventions will benefit air and water quality, improve public health, and mitigate environmental hazards like flooding and the urban heat island effect.

Low-Pollution Neighborhoods

Low-pollution neighborhoods (like low-emissions zones, eco-districts, resilience districts, and super blocks) help the city achieve its ambitious climate goals to make Seattle a greener, healthier, more prosperous, and equitable place to live. They could be designated areas or streets where the City can deploy a variety of pilot, policy, programmatic, and physical improvements to improve air and water quality, mobility, and community health.

Low-pollution neighborhoods create welcoming places for communities that encourage more people to walk, bike, and roll for short trips, play, and ride transit. They include car-free, car-lite, low emissions, or emissions-free streets or areas. The aim is to reduce vehicle miles traveled (VMT), impacts of urban heat islands and greenhouse gas emissions, and improve air and water quality. Executive Order 2022-07 directed city departments to plan for and pilot three low-pollution neighborhoods by 2028.

Low-pollution neighborhoods are opportunities for strategic investments in People Streets and Public Spaces. People-oriented, shared, and pedestrianized streets contribute to creating low-emission neighborhoods. SDOT efforts to provide increased tree canopy, e-mobility and associated infrastructure, low-emission urban freight and goods delivery, and operation innovations to limit circulating vehicles are also integral to success. Code requirements and incentives may be necessary to encourage private development, businesses, and other entities to transition to lower emission options.

SDOT will seek to:

- Develop low-pollution neighborhoods in collaboration with communities and local businesses. Work with local businesses in future low-pollution neighborhoods to address delivery and access needs.
- Build on existing tools, programs, and initiatives across several departments (e.g., SDOT, SCL, OPCD, OSE, and SPU) that identify projects aimed at reducing air and water pollution, reliance on fossil fuels, and improving climate change preparedness.
- Establish a toolkit of citywide strategies to collaboratively plan and deliver the Mayor's Executive Order commitment to pilot three low-pollution neighborhoods by 2028.
- Advance other elements of Executive Order 2022-07 that support the development of low-pollution neighborhoods: work with other departments to explore expansion of "complete communities" where most daily needs are met through walk, bike, and

transit trips under 3 miles, build 20 miles of permanent Healthy Streets, and expand the School Streets program.

- Evaluate the need for code requirements and incentives to encourage private development, businesses, and other entities to transition to lower-emission options.

See Executive Order 2022-07 for more information.

PARTNERSHIPS

Advocate for Changes to State Legislation

- There is a need to advocate for state law updates to allow pedestrians on roadways for shared streets. Currently, we must use a “Street Closed” model to enable pedestrians to walk in the street on Shared Streets. There is also a need to advocate for state law updates to allow for speed limits lower than 20 mph. SDOT will seek to:
- In the near term, enable the “Street Closed” model used by Healthy Streets for any street that meets key Shared Streets criteria in the PSPS network, and expand application of this model to allow for time-limited pedestrianization.
- For the longer term, advocate for:
 - o State law updates to allow pedestrians on roadways for shared streets. Work with state and local partners to update RCW 46.61.250 to allow pedestrians to walk on streets when sidewalks are available to enable Shared Streets without requirements to “close” the street.¹⁶
 - o Update RCW 46.61.415 to allow speed limits lower than 20 mph. Shared streets, where pedestrians truly feel comfortable sharing space with cars, should be signed at 10 mph with engineering design to match.

Coordinate with Partner Agencies and Organizations

Many agencies and City of Seattle departments play a role in supporting actions to create and maintain People Streets and Public Spaces. SDOT will seek to:

- Establish integrated interagency teams to collaboratively work with each other and the public when designing People Streets and Public Spaces.
- Partner with Seattle Parks and Recreation, Seattle Fire Department, Seattle Department of Construction and Inspections, Seattle City Light, the Office of Economic Development, the Office of Planning and Community Development, Seattle Public Utilities, Office of Sustainability and Environment, business associations, neighborhood groups, and state and regional agencies.

¹⁶ The Revised Code of Washington (RCW) 46.61.250 states: “Where sidewalks are provided and are accessible, it is unlawful for any pedestrian to walk or otherwise move along and upon an adjacent roadway. Where sidewalks are provided but wheelchair access is not available, persons with disabilities who require such access may walk or otherwise move along and upon an adjacent roadway until they reach an access point in the sidewalk.”

TRANSPORTATION DATA, TECHNOLOGY, AND INNOVATION

Maintain Our Datasets

It is useful to track asset locations and their condition, as well as to provide information to others. SDOT will seek to:

- Create an inventory of furniture assets, including location, date installed, manufacturer, and maintenance schedule.
- Add key PSPS assets to SDOT's asset management system, including location, date installed, manufacturer, and maintenance schedule.

Use Data to Inform Changes to PSPS and the Transportation System

To make informed decisions typically requires good data. SDOT will seek to:

- Regularly update (e.g., biennially) the 2018 Citywide Public Life Data inventory to measure citywide progress on STP livability goals.
- Expand the data inventory to evaluate the current PSPS inventory (see **Figure 6** through **Figure 11**—Existing PSPS Inventory Maps) to establish a baseline for the PSPS performance measures identified in Table 4. Routinely evaluate progress (e.g., bi-annually) through quantitative data and qualitative data collection via public life studies and community surveys.
- Regularly conduct (e.g., bi-annually) a survey of community partners asking for feedback on maintenance, programming, success stories, and overall evaluation of PSPS projects and interventions.

MAINTENANCE & MODERNIZATION

Maintain People Streets and Public Spaces

Good stewardship and long-term maintenance of People Streets and Public Spaces is critically important. It is essential to proactively care for public spaces to make Seattle livable and maintain quality of life. Sometimes successful People Streets and Public Spaces will emerge from the community through a permit; however, the regulatory pathway can present significant barriers, especially in equity priority areas.

A PSPS objective is to enable SDOT to be more of an active co-creator and partner in stewardship. We want to reduce the burden of public space maintenance on historically underinvested communities and continue to partner with community and business organizations on maintenance. SDOT will seek to:

- Work with individual communities to identify maintenance needs and establish a maintenance plan, which can be implemented in different ways:
 - Better maintain public spaces through dedicated resources to reduce the burden of public space maintenance on historically underinvested communities and continue to partner with community and business organizations on maintenance.
 - Identify, develop, and foster community partnerships to help steward maintenance.
 - Focus SDOT resources to the maintenance of PSPS improvements in equity priority areas.

PSPS Asset Management

It is imperative that street furniture, pilot, tactical, and transformational People Street and Public Space projects are supported with PSPS asset management. This will enable the proactive maintenance and management that is critical to maintain livability and usability of public spaces. SDOT will seek to:

- Establish maintenance schedules for People Streets and Public Spaces and integrate with SDOT street maintenance activities wherever possible.
- Establish programmatic asset management relationships with SPU (Strolling Streets), Parks (Shared Streets and Public Spaces), and OED (Destination Streets) to enable sustainable and efficient management, maintenance, and activation of PSPS investments that benefit climate resiliency, local businesses, and areas with open space deficiencies.
- Identify local partners to conduct routine maintenance (e.g., litter pick-up, graffiti removal, etc.) Fund maintenance partnerships in equity priority areas.
- Create a programmatic relationship with the Office of Economic Development's Only in Seattle Initiative to help fund public realm maintenance in business districts.

- Establish a plaza management fund to enable proactive plaza routine care (e.g., trash pickup, graffiti removal, surface washing, landscape care).
- Establish a programmatic relationship with Seattle Conservation Corp to provide proactive, routine, and ongoing care to public spaces.

Update Streets Illustrated

Streets Illustrated is Seattle's Right-of-Way Improvements Manual. Updates are needed to better implement actions and strategies outlined in this Plan. SDOT will seek to:

- Incorporate new and revised design standards for the public realm, including Destination Streets, Strolling Streets, and Shared Streets (Healthy Streets, School Streets, Event Streets, Café Streets, Special Alleys, Pedestrianized Streets, Plazas).
- Update Street Type maps to integrate STP elements and meet minimum right-of-way requirements, including for PSPS street categories.
- Establish design standards and locational priorities for a family of street furniture meeting accessibility, maintenance, and quality needs, including standards for:
 - o Specialty pedestrian lighting fixtures to include in city standard plans and specifications
 - o SDOT specialty sidewalk materials
 - o SDOT seating, such as benches and lean rails
 - o Bollards
 - o Rolling street closure elements
 - o Planters
 - o Shelters and canopies
 - o Trash cans
 - o Elements for children of different ages, including babies and toddlers as well as teenagers, and for older adults
 - o Bike racks and shared mobility corrals
- Expand the downtown requirements for pedestrian-scale lighting to all Urban Villages, per the 2023-24 Pedestrian Lighting Master plan update.



DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommends performance measures to monitor the implementation of the STP PSPS Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching outcome-based measures are identified in the STP implementation strategy (see Chapter 4 of the Part I document). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle miles traveled and the percentage of household income dedicated to transportation.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help us track progress towards our Tier 1 goals. Examples include a target to increase the city's tree canopy percentage and increase the percentage of households living near a shared street or public space.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include the number of People Streets blocks or segments, number of new Public Space projects, number of people visiting a given public space, increase the diversity of people using PSPS and how they use them, value of investments (total, per capita, and per mile/foot), number of people and neighborhoods involved in the creation and the programming of Public Spaces in their communities, and more.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that we can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.¹⁷

¹⁷ <https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 4 identifies the Tier 2 performance measure that will be tracked for the PSPS Element.

Table 4: PSPS Desired Outcomes and Performance Measure

Desired Outcome	Performance Measure (Source)	Baseline (Year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase access to a shared street or public space	Percent of households that live within a 10-minute walk of a shared street or public space (Census Bureau, SDOT)	1) 19% of households outside Urban Centers and Villages 2) 72% of households within Urban Centers and Villages (2023)	1) 43% of households outside Urban Centers and Villages by 2044 2) 93% of households within Urban Centers and Villages by 2044	Yes	Safety Equity Mobility & Economic Vitality Livability

RELEVANT TEF TACTICS

- TEF 15.1—Evaluate data from Public Space Management (PSM) Market Streets pilot to identify needed resources to transition this pilot to a program.
- TEF 15.2—Interview/survey BIPOC businesses about their transportation, public space, and permitting needs; publish the results SDOT-wide so other staff can consider ways to address identified needs through other projects and programs.
- TEF 17.4—Conduct community workshops to better understand the activities communities want and need in the right-of-way (ROW); use this to inform the PSPS effort, which will establish a vision and strategies for equitable public space investment.
- TEF 19.4—Focus maintenance resources in communities and neighborhoods currently underserved by government that have significant maintenance needs; use findings from the racial equity assessment.
- TEF 19.6—Prioritize person-throughput as metric rather than vehicle throughput.
- TEF 19.7—Do pilots to test out repurposing of streets ideas and apply learnings to new policy approaches and broader, citywide opportunities to carry out similar actions to make our streets safer and, first and foremost, for people.
- TEF 20.5—Consider travel time and air quality impacts of changes to roadway configurations. Use this information to make equitable investment decisions that consider travel time and air quality impacts and benefits and to communicate those benefits and impacts to the community.
- TEF 24.1—Identify available public spaces managed by the City that are close to transit that can be activated and programmed by the community and that SDOT can support.
- TEF 24.2—Convene City stakeholders across departments to better facilitate discussions on use of public spaces and shared green spaces to address competing department needs and overlapping ownership and explore developing internal cross-departmental policies to streamline processes with the community.
- TEF 29.1—Create publicly accessible, community-oriented visuals and neighborhood-specific snapshots to capture where SDOT has built infrastructure, dedicated investments, and collected community feedback. This should be utilized by SDOT, other City departments, and transportation partners to inform future investment needs as well as planning and programmatic efforts.
- TEF 38.3—Identify new and less regressive federal, state, and city funding and advocate to invest in pedestrian safety, including crosswalks, sidewalks, traffic calming, lighting, signal operations, etc. Include analysis from the Pedestrian Racial Equity Toolkit (RET) into this process.
- TEF 40.1—Emphasize and incorporate pedestrian safety into the street character and design process; ensure staff are trained and educated on how to do this.

- TEF 40.2—Identify locations for new or upgraded pedestrian crossing opportunities to support access to transit.
- TEF 43.4—SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way (ROW) for people of all ages and abilities, people recreating, shopping, walking, rolling, riding bikes, and using transit.
- TEF 45.1—Revisit the Pedestrian Lighting Master plan from 2012 and assess areas of current "pedestrian lighting deserts" with transit ridership routes, transfer opportunities, and higher emphasis on equity. Use the findings from this assessment to inform the development of the next transportation funding package.
- TEF 45.3—Identify spaces for equitable investment that can activate community, foster local economic development, and facilitate connections to transit.
- TEF 45.6—Utilize findings from the Pedestrian Racial Equity Analysis and identify plan to improve connections between transit stops and key community assets (e.g., parks, libraries, schools, employers) are safe for pedestrians.
- TEF 50.1—Include policies in the transportation and/or land use elements as a part of the Comprehensive Plan update to mitigate the displacement of BIPOC and vulnerable communities; ensure that within the first 2-3 years of adoption that the policies are implemented through OPCD and SDOT work plans.
- TEF 54.1—Identify key lessons learned from El Centro de la Raza and/or other mitigating strategies from development displacement across Seattle and prioritize BIPOC community businesses and services as part of equitable transit-oriented development (ETOD).
- TEF 56.1—Map access to green and public spaces based on actual travel sheds using various modes to improve connectivity to healthy environments.
- TEF 56.4—Improve, identify, and maximize current opportunities for street trees and greenscapes in SDOT activities, ranging from routine maintenance to capital project delivery. Ensure design guidance and functions of maintenance include this consideration for long-term sustainability.
- TEF 56.5—Increase open space for improved air and water quality, implement de-paving projects, and commit right-of-way (ROW) allocation in areas that are impacted by nearby industrial land uses.
- TEF 56.6—Prioritize tree planting in BIPOC and underinvested communities while dedicating outreach and maintenance dollars to partner with communities to achieve this; include an opportunity for the community to take part in choosing culturally relevant trees and plants during this process.

GLOSSARY

Accessible pedestrian signal (APS): Signals installed at crossings to help pedestrians who are blind or have low vision. Auditory signals – such as voice instructions and chirping sounds – indicate when it is safe to cross the street.

Active transportation: Human-powered modes of travel such as walking, biking, and using a wheelchair.

ADA: Americans with Disabilities Act

Arterial street: Arterials provide the connections between freeways and access streets and vary in their speed and volume characteristics, design features, and degrees of local access.

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bicycle crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

Bioswale: Vegetated ditches that capture and filter stormwater runoff.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Business improvement area (BIA): Districts where stakeholders control and fund the maintenance, improvement, and promotion of their commercial district. All stakeholders are required to pay a share that goes toward funding for the entire district.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

Community and Mobility Hubs: Places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Community-based organizations (CBOs): These are trusted community builders and leaders.

Curb bulbs: Extensions of the sidewalk into the street that give pedestrians a shorter distance to cross.

Destination Streets: Streets in the heart of a neighborhood with a high density of destinations—shops, restaurants, cultural centers, and more—that will receive strategic investments to make them safer and more enjoyable for walking, rolling, and lingering as well as optimize their curb side uses. They are a type of People Street.

E-cargo bikes: Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

E-mobility: Personal and shared electric-powered bicycles, scooters, and other electric-powered devices.

EV: Electric vehicle

Event Streets: Streets that host intermittent community events, such as farmers markets. These are street blocks where events may close to movement of all vehicles, except emergency access, on a frequent or intermittent basis. No parking, loading activity, or business access is allowed during closures. They are a type of Shared Street.

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City's climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City's fleet zero-emission by 2030.

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

General purpose (GP) lane: Space in the right-of-way where all vehicular traffic is allowed.

GHG: Greenhouse gas emissions

Healthy Streets: Streets for people walking, rolling, biking, and playing. They are closed 24/7 to pass-through traffic. People driving who need to get to homes and destinations along Healthy Streets retain access and can still drive on these streets. They are a type of Shared Street.

High-injury Network (HIN): The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred to inform safety corridors of focus for the Vision Zero program and more. It prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes.

Home Zone: A Home Zone is a holistic and cost-effective approach to making residential streets safer and more comfortable for people walking and biking. Rooted in successful pedestrian-focused systems from around the world, the Home Zone program combines quantitative analysis with a community-centered development process to neighborhood traffic calming on shared streets.

Imagine Greater Downtown: A vision plan for the greater downtown area of Seattle. It is a shared vision and direction among partner agencies for how the downtown and surrounding area should evolve.

Key moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The key moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Level of traffic stress (LTS): A measure of the amount of discomfort cyclists feel biking next to traffic.

Lid I-5: A grassroots community effort in collaboration with the city that advocates for constructing a freeway lid over I-5 to reconnect First Hill and Capitol Hill with Downtown. A 2020 feasibility study found a lid to be a viable option that would have beneficial impacts on housing, the environment, community and open spaces, and business.

Local Streets: Streets that are less traveled are designed for slower speeds, and primarily provide local access.

Low-pollution neighborhood: Low-pollution neighborhoods (like low-emissions zones, eco-districts, resilience districts and super blocks) could be designated areas or streets where the City can deploy a variety of pilot, policy, programmatic, and physical improvements to improve air and water quality, mobility, and community health. Implementation will vary by neighborhood with an emphasis on equity and co-planning with communities.

OED: Office of Economic Development

Only in Seattle Initiative: An Office of Economic Development Initiative that works with local and small businesses, building owners, and residents to support local commerce. The Initiative provides grant funding and staff support to foster inclusive neighborhood business districts.

OPCD: Office of Planning and Community Development

Park Boulevard / Olmsted Boulevard: Streets designed by the Olmsted Brothers in the early 1900s as an interconnected system of parks and boulevards to provide open space for all people. They create recreational opportunities for people biking, walking, rolling, and engaging in other activities. They are jointly managed by Seattle Parks and Recreation and SDOT.

Parklet: A small public open space that replaces on-street parking spaces. They are owned and funded by private organizations or businesses but open for use to the public. They often include seating, tables, and greenery.

Pedestrian Lighting Master Plan: The Pedestrian Lighting Master Plan guides how the city plans for, designs, and implements pedestrian lighting which fosters safety, security, economic development, active transportation, and access in the right-of-way.

Pedestrian Zone: A land use designation from the Seattle Municipal Code and *Streets Illustrated* that requires additional sidewalk widths.

Pedestrianized Streets: Streets for exclusive or priority pedestrian access where vehicle access is limited (by time of day or type of vehicle). They are typically located on streets with land uses that generate pedestrian activity, such as shops, restaurants, museums, and tourist attractions. They are also located near bus, streetcar, and light rail transit stations and bicycle routes.

People Streets: Streets that put people first, including Destination Streets, Strolling Streets, and Shared Streets, including Pedestrianized Streets. They offer a safe and comfortable environment for people to walk and roll to transit, public spaces, and other destinations. They offer inviting spaces for people to linger, enjoy their surroundings, and connect with others. They support local business districts. People Streets also have generous tree cover and green infrastructure.

Personal delivery devices (PDDs): Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods.

Plazas: Permanently pedestrianized spaces in the right-of-way that are designed to not allow vehicular access but could allow for emergency access, vending, or food trucks. They are typically found in active retail areas or at bus, streetcar, and light rail transit stations.

PSPS: People Streets and Public Spaces

Public Life: People create “public life” when they connect with each other in public places – streets, plazas, parks, and spaces between buildings. Public life is about everyday activities that people take part in when they spend time with each other outside of their homes, workplaces, and cars.

Public Life Action Plan: Neighborhood-scale plans developed in partnership with communities to identify People Street and Public Spaces improvements. Historically underinvested neighborhoods and community and mobility hubs will be prioritized. They will typically be followed by immediate implementation of select quick win spot improvements and pilot and tactical projects. Tactical improvements would be evaluated, and those suited for permanent improvements would be prioritized for transformational placemaking investments.

Public Spaces: Plazas and Shoreline Street Ends that come in many shapes and forms. They are pedestrianized spaces that invite people to gather, play, and connect with one another. These spaces may be focal points in neighborhoods that support local businesses, venues for community gatherings, or more subtle spaces that are loved by locals and stumbled upon by visitors who delight in their discovery. They may incorporate public art, seating, games, trees and green infrastructure, and flexible space for vendors and gatherings. Public Spaces are born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.

Public Space Management (PSM): A City program that works with residents, organizations, and businesses to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality.

RCW: Revised Code of Washington

RCW 46.61.250: This is the state code regarding pedestrians on roadways. It describes the nuances of allowed pedestrian behavior when sidewalks are available and accessible and when they are not. You can find exact language of the code here: <https://app.leg.wa.gov/rcw/default.aspx?cite=46.61.250>

Reconnect South Park: A community-led coalition that aims to remove the segment of State Route 99 that cuts through the neighborhood. The coalition received \$1.6 million from the US Department of Transportation through the Reconnecting Communities Pilot (RCP) Grant to study the feasibility of removing the highway.

Refuge islands: A paved median that protects pedestrians crossing a multi-lane street by providing a safe place to stop.

Right-of-way (ROW): A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe Routes to School: A national movement to make it easier and safer for students to walk and bike to school. The program is designed to improve safety in areas around schools and to encourage more kids to walk and bike.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Goals of the approach are to create safer vehicles, speeds, roads, and people and provide post-crash care.

School Streets: Streets for people walking, rolling, and biking to school and playing. They are closed to pass-through traffic, including parents and guardians. People driving to homes and destinations along School Streets, including school district transportation, retain access and can still drive on these streets. They are a type of Shared Street.

SCL: Seattle City Light

SDOT: Seattle Department of Transportation

Seamless Seattle: Seamless Seattle is the City's program for pedestrian wayfinding to help travelers navigate the city easily and safely. Standards are set for design features to be consistent, legible, and distinctive and create a unique identity. Wayfinding technologies include audio, visual, and tactile elements. Examples are directional signs, digital kiosks, and printed maps.

Seattle Conservation Corps: A program run by Seattle Parks and Recreation that employs people experiencing homelessness on projects that benefit the community and the environment.

Shared Streets: Streets that are "people first" spaces either permanently or during certain times of the day or week. They are typically identified in partnership with the surrounding community. Shared Streets include Healthy Streets, Café Streets, School Streets, Event Streets, Special Alleys, and Pedestrianized Streets.

Shoreline Street Ends: Designated areas for public access to the shoreline that occur where streets meet a shore.

Special Alleys: Historic and special alleys with community destinations or retail density that generate human-scale spaces and accommodate essential service functions. They are a type of Shared Street.

SPR: Seattle Parks and Recreation

SPU: Seattle Public Utilities

STP: Seattle Transportation Plan

Streets Illustrated: Seattle’s Right-of-Way Improvements Manual is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle’s street right-of-way.

Strolling Streets: Local streets used for recreation, exercise, connecting with nature or community, or traveling to specific destinations. These are typically along streets with lower vehicle volumes and speeds.

Summer Streets: Streets that are closed to vehicular traffic during certain times of the year to provide open space for events and public life.

TNC: Transportation network company (e.g., Uber and Lyft)

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.

Urban Forest Management Plan (UFMP): The Urban Forest Management Plan provides a long-term vision for increasing tree canopy cover in the city. It also addresses the many environmental, social, and economic benefits associated with trees in urban areas.

Urban Villages and Centers: Areas in Seattle where the most future job and employment growth is targeted, as defined in the Seattle Comprehensive Plan. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit use.

Vision Zero: The City’s goal to eliminate traffic deaths and serious injuries on city streets by 2030.

VMT: Vehicle miles traveled

Vulnerable communities: Communities that have historically and currently been erased, intentionally excluded and/or underinvested in by government institutions. SDOT’s Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhoods

Wayfinding: Visual information that helps people to orient themselves spatially. Wayfinding is important to help people travel easily, comfortably, and safely. Methods of wayfinding include signs and maps.

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Vehicle Element

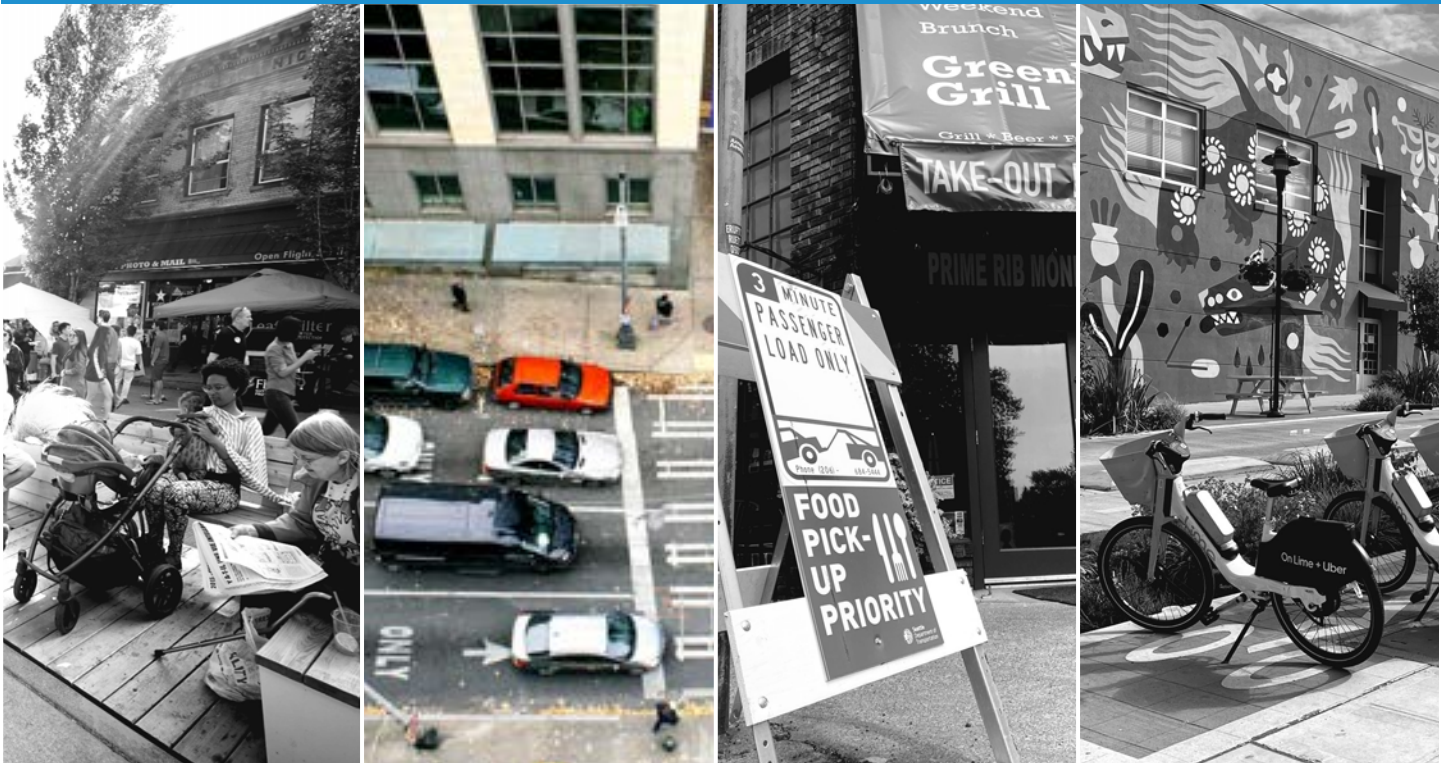


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INTRODUCTION

As the Seattle Department of Transportation (SDOT) continues to build out a multimodal system that offers diverse travel options, we are committed to maintaining a network of reliable streets for driving. Our work aims to provide safe and steady travel for people who need to drive including emergency responders, freight and urban goods delivery drivers, service providers, and people who rely on driving to make essential trips. Our work includes supporting people who rely on a vehicle, whether by choice or by necessity. While not everyone is in a position to choose alternatives to driving, it is important to provide choices for people who currently have no other travel options. Additionally, the use of private vehicles remains the least efficient use of street space, and it contributes heavily to climate impacts and safety outcomes. Balancing the share of street space will require us to prioritize travel options that meet our identified goals, including mobility for emergency response vehicles, utility functions, freight and goods delivery, transit, and personal vehicles.

HOW THE VEHICLE ELEMENT ADVANCES THE STP

The Seattle Transportation Plan (STP) presents a 20-year vision for transportation in Seattle. The Vehicle Element provides a framework for continued improvement to the design and operation of the city's street system. Planning for vehicular travel is critical to effectively rebalance Seattle's streets for improved safety and mobility and to initiate the system changes recommended in each of the STP's functional elements. Strong and clear policies around vehicular travel will help meet STP objectives to reduce the share of drive-alone trips, vehicle miles traveled (VMT), travel speeds, and greenhouse gas (GHG) emissions (Supports TEF 20.5)¹.

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fits the needs of unique and varied communities— whether a dense downtown grid, quiet residential neighborhood, or bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike and use transit because they don't have to travel as far. People have more access in these places, enabling them to live car free if they choose to or can't afford it. In

¹TEF refers to SDOT's Transportation Equity Framework. You can learn more about the TEF at <https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program/equity-workgroup>. A complete list of the TEF tactics referenced is located at the end of the element.

places where development is more spread out, people might still walk or bike for shorter trips or to connect to transit services, but it is often harder due to longer distances between places. While some people choose to live or work in places that are more spread out, others do so because they have no choice and driving is their only viable option. For instance, people who live outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate contexts. For example, freight-and-bus only lanes can support reliable travel times for industrial workers and transit riders, or on-demand rideshare services could provide more convenient shared trips. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

By developing a coordinated vehicle strategy, we can support growth in several ways:

- Support effective regional travel and provide a reliable, well-connected roadway network to accommodate critical vehicular travel and essential personal trips
- Support a safe and steady transportation system for all users - particularly our most vulnerable travelers who are traveling outside of vehicles
- Rebalance street space to achieve sustainability and livability goals and address mobility and other essential street functions
- Reduce climate impacts through fewer vehicle miles traveled and vehicle electrification
- Consider and seek to limit impacts to emergency response mobility and building access as other modal priorities are implemented
- Reduce speeding through street design and operations to improve safety and the overall experience for vulnerable travelers

Economic Benefits of New and Emerging Mobility

The STP supports economic vitality in a range of ways and each functional Element plays a role. Maintenance and modernization of our transportation network enables efficient and reliable vehicle trips for the movement of people to jobs, education, markets, and other opportunities. The vehicular network also enables the movement of freight, goods, and services, which provide significant benefits for our economy and communities—especially when our values around safety, equity, and sustainability remain centered.

- Maintain connections to employment, medical services, and other regional centers
- Support the One Seattle Comprehensive Plan and projected jobs and population growth
- Promote effective movement of goods and transit that share general purpose space on streets



RELATIONSHIP TO STP GOALS

How we manage vehicular travel is essential to meeting the Seattle Transportation Plan's goals for safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization.



Prioritize safety for travelers in Seattle, with no serious or fatal crashes. Streets should be designed and operated to prioritize the safety of people, especially people outside the protection of a vehicle. Reducing vehicle travel speeds can reduce the frequency and severity of crashes. Separating facilities (physically) by travel option creates more predictable roadways for all travelers. Separating modes can also occur through signal timing or phasing to reduce conflicts at intersections.



Co-create with community and implement restorative practices to address transportation-related inequities. Many arterial streets run through Seattle's underserved communities. By managing vehicular flow, we can seek to improve noise and air quality impacts (TEF 20.5). We will work to equitably preserve and provide access to cultural centers and regional assets in collaboration with community members.



Respond to climate change through innovation and a lens of climate justice. Reductions in private auto travel will have the greatest impact on meeting transportation related emissions reduction goals. Providing more high-quality travel options, especially in underserved areas, for people to choose a mode for each trip will support Seattle's goals of reducing transportation emissions by 83% and ensuring 9 out of 10 personal trips are zero emissions.



Provide reliable and affordable travel options that help people and goods get where they need to go. A functioning and connected street network is essential to meet a variety of vehicular travel needs. These include vehicle access for essential needs, such as medical or emergency services, and mobility of goods and service providers.



Reimagine city streets as inviting places to linger and play. Slowing and reducing vehicular traffic can allow streets to become safer and more people friendly. Designing streets to promote quality places can add lasting community value. Streets are also places to promote green infrastructure design for improved environmental health.



Improve city transportation infrastructure and ready it for the future. Maintaining infrastructure, including critical corridors and bridges, is an important component of SDOT's work. When addressing maintenance needs, we seek to use these opportunities to modernize infrastructure, incorporate safety improvements, and invest in traditionally underinvested portions of the community.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **Vehicle Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.
[\(Supports Safety Key Move S2a\)](#)

Feature community voices in planning documents. [\(Supports Equity Key Move TJ1b\)](#)

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: Vehicle Element: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
SAFETY KEY MOVES							
Reduce vehicle speeding to increase safety [S1]							
V1.	Design all streets using context-appropriate traffic calming treatments that are proven to reduce speeds and encourage people driving to travel at the posted speed limit. This should include strategies to narrow the street, coordinate traffic signs and signals, and plant street trees. [Supports Key Move S1a]	✓	✓	✓	✓	✓	✓
V2.	Implement traffic calming strategies, such as traffic circles, chicanes, or speed humps, cushions, and tables. Pair strategies with programs that deliver educational campaigns to reduce speeding. [Supports Key Move S1b]	✓				✓	✓
V3.	Reduce posted speed limits where appropriate, consistent with national guidance and best practices. [Supports Key Move S1c]	✓					
V4.	Continue collecting travel speed data and use it to measure progress in reducing speeding. [Supports Key Move S1d]	✓					✓
V5.	Coordinate with the Washington State Department of Transportation to address safety challenges where their roadways impact the city street network. [Supports Key Move S1e]	✓	✓				
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring [S2]							
V6.	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. [Supports Key Move S2a]	✓	✓	✓	✓	✓	
V7.	Prioritize safety improvements at locations that are on the high-injury network, have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis. [Supports Key Move S2b]	✓	✓		✓		
V8.	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. [Supports Key Move S2c]	✓			✓		✓
V9.	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. [Supports Key Move S2d]	✓			✓		✓
V10.	Expand opportunities to more safely cross busy arterials by installing enhanced crossings, improved lighting, and other treatments. [Supports Key Move S2e and TEF 40.6]	✓			✓		✓
V11.	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. [Supports Key Move S2f]	✓					

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)							
V12.	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments, such as protected bike lanes or “complete street” corridors, especially on major truck routes. [Supports Key Move S3b]	✓			✓		✓
V13.	Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. [Supports Key Move S3f]	✓					
V14.	Expand safety education for all travelers. [Supports Key Move S3h]	✓					
Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)							
V15.	Provide pedestrian-scale lighting to make people walking more visible to people driving vehicles and to increase personal safety. [Supports Key Move S4f]	✓	✓		✓	✓	
Support public safety through maintenance of critical access routes and planning for a climate resilient network (S5)							
V16.	Work with first responders on multi-modal street design and curb management strategies to understand access and incident response options. [Supports Key Move S5a]	✓	✓			✓	✓
V17.	Continue to develop street designs and curb management strategies that reduce injury collisions and reduce the need for associated emergency response. [Supports Key Move S5b]	✓					✓
V18.	Continue to coordinate with King County and the State to identify key corridors and destinations for access during a catastrophic emergency. Support access to highway transportation routes including “seismic lifelines” and National Highway System (NHS) routes best suited to establish post-disaster emergency supply chains. [Supports Key Move S5c]	✓	✓		✓	✓	✓
V19.	Regularly update SDOT’s Continuity of Operations Plan (COOP) that identifies strategies for maintaining vital functions and services following a disaster including providing access to designated emergency routes and the National Highway System. [Supports Key Move S5d]	✓		✓	✓		✓
V20.	Continue to conduct emergency preparedness trainings and exercises for SDOT staff to comply with the National Incident Management System (NIMS) that supports effective communication and prompt multijurisdictional emergency response. [Supports Key Move S5e and TEF 39.1, 39.2, and 39.4]	✓					

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
V21.	Work with other City departments and federal regulators to support prompt incident response times through operational or land use strategies, such as use of smaller emergency response vehicles that better fit in urban environments and increased service coverage by adding fire stations or battalions. [Supports Key Move S5f]	✓					
V22.	Plan for and invest in infrastructure and culturally relevant landscaping to mitigate transportation from heavy precipitation events, sea level rise, and related flooding and inundation. Planning efforts should include consultation with federally recognized Tribes and community-based outreach with urban Native communities. [Supports Key Move S5g]	✓		✓	✓		✓
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making process (TJ1)							
V23.	Implement the Transportation Equity Framework to grow transparency, accountability, and shared power when making transportation decisions with community members. [Supports Key Move TJ1a]		✓				
V24.	Feature community voices in planning documents. [Supports Key Move TJ1b]		✓				
V25.	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. [Supports Key Move TJ1c and TEF 29.1, 41.6]		✓				
V26.	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. [Supports Key Move TJ1d and TEF 3.4]		✓				
V27.	Normalize the practice of making decisions about policies and right-of-way (ROW) allocations with input from vulnerable communities. [Supports Key Move TJ1f and TEF 19.1, 25.4]		✓				
V28.	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. [Supports Key Moves TJ1h and TEF 17.1, 21.2, 16.1]		✓		✓		✓
V29.	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. [Supports Key Move TJ1i and TEF 1.1, 13.4, 31.4, 37.1]		✓				
V30.	Include representation of our region's Coast Salish art, language, and culture in the Seattle transportation system. Support efforts to consult with federally recognized Tribes to standardize policies for project and artist selection and a process to solicit feedback from the greater Native community. [Supports Key Move TJ1j]		✓				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							
V31.	Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. Reduce racial inequities in transportation related serious injuries and fatalities. [Supports Key Move TJ2a]		✓				✓
V32.	Support safe, reliable access to employment centers and MICs for BIPOC, low-income and displaced workers, such as increased or late-night transit services or well-lit overnight parking for truck drivers. [Supports Key Move TJ2b]	✓	✓		✓		
V33.	Collaborate with municipal, county, regional, and state transportation partners to consider the transportation needs of people displaced from Seattle. [Supports Key Move TJ2c]		✓				
V34.	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. [Supports Key Move TJ2d and TEF 14.3,15.2]		✓		✓	✓	
V35.	Develop policies to prevent and mitigate transportation projects, both past and present, from contributing to future displacement. [Supports Key Move TJ2g]		✓				
V36.	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. [Supports Key Move TJ2h]		✓		✓		✓
V37.	Partner with other departments and agencies to deploy anti-displacement programs, investments, tools, and mitigation efforts. [Supports Key Move TJ2i]		✓				
V38.	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2j]		✓				
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets (TJ4)							
V39.	Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. [Supports Key Move TJ4a]	✓	✓			✓	✓
V40.	Identify and support implementation of existing non-punitive alternatives to traffic violation fines and fees. Coordinate with community-based organizations to recommend new or revised enforcement alternatives, with accessible options for people of all abilities, such as restorative justice measures, community service, positive reinforcement, or online traffic safety classes. [Supports Key Move TJ4b and TEF 42.2]		✓				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
V41.	Avoid reliance on enforcement to fund transportation projects and programs. Revenue generated by punitive enforcement should be additive and should be prioritized for investment in transportation options and safety improvements that can reduce or prevent the need for enforcement. [Supports Key Move TJ4d and TEF 34.1]	✓	✓				
V42.	Develop a policy for automated traffic safety cameras and potential expansions informed by recommendations from the racial equity analysis conducted in partnership with community to address concerns and mitigate harms, while continuing to solicit feedback from community and other stakeholders. [Supports Key Move TJ4e]	✓	✓				✓
V43.	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. [Supports Key Move TJ4g]	✓	✓		✓	✓	
V44.	Collaborate with the Seattle Police Department on parking enforcement for compliance with curb and right-of-way regulations. [Supports Key Move TJ4h]		✓		✓		
V45.	Explore programs to deter Disabled Parking Permit abuse to provide predictable and reliable availability of parking spaces for people with disabilities. [Supports Key Move TJ4i]		✓		✓		
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options (CA1)							
V46.	Investigate and implement environmentally sustainable intersection controls like roundabouts.	✓	✓	✓	✓	✓	✓
V47.	Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies that encourage non-driving travel choices for all trips. [Supports Key Move CA1a]			✓			
Green city streets with landscaping and street trees to better handle changing climate (CA2)							
V48.	Install green stormwater infrastructure on streets that already and will continue to flood frequently. Consider locations for de-paving projects that will expand green spaces and improve climate resiliency. [Supports Key Move CA2e]			✓		✓	✓
V49.	Explore use of different pavement types, including lighter colors, to reduce urban heat island effects. [Supports Key Move CA2f]			✓		✓	
Foster neighborhood vitality and improved community health (CA3)							
V50.	Co-create low-emission neighborhoods with communities so the benefits of cleaner air and safer streets are shared equitably. [Supports Key Move CA3a]		✓	✓		✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)							
V51.	Work with City departments to support the transition to electric vehicles for all segments of transportation through equitable incentives, grant opportunities, partnerships, and pilot programming. [Supports Key Move CA4a and TEF 36.2]		✓	✓			
V52.	Establish a comprehensive policy for EV charging in the right-of-way, outlining preferred locations, standards, and requirements. [Supports Key Move CA4b]			✓			✓
V53.	Lead by example and transition to a 100% zero-emissions City fleet by 2030. [Supports Key Move CA4c]			✓			
Advance mobility management strategies to encourage walking, biking, and transit trips (CA5)							
V54.	Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation. [Supports Key Move CA5c]			✓			✓
V55.	Work with regional partners as they explore pricing options that are equitable and do not put the city at a competitive economic disadvantage. [Supports Key Move CA5d]		✓	✓			
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Support access to jobs, freight movement, and growth in deliveries (PG4)							
V56.	Work with other agencies and private partners to provide real-time information to minimize travel time and optimize access for commuters and freight and urban goods vehicles. [Supports Key Move PG4i]				✓		✓
V57.	Expand efforts to work with employers and property managers to provide sustainable transportation options, education, and incentives to promote sustainable travel options for shift workers, non-peak hour commuters, small business employees, and workers in MICs. [Supports Key Move PG4l]		✓	✓	✓	✓	
Manage curbspace to reflect city goals and priorities (PG5)							
V58.	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. [Supports Key Move PG5a]	✓	✓	✓	✓	✓	✓
V59.	Continue to use pricing mechanisms to manage on-street parking demands and improve access to adjacent uses (by turning over spaces). [Supports Key Move PG5f and TEF 32.1]		✓		✓		✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
V60.	Prioritize person-throughput as metric rather than vehicle throughput. [Supports TEF 19.6]	✓	✓	✓		✓	
V61.	Update the complete streets project evaluation process around goals to reduce drive-alone rates, reduce vehicle-miles traveled, and grow trips made by healthy and sustainable travel options.	✓	✓	✓		✓	
V62.	Design streets and public spaces with consideration of goods and emergency access needs, while adjacent businesses prosper from an activated public realm. [Supports Key Move PP1c]	✓	✓		✓	✓	
V63.	Update Seattle's Right-of-Way Improvements Manual (Streets Illustrated) to reflect evolving best practices in safe street designs and emergency response mobility. [Supports Key Move PP1d]	✓	✓	✓	✓	✓	✓
Create welcoming community and mobility hubs (PP2)							
V64.	Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more. [Supports Key Move PP2c]	✓			✓	✓	
Co-create and enhance public spaces for playing and gathering to improve community health (PP3)							
V65.	Implement shared, car-light streets, such as Café Streets and Healthy Streets, and car-free streets to support the transition to a low-carbon transportation system and reduce chronic health disparities. [Supports Key Move PP3d]	✓	✓	✓	✓	✓	✓
MAINTENANCE & MODERNIZATION KEY MOVES							
Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)							
V66.	Maintain our transportation infrastructure, including streets, sidewalks, and bridges serving the most users and on the high-injury network. [Supports Key Move MM1a]	✓	✓	✓	✓	✓	✓
V67.	Strategically manage the life cycle of our transportation assets in accordance with our Transportation Asset Management Plan to achieve the best performance results for the preservation, improvement, and operation of infrastructure assets. [Supports Key Move MM1b]				✓		✓
V68.	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help when it's time for upgrades. [Supports Key Move MM1c]				✓		✓
V69.	Conduct proactive bridge and roadway structure maintenance, preservation, and replacement activities to increase the resiliency of vulnerable bridges and other vital connections. [Supports Key Move MM1d]	✓			✓		✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Vehicle Element: Delivering the Key Moves							
V70.	Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. [Supports Key Move MM1e]		✓				✓
V71.	Conduct asset maintenance in accordance with the priority investment and emergency response route networks, especially when investment supports walking, biking, transit, and freight. [Supports Key Move MM1f and TEF 45.6]		✓				✓
V72.	Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. [Supports Key Move MM1c and TEF 19.3]	✓	✓	✓	✓	✓	✓
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
V73.	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. [Supports Key Move MM2a and TEF 19.3]	✓	✓				✓
V74.	Focus resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. [Supports Key Move MM2b and TEF 19.4]		✓		✓		✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
V75.	Collect, monitor, and use data to inform changes to the transportation system. [Supports Key Move MM3a]	✓	✓	✓	✓	✓	✓
V76.	Anticipate and leverage innovative transportation technologies so they are shaped to meet community values and goals, including safety, equity, and climate response. [Supports Key Move MM3b]				✓		✓
V77.	Coordinate with relevant partner agencies on projects of regional and statewide significance within the City of Seattle, such as the I-5 Master Plan, Lid I-5, or high-speed rail corridors. [Supports Key Move MM3d]						
V78.	Use information infrastructure (e.g., data from sensors and traffic control systems) to manage travel flows, inform the traveling public, monitor the conditions of streets and bridges, and promote use of more efficient and sustainable travel options. [Supports Key Move MM3g]						✓
V79.	Research and develop policies to manage the evolution toward connected and autonomous vehicles, recognizing that government and industry must partner to deliver their anticipated benefits safely. [Supports Key Move MM3h]	✓	✓	✓	✓	✓	✓



SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the context we're operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to vehicular travel, which were used to shape the actions we'll take to achieve our shared transportation vision. SDOT will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances continue to evolve in the years to come.

A reliable and well-connected roadway network is required to accommodate critical vehicular travel and essential personal trips. Critical vehicular travel includes emergency response vehicles, freight and goods movement, and utility functions. Essential vehicle trips include those not easily made by other travel options, such as work shifts not served by transit schedules or routes, trips with large families, or people with disabilities who may experience barriers for accessing and using other travel options.



A Metro bus and a fire truck travelling on 3rd Ave

OPPORTUNITIES, CHALLENGES, AND EMERGING TRENDS

Seattle's street system has many competing demands for finite available space by people using a variety of travel choices. From 2009 to 2019, the city had approximately 1 million average daily vehicle trips, according to SDOT's 2019 Traffic Report (pre-pandemic). This means the city accommodated extensive growth in jobs and population— without adding vehicle trips to the system, though many of Seattle's main arterials continued to experience varying levels of traffic congestion over this period.

The COVID-19 pandemic resulted in significant changes in commuting patterns, which led to a steep drop of over 35% in traffic volumes and congestion on Seattle streets. Traffic volumes rebounded in 2022 but are still below their pre-pandemic levels. This section discusses the opportunities, challenges, and emerging trends facing vehicular travel in Seattle.

- **Rise in serious injury and fatal crashes on Seattle streets.** Serious injury and fatal crashes remained high in 2021 and 2022, despite the lower traffic volumes that resulted from the pandemic. Opportunities exist to pair street redesigns and vehicle miles traveled (VMT) reductions to implement Seattle's Vision Zero action plan recommendations. Example strategies that have reduced the severity and frequency of vehicle collisions with pedestrians and bicycles include reducing vehicle speeds, implementing road diets², and other traffic calming measures.
 - Over the last several years, 93% percent of pedestrian deaths in Seattle occurred due to vehicle collisions on arterial streets³. Reducing driver speeds reduces the severity of collisions for people inside and outside of vehicles.
- **Population growth.** The 2024 Comprehensive Plan update, One Seattle, establishes a 20-year vision for how and where Seattle continues to grow and accommodate a projected 80,000 housing units and 159,000 jobs. As a regional growth and job center, Seattle doesn't have available roadway capacity for everyone to drive a personal vehicle. To support safe and steady travel options for existing and future residents,
 - The Vehicle Element recommends transportation demand management (TDM) strategies to support future growth and sustainable travel in Seattle. TDM programs promote shifts from private vehicles to other travel options. SDOT's existing Commute Trip Reduction and Transportation Management Programs help reduce drive-alone trips and commute trips at large employers and development sites, while other limited campaigns focus on all trips in particular neighborhoods.
- **Driving is an expensive travel default.** The costs of owning and maintaining a private vehicle can be extensive, even without considering externalized costs like pollution and

² A "road diet" is a reconfiguration of a roadway to reduce the number of travel lanes to free up space for other uses such as transit lanes, bike lanes, wider sidewalks, and landscaping. They have been shown to slow travel speeds, reduce collisions by 19%-47%, and provide space for people biking walking, taking transit or other uses of the right-of-way.

³ This number represents fatalities from personal vehicles. It does not include transit and rail fatalities for pedestrians.

carbon emissions. In Seattle, 16.1% of households do not have a vehicle that can be used by members of the household.⁴

- To create a more affordable transportation system, we'll need to provide other high quality options for travel that are accessible and reliable, while continuing to support essential vehicle trips.
- **Pandemic impacts.** The pandemic led to an increase in remote work that reduced traffic in many areas of the city. The 2022 Commute Seattle Mode Split Survey⁵ shows that 65% of workers teleworked at least one day a week. Although commuting by personal vehicle rebounded in 2021 and 2022, it is still below the 2019 peak. Long term impacts to travel behaviors are unknown. Fewer people driving and more flexible work schedules for portions of the workforce has reduced time traveling for many people.
 - In some cases, fewer people driving on less congested streets also resulted in people driving faster, which can result in more serious and fatal collisions. The pandemic impacts resulted in shift from transit and active transportation options (such as walking and biking) to personal vehicle use.
- **Driving continues to impact climate change.** Mayor Harrell's Executive Order on Climate (EO 2022-07) recognizes the challenges of reducing transportation emissions and achieving a carbon-free transportation system by 2050. Two out of three car trips within Seattle are less than 3 miles. A significant reduction in driving trips in favor of walking, biking, and transit, along with the electrification of as many remaining driving trips as possible, is needed to generate significant reductions in emissions. Such shifts would also result in improved health, safety, and economic outcomes.
- Road transportation accounted for 60% of greenhouse gas emissions in 2018⁶ in Seattle. The Vehicle Element provides a framework for how the roadway network and its operation in support of a range of vehicles and travelers aligns with Seattle's climate and safety goals. A balanced transportation system that provides opportunities for people to choose which mode they prefer tailored to their trip needs can curb environmental impacts of driving. Existing transportation goals that address climate include:
 - Reduce greenhouse gas (GHG) emissions and vehicle-miles traveled (VMT)⁷
 - Transition people away from gasoline-power vehicles to zero-emissions travel options
 - Increase investments that make it more convenient to walk, roll, bike, and take transit
 - Create climate resiliency for disproportionately impacted communities
 - Implement a more balanced transportation experience with a goal of 9 out of 10 trips being fossil fuel free, which creates space for those trips that need to be made by car

⁴ 2021 5-year American Community Survey estimates. Question: How many automobiles, vans, and trucks of one-ton capacity or less are kept at home for use by members of this household?

⁵ <https://www.commuteseattle.com/wp-content/uploads/2023/03/2022-Seattle-Commute-Survey-Report.pdf>

⁶ https://www.seattle.gov/documents/Departments/OSE/ClimateDocs/GHG%20Inventory/2018_GHG_Inventory_Dec2020.pdf

⁷ House Bill 1191 includes a requirement for local governments to reduce VMT <https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bills/House%20Passed%20Legislature/1181-S2.PL.pdf?q=20230509164411>

- **Emergency and incident response.** Changes to the street network that reduce vehicular capacity or slow travel speeds can create challenges for first responders to navigate through congestion and could potentially impact response times. Average travel response time for the first arriving fire department unit has increased 40 seconds in 2022 compared to 2012 in Seattle.
 - To support city efforts to reduce response times while serving a growing population, we'll continue to work with partners across city departments to design streets that consider the access and mobility needs of emergency responders, such as the ability to pass on the left. Longer-term strategies and opportunities to consider include adding response units, stations, and vehicles. Opportunities to employ a range of ITS strategies can also help move emergency or incident response vehicles through congested corridors, when necessary.
- **Vehicle design.** Personal vehicle and freight truck design has trended toward larger and heavier vehicles. Heavier vehicles create increased maintenance needs on streets and have a large impact on serious injury and fatal collisions with people outside of vehicles. As well, large freight vehicles can be hard to maneuver in dense urban environments with smaller turn radii and narrower streets than provided by traditional highway design.
 - City departments have an opportunity to lead by example in transitioning to vehicles right sized for dense environments.

- **Private EV adoption rates are increasing.** Transition to electric vehicles (EVs) is a tool to reduce GHG emissions. The first objective should be mode shift, as electric personal vehicles still have environmental, safety, and economic (congestion-causing) impacts. EVs are heavier than internal combustion engine (ICE) vehicles, which can result in more wear and tear on roads and more serious collisions. Charging infrastructure is limited due to existing real estate prioritized for gas powered vehicles (gas stations), the ability to have at-home charging infrastructure, and existing electrical transmission infrastructure.



Electric vehicle using an EV charging facility

- **Advances in intelligent transportation systems (ITS) and traffic management tools.** Intelligent transportation systems are technologies to manage transportation systems, such as coordinating traffic signals and traveler information systems that provide data such as travel times and road closures. Advances in ITS and other traffic management tools allow more vehicle capacity to be extracted per lane, which can allow reallocation of street space to other travel choices. We also utilize ITS to manage streets during disruptions and major events, and as a tool to prioritize emergency response mobility with enhanced signal preemption. SDOT's ITS Strategic Plan identifies investments on key arterial corridors to improve traveler information and multimodal operation of signals.

- **Transition to connected and automated vehicles (CAVs).** Connected vehicles are cars or trucks that can communicate with other vehicles. Automated vehicles are cars or trucks that can drive without a human operator. CAVs combine these connected and automated aspects. There are many different levels of CAV technologies and capabilities that likely will roll out over time, which could help improve traffic safety if properly managed and regulated.
 - o CAVs could increase the capacity of the roadway system by using their sensors to allow vehicles to drive closer together, and it could mean additional vehicle-miles traveled and potentially more crashes as technology use expands. It is easier to operate CAVs on highways than on local streets in complex urban environments. See the New and Emerging Mobility Element for more information on EVs and CAVs.
- **Car share services and Transportation Network Companies (TNCs)** can provide the benefits of getting around by car without the need for private car ownership. These privately run services have been operating in Seattle and provide flexible options for people to get around with one-way or round trip services. See the New and Emerging Mobility Element for more information on car share and TNCs.



A carshare vehicle parked in a dedicated on-street parking space

COMMUNITY ENGAGEMENT

A variety of STP workshops and community engagement activities provided valuable input to the Vehicle Element. Through November 2023, the STP engagement process collected about 2,050 locationally specific vehicular related comments from the public. These comments will provide an ongoing resource for SDOT as we work in partnership with the community to advance STP priorities. Key themes from the engagement are summarized below.

- Reduce vehicle speeding to increase safety, while understanding that reducing speed limits is not enough and must be paired with changes to signal timing, physical changes to the roadway, and other strategies.
- Safety improvements for people walking and biking also makes driving safer and calmer.
- Not everyone in Seattle can ride a bike or walk to/from buses and light rail.
- Competing goals require repurposing vehicle lanes for other travel options. Transit goals require reducing vehicle capacity to support transit investment.
- Roads with separated bike lanes and bus lanes should thoughtfully account for people who are driving and aim to avoid creating more congestion.
- Vehicle size is a large component of safety for people walking and biking, so there should be considerations around discouraging oversized vehicles.
- Slow vehicles and implement traffic calming barriers to keep cars from hitting people/buildings interchanges and access points to freeways.
- Consider limiting vehicle access in front of light rail stations.
- Businesses, especially small businesses, need convenient access for all modes of transportation and also need to be accessible for customers consistent with the Americans with Disabilities Act (ADA). This includes convenient and accessible parking.
- Support transitions to electric vehicles (EVs). Electric cars need to be more sustainable due to current issues with manufacture, lifespan, and disposal of lithium batteries.
- Account for increased pavement wear rates from on heavier battery-electric vehicles.
- Enable high-quality and affordable travel options for everyone. Create affordable parking solutions for people who have no feasible alternative to driving, especially people who drive to employment centers in Seattle.
- Continue to emphasize prioritizing travel choices that reduce drive-alone vehicle trips.
- Support for reducing GHG (greenhouse gas) emissions and VMT (vehicle miles traveled).

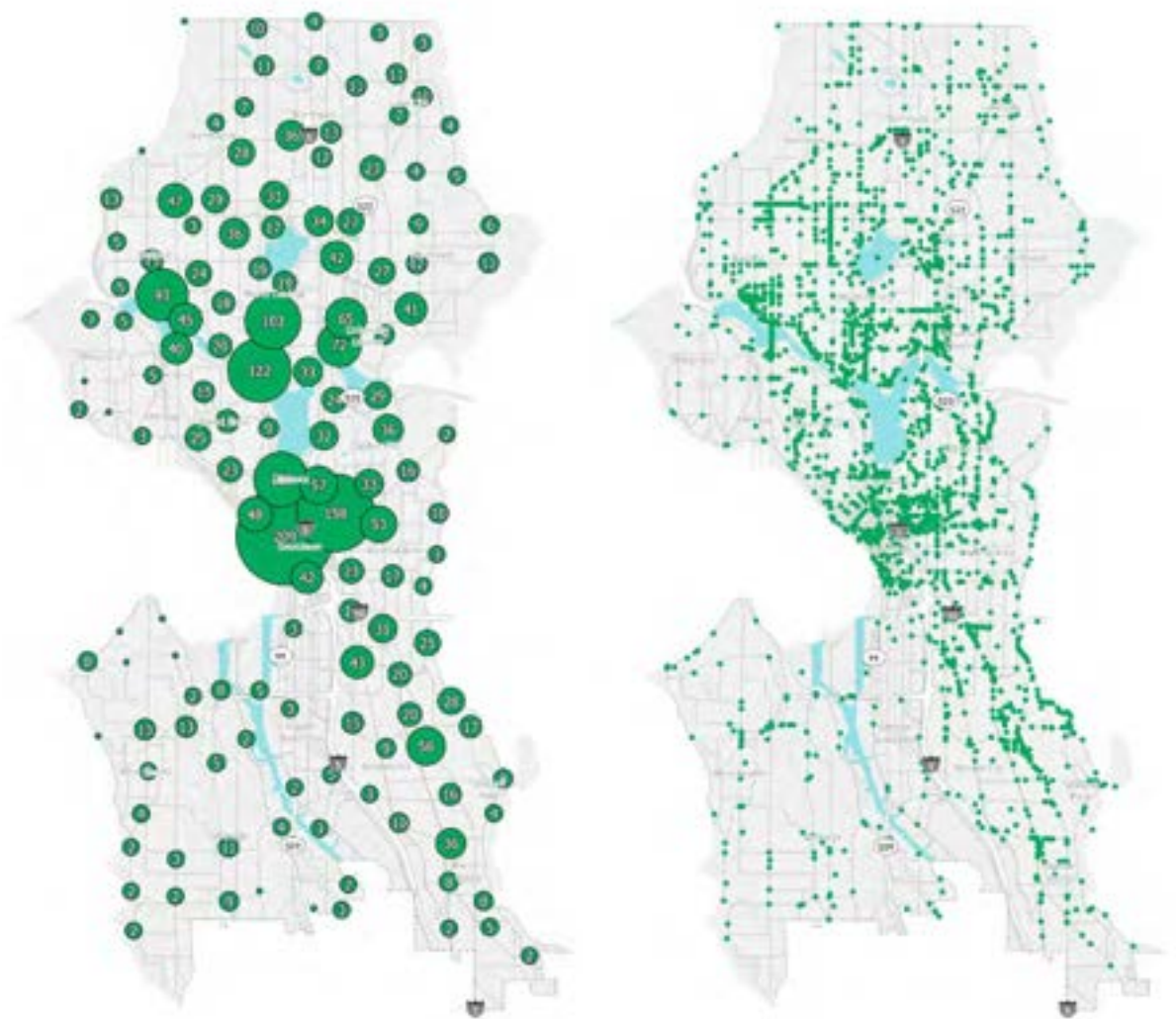
"I drive because cars are the most versatile way to get around. I only have enough money to invest in one mode and I don't live near transit."

– Quote from Survey Respondent

Among the locations and areas in Seattle where the most public comments were received related to vehicle travel were Downtown and Capitol Hill; areas near Fremont, Wallingford, and Ballard; and along Rainier Avenue and Martin Luther King Jr. Way. Over 6,300 pins were received from May-August 2022.

Figure 1 presents aggregated vehicle-related comments from the STP webmap. The figure on the left shows density of vehicular related comments and the figure on the right demonstrates individual points.

Figure 1: Vehicle-related Public Comments on Webmap #1 (May 2022-October 2022)





DRIVING IN SEATTLE

Within Seattle, SDOT is responsible for the planning, design, operations, and maintenance of the public right-of-way, which includes the roadway network used by vehicles. We maintain 1,550 lane-miles of arterial streets, 2,400 lane-miles of non-arterial streets, 124 bridges, and 1,118 signalized intersections. These streets, bridges, and signals serve people using many travel options, including driving personal cars, driving trucks, riding buses, people bicycling, people walking, and emergency responders in vehicles. Space for cars (general-purpose travel lanes and storage) currently takes up 66% of the right-of-way on arterials.

We also manage curbside uses and the on-street paid parking system, issue parking and traffic permits, and maintain additional transportation elements, including but not limited to street pavement, signs, crosswalks and lane markings, sidewalks, bicycle facilities, transit lanes, curb ramps and curb bulbs and many other street features. The general street network also provides space for transit stops and stations operated by local transit agencies.

The Washington State Department of Transportation (WSDOT) operates and maintains the regional freeway system and shares jurisdiction on state highways, such as State Route (SR) 99. Additionally, WSDOT operates the Washington State Ferry System, which transports people using vehicles, bicycles, and traveling on foot.

There are more than 150 at-grade rail crossings in Seattle. We coordinate with our railroad partner's work at these locations, including permitting and maintenance in coordination with SDOT crews and inspectors to complete approaches, restore signage, and make sure clean-up and standards are met prior to roadway reopening.

In the 20-year time horizon of this plan, many people will continue to drive a personal vehicle and cars will continue to be an integral part of Seattle's transportation system. There are approximately 1.4 vehicles per household in Seattle and more than a third of households own 2 or more vehicles⁸. There were 6.170 billion vehicle miles traveled in 2018⁹. Two out of every three car trips within Seattle are less than 3 miles. We need to provide affordable alternatives to driving so people do not have to depend solely on cars to get around.

⁸ American Community Survey 5-year estimates (2017-2021)

⁹ Includes VMT for all trips starting and ending in Seattle and one half VMT for all trips where origin or destination but not both is Seattle

ROADWAY NETWORK AND OPERATIONAL CONSIDERATIONS

The following sections highlight key aspects of the vehicular roadway network, including design guidance, functional classification, street types, street characteristics such as number of travel lanes, traffic volumes, crash information, and emergency response routes. Seattle's vehicular network should be a safe and steady option for people who need to drive, and conditions for people using other travel options should be comfortable and convenient, as well.

The following maps describe the network and influence the design, function, and investment of the city's streets.

Functional Classification and National Highway System

The City is required by the Federal Highway Administration (FHWA) to classify streets on the National Highway System (NHS) according to their primary mobility function, and these classifications are used to determine eligibility for federal funding. Functional classifications align with the vehicular mobility needs of people, the level of vehicular access and connectivity to other facilities, vehicular speed and volume, geometric design characteristics, and access to surrounding land uses.

Figure 2 presents the National Highway System routes in Seattle. These classifications include:

- **Interstate Freeways.** A freeway emphasizes vehicular traffic movement and is only accessible by vehicle; it is characterized by higher speeds and traffic volumes and restricts access to adjacent land.
- **State Routes and designated Non-State Routes.** These routes include intermodal facilities and intermodal connector routes where required for travel from the NHS routes to the intermodal facilities. They vary in their speed and volume characteristics, design features, and degree of local access.

Figure 3 presents the Functional Classifications. These classifications include:

- **Regional, Principal, Minor, and Collector Arterial Streets.** Arterials provide the connections between freeways and access streets and vary in their speed and volume characteristics, design features, and degree of local access.
- **Commercial and Residential Access Streets.** Commercial and residential access streets provide a high level of access to adjacent land uses.
- **Alleys.** Alleys are narrow passageways typically located between or behind buildings and provide important access for deliveries, loading and unloading of people and goods and can provide pedestrian access.

Figure 2: National Highway System (NHS)

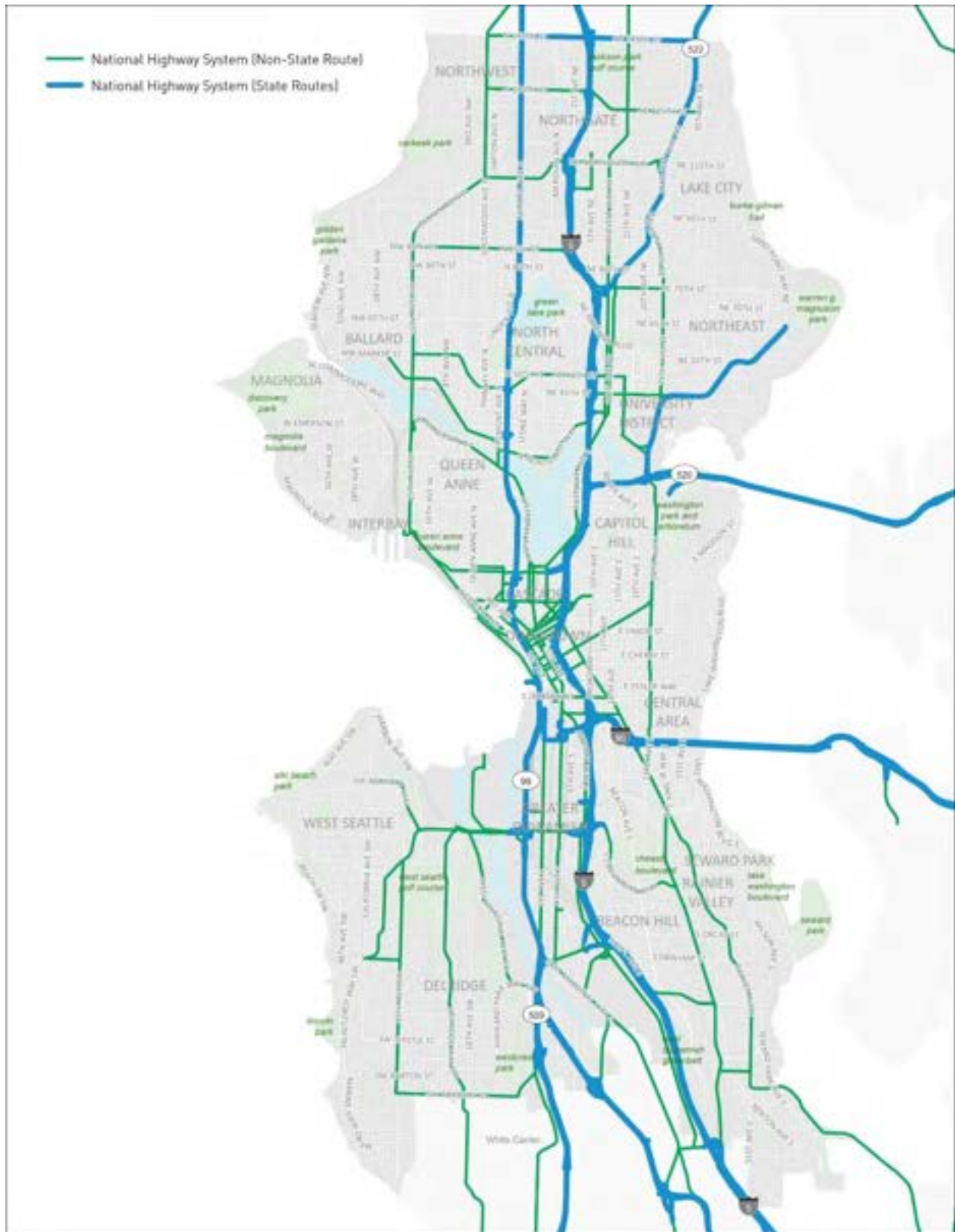


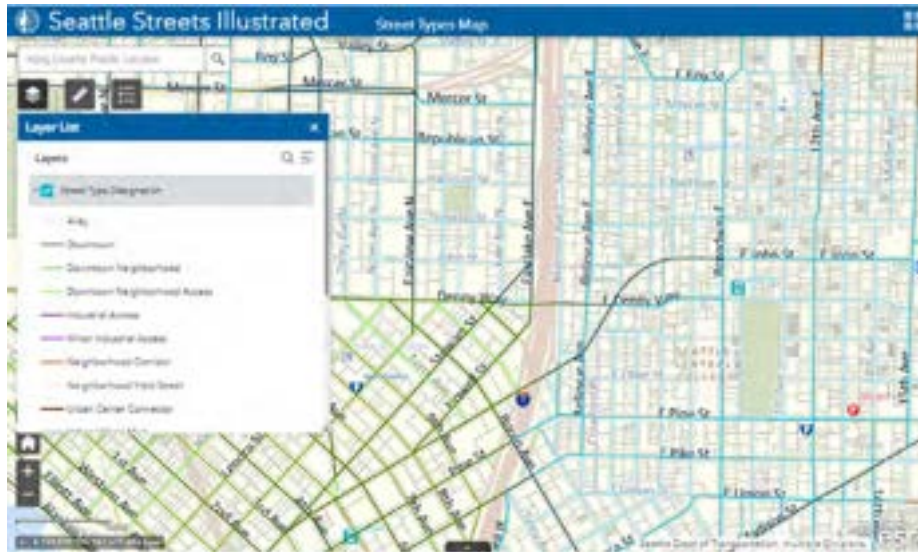
Figure 3: Functional Roadway Classification



Street Types

In addition to functional classification, we also designate street types in our *Right-of-Way Improvements Manual*. Known familiarly as *Streets Illustrated*¹⁰, this document provides specific street design guidance based on adjacent land uses, street functions, and the degree to which they support movement (vehicular speeds) and a sense of place. In this way, we can design streets to best serve both its purpose and to reflect a scale and character appropriate to its context (e.g., downtown, industrial access, neighborhood).

Figure 4: Image of Streets Illustrated Webmap



Streets Illustrated provides design guidance on the number of travel lanes and design treatments. The manual also establishes design standards for various street elements, including lane widths and curb radius, along with a process to approve design deviations. Lane widths and curb radii are designed to accommodate large trucks and transit vehicles where they are most prevalent. Consultation with the Seattle Fire Department (SFD) is required to address the needs of large fire trucks to access people and buildings throughout the city, and to maintain emergency response mobility on Tier 1 response routes.

Travel Lanes and Vehicle Volumes

Figure 5 presents the number of general-purpose travel lanes (two-way total) on city arterial streets. Many arterials with more than a single lane in each direction also support the movement of large freight vehicles and buses. A majority of arterials with 4+ lanes serve north/south travel.

Figure 6 shows average daily traffic (ADT) volumes for arterial streets are for 2022. SDOT routinely collects traffic volume data. Of note are the high vehicle volumes at bridge locations given limited crossing options across the Ship Canal and Duwamish Waterway.

¹⁰ Explore the Streets Illustrated street typologies at: <https://streetsillustrated.seattle.gov/>

Figure 5: Number of Travel Lanes

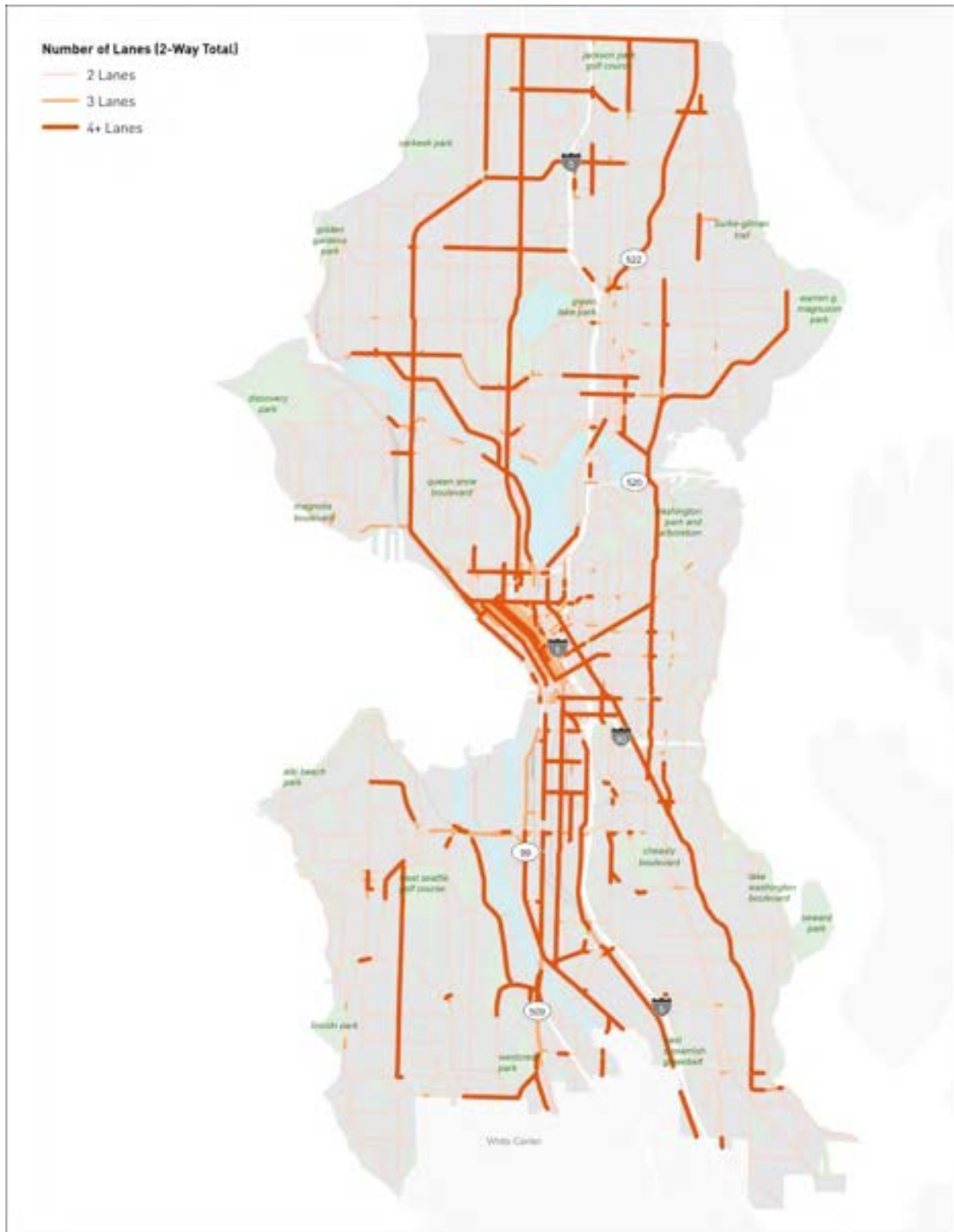
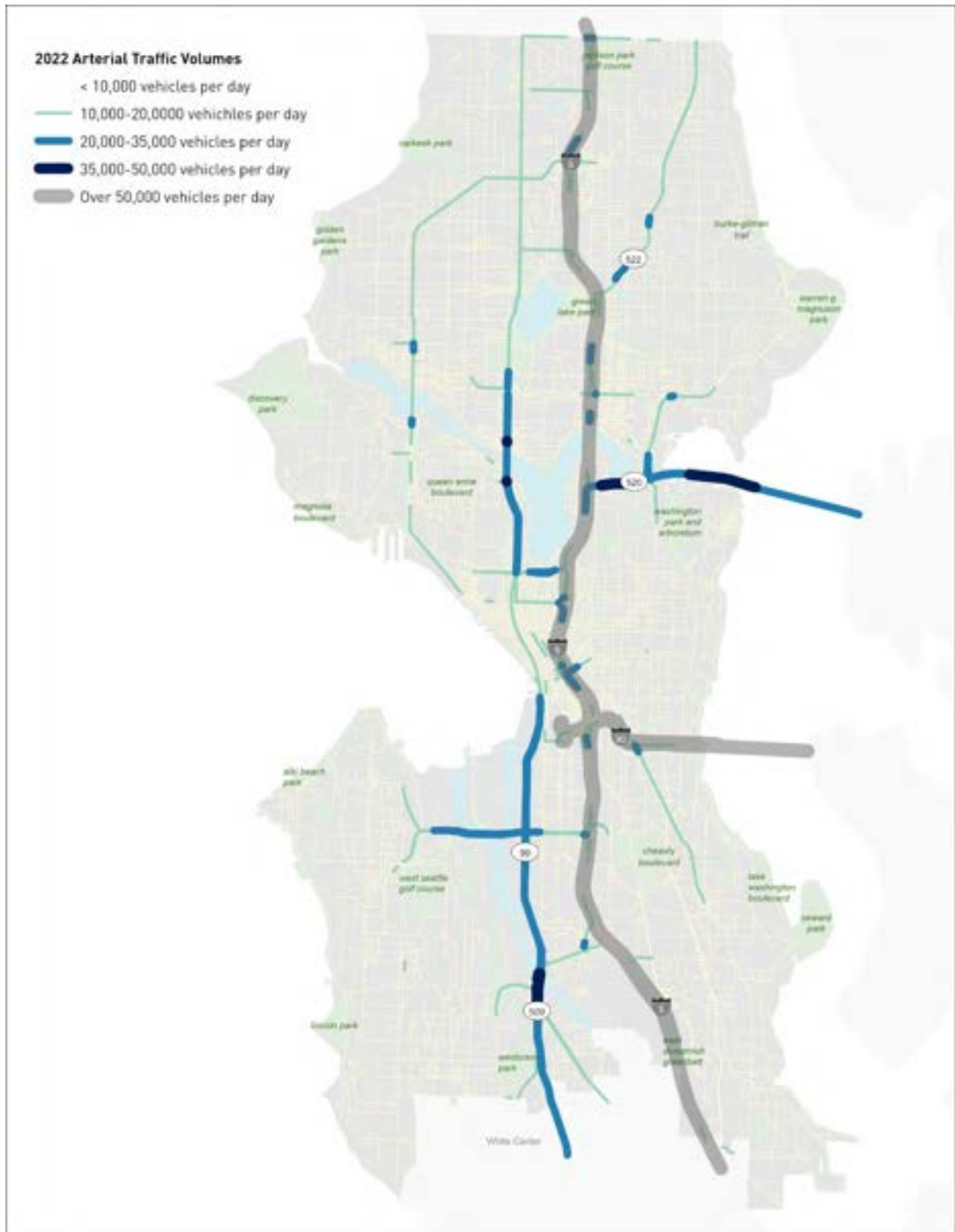


Figure 6: 2022 Traffic Volumes



High Injury Network and Vehicle Speed

Many SDOT safety analyses rely on crash and speed data to identify potential improvements. The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred. Its use is considered a reactive approach that informs safety corridors of focus for the Vision Zero program and more. Through a collisions analysis, the HIN prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes. People driving faster results in a higher number of serious injury and fatal collisions. **Figure 7** depicts the High Injury Network.

Figure 8 shows arterials where the 85th percentile vehicular speeds are at least 5 miles per hour over the posted speed limit (meaning at least 15% of vehicles are exceeding the speed limit by 5 miles per hour).

Emergency Response Routes

Analysis from SDOT and the Seattle Fire Department has identified Tier 1 streets—those used to reach more than 300 responses per year or that provide critical connectivity (**Figure 9**). Redesign of Tier 1 streets should consider impacts to emergency response times with designs that support the ability of emergency response vehicles to navigate around or through vehicular traffic

During winter snow events, SDOT prioritizes plowing key arterial streets. These are shown in **Figure 10**.

Seismic Lifelines (**Figure 11**) are established to prioritize highway transportation routes that will be able to reopen quickly following a major earthquake to establish post-disaster emergency supply chains between federally designated Incident Support Bases located in central and eastern Washington and Federal Staging Areas located in western Washington.

Figure 7: High Injury Network (HIN) Street Segments

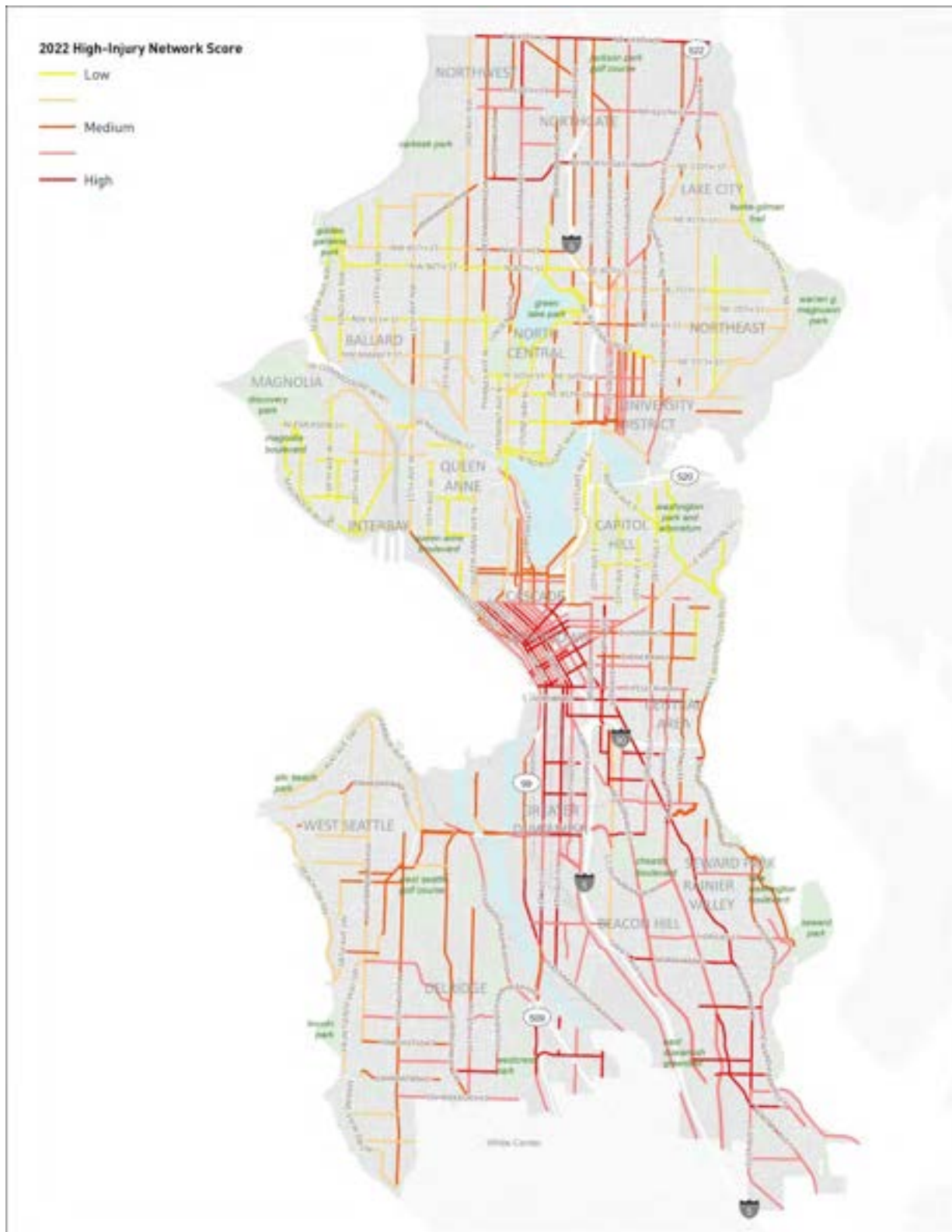


Figure 8: Arterials where the 85th Percentile Speed Exceeds 5 MPH over the Posted Speed Limit

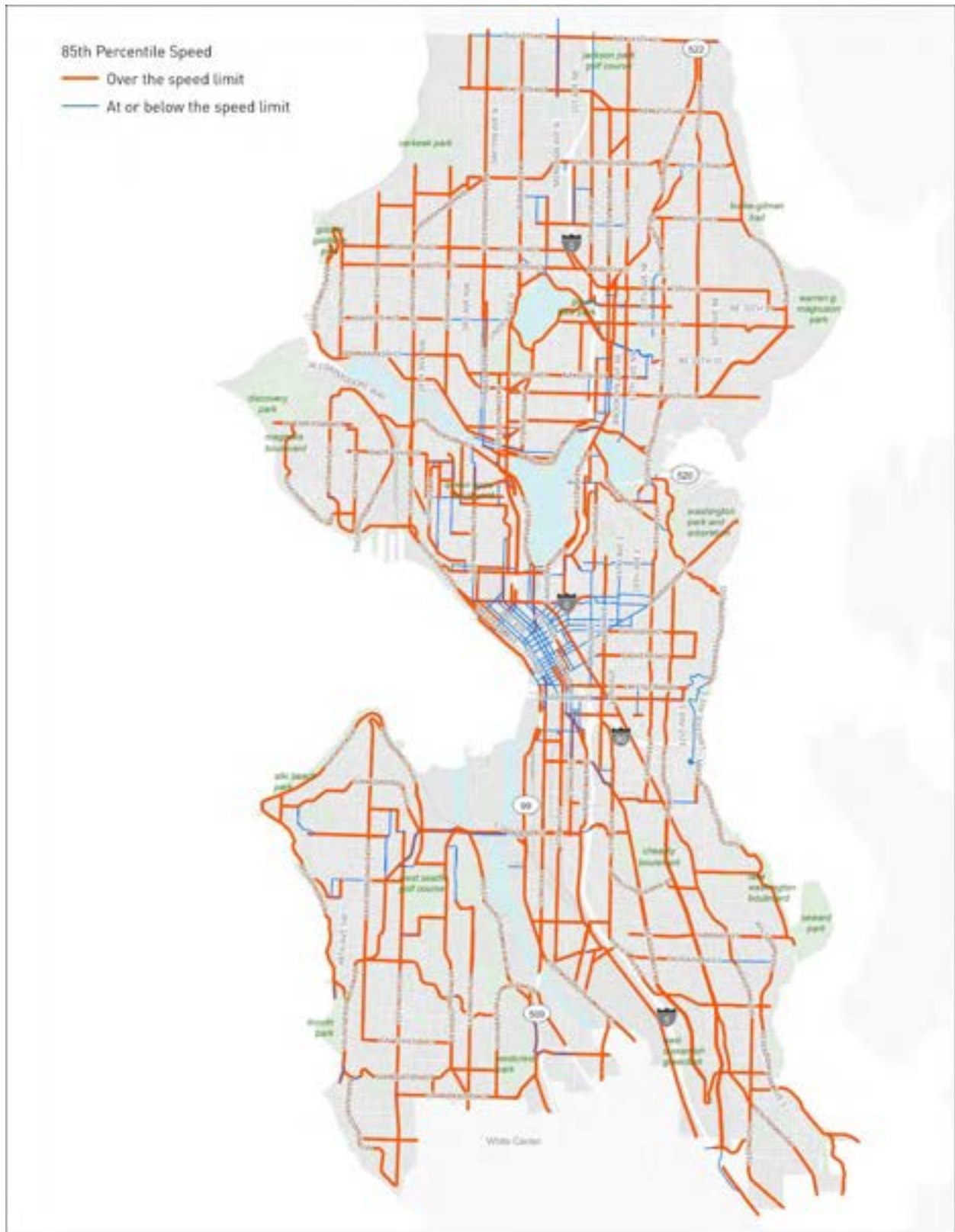


Figure 9: Tier 1 Emergency Response Routes

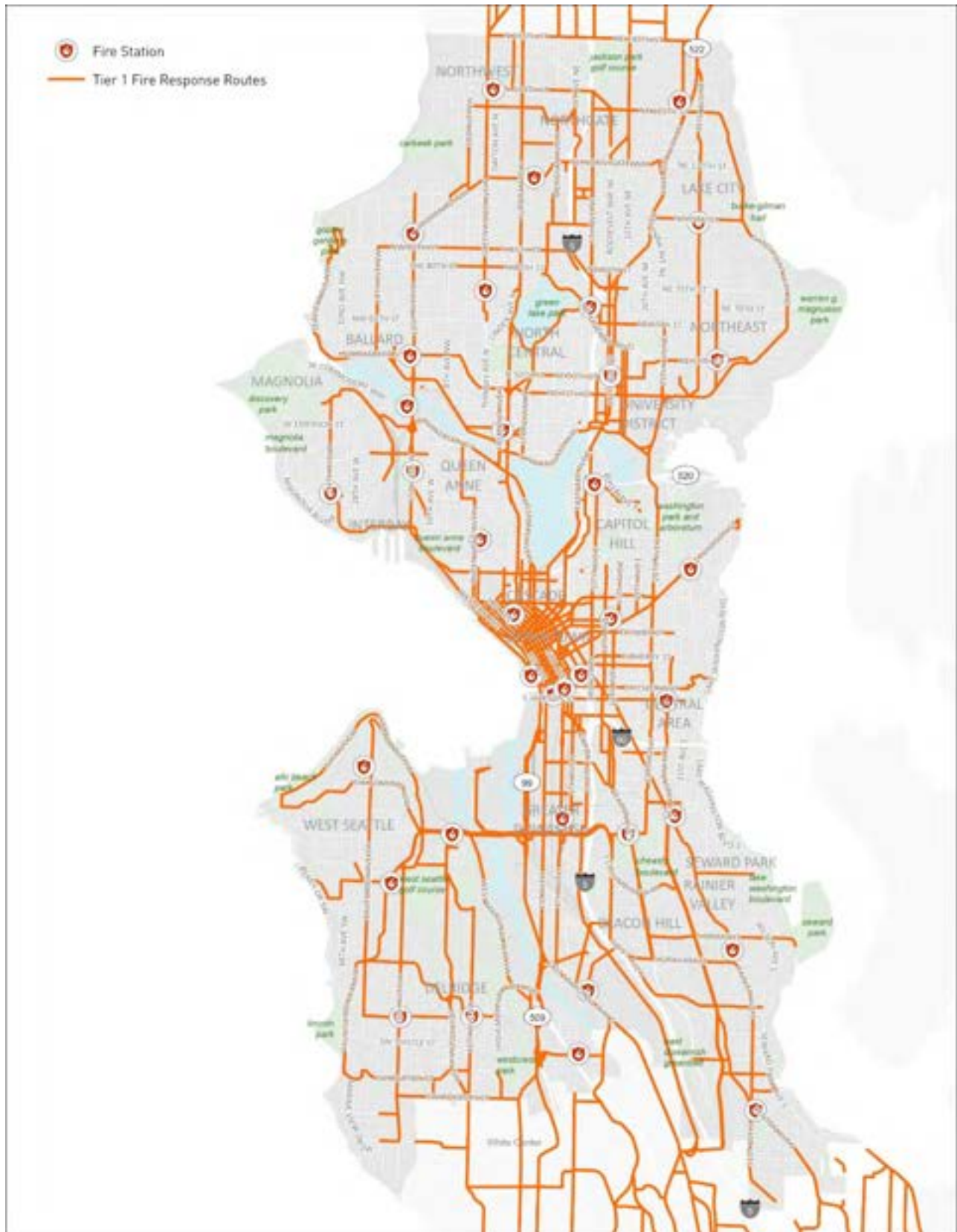


Figure 10: Seattle Snowplow Routes

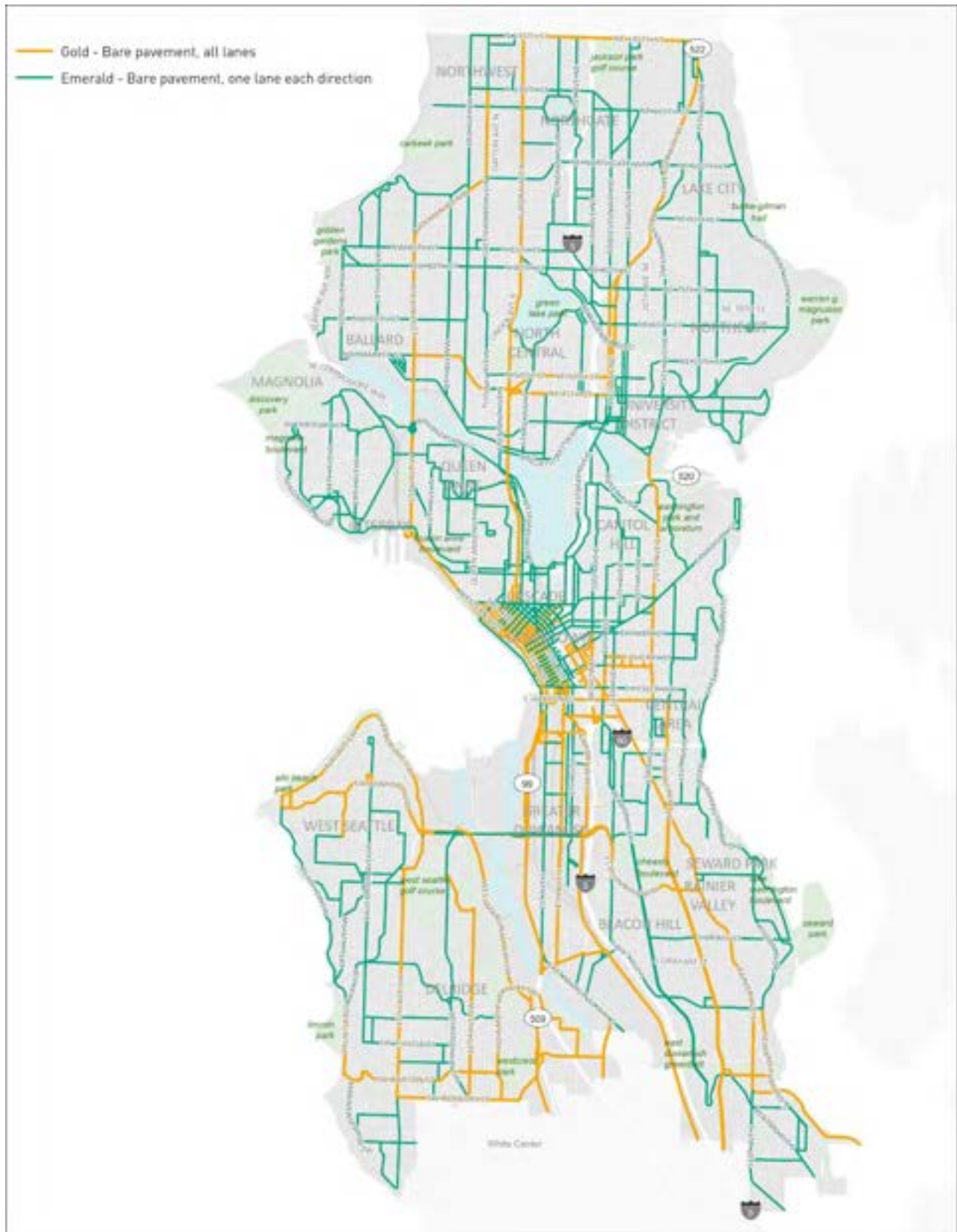
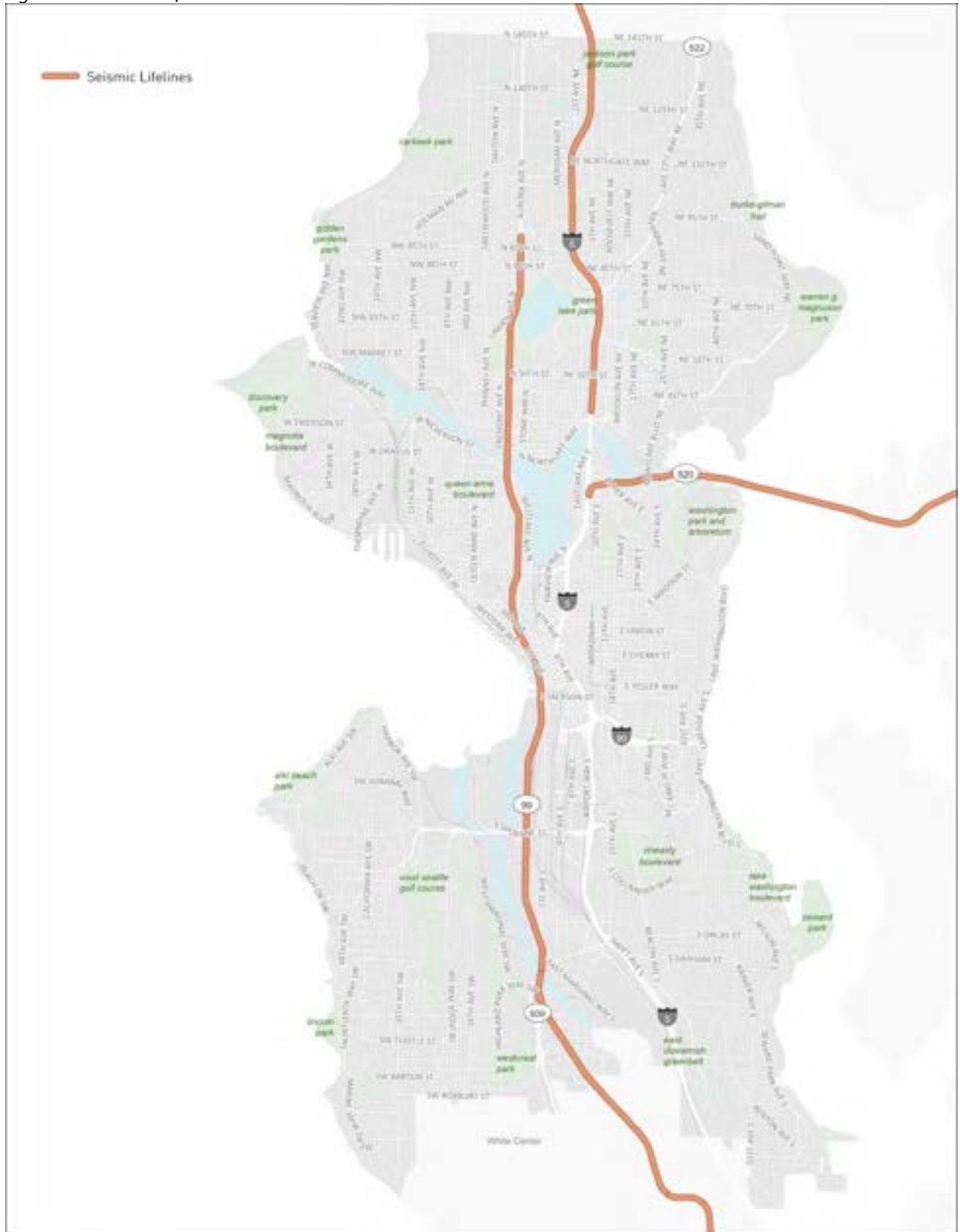


Figure 11: Seismic Lifeline Routes



PROGRAMMATIC ACTIVITIES AND STRATEGIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than specific to a project) to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programs listed here provide helpful general information to describe the types of tools and methods we will employ to manage the transportation system. Most of these programmatic activities help to tackle multiple goals including safety, sustainability, and equity through affordability.

A reliable and well-connected roadway network accommodates critical vehicular travel and essential personal trips.

Critical vehicular travel includes emergency vehicles, freight and goods movement, and utility functions. Essential vehicle trips include those not easily made by other travel options such as work shifts that are not served by transit schedules or routes, trips with large families, or people with disabilities who experience barriers for accessing and using other travel options. A drivable street network serves different trip purposes, vehicles and travel options.

Support a Safe and Steady Vehicle System

A transportation system that feels safe and supports personal vehicle trips will continue to be an important part of our transportation system. This includes roadway design that is safe, reliable, and predictable for people driving and encourages people to drive in compliance with the posted speed limit. Driving at or below the posted speed limit has safety benefits that support our Vision Zero safety goals to end traffic deaths and serious injuries for people inside and outside of vehicles.

To support a safe and steady transportation system, SDOT will seek to:

- Expand our design toolkit for physical separation between vehicles and other travel modes.
- Explore innovative ways to calm traffic including strategies from the People Streets and Public Spaces Element.
- Work with first responders on multi-modal street design and curb management strategies to understand access and incident response options.
- Slow vehicles when approaching areas of conflict with other travel options.
- Develop a threshold for implementing traffic calming on roads where speeding is a consistent issue in line with design implications for other STP elements.
- Continue to address equity in the use of automated traffic safety cameras while prioritizing streets design that is self-enforcing streets to help eliminate the need for traffic safety cameras.

- Regularly collect data and monitor traffic speeds, crashes, emergency response travel times, and air quality throughout Seattle.
- Incorporate Vision Zero and Safe System¹¹ approaches to every project and program, including proactive safety improvements for citywide implementation.
- Prioritize safety improvements at locations on the high-injury network, have high levels of travel stress, or identified through the Seattle Bicycle and Pedestrian Safety Analysis.
- Identify opportunities to enhance safety at intersections, including the phase out of dual-turning movements, except at points of ingress/egress to limited access highways.
- Leverage ITS to improve safety, reliable traffic flows, and curbspace management.
- Advocate for changes to state and federal legislation and programs to:
 - o Revise driver education policies to require driver education for anyone seeking a Washington driver's license. Put more focus on safety for people walking, biking, and rolling, as well as young driver safety. Many regions of the country do not teach new drivers how to interact with people bicycling and using e-mobility devices, so additional driver education is critical.
 - o Require drivers aged 72 and older renew their license every two years and allow authorities to restrict licenses in the interest of keeping drivers and roadways safe.
 - o Require driver's license re-examination for drivers who are involved in a serious or fatal crash.

Sustainability and Livability Considerations

To create a transportation system that meets our future goals and vision, we need to intentionally choose which mode we take based on our trip. This means that SDOT will seek to provide convenient, sustainable, and affordable options that can be alternatives to driving and support livable neighborhoods.

To support our sustainability and livability goals in Seattle, SDOT will seek to:

- Close network gaps for people who walk, bike, roll and use transit. Where gaps can't be filled, maintain a safe, steady vehicular network for people who depend on vehicles.
- Invest in transit improvements (see Transit element) to move people more efficiently and allow for others who need to make a trip by personal vehicle to do so.
- Promote transportation options that are more affordable than car ownership which could include car sharing or bike and scooter share options, transit passes, or e-bike rebates.
- Pursue right-of-way allocation strategies to support a growing number of residents and people visiting Seattle. This can be done in a number of ways, including:

¹¹ <https://www.transportation.gov/NRSS/SafeSystem>

- Advance low-pollution neighborhood concepts per Executive Order 2022-07 to improve air quality and livability by transitioning areas of the city away from fossil-fuel vehicles in favor of electric and human powered transportation modes.
- Plan for vehicular access needs on car-free/car-lite streets, including consideration of access requirements for emergency vehicles, utility access, and designs that are consistent with the Americans with Disabilities Act.
- Assume a baseline of one general-purpose through-travel lane per direction of travel on most arterials where vehicular mobility will be maintained.
- When conducting future-year traffic analysis, evaluate travel volumes consistent with our VMT target.
- Coordinate transportation system investments with city and regional partners as they pursue land use changes to provide additional housing and services and to reflect the projected growth and characteristics of Seattle's population into the future.
- Work with partners to accelerate the equitable adoption of electric transportation technology as part of Seattle's Transportation Electrification Blueprint. More on electric vehicle (EV) adoption strategies can be found in the New and Emerging Mobility Element.
- Build upon design standards and implementation of Green Streets
- Install green stormwater infrastructure on streets that flood frequently.
- Consider locations for de-paving projects that can expand green spaces and improve climate resiliency.
- Leverage street re-allocations to include new and emerging design practices for green infrastructure.
 - Develop policies for decommissioning underperforming signalized intersections and installing all-way stops or roundabouts.

Pricing Strategies

Explore equitable demand management tools that could influence travel choices and create revenues to invest in transportation maintenance, sustainable transportation options, freight movement, and innovation. To support this work, SDOT will seek to:

- Continue to use parking pricing as a demand management tool that can encourage use of travel by modes other than people driving alone in vehicles.
- Employ parking regulatory reform to influence parking supply, duration, and time of day use (See Curbside Management Element for more parking strategies).
- Support the state and region in advancing mobility management strategies. We will work with regional partners as they explore pricing options that are equitable and do not put the city at a competitive economic disadvantage.

The transportation system must support Seattle's continued growth.

The 2024 Comprehensive Plan update, One Seattle, establishes a 20-year vision for how and where Seattle continues to grow and accommodate a projected 250,000 additional residents.

To provide safe and steady travel options for existing and future residents, the Vehicle Element recommends transportation demand management (TDM) strategies to help support future growth and sustainability of travel in Seattle. Our right-of-way is not getting any wider, so people will need to have options to use modes that take up less space on city streets.

TDM programs are critical for promoting shifts from private vehicles to other travel options and meeting STP goals. Seattle's existing Commute Trip Reduction and Transportation Management Programs help reduce drive-alone trips and commute trips at large employers and development sites, while other limited campaigns focus on all trips in particular neighborhoods.

Transportation Demand Management (TDM)

TDM strategies typically aim to shift travel to off-peak periods, consolidate trips, encourage travel by options other than driving alone, or avoid trips all together, such as by working from home. These strategies support SDOT's sustainability goals of reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) in an equitable manner.

To support our TDM efforts, SDOT will seek to:

- Incorporate TDM strategies in various plans and planning activities during program and project development.
- Continue to develop partnerships to expand and strengthen TDM offerings with employers, community-based organizations, agencies, etc.
- Incentivize options to fill first-/last-mile gaps for people who live in areas with less transit connectivity, with a focus on those with low incomes or are living with disabilities.
- Coordinate with the Seattle Department of Construction and Inspections (SDCI) to further incorporate TDM opportunities in the development process.
- Coordinate and promote transit pass programs in partnership with agencies and micromobility offerings with vendors.
- Leverage capital transportation investments by introducing TDM strategies to community members (e.g., Free Orca cards when high-capacity transit opens or bike to work or school when a new bikeway is constructed).
- Align TDM programming to support and focus on short neighborhood trips to reduce reliance on car trips for nearby destinations.
- Coordinate with the Office of Economic Development (OED) to identify TDM opportunities in business districts and for Black, Indigenous, and People of Color (BIPOC) business owners. (Supports TEF tactic 16.1)

Emergency Response Considerations

Time-sensitive emergency and incident response is core to supporting public safety. First responders that use the transportation system to respond to incidents may include firefighters, police and police alternatives, emergency medical personnel, mental health service providers and more. The Seattle Fire Department responds to over 100,000 incidents a year, of which only 2% are related to traffic collisions on Seattle streets. Many incidents are time-critical to provide lifesaving measures, with 14% of overall responses requiring Medic 1 advance life support.

Efforts to improve travel safety by slowing speeds for general-purpose vehicles hold the potential to also slow emergency response in some contexts. As such, we'll need to continue to coordinate with city departments to consider the access and mobility needs of emergency vehicles in the design of roadways and intersections.

Various design strategies can be considered in appropriate contexts to support vehicle response times, such as maintaining ability of emergency responders to bypass vehicles on the left or preserving critical access during a crisis events, when feasible. In balancing and providing for many competing uses of city streets, design and operational changes may be made that could reduce vehicular capacity or reduce average travel speeds. Working with other city departments, SDOT will seek to:

- Work with relevant city departments on design criteria that considers access and mobility for emergency response vehicles:
- Explore a toolkit of standard design strategies that seek to mitigate potential impacts to emergency response mobility, including but not limited to:
 - o using speed cushions rather than speed humps
 - o providing space for vehicles to clear lanes in congested areas
 - o limiting use of non-mountable center roadway hardscape
 - o providing center turn lanes
 - o providing parking/loading pull outs
 - o transit lanes
 - o enhancing signalization and ITS.
- Implement SFD vehicle-compatible traffic-calming treatments on Tier 1 Seattle Fire Department routes.
- Evaluate and monitor response time and street design performance on Tier 1 Routes.
- Develop metrics to assess and monitor implementation of intersection designs compatible with Tier 1 Seattle Fire Department routes.
- Monitor emergency response time impacts on Tier 1 emergency routes and find ways to assess and analyze the role of street designs on response time impacts, and explore possible street design alternatives and interdepartmental partnerships, where appropriate and warranted.
- Coordinate traffic signal operations to support emergency response vehicle needs.

- Maintain building access for emergency response on car-free/car-light streets.
- Consider impacts to emergency response and access when evaluating changes in circulation patterns (e.g., space on one-way streets for vehicles to pull over for passing; street redesigns, and installation of traffic calming devices, especially on Tier 1 emergency response routes.
- Support agency and city partners as they explore use of smaller emergency response vehicles that better fit into urban environments and add fire stations and battalions to support a growing population.

Support Public Safety Through Maintenance of Critical Access Routes and Planning for a Climate Resilient Network

In addition to enabling people to get around for everyday needs, our streets provide access in emergency events. SDOT's essential functions include maintaining mobility for key arterials and bridges and communicating critical transportation information. How we design our public streets and rights of way can also help in our adaptation to climate change, helping us be more resilient in the face of storms, water conditions and other changes. Evacuation routes, bridges, retaining walls, and other infrastructure (such as signals) are identified and maintained in coordination with emergency service providers, King County, and Washington state.

To support this work, SDOT will seek to:

- Continue to coordinate with King County and the State to identify key corridors and destinations for access during a catastrophic emergency. Support access to highway transportation routes including "seismic lifelines" and National Highway System (NHS) routes best suited to establish post-disaster emergency supply chains.
- Regularly update SDOT's Continuity of Operations Plan (COOP) that identifies strategies for maintaining vital functions and services following a disaster including providing access to designated emergency routes and the National Highway System.
- Plan for and invest in infrastructure and culturally relevant landscaping to mitigate transportation from heavy precipitation events, sea level rise, and related flooding and inundation. Planning efforts should include consultation with federally recognized Tribes and community-based outreach with urban Native communities.
- Continue to support snow and ice clearing on key arterials during winter weather events.

Balance the needs of all vehicles on city streets, including delivery trucks and transit

General purpose travel lanes serve more than single occupancy vehicles. They also serve vehicles that pick up waste, deliver packages and goods, trucks that support our international economy, and regional transit systems.

With continued growth in e-commerce, there is an increase in urban goods delivery vehicles on city streets. The STP's Curbside Management Element and Freight and Urban Goods Element identify actions to address this growth, including ways to reduce vehicle trips by consolidating trips or shifting to non-vehicular modes such as e-cargo bikes where possible.

To achieve our safety and climate goals, we need to rely on transit as the backbone of our transportation system for people to get around. With its ability to move many people in a single vehicle, transit is a very space-efficient mode that can maximize people throughput within our limited street capacity.

By investing in our transit network to make a system that works for many or most trips, we can make more room for people who must drive for specific trips. Many of the strategies to slow vehicles and reduce general purpose (GP) vehicular space may impact transit travel time if transit is operating in GP space. Impacts must be offset with investment in our transit system. The STP Transit Element identifies ways to support transit travel through street design, operations, and encouragement.

Update SDOT Tools and Processes

SDOT has a variety of internal tools that inform decision making processes and design guidance and standards. To support our STP goals, SDOT will seek to:

- Streamline internal decision pathways for street design and operation decisions.
- Update design direction in Streets Illustrated and the city's Standard Plans and Specifications, to align with traffic calming efforts and Vision Zero policies.
- Update the complete streets project evaluation process around goals to reduce drive-alone rates, reduce vehicle miles traveled, and grow trips made by healthy and sustainable travel options.
- Consider how right-of-way reallocations among travel modes and other essential functions may impact cut-through traffic in neighborhoods and provide infrastructure and programming to offset impacts.
- Use future-focused goals and metrics for mode share, safety, and climate, to rebalance street right-of-way allocations.

Coordinate with partners

SDOT shares responsibility for creating and maintaining a transportation system. To achieve our vision and goals we collaborate with partners to advance work together.

To continue to coordinate with agency partners, SDOT will seek to:

- Coordinate with the Washington State Department of Transportation (WSDOT) to address safety challenges where their roadways impact the city street network.
- Address safety challenges at free-flow freeway ramps that intersect with city streets in partnership with WSDOT.
- Partner on opportunities to add safety treatments on state routes in Seattle.
 - o Where highways or state routes have bisected communities, partner on strategies to reduce harm and re-envision mobility priorities that serve community needs.
 - o Support Seattle City Council resolution 32100 and the intent to Lid I-5 where feasible within city limits. Continue to coordinate with the Office of Planning and Community Development, WSDOT, Federal Highway Administration, and Federal and State elected officials as planning, feasibility, and funding move forward.
- Coordinate with railroads for grade crossing surface improvements for vehicles and pedestrians, on-going maintenance and upgrades to signalization, gates, and flashers, and pedestrian channelization through grade crossings.



DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

MEASURABLE OUTCOMES

This section outlines desired outcomes and performance measures to monitor implementation of the STP Vehicle Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching outcome-based measures are identified in the STP implementation strategy (see Chapter 4 of the Part I document). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. For example, VMT reductions or percentage of household income spent on transportation.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include reducing the drive-alone rate and reducing vehicular speeding.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include Seattle Fire Department response times on Tier 1 routes, and more.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that we can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 2 identifies the Tier 2 performance measures that will be tracked for the Vehicle Element.

Table 2: Vehicular Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people driving (Seattle Police Department (SPD) collision report data)	248 (2022)	Zero	Yes	Safety Equity Sustainability Livability
End traffic deaths and serious injuries on city streets due to high-speed collisions	Percent of arterial mileage where 85% of vehicles are traveling within 5 mph of the speed limit (SDOT)	49% (2022)	Increase	Yes	Safety Equity Sustainability Livability
Reduce vehicle mode share	Decrease percent of vehicle trips (SDOT)	66% (2019)	37% by 2044	No	Safety Equity Sustainability Mobility & Economic Vitality Livability
Reduce emissions and other impacts of driving	Reduction of vehicle-miles traveled (VMT) (Office of Sustainability and Environment (OSE))	6.17 billion (2018)	Reduce VMT by 37% by 2044	No	Safety Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Reduce dependency on personal	Number of vehicles per household (Census Bureau)	ACS 5-year estimates (2017-2021): 1.4	Reduce the number of vehicles per household	No	Sustainability Livability
Support a well-maintained arterial network	Percent of arterial streets with fair or better pavement condition (SDOT)	61% (2023)	Increase the percent of arterial street segments with a "Fair" or better pavement condition rating (out of Good/Fair/Poor)	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

RELEVANT TEF TACTICS

- TEF 16.1—Engage with local BIPOC-owned businesses to determine how SDOT can support their employees' transit and transportation needs for commuting.
- TEF 19.1—Normalize decisions about right-of-way (ROW) reallocations to be made in partnership with BIPOC communities. This should include investments in alternative modes and land use/housing. Connect this back with the neighborhood/comprehensive planning piece.
- TEF 19.2—Identify opportunities to repurpose some travel lanes for transit, biking, and smaller, lighter-weight vehicles and devices to create more travel options with the STP.
- TEF 19.6—Prioritize person-throughput as metric rather than vehicle throughput.
- TEF 20.5—Consider travel time and air quality impacts of changes to roadway configurations. Use this information to make equitable investment decisions that consider travel time and air quality impacts and benefits, and to communicate those benefits and impacts to community.
- TEF 20.6—Create a similar "storymap" for decision-making and ongoing monitoring of outcomes for SDOT-related improvements and investments; use power of data and storytelling to help get better sense of where we need to improve our transportation system.
- TEF 31.1—Implement data storytelling on the comparative costs of cars, electric cars, other mobility options and transportation burdens and privileges. Connect this back to our climate, equity, and safety goals and investment.
- TEF 31.2—Review previous SDOT studies on non 9 to 5 commuters; identify where additional information needs to be gathered, develop targeted transportation options, and leverage existing programs to better support this community.
- TEF 31.3—Develop and continue to support targeted transportation options for older adults and people living with disabilities and identify stable funding source; include learnings and results from the Inclusive Mobility On-Demand grant.
- TEF 33.1—Continue to promote remote work and flexible work options at large employment sites citywide and identify opportunities where we can better support working-class populations.
- TEF 36.1—Explore an equitable approach to road pricing with BIPOC and vulnerable communities and, develop road pricing policy approaches generated from the conversations with BIPOC and vulnerable communities.
- TEF 36.3—Partner and fund BIPOC-led community-based organizations to create community-tailored mode shift solutions.

TEF 42.2—Identify existing non-punitive alternatives to traffic violation fines and fees; coordinate with community-based organizations (CBOs) to recommend new or revised non-punitive alternatives, such as restorative justice measures, community service options, or online traffic safety classes; review opportunities to reward positive safety-related behaviors.

TEF 43.4—Review SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way (ROW) for people of all ages and abilities, people recreating, shopping, walking, rolling, riding bikes and transit.

TEF 47.1—Conduct annual community discussions with community-based organizations to assess ridership experience in BIPOC communities and include results in annual transit-related workplans and decisions.

TEF 52.2—Engage with the community to identify the underlying cultural narrative and values of driving alone and weave this into the STP engagement process; use these findings and information to address and resolve the conflict between SDOT values and priorities in reducing personal vehicle use.

TEF 52.3—Engage in an internal transparent conversation within SDOT on our values, approach, and messaging on cars and addressing BIPOC community needs; identify clear department goals and actions for where cars can fit within our transportation system and how we address BIPOC communities' need and reliance on personal vehicle use.

GLOSSARY

ADA: Americans with Disabilities Act

Arterial street: The “backbone” of the roadway system and accommodates the most trips for all modes. Arterials provide the connections between freeways and access streets and vary in their speed and volume characteristics, design features, and degrees of local access.

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bicycle crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Community and Mobility Hubs: Community and Mobility Hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience.

Commute Trip Reduction (CTR) Program: Collaboration between governments and private employers to motivate and enable workers to shift away from drive-alone commutes toward other modes of travel. The program is a result of the Washington State Commute Trip Reduction passed in 1991 to reduce traffic congestion and air pollution.

Comprehensive Plan: A 20-year vision and roadmap that guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

Connected and autonomous vehicles (CAVs): Vehicles that can communicate with other vehicles (connected) and can drive without a human operator (autonomous).

Curb bulbs: Extensions of the sidewalk into the street that give pedestrians a shorter distance to cross.

E-cargo bikes: Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

E-commerce: The buying and selling of goods online that are then delivered directly to a home or business. Examples include Amazon and eBay.

EV: Electric vehicles

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City’s climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City’s fleet zero-emission by 2030.

FHWA: Federal Highway Administration

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

General purpose (GP) lane: Space in the right-of-way where all vehicular traffic is allowed.

GHG: Greenhouse gas emissions

Grade crossing: An intersection where general purpose traffic and rail tracks cross at the same level.

High-injury Network (HIN): The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred to inform safety corridors of focus for the Vision Zero program and more. It prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes.

Intelligent Transportation Systems (ITS): Technologies to manage transportation systems, such as coordinating traffic signals and traveler information systems that provide data such as travel times and road closures.

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Low-emission/low-pollution neighborhood: Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit, or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.

Micromobility: Small, low-speed transportation devices. They are convenient for traveling short distances or the beginning or end of trips. They include bikes and scooters.

Multimodal: Refers to the various ways people use the transportation system, such as walking, riding a bicycle, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.

Neighborhood Greenways: Neighborhood Greenways are safer, calmer neighborhood streets where people walking and biking are the priority. These streets work together with trails and protected bike lanes to provide routes to bring people to the places they want and need to go as part of Seattle's all ages and abilities bicycle network.

NHS: National Highway System

OED: Office of Economic Development

Personal delivery devices (PDDs): Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods

PSRC: Puget Sound Regional Council

Refuge islands: Paved median protects pedestrians crossing a multi-lane street by providing a safe place to stop.

Right-of-way (ROW): Strip of land legally established for purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Goals are to create safer vehicles, speeds, roads, and people and provide post-crash care.

SDCI: Seattle Department of Construction and Inspections

SFD: Seattle Fire Department

Shared micromobility: Shared bikes and scooters that offer low-cost option for a short distance trip. Riders locate and rent available devices with their phone, ride it where they want to go, and leave it responsibly parked for the next person.

SPD: Seattle Police Department

Speed cushion: Multiple low-rise speed humps placed together that slow vehicle speeds while still allowing emergency vehicles to pass through normally. They are used on low volume and non-arterial streets.

Standard Plans and Specifications: City standards that apply to any public or private construction in the right-of-way. The document standardizes terminology, abbreviations, and symbols to be used in any construction plans.

STP: Seattle Transportation Plan

Streets Illustrated: Seattle's Right-of-Way Improvements Manual is an online resource for property owners, developers, and architects involved with the design, permitting, and construction in the street right-of-way.

Traffic calming: Physical changes to street design that slow traffic and make the street safer for all travelers. Examples include traffic circles, speed humps, and narrow lanes.

Transportation demand management (TDM): Programs that focus on shifting travel behaviors from single-occupancy vehicles toward more sustainable and efficient modes such as transit and walking.

Transportation Electrification Blueprint: Adopted in 2021, the Transportation Electrification Blueprint is a framework for Seattle to reduce its transportation-related greenhouse gas emissions, with a primary focus on electrification of personal trips, shared mobility, goods delivery, travel by the city fleet, and the installation of electrical charging infrastructure.

Transportation Equity Framework (TEF): A roadmap for decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses disparities that exist within the transportation system due to institutional racism.

Vision Zero: The City's goal to eliminate traffic deaths and serious injuries on city streets by 2030.

VMT: Vehicle-miles traveled

Vulnerable communities: Communities that have historically and currently been erased, intentionally excluded and/or underinvested in by government institutions. SDOT's Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhoods

WSDOT: Washington State Department of Transportation

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Curbside Management Element



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INTRODUCTION

Travelers regularly interact with the curbside in a variety of ways as part of their journey. These include where to get dropped off at school, parking for dinner, or delivering food/beverages at restaurants. Officially the curbside is the area alongside the street adjacent to the sidewalk, providing space for parking, load zones, and numerous other access needs. It also can provide space for permitted private development and construction, as well as people traveling by vehicle, transit, and bike. Historically, the curb was designated for a vehicle travel and parking primarily. Today, the curb has grown into versatile public space, accommodating many different uses while still serving traditional uses such as short-term paid parking (see **Figure 1**).

Since the City is not actively building new streets or widening streets, the curb remains a finite, valuable public resource that must be carefully managed—especially in the city’s areas of high demand. Curbside management is a wide-ranging effort to develop, implement, manage, and enforce policies, assets, and technology governing the many uses of the curb.¹

With growing demand for curbspace in Seattle, context-sensitive strategies can help minimize conflicts between uses, preserve the most critical access needs, and promote sustainable transportation options. As the city continues to grow, smart curbside management will help improve access to important destinations and promote quality of life for our communities.

Figure 1: Uses of the Curb



Source: Institute of Transportation Engineers

¹ International Parking and Mobility Institute

HOW CURBSIDE MANAGEMENT ADVANCES THE STP

The Seattle Transportation Plan (STP) presents a 20-year vision for transportation and our streets. SDOT has been a pioneer in innovative curbside management, evidenced by an award-winning² Curbside Management program often referenced as a best practice in municipal parking management.

The Curbside Management Element brings together multiple successful curbside programs and policies and offers a roadmap to tackle challenges and opportunities related to management of the curb in Seattle over the next 20 years. It also defines important actions we'll take to support a safe and equitable transportation system, help meet our climate goals, and make it easier for everyone to use our streets. This includes programmatic activities and strategies that we're already leveraging, alongside potential new initiatives that can help advance our goals.



A parking pay station at the curb with adjacent landscaping and an e-bike parked nearby

² SDOT received the International Parking and Mobility Institute (IPMI) Parking Professional of the Year award.

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fits the needs of our unique and varied communities— whether a dense downtown grid, a quiet residential neighborhood, or a bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike and use transit because they don't have to travel as far. People tend to have more access in these places, enabling them to live car free if they choose to or can't afford it. In places where development is more spread out, people might still walk or bike for shorter trips or to connect to transit services, but it is often harder due to longer distances between places.

While some people choose to live or work in places that are more spread out, others do so because they have no choice and driving is their only viable option. For instance, people who live outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate contexts. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

The One Seattle Transportation Element contains right-of-way allocation and curb priority policies that describe curb priorities by land use type. Curb management plays an important role in planning for growth in Seattle:

- Paid Parking – with appropriate rates and time limits, these curb regulations promote vehicle turnover and best ensure that the curb is used efficiently and available for customers going to nearby businesses.
- Load Zones – Representing critical access needs for passenger drop off, parcel/food/beverage delivery, and other goods and services distribution, load zones provide curb space for businesses and residential buildings to function successfully.
- Waste Access signs – These curb signs indicate when and where solid waste collection will occur along the curb during the week, used in denser residential areas to help solid waste vehicles get access to containers/dumpsters.
- Time Limit signs – Installed in smaller commercial areas, 1 or 2-hour time limit signs help provide vehicle parking turnover for customer access to nearby businesses

- **Restricted Parking Zones** - These parking regulations help make public, on-street parking easier in some residential areas by restricting curb access for long-term parking from nearby traffic generators like hospitals or universities
- **Disabled Zones** – Provided in both on residential streets and near businesses, designated disabled zones provide access to people with limited mobility so that they have easier access to their home or destinations, consistent with the federal Americans with Disabilities Act.
- **Transit Layover zones** – These designated spaces allow bus transit vehicles/drivers to rest mid-route for necessary breaks and to maintain schedule patterns. Layover spaces are critical to the functioning of the transit system and primarily provided on-street throughout Seattle near the ends of routes.

Economic Benefits of Curb Management

The STP supports economic vitality in a range of ways and each functional Element plays a role. Curb management directly and indirectly supports economic activity and job growth. Without these curb tools, streets in business districts would likely be clogged with parked cars and the travel lanes would be congested with cars looking for that last available space somewhere. We work directly with businesses to add the necessary curb management regulations to support their needs, in particular:

- Short-term parking that is appropriately priced using our performance-driven rate decisions provides available street parking for customers to nearby retail shops, restaurants, and nightclubs, especially in the evenings and weekends when transit services are not as frequent. While transit, walking and biking play a significant part of transportation to and from business districts, short-term paid parking serves an important function especially when areas are regional draws.
- Urban freight delivery is compulsory for businesses to be successful because without the regular deliveries of the goods and services the businesses sell or produce, they may have difficulty operating. Designated load zones for commercial trucks and for general vehicle use can reduce double-parking that impedes transit bus flow and can improve delivery efficiency for the companies making the deliveries (which may mean lower prices or better results for everyone).
- Passenger and food-pick up zones that give very short-term curb stays for people, meals or other quick pick up and drop off support access to restaurants, hotels, and residential buildings in commercial areas. Jobs also come with the very fact of the invention of new mobility industries like transportation network companies or shared micromobility in the form of more drivers, operations, and related technology service employment.
- The curb lane also provides for street cafes and food trucks where, especially with the latter are predominantly in Seattle owned and operated by people of color, so with the access to curb we can help support lift up and potentially lead to a “brick and mortar” business with success.



RELATIONSHIP TO STP GOALS

Curbside management plays an important role in meeting the STP's goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes.

Strategic management of the curb incorporates design treatments and strategies that support SDOT's Vision Zero and Safe System approach. When urban goods deliveries happen at sufficiently sized and appropriately located load zones, then double parking and blocking of bike lanes can be avoided. Curb and intersection designs play an important role in providing accessibility for people with disabilities.



Co-create with community and implement restorative practices to address transportation-related inequities.

Implementing curb management strategies creates and preserves access for all users, including people with disabilities or mobility limitations. SDOT publishes a "Can I Park Here" brochure in multiple languages to provide instructions on city curb parking rules. The ability for businesses to thrive, including in historically underserved neighborhoods, often depends on reliable access at the curb for customers and goods.



Respond to climate change through innovation and a lens of climate justice. Effective curb management includes prioritizing curbspace for sustainable modes, reducing overall demand for street parking through pricing, and using loading zones to support reliable urban goods delivery and business access. Curbside electric vehicle charging may play a role in reducing emissions, alongside strategies to advance zero emissions vehicle use (including e-cargo bikes) for goods deliveries.



Provide reliable and affordable travel options that help people and goods get where they need to go.

Due to Seattle's constrained street widths, many projects to enhance transit, walking, and rolling impact the curb. Implementing mobility projects requires balancing improvements with critical access needs for buildings to best ensure passengers, solid waste, goods, and services delivery. Active curbspace management also considers transit layover spaces that are necessary for a well-functioning transit system.



Reimagine our streets as inviting places to linger and play. Encouraging and managing curbside uses that activate streets while meeting critical access needs contributes to community health. Critical access needs include passenger and goods loading/unloading, waste staging/collection, goods and services delivery, and building maintenance. This supports economic vitality and viability of businesses.



Improve city transportation infrastructure and ready it for the future. Using data improves active curbspace management, such as informing parking pricing to address demand and provide reliable curb access. Maintaining the robust on-street paid parking system is essential to be technically capable and equipped to address needs at the curb. Updating permitting programs as well as updating parking enforcement methods that transition to license plate-based technologies can address both access and equity needs.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **Curbside Management Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.

([Supports Safety Key Move S2a](#))

Feature community voices in planning documents. ([Supports Equity Key Move TJ1b](#))

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: Curbside Management: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Curbside Management: Delivering the Key Moves							
SAFETY KEY MOVES							
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
CM1	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. Install load zones to deter unsafe double parking. (Supports Key Move S2a)	✓	✓				✓
CM2	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as intersection daylighting and No Parking signs, with a focus on High Injury Corridors. (Supports Key Move S2d)	✓	✓		✓		
Support public safety through maintenance of critical access routes and planning for a climate resilient network (S5)							
CM3	Work with first responders on multi-modal street design and curb management strategies to understand access and incident response options. (Supports Key Move S5a)	✓			✓		
CM4	Continue to develop street designs and curb management strategies that reduce injury collisions and reduce the need for associated emergency response. (Supports Key Move S5b)	✓					
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making processes (TJ1)							
CM5	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. (Supports Key Move TJ1a)		✓				
CM6	Feature community voices in planning documents. (Supports Key Move TJ1b)		✓				
CM7	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. (Supports Key Move TJ1c and TEF 29.1, 41.6)		✓				
CM8	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. (Supports Key Move TJ1d and TEF 3.4)		✓		✓	✓	
CM9	Normalize the practice of making decisions about policies and right-of-way allocations with input from vulnerable communities. (Supports Key Move TJ1f and TEF 19.1, 25.4)		✓				
CM10	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. (Supports Key Move TJ1h and TEF 17.1, 21.2, 16.1)		✓		✓	✓	
CM11	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. (Supports Key Move TJ1i and TEF 1.1, 13.4, 31.4, 37.1)		✓				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Curbside Management: Delivering the Key Moves							
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							
CM12	Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. [Supports Key Move TJ2a]		✓			✓	
CM13	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around NEM impacts and co-create transportation, public space, and permitting solutions. [Supports Key Move TJ2d and TEF 14.3 and 15.2]		✓			✓	
CM14	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. [Supports Key Move TJ2h]	✓	✓		✓	✓	
CM15	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2j]		✓				
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets (TJ4)							
CM16	Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. [Supports Key Move TJ4a]	✓	✓		✓	✓	
CM17	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. [Supports Key Move TJ4g]	✓	✓		✓	✓	
CM18	Collaborate with the Seattle Police Department on parking enforcement for compliance with curb and right-of-way regulations. [Supports Key Move TJ4h]	✓	✓		✓		
CM19	Explore programs to deter Disabled Parking Permit abuse to provide predictable and reliable availability of parking spaces for people with disabilities. [Supports Key Move TJ4i]	✓	✓		✓		
SUSTAINABILITY KEY MOVES							
Foster neighborhood vitality and improved community health (CA3)							
CM20	Implement a shared parking program to increase parking supply in business districts and allow flexible use of the curb for critical access needs, multimodal facilities, and non-vehicular uses.			✓	✓		
CM21	Work with local businesses in future low-emission neighborhoods to address delivery and access needs. [Supports Key Move CA3b]			✓	✓		
CM22	Incentivize mobility options that don't use fossil fuels for transit, personal and urban goods delivery vehicles, and shared mobility (such as e-bikes or scooters). [Supports Key Move CA3e]			✓	✓		
CM23	Encourage neighborhood delivery hubs in partnership with local businesses to create central drop-off/pick-up locations for goods and services used by multiple delivery companies, retailers, and consumers. [Supports Key Move CA3f]			✓		✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Curbside Management: Delivering the Key Moves							
Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)							
CM24	Work with City departments to support the transition to electric vehicles (EVs) for all segments of transportation through equitable incentives, grant opportunities, partnerships, and pilot programming. [Supports Key Move CA4a and TEF 36.2]		✓	✓			✓
CM25	Establish a comprehensive policy for EV charging in the right-of-way, outlining preferred locations, standards, and requirements. [Supports Key Move CA4b]			✓			
CM26	Locate EV supportive infrastructure and charging facilities so they are safe, well-sited, and do not interfere with mobility or access for people traveling outside of personal vehicles. [Supports Key Move CA4e]	✓			✓		
Advance mobility management strategies to encourage walking, biking, and transit trips (CA5)							
CM27	Expand the geography of and increase rates for paid on-street parking to encourage the use of less expensive and lower pollution travel options. [Supports Key Move CA5a]		✓	✓			✓
CM28	Continue to apply performance-based parking pricing rates and time limits to regulate on-Street parking demand. [Supports Key Move CA5b]			✓			
CM29	Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation. [Supports Key Move CA5c]			✓			
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
CM30	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking, biking, rolling and transit. [Supports Key Move PG1a and TEF 19.6, 43.4]	✓	✓	✓	✓	✓	✓
CM31	Support expansion of the pedestrian wayfinding program, including at transit stations and stops. [Supports Key Move PG1f]				✓	✓	
Support access to jobs, freight movement, and growth in deliveries (PG4)							
CM32	Provide for critical access needs (mail and goods deliveries, solid waste pick-up, etc.) on-street when they cannot be accommodated off-street. Further integrate curbside management policies in city plans and project review to safeguard critical access needs [Supports Key Move PG4b]				✓		
CM33	Collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more sustainable low- and zero emissions vehicles, such as electric cargo bikes to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas. [Supports Key Move PG4f]			✓	✓	✓	✓
CM34	Pilot and expand use of technologies that can improve predictability and accessibility for vehicle loading/unloading. [Supports Key Move PG4g]				✓		✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Curbside Management: Delivering the Key Moves							
CM35	Provide low-tech and language-accessible information to businesses and communities about curbspace uses and how to make requests for load zones, parking, or other uses to improve health of local neighborhood economies. [Supports Key Move PG4j and TEF 17.3]		✓		✓		✓
Manage curbspace to reflect city goals and priorities (PG5)							
CM36	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. [Supports Key Move PG5a]				✓		✓
CM37	Prioritize uses of the curb to address demands stemming from changes to more sustainable and efficient personal travel options and the evolving landscape of goods and service delivery over use as private car storage. [Supports Key Move PG5b]			✓	✓		✓
CM38	Develop strategies and new tools to accommodate more types of curb uses, including parking for bikes and other small devices, parking for shared micromobility, dedicated car share space, transit layover space, employer shuttle stops, and other curb uses that support low-emission travel options. [Supports Key Move PG5c]			✓	✓		✓
CM39	Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more. [Supports Key Move PG5d]				✓	✓	
CM40	Support local businesses and cultural activities through designated curb access zones such as passenger load zones to support cultural centers, venues, and events and loading zones for unique needs such as musician loading. [Supports Key Move PG5e]				✓	✓	
CM41	Continue to use pricing mechanisms to manage on-street parking demands and improve access to adjacent uses (by turning over spaces). [Supports Key Move PG5f]			✓	✓		
CM42	Increase the number of commercial vehicle loading zones to decrease the time freight and delivery drivers spend searching for parking. [Supports Key Move PG5g]				✓		
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
CM43	Reallocate street space currently used for vehicle storage and general-purpose travel to prioritize access for people on our streets and support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. [Supports Key Move PP1a]					✓	
CM44	Design streets and public spaces with consideration of goods, delivery and emergency access needs, while adjacent businesses prosper from an activated public realm. [Supports Key Move PP1c]	✓			✓	✓	
CM45	Update Seattle's Right-of-Way Improvements Manual (Streets Illustrated) to directly reference the critical access needs policy, where appropriate. [Supports Key Move PP1d]	✓	✓	✓	✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Curbside Management: Delivering the Key Moves							
MAINTENANCE & MODERNIZATION KEY MOVES							
Ready city streets for new travel options and emerging trends and technologies (MM3)							
CM46	Collect, monitor, and use data to inform changes to the transportation system. This includes data from NEM services and operators. [Supports Key Move MM3a]						✓
CM47	Anticipate and leverage innovative transportation technologies so they are shaped to meet community values and goals, including safety, equity, affordability, and climate response. Work to guide engagement, develop policy, evaluate pilots, and collaborate with peer cities to respond to NEM technologies as they arise. [Supports Key Move MM3b]	✓	✓	✓	✓	✓	✓
CM48	Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future. Maintain partnerships alongside a fair and flexible regulatory environment to nurture NEM ideas, companies, jobs, and workforce training. [Supports Key Move MM3c]						✓
CM49	Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options. [Supports Key Move MM3e and TEF 19.2]			✓	✓		✓
CM50	Develop and maintain up-to-date asset data, including digital inventories of physical assets like curbspace, load zones, bike, and scooter parking locations. Inventory and manage curbside regulations using consistent and standardized data collection, storage, and analysis methods. [Supports Key Move MM3f and TEF 19.2]	✓	✓	✓			✓

SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. Many things are delivered to our homes and offices today that weren't just a few years ago. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions our public right-of-way serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the curbspace management context we're operating in today, including significant opportunities, emerging trends, and challenges. SDOT will continue to engage and co-create with community members as transportation and curb system needs, technology, and circumstances continue to evolve in the years to come.

OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

Demand for our curbspace has been changing increasing, including for mobile parking payment, more on-demand delivery, and outdoor curbside dining. These new patterns help us rethink curbspace, and this section discusses emerging trends, opportunities, and challenges that Seattle needs to embrace and respond to as part of our curbside management strategy.

Emerging Trends

- Dramatic growth in e-commerce package, meal/grocery deliveries, and app-based ride-hail, has caused higher demand by more people and vehicles for short curb stays
- Zoning code flexibility that let local conditions and market forces determine off-street parking for housing and commercial development, instead of minimum requirements
- Reallocation of curbspace for transit lanes, bike lanes, and street cafes
- New and rapidly changing technology to manage, measure, and charge for curb use
- Commitments to convert to zero-emission vehicles over time by many large auto companies and freight providers
- Development of electric cargo bikes and other zero-emission modes suitable for Seattle's topography and business/residential densities
- Electrification of various parts of the transportation system, with interests and funding to install charging equipment in the public right-of-way
- New technology and data analytics for more proactive, efficient parking enforcement
- Desire by vehicle manufacturers, freight providers, and others for more detailed curb asset and regulation data to facilitate transition to connected and autonomous vehicles

Opportunities

- Acknowledge growing demand to prioritize on-demand service and goods delivery uses to support people and businesses, and the ability and permission during COVID to move quickly with solutions
- More accurately understand evolving curb demand and use, and deploy updated technology to better assess and address modern needs
- Re-envision curbspace uses to prioritize critical building access needs and support goals to increase the use of walking, biking, and transit
- Work with private parking providers to re-purpose underutilized capacity for potential uses such as community and mobility hubs, as well as electric fleet vehicle charging
- Use curbspace to support mobility & economic vitality goals by providing mobility options such as transit and biking (Supports TEF 19.2)
- Advance Mayor Harrell's Climate Executive Order, specifically the "Ability to incentivize shift to mobility electrification in the public right-of-way" (Supports TEF 36.2)
- Determine the most effective use cases and processes to provide new curb amenities (such as on-demand services and non-vehicular uses) and allocate limited curbspace to more people
- Leverage existing, growing relationships with peer organizations and cities (e.g., Open Mobility Foundation cities cohort) to collaboratively address most pressing urban curb management challenges and build sustainable shared solutions (e.g., Curb Data Specification)

Challenges

- Provision of consistent, reliable curb access requires nimble regulatory and pricing mechanisms such as for protecting sufficient space for delivery activities to occur in areas of competing high-priority right-of-way uses
- Lack of adjacent or nearby space in the right-of-way to meet critical access needs for buildings, such as loading for people, goods, and services
- Absence of parking requirements may inadvertently affect amount of loading dock and bicycle parking spaces built with new development, further reliant on curb access
- Seattle's Surveillance Ordinance and the process to update its application can hinder adoption new technology that may support multiple city goals and priorities
- New technology can be cost prohibitive and challenging to budget and procure in a timely manner
- Extensive procurement processes can make nimble investments hard for cities
- Staff capacity and increasingly complex technology for enforcing curbside rules remains a challenge, especially as permitting and curb regulations evolve to be digital and license plate-based, instead of a sticker or decal on vehicle windshields

COMMUNITY ENGAGEMENT

We conducted extensive public outreach as part of the STP development process through tools such as online maps, surveys, and in-person events, festivals, listening sessions, and open houses. Detailed Phase 1, Phase 2, and Phase 3 engagement summary reports can be found via the STP Online Engagement Hub, and engagement efforts are also described in more detail in Chapter 1 of the STP. (Supports TEF 29.1) Over the public comment period, we received more than 1,300 comments about curbside management. When we reviewed the comments, we observed numerous general themes related to curbside management:

Curbside Activation

- Provide space at the curb for seating, outdoor dining, walking path lighting, and emergency call features
- Reduce on-street parking to make room for people to gather in our curbspace
- Identify car-free streets in places that can be closed to traffic regularly (e.g., on weekends, in summer months) (Supports TEF 17.4)
- Create space to plant more street trees (Supports TEF 56.4)

Safety

- Implement raised crosswalks and separated bike lanes citywide
- Make sure that additional street installations (such as outdoor dining, seating, and trees) do not reduce visibility at intersections

Curbside Management and Pricing

- Implement market-rate parking and manage parking supply
- Encourage free transit access and fund through increased parking fees and possible vehicle taxes/fees (Supports TEF 34.1)
- Reduce on-street parking and/or enact dynamic pricing to create space for non-parking curb uses and place a cost on parking to encourage short-term use
- Prioritize delivery vehicle loading/unloading and pick-up and drop-off activities in high impact areas

Many comments by Black, Indigenous, and People of Color (BIPOC) focused on these themes:

- Preserve parking where it matters—work to make sufficient parking in places where people rely on cars
- Keep the curb area clean and safe—make curb areas well-maintained, especially at bus stops
- Use the curb creatively—allow businesses to use curbspace for dining spaces



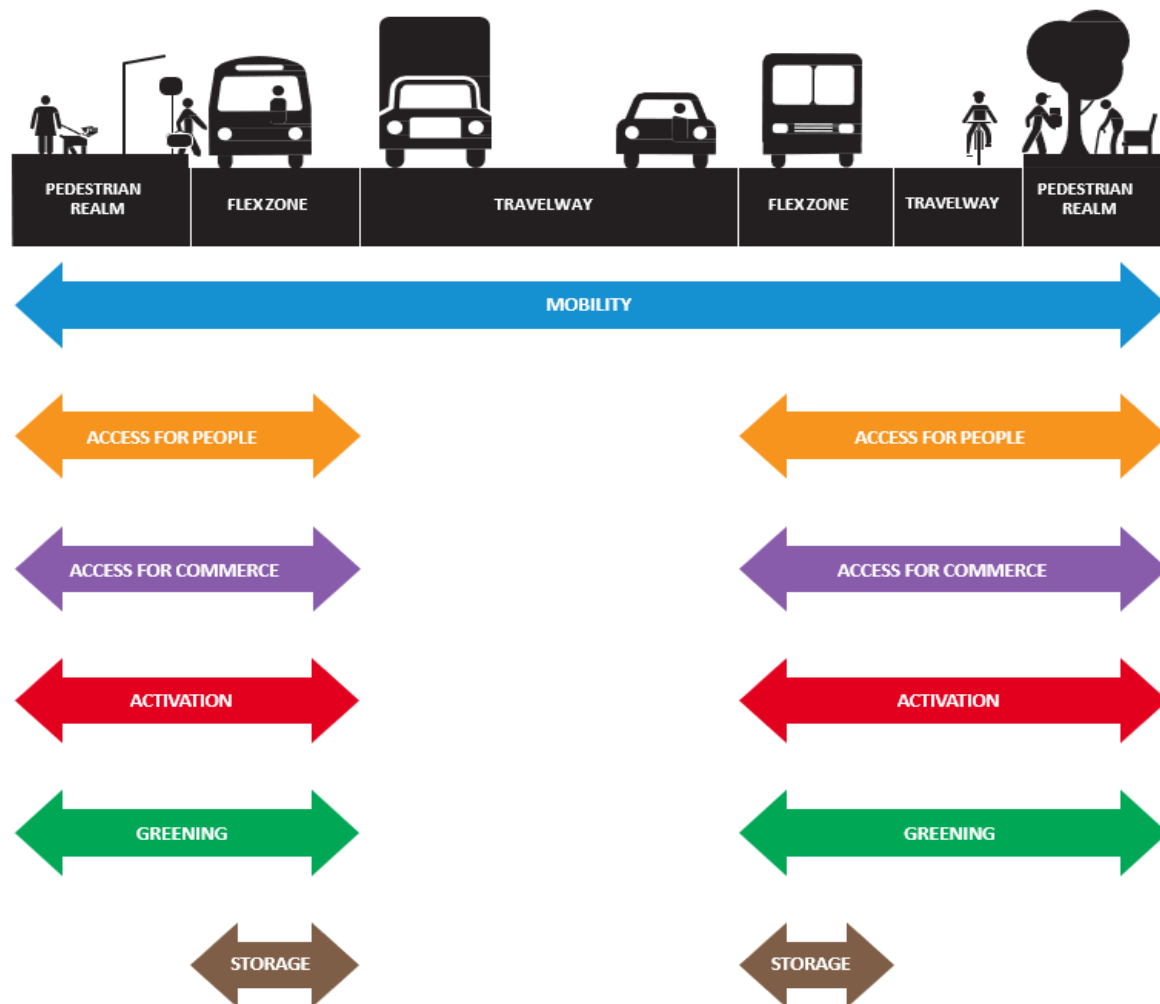
CURBSIDE MANAGEMENT IN SEATTLE

The curb is where vehicles—cars, trucks, buses, bikes with goods, people, services—interact with the urban built environment, along with many other activities. The *Seattle 2035 Comprehensive Plan* (2018) defined 6 essential functions of the public right of way (Figure 2):

- Mobility
- Access for people
- Access for commerce
- Activation
- Greening
- Storage

Uniquely, all essential functions can occur in curbspace, while the travel way is limited to mobility uses, and storage (vehicles and construction materials) typically does not occur in the pedestrian zone. As in many cities, this leads to challenges because our finite amount of curbspace is not sufficient to meet all the demands placed on it.

Figure 2: 6 Essential Functions of City Right-of-Way



SDOT plans, manages, operates, and maintains the city's curbspace. Enforcement of curbside regulations occurs through the Parking Enforcement unit within the Seattle Police Department. Adjudication of parking citations is conducted by the Seattle Municipal Court.

As a critical part of Seattle's transportation system, performance data coupled with policy guidance can create a more efficient, equitable, and sustainable use of curbspace. One of the best examples of data-driven decisions is Performance-Based Parking Pricing, which collects parking data that is used to adjust on-street parking rates on a routine basis. Having paid parking is key to addressing congestion, meeting sustainability goals, and supporting economic growth, jobs, and customer access to business districts.

Many streets throughout the residential areas, however, in Seattle have unrestricted or unmanaged curbspace. This often means vehicles park or load/unload without regard to time limits or in the travel lane. In other areas, such as within or between neighborhood business districts along arterial streets, the curb can be used for as protected bicycle lane, dedicated transit lane, or peak restricted vehicle travel lane. In denser high-demand areas like neighborhood business districts, the curbside is a highly sought after and valuable public resource that facilitates commerce, mobility, access, public services, and more.

CRITICAL ACCESS NEEDS

Because Seattle is a built-out city and with limited but highly valuable curbspace, in the last few years, SDOT staff started to evolve the Comprehensive Plan right-of-way functions to better ensure that urban goods delivery and related activities would be met. We call these needs Critical Access Needs (CAN) to state that adjacent buildings often have access needs that are met at the curb when the loading needs cannot be done on private property.

A building's **critical access needs** can be defined as access to services needed to perform its core operating functions safely and successfully, including:

- Designated parking and/or loading spaces for vulnerable users
- Mail and package delivery
- Commercial and urban goods delivery
- Building maintenance
- Solid waste servicing
- Passenger pick-up and drop-off
- On-demand delivery

SDOT evaluates critical access needs during the development of transportation capital projects, review of public and private capital projects, and during the ongoing management of projects and programs that consider use of the public right-of-way. Evaluating curbspace critical access needs is fundamental to project development. During the CAN review process, we assess whether we need to develop measures to preserve access to adjacent buildings. These measures should become part of the project plan when implementing changes to right-of-way that impact the curb. Programmatic activities highlighted in this section provide details on existing and proposed strategies that support SDOT's efforts to meet critical access need challenges when considering conflicting demands and priorities in the right-of-way.

ENFORCEMENT AND COMPLIANCE

Alongside critical access needs identification, we consider how enforcement impacts the use of curbspace. Enforcement is important for curbspace for vehicles and when the curb lane is used as a vehicle, transit, or protected bicycle lane. Failure to effectively enforce curbside regulations and maintain a high level of compliance among users can lead to unsafe conditions (e.g., a vehicle blocking a bike lane), system inefficiencies, and increased congestion.

We regularly work with our partners in Seattle Police Parking Enforcement on compliance with curb and right-of-way regulations. We share draft concepts of changes to curb regulations for their input to note if changes might be more or less challenging to enforce.

Enforcement operations in right-of-way management decisions play an important role in meeting our mobility & economic vitality and climate action goals. Several programmatic activities to pursue with our partners are recommended in the sections that follow.

TECHNOLOGY AND DATA MANAGEMENT

Innovation in curbside management is occurring at a rapid pace. New technologies are being developed and deployed in urban areas to better manage congestion, increase safety and access, and better understand travel characteristics and trends. Data is generated 24/7 with these new technologies, presenting an opportunity to create a more efficient transportation system using data-driven decision-making.

Managing large amounts of complex data requires resources and process standardization to harness the greatest value from these tools. As we continue to embrace and leverage new technology, legislation, policies, and processes should be reviewed and modified as needed to create the greatest public value in these new technology and data tools.

Pilot programs with a technology component should be evaluated based on resource availability and a clear definition of how the public would benefit. This evaluation would also outline steps to scale a pilot to full implementation, if deemed successful.

These operational considerations can allow us to be responsive to emerging technologies to benefit the public, while maintaining a high level of service to support core curbside management. Several technology and data management activities are recommended in this section to support broader curbside management policies.

INSTITUTIONAL PARTNERSHIPS

The University of Washington Urban Freight Lab (UFL) provides SDOT with strategic expertise to understanding the urban goods logistics system. The UFL brings private industry together with several city transportation officials to study, design, and test solutions around urban freight management.

SDOT has funded multiple UFL research projects that have improved our understanding of urban goods and last-mile systems, including a report on the detailed ways commercial trucks make deliveries on Seattle streets and the resultant design standards recommended to support more efficient deliveries and reduce vehicles circling for a load zone.

Another study documented the location and size of loading docks in downtown Seattle area office buildings and found that 80% of downtown area office buildings rely on the curb or alley for deliveries.

SDOT is also a member of the Open Mobility Foundation (OMF), which is a group founded by many cities and private entities to provide data specifications for mobility and curb systems. One part of their work is to create a data standard for how cities can track curb inventory, transactions, events, and other related data.

If cities can create and use the curb specification, then national curb data may be more likely to be usable and valued by freight and transportation logistics companies to direct vehicles and general traffic (e.g., in mapping software).

PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programmatic activities listed here provide helpful general information to describe the types of tools and methods we will employ to manage the transportation system.

Critical Access Needs for Businesses and Residential Properties

SDOT will continue to build on a broad-based, innovative curbside management program to enhance curb access in business and residential areas around the city. The Curbside Element lays out strategies with a new focus on urban goods delivery, access needs for businesses and ways we can transition vehicle trips to address climate, safety, and equity.

Existing buildings that lack off-street loading access, whether on-property or via an alley, will have critical access needs provided for at the curb. This means various services, goods, and people picked up or dropped off at buildings have safer access, especially when there's no access on the property or in a nearby alley. This includes working closely with the Seattle Public

Utilities Solid Waste Division, so that trash, compost, and recycling can be collected and staged appropriately as right-of-way changes.

Streets Illustrated

Streets Illustrated is the common name for Seattle's *Right-of-Way Improvements Manual*. The manual defines street typologies and design guidance for each that applies to streets throughout the city. Street types were initially developed in 2017. In the meantime, dramatic growth has happened in e-commerce, parcel and food delivery in residential areas, and goods and services deliveries/pick-ups on commercially oriented streets.

For example, a street type and related street designs that could be reviewed for critical access needs is the Urban Village Neighborhood Access Street. This type nears Urban Village Main Streets and only allows curb access on one side of the street. If the street in question has parking allowed on both sides, there is no effective way for the department to equitably decide how to apply the street design, especially when there is a single parcel on one side of the street proposed for development. Within this and other street types and design standards, there is not consideration of transit layover, load zones, and other access for solid waste style trucks.

Transportation Capital Project Review

Transportation capital projects take many forms of varying scope. As we look to build new transit lanes, protected bicycle lanes, and pedestrian improvements, the curb will be affected either programmatically or physically through new infrastructure. In cases where the curbspace is being altered, we will review capital projects to see how critical access needs will continue to be met. We will provide recommendations to minimize negative impacts, maintain access, and support the overall capital project where possible.

For example, SDOT staff applies our expertise and provides guidance for transportation projects on the placement of transit layover zones; assesses the impact of various modal priority lanes on existing critical curb access needs; and identifies effective ways to accommodate or shift those needs. SDOT also supports the permitting of outdoor dining and other public space management permits. The role of these efforts is to:

- Establish curbside management support
- Document existing regulations
- Identify critical access needs
- Determine project impacts
- Develop an implementation plan

Capital project budgets do need to help address the review process and project implementation needs. Similarly, as Seattle continues to experience urban infill development, it is important to ensure critical access needs for buildings are met during the construction of projects and upon their completion. Private development review activities should:

- Provide a checklist to the development applicant to review prior to site approval

- Engage SDOT subject matter experts and allow interdepartmental referrals to comment on service impacts for proposed changes to the curbspace (i.e., solid waste service)
- Review and recommend changes to private development's waiver of on-site parking and loading for vulnerable users as it relates to the adoption of the Federal Highway Administration's Public Right-of-Way Accessibility Guidelines (PROWAG)
- As part of final site approvals, require development applicants to address or incorporate recommended measures during construction or upon project completion

To support this work, we will seek to:

- Update CAN policies in the *One Seattle Comprehensive Plan* and *Streets Illustrated*
- Establish a curbside review process, including checklists and site approval requirements for transportation capital projects and private developments
- Identify optimal locations to install and re-allocate curb access for commerce, for solid waste collections, and for people purposes (e.g., outdoor dining) as part of transportation capital projects and private construction site reviews

Data-Driven Decision-Making

As the city grows with new businesses and residential buildings all around the city, travel behaviors will also continue to shift over time as we embrace a more sustainable, multimodal future. Keeping in mind existing curb demand and access needs, how we allocate the curb must reflect our goals for transit use, walking and rolling, the movement of urban freight, and the effort to manage passenger vehicle driving.

To support the work, we must complete a curb inventory, develop more robust data, and pursue curb allocations to meet STP needs, as well as to respond to business and residential property requests. New technology can aid us in prioritizing allocation of limited and valuable curbspace. Recommended programmatic activities summarized below can facilitate a shift in curb allocation over time to help prioritize the people who need it most.

Curb Data Inventory

A curbside inventory is needed to fully digitize Seattle's curbside regulations and assets data. We already track curb regulations and utilization in paid parking areas, as well as signage. Developing a comprehensive citywide database using a standardized curb data format, such as the OMF Curb Data Specification, enables changes in curb allocation to be easily monitored over time, with updates as new projects shift curb uses. Other transportation facilities in the curb lane can be added, such as designated transit lanes or protected bike facilities.

With APIs (computer data sharing), we can make curb data available as a research/educational tool, for cross-departmental planning, transportation mapping services for drivers, and for third-party logistics providers and other vendors. Making this data public will improve transparency as we make decisions about the curb and improve responses as needed for the State's Public Records Disclosure act.

Creating a comprehensive and continuously maintained curb inventory database is no simple task. It will require updating existing assets and signage data into the new OMF Curb Data Specification format and conducting data inventory in many parts of the city. SDOT's current asset management system focusses on the paid parking areas and tracking of signage equipment and does not meet digital data sharing needs. License plate recognition technology or different GIS systems could be helpful, especially when collecting curb inventory and utilization data for the database in residential areas.

Another opportunity for curb data is to merge with the department's Intelligent Transportation Systems (ITS) and transit facility data to help support a more integrated planning process. For transit, these data layers could be layover (as discussed) and transit lane and other facilities within the curb lane.

To support this work, we will seek to:

- Develop a comprehensive and consistently maintained citywide database and related maps of curb regulations and assets, including transportation facility allocations in the curb lane, such as transit lanes or protected bike lanes.
- Create a common data platform using the Curb Data Specification to ingest parking event data from multiple vendor databases.
- Consider connecting curb data with the department's Intelligent Transportation Systems (ITS), Public Space Management, and transit facility data to support more integrated planning.

Curb Data Utilization

SDOT collects and models parking utilization data to support performance-based paid parking. Parking payment transactions are reviewed daily, and field staff are regularly deployed for first-hand observational data.

Building upon our existing performance-based paid parking, we plan to develop similar approaches to monitor curbside usage to inform recommendations for curb allocation and installation efforts. This would measure performance of load zones, curbside electric vehicle charging equipment, carshare and related spaces, disabled parking and loading, and Restricted Parking Zones. A data dashboard could assist policy makers in determining how successful curbside management programs are at meeting broader mobility, safety, equity, and climate goals.

To support this work, we will seek to:

- Develop a load zone utilization data collection approach to measure commercial vehicle parking and loading (as event data).
- Continue to collect and model utilization data to support the existing performance-based paid parking program and expand paid parking area geographies and use cases.

- Collect and model utilization data to support performance-based monitoring for other use cases, such as load zones, curbside electric vehicle charging equipment, carshare, or Restricted Parking Zones.

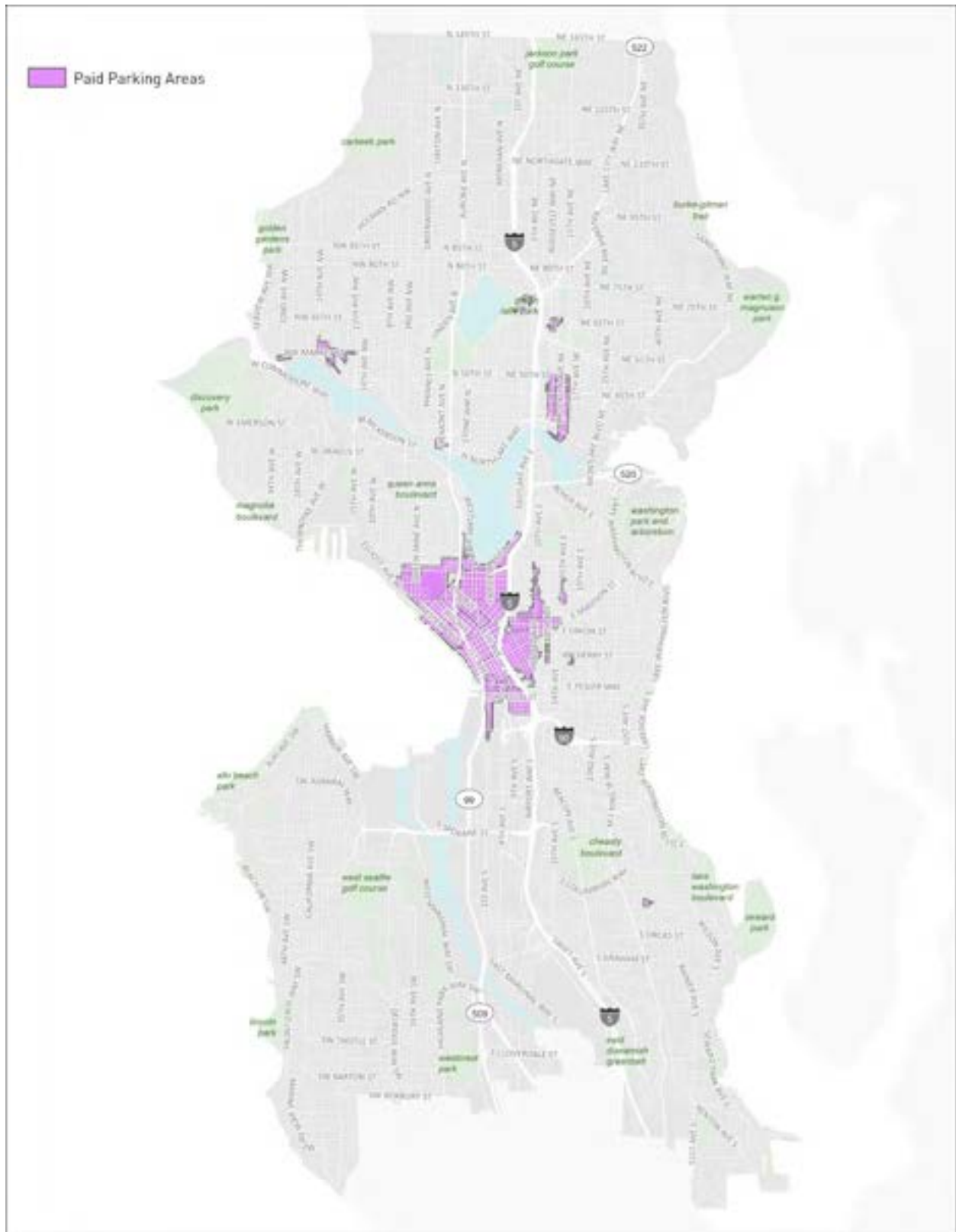
Performance-Based Parking Pricing

We use a sophisticated set of data-driven decisions and applications to achieve performance-based outcomes in paid parking areas in our existing performance-based parking program. We set the parking rates to enable drivers to reliably find an open parking space and to advance the department's safety, equity, and climate goals. It should be noted that this does not necessarily mean low costs for parking in a high demand area, as SDOT sets parking rates based on demand data. This reduces how much time people spend circling for parking and provides other important benefits:

- Improve neighborhood commercial vitality and access—people can more reliably access commercial, retail areas
- Decrease greenhouse gas emissions— less circling means fewer emissions
- Save people time— time spent looking for parking is wasteful
- Improve safety for people walking and biking—people circling for parking are often distracted
- Reduce congestion—people circling for parking contribute to congestion; less congestion can result in faster, more reliable transit

Figure 3 shows the state of on-street paid parking supply around Seattle, as of February 2024.

Figure 3: Location of Paid Parking Areas



Performance-based paid parking means using a data-driven approach to set pricing based on observed demand. Blocks of paid parking are typically considered efficiently used when almost all spaces are full, with one or two spaces available per block. Our data-driven approach allows pricing to be set area by area based on local demands. It also helps us evaluate new areas for expansion of paid parking.

Prior to the COVID-19 pandemic, paid parking rates were set between \$0.50 and \$5.00 per hour based on demand on any given block, per the Seattle Municipal Code. These rates were adjusted each fall in \$0.50 increments based on parking occupancy data collected in the spring. During the early months of the pandemic in 2020, paid parking areas were made free. As of July 2020, all areas were priced at \$0.50 per hour.

In the last few years since the pandemic, we have instituted a three-times-a-year rate adjustment process to price parking to manage demand and make efficient use of available spaces. Our database model for rate changes has sufficient capabilities to determine parking activity patterns throughout the year. Therefore, the rate adjustments support how parking demand changes with the seasons or for other reasons.

For each paid parking area, we currently use the following rules to adjust rates:

- If occupancy is over 85%, increase rate by \$0.50/hour
- If occupancy is between 70% and 85%, rates do not change
- If occupancy is below 70%, decrease rate by \$0.50/hour

We also have event rates set around the Climate Pledge Arena and could in the future explore event rates around the baseball/football stadiums. Further details regarding our most recent parking occupancy and rate changes can be found in SDOT's annual paid parking reports, published each year featuring data on parking occupancy and pricing.

Pricing the curb equitably is key to ensuring that Seattle's limited curb resources serves as many people as possible and helps achieve our STP goals. We'll seek to expand performance-based parking to new areas and apply a data-driven performance-based process to other curbside management activities, including Restricted Parking Zones. When paid parking areas and other priced curb zones are managed, we can help provide equitable access by increasing the likelihood that parking spaces will be available and allowing multiple payment options. Creating a transparent and data-driven process to price the curbside, starting with paid parking as a base, will increase access for people and businesses and meet our mobility & economic vitality and climate goals (Supports TEF 44.3).

Expansion of paid parking to new areas should be coordinated with future transit capital and service investments, such as light rail expansions, bus service, and future transit corridor projects that will improve and extend high frequency transit to more neighborhoods. Coupling transit improvements with expanded paid parking in commercial and mixed-use neighborhoods will advance sustainable alternatives to driving.

We should also consider further technology investments that will support the paid parking systems. These technologies can make the rate-setting and data collection processes more efficient and improve enforcement. This could mean investment in license-plate-reader technology, both vehicle-mounted and handheld, that could enforce parking while also collecting utilization data (see Curb Utilization for more details). This investment would be coordinated with the Seattle Police Department, which manages the parking and curb enforcement.

Paid Parking Equity and Expanding Payment Options

Alongside the performance-based paid parking program, SDOT could examine the role of equity in transportation system that includes paying for parking as one option. For over a decade, people in Seattle have had the option to pay for parking via a mobile device. In fact, nearly 75% of parking transactions were made by mobile payment as of the end of 2022. Parking pay stations accept credit/debit cards. As of mid-2023, only about 2-3% of transactions were made by coin (or about 1,000 transactions/month out of 30,000-40,000).

As more consumers use mobile payment as their primary method of paying to park, we can explore technology (e.g., PayPal) that allows people without a bank account or credit card to also enjoy the same easy payment experience.



Pay to Park sign posted on a pole

To support this work, we will seek to:

- Continue to set on-street parking rates based on Seattle Municipal Code direction
- Build upon the existing Performance-Based Parking Program and establish a process to create new paid parking districts and modify existing districts
- Coordinate expansions of paid parking areas with improved transit service investments and capital improvements
- Review rates, hours, and days of week paid parking is levied
- Consider changes to city law to adjust maximum and minimum paid parking rates to support a goal of 1 to 2 spaces being available on each block as parking demands increase over time.
- Explore tools and technologies to efficiently collect and analyze curb inventory and utilization data and supplement vendor data feeds, including GIS systems, license plate recognition, sensors, and other monitoring systems in consultation with the city's existing privacy policies.
- Consider developing or finding equitable payment options that allow people without a bank account or credit card to conveniently pay for on-street parking

Community Access and Parking Program

SDOT uses the existing Community Access and Parking Program (CAPP) to improve on-street curb management in Seattle's neighborhood business districts and nearby residential areas. In addition to planning and installation of load zones, paid parking, time limit signs and other curb regulations, the program offers education on employee commute information and micromobility infrastructure. We'll work to build upon the CAPP in additional areas based on a data-driven prioritization process, supporting neighborhood business districts that need curb management plans in future years.

As part of the CAPP prioritization process, we consider how to strategically pair curbside management with other capital improvement projects, especially transit and multimodal projects, to best support changes to these transportation options through enhanced curb management. Outcomes of CAPP plans can include expanded paid parking, adjustments to or a new restricted parking zone, and enhancements to loading and micromobility access.

In addition, we'll continue to provide easy to read and language-accessible information about how to park and use SDOT's curb management system. When people know how to read parking signs and follow payment rules on their phone or pay station, they can more easily avoid receiving parking citations. For many years, we've published the "Can I Park Here?" brochure in over a dozen languages that explains the rules of the curb, as well as how to request a load zone or other curb changes.

To support this work, SDOT will seek to:

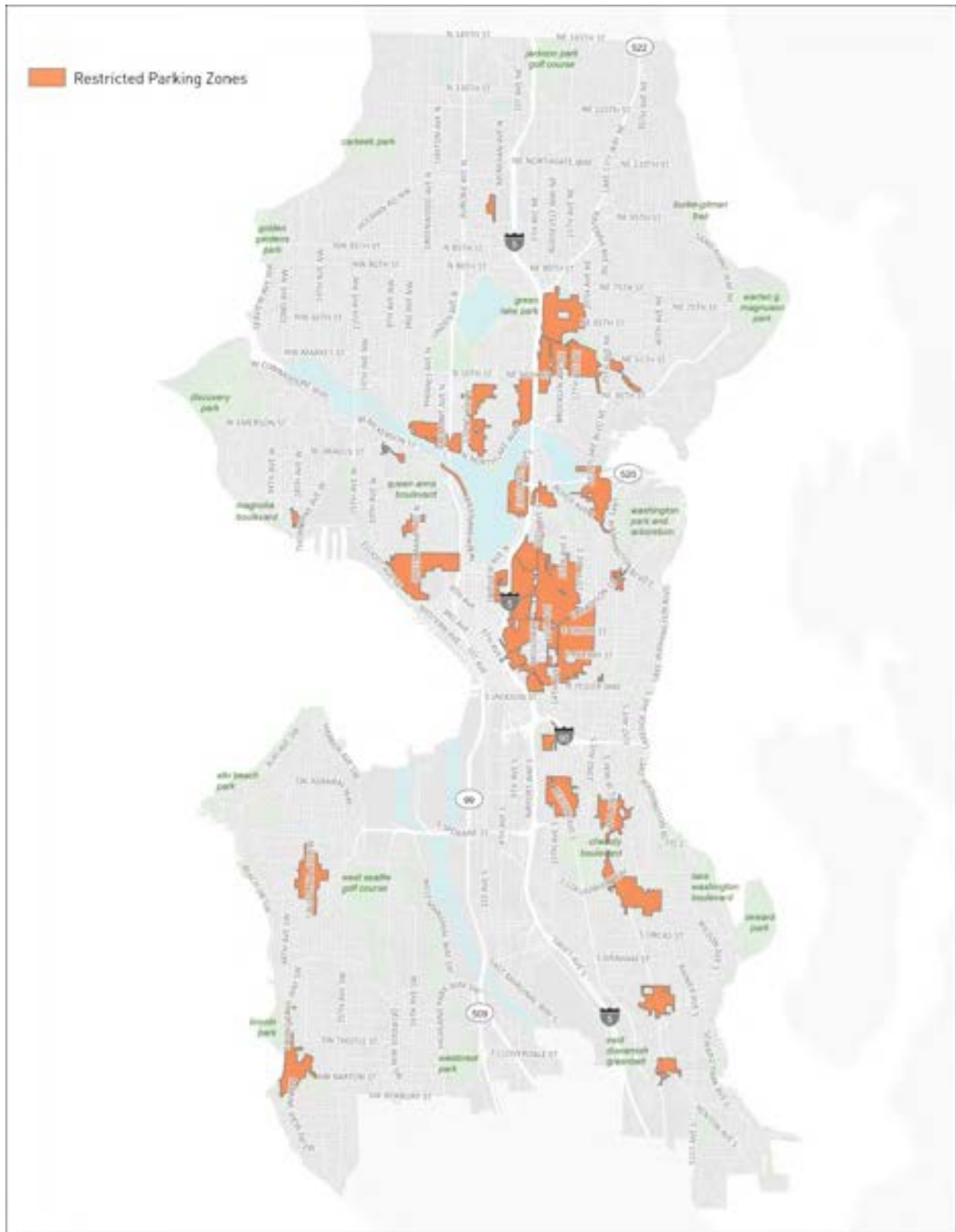
- Build on the Community Access and Parking Program (CAPP) to develop curb management plans in neighborhood business districts and nearby residential areas based on a data-driven prioritization process, with a focus on proactively working with businesses in historically underserved neighborhoods
- Consider ways to address needs for shared micromobility parking and public curbspaces such as street cafes within the CAPP outreach and planning
- Proactively educate businesses and residential building managers on curb allocation and signage installation efforts
- Build a broad-based, proactive curbside signage installation effort to enhance curb access in business and residential areas, with focus on historically underserved areas of Seattle.

Regulate Commuter Parking in Residential Areas with Restricted Parking Zones

SDOT has managed the Restricted Parking Zone (RPZ) program since the early 1990s as a strategy for reducing commuter parking in residential areas near commuter traffic generators, such as universities/colleges, hospitals, or the light rail stations. The RPZ program restricts long-term on-street parking, typically during weekdays, to permit holders in established zones.

Figure 4 shows the restricted parking zone areas around the city as of February 2024.

Figure 4: Location of Restricted Parking Zones



A common misconception is that RPZs manage parking for residents. RPZs work to manage commuter and other parking impacts from traffic generators and allow all residents with vehicles to park on signed streets (subject to permit limits).

Restricted Parking Zones are currently created, expanded, or reduced through a request process initiated by residents. Restricted Parking Zone permits are issued, and typically renewed every two years, at a current base rate of \$95 per permit (2023). In 2023, the physical residential permits were phased out and replaced with virtual, plate-based permits, which improves enforcement, reduces fraud, and lowers program costs. Discounted \$10 permits are available to residents who can provide documentation of participation in a variety of low-income benefit programs, including Supplemental Nutrition Assistance Program (SNAP), energy assistance from Seattle City Light or Puget Sound Energy, and more.

Households are currently limited to four permits, but with no limit per zone regardless of actual street parking supply. The RPZ program was introduced before Seattle removed off-street parking requirements for new developments in Urban Centers and Urban Villages. Because private off-street parking fees are typically more expensive than on-street permits, even residents who may have the option to purchase parking in their building are likely to opt for on-street permits. Issuing more permits than the number of available on-street parking spaces leads to congestion and illegal parking, as more residents search for street parking spaces.

To address these challenges, SDOT should explore ways to modernize the Restricted Parking Zone program in ways that help achieve our sustainability and mode shift goals. By effectively pricing and limiting resident on-street parking, we can encourage more people to consider travel options other than a personal vehicle.

Restricted Parking Zone District Modification or Removal

Because most Restricted Parking Zones were established many years ago and may not have aged well with changes around them in the area, we will set up a process to modify or remove zones as needed. Factors considered could include parking occupancy levels, how many permits are issued, new transit or mobility services, and land use. Before we make any changes, we'll engage with community to understand and address their thoughts and concerns.

Permit Pricing

SDOT should price parking permits to better align with mobility & economic vitality goals. For example:

- Consider the current number of permits issued relative to spaces and increase fees in areas that are oversubscribed and potentially reduce fees in areas where permit issuance is low (or consider removing the Restricted Parking Zone).
- Raise RPZ permit fee (currently \$95) to an amount more competitive with transit and or the costs of neighborhood off-street parking. The \$95 fee over two years amounts to \$0.13/day. Meanwhile, a fully loaded ORCA card amounts to a cost of \$3.55 per day.

- Offer a pay-per-use option for permit holders who do not utilize on-street parking on a regular basis to reflect the value of this permit product more accurately—this could be done using mobile payment.

Explore Eliminating Major Institution Fee Subsidies

Major institutions (some universities, colleges, and hospitals) currently subsidize RPZ permit fees in various amounts for area permit holders, as determined by the institutions' environmental permit process. About one-third of permits are currently subsidized, but residents with subsidized permits are often not those with the highest need. Subsidies also limit the effectiveness of using permit prices to manage demand.

To improve program equity and effectiveness of the recommended permit fee changes, we could work with other city departments to review options to eliminate future subsidies and convert existing subsidies to provide other area transportation improvements.

Parking and Curb Access in Mixed use and Residential Areas

While Restricted Parking Zones manage parking on residential streets around major traffic generators, there is also a far-reaching need to address critical access needs and street parking for the rest of Seattle residential streets.

A broad-scale residential parking and access project would allow us to tie on-street parking activity to other multimodal transportation benefits and see how we can encourage people to drive less, address the number of vehicles owned, and overall examine how they regularly use street parking near their residence.

Education

In conjunction with the 'Can I Park Here' education brochure and transportation demand management (see New Mobility Element), efforts should be made to further educate people about the costs and impacts of single occupancy, internal combustion engine vehicles. This work could also be connected with our Vision Zero initiative.

Resident Parking Fees

Several municipalities set a fee for residents who own and register a vehicle in a city, and that park on the street and use public right-of-way. One of the largest examples is in Chicago, where a City of Chicago Vehicle Sticker is required to be displayed on any resident vehicle within city limits, regardless of whether the vehicle is parked in a specific permit zone.

Seattle could consider implementing a general resident vehicle fee requiring all residents, regardless of whether they reside in a permit zone, to pay a fee to park on city streets.

A resident fee concept would need a tremendous amount of research on policy, legal, operations/ enforcement, and extensive community engagement and discussion. Any such effort would require city legislation.

To support this work, we will seek to:

- Continue to manage a Restricted Parking Zone program to reduce commuter parking in residential areas near commuter traffic generators.
- Establish a process to review, modify and potentially remove Restricted Parking Zones based on parking occupancy levels, permit issuance rates, introduction of new transit or mobility services, land use, and community input.
- Explore alternative pricing measures for Restricted Parking Zones in districts where demand is greatest, such as base permit rate increases or pay-per-use monthly or daily permits.
- Consider eliminating major institution fee subsidies and converting existing subsidies to support other multi-modal transportation improvements in partnership with Seattle Department of Construction and Inspections.
- Consider developing a proposal for a fee or other disincentives to using street parking in residential areas with the intent to discourage auto ownership and support zero-emission transportation options that work to encourage transit and shared use mobility options.
- Continue phasing out physical permits for virtual or plate-based permits to improve enforcement, reduce fraud, and lower costs.

Curbside Support for Low- and No-Emission Vehicles

The curbside plays an important role in meeting our ambitious climate goals, including support for the shift toward electric vehicles. Freight and commercial goods are an important part of our economy. However, almost all the commercial deliveries to bring packages to residents and businesses are made by gas or diesel-powered vans and trucks, which contribute to poor air quality, congestion, and safety issues. We want to work collaboratively with the private sector and our local business community to be a liaison for the zero-emission transition.

Curbside Level 2 Electric Vehicle Charging Pilot

In 2022, Seattle City Light launched a pilot to install Level 2 curbside electric vehicle (EV) chargers at 30 locations throughout Seattle. These Level 2 EV chargers provide 9.6 kilowatts of power per hour and will provide a typical EV with over 30 miles of range per hour of charge time. These chargers are ideal for vehicles parked at least 3 hours or longer. Pilot locations were selected from over 1,800 requests to provide on-street EV charging to people who do not have access to off-street parking at home.

The pilot addresses a critical need for EV adoption, as most people who drive EVs rely on at-home charging when they transition to an EV. Final locations were selected based on various factors, including but not limited to a lack of off-street parking access, the presence of affordable housing, and the need for minimal infrastructure upgrades in the right-of-way.

We'll continue to coordinate with Seattle City Light and the Office of Sustainability and Environment to determine use cases suitable for right-of-way charging, depending on the customers looking to install charging and the audiences they will serve. As we scale beyond the initial Seattle City Light pilot, we should include U.S. Access Board guidance related to Americans with Disabilities Act requirements for both electric vehicle charging equipment and parking spaces.

To support this work, we will seek to:

- Continue assisting Seattle City Light by evaluating and supporting implementation of Level 2 EV charging in street parking locations.
- Monitor Level 2 Electric Vehicle Charging pilot (curbside system) data to determine utilization and compliance and to inform expansion recommendations.
- Determine suitable use cases for electric vehicle charging equipment in the right-of-way in partnership with Seattle City Light and the Office of Sustainability and Environment.
- Establish full policy and compliance standards for current and future electric vehicle charging equipment in the right-of-way.
- Consider installing curbside electric vehicle charging equipment as part of microhubs in residential neighborhoods to support micromobility, electric freight activities, and shared mobility services. (Supports TEF 36.2)
- Allocate curbspace for micromobility and shared mobility uses, with priority given to programs that provide an all-electric or transitioning-to-electric vehicle fleet.

Commercial E-Cargo Bikes

In response to Mayor Harrell's Climate Executive Order and following recommendations from work with C40 Cities on a Zero-Emission Freight Grant Project, we are working to launch of an e-cargo bike initiative, integrating new permitting, loading zones, and supportive policies to facilitate business investment in Seattle.

Based on C40 project work, we are working to encourage freight partners and local businesses to consider transitioning to smaller, electric last-mile delivery options. This work would include a new permit and curbspace use allowances for commercial cargo bikes.

To provide additional support with off-street loading space, we plan to identify pathways to facilitate zero-emission microhubs. By partnering with off-street parking lot operators or other property owners, we want to connect delivery hubs to as close as possible to final package destinations, thereby improving last-mile delivery. and offering a much higher chance of e cargo bike use.



E-cargo Delivery Bike

We know that many electric freight solutions are still cost-prohibitive to our small-medium business community and that many barriers exist when determining what zero emission solutions are attainable operationally.

To support our local business community and the greater Seattle community, we are exploring an e-cargo bike lending library concept where bikes are available for use. This would allow businesses to test e-cargo bikes and learn from community advisors prior to making a permanent fleet purchase. This offering would be ideally supported with incentives to further assist with cost considerations for those interested in buying an e-cargo bike.

To support this work, we will seek to:

- Encourage freight partners and local businesses to transition to smaller, electric last-mile delivery options
- Launch an e-cargo bike initiative, integrating new permitting, loading zones, and policies
- Develop an e-cargo bike implementation plan, identifying needed staff and resources
- Create an external advisory group with freight leaders and community partners
- Develop design standards to inform efforts, which should consider legislation, policies, and procedures
- Implement a community outreach and engagement plan to engage freight stakeholders to ensure offerings meet their needs
- Establish use cases to demonstrate how to implement programs in different areas
- Investigate a policy, legal, and business case for pathways to incentivize and enable zero emission vehicle loading zone use
- Develop a low- and zero-emission loading approach that prioritizes climate-friendly vehicles and incentivizes freight companies to transition to right-sized, electric vehicle alternatives.
- Explore partnerships with off-street parking lot operators to establish and manage zero-emission microhubs.

Curb Signage

SDOT Curbside Management installs a wide variety of curb signage across the city every day. Historically, spot improvements have been based on requests or due to other agency needs (such as for bus stops/layovers). With additional resources, we would be able to expand this

effort to be proactive in educating businesses and residential building managers, and to lead to installing additional curb signage to improve access for commerce and people. Examples include installing various load/unload zones and truck zones, in combination with other SDOT work, such as Public Space Management.

Short-Term Pick-Up, Load Zone or other Special Signs

In recent years, and especially since the COVID-19 pandemic, more people are buying goods and services online. This increase in e-commerce deliveries has led to increased pressure on curbspace in our neighborhoods and business districts, especially where there are limited off-street parking and loading spaces. Formalizing a low- or zero-emission urban goods delivery planning would help to educate businesses on how to potentially receive more efficient deliveries. This work would also help us meet our broader climate goals. To support this work, SDOT will continue to use and update curb signage to accommodate food app delivery, restaurant take out needs, car share, employer shuttles, bike parking corrals, and other new mobility endeavors.

Figure 5 shows the state of thousands of load zones designated across the city, primarily passenger load zones, commercial vehicle or truck load zones, or general load/unload zones.

Map of the Washington, D.C. area showing loading zones. The map includes the Potomac River, major highways (I-495, I-270, I-66, I-95, I-495, I-270, I-66, I-95), and numerous parks and landmarks. Orange dots indicate loading zones, which are densely clustered in the central urban area and along major roads. A legend in the top left corner shows an orange dot next to the text "Loading Zones".

Disabled Parking Accessible Zones

Designated Disabled Parking signed zones are installed on street by SDOT (and also approved for installation through private development projects that impact the right-of-way) throughout the city. Installation is done consistent with federal standards. Disabled zones use requires a state issued disabled parking permit, as well as display of a disabled license plate or placard. Installation locations include:

- Residential disabled access where residents do not have sufficient access for vehicle parking on their property.
- Customer parking access in business areas to provide designated spaces for customer short-term visits for people with limited mobility.

Another important aspect of managing disabled parking is preventing abuse of state-issued disabled parking permits in Seattle. Washington state law allows eligible residents to obtain a state-issued permit—either a license plate or two rearview mirror hanging placards.

Washington allows general street parking to be free for vehicles displaying a disabled permit.

In contrast, some states like Oregon have adopted a wheelchair-user placard separate from general disabled parking. With this approach, a wheelchair user permit grants free parking while a general disabled parking permit requires on-street parking payment. This two-tiered system is considered by the International Parking and Mobility Institute to be a best practice, as it prioritizes access for the most severely mobility impaired, while continuing to require payment by those who qualify for a general disabled permit. This system helps prevent disable placard abuse while preserving reliable disabled access for those who need it most.

Over the years, as part of our parking program's data collection efforts, we have documented significant abuse of disabled permits in paid parking areas because the state's non-payment requirement motivates many to abuse the system to acquire and use a disabled permit. This is especially the case in areas like Downtown and First Hill where off-street garage costs are high, and significant numbers of people use a disabled placard to park on-street regularly as commuters. This abuse limits the effectiveness of SDOT's rate adjustments and deprives legitimate placard holders from having reliable curb access.

To support this work, SDOT will seek to:

- Review curb management programs for Americans with Disabilities Act (ADA) signage and explore additional strategies to integrate accommodations for vulnerable users.
- Install ADA parking spaces in business districts and mixed-use areas per Public Right-of-Way Accessibility Guidelines (PROWAG) Section 214.
- Manage requests for residential on-street ADA spaces when criteria are met. Initiate audit effort to reaffirm residential ADA on-streets spaces as home ownership changes.
- Develop an ADA loading zone review of critical access needs for buildings.
- Explore methods to mitigate ADA placard abuse to provide predictable availability of ADA spaces, including installation of four-hour time limits as allowed by state law.

- Seek to adjust the statewide legislative rules for creating a two-tiered permit system or other reforms to reduce abuse in Seattle and other Washington cities.
- Include U.S. Access Board guidance related to ADA requirements for both electric vehicle charging equipment and parking spaces.

Bus Layover Coordination

SDOT installs designated spaces for transit to layover at the curb, time necessary for drivers to rest and for management of transit route schedules. As of 2023, there are almost 400 layover designated spaces to serve the transit system. This work to plan, install, and maintain transit layover spaces is a combined work effort of our Curbside and Transit Strategy and Services teams. See the STP Transit Element for more information.

To support this work, we will seek to:

- Coordinate transit layover planning and management.
- Maintain an interagency group to confirm transit layover policy goals and a layover review process.
- Develop a transit layover database to assist ROW management and track layover spaces.
- Coordinate across SDOT to meet other curb access needs or right-of-way functions when layover spaces are retired due to changes in transit services.



A RapidRide bus layover on 5th Ave

Compliance-Oriented Parking Enforcement

Leveraging new technology and data-driven operational decision-making processes, we should partner with the Seattle Police Department to support compliance-oriented parking enforcement. Historically, parking enforcement has been reactive, punitive, and often inequitable. This should include industry-led customer service training to align enforcement staff with a kinder, gentler approach to parking enforcement for the betterment of the community. To support this work, SDOT will seek to:

- Support implementation of license plate recognition technology across most of the Seattle Police Department's parking enforcement vehicle fleet.
- Work with the Seattle Police Department to integrate virtual permitting data and parking restriction digital mapping into license plate recognition systems for more efficient enforcement operations.
- Analyze license plate recognition data to identify areas where signage may need to change, or additional education is needed about posted regulations.
- Create a data dashboard by neighborhood tracking curbside compliance rates.
- Work with the Seattle Police Department to optimize enforcement beat routes and align enforcement operations with policy goals.

Shared Parking in Business Districts

Shared parking means that parking spaces are shared by more than one user group, which allows parking facilities to be used more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part of the time by a particular group and that many spaces go unused on a regular basis. While SDOT does not regulate parking garages or lots, it is important to consider off-street parking supply as part of broader curbside management strategies for business district parking and curbside access. New buildings typically have less parking provided onsite. This trend, coupled with increased demand for curbside access, creates an opportunity to maximize existing off-street parking for residents, employee, and business visitor parking. Implementing robust shared parking options would increase parking supply in business districts and allow more flexible use of the curb for critical access needs, multimodal facilities, and non-vehicular uses.

To support this work, we will seek to:

- Leverage existing off-street studies to explore formalizing shared parking.
- Coordinate and collaborate with internal and external partners to develop shared parking facilities.
- Revise codes and regulations, as necessary, to incentivize use of shared parking.
- Include shared parking strategies as part of the Restricted Parking Zone district modernization.



DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures identified as important indicators of progress, as well as relevant Transportation Equity Framework (TEF) tactics that this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommends performance measures to monitor the implementation of the STP Curbside Management Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching, and sometimes aspirational, outcome-based measures are identified in the STP implementation strategy (see Part I document). Generally, they are tracked at a city-wide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled in support of the STP's safety, sustainability, mobility & economic vitality, livability, and maintenance & modernization goals and the percent of household income dedicated to transportation that informs progress on equity, mobility & economic vitality, and livability goals.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include vehicle occupancy by blockface and percentage of vehicles meeting sign and payment regulations.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include percentage of blocks where critical building access (load zones, solid waste, building services at businesses and residential properties) needs met; number of paid parking spaces and/or blockfaces; number of load zones and/or blockfaces with load zones; and more.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that we can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 2 identifies the Tier 2 performance measures that will be tracked for the Curbside Management Element.

Table 2: Curbside Management Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	By RSEI or race	Related STP Goal(s)
Increase compliance with curb regulations	1 - Percent of vehicles meeting parking payment requirements (SDOT)	45% (2023)	75% payment compliance	No	Safety Livability
	2- Rate of compliance at commercial load zones (SDOT)	50% (2023)	65% compliance		
Parking priced and managed to provide reliable curbside access for users	% of parking area time periods within target range of 70-85% occupancy (SDOT)	39% (2023)	70% of area time periods within target range (Set by Municipal Code)	No	Mobility & Economic Vitality Livability Maintenance & Modernization

Table 3 lays out the citywide allocation of high-level curb regulations. Data sets are from SDOT's asset management system that tracks curb signage by type of regulation. It includes the many miles of residential streets in Seattle where parking is not restricted in any way except at intersections, fire hydrants, or driveways (whether by formal sign or simply by law). Noting that Seattle comprises 84 square miles of land area, the large number residential or non-arterial streets is why there is such a high percentage of unrestricted parking.

Citywide, a relatively small amount of curb is regulated as paid parking (with meters/mobile payment), or with time-limited signs that allow 1 or 2 hours of parking. Most business districts have either paid parking and/or time limit regulations, as well as load zones and a variety of other curb signage. Targets will be updated as curbsides are changed to meet our STP goals.

Table 3: Curbside Management by the Numbers (2022)

Curbside Space Allocation by Category	Percent of Blocks by Category
No Parking or Curbside Moving Lane	17%
Paid Parking	2%
Restricted Parking Zone	5%
Time Limited Parking	3%
Unrestricted	73%

RELEVANT TEF TACTICS

- TEF 16.1—Engage with local Black, Indigenous, and People of Color (BIPOC)-owned businesses to determine how SDOT can support their employees' transit and transportation needs for commuting.
- TEF 17.4—Conduct community workshops to better understand the activities communities want and need in the right-of-way; use this to inform the People Streets and Public Spaces effort, which will establish a vision and strategies for equitable public space investment.
- TEF 17.3—Provide low-tech and language-accessible information to businesses about parking/loading and how communities can make requests for load zones or other curbside uses.
- TEF 19.2—Identify opportunities to repurpose some travel lanes for transit, biking, and also smaller, lighter-weight vehicles and devices to create more travel options with the STP.
- TEF 20.5—Consider travel time and air quality impacts of changes to roadway configurations. Use this information to make equitable investment decisions that consider travel time and air quality impacts and benefits, and to communicate those benefits and impacts to community.
- TEF 21.2—Conduct community sessions with BIPOC owned businesses on right-of-way needs and ways which SDOT can support; start and continue to build a holistic relationship with small businesses.
- TEF 22.1—Analyze how movement of goods were impacted during COVID-19 and whether there are specific ways we can maintain any benefits that were seen.
- TEF 29.1—Create publicly accessible, community-oriented visuals and neighborhood-specific snapshots to capture where SDOT has built infrastructure, dedicated investments, and collected community feedback; this should be utilized by SDOT, other City departments, and transportation partners to inform future investment needs as well as planning and programmatic efforts.
- TEF 31.2—Review previous SDOT studies on non-9-to-5 commuters, identify where additional information needs to be gathered, develop targeted transportation options, and leverage existing programs to better support this community.
- TEF 32.1—Explore the feasibility of creating a "low income" account for use at paid curbside parking, such as through PayByPhone.
- TEF 34.1—Ensure revenue is prioritized and directly invested in reliable, safe, affordable public transportation and other benefits for BIPOC community members so we can invest in low-income transportation options and prevent the need for enforcement.

- TEF 36.2—Support transition to electric vehicles for all segments of transportation, including personal mobility, goods movement, and services (skilled labor/repair, landscapers, home health care workers, trash collection, etc.) through targeted, equitable incentives and policy design. Implement related actions in the Transportation Electrification Blueprint.
- TEF 43.4—Review SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way for people of all ages and abilities, people recreating, shopping, walking, rolling, riding bikes and transit.
- TEF 46.3—Catalog the eligibility of City resources for low-income households across all City programs and identify where SDOT-funded reduced fare programming eligibility could be streamlined.
- TEF 56.7—Institute a practice of closer coordination with all City Departments who do utility work in the right-of-way to minimize environmental impacts when projects are occurring in neighborhood; this includes seeing if we could consolidate built environment projects at the same time.

GLOSSARY

Active transportation: Human-powered modes of travel such as walking, biking, and using a wheelchair.

ADA: Americans with Disabilities Act

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

City of Seattle Privacy Program: A citywide program to ensure safe and ethical use of the public's personal information by City employees. It provides a framework for policies, standards, and practices that involve personal information.

Community Access and Parking Program (CAPP): A program through which SDOT works with community members to identify on-street parking challenges and opportunities, develop parking recommendations, and implement parking management changes.

Community and Mobility Hubs: Community and mobility hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Comprehensive Plan: A 20-year vision and roadmap that guides city decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

Critical access needs (CAN): The services necessary for a building to perform its core operating functions safely and successfully. These include goods delivery, designated parking and loading spaces, and building spaces.

Curbside Level 2 Electric Vehicle Charging pilot program: Seattle City Light, in partnership with SDOT, is installing and operating public Level 2 electric vehicle chargers at curbside locations throughout the city of Seattle. This program is focused on providing near-home EV charging for residents who cannot access off-street parking to charge their vehicles at home. The pilot will install EV chargers at 31 locations, informed by public input.

E-cargo bikes: Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

E-commerce: The buying and selling of goods online that are then delivered directly to a home or business. Examples include Amazon and eBay.

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City's climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City's fleet zero-emission by 2030.

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Level 2 EV chargers: Electric vehicle chargers that are compatible with most EVs and provide a faster charge than Level 1 chargers. They can be installed in private homes or public places.

Low-emission neighborhood: Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.

Micro-hubs: Small-scale urban logistics facility located in between a major warehouse and the final delivery destination implemented to reduce vehicle emission trips by shifting to low or zero-emission modes (walking, biking). Goods are transferred from larger freight vehicles to smaller, lower emission modes for final delivery. Micro-hubs can be used by 1 or more carriers/operators based on the location to support consolidation efforts.

Multimodal: Refers to the various ways people use the transportation system, such as walking, riding a bicycle, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.

Personal delivery devices (PDDs): Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods.

PROWAG: The Federal Highway Administration's Public Right-of-Way Accessibility Guidelines

Public Spaces: Plazas and Shoreline Street Ends that come in many shapes and forms. They are pedestrianized spaces that invite people to gather, play, and connect with one another. These spaces may be focal points in neighborhoods that support local businesses, venues for community gatherings, or more subtle spaces that are loved by locals and stumbled upon by visitors who delight in their discovery. They may incorporate public art, seating, games, trees and green infrastructure, and flexible space for vendors and gatherings. Public spaces are born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.

Right-of-way (ROW): A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Shared micromobility: Shared bikes and scooters that offer low-cost options for a short distance trip. Riders locate and rent available devices with their phone, ride it where they want to go, and leave it responsibly parked for the next person.

STP: Seattle Transportation Plan

Streets Illustrated: Seattle's *Right-of-Way Improvements Manual*, an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle's street right-of-way.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses disparities that exist in the transportation system due to institutional racism.

Urban Villages and Centers: Areas in Seattle identified in the Seattle 2035 Comprehensive Plan where the most future job and employment growth is targeted. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit use.

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New and Emerging Mobility Element

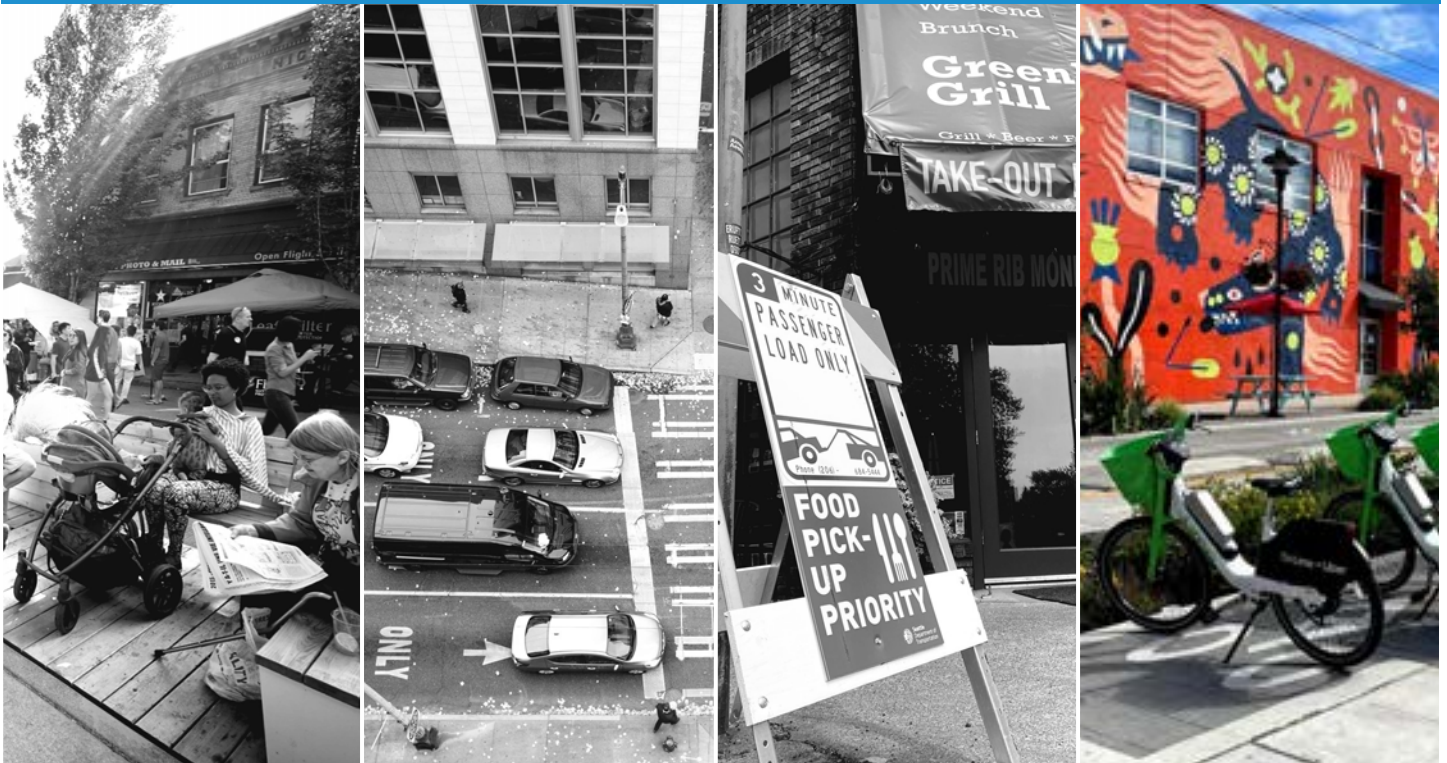


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INTRODUCTION

With each passing year, we see new forms of transportation emerge and gain momentum. People are adopting innovative technology to travel more quickly, efficiently, and sustainably, and using app-based systems to make smarter decisions about travel. As one of the first cities to regulate ridehailing operations like Uber and Lyft and to permit dockless bikeshare systems, Seattle has been on the forefront of new and emerging mobility adoption. In 2017, the Seattle Department of Transportation (SDOT) created the New Mobility Playbook,¹ a framework to ensure new transportation technology and emerging modes of mobility were deployed to support community goals.

New and emerging mobility (NEM) is a blanket term that describes forms of transportation that use technology to improve efficiency, access, and experience. NEM services increasingly offer seamless accessibility through digital platforms, enabling convenient payment and data-driven service adjustments. Emerging trends include electrification or automation of vehicles, services and devices, growth in the use of personal delivery devices (PDDs) for transporting urban goods, and urban air mobility for parcels and passengers. Well known examples include ride-hailing services like Uber and Lyft, car-sharing platforms such as ZipCar and Gig, and bike and scooter sharing programs like Lime and Super Pedestrian.

HOW NEW AND EMERGING MOBILITY ADVANCES THE STP

By replacing gas-powered trips with human or electric-powered trips on shared micromobility devices and increasing access to public transportation, NEM can contribute to our emissions reduction goals. Shared mobility can contribute to significant reductions in vehicle-miles traveled (VMT) by expanding travel options for people outside traditional transit networks and supporting first- and last-mile connections for transit and urban deliveries, particularly when operated in support of existing fixed-route transit services. Used responsibly, NEM can also create safer streets by integrating smart technology and safety innovations in vehicles and mobility devices. While we are committed to this work, SDOT relies on strong private sector partnerships to align new mobility options with our safety, sustainability, and equity goals.

Effective deployment of NEM must address the needs of Black, Indigenous, and People of Color (BIPOC) and vulnerable communities through inclusive planning and education. We'll need to consider how we can maximize the social benefits NEM provide to people while actively working with partners to limit negative or unintended outcomes. The NEM Element considers how we can incorporate technology, innovation, and partnerships into our transportation ecosystem to advance our goals— including the actions we'll need to take to support NEM deployments that are successful, sustainable, and beneficial to communities across Seattle.

¹https://www.seattle.gov/documents/departments/sdot/newmobilityprogram/newmobility_playbook_9.2017.pdf

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work, providing safe and equitable transportation will always be critical to connect people where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fits the needs of our unique and varied communities— whether a dense downtown grid, a quiet residential neighborhood, or a bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike and use transit because they don't have to travel as far. People have more access in these places, enabling them to live car free if they choose to or can't afford it. In places where development is more spread out, people might still walk or bike for shorter trips or to connect to transit services, but it is often harder due to longer distances between places.

While some people choose to live or work in places that are more spread out, others do so because they have no choice and driving is their only viable option. For instance, people who live outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate contexts. For example, freight-and-bus only lanes can support reliable travel times for industrial workers and transit riders, or on-demand rideshare services could provide more convenient shared trips. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

By planning for New and Emerging Mobility, several transportation technologies and mobility options can support our growing city:

- Shared micromobility devices, like bikes and scooters, can replace driving for short trips and make it easier for people to connect to transit services
- Carshare services can make living without owning a car more viable and affordable for people who occasionally need a vehicle
- Innovative transit services, such as on-demand rideshare, can make connecting to fixed-route buses faster and more convenient in lower density places— especially for older adults, people with disabilities, and other equity focus areas.
- Electric bikes and cargo-bike can provide smaller and more sustainable urban goods delivery solutions
- Digital platforms provide trip planning and payment tools that can make it easier for some people to use different services or travel options for different legs of a journey.

Economic Benefits of New and Emerging Mobility

The STP supports economic vitality in a range of ways and each functional Element plays a role. Maintenance and modernization of our transportation network enables efficient and reliable vehicle trips for the movement of freight, goods and services and provides significant benefits for our economy and communities—especially when our values around safety, equity, and sustainability remain centered.

- Rideshare and other gig-economy services can provide flexible jobs that can give people more choice in the hours they work
- NEM options like carshare, share micromobility or automation can make it easier for people to live without owning a car, which could free up funds to use on other things like housing, goods, and services
- Some NEM service providers and digital infrastructure providers provide local jobs, for example shared micromobility operators and on-demand rideshare services
- Urban freight and goods movement solutions like e-cargo bikes, personal delivery devices (PDDs) or urban area mobility devices could help companies keep pace with projected growth in e-commerce and retail deliveries
- Broadly, NEM provides space for innovation and entrepreneurship in transportation which creates economic opportunities for a NEM start-ups and service providers
- NEM options can help reduce VMT and related emissions which has positive impact on public health; improved community health outcomes are associated with a stronger workforce, productivity, and economy
- Automation and Connected Vehicles technology has the potential to increase the efficiency and reliability of long-distance (interstate) goods movement through caravanning
- Automation may help improve urban freight by reducing delivery operating costs and delivery times.

RELATIONSHIP TO STP GOALS

New and emerging mobility serves a cross-cutting role in supporting the Seattle Transportation Plan's goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes. Safety is paramount, no matter how you get around Seattle. Our streets should be comfortable and intuitive for our most vulnerable travelers (people walking and biking). Shared, automated, and other new mobility models should advance our Vision Zero goals and maintain consumer protections.



Co-create with community and implement restorative practices to address transportation-related inequities. New mobility, whether shared, public, private, or automated, is a fundamental human need. New mobility models should promote clean transportation and roll back systemic racial and social injustices borne by the transportation system. SDOT can influence NEM in Seattle to support equitable outcomes through partnerships and thoughtful regulatory practices.



Respond to climate change through innovation and a lens of climate justice. New mobility options hold potential to support our transition towards an electrified and more multimodal transportation system by supporting the growth of existing and emerging clean mobility options that decrease greenhouse gas emissions.



Provide reliable and affordable travel options that help people and goods get where they need to go. New mobility can provide reliable and affordable travel options for personal and commercial travel, particularly for shorter trips. NEM supports first- and last-mile connections to Seattle's transit system, provides independence for younger and older people, and grows travel options for all.



Reimagine our streets as inviting places to linger and play. NEM devices can increase access to housing, employment, parks, and community assets by filling transit gaps and providing more accessible point-to-point options. The city can integrate and selectively subsidize NEM services with existing public transit systems, making it easier for users to combine multiple modes in a single trip.



Improve city transportation infrastructure and ready it for the future. SDOT promotes a diversity of transportation choices that leverage new and emerging mobility. Data infrastructure is foundational to understanding, operating, and planning in a constantly changing transportation system. Partnerships and a fair and flexible regulatory environment will nurture and expand new mobility ideas, companies, jobs, and workforce training.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **New and Emerging Mobility Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.
[\(Supports Safety Key Move S2a\)](#)

Feature community voices in planning documents. [\(Supports Equity Key Move TJ1b\)](#)

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: New and Emerging Mobility: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
New and Emerging Mobility: Delivering the Key Moves							
SAFETY KEY MOVES							
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring [S2]							
NEM1.	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. Work to align shared, autonomous, and other new and emerging mobility models with SDOT's Vision Zero goals and maintain consumer protections. [Supports Key Move S2a]	✓	✓				✓
NEM2.	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone such as parking corrals at daylighted intersections and protected lanes for bikes, scooters, and other small mobility devices. [Supports Key Move S2c]	✓					✓
NEM3.	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs and, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. [Supports Key Move S2d]	✓	✓		✓		
NEM4.	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. [Supports Key Move S2f]	✓			✓		
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle [S3]							
NEM5.	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments, such as protected bike lanes or "complete street" corridors, especially on major truck routes. [Supports Key Move S3a]	✓			✓		
NEM6.	Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. [Supports Key Move S3f]	✓		✓			
NEM7.	Expand safety education for all travelers. Encourage safe driving near people walking, biking, and scooting as well as yielding to people walking by people riding a bike and or scooter. [Supports Key Move S3h]	✓					
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making processes [TJ1]							
NEM8.	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. [Supports Key Move TJ1a]		✓				
NEM9.	Feature community voices in planning documents. [Supports Key Move TJ1b]		✓				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
New and Emerging Mobility: Delivering the Key Moves							
NEM10.	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. [Supports Key Move TJ1c and TEF 29.1, 41.6]		✓				
NEM11.	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. This includes efforts to co-create and consult with communities on new and emerging mobility policies or programs. [Supports Key Move TJ1d and TEF 3.4]		✓		✓	✓	
NEM12.	Build trust and capacity within organizations that prioritize our vulnerable communities and advocate to improve conditions for people who walk, bike, and roll. Learn from leaders active in these spaces. [Supports Key Move TJ1e and TEF 31.4]		✓				
NEM13.	Normalize the practice of making decisions about policies and right-of-way allocations with input from vulnerable communities. [Supports Key Move TJ1f and TEF 19.1, 25.4]		✓				
NEM14.	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. [Supports Key Move TJ1h and TEF 17.1, 21.2, 16.1]		✓		✓	✓	
NEM15.	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. [Supports Key Move TJ1i and TEF 1.1, 13.4, 31.4, 37.1]		✓				
Address inequities in the transportation system by prioritizing investments for impacted communities [TJ2]							
NEM16.	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around NEM impacts and co-create transportation, public space, and permitting solutions. [Supports Key Move TJ2d and TEF 14.3 and 15.2]		✓			✓	
NEM17.	Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. Enhance access to NEM options and establish safe, supportive infrastructure in neighborhoods historically underserved by the City, specifically areas with a high population of BIPOC. [Supports Key Moves TJ2e and TEF 31.4]		✓		✓	✓	
NEM18.	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, and guidelines to support accessible NEM technologies. [Supports Key Move TJ2h]	✓	✓		✓	✓	
NEM19.	Conduct and implement racial equity assessments at the program level. [Supports Key Move TJ2j]		✓				
Remove cost as a barrier so everyone can take the trips they need to make [TJ3]							
NEM20.	When a capital project is underway in a community, incorporate supplemental programs to help community members transition to sustainable travel options like walking, biking, and taking transit. For example, explore partnering with micromobility operators to offer discounts to encourage ridership. [Supports Key Move TJ3b]		✓	✓			

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
New and Emerging Mobility: Delivering the Key Moves							
NEM21.	Enhance programs that provide free or reduced shared mobility fees for low-income households. (Supports Key Move TJ3c and TEF 32.1, 46.2, 46.3, 52.4)		✓		✓		
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets (TJ4)							
NEM22.	Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. (Supports Key Move TJ4a)	✓	✓		✓	✓	
NEM23.	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. (Supports Key Move TJ4g)	✓	✓		✓	✓	
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options (CA1)							
NEM24.	Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies that encourage non-driving travel choices for all trips. (Supports Key Move CA1a)			✓			
NEM25.	Expand public education campaigns to encourage bicycling, using e-mobility, walking, rolling, and taking transit. (Supports Key Move CA1b)	✓		✓			
NEM26.	Develop and expand programs that incentivize sustainable alternatives to driving for large events and as a primary congestion mitigation tool during major construction projects. (Supports Key Move CA1c)			✓			
NEM27.	Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). (Supports Key Move CA1g)	✓	✓	✓	✓	✓	
Foster neighborhood vitality and improved community health (CA3)							
NEM28.	Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity. (Supports Key Move CA3d)	✓	✓	✓	✓	✓	
NEM29.	Incentivize mobility options that don't use fossil fuels for transit, personal and urban goods delivery vehicles, and shared mobility (such as e-bikes or scooters). (Supports Key Move CA3e)			✓		✓	
Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)							
NEM30.	Support the transition to electric vehicles for all segments of transportation, including personal mobility, goods movement and services, and fleets and transportation network companies, through equitable incentives, grant opportunities, partnerships, and pilot programming. (Supports Key Move CA4a and TEF 36.2)		✓	✓			✓
NEM31.	Establish a comprehensive policy for EV charging in the right-of-way, outlining preferred locations, standards, and requirements. (Supports Key Move CA4b)			✓			✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
New and Emerging Mobility: Delivering the Key Moves							
NEM32.	Locate EV supportive infrastructure and charging facilities so they are safe, well-sited, and do not interfere with mobility or access for people traveling outside of personal vehicles. [Supports Key Move CA4e]	✓		✓	✓		
NEM33.	Support electrification of shared mobility, ridehailing operations, and freight vehicles through programs that offer focused incentives, right-size vehicles, and install supportive infrastructure like chargers, parking, mobility lanes. [Supports Key Move CA4f]			✓			✓
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
NEM34.	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking, biking, rolling and transit. [Supports Key Move PG1a and TEF 19.6, 43.4]	✓	✓	✓	✓	✓	✓
NEM35.	Improve the experience of making travel connections, especially between transit and travel options—such as personal and shared bikes and scooters—used for first-/last-mile trips. [Supports Key Move PG1b]	✓	✓	✓	✓	✓	
NEM36.	Coordinate with regional partners to simplify trip planning, booking, and mobility payment options across public and private mobility services. [Supports Key Move PG1d]				✓		✓
NEM37.	Provide equitable transportation access through direct subsidies and tailored mobility services for disadvantaged populations, including people with mobility impairment or low income. [Supports Key Move PG1e and TEF 32.1, 32.3]		✓		✓		
NEM38.	Work with transit agencies and private partners so real-time data can help travelers make informed decisions. [Supports Key Move PG1h]				✓		✓
Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips (PG2)							
NEM39.	Launch a citywide parking program for bicycles, scooters, and e-mobility devices, with a focus on community and mobility hubs and curbspace, and other locations. [Supports Key Move PG2e]				✓	✓	
NEM40.	Update private development bike parking guidelines and code requirements (for charging and storage) to support and grow the use of e-bikes, larger cargo bikes, and scooters. [Supports Key Move PG2f]			✓	✓		✓
Create world-class access to transit and make service more frequent and reliable (PG3)							
NEM41.	Improve transit access to underserved neighborhoods and populations through expansion of existing transit services, programs that reduce transit fares. Leverage emerging mobility technology options to provide first-/last-mile service to existing and future buses, light rail, and ferries. [Supports Key Move PG3g and TEF 35.1]		✓		✓		
NEM42.	Enhance existing and create new community and mobility hubs with connections to high-capacity transit services. [Supports Key Move PG3h]		✓	✓	✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
New and Emerging Mobility: Delivering the Key Moves							
NEM43.	Prioritize low-carbon travel options through seamless, direct walking and rolling connections to community and mobility hubs. Support operations and infrastructure investments that provide a diversity of new and emerging mobility services at hub locations. (Supports Key Move PG3i)	✓	✓	✓	✓	✓	
Support access to jobs, freight movement, and growth in deliveries (PG4)							
NEM44.	Collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more sustainable low- and zero emissions vehicles, such as electric cargo bikes to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas. (Supports Key Move PG4f)			✓	✓	✓	✓
NEM45.	Pilot and expand use of technologies that can improve predictability and accessibility for vehicle loading/unloading. (Supports Key Move PG4g)				✓		✓
NEM46.	Explore programs and incentives that encourage rightsizing of freight vehicles for an urban environment. Work with impacted stakeholders to explore and pilot solutions such as small autonomous delivery robots or e-cargo bikes. (Supports Key Move PG4h)				✓		✓
NEM47.	Expand efforts to work with employers and property managers to provide sustainable transportation options, education, and incentives to promote sustainable travel options for shift workers, non-peak hour commuters, small business employees, and workers in MICs. (Supports Key Move PG4i)		✓	✓	✓	✓	
Manage curbspace to reflect city goals and priorities (PG5)							
NEM48.	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. (Supports Key Move PG5a)				✓	✓	
NEM49.	Prioritize uses of the curb to address demands stemming from changes to more sustainable and efficient personal travel options and the evolving landscape of goods and service delivery over use as private car storage. (Supports Key Move PG5b)			✓	✓		
NEM50.	Develop strategies and new tools to accommodate more types of curb uses, including parking for bikes and other small devices, parking for shared micromobility, dedicated car share space, transit layover space, employer shuttle stops, and other curb uses that support low-emission travel options. (Supports Key Move PG5c)			✓	✓		
LIVABILITY KEY MOVES							
Boldly reallocate street space to prioritize people while preserving access for goods delivery and emergency response (PP1)							
NEM51.	Reallocate street space currently used for vehicle storage and general-purpose travel to prioritize access for people on our streets and support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. (Supports Key Move PP1a)					✓	
NEM52.	Update Seattle's Right-of-Way Improvements Manual (<i>Streets Illustrated</i>) to implement actions and strategies outlined in this Plan. (Supports Key Move PP1d)	✓	✓	✓	✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
New and Emerging Mobility: Delivering the Key Moves							
MAINTENANCE & MODERNIZATION KEY MOVES							
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
NEM53.	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. [Supports Key Move MM2a and TEF 19.3]		✓				✓
NEM54.	Focus resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. [Supports Key Move MM2b and TEF 19.4]		✓				✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
NEM55.	Collect, monitor, and use data to inform changes to the transportation system. This includes data from NEM services and operators. [Supports Key Move MM3a]						✓
NEM56.	Anticipate and leverage innovative transportation technologies so they are shaped to meet community values and goals, including safety, equity, affordability, and climate response. Work to guide engagement, develop policy, evaluate pilots, and collaborate with peer cities to respond to NEM technologies as they arise. [Supports Key Move MM3b]	✓	✓	✓	✓	✓	✓
NEM57.	Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future. Maintain partnerships alongside a fair and flexible regulatory environment to nurture ideas, companies, jobs, and workforce training. [Supports Key Move MM3c]						✓
NEM58.	Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options. [Supports Key Move MM3e and TEF 19.2]			✓	✓		✓
NEM59.	Develop and maintain up-to-date asset data, including digital inventories of physical assets like curb space, load zones, and bike and scooter parking locations. Establish regulatory frameworks that include strong and clear data-sharing and storage requirements for private operators to deploy. [Supports Key Move MM3f]	✓	✓				✓
NEM60.	Research and develop policies to manage the evolution toward connected and autonomous vehicles, recognizing that government and industry must partner to deliver their anticipated benefits safely. Work with legislators and regulators to foster a level playing field, positioning AV providers to offer transportation services that meet our safety, equity, and sustainability goals. [Supports Key Move MM3h]	✓	✓	✓			✓
NEM61.	Explore ways to build trust with BIPOC communities and improve the accuracy of demographic and other data that inform transportation investments and decision-making. For instance, this could include respect for data sovereignty and alternative data collection approaches, such as an Indigenous research methodology that empowers community members to lead research, data analysis and interpretation. [Supports Key Move MM3i]	✓	✓				✓



SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we will need to remain agile and prepared to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the context we're operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to New and Emerging Mobility. They were used to shape the actions we'll take to achieve our shared transportation vision. SDOT will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances continue to evolve in the years to come.

Both technology and our transportation needs have evolved since we published the New Mobility Playbook². The COVID-19 pandemic significantly impacted how and when people travel, with fewer workers making the daily commute during traditional rush hours and a dramatic increase in package and food delivery trips. Local, state, and national policy to combat climate change is becoming more proactive as the impacts of global warming become more common and more significant.

For more than a decade, Seattle has welcomed new technology into its transportation ecosystem in a systemic, regulated, and integrated manner, and encouraged innovation in transportation that supports its broader mobility goals. SDOT collaborates with service providers, such as Uber or Lime, on their programming and develops policies that empower and protect residents and visitors. However, there are limitations and continued ambiguity in regulatory authority with new and emerging mobility options.

We will continue to operate within a shifting legislative and regulatory environment. SDOT's goal is to understand, collaborate, and regulate new and emerging mobility to best serve the needs of communities while mitigating potential harm and prioritizing customer safety.

² Learn more about the history of NEM in Seattle at: [NewMobility_PlaybookFINAL.pdf \(seattle.gov\)](#)

WHAT IS NEW AND EMERGING MOBILITY?

Shared Micromobility, with the right policies, offers flexible, low-cost mobility options that allow people to rent an electric bicycle or scooter for a quick errand, a trip to light rail, or a commute trip. Riders locate (via app or sight) and rent the nearest available device with their phone, ride where they want to go, and are required to leave it responsibly parked for the next person to ride.

Car Share is a practice where people subscribe to become members in an organization that owns a fleet of cars, which members can then use under the terms of their membership. Car share permits are only available to approved companies. Car share services can offer either fixed-location cars or free-floating cars, meaning they don't have designated parking spots. Car share gives users the temporary benefit of a vehicle for moving items or traveling longer distances without the storage and maintenance costs of private vehicle ownership. Car share may operate point-to-point (one-way) or round-trip.



Person riding a shared scooter

Microtransit, sometimes called **ridesharing**, is a flexible, on-demand transit service that uses smaller vehicles, such as shuttle buses or vans, within specific zones rather than fixed routes and stops. Microtransit is generally requested through an app or by phone with a limited wait time (usually 30 minutes or less) and can be door-to-door or curb-to-curb. Through real-time software, microtransit can dynamically change routes and ensure the most time-efficient service for riders in the zone while also optimizing the number of passengers.

Transportation Network Companies (TNCs), also known as **ridehailing services**, allow people to request a driver for hire through a website or smartphone app. Common examples include Uber and Lyft. Unlike taxicabs and for-hire vehicles, passengers are connected to drivers through an online dispatch application using a smartphone or tablet. TNCs can supplement fixed-route transit service by offering flexible pick-up and drop-off locations and 24-hour service.

Autonomous Vehicles (AVs) are vehicles equipped with hardware and software systems providing the capacity to perform specific driving functions without any intervention or supervision by a human operator. If deployed responsibly, AVs have the potential to revolutionize mobility and safety by expanding travel options for seniors and people with disabilities, as well as greatly reducing incidents associated with human factors.

Urban Air Mobility (UAM) refers to a new class of vehicles that are typically electric or hybrid and designed to reduce emissions and noise pollution. These vehicles often have vertical takeoff and landing (VTOL) capabilities and can be used for both autonomous and piloted operations for the transportation of passengers and/or cargo. UAM includes efforts to deploy small, automated aircraft for the short-range transportation of goods or passengers within cities.



Urban freight delivery using cargo bikes

Urban Freight Innovation includes high-impact, low-cost solutions for businesses delivering goods in urban settings and cities trying to manage limited curb and parking space where delivery trucks, bikes, pedestrians, and cars all need to coexist³. As e-commerce continues to grow its share of the retail sector, cities across the country are looking for more efficient and climate friendly solutions for distributing urban freight such as grocery delivery, restaurant take-out, and parcel delivery.

Growth in e-commerce deliveries has led to increased pressure on curb space in our neighborhoods and business districts, especially where off-street parking and loading spaces are limited. Innovative solutions have emerged to address the changing delivery needs and demands curb space, including the use of smaller and more sustainable devices to transport urban goods and freight. One novel solution that is common overseas and gaining momentum in the U.S. is the use of e-cargo bikes.

E-cargo bikes are human operated devices with battery-powered pedal assist, with capacity to transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

Other solutions include the use of **Personal Delivery Devices (PDDs)**, which are automated or remotely piloted devices that contain storage space for packages, food, and other delivery items, including sidewalk robots, automated delivery shuttles, and delivery lockers.

Vehicle Electrification (EVs) refers to vehicles powered by batteries and electric motors and produce few or zero tailpipe emissions. Electric vehicles typically rely on charging infrastructure to keep them powered and operable. Most electric vehicles today are personal cars, and the widespread adoption of other type of electric vehicles, such as trucks, heavy equipment or delivery vans, are expected to continue to grow as market availability, costs and battery and charging technology continues to improve.

³ Urban Freight Lab | Supply Chain Transportation and Logistics Center at the University of Washington

Other New and Emerging Mobility Concepts

Connected vehicle (CV) technologies present transformative opportunities for transport modes, enhancing safety and efficiency. CV and cellular vehicle-to-everything (C-V2X) technologies allow individual vehicles to communicate with each other digitally, as well as with infrastructure such as intersection signals and roadways. CV technologies use C-V2X communications to interact with the surrounding environment, such as other vehicles, people on bikes, pedestrians, signals, and road and curb infrastructure. CVs have specific requirements, including advanced safety protocols, infrastructure adaptability, and support for autonomous vehicles. This technology has the potential to lead to fewer collisions between vehicles and other modes. CV and C-V2X technologies would also increase the complexity of our transportation system and present security and safety concerns.

CVs have specific requirements, including advanced safety protocols, infrastructure adaptability, and support for autonomous vehicles. The integration of CV and C-V2X technologies into existing traffic systems demands substantial infrastructure investment. Safety outcomes for non-vehicle road users should not depend on beacons or other personal equipment for these technologies to work.

Security and privacy become more critical in the face of increased connectivity. Additionally, interoperability among different technologies is necessary for global standardization.

Data Governance, Cybersecurity, and Data Privacy. Effective transportation management is becoming more data-dependent to create and sustain optimal, user-friendly solutions. As early users of the Open Mobility Foundation's (OMF) mobility data specification (MDS), SDOT is well-prepared to handle data from new mobility technologies. Uniform software interfaces aid in sharing public data on real-time device availability and mobility program metrics. As previously mentioned, these tools can help unite systems, boost fair access opportunities and programs like mobility wallets, and lead to better decision-making.

New and emerging mobility is unique in that most often the technology is owned and operated in public spaces by private companies. Finding the overlap in public and private interests, partnering with non-traditional mobility providers (such as tech companies), and navigating roles, responsibilities, and requirements can prove challenging.

There are also potential cybersecurity and data privacy risks. These require data governance to address cyber-attack threats, data usage agreements, and aggregation methods that protect user data. By setting well-developed guidelines for data from the outset, we can provide appropriate oversight of private mobility operations, protect people living in and traveling through Seattle, and develop data-informed policies and programs.

Technology and Data Integration. New technologies offer convenience and a streamlined user experience. They make using mobility platforms and devices easier, such as those used to purchase a transit pass, which could help attract new transit riders and replace existing car trips. Historically, trip planning and payment across different providers (i.e., King County Metro for buses and Sound Transit for Link Light Rail) could be challenging or confusing for people who had to find, understand, and use various systems for a trip. Integrated systems are now much more common and can help lower the barrier to entry for transportation modes by combining information and services into a single platform.

Mobility as a service, or MaaS, is a concept to unify transportation trip planning, simplify payment methods, and provide multi-modal transportation options citywide. Using a seamless, integrated mobility system, people can plan and pay for a trip across various operators (such as bike to bus to scooter), allowing more shared, zero emission trips.

Open data standards and integration can also help enable implementation of more equitable policies and programs such as universal basic mobility programs and mobility wallets. These programs provide access to disadvantaged populations with enhanced mobility choices through direct incentives into a virtual “wallet” or card. Users can then access various mobility options, such as transit and shared micromobility, by using that wallet as their pass.

Technology integration can also allow gamification of travel choices and create incentives for taking transit or shared mobility. An example of this concept in practice already exists on a limited scale through the Transit GO Rewards App.⁴ Developed through a partnership between Seattle and King County Metro Transit, the app allows people to pay for and earn points for transit and shared micromobility trips.

Spotlight: Metro TransitGO Rewards App

King County Metro offers riders the TransitGO Ticket mobile app, which enables people to purchase digital tickets for King County Metro Buses and Water Taxi, Sound Transit Light Rail and Sounder, Seattle Streetcar, and Kitsap Transit. The app offers a seamless and cashless method of transferring between transit services and includes a rewards program.

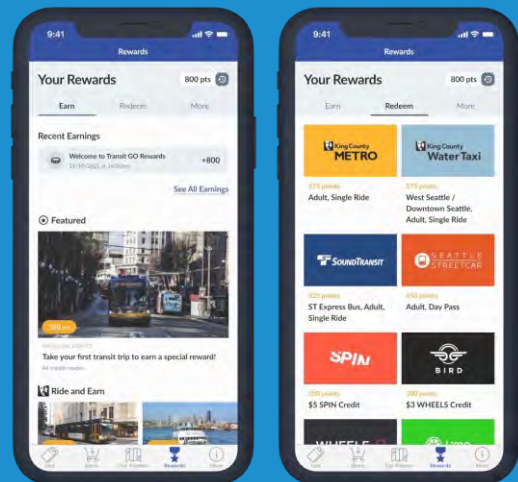


Image Source: King County Metro

⁴ <https://kingcounty.gov/depts/transportation/metro/fares-orca/transit-go-ticket/transit-go-rewards.aspx>

Creating requirements around data integration and access at the onset, as we have sought to do with the Open Mobility Foundation, can help address challenges as new modes and technologies appear. Equity considerations must also be incorporated into technology integration to ensure those with limited access to technology, data, and banking are not left out or further harmed by the changing technology landscape.



Metro bus kiosk with bus route information and a bus pass card reader to “tap on”

As we integrate technology into our transportation system, there is a growing challenge of how to make services and devices accessible for people who have limited or no access to personal phones and/or bank accounts. Enabling access to these services for under or unbanked people⁵ and those without a mobile data package or a smartphone is essential to improve access to transit and increased mobility.

This challenge can be addressed by providing low income and equity area micromobility programs while concurrently expanding and introducing programs to subsidize service and eliminate barriers such as security deposit holds, the need for electronic payment, or a smartphone. These considerations should address the need to create access solutions, such as through kiosks, call-centers, cash options, and mobility wallets.

⁵ An “unbanked” person is someone that does not have a checking or savings account with an insured (FDIC) institution. The term “underbanked” means that the household had a checking or savings account with FDIC insured institution, but regularly used alternative financial services (AFS). Source: Library of Congress.

OPPORTUNITIES, EMERGING TRENDS, AND CHALLENGES

This section discusses opportunities, challenges, and emerging trends that we need to understand and respond to as part of the STP new and emerging mobility strategy. While new and emerging mobility has the potential to significantly improve mobility and access throughout the city, it also has the potential to exacerbate existing inequities. We must be informed and intentional about adopting and incorporating new technologies to ensure that we maximize benefits and mitigate negative externalities.

Seattle is an incubator of innovation, but we remain grounded in our collective values. Our commitment to equity, racial, and social justice remains steadfast. We recognize the misguided decisions and plans of the past, especially in transportation policy and infrastructure, that amplified challenges for our most vulnerable neighbors. As we integrate new transportation technologies, we endeavor to mold them to serve all our citizens more effectively. In the evolution of our transportation system, our guiding principle is to ensure that new and emerging mobilities prioritize people first.

New technology is transforming transportation systems in cities across the country. There are new vehicles on the streets, new services, and new ways to travel. These innovations could lead to safer, more vibrant cities, but they could also disrupt existing services, reduce options, increase prices, and upend current business models. They could supplement public transit or compete with our investments in buses, streetcars, and light rail.

We need to accommodate new technologies while also ensuring that innovations benefit the people living and working in our city. Cities will need new infrastructure and new policies and rules to manage the rapidly changing transportation system. Some jobs may change dramatically or go away altogether, but there are also new opportunities, new skills to learn, and new industries about to emerge.



A person booking a carshare service with a bike on top of the car

Opportunities and Emerging Trends

We can influence NEM deployments to align with climate, equity, safety, and affordability goals through intentional policies and regulatory frameworks.

Shared Micromobility and private e-micromobility is on the rise with an average of over 10,000 daily trips as more people adopt e-bikes and scooters as a quick and convenient travel mode.

- Offers convenient, flexible, and efficient travel options for short trips in urban areas
- Fills gaps in first-and-last-mile connectivity to transit hubs
- Can reduce traffic congestion and lower urban greenhouse gas emissions
- Usage data can inform city planning and development of bike-friendly infrastructure
- Provides a low-impact form of small goods delivery (i.e., food, groceries)

Carshare

- Can reduce personal car ownership, making transportation more accessible and practical in urban areas
- Electrification of car share fleets contributes to reducing emissions
- Reduces financial and space-related burdens of car ownership
- Car sharing could be implemented through partnerships with nonprofit organizations, such as cooperative or housing communities, to expand the reach and provide an additional transportation option, with sufficient funding and dedicated program staff

Microtransit/Ridesharing

- Potential to fill gap in traditional fixed route transit services and provide a more dynamic and efficient transit option
- Can be an effective solution in lower-density settings to connect people to main-line transit services
- Microtransit can operate on-demand or semi-fixed routes, offering more direct and efficient travel options compared to conventional public transit.

TNC/Ridehailing

- On-demand transportation for those without access to personal vehicles or adequate public transit
- Income opportunities for drivers
- Complement public transit systems

Autonomous Vehicles (AVs). Automation can be applied to several other NEM concepts that—when combined and implemented responsibly in alignment with our STP values—present a range of potential opportunities and emerging trends.

- Could improve traffic flow and reduce congestion, especially for freight and goods movement by reducing delivery operating costs and delivery times. Paired with electrification, could help reduce transportation emissions.
- May offer independence and supplemental mobility for people with disabilities, seniors, youth, and other non-drivers by eliminating the need for a driver.
- Potential to reduce number and severity of collisions. Deployed responsibly, automated safety features (i.e., pedestrian detection or emergency braking), or fully eliminating need for a human driver can reduce collisions associated with human driving behaviors.
- Potential to support and complement fixed-route transit service by providing cost effective automated microtransit or neighborhood circulator connections that can serve lower-density areas without existing transit networks, increase first-and-last-mile connections, or improve efficiency on high volume transit routes.
- If affordable for people with a range of incomes to access, AVs could reduce reliance on personal vehicle ownership and associated operating costs and storage needs.
- If industry claims are accurate, and if we can implement AVs with equity, climate, and mode share goals in mind, AVs hold the potential to improve traffic flow and reduce congestion, especially for freight and goods movement.

Urban Air Mobility (UAM) has become an emerging option to transport more people and goods within the city based on recent noise reduction and automation advances.

- Within low-altitude spaces, UAM could be a possible zero-emissions solution to reduce surface-level congestion or to improve access to goods for people living in hard-to-serve or isolated communities.
- Presents the opportunity to reduce roadway congestion and VMT.

E-Cargo Bikes and other Personal Delivery Devices (PDDs) offer an opportunity to introduce more sustainable and right-sized methods of **urban freight** transport and deliveries.

- Increasing cargo bike capacity within the city could significantly reduce VMT and greenhouse gas emissions (GHG), as well as traffic congestion caused by circling, double parking, and competition for load zone use.
- PDDs reduce demand for limited curbspace and reduce emissions by enabling a transition to electric alternatives.
- Personal delivery devices (PDDs) can also play a role in addressing competing curbside needs and making progress on our emission goals. PDDs do not require the same curbside space as traditional urban goods delivery vehicles and help reduce emission levels by replacing gas-powered methods for electric delivery methods.

Electric Vehicles (EV) play a vital role in making progress toward a zero-emissions transportation network, especially if balanced with goals to shift a greater share of trips to other sustainable options like walking, biking, and transit.

Connected Vehicle (CV) technologies present transformative opportunities for transport modes, enhancing safety and efficiency, but increase the cost and complexity of the transportation system, including security and safety concerns, alongside expensive supportive infrastructure in things like sensors and detection.

Data Governance offers opportunities to standardize data formats across NEM operators to support more integrated and user-friendly trip planning and real-time data sharing for the public, as well as performance monitoring for various NEM pilots and operations for SDOT.

Mobility-as-a-Service (MaaS) platforms seek to integrate various forms of transportation and related services into a single application and single payment system.

- Can support sustainable, multimodal linked trips between different options (like walking, biking, shared mobility, and transit) and create opportunities for encouraging mode shift through gamification.
- Various technologies could streamline trip planning, booking and payment platforms that can help reduce barriers to accessing transit, especially with MaaS and real-time travel information made more readily available to riders.

Challenges

Across the NEM industry, public and private entities often have divergent goals and priorities that must be reconciled through collaboration and intentional policy and regulation.

Shared Micromobility

- Ensuring safe integration into urban traffic mix and compliance with regulations
- Providing equitable access across different demographic groups and neighborhoods
- Sustainability of operations, including maintenance and resource utilization.
- Need for infrastructure adaptation to safely accommodate increased use

Carshare

- Ensuring that car share services are affordable and accessible for diverse populations.
- Adapting urban infrastructure to support car share services, including parking zones and EV charging stations.
- Sustainability of operations, including maintenance and resource utilization.

Microtransit/Ridesharing

- Balancing the cost of operation with affordable pricing for users is crucial to ensure the long-term financial sustainability of microtransit services.
- Equitable Service Distribution

TNC/Ridehailing

- Contracting pay structure can create a cycle of debt and exposure for drivers
- Inability for city to regulate and guide opportunities
- Managing competition within the industry and with traditional taxi services
- Addressing concerns about the impact on traffic and the environment, such as deadhead mile

Autonomous Vehicles (AVs)

Achieving successful AV integration necessitates thoughtful consideration of various challenges and the active engagement of stakeholders at all levels. Regulatory guidelines for autonomous vehicles are still developing and remain ambiguous in some cases.

- Seattle's complex transportation system poses limitations for safely testing new AV technologies.
- Traffic congestion, vehicle miles traveled increases, and emissions could result from 'deadheading', or zero-occupancy vehicle trips, especially from non-low- or no-emissions vehicles.
- Competition with transit could divert support, funding, and trust from public transportation.
- Privacy, cybersecurity, liability concerns, and other related policies and regulatory frameworks continue to evolve.
- Unintended equity impacts need to be further explored, such as access for people without mobile devices or payment methods, safety and access for pedestrians and people with disabilities, and job losses due to automation.
- City and private industry priorities are not always aligned.

Urban Air Mobility (UAM)

While we don't have sole authority to regulate urban air mobility, many concerns related to security, nuisance, safety, and privacy remain unresolved by regulating agencies. UAMs have a high cost to operate and introduce further concerns about equitable access to UAM services.

E-Cargo Bikes and PDDs

The most significant challenge to cargo bike and personal delivery device (PDD) deployment is incorporating them into the existing fabric of our existing transportation network.

- Bike lanes are currently not designed for bicycles with large trailers or cargo, and loading zones are reserved for use by traditional commercial vehicles. To support wide-spread adoption, we'll need to redesign existing bike facilities, loading zones and more to accommodate specific needs of delivery devices and bikes with cargo trailers.
- Enabling legislation and guidelines for safe and efficient e-cargo bike use in Seattle are also needed.
- PDDs are restricted in where they can operate and can introduce accessibility issues when they operate on a sidewalk.
- Size, use, storage, and locational of "hives" used by operators to store and deploy PDDs may present zoning challenges and conflicts with other curb use priorities. We'll need to carefully consider dispensers locations to best fit our communities and work with other departments to revise codes, as needed, to maximize accessibility and reduce impacts.

Vehicle Electrification (EVs)

To ensure that electric mobility maintains far reaching benefits to everyone, infrastructure and programs must address personal vehicles, goods delivery, city fleets, shared mobility, and the transition to zero-emissions transit. Obstacles to scaling electric mobility include:

- EVs can be cost-prohibitive, including the cost of charging infrastructure
- Trading gas-powered vehicles for electric ones isn't enough to achieve sustainability or safety goals
- Building out a reliable network of EV charging will require substantial investments in electrical infrastructure and right-of-way impacts to stay ahead of adoption
- As demand for electricity grows, the city must ensure the grid is reliable and built out to enable rapid adoption of emerging electric transportation technologies and vehicles
- EVs are often heavier and faster⁶ than internal-combustion equivalents, which may lead to increased pavement maintenance costs or safety risks, especially to vulnerable users
- Accommodating EV charging in the ROW may conflict with higher-priority curb uses for non-vehicle users, like bike lanes or bus stops, or commercial and passenger loading

Connected Vehicle (CV) and Cellular Vehicle-to-Everything (C-V2X)

While technologies can increase safety and system efficiencies, integration of CV and C-V2X technologies into existing traffic systems demands substantial infrastructure investment. AV industry developers haven't signaled a need for CV and C-V2X technologies for AV vehicles to operate; testing and deployments have proceeded in areas without these technologies available.

⁶NTSB head warns of risks posed by heavy electric vehicles. NPR.

Data governance

Data standards and protocols are broadly needed to address cyber-attack threats, data usage agreements, and aggregation methods that protect user data.

Mobility as a Service (MaaS)

MaaS platforms and standardized data requirements necessitates coordination across multiple public and private mobility operators, especially as emerging technologies are often owned and operated in public spaces by private companies. Technology could become a barrier to access for people who do not have or use a smartphone or may not have a bank account.

Transportation Equity

Due to private ownership and operation, SDOT is limited in influence for crucial aspects of NEM deployments, such as locations, payment options, and cost. If decisions are driven solely by market forces, without effective policies and management, new and emerging mobility has the potential to exacerbate existing equity problems.

COMMUNITY ENGAGEMENT

From May 2022 through November 2023, we conducted citywide public engagement as part of the Seattle Transportation Plan development process, using a variety of tools. During this process over 2,780 responses provided feedback specifically on topics related to new and emerging mobility. General themes related to new and emerging mobility include:

- **Encourage options.** Some respondents feel there is an overemphasis on electric vehicles (EVs); they question the ability of EVs to address safety, affordability, street and curb management, and other priorities; and they want to see the availability of and an emphasis on other options
- **Facilitate electrification.** Support for the installation of more charging stations throughout the city to support individuals transitioning to electric vehicles, keeping in mind the concerns mentioned above
- **Responsible environmental stewardship.** Concern for EV viability given waste (e.g., spent batteries and vehicle manufacturing)
- **Support small-scale mobility needs.** Support for more neighborhood circulators and on-demand transit, especially in low-income neighborhoods (see following page for an example of a neighborhood circulator)
- **Support mobility for vulnerable populations.** Desire for micro-shuttle services for seniors and those with limited mobility, especially in low-income neighborhoods and to light rail stations
- **Manage the pace of deployment to promote safe operations and protocols.** For example, concerns that safely testing of new AV technology without a test driver in Seattle's complex urban environment can pose a risk to public safety until fully developed
- **Anticipate and mitigate unintended consequences from Automated Vehicles (AVs).** Widespread use of AVs in the future could increase vehicle-miles traveled and congestion and result in job displacement, liability issues, and the need for workforce retraining. Cybersecurity concerns, nascent regulatory frameworks, and a disconnect between City and private industry operators could also further complicate AV and other NEM technologies.

Key themes among respondents from BIPOC communities included:

- **Focus on the essentials**—sidewalks, frequent and convenient bus service, and safe crossings—was identified as more important than investing in electric vehicle infrastructure
- **Prioritize safety** – keeping people safe was often cited as a top priority

NEW AND EMERGING MOBILITY IN SEATTLE

New and emerging mobility contributes to local mobility in many ways and across many geographies. It can provide first-/last-mile connections to transit, replace driving trips, make loading and unloading goods at a curbside shared with large freight vehicles easier, and integrate new travel options in spaces shared with people walking, biking, and rolling.

Data generated by new and emerging mobility companies and services can also be a powerful tool for planning and dynamic management of the transportation system, enabling SDOT and other agencies to analyze where additional transit service may be needed, or where community and mobility hubs should be located. This data can also help the city decide where to site EV charging stations in the public right-of-way and plan where bicycle and e-mobility lanes are needed. Layering new and emerging mobility data with demographic, community assets, and equity priority area data can highlight gaps and potential opportunities for enhancing equitable mobility (such as new micromobility transit routes) and access.

Because most new and emerging mobility services are operated through private companies (not owned and operated by SDOT), clear policy guidelines and boundaries for their deployment (i.e., what physical space they can use and operate in within our right-of-way) are needed along with education and engagement to ensure they are meeting community needs.

Shared Micromobility

In Seattle, SDOT permits private operators to deploy a fixed number of scooters and bikes in the public right-of-way. Permits are contingent on compliance with regulations, including equity, parking, and data-sharing requirements. To be inclusive of people of all ages and abilities, participating vendors are encouraged to offer different kinds of devices, such as seated and standing scooter options and e-bikes.

Car Share

SDOT issues two types of car share permits to allow car share services to operate in the ROW in Seattle. Each permit type comes with different terms and fees that apply to operators, primarily addressing parking needs.

- **Free floating car share** allows permitted vehicles to park at any legal paid parking space in the City without paying at a pay station, to park without regard to time limits in on-street time-limited spaces, and to park in any restricted parking zone (RPZ) without regard to time limits in the zone which members use through a reservation system. Providers are allowed to operate within the city under a conditional permit, which includes data sharing and service area distribution requirements.
- **Designated Space car share** allows permitted vehicles to park in designated on-street or private parking members access through a reservation system.

Microtransit or Specialized Transit (Rideshare)

Seattle has coordinated and previously funded microtransit service with agency partners as a solution to reduce barriers to transit and improve access for people who rely on public transportation. For example, through our partnership with King County Metro, the *Via to Transit* pilot service enabled travelers to request a ride to or from select transit stations. People who lived, worked, or went to school within the specified service areas used an app or called to book a ride on a Via microtransit vehicle to connect to buses and trains or a limited number of community hubs providing access to grocery stores, parks, libraries, healthcare, and more. Importantly, wheelchair-accessible vehicles were made available.

Due to the flexible and right-sized nature of microtransit services, on-demand transportation has become an increasingly promising solution to help close transit gaps in lower density areas, such as suburban and rural areas, where long distances and lower population densities can make the cost of operating fixed routes expensive or infeasible. Microtransit may also continue to provide a solution for people who can't drive, especially people with disabilities, older adults, and youth.

In Seattle and other cities across the country, microtransit services have been found to offer increased independence, access to essential needs and services, and reduced social isolation for these populations. As a complement to our main line transit system, microtransit can continue to play an important role in achieving an age-friendly transportation system that enables people to live without relying on a personal vehicle.

Transportation Network Companies (TNCs/(ridehailing)

In Washington, TNCs, or ridehailing services, are predominantly regulated at the state level. At the local level, the City of Seattle and King County collaborate in regulating TNCs—the county regulates drivers, and the city regulates vehicles. Seattle has established worker protections such as minimum compensation and driver deactivation rights and requires TNC operators to meet vehicle safety inspection standards. TNC companies are also required to submit quarterly electronic data reports for all requested trips in the city of Seattle. Seattle's Transportation Electrification Blueprint commits to create a path for TNC and car-share vehicles operating in Seattle to transition to zero-emission by 2030. The TNC permitting process is an important tool to support progress towards our electrification goal in the future.

Autonomous Vehicles (AVs)

Fully autonomous vehicles, capable of operation without any human involvement, will roll out as the technology is tested and improved, while highly automated vehicles currently operate around the region. Seattle's complex transportation system poses limitations for safely testing or deploying this technology without a test driver, as current autonomous systems struggle with the intricate conditions required for urban street operation. Regulatory frameworks also present challenges, with dissenting approaches and conflicting interests between private industry operators and long-term City needs and goals.

Our role in regulating AVs will be dependent on evolving state legislation. Today, most states have fully preempted cities from regulating AVs leaving all regulatory authority to state agencies. This approach has resulted in differing rules in each state and removes cities from creating policies to manage the AV transportation services in their jurisdiction.

In 2023, we partnered with the City of Bellevue on a collaborative Strategic Vision for Automated Vehicles⁷ which explored the potential for AVs to improve urban transportation for people and goods movement. These technologies include, but are not limited to:

- **Microtransit/Specialized Transit** – Automated vans or shuttles designed to serve local transit needs
- **Mass Transit** – Automated transit vehicles
- **Shared Fleet Vehicles** – Shared highly automated vehicles, made available through carshare-like or ride-hail programs
- **Personal Delivery Devices (PDDs)** – small automated or remote piloted robots designed for short deliveries carrying food, packages, or other goods
- **Commercial Freight Vehicles** – large freight trucks primarily used for long-haul goods transport

Urban Air Mobility (UAM)

In Seattle, major retailers like Amazon have invested significant funding in developing air parcel delivery devices and have begun to deploy them on a limited scale in 2022 in California. Future innovations in urban air mobility are likely to include passenger transport, as numerous companies have proposed quieter electric, helicopter-like vehicles for short haul passenger movement. Private mobility providers like Uber and Blade already offer urban passenger air travel, such as a helicopter option for travel between JFK Airport and Manhattan.

While aerial mobility may not have the same potential impacts on right-of-way (ROW) use and allocation as other forms of new and emerging mobility, it remains crucially important for us to monitor its impact on people and urban goods movement.

UAM for urban goods delivery will likely be focused in remote and rural areas for initial deployment. Aerial passenger vehicles will be predominantly regulated by the Federal Aviation Administration and the Seattle Department of Construction and Inspections as it is unlikely that transport design will seek to use SDOT-managed right of way.

This framework may resemble existing regulations around heliports. Our current policy focus is on ground-based last mile delivery strategies as well as freight mobility.

⁷ FR1_Bellevue_Seattle_AVStrategicPlan_Feb23.pdf

Urban Freight: E-Cargo Bikes and Personal Delivery Devices (PDDs)

Growth in e-commerce deliveries and demand for parking and curbspace has sparked the need to explore innovative methods to deliver goods and manage the ROW. SDOT leverages existing on-street Commercial Vehicle Loading Zones (CVLZs), alleyways, and loading zones to meet this demand and work with our community to improve and implement new dedicated loading space. We also play a role in advancing bike facilities that can accommodate e-cargo bikes and integrating e-cargo bike parking and loading connections at community and mobility hubs.

We collaborate with e-cargo bike and PDD services and manufacturers to understand the unique needs of devices and find appropriate ways to deploy them efficiently and equitably on our streets. To support this work SDOT will need enabling legislation and program guidelines for safe and efficient e-cargo bike use in Seattle.

To support wide-spread adoption of PDDs and E-Cargo Bikes, we'll need to redesign existing bike facilities, loading zones and other aspects of the transportation system to accommodate the specific needs of different delivery devices and bicycles with large trailers for cargo. We can also activate our curbspace to increase the efficiency of cargo bike deliveries and send clear market signals to our private partners that we are serious about moving towards zero emission solutions.

SDOT regularly partners with other public and private institutions on research and development. In 2021 SDOT ran a limited neighborhood delivery hub pilot led by the University of Washington's Urban Freight Lab⁸ that included urban freight delivery via cargo bike. The pilot found cargo bikes traveled up to 50% fewer miles per package than conventional delivery trucks. Similarly, we have and continue to work in partnership with the C40 Zero Emission Freight Project⁹ and the Green and Healthy Streets Accelerator signatory cities to accelerate the spread of zero-emission vehicles and supportive infrastructure.

Vehicle Electrification

Electrification of trips previously taken in fossil fuel powered modes is critical to reducing emissions. Electric propulsion is increasingly common for vehicles of all shapes, sizes, and uses. In January 2023, 17.2% of all newly registered vehicles in the Seattle area were battery electric or plug in hybrid.¹⁰ Additionally, King County Metro is committed to transitioning its fleet to zero-emissions by 2035 and purchased 40 new battery-electric buses in 2022 alone.

We are committed to supporting the installation of necessary EV infrastructure, working with public and private partners on programs to electrify commercial freight vehicles, supporting electrification of shared mobility and transit, and leading by example through an electrified and right-sized City fleet. We're also committed to working with our partners on programs that

⁸ The University of Washington's Urban Freight Lab (UFL), housed within the UW's Supply Chain Transportation and Logistics Center, brings together private industry with City transportation officials to study, design, and test solutions around urban freight management.

⁹ See the Curbside Management Element for additional information on the C40 Zero Emission Freight Project.

¹⁰ <https://www.axios.com/local/seattle/2023/04/20/electric-vehicles-seattle-registrations>

make ownership of electric mobility options beyond vehicles more affordable and accessible, especially to lower-income and historically underserved communities.

To support this work, we will need to continue working with the Office of Planning and Community Development (OPCD), the Office of Sustainability and the Environment (OSE), and Seattle City Light (SLC) to ensure coordinated land use and transportation policy that support the shift to electric vehicles. SDOT works closely with these departments to accelerate the shift to electric and zero-emission passenger and freight vehicles, across modes and throughout the city. These programs are guided by goals outlined in the Transportation Electrification Blueprint (2021).¹¹

For example, SDOT is currently working with OSE and SCL on a pilot program to install Level 2 (240 volts) electric vehicle chargers at curbside locations throughout Seattle for public use. The program aims to accelerate the adoption of electric vehicles, micromobility, and transit, and provide additional charging options for EV owners who do not have off-street parking or private charging availability.

We are working with our partners to install EV charging equipment in the public right-of-way (ROW) to understand how this installation type benefits EV owners while determining the impacts to other users of the ROW. This information will guide SDOT's future policies on EV charging in the ROW as we explore alternative pathways including current city incentives for installing EV charging in off-street parking locations.

We will need to balance the transition to electric mobility with other zero-emissions transportation strategies, such as walking and biking. Simply trading gas-powered vehicles out for electric vehicles alone will not be enough to achieve our sustainability and transportation goals. Nor does such a transition advance critical safety goals.

In fact, the projects, programs, and initiatives that deliver multimodal improvements (including right-of-way allocation, advancement of non-driving mobility options, and supportive pricing signals) can result in nearly a 10x return on investment, according to our analysis in SDOT's Climate Change Response Framework (CCRF)¹². When it comes to reducing emissions, the CCRF recognizes that vehicle electrification is just one piece of the puzzle, alongside strategies that make it easier to walk, bike and take transit.

¹¹ <https://www.seattle.gov/documents/Departments/OSE/ClimateDocs/TE/TE%20Blueprint%20-%20March%202021.pdf>

¹² SDOT's Climate Change Response Framework describes strategies needed to reduce emissions in a way that improves safety, leads to better health outcomes, promotes a thriving local economy, and delivers climate justice.

SEATTLE'S CLEAN TRANSPORTATION ELECTRIFICATION BLUEPRINT(2021)—2030 GOALS

100 Percent of Shared Mobility Is Zero Emissions

As shared mobility services like bikes, scooters, taxis, Uber, Lyft, carshare services and others continue to expand in Seattle, the city will ensure those options will be electric and emissions free.

90 Percent of All Personal Trips Are Zero Emission

By 2030, 9 out of 10 trips must be walking, biking, electric transit or in an electric vehicle (or avoided all together). This will require transformational infrastructure investments for expanded equitable transit service, comprehensive bike lanes, ADA-compliant sidewalks, and EV charging. It will also require city actions to facilitate large-scale behavior change and policies that lead to increased density for better connected neighborhoods. Supportive State and Federal level policies, funding, and road-pricing initiatives are required to encourage mode shift, grow EV adoption, and eventually phase out internal combustion engines completely.

30 Percent of Goods Delivery Is Zero Emissions

Goods movement is a growing cause of congestion and emissions on our roads, as more and more of the goods we buy and the food we eat are purchased online. This goal is aimed to spur the transition of private fleets to EVs and support market transformation in freight and goods delivery over the next 10 years.

100 Percent of City Fleet is Fossil-Fuel Free (Executive Order 2018-02)

Continuing to lead by example, Seattle will operate a large municipal fleet with zero fossil fuels by 2030. This includes rapid fleet electrification and use of biofuels like sustainable biodiesel and renewable diesel/gasoline for any vehicles that may not have commercialized electric options by that time, such as specialized medium and heavy-duty vehicles or emergency response equipment.

One or More 'Green & Healthy Streets' in Seattle

(C40 Fossil Fuel Free Streets declaration, 2017)

Seattle is a member of C40 Cities, a global network confronting climate change, and has signed a declaration that a major area of our city will have zero emissions from transportation including streets or blocks that restrict cars and promote walking, biking, electrified transit, and electric goods delivery and services.

Electrical Infrastructure Required to Stay Ahead of TE Adoption Is Installed and Operational

Infrastructure investments will enable a rapid transition to an electrified transportation system. Seattle City Light will work strategically to make sure the grid is reliable and built out in order to enable rapid adoption of emerging electric transportation technologies and vehicles.

Urban Air Mobility

While aerial mobility may not have the same potential impacts on right-of-way (ROW) use and allocation as other forms of new and emerging mobility, it remains crucially important to monitor its impact on people and urban goods movement. Major retailers like Amazon have invested significant funding in developing air parcel delivery devices and have begun to deploy them on a limited scale in 2022 in California. Urban air mobility presents the opportunity to reduce roadway congestion and VMT. It can also improve access to goods for people living in difficult to serve or isolated communities.

Future innovations in urban air mobility are likely to include passenger transport, as numerous companies have proposed quieter electric, helicopter-like vehicles for short haul passenger movement. Private mobility providers like Uber and Blade already offer urban passenger air travel, such as a helicopter option for travel between JFK Airport and Manhattan.

SDOT's current policy focus is on ground-based zero-emission last mile delivery strategies. SDOT does not have sole authority to regulate urban air mobility (UAM), and many concerns remain unresolved by regulating agencies related to security, nuisance, safety, and privacy in regard to right-of-way, airspace regulations, and drones—small, automated vehicles that hold small parcels or cameras. Aerial passenger vehicles will be predominantly regulated by the Federal Aviation Administration and the Seattle Department of Construction and Inspections as it is unlikely that transport design will seek to use SDOT-managed right of way. This framework may resemble existing regulations around heliports. UAM for urban goods delivery will likely be focused in remote and rural areas for initial deployment.

Transportation Equity

New and emerging mobility services have great potential to improve transportation equity, especially by providing mobility services in historically underinvested and underserved communities. New and emerging mobility technology like micromobility, shared fleet vehicles, and autonomous shuttles can connect new areas of the city into the larger public transit network and expand mobility options for people who do not own a personal vehicle or would like to save on transportation costs.

SDOT has a significant role and responsibility to make sure these new services and technologies to mitigate potential harm while maximizing benefits for people in Seattle, with a focus on addressing the needs of Black, Indigenous, and People of Color (BIPOC) and vulnerable communities through inclusive planning and education. This includes using the city's right-of-way, our permitting capabilities, and other services we control to ensure



A person sitting on a shared bike wearing a helmet with a basket of fresh vegetables, Image Source: SDOT

equitable roll-out of technology and services. This will require intentionally drafted policy and close collaboration with stakeholders and community.

Embracing emerging mobility will require intentional planning and open lines of communication with all stakeholders. Our Transportation Equity Framework (TEF) serves as a roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system.

The TEF highlights opportunities for advancing equity, many of which relate to new and emerging mobility. As a foundational principle, Seattle can rely on strategies outlined in the Transportation Equity Framework (TEF) to ensure that new and emerging mobility is serving people and aligns with city goals.

New and emerging mobility technologies can be especially challenging with transportation equity because they are usually owned and operated by private companies, and we are limited in how we can influence crucial aspects like deployment locations, payment options, and cost.

If decisions are driven solely by market forces, without effective policies and management, new and emerging mobility has the potential to exacerbate existing problems.

SPATIAL REQUIREMENTS AND OPERATIONAL CONSIDERATIONS

As we continue to adapt our street design to meet the changing needs of our community, we must also stay ahead of the constantly evolving mobility technologies and devices. We need to anticipate the requirements of shared, electrified, autonomous, and other innovative mobility options and evaluate the suitability of transportation modes in specific areas due to limited space. To ensure safe transportation, we should consider the "physics of mobility," such as direction, speed, and mass, when allocating lanes and sidewalks. These fundamental movement properties will help transportation modes operate safely and harmoniously, regardless of the mode typography. If a particular mode or technology is deemed unsuitable for a specific street or area, we can redirect it to alternative routes with similar movement characteristics on parallel streets to optimize mobility and safety. We will seek to develop and install infrastructure and maintain policies that are flexible and dynamic. Infrastructure considerations should include:

- Community and mobility hubs designed to accommodate and integrate new technologies (see the **STP Transit Element** for more information on community and mobility hubs)
- Bike lanes designed with large enough widths to accommodate commercial or private cargo bikes, e-scooters, and other active mobility devices (see the **STP Bicycle and E-Mobility Element** for more information)
- Slow lanes that allow human-powered or small motorized devices like bikes, scooters, e-bikes, PDDs, and more to travel in safe, dedicated right-of-way that is separated from larger and potentially more dangerous personal vehicles, transit, and freight (Supports TEF 19.2)

- Curb spaces designed and managed for loading and unloading of passengers and cargo by new and emerging urban goods delivery methods
- Parking areas for small devices such as personal and cargo delivery bikes, scooters, and PDDs
- Autonomous vehicle (AV) and TNC pickup and drop zones within digitized (with automated, real-time information) priority zones (i.e., near-transit hub) and parallel path drop zones
- Electric charging infrastructure for vehicles and mobility devices of all sizes, as well as other potential charging uses that create equity benefits such as allowing cell phone charging or internet access, where possible and needed (Supports TEF 36.2)

PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than specific to a project) to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change. However, the program activities listed here provide helpful general information to describe the types of tools and methods SDOT will employ to manage the transportation system.

Affordable Shared Micromobility and Transit Integration

- Nurture the long-term sustainability of affordable integration of shared micromobility into multimodal transit trips at a cost proportional to the service's share of the total journey by actively allocating resources for programming through subsidies and funding of program management
- Collaborate with private sector mobility providers to establish economically viable subsidy programs (Supports TEF 35.2)
- Support the development of mobility hubs near high-traffic and transit-connected areas, with secure parking for micromobility, charging stations, and transit information, while considering the daylighting of intersections or placing hubs at high-risk intersections to reduce pedestrian and car conflict and maintaining clear sidewalks for those walking and rolling
- Continue collaborating with transit agencies in incentivizing and promoting 1st/last mile connection to transit
- Collaborating with vendors to support on-demand last-mile deliveries



Shared mobility devices parked near a bus stop, Image Source: SDOT

Permitting and Partnership

- Work with permitted vendors to improve equitable access, safety, and integration into the transit system

Subsidy Programs

- Develop subsidy programs or forge partnerships with private sector mobility providers to seamlessly integrate shared electric micromobility services into multimodal, transit trips at a cost proportionate to the share of the total trip, fostering accessibility and affordability (Supports TEF 35.2)

Community Outreach, Engagement and Education

- Build community feedback into permitting, regulations, guidance, partnerships, and solicitations for consultant services to reduce barriers to mobility access for those who need it most
- Increase engagement and education programs to familiarize people throughout the city with new and emerging mobility modes
- Set guidance and requirements for community engagement and education through partnerships with private companies and community groups. Employ best practices so that equity is integrated and considered in process and outcomes (Supports TEF 52.1)

Technology Integration for Trip Planning and Payment

- Continue to work with other regional mobility providers to ensure accessible and streamlined trip planning and fare payment systems
- Work with partners towards a Universal Basic Mobility solution
- Provide access to new and emerging mobility options through low and no cost programs, analog access for those with limited or no data or smart phone use, and cultural and multilingual options, etc.

Data Management

- Continue to modify how data is being collected, used, managed, and stored in alignment with the department's efforts to enable a more collaborative and inclusive data environment
- Develop and maintain up-to-date digital inventories of physical assets like curb space, load zones, bike and scooter parking locations, and traffic regulations that are compliant with uniform API standards like the Mobility Data Specification (MDS), Curb Data Specifications (CDS)
- , and the General Bikeshare Feed Specification (GBFS) Explore the utilization of Mobility Data Specifications (MDS) and real-time data to enhance the safety and efficiency of automated and shared mobility fleets, particularly in emergencies or construction zones

- Continue City participation in the Open Mobility Foundation (OMF) to ensure that data policies remain proactive and nimble in the face of constant change

Vehicle Electrification

- Maintain cross-department collaboration with the Office of Planning and Community Development, the Office of Sustainability and the Environment, and Seattle City Light to coordinate land use and transportation policy and programs that supports the shift to electric vehicles
- Support the goal to transition TNC and carshare in Seattle to zero-emission by 2030

Automation

- Coordinate with regional partners in implementing appropriate recommended strategies and actions from Seattle and Bellevue's joint report: [A Strategic Vision for Automated Vehicles](#)
- Conduct a community-inclusive planning process to inform an approach to inform a federal, state, and local partners study, test, and piloting of automated technology in various modes.
- Research and develop policies that address the trend of continued evolution toward connected and autonomous vehicles (CAV), recognizing that CAVs have the potential to reduce crashes and provide some throughput benefits, which could lead to further lane reallocations.

Urban Air Mobility (UAM)

- Evaluate existing programs in other cities to understand program parameters, regulations, and equity considerations.
- Proactively consider policies for aerial mobility management that considers permitted use areas, allowable takeoff and landing sites, and traffic management at landing sites.

Pilot Management

- Oversee the procurement, launch, performance, and analysis of pilot programs for new and emerging mobility technology.
- Manage pilot data and ensure pilot performance aligns with city goals to reduce drive-alone mode share and improving mobility options, especially in underserved communities.



DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics that this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommended performance measures to monitor the implementation of the STP New and Emerging Mobility Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching, and sometimes aspirational, outcome-based measures are identified in the STP implementation strategy (see Part I document). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled and the percentage of household income dedicated to transportation.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include the percentage of fleet vehicles that have zero emissions and eliminating fatal and serious injury crashes involving NEM devices.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include the number of publicly available EV charging stations.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 2 includes the Tier 2 performance measures that will be tracked for the NEM Element.

Table 2. New and Emerging Mobility Performance Measures

Desired Outcome	Performance Measure (source)	Baseline	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving NEM devices (SPD collision report data)	1 (2022)	Zero	Yes	Safety Equity Sustainability Livability
Decrease the carbon footprint of in-City package delivery	Percent of fleet vehicles that are zero emissions (TBD) ¹³	TBD	30% of goods delivery is zero emissions by 2030	No	Equity Sustainability Mobility & Economic Vitality Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of bicycle and micromobility trips (SDOT)	3 % (2019)	8% by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Achieve the transition to electric vehicles	Percent of City fleet that is zero emissions (City of Seattle)	12.5% Zero Emissions (2023)	100% of City fleet is zero emissions by 2030	No	Equity Sustainability
Support the transition to electric vehicles	Percent of shared mobility that is zero emissions (SDOT)	All: 25% Micromobility: 100% Vehicles: 8% (2023)	100% of shared mobility is zero emissions by 2030	No	Equity Sustainability

¹³ Seattle DOT working to identify an appropriate dataset to calculate this baseline.

RELEVANT TEF TACTICS

- TEF 19.2—Identify opportunities to repurpose some travel lanes for transit, biking, and smaller, lighter-weight vehicles and devices to create more travel options with the Seattle Transportation Plan approach, focusing on starting with the community's perspectives and needs
- TEF 22.1—Analyze how movement of goods was impacted during COVID and whether there are specific ways we can maintain any benefits that were seen
- TEF 31.1—Data storytelling on the comparative costs of cars, electric cars, other mobility options and transportation burdens and privileges; connecting this back with our climate, equity and safety goals and investment
- TEF 33.2—Consider partnership opportunities with transportation network companies (TNCs) in providing transportation options for communities such as night-shift workers, university/college students and people living with disabilities
- TEF 35.1—Invest in connections to transit that serve specific neighborhoods and/or target populations, both new and existing through grant opportunities
- TEF 35.2—Assess first-/last-mile connections as part of the transit system; this is part of access to transit and its costs should not be measured separately; it should be a part of the package for any transit access improvement
- TEF 36.2—Support transition to electric vehicles for all segments of transportation including personal mobility, goods movement, and services through targeted, equitable incentives and policy design. Implement related actions in the Transportation Electrification Blueprint
- TEF 37.4—Identify and allocate funds to new or existing programs to address pedestrian safety concerns that are reflected from community data collection
- TEF 43.4—Review SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way (ROW) for people of all ages and abilities - people recreating, shopping, walking, rolling, riding bikes and transit
- TEF 45.3—Identify spaces for equitable investment that can activate community, foster local economic development, and facilitate connections to transit
- TEF 52.1—Create and implement a community-centered engagement approach for the development of the citywide integrated modal plan; rather than a top-down approach, focusing on starting with the community's perspectives and need

GLOSSARY

ADA: Americans with Disabilities Act

Adaptive bikes: Bicycles that are designed for people with disabilities or who cannot ride a traditional two-wheeled bicycle. Examples include trikes and hand cycles.

AV: Autonomous vehicles

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bicycle crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Bioswale: Vegetated ditches that capture and filter stormwater runoff.

C40: A global network of 96 cities working toward mitigating climate change and limiting global temperature rise by 1.5 degrees Celsius. As a member city, Seattle has committed to creating a low-emission neighborhood and making its bus fleet entirely emission-free by 2030.

C40 Green and Healthy Streets Accelerator: An initiative by C40 in partnership with mayors of signatory cities to transform cities into greener, healthier, and more prosperous places to live. To achieve this, signatory cities commit to work with partners to procure zero-emission buses from 2025 onward; and to ensure a major area of the city is zero-emission by 2030. The City of Seattle committed to the actions of the initiative in 2017.

C40 Zero Emission Freight Project: A collaboration between C40 cities to accelerate the adoption of zero-emission vehicles and goods delivery.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

Cellular vehicle-to-everything (C-V2X): Technology that enables vehicles to wirelessly connect and interact with their surroundings, such as other vehicles and 5G service. C-V2X has the potential to make travel safer by reducing crashes and conflicts between road users.

Climate Change Response Framework (CCRF): Released in 2023, the CCRF is SDOT's approach toward addressing climate change through a lens of reducing emissions from vehicle tailpipes. The CCRF primarily focuses on strategies that make it easier to walk, roll, bike and take transit, while also acknowledging the need to electrify personal and commercial vehicle trips at scale.

Community and Mobility Hubs: Community and mobility hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Connected and autonomous vehicles (CAVs): Vehicles that can communicate with other vehicles (connected) and can drive without a human operator (autonomous).

Curb bulbs: Extensions of the sidewalk into the street that give pedestrians a shorter distance to cross.

Deployment: The launch of a new service, system, or technology.

Digital infrastructure: Technology and data that makes the foundation of transportation systems. For example, the software system for Metro Flex, or the programming for streetlights.

E-cargo bikes: Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

E-commerce: The buying and selling of items via mobile apps and desktop computers. E-commerce businesses generally do not have a traditional storefront or walk-in business model, and goods are delivered to homes or businesses. Examples include Amazon or eBay

EV: Electric vehicles

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

Fixed-route transit service: Traditional transit services like buses, light rail, and streetcars, which follow fixed paths with designated stops and schedules.

GHG: Greenhouse gas emissions.

Innovation: New ways of solving problems, often with new technology or programs that are creative and different than traditional practice.

Integration: In the context of new and emerging mobility, integration means the ability to plan, book, and pay for a trip across multiple platforms or modes without having to access different maps, schedules, or payment sites

Key moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Mobility: The ability to move around freely, enabled by a variety of vehicles or modes (bus, train, car, bike, etc.)

Multimodal: Using multiple modes or methods of travel. For example, a trip that includes a bike ride to a ferry to a bus, is a multi-modal trip.

Neighborhood Greenways: Neighborhood Greenways are safer, calmer neighborhood streets where people walking and biking are the priority. These streets work together with trails and protected bike lanes to provide connected routes to bring people to the places they want and need to go as part of Seattle's all ages and abilities bicycle network.

New mobility: New forms of transportation that use technology to improve efficiency, access, and experience. Examples of new mobility include shared bikes and scooters, rideshare apps like Uber and Lyft, and microtransit.

New Mobility Playbook: A plan adopted by SDOT in 2017 that provides policies and strategies for the City to adopt new transportation technologies and forms of mobility while prioritizing safety, equity, affordability, and sustainability.

On-demand: Services that respond to real-time requests, usually via mobile phone apps. Examples include Uber, Lyft, King County Metro's Metro Flex on-demand transit service, and others

Open Mobility Foundation (OMF) mobility data specification (MDS): The Open Mobility Foundation (OMF) is an open-source foundation that creates a governance structure around open-source mobility tools, beginning with a focus on the Mobility Data Specification (MDS). The MDS standardizes communication and data-sharing between cities and private mobility providers, such as e-scooter and bike share companies. It is intended to help better manage transportation in the public right of way.

OSE: Office of Sustainability and Environment

Permitting: A common process required for private companies to do business in public spaces, usually through established regulations, rules, requirements, reporting, and fees.

Personal delivery devices (PDDs): Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods.

Racial Equity Toolkit (RET): The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

Refuge islands: A paved median that protects pedestrians crossing a multi-lane street by providing a safe place to stop.

Right-of-way (ROW): A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles. This is the land that is used for transportation, including roads, curbs, and sidewalks.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Goals are to create safer vehicles, speeds, roads, and people and provide post-crash care.

SCL: Seattle City Light

SDOT: Seattle Department of Transportation

Shared micromobility: Shared bikes and scooters that offer low-cost options for a short distance trip. Riders locate and rent available devices with their phone, ride it where they want to go, and leave it responsibly parked for the next person.

STP: Seattle Transportation Plan

Streets Illustrated: Seattle’s Right-of-Way Improvements Manual; an online resource for property owners, developers, and architects involved with the design, permitting, and construction in the street right-of-way.

Transportation Electrification Blueprint: Adopted in 2021, the Transportation Electrification Blueprint is a framework for Seattle to reduce its transportation-related greenhouse gas emissions, with a primary focus on electrification of personal trips, shared mobility, goods delivery, travel by the city fleet, and the installation of electrical charging infrastructure.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.

TNC: Transportation network company (e.g., Uber and Lyft)

Urban air mobility (UAM): Small, electric-powered, automated aircraft that are used to transport people or goods over short distances in cities.

Vision Zero: The City’s goal to eliminate traffic deaths and serious injuries on city streets by 2030.

VMT: Vehicle-miles traveled

Vulnerable communities: Communities that have historically and currently been erased, intentionally excluded, and/or underinvested in by government institutions. SDOT’s Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhoods

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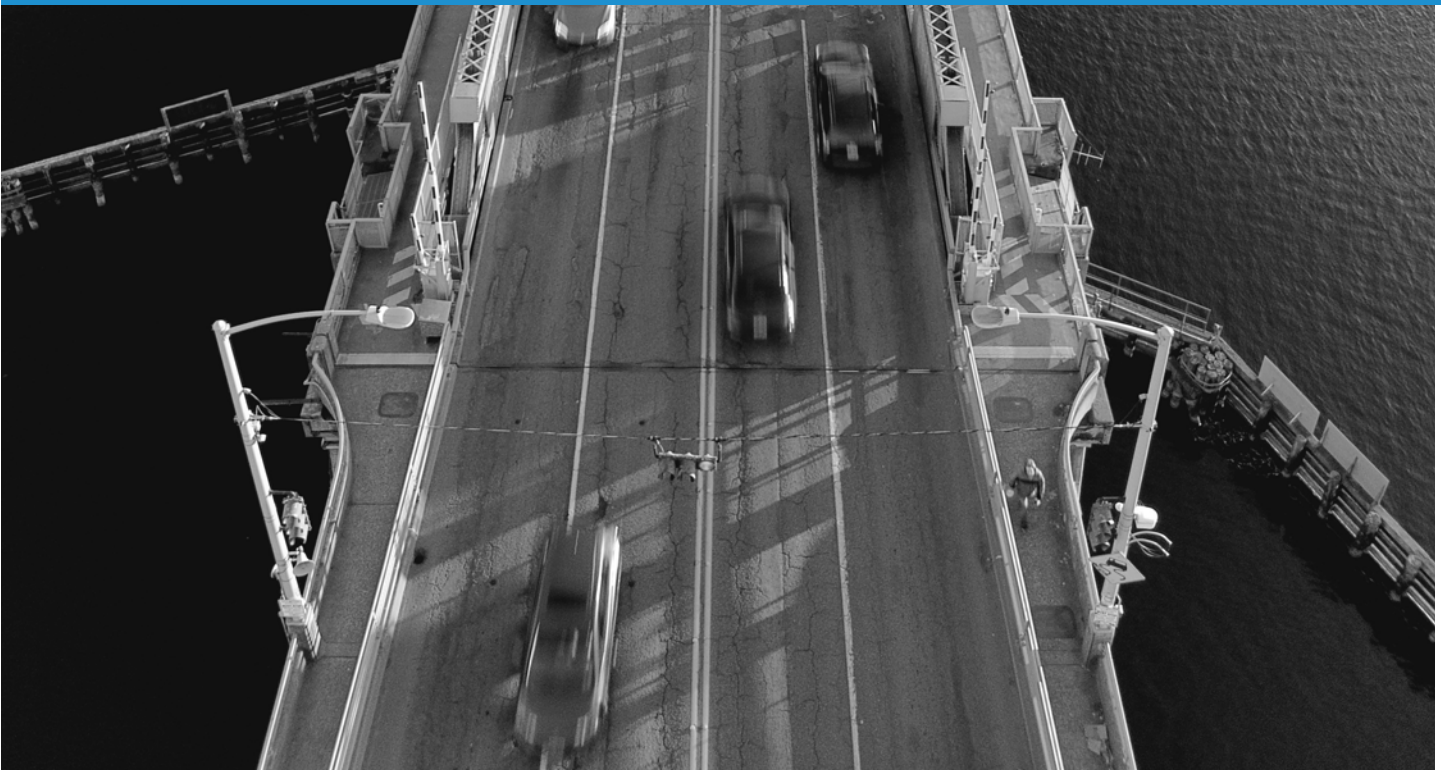


Seattle
Department of
Transportation



APPENDIX A

STP Large Capital Project Summary Sheets



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STP LARGE CAPITAL PROJECT LIST

The STP project list is expansive and aspirational. It identifies a variety of transformational projects—each estimated to cost more than \$10 million—that could be pursued to implement the STP. Due to funding constraints, the list of projects implemented over the 20-year STP planning horizon will be narrowed down using a prioritization framework. Funding availability will help determine how many projects can be implemented over the life of the STP.

Many of the projects are multimodal and would create “Complete Street” corridors, which aim to meet the needs of all travelers across several streets within a corridor, rather than on a single street. Several projects would require extensive coordination with our City and regional partners, such as Seattle Public Utilities, Seattle City Light, WSDOT, Sound Transit, and King County Metro.

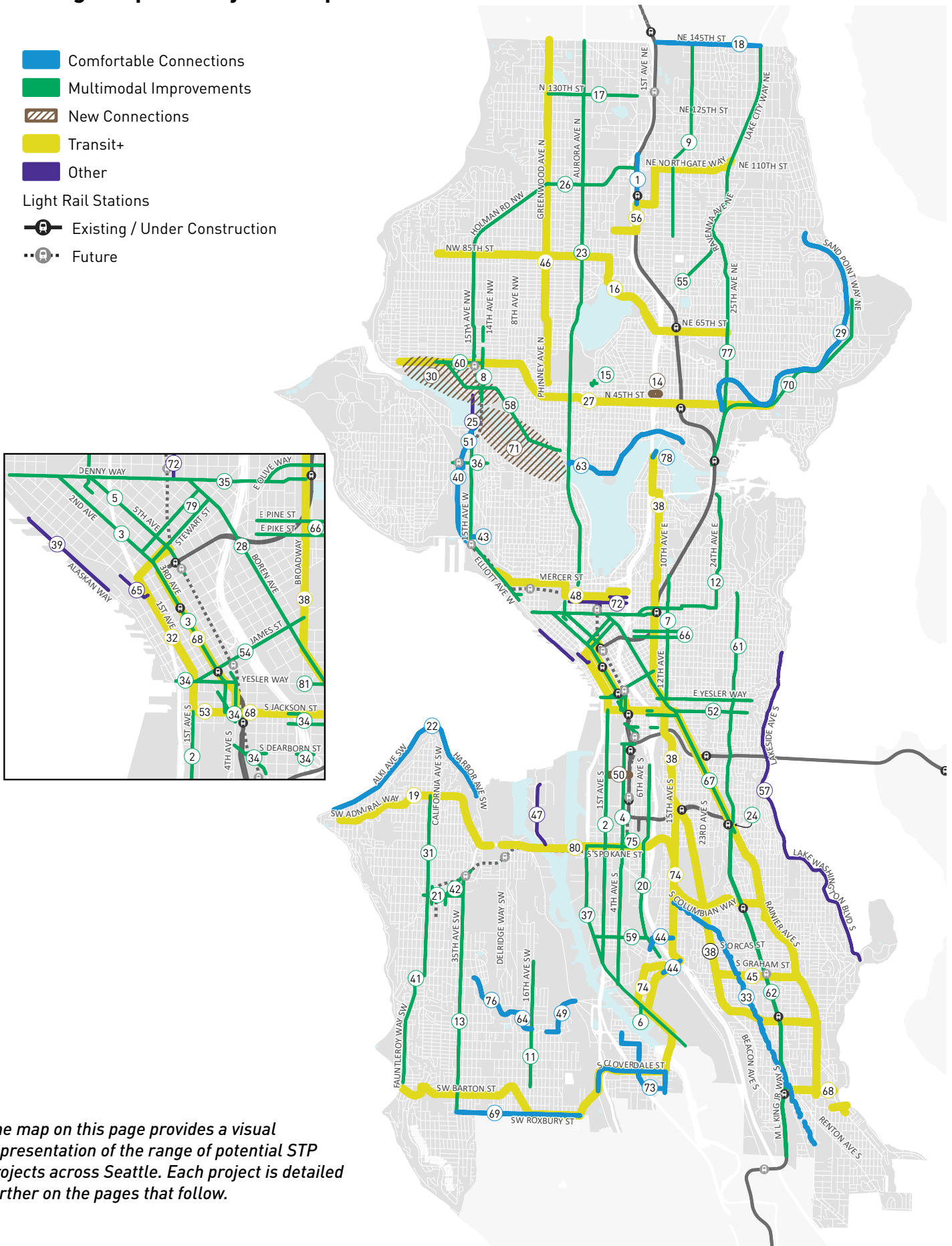
STP projects were identified through an evaluation of data inputs, existing project lists, community input heard during STP engagement activities, interviews with a wide variety of SDOT subject matter experts, road and paving conditions, leveraging other transportation investments (e.g., light rail expansion and future bus investments), and the updated modal networks presented in the element chapters in Part II of the STP.

The list includes five types of large capital projects:

- **Comfortable Connections:** These projects involve improving connections to make walking, rolling, and biking more comfortable. They may include widening trails or sidewalks and adding or improving infrastructure like lighting or curb ramps. Many of these projects would include an investment in stormwater infrastructure.
- **Multimodal Improvements:** These corridor improvements would rebuild the entire right-of-way to better serve the planned modal networks. This may involve upgrading streets to better withstand the weight of trucks and buses, adding bike and e-mobility lanes, and/or constructing sidewalks.
- **New Connections:** These projects include studies and potential connections that currently do not exist and would be a new connector in the network.
- **Transit+:** These projects support upcoming transit improvements. They may include bus lanes or other strategies to improve transit reliability. The projects may include transit stop amenities and pedestrian upgrades.
- **Other:** These are projects that either need to be further defined or are identified for specific upgrades that do not fit neatly into the other categories.

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STP Large Capital Projects Map



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1

1ST AVE N | Comfortable Connections



Modes Served



Project Description

This project will connect people biking to the Northgate Link light rail station, complementing the improvements made in 2021 to this area when the station opened. This could include:

- Repaving some portions of the road
- Adding bicycle routes for people of all ages and abilities on 1st Ave NE to connect to NE 117th St



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



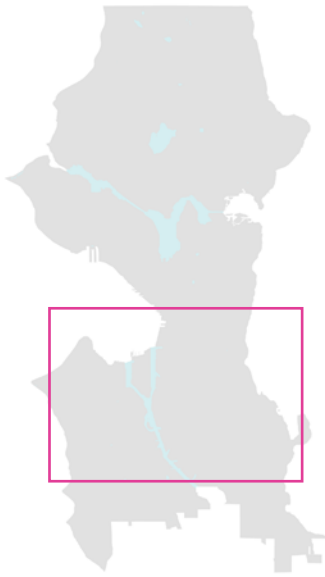
Maintenance &
Modernization

Cost



2

1ST AVE S | Multimodal Improvements



Modes Served



Project Description

This project will improve a major freight and transit route, which also serves as an important connection for other modes. This could include:

- Redesigning the street to better support transit and freight vehicles, including potential bus- and freight-only lanes
- Building new sidewalks and improved crossings
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Making Occidental Ave S more enjoyable for people walking and rolling with better lighting, landscaping, and public art



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



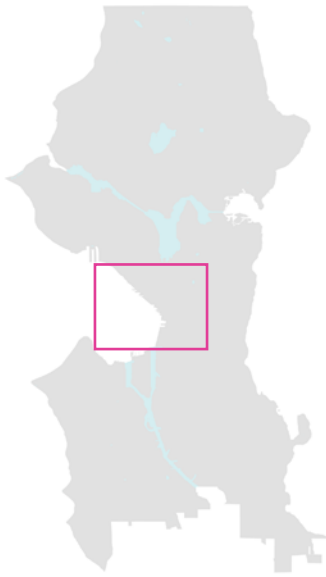
Maintenance &
Modernization

Cost



3

3RD AVE | Multimodal Improvements



Modes Served



Project Description

This project will improve a critical link in Seattle's transit network. This could include:

- Improving transit reliability
- Adding sidewalk space to allow more people to wait comfortably for transit, walk, roll, dine, and visit local businesses.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



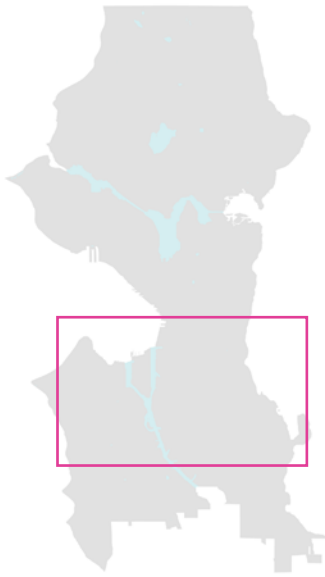
Maintenance &
Modernization

Cost



4

4TH AVE S | Multimodal Improvements



Modes Served



Project Description

This project will improve safety for people walking and rolling, support reliable transit service, and improve freight mobility. This could include:

- Repairing sidewalks and building new sidewalks
- Making it safer to cross the street with elements like median islands, extensions of curbs, and better crossings
- Redesigning the street to better support transit and freight vehicles
- Implementing Intelligent Transportation System improvements to make traveling more efficient, safe, and predictable



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

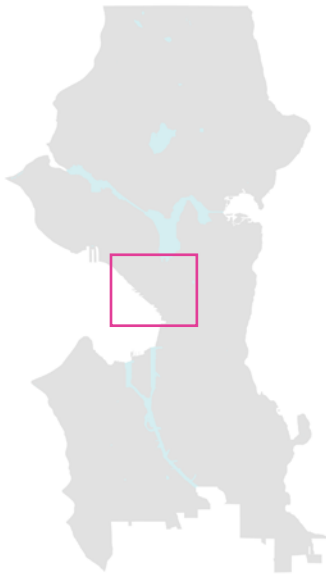
Maintenance &
Modernization

Cost



5

5TH AVE | Multimodal Improvements



Modes Served



Project Description

This project will improve public spaces and make it easier and safer to walk, roll, and bike along parts of 5th Ave. This could include:

- Creating welcoming public space with wider sidewalks, street trees, and opportunities for patio dining
- Adding a bicycle route for people of all ages and abilities
- Adjusting where parking and other curbside activities occur to best accommodate all needs



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



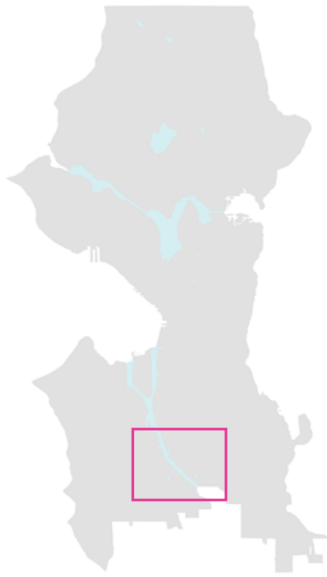
Maintenance &
Modernization

Cost



6

8TH AVE S | Multimodal Improvements



Modes Served



Project Description

This project will make walking and rolling, as well as freight movement, safer and more reliable. This could include:

- Adding curbs and sidewalks
- Improving stormwater drainage, including installing new landscaping
- Rebuilding S Garden St
- Improving rail crossings and the intersection of
- East Marginal Way S, 8th Ave S, and S Myrtle St
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



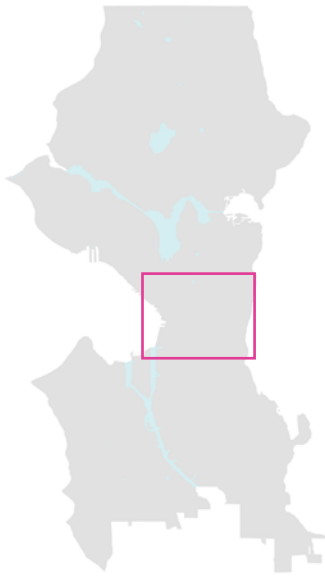
Maintenance &
Modernization

Cost



7

12TH AVE | Multimodal Improvements



Modes Served



Project Description

This project will improve the connection between Little Saigon, First Hill and Capitol Hill for people walking, rolling, biking, taking transit and for freight vehicles. This could include:

- Repaving portions of the street
- Improving access to local businesses for people walking, rolling, and biking, as well as vehicles making deliveries
- Planting street trees
- Repairing sidewalks and adding bicycle routes for people of all ages and abilities



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



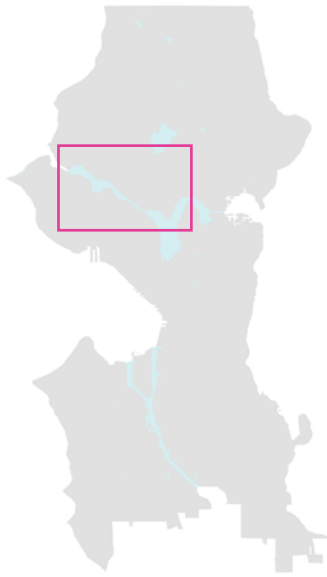
Maintenance &
Modernization

Cost



8

14TH AVE NW | Multimodal Improvements



Modes Served



Project Description

This project will connect people using the Ballard Link light rail station to the Burke Gilman Trail, nearby neighborhood greenways and protected bike lanes, and schools. The project will make streets and public spaces around NW Market St safer and more enjoyable for people walking, rolling, biking, and visiting local businesses.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



9

15TH AVE NE | Multimodal Improvements



Modes Served



Project Description

This project will connect people walking, rolling, biking between Shoreline and NE 125th St and improve access to the new Link light rail stations on NE 130th St and NE 148th St. This could include:

- Repaving the street
- Repairing sidewalks and adding bicycle facilities for people of all ages and abilities
- Redesigning the street to better support transit and freight vehicles, including potential bus- and freight-only lanes
- Improving access to local businesses



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



Maintenance & Modernization

Cost



10

15TH AVE W & ELLIOTT AVE W | Multimodal Improvements



Modes Served



Project Description

This project will work hand in hand with the opening of the Ballard Link light rail station to improve connections to local businesses and neighborhoods for people walking, rolling, biking, and taking transit. This will also improve reliability for freight vehicles. This project could include:

- Repaving portions of the street
- Redesigning the street to better support transit and freight vehicles, including potential bus- and freight-only lanes
- Repairing sidewalks and enhancing opportunities to cross 15th and Elliott
- Improving access to local businesses for people walking, rolling, and biking, as well as vehicles making deliveries



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

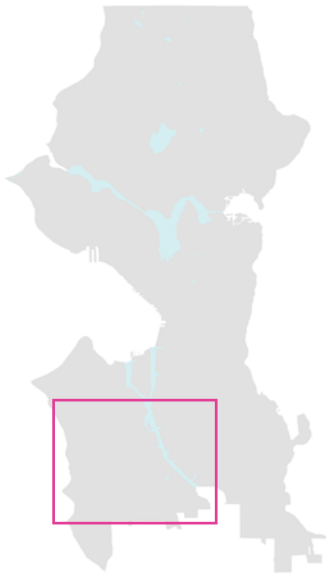
Maintenance &
Modernization

Cost



11

16TH AVE SW | Multimodal Improvements



Modes Served



Project Description

This project will improve safety for people walking, rolling, biking, and taking transit to and from South Seattle College. This project could include:

- Repairing sidewalks and adding bicycle routes for people of all ages and abilities
- Improving transit reliability and transit stops
- Making it safer to cross the street with elements like median islands, extensions of curbs, and better crossings



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

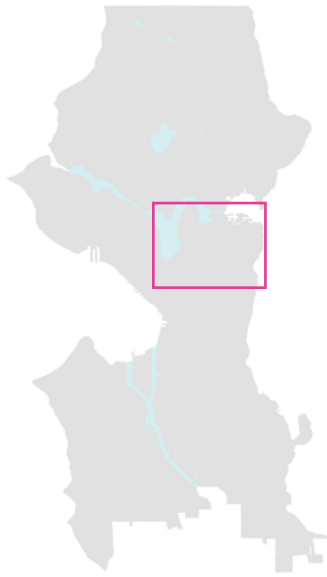
Maintenance &
Modernization

Cost



12

23RD AVE | Multimodal Improvements



Modes Served



Project Description

This project will build on work funded by the Levy to Move Seattle on 23rd Ave to improve safety and predictability for people traveling along this busy street. This could include:

- Repaving portions of the street
- Redesigning intersections to improve safety for people walking and rolling
- Redesigning the street to better support transit and freight vehicles, including ITS improvements, and potential transit-only lanes, freight and bus-lanes, and transit queue jumps.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

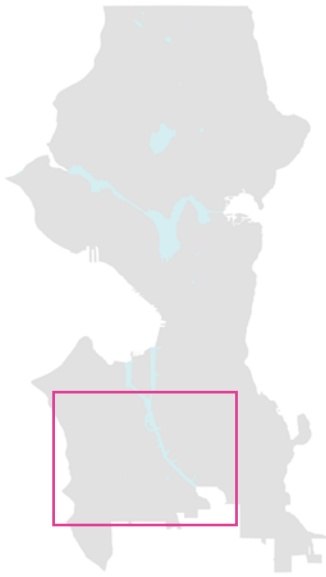
Maintenance &
Modernization

Cost



13

35TH AVE SW | Multimodal Improvements



Modes Served



Project Description

This project will improve a major street that connects many West Seattle neighborhoods. This could include:

- Repaving portions of the road
- Redesigning the street to better support transit
- Repairing sidewalks and making it safer to cross the street with elements like extensions of curbs and better crossings
- Adding bicycle routes for people of all ages and abilities
- Enhancing access to destinations like shops, businesses, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



Maintenance & Modernization

Cost



14

NE 47TH ST | Pedestrian and Bicycle Bridge



Modes Served



Project Description

This new bridge will connect people walking, rolling, and biking between the University District and Wallingford. It will link people to nearby neighborhood greenways and provide a safe alternative to traveling across I-5 that avoids vehicle traffic.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

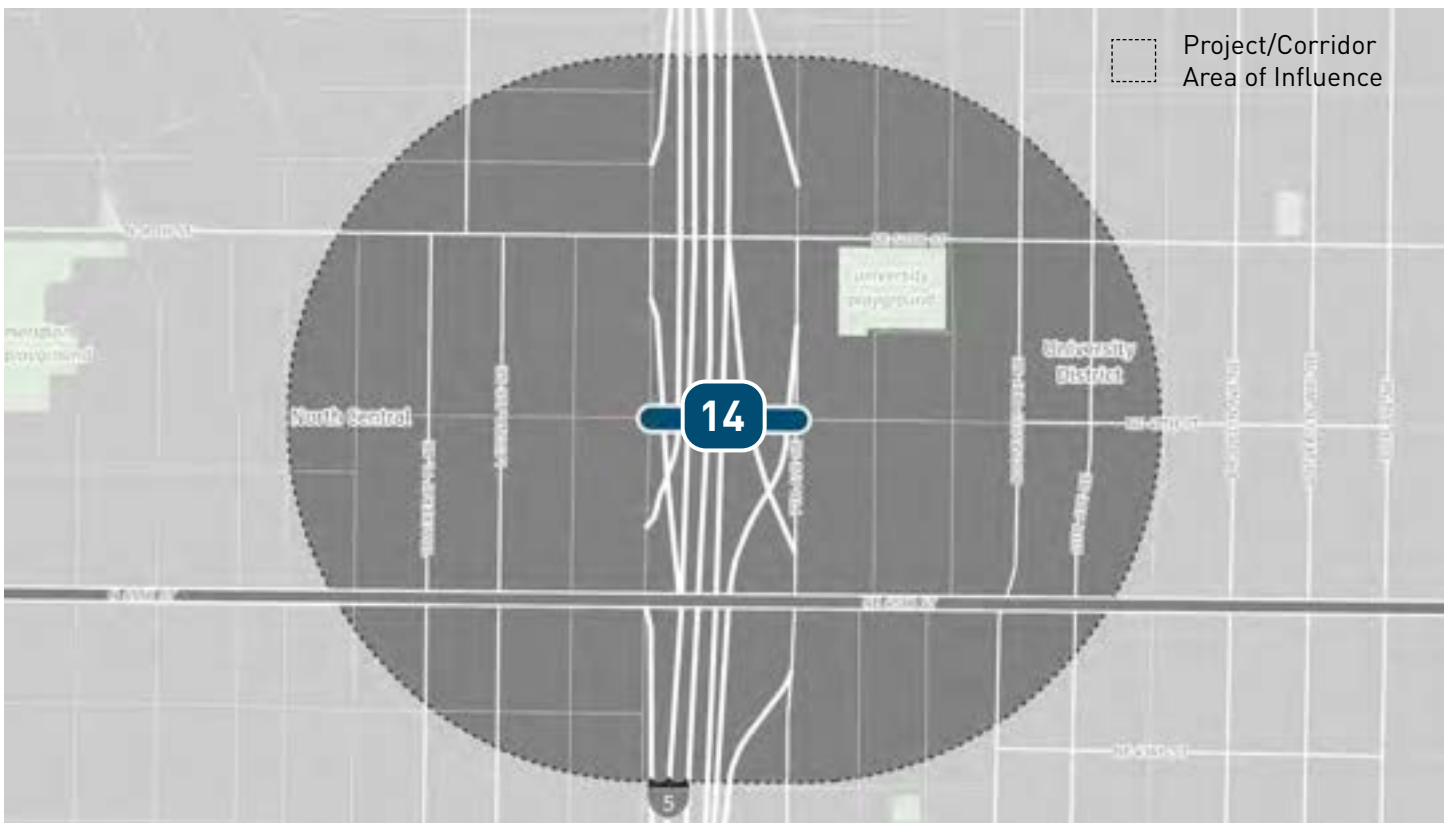


Livability



Maintenance &
Modernization

Cost



15

N 50TH ST/GREEN LAKE WAY N/STONE WAY I Intersection Redesign



Modes Served



Project Description

This project will improve this five-way busy intersection in North Seattle with more protection for people walking, biking, and rolling; a roundabout or turn restrictions for smoother movement through the intersection; and supports to streamline freight travel.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

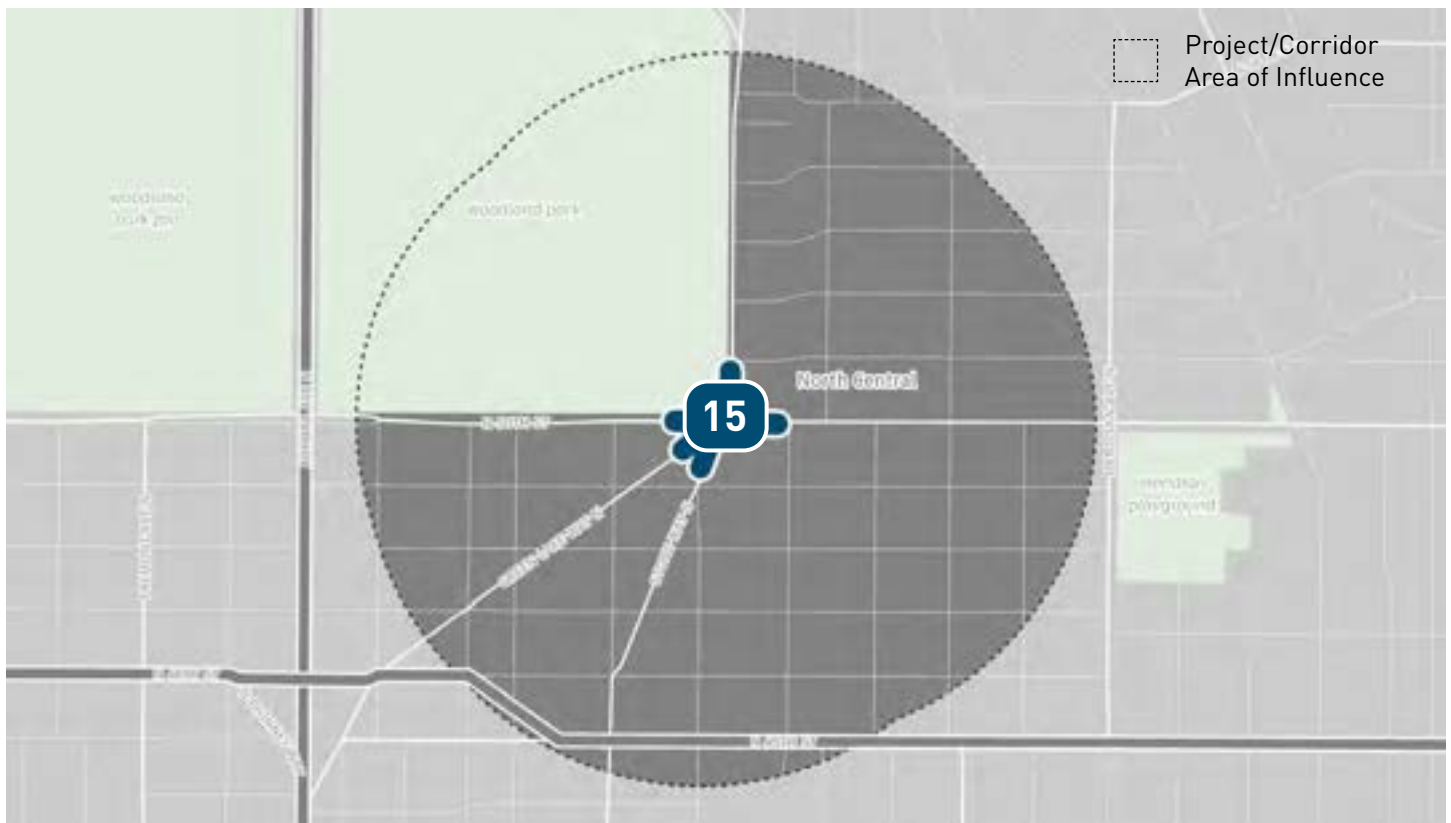


Livability



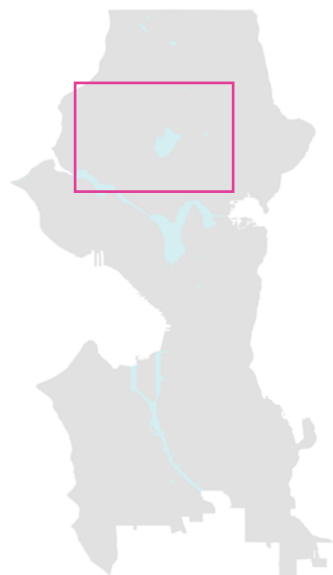
Maintenance &
Modernization

Cost



16

N 85TH ST AND NE 65TH ST | Transit and Multimodal Improvements



Modes Served



Project Description

Along a future RapidRide corridor, this project will make improvements to street design and pedestrian infrastructure to better serve people walking, rolling, and taking transit. This could include:

- Redesigning the street to better support transit, including potential bus-only lanes
- Improving bus stops, street crossings, and sidewalks
- Supporting the business access needs of destinations like shops, restaurants, and cultural centers in the area
- Creating a more welcoming space for people to walk or roll along NE Ravenna Blvd
- Implementing Intelligent Transportation System improvements to make traveling more efficient, safe, and predictable



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

Maintenance &
Modernization

Cost



17

N 130TH ST | Multimodal Improvements



Modes Served



Project Description

This project will improve connections for people walking, rolling, biking, and taking transit on N 130th St and in surrounding neighborhoods. This could include:

- Adding a multiuse trail to connect the Interurban Trail to the Link light rail station or nearby protected bike lane
- Upgrading sidewalks and adding curb ramps
- Improving street crossings and signals at busy intersections
- Redesigning the street to better support transit and freight vehicles
- Improving transit stops and signals so transit can move more reliably



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality

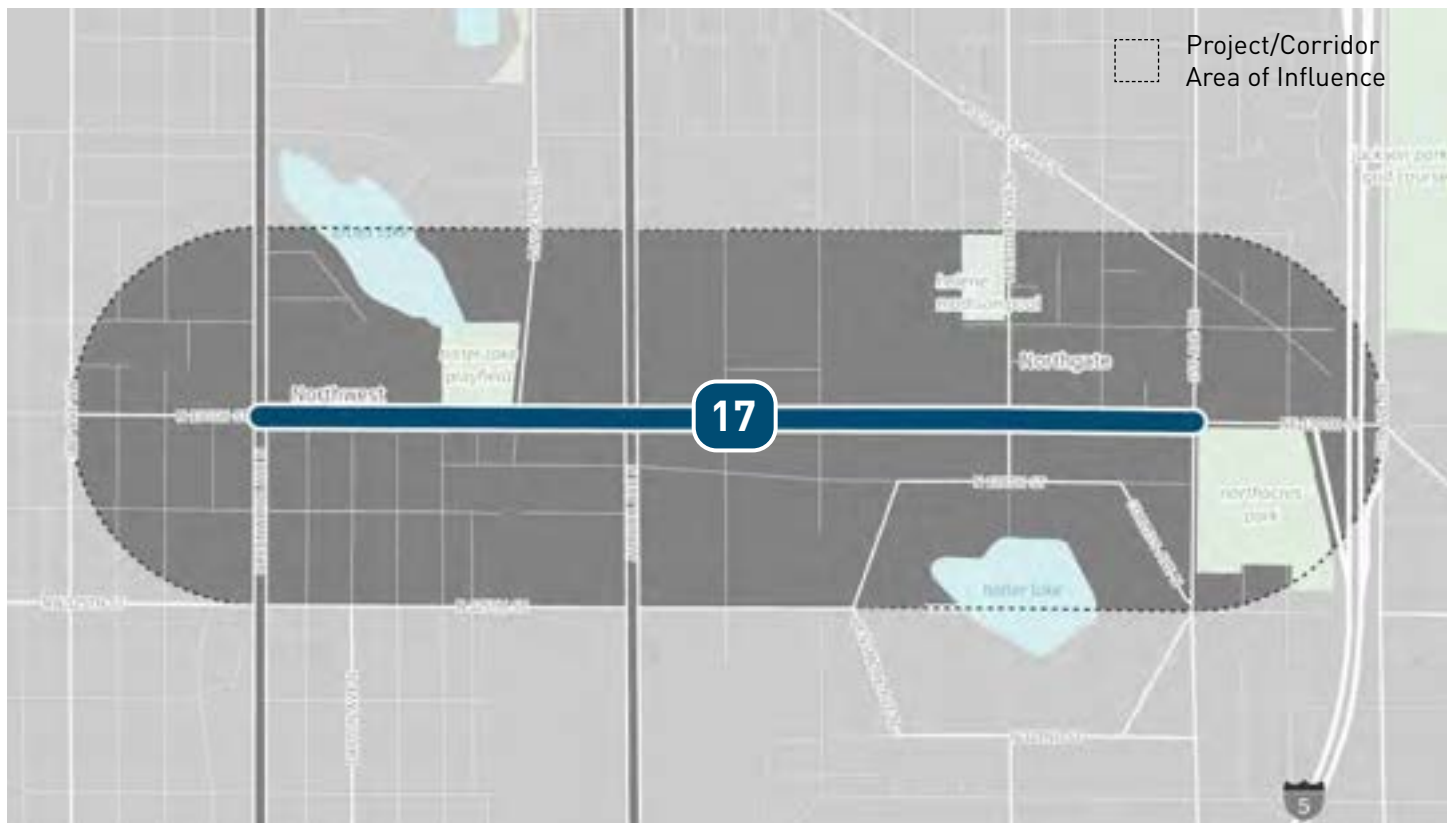


Livability



Maintenance &
Modernization

Cost



18

NE 145TH ST | Comfortable Connections



Modes Served



Project Description

This project will make it easier and safer for people to access reliable transit at nearby Link light rail stations and bus stops. This could include filling gaps in the sidewalk network and widening existing sidewalks, as well as improving street crossings.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability

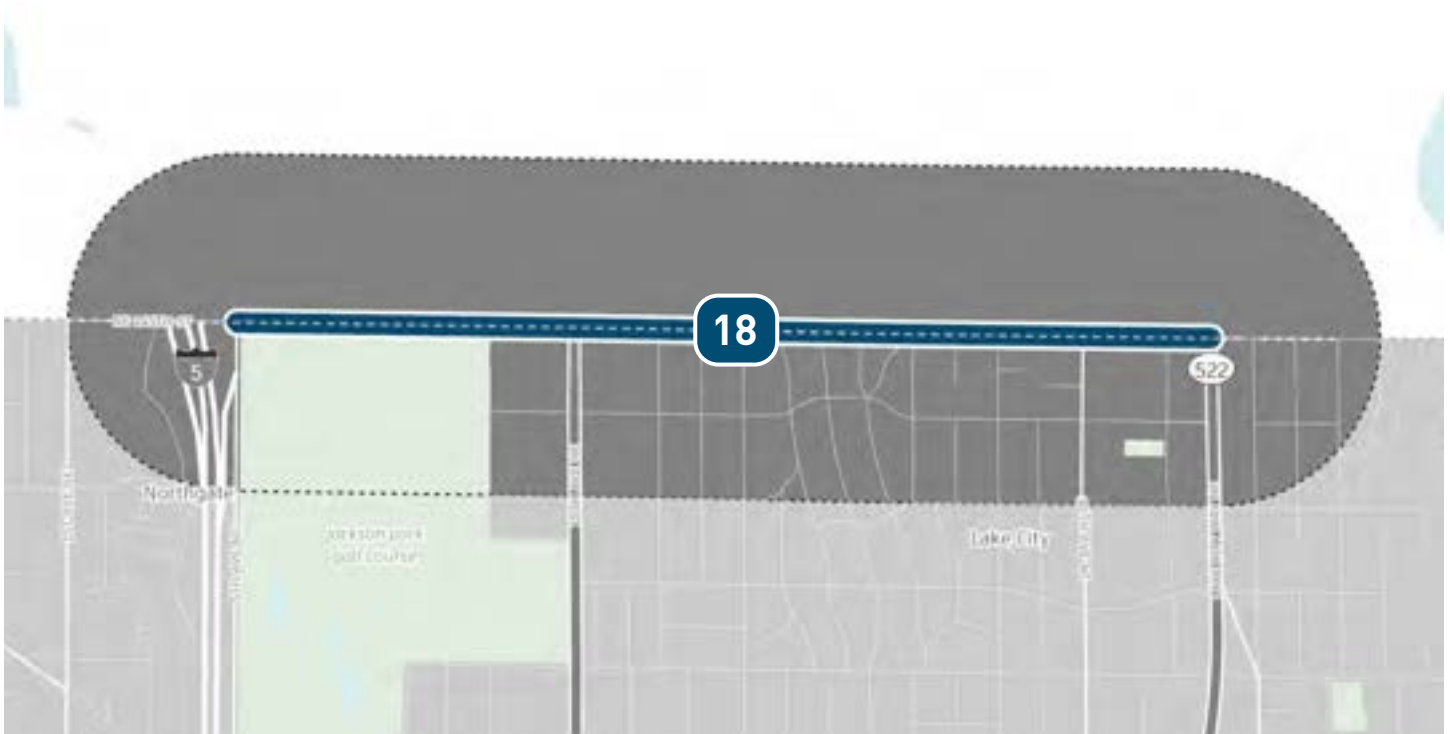


Maintenance &
Modernization

Cost



Project/Corridor
Area of Influence



19

SW ADMIRAL WAY | Transit and Multimodal Improvements

Modes Served



Project Description

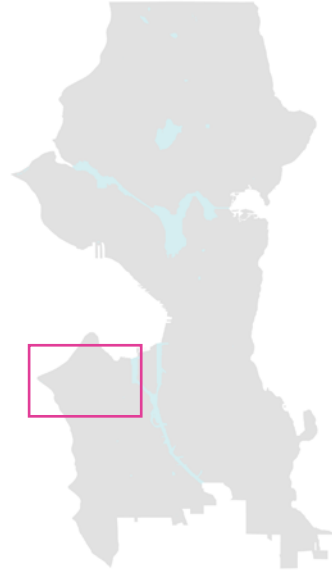
This project will capitalize on the opening of the West Seattle - Ballard Link Extension project, which will result in redirecting the RapidRide H Line to Admiral and Alki neighborhoods and provide more reliable transit access to these areas. This could include:

- Redesigning the street to better support transit and freight travel, including potential bus- and freight-only lanes
- Improving street crossings and repairing sidewalks
- Adding a bike route for people of all ages and abilities
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication



Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



Maintenance & Modernization

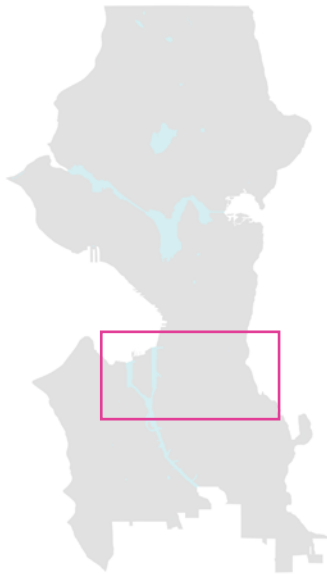
Cost



Project/Corridor Area of Influence

20

AIRPORT WAY S | Multimodal Improvements



Modes Served



Project Description

This project will improve the experience of people walking and rolling along Airport Way S and better support transit and freight travel. This could include:

- Building new sidewalks, extending curbs and adding median islands, and improving street crossings
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Redesigning the street to streamline transit and freight movement, including potential bus- and freight-only lanes



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



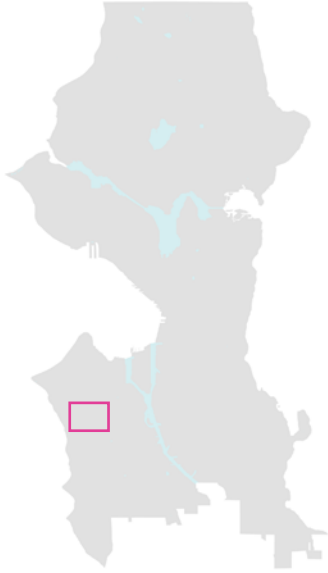
Maintenance &
Modernization

Cost



21

SW ALASKA ST LINK LIGHT RAIL STATION | Multimodal Improvements



Modes Served



Project Description

This project will improve access to the future Link light rail station in West Seattle's Alaska Junction. This could include:

- Redesigning the street to better support transit movement and making some areas more pedestrian-friendly
- Improving street crossings
- Creating welcoming public space with wider sidewalks, street trees, and opportunities for patio dining
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



22

ALKI TRAIL | Comfortable Connections



Modes Served



Project Description

This project will improve Alki Trail, one of Seattle's most popular multiuse trails. This could include widening the trail, improving street crossings, and better connecting people to nearby destinations and the surrounding biking network.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

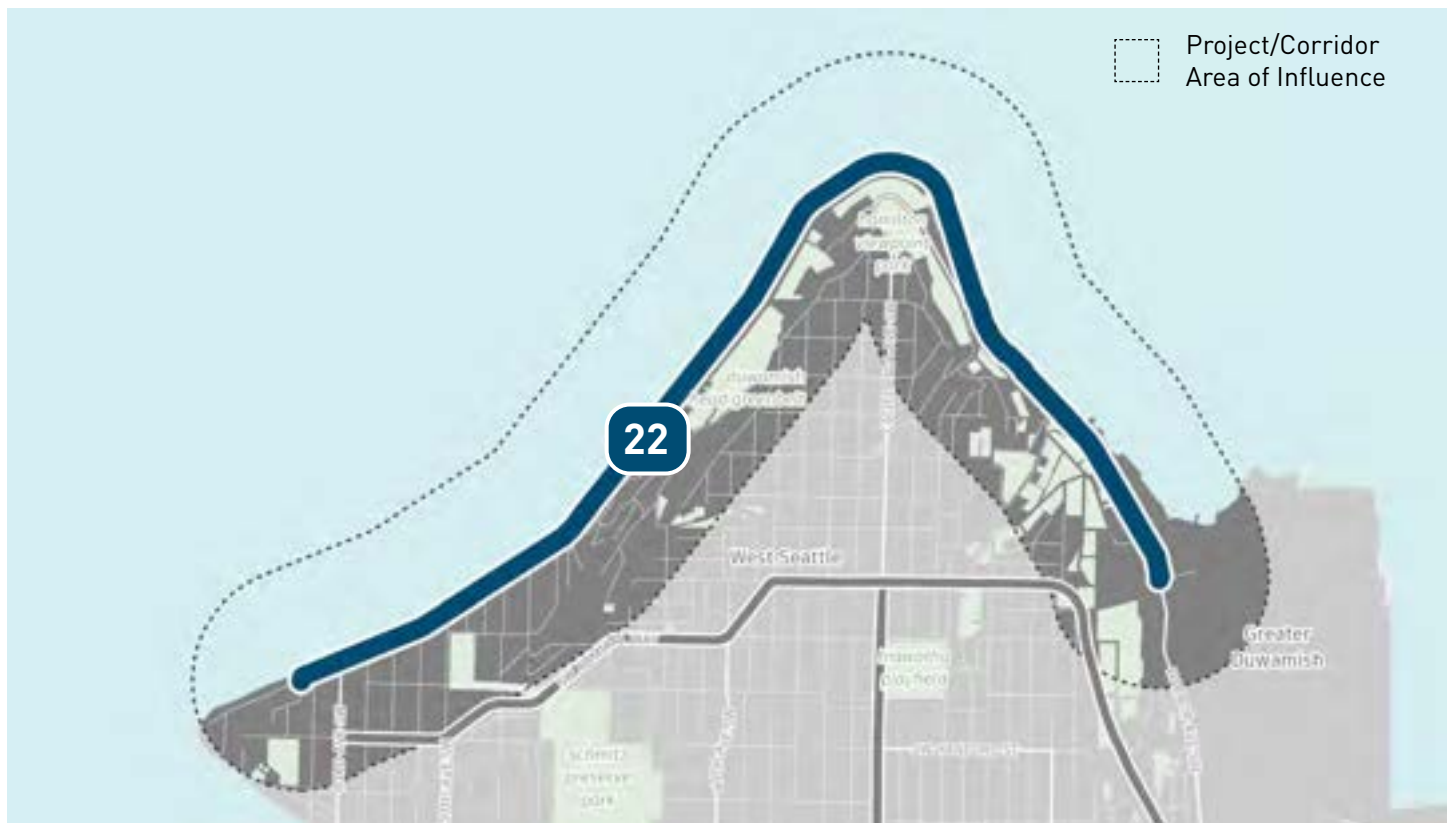


Livability



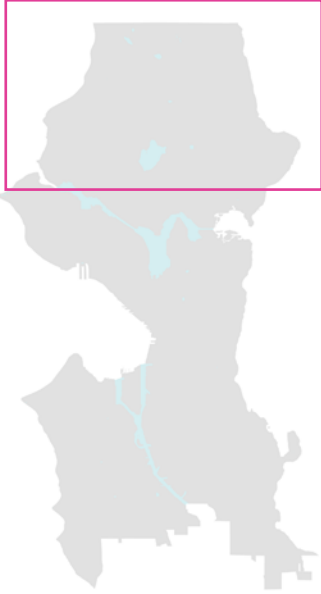
Maintenance &
Modernization

Cost



23

AURORA AVE N | Multimodal Improvements



Modes Served



Project Description

In collaboration with WSDOT and King County Metro, this project will improve safety and transit access on Aurora Ave N from the SR 99 Tunnel to NE 145th St. This could include:

- Making it safer to walk and roll, and cross the street
- Implementing changes to support transit and freight vehicles
- Improving drainage systems to better manage stormwater and reduce flooding



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



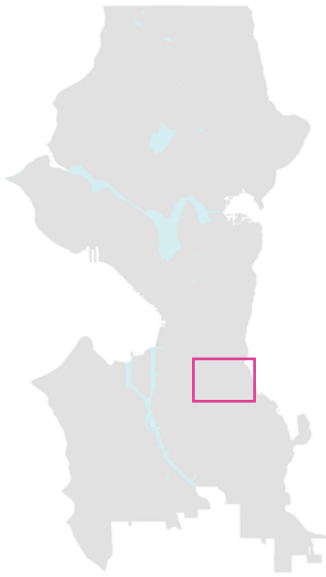
Maintenance & Modernization

Cost



24

MT. BAKER STATION | Multimodal Improvements



Modes Served



Project Description

This project will better support people walking, rolling, and taking transit in and around the Mt. Baker neighborhood, improving access to the Link light rail station, bus transfer center, Franklin High School, and more. This could include:

- Redesigning the busy intersection of Rainier Ave S and Martin Luther King Jr Way S.
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area
- Improving transit reliability and access
- Repairing sidewalks and adding bicycle facilities for people of all ages and abilities



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

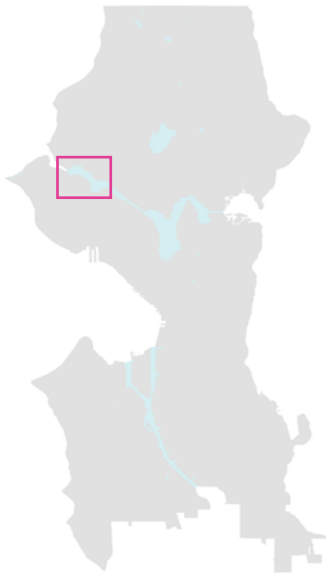
Maintenance &
Modernization

Cost



25

BALLARD BRIDGE



Modes Served



Project Description

This project will make major repairs on the Ballard Bridge so that it remains a reliable route for people traveling across the Ship Canal. The project will also improve safety for people walking, rolling, and biking at the south end of the bridge by adding widened sidewalks and intersection improvements.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability

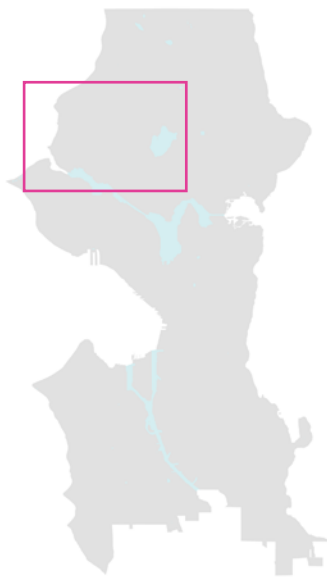


Maintenance & Modernization

Cost



26

BALLARD TO NORTHGATE | Multimodal Improvements**Modes Served****Project Description**

This project will reimagine the route for people walking, rolling, biking, and taking transit from Ballard to Northgate and improve access to the new Ballard Link light rail station. This could include:

- Repairing sidewalks and adding bicycle facilities for people of all ages and abilities
- Redesigning the street to better support transit and freight vehicles
- Improving bus stops and crossings and making the Link light rail station more welcoming for transit riders
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability

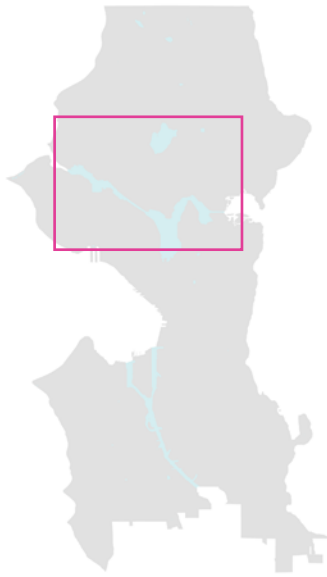
Mobility &
Economic Vitality

Livability

Maintenance &
Modernization**Cost**

27

BALLARD TO U DISTRICT | RapidRide Coordination



Modes Served



Project Description

This project will support King County Metro's upgrade of Route 44 to RapidRide. The route will connect Ballard, Wallingford, and the U District. This project could include:

- Enhancing access to destinations like shops, restaurants, and cultural centers in the area
- Implementing Intelligent Transportation System improvements to make traveling more efficient, safe, and predictable



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



28

BOREN AVE | Multimodal Improvements



Modes Served



Project Description

This project reimagines Boren Ave as a safer, more reliable, and more pleasant connection through First Hill and the Denny Triangle. This could include:

- Adding lush median landscaping and street trees to encourage slower vehicle speeds and make walking and rolling safer
- Repairing sidewalks and making it safer to cross the street
- Improving access to local businesses for vehicles making deliveries



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



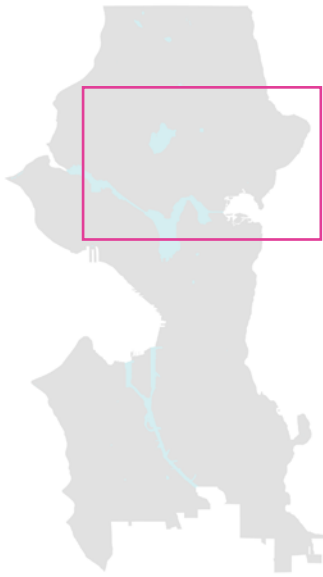
Maintenance &
Modernization

Cost



29

BURKE GILMAN TRAIL | Comfortable Connections



Modes Served



Project Description

This project will upgrade the Burke Gilman Trail to more comfortably and safely connect people walking, rolling, and biking on one of the region's most popular trails with destinations along their route. This could include:

- Redesigning, widening, and repaving sections of the trail
- Improving crossings where people using the trail intersect with people using other modes of transportation
- Connect the trail to other bicycle routes and nearby destinations like parks



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



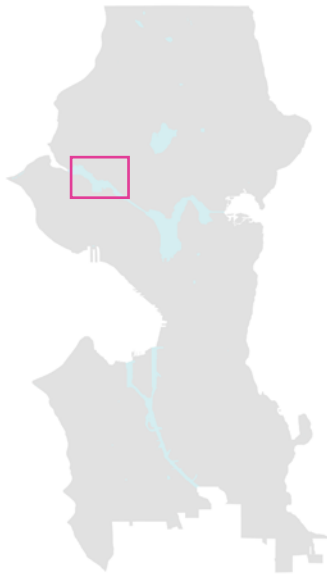
Maintenance &
Modernization

Cost



30

BURKE GILMAN TRAIL MISSING LINK



Modes Served



Project Description

Multi-use trail connecting the two existing sections of the Burke-Gilman Trail in Ballard

PLACEHOLDER:
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online, following
STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



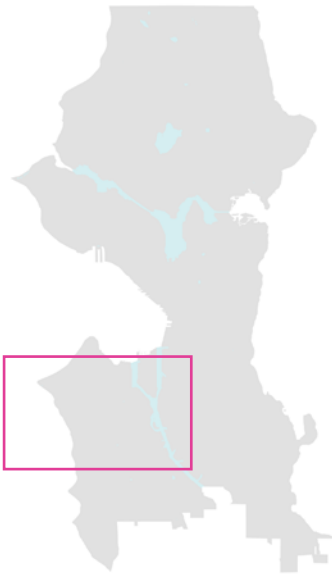
Maintenance &
Modernization

Cost



31

CALIFORNIA AVE SW | Multimodal Improvements



Modes Served



Project Description

This project will improve mobility and safety on California Ave SW, connecting West Seattle neighborhoods from north to south. This could include:

- Repairing sidewalks and adding bicycle facilities for people of all ages and abilities
- Making it safer to cross the street with elements like median islands, extensions of curbs, and better crossings
- Redesigning the street to better support transit access and reliability
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Planting street trees
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



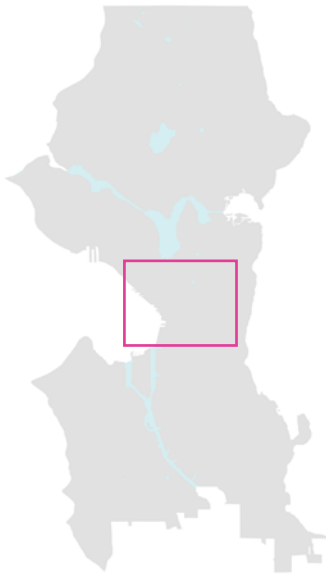
Maintenance & Modernization

Cost



32

CENTER CITY CONNECTOR



Modes Served



Project Description

This project will join the South Lake Union and First Hill Streetcar lines to create a seamless connection through these vibrant neighborhoods all the way to Pioneer Square. When complete, 5 miles and 23 stations of streetcar service will be available to access hundreds of destinations, including Pike Place Market, Colman Dock, and First Hill, along with four direct connections to Link light rail.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



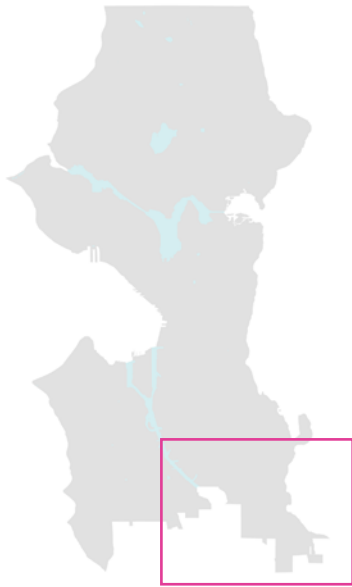
Maintenance &
Modernization

Cost



33

CHIEF SEALTH TRAIL | Comfortable Connections



Modes Served



Project Description

This project will improve sections of the Chief Sealth Trail to more comfortably and safely connect people walking, rolling, and biking in South Seattle. This could include:

- Completing small gaps in the trail
- Creating areas for shade and rest, especially at popular viewpoints
- Improving areas where the trail intersects with vehicle traffic
- Connecting people to key destinations and other bicycle routes along the trail



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

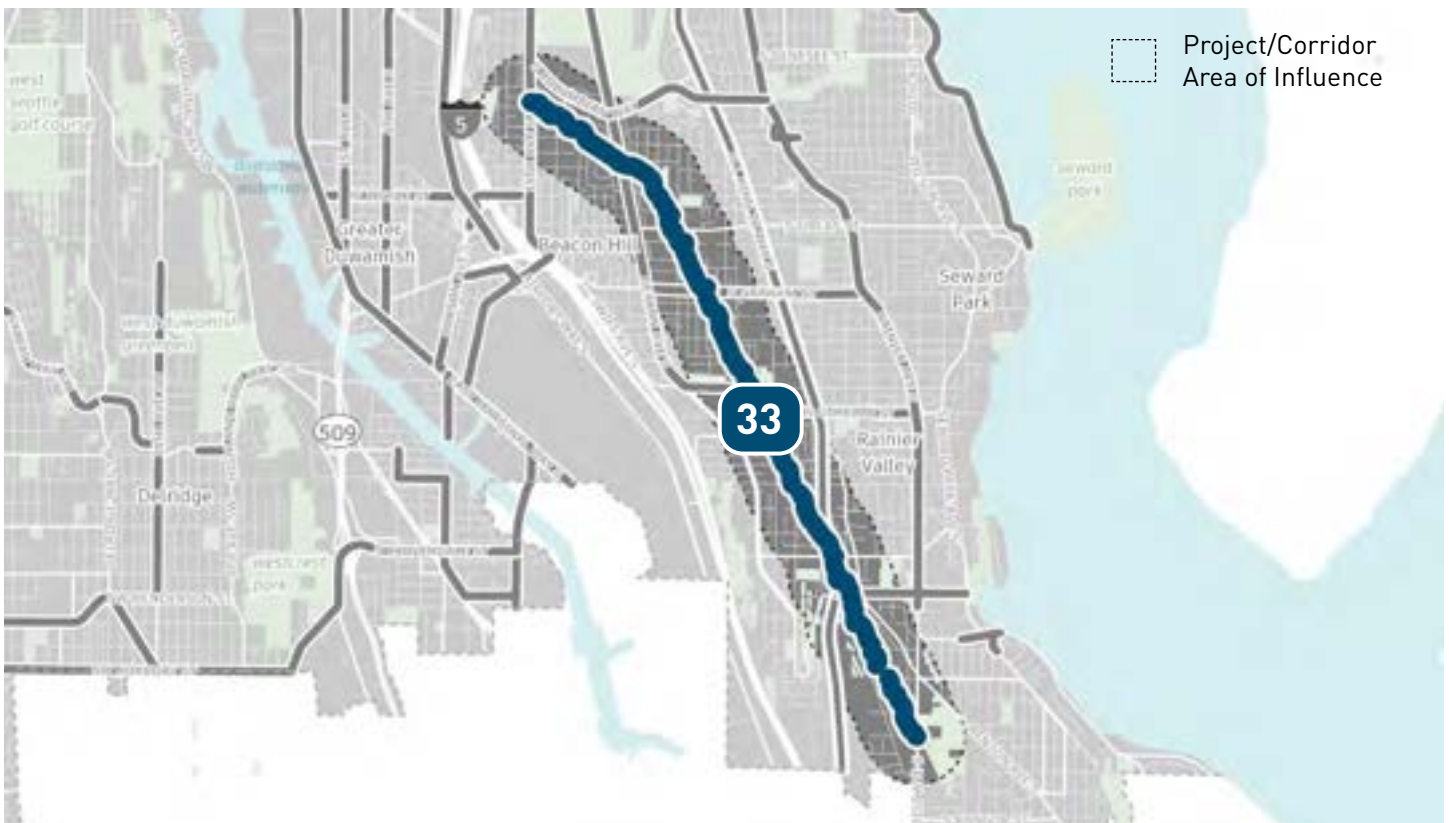


Livability



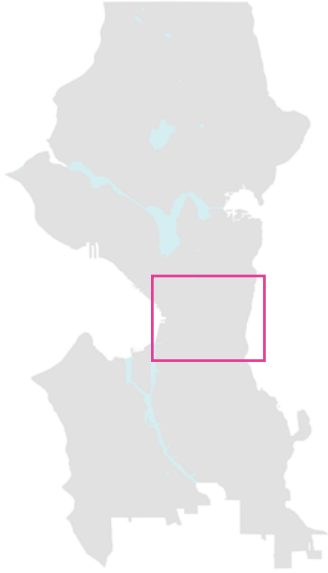
Maintenance &
Modernization

Cost



34

CHINATOWN-INTERNATIONAL DISTRICT STATION | Multimodal Improvements



Modes Served



Project Description

This project will streamline connections and make walking, rolling, and biking near the Chinatown-International District Link light rail station safer and more accessible. This could include:

- Making S Jackson, S King, and S Dearborn streets more enjoyable for people walking and rolling with better lighting, landscaping, public art, and more
- Adding bicycle facilities for people of all ages and abilities and improving connections for pedestrians to nearby trails
- Redesigning the street to better support freight vehicles
- Creating welcoming public space for people walking and rolling on S Jackson St
- Improving connections for people to and from Colman Dock, including repaving some areas of the street



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

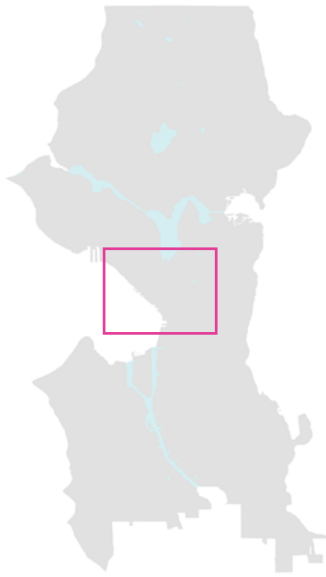
Maintenance &
Modernization

Cost



35

DENNY WAY | Multimodal Improvements



Modes Served



Project Description

This project will improve Denny Way for people walking, rolling, and taking transit. This could include:

- Repairing sidewalks, planting new trees, and improving intersections for safer travel
- Improving connections to nearby Link light rail stations
- Redesigning the street to better support transit and freight vehicles



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



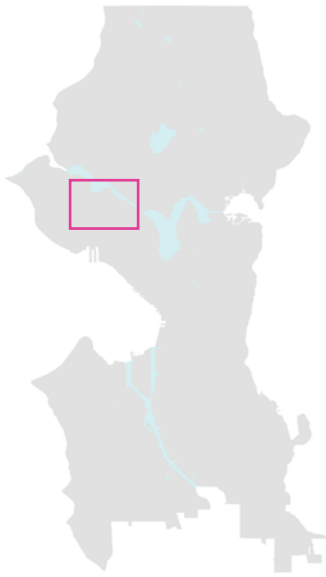
Maintenance &
Modernization

Cost



36

DRAVUS ST | Multimodal Improvements



Modes Served



Project Description

This project will improve W Dravus St, connecting people walking, rolling, biking, taking transit, and making deliveries along a major east-west street. This could include:

- Adding bicycle facilities for people of all ages and abilities
- Redesigning the street to better support transit and freight vehicles
- Supporting the business access needs of destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

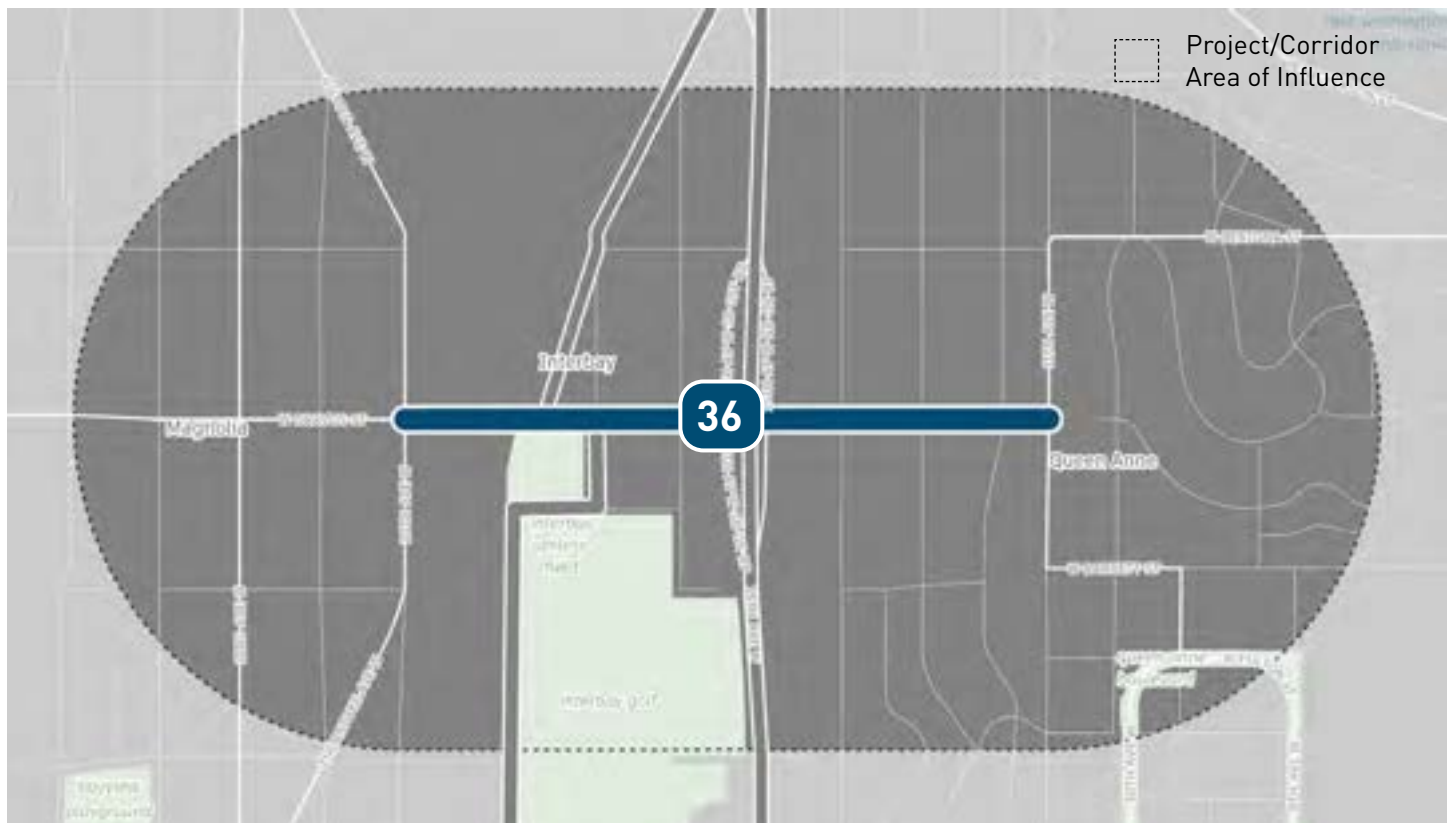


Livability



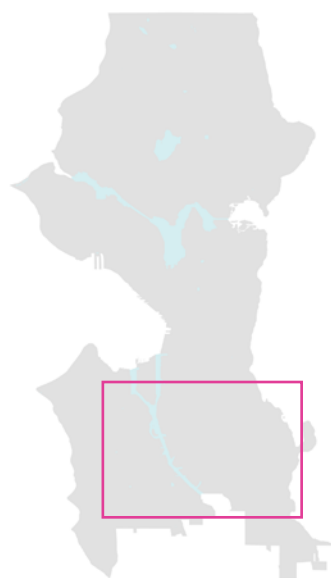
Maintenance &
Modernization

Cost



37

E MARGINAL WAY | Multimodal Improvements



Modes Served



Project Description

In collaboration with WSDOT, this project will improve East Marginal Way, which serves as a major freight corridor and connection for people between the West Seattle Bridge Trail, downtown, and the SODO neighborhood. This could include:

- Redesigning the street to better support freight vehicles, including potential freight-only lanes
- Repairing and widening sidewalks and improving bus stops and crossings
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

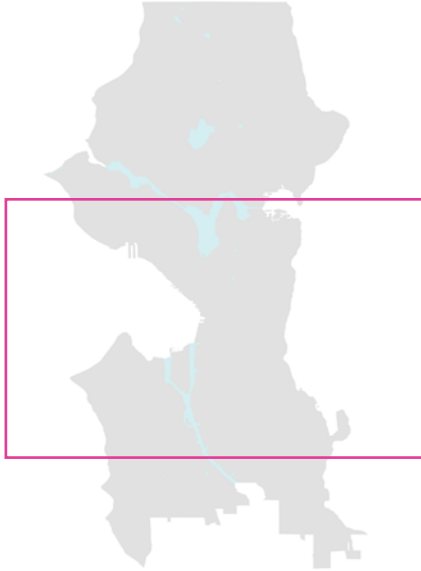
Maintenance &
Modernization

Cost



38

EASTLAKE TO RAINIER BEACH | Transit and Multimodal Improvements



Modes Served



Project Description

In partnership with King County Metro, support the new RapidRide connection from Eastlake to Rainier Beach with improvements on Beacon Ave S, Broadway, and 10th Ave E. This could include:

- Repaving some portions of the road
- Redesigning the street to better support RapidRide service
- Repairing sidewalks and adding bicycle facilities for people of all ages and abilities
- Making it safer to cross the street
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area "Improving connections for people to and from Colman Dock, including repaving some areas of the street



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality

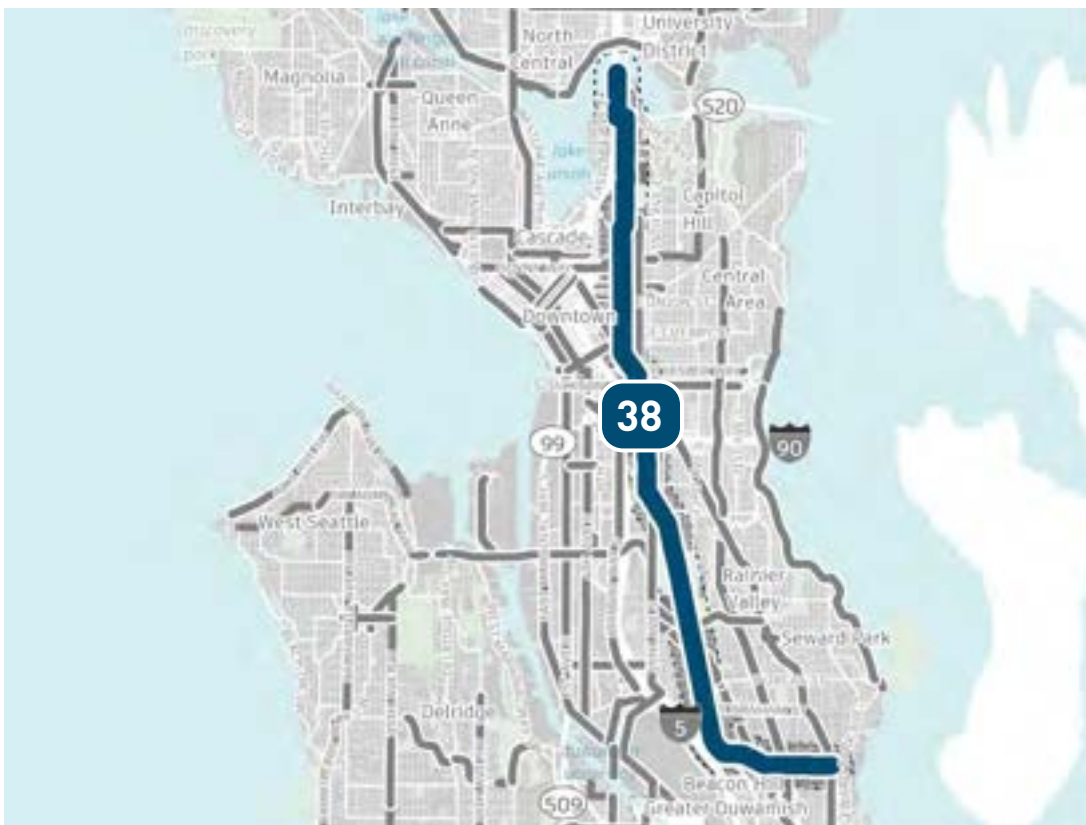


Livability



Maintenance & Modernization

Cost



Project/Corridor Area of Influence

39

ELLIOTT BAY PROMENADE AND SEAWALL



Modes Served



Project Description

This project will extend the waterfront promenade and reconstruct the seawall north along the Elliott Bay waterfront from Virginia to Broad St.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



Maintenance & Modernization

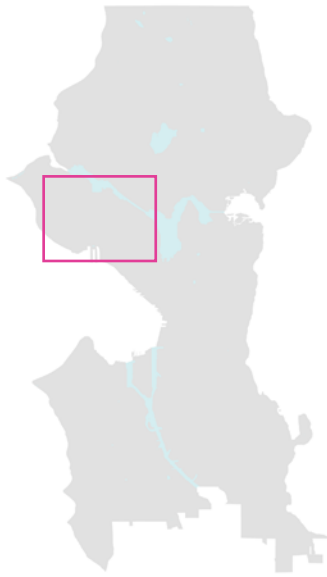
Cost



Project/Corridor Area of Influence

40

ELLIOTT BAY TRAIL | Comfortable Connections



Modes Served



Project Description

This project will build a new trail for people walking, rolling, and biking from the existing Elliot Bay Trail to the future Interbay Link light rail station.

PLACEHOLDER:
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STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

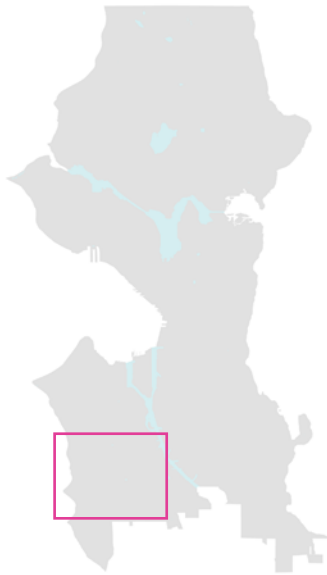
Cost



Project/Corridor
Area of Influence

41

FAUNTLEROY WAY SW | Multimodal Improvements



Modes Served



Project Description

This project will complement new connections in West Seattle, specifically improving the route for people walking, rolling, biking, and taking transit between Morgan Junction, Lincoln Park, and the Fauntleroy Ferry Terminal in West Seattle. This could include:

- Making improvements to better support transit and freight vehicles
- Repairing sidewalks and adding bicycle facilities for people of all ages and abilities
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Planting new trees
- Making it safer to cross the street



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality

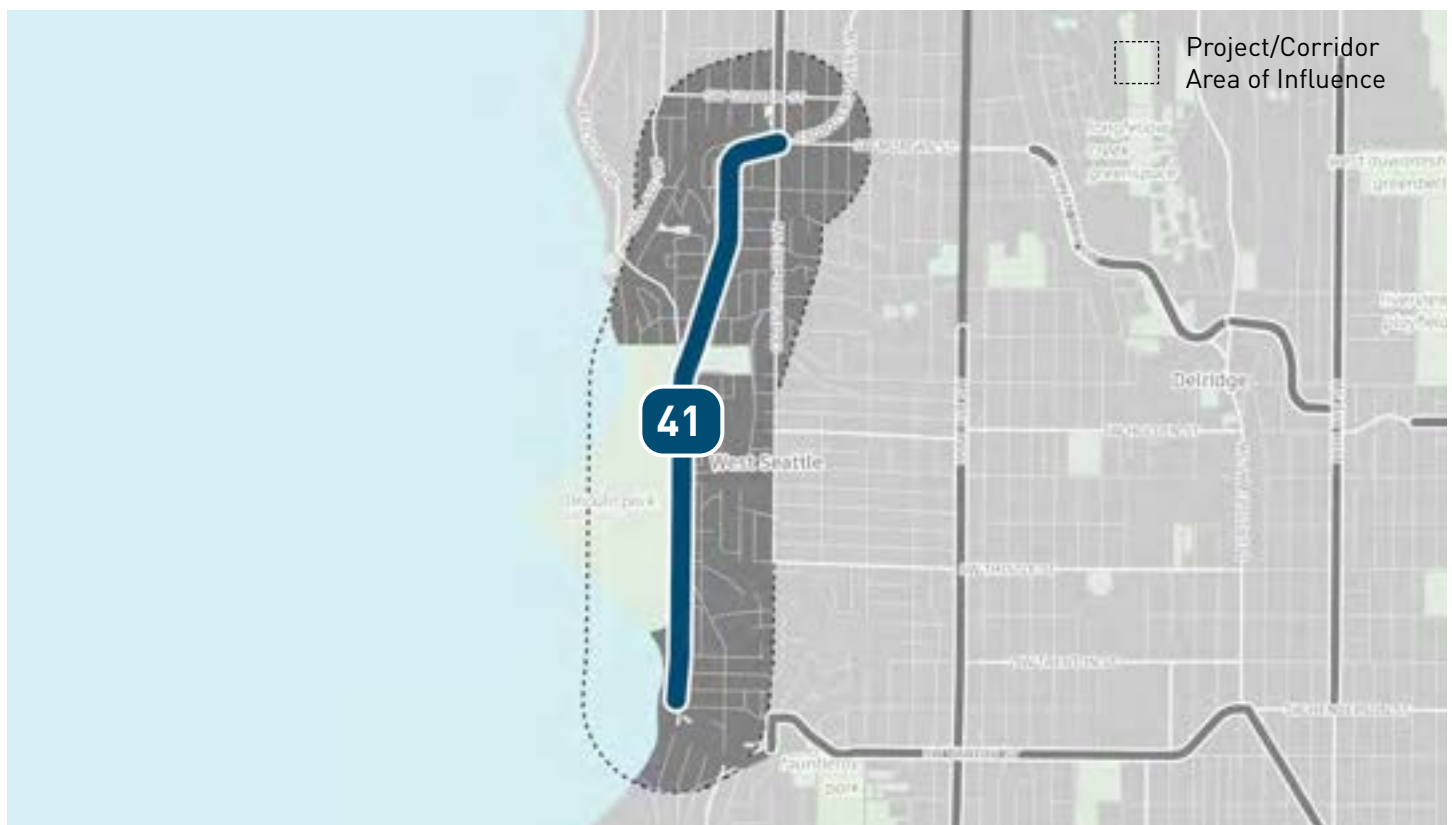


Livability



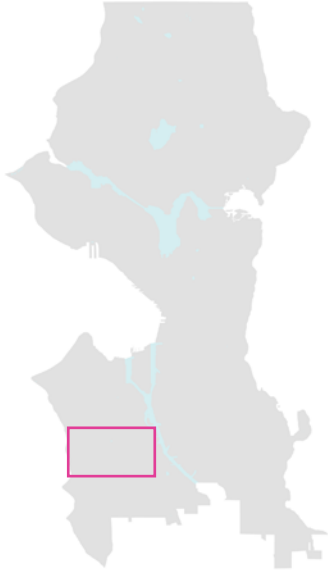
Maintenance & Modernization

Cost



42

FAUNTLEROY WAY SW BLVD | Multimodal Improvements



Modes Served



Project Description

This project improves a busy street that welcomes people into West Seattle from the West Seattle Bridge and will connect people to the new Link light rail station on SW Avalon Way. This will fulfill a commitment made as part of the Levy to Move Seattle. This could include:

- Repaving some areas of the street
- Redesigning some areas, including adding a landscaped median, new sidewalks, improving crossings, and planting street trees along with improved signage for better navigation through the area
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Adding bicycle facilities for people of all ages and abilities



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



Maintenance & Modernization

Cost



43

W GARFIELD ST | Comfortable Connections



Modes Served



Project Description

This project will build a new staircase and/or improved trail connection along W Garfield St/Queen Anne Greenway connecting the Queen Anne neighborhood to the future Smith Cove Link light rail station.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



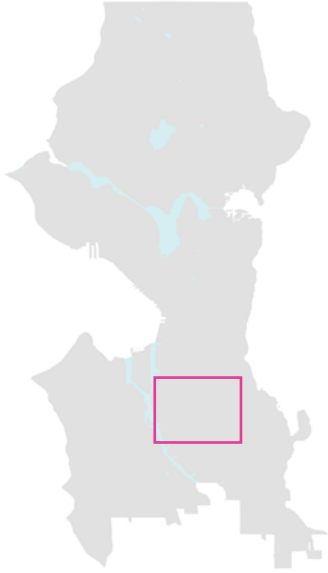
Maintenance &
Modernization

Cost



44

GEORGETOWN TO BEACON HILL | Comfortable Connections



Modes Served



Project Description

This project will better connect people from Beacon Hill to Georgetown, linking neighborhoods across I-5 with a bicycle route for people of all ages and abilities along either S Lucille St or S Albro Pl.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



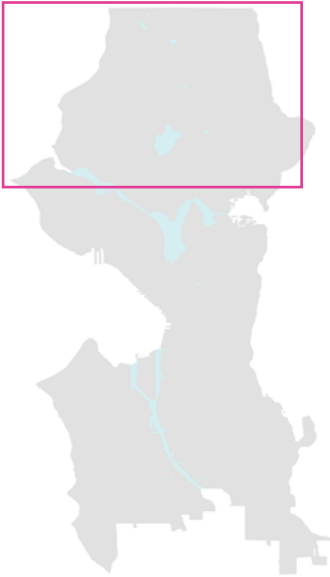
Maintenance &
Modernization

Cost



46

GREENWOOD AND PHINNEY | Transit and Multimodal Improvements



Modes Served



Project Description

In partnership with King County Metro, this project will upgrade this transit-rich corridor to improve bus reliability and accessibility. This could include:

- Supporting the business access needs of destinations like shops, restaurants, and cultural centers in the area.
- Repairing and adding new sidewalks
- Adding bicycle facilities for people of all ages and abilities
- Improving bus stops
- Making enhancements along the street to better support transit reliability



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



Maintenance & Modernization

Cost

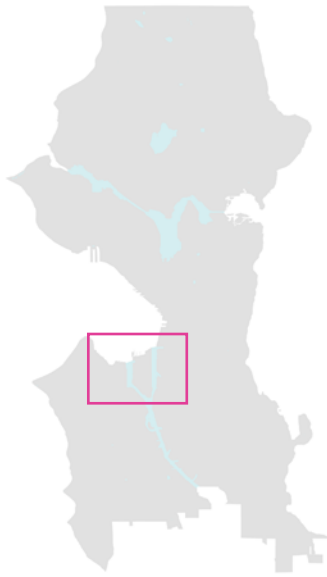


 Project/Corridor Area of Influence



47

HARBOR ISLAND | Freight and Pedestrian Improvements



Modes Served



Project Description

This project will streamline freight movement on Harbor Island while making improvements for people walking and rolling. This could include:

- Rebuilding some areas of the street to support heavy freight traffic, and implementing Intelligent Transportation System improvements to make traveling more efficient, safe, and predictable
- Upgrading sidewalks, adding lighting, and installing new landscaping along with stormwater drainage improvements



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

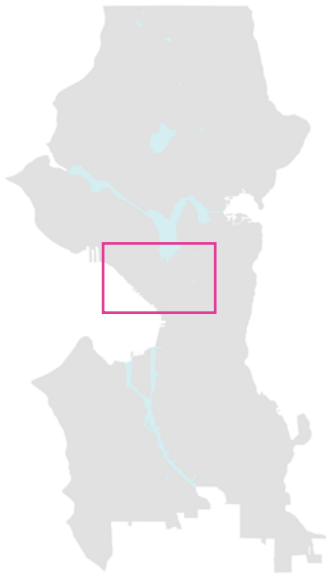
Maintenance &
Modernization

Cost



48

HARRISON ST AND MERCER ST | Transit Improvements



Modes Served



Project Description

This project will improve transit in the busy South Lake Union neighborhood, making buses more reliable and accessible and serving the future South Lake Union Link light rail station. This could include:

- Repaving and redesigning some areas of the street to better support transit
- Improving transit stops and improving street crossings
- Repairing and widening sidewalks
- Adding a bicycle route for people of all ages and abilities



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

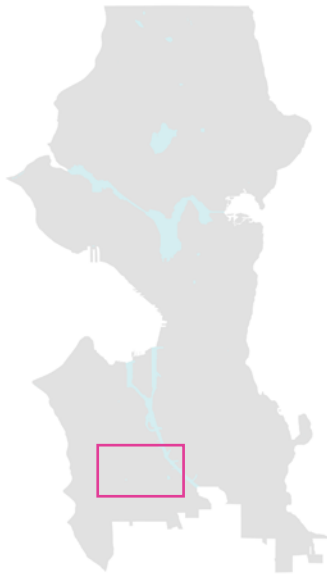
Maintenance &
Modernization

Cost



49

HIGHLAND PARK WAY | Comfortable Connections



Modes Served



Project Description

This project improves the connection for people walking, rolling, and biking between Delridge, Highland Park, and the Duwamish Regional Trail by widening the sidewalk on Highland Park Way so it serves as a multi-use trail and improving stormwater drainage.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



50

HOLGATE ST BRIDGE



Modes Served



Project Description

This project will build a new bridge on Holgate St that allows people to travel across all modes over train tracks. Among more, this will eliminate hours of vehicle idling and carbon emissions, and improve safety.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

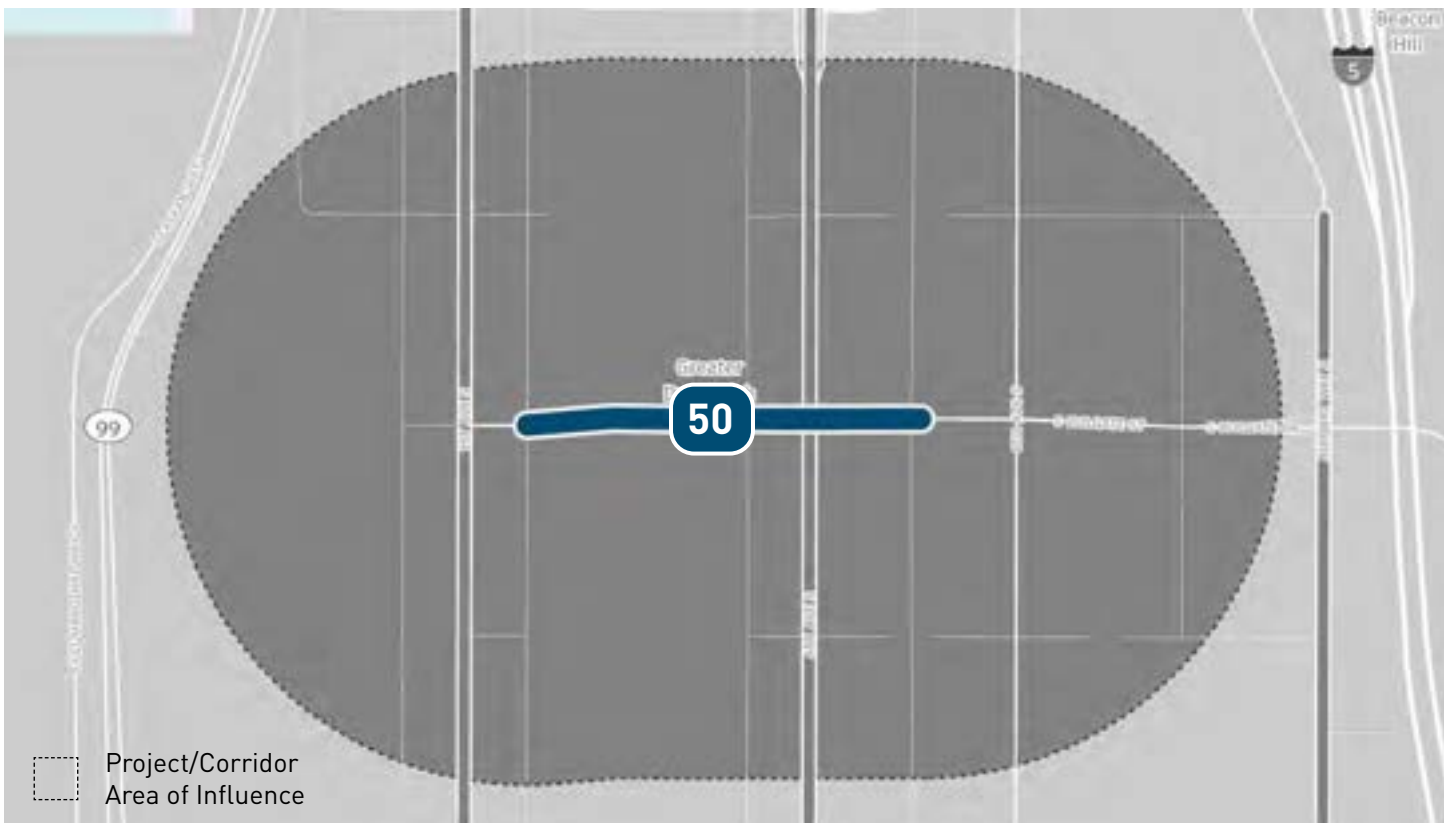


Livability



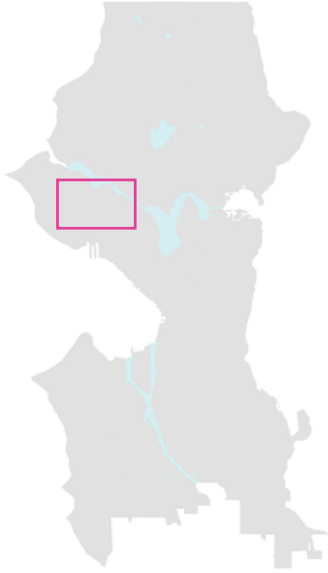
Maintenance &
Modernization

Cost



51

INTERBAY STATION AND SOUTH SHIP CANAL | Comfortable Connections



Modes Served



Project Description

This project will create a new route for people walking, rolling, and biking to connect to important destinations like the Interbay station, Seattle Pacific University, and Fisherman's Terminal. The route will be part of a cross-country network, the Great American Rail Trail.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



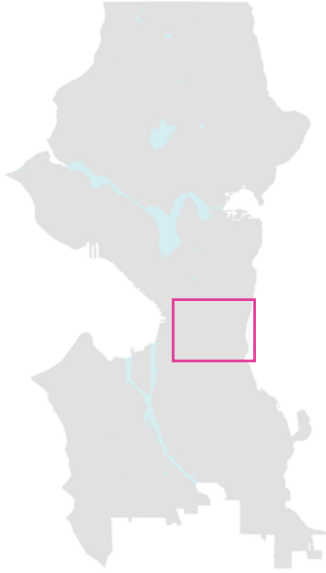
Maintenance & Modernization

Cost



52

JACKSON ST | Multimodal Improvements (Rainier Ave S to 31st Ave S)



Modes Served



Project Description

This project will improve the connection between downtown and the Central District for people walking, rolling, biking, and taking transit. This could include:

- Making improvements to the right of way to better support transit
- Improving street crossings
- Creating welcoming public space with upgraded sidewalks, street trees, and opportunities for patio dining



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility & Economic Vitality

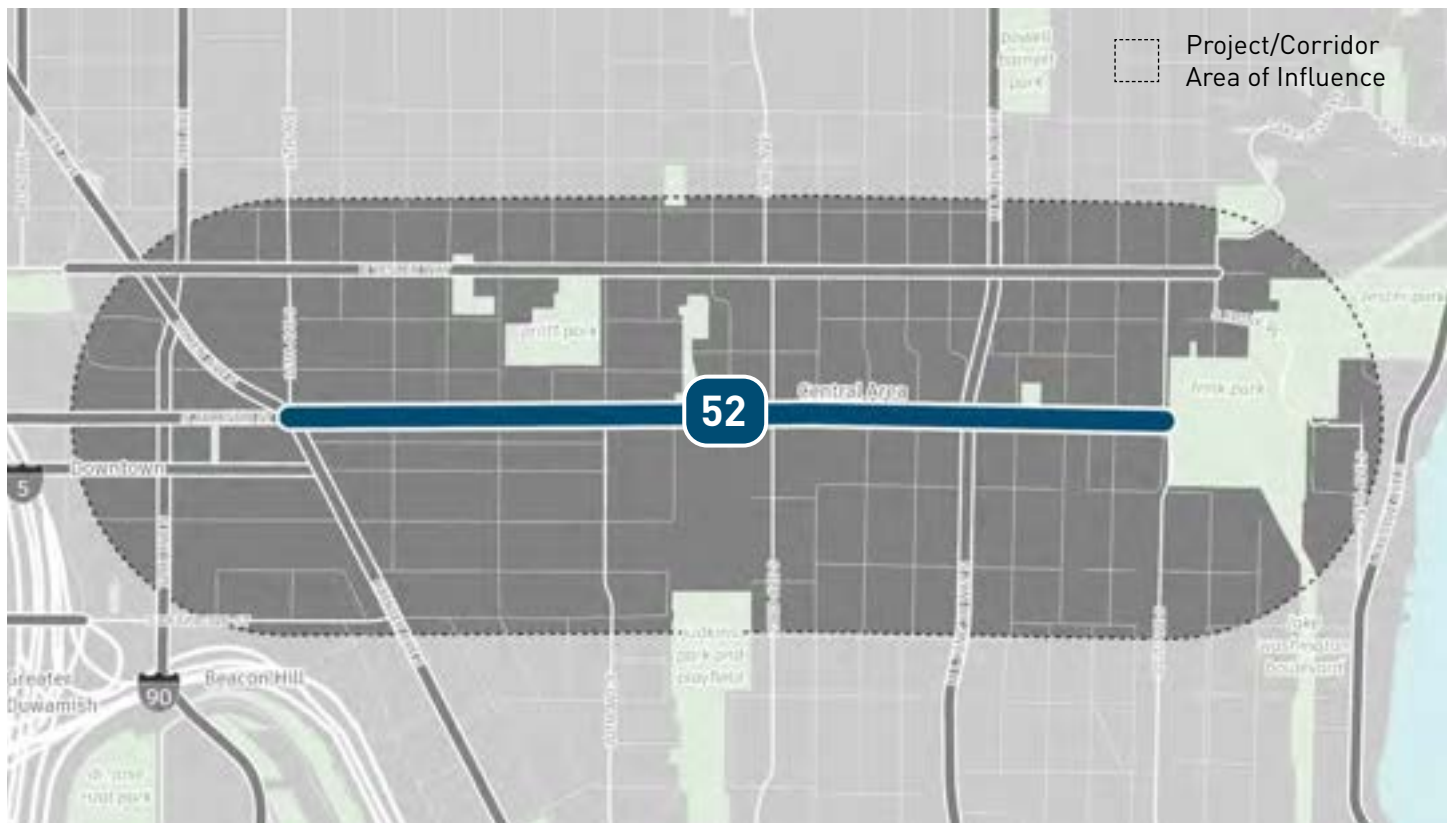


Livability



Maintenance & Modernization

Cost



53

S JACKSON ST | Transit and Multimodal Improvements (1st Ave S to Rainier Ave S)

Modes Served



Project Description

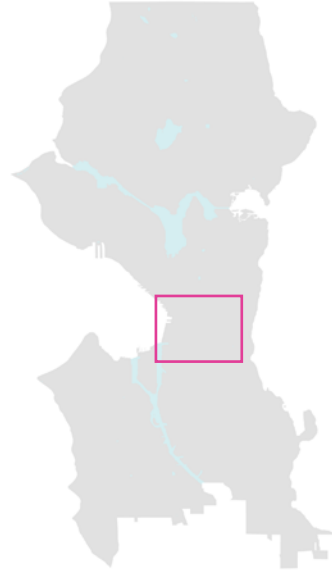
In partnership with King County Metro, this project will make transit more reliable and accessible on S Jackson St. This could include:

- Redesigning the street to better support the future RapidRide R line and making improvements to support the Seattle Streetcar, including potential bus-only lanes
- Improving transit stops
- Improving sidewalks and street crossings



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication



Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

Maintenance &
Modernization

Cost



54

JAMES ST | Multimodal Improvements



Modes Served



Project Description

This project will make it easier and safer for people to walk, roll, and access transit on James St. This could include:

- Repaving and redesigning some areas of the street to better support transit
- Making improvements to reduce interactions between people walking and rolling and moving vehicles, such as adding median islands and extending curbs
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable



Click [HERE](#) to see the project location in Google Street View

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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



55

LAKE CITY WAY | Multimodal Improvements



Modes Served



Project Description

In collaboration with WSDOT and King County Metro, this project will modernize Lake City Way to safely connect people and goods to surrounding neighborhoods and to reliable transit on this future RapidRide corridor. This could include:

- Redesigning the street to better support transit and freight vehicles, including potential bus- and freight-only lanes
- Improving sidewalks and street crossings, and add other safety elements to reduce collisions
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

Maintenance &
Modernization

Cost



Project/Corridor
Area of Influence

56

LAKE CITY WAY TO NORTHGATE | Transit and Multimodal Improvements



Modes Served



Project Description

In collaboration with WSDOT, this project will improve the connection between two busy neighborhoods for people walking, rolling, biking, and taking transit. This could include:

- Redesigning the street to better support transit, including potential bus-only lanes
- Improving transit stops
- Repairing sidewalks and improving street crossings
- Adding bicycle routes for people of all ages and abilities
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area
- Making it more enjoyable to walking and roll around the Link light rail station



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



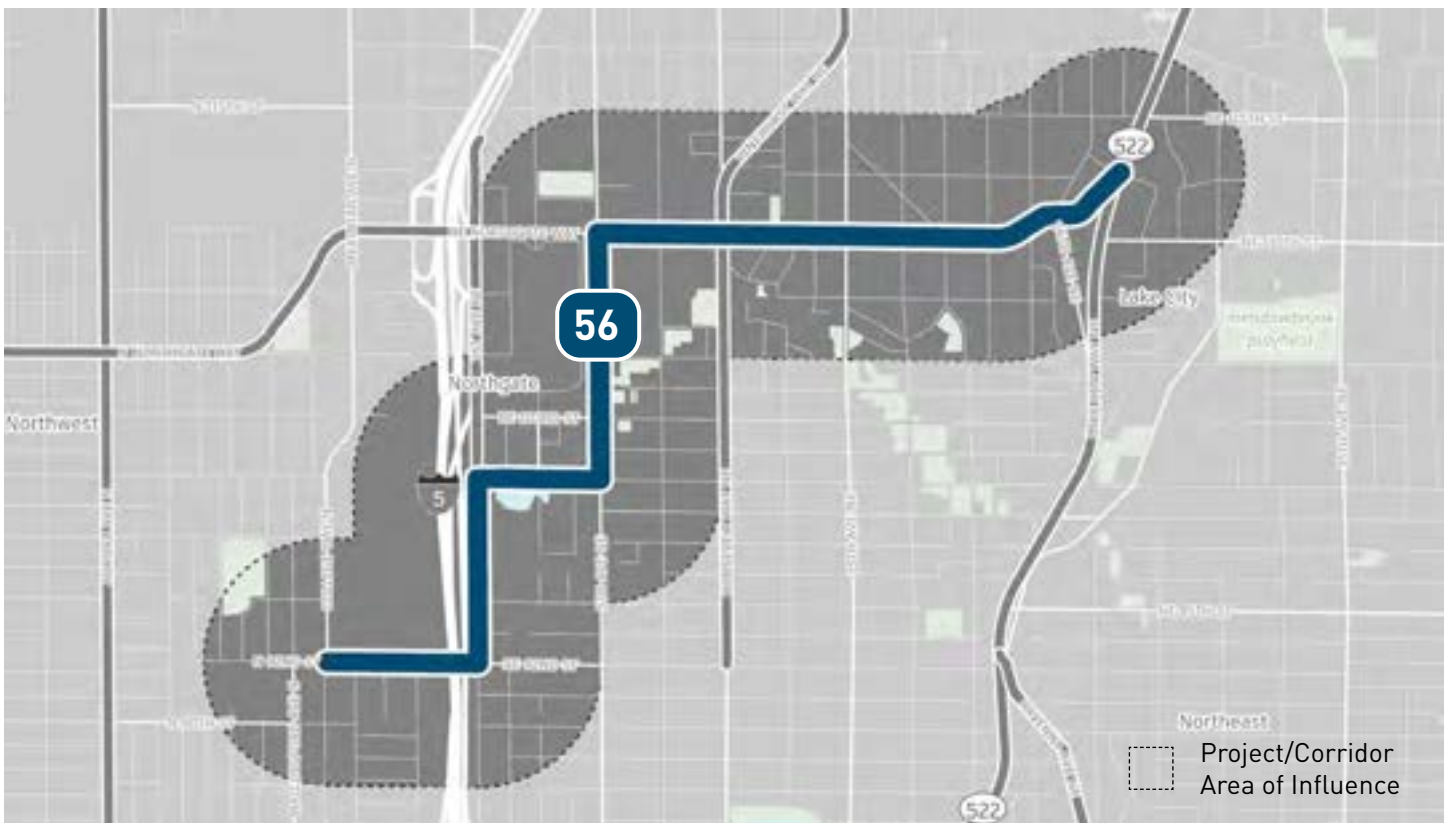
Sustainability

Mobility &
Economic Vitality

Livability

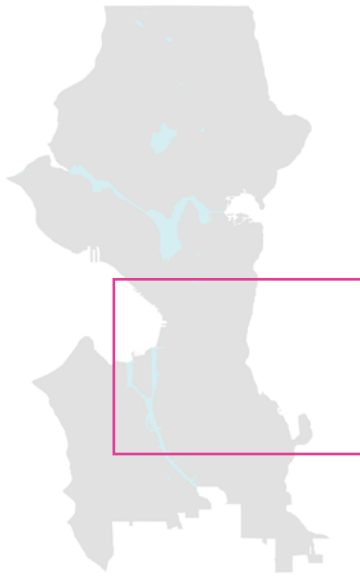
Maintenance &
Modernization

Cost



57

LAKE WASHINGTON BLVD



Modes Served



Project Description

This project will improve safety and comfort for all modes along one of Seattle's signature Olmsted Boulevards.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted into information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

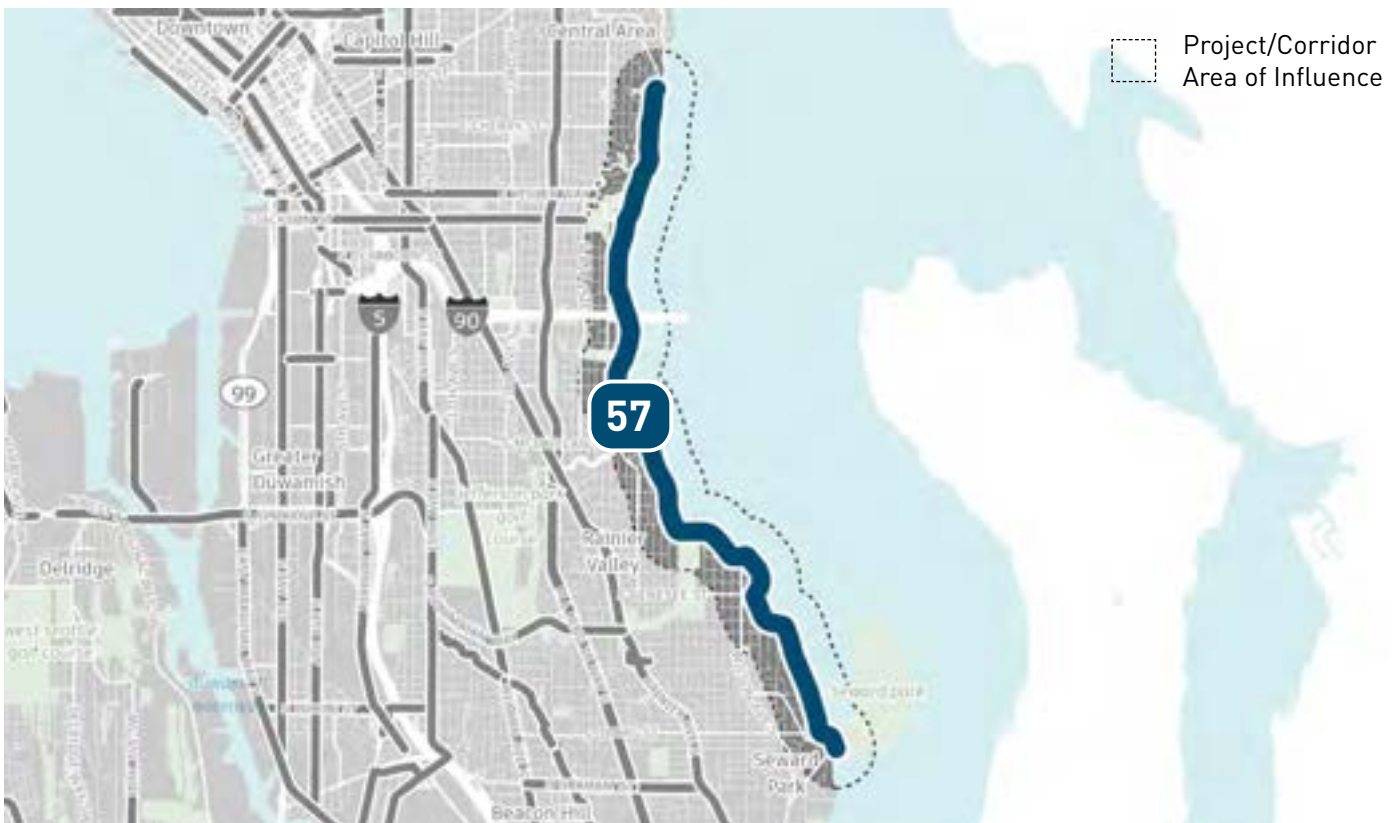


Livability



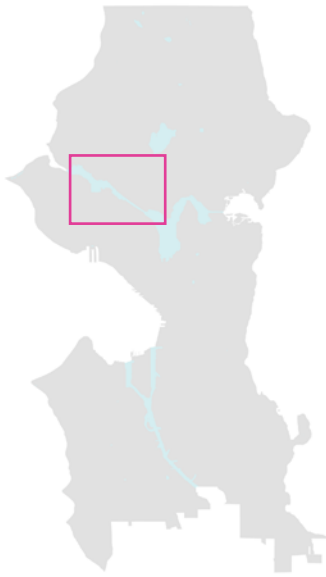
Maintenance &
Modernization

Cost



58

LEARY WAY NW | Multimodal Improvements



Modes Served



Project Description

This project will better support freight and transit mobility, as well as create a safe biking route along Market St, Leary Way, and 17th Ave NW. This could include repaving and implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



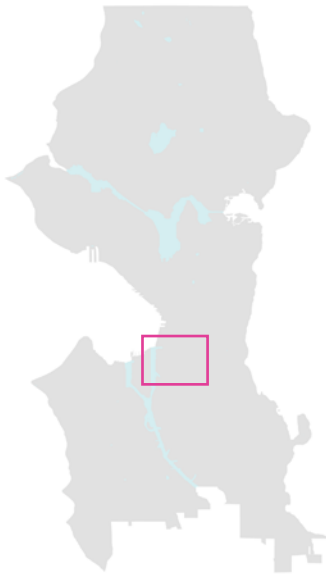
Maintenance & Modernization

Cost



59

S LUCILE ST | Multimodal Improvements



Modes Served



Project Description

This project will repave S Lucile St and redesign the street to better support freight movement. This will also implement Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



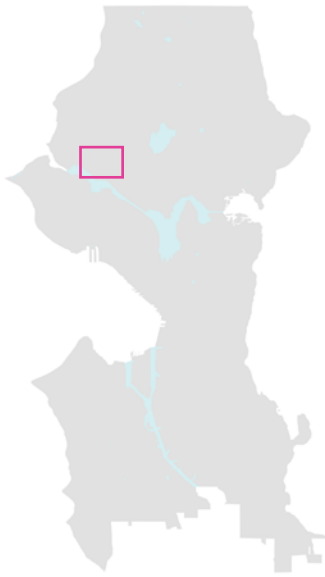
Maintenance &
Modernization

Cost



60

NW MARKET ST | Multimodal Improvements



Modes Served



Project Description

This project will create a comfortable and safe connection between the Ballard Link light rail station and businesses, restaurants, and destinations in the heart of Ballard. This could include:

- Repaving and redesigning some areas of the street to better support transit and freight vehicles, including potential bus- and freight-only lanes
- Repairing sidewalks and improving street crossings
- Planting new trees
- Supporting the business access needs of destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



61

MARTIN LUTHER KING JR. WAY | Multimodal Improvements (E Madison St to S McLellan St)

Modes Served



Project Description

This project will safety connect people walking, rolling, biking, and taking transit through the heart of the Central District. This could include:

- Making transit more frequent and reliable
- Improving transit stops
- Adding bicycle routes for people of all ages and abilities
- Improving sidewalks and street crossings
- Redesigning the street to better support freight vehicles
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



62

MARTIN LUTHER KING JR. WAY | Multimodal Improvements (Rainier Ave S to City Limits)

Modes Served



Project Description

This project will improve travel for people walking, rolling, biking, and taking transit, as well as support reliable freight travel to ensure goods are delivered. This could include:

- Slowing vehicle traffic and creating a safer experience for pedestrians with elements like new trees, extensions of curbs, improved crossings, and adjustments to how curb space is used
- Phase in an all ages and abilities bikeway, drawing on additional community and stakeholder engagement
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality

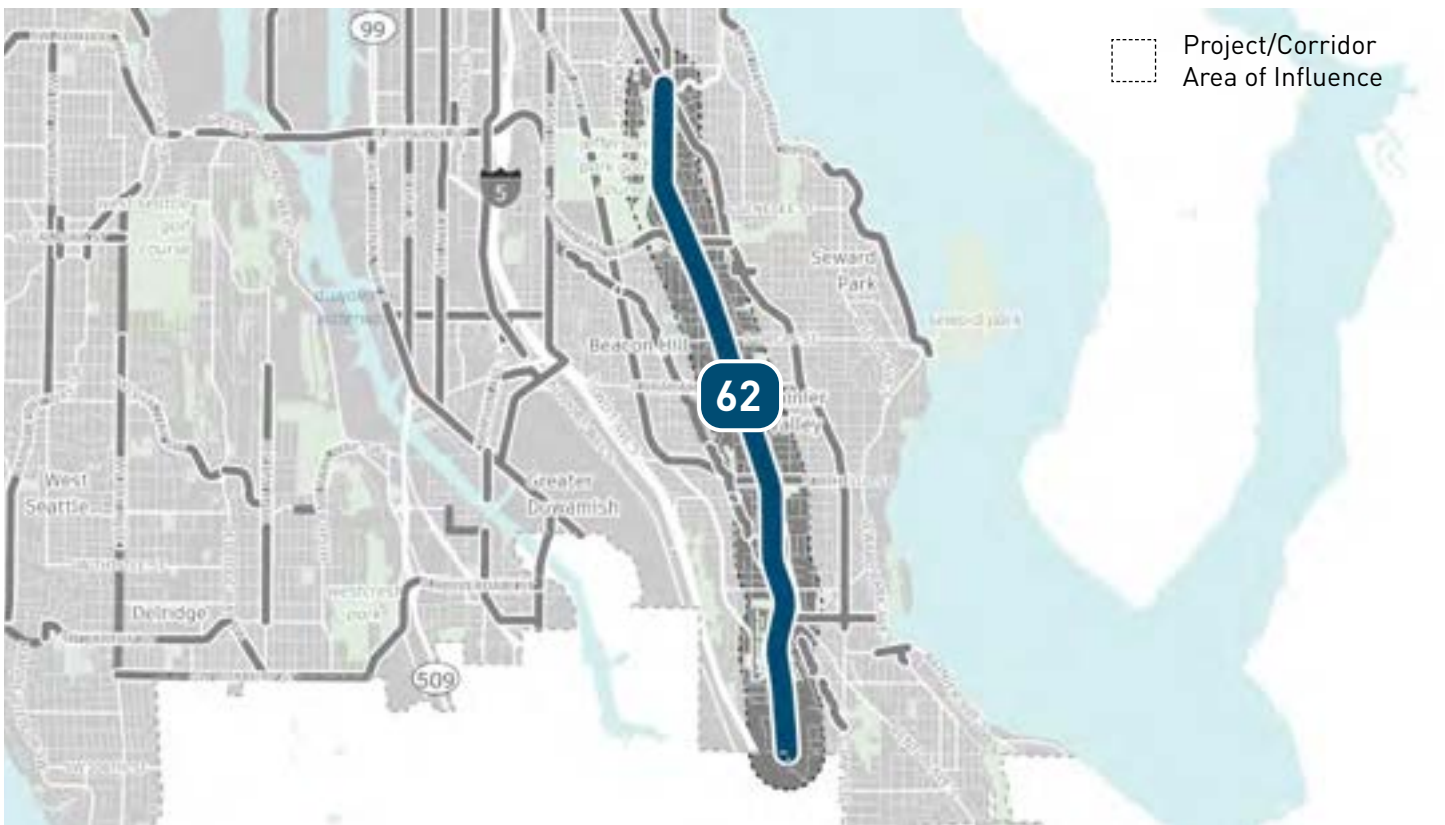


Livability



Maintenance & Modernization

Cost



Project/Corridor Area of Influence

63

NORTHLAKE RETAINING WALL



Modes Served



Project Description

This project will repair the retaining wall on N Northlake Way along Lake Union, and will make it more resilient in the event of an earthquake. This project may also include:

- Reconstructing and improving portions of N Northlake Way
- Relocating utilities



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



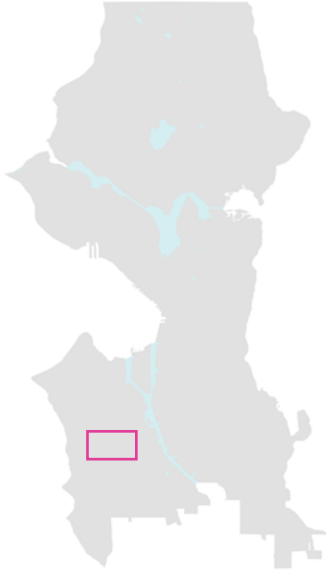
Maintenance &
Modernization

Cost



64

SW ORCHARD ST AND DUMAR WAY SW | Comfortable Connections



Modes Served



Project Description

This project improves the connection for people walking, rolling, and biking between Delridge and Highland Park, and the Duwamish Regional Trail by constructing a multi-use trail and improving stormwater drainage.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



65

PIKE PLACE | Event Street



Modes Served



Project Description

This project prioritizes people walking and rolling around Pike Place while enabling efficient and reliable delivery of goods and access to Pike Place Market. This could include redesigning the street to make it more enjoyable for pedestrians and restricting access for people driving at certain times.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



66

PIKE-PINE | Multimodal Improvements



Modes Served



Project Description

This project will extend previous improvements in this area to the east, better supporting access for people walking, rolling, and biking to destinations like shops, restaurants, and cultural centers in the area. It will also complete the connection between two community hubs: Capitol Hill and Pike Place Market.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



67

RAINIER AVE S | Multimodal Improvements



Modes Served



Project Description

In partnership with Sound Transit and King County Metro, this project will transform Rainier Ave S from S Jackson St to S McClellan St. The project will connect people walking, rolling, biking, and taking transit, and support goods delivery, between South Seattle, the Judkins Park Link light rail station, and Downtown. This could include:

- Repaving and redesigning some areas of the street to better support transit and freight travel, including reallocating space at the curb to support its many uses and potential bus- and freight-only lanes
- Improving sidewalks and street crossings
- Adding a bicycle route for people of all ages and abilities



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

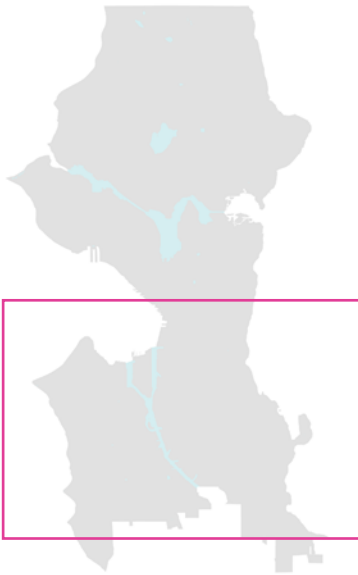
Maintenance &
Modernization

Cost



68

RAINIER VALLEY | RapidRide Coordination



Modes Served



Project Description

This project will support King County Metro's upgrade of Route 7 to RapidRide. The route will connect Downtown through the Chinatown-International District to the Rainier Valley. This project could include:

- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area
- Making streets more enjoyable for people walking and rolling



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality

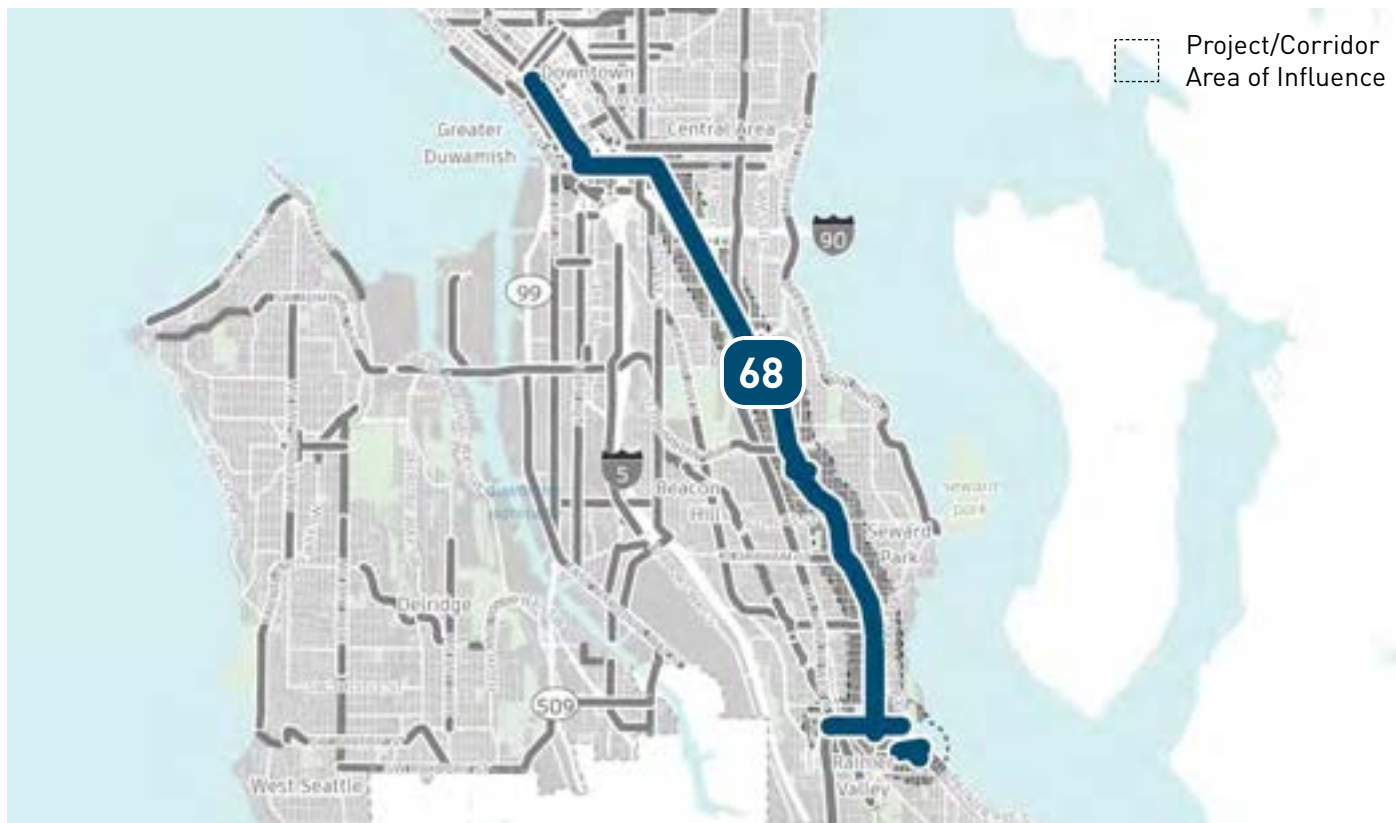


Livability



Maintenance & Modernization

Cost



69

SW ROXBURY ST | Comfortable Connections



Modes Served



Project Description

This project will improve travel on SW Roxbury St for people walking, rolling, and taking transit. This could include:

- Constructing a new multi-use trail on SW Roxbury St to connect people from Highland Park to Delridge, including the Delridge RapidRide H line
- Redesigning the street to better support transit, including potential bus-only lanes
- Upgrading sidewalks, extending curbs, and improving street crossings



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality

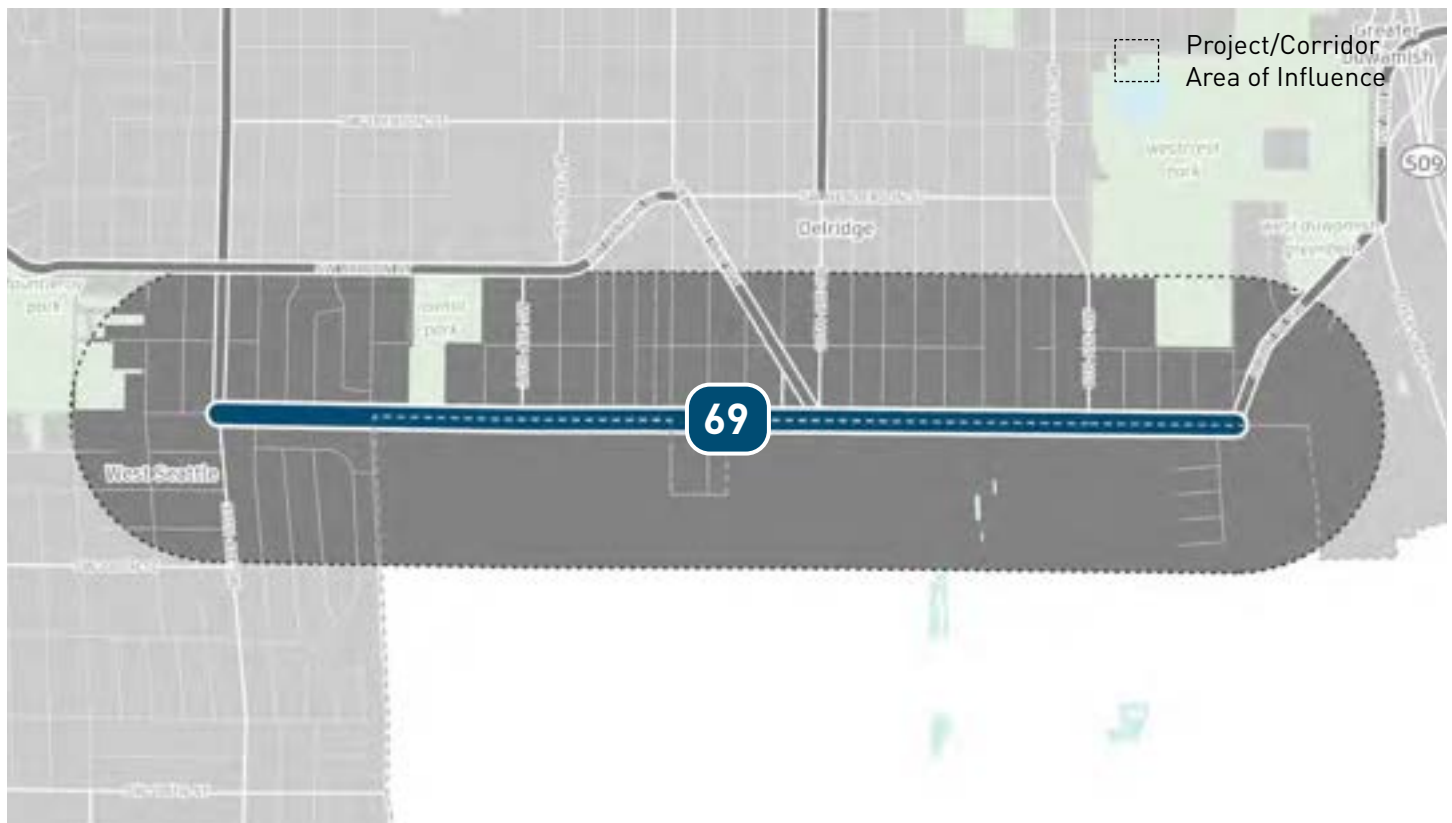


Livability



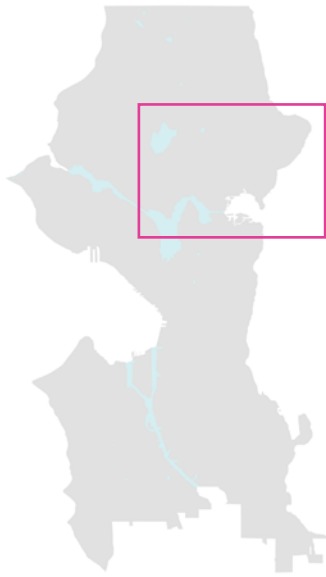
Maintenance &
Modernization

Cost



70

SAND POINT WAY NE | Multimodal Improvements



Modes Served



Project Description

In partnership with WSDOT, this project will improve Sand Point Way NE, a key connection between the University of Washington Link light rail station and Magnuson Park. This could include:

- Redesigning the street to better support transit and freight travel, including potential bus- and freight-only lanes
- Upgrading sidewalks, planting trees, and improving street crossings
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

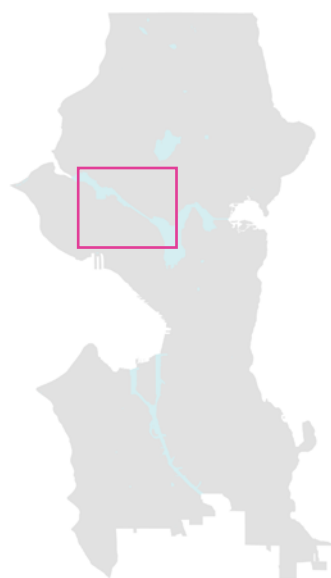
Maintenance &
Modernization

Cost



71

SHIP CANAL | Pedestrian-Bicycle Crossing Study



Modes Served



Project Description

This project will be the first step in building a connection for people walking, rolling, and biking across the Ship Canal, connecting trail systems from the South Ship Canal Trail to the Burke Gilman Trail and beyond. The project will result in a series of studies to determine feasibility of the crossing and the best location, and a preliminary design of the connection.

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STP publication

Goal Evaluation

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Safety



Equity



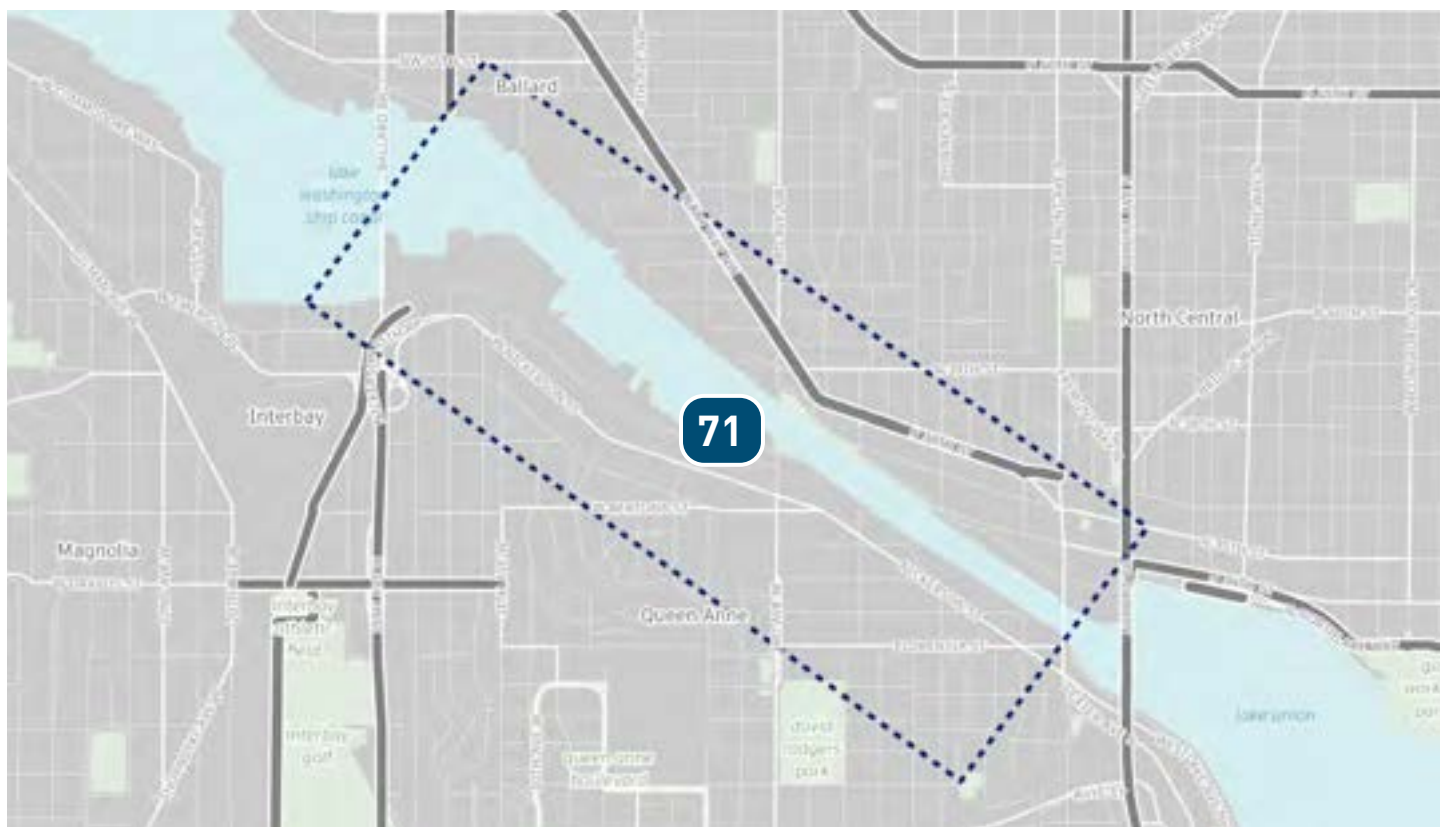
Sustainability

Mobility &
Economic Vitality

Livability

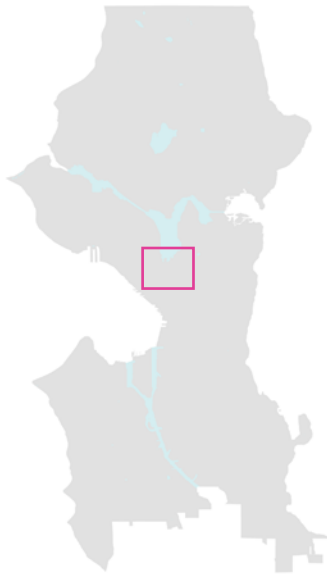
Maintenance &
Modernization

Cost



72

SOUTH LAKE UNION | People Streets and Public Spaces



Modes Served



Project Description

This project will improve walking, rolling, biking, and enjoying public space on Terry Ave, Thomas St, and Harrison St in South Lake Union. This will improve connections to the Seattle Streetcar, the Seattle Center, and the Denny and South Lake Union Link light rail stations. This could include:

- Enhancing access to destinations like shops, restaurants, and cultural centers in the area
- Creating welcoming public space with wider sidewalks, street trees, and opportunities for patio dining



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

Maintenance &
Modernization

Cost



73

SOUTH PARK | Comfortable Connections



Modes Served



Project Description

This project will make important and safe walking, rolling, and biking connections within South Park, and to nearby neighborhoods. This could include:

- Building and improving portions of the Duwamish River Trail and the connection to the nearby Green River Trail
- Repairing sidewalks, planting trees, extending curbs, and improving street crossings on 14th Ave S, Cloverdale St, and Olson Pl SW
- Adding a bicycle route for people of all ages and abilities between South Park and White Center



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality

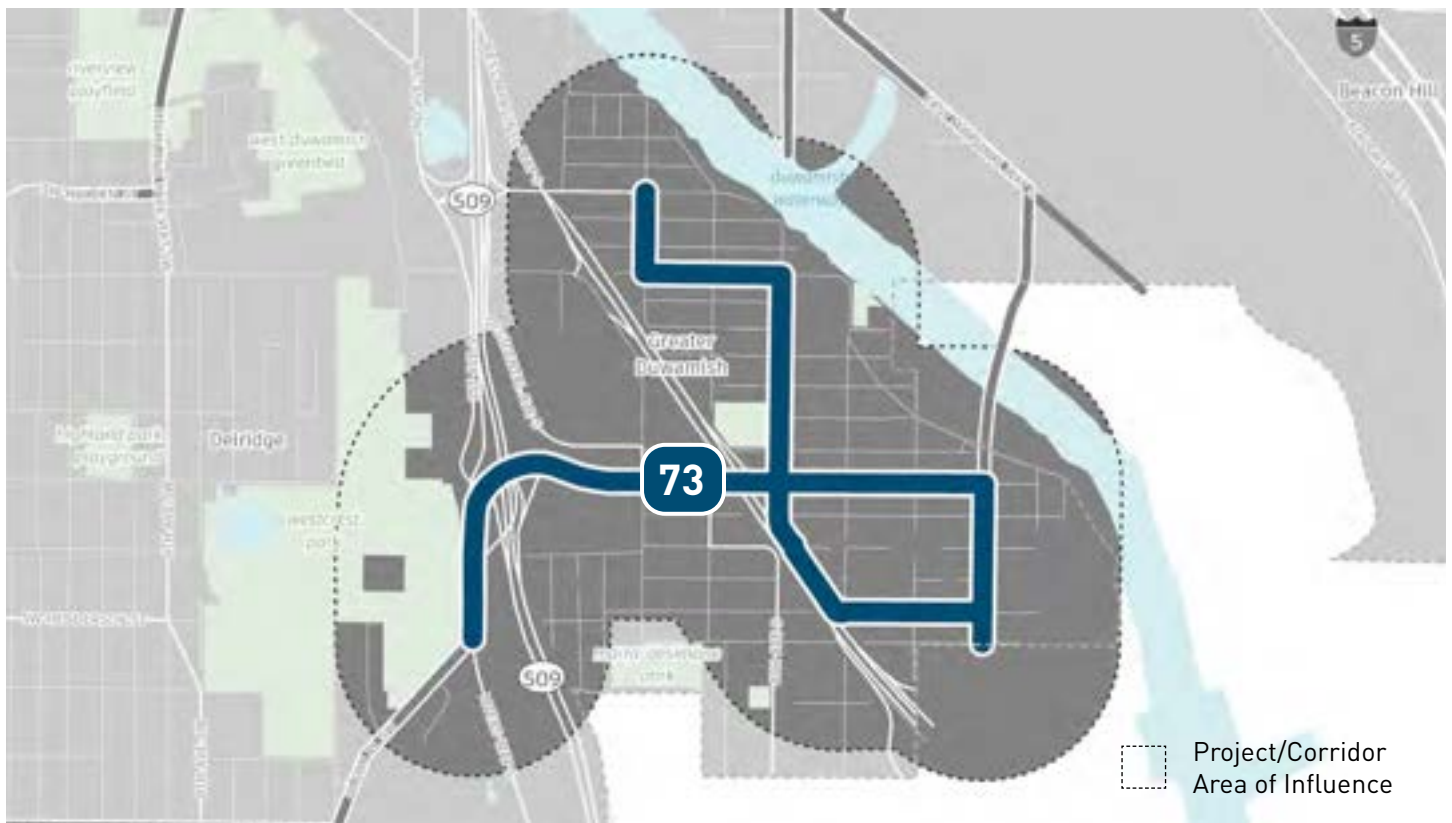


Livability



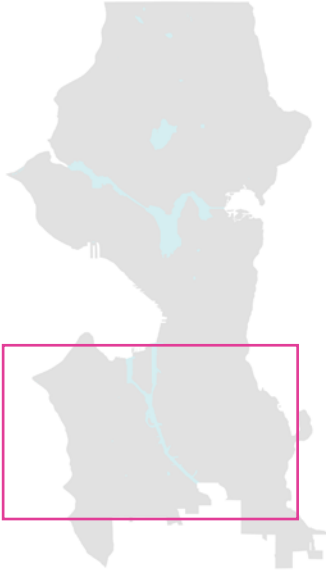
Maintenance & Modernization

Cost



74

SOUTHWEST TO SOUTHEAST SEATTLE | Transit and Multimodal Improvements



Modes Served



Project Description

This project will improve the transit and freight connection between and within Southwest and Southeast Seattle. This could include:

- Redesigning the street to better support transit and freight travel, including potential bus- and freight-only lanes
- Improving transit stops
- Repairing sidewalks and improving street crossings
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



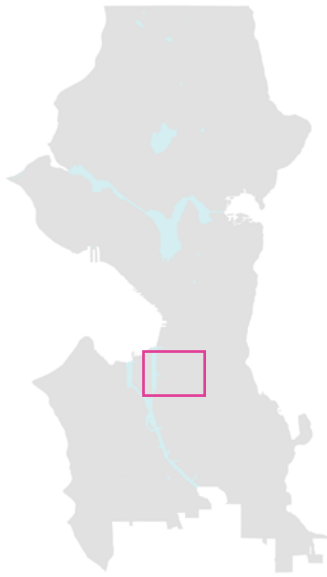
Maintenance &
Modernization

Cost



75

S SPOKANE ST | Multimodal Improvements



Modes Served



Project Description

This project will complete a key biking connection between E Marginal Way, the Duwamish Trail, and the SODO Trail, and make improvements for freight travel and pedestrian safety. This could include:

- Constructing a new multiuse trail on the north side of S Spokane St
- Redesigning the street to better support freight travel, including potential freight-only lanes
- Implementing Intelligent Transportation System improvements to make traveling along this busy street more efficient, safe, and predictable
- Adding lighting and making improvements to sidewalks and street crossings for people walking and rolling



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



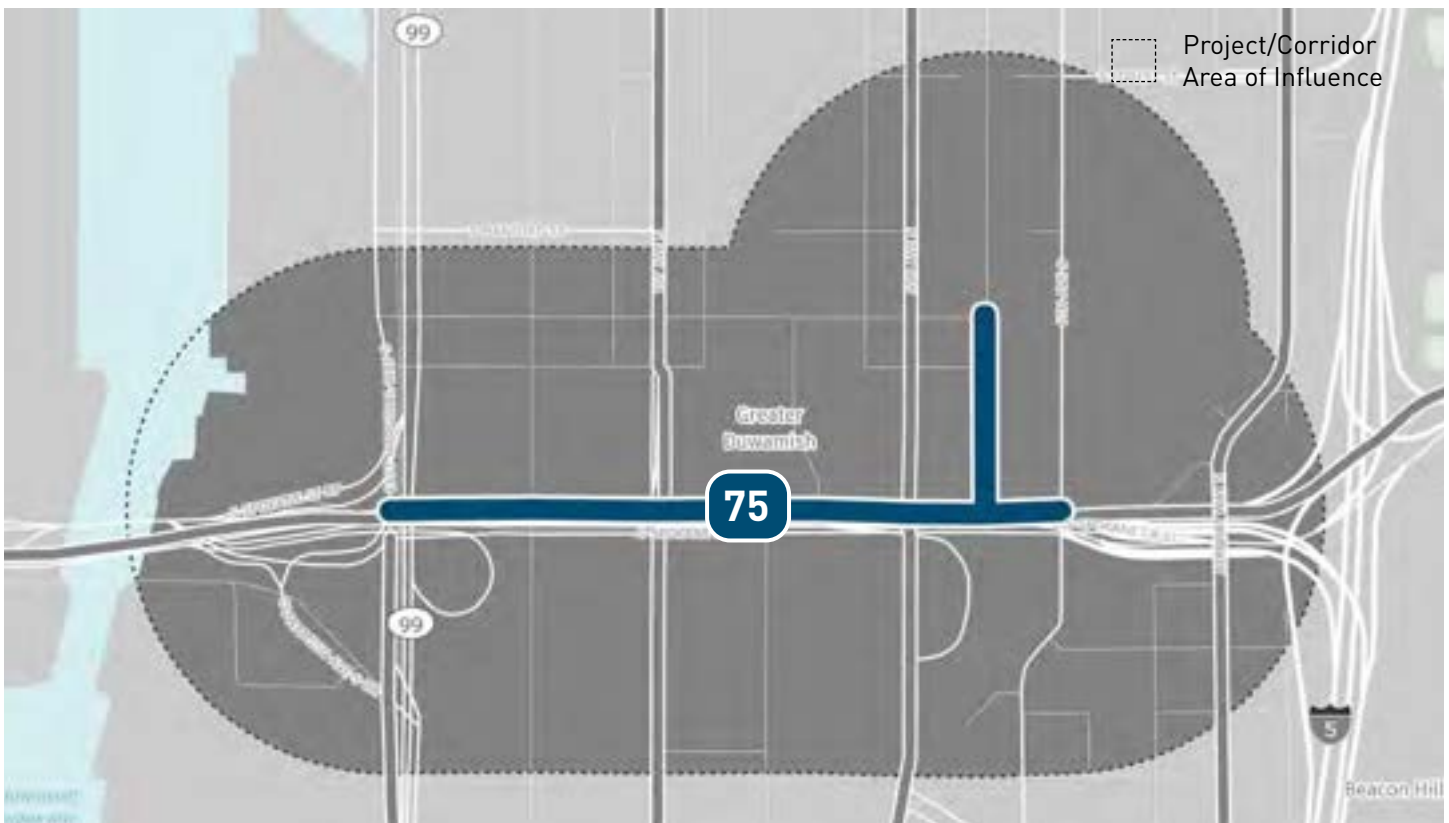
Sustainability

Mobility &
Economic Vitality

Livability

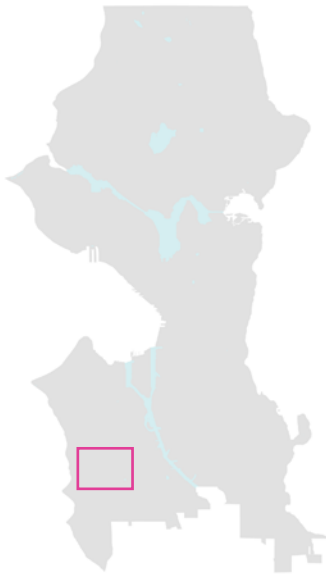
Maintenance &
Modernization

Cost



76

SYLVAN WAY SW | Comfortable Connections



Modes Served



Project Description

This project improves the connection for people walking, rolling, and biking between Delridge and Highland Park by constructing a multi-use trail and improving stormwater drainage. This could also include improvements to better support transit and freight movement.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability

Mobility &
Economic Vitality

Livability

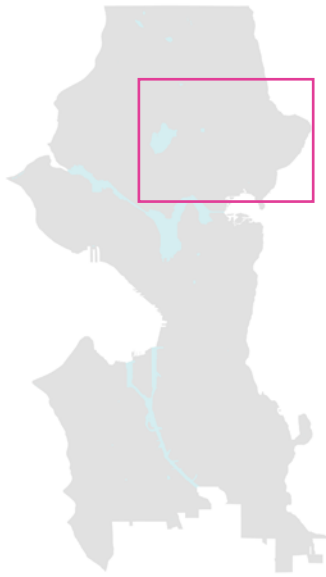
Maintenance &
Modernization

Cost



77

U DISTRICT/LAKE CITY NE | Multimodal Improvements



Modes Served



Project Description

In collaboration with WSDOT and King County Metro, this project will improve transit accessibility and reliability from Lake City Way to the University of Washington Link light rail station. This could include:

- Redesigning the street to better support transit and freight vehicles, including potential bus- and freight-only lanes
- Improving bus stops and crossings
- Repairing sidewalks
- Enhancing access to destinations like shops, restaurants, and cultural centers in the area



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
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Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



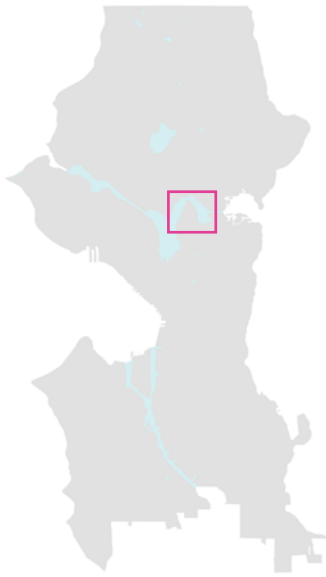
Maintenance &
Modernization

Cost



78

UNIVERSITY BRIDGE | Comfortable Connections



Modes Served



Project Description

This project will better connect people biking from Eastlake to Capitol Hill and the U District with a bicycle route for all ages and abilities between the University Bridge and Harvard Ave E.



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



79

VIRGINIA ST AND STEWART ST | Multimodal Improvements



Modes Served



Project Description

This project prioritizes safe access to reliable transit for people traveling on Virginia and Stewart St. This could include:

- Redesigning the street to better support transit service, including converting Virginia St into a two-way transit street and potential bus-only lanes
- Adding a protected bicycle lane on Stewart St
- Improving bus stops, sidewalks, and street crossings



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

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Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



80

WEST SEATTLE TO RAINIER VALLEY | Transit and Multimodal Improvements



Modes Served



Project Description

This project will improve transit access and reliability from West Seattle to the Rainier Valley. This could include:

- Improving transit stops, sidewalks, and street crossings
- Adding and enhancing all ages and abilities bikeways



Click [HERE](#) to see the project location in Google Street View

PLACEHOLDER:
QR code will be inserted to information hosted online, following STP publication

Goal Evaluation

Each project was evaluated with a combination of quantitative and qualitative data to assess how well it advances the STP goals. You can view the evaluations for each goal below.



Safety



Equity



Sustainability



Mobility &
Economic Vitality



Livability



Maintenance &
Modernization

Cost



81

E YESLER WAY | Multimodal Improvements



Modes Served



Project Description

This project will improve connections on E Yesler Way for people traveling across modes. This could include:

- Repaving some areas of the street
- Adding bicycle facilities for people of all ages and abilities
- Improving bus stops
- Supporting the business access needs of destinations like shops, restaurants, and cultural centers in the area
- Making it more enjoyable for people to walk and roll



Click [HERE](#) to see the project location in Google Street View

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Goal Evaluation

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Safety



Equity



Sustainability



Mobility & Economic Vitality



Livability



Maintenance & Modernization

Cost



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Seattle
Department of
Transportation



APPENDIX B

Community Organization Reports and Community Engagement Summaries



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COMMUNITY ORGANIZATION REPORTS

Asian Pacific American Labor Alliance: Seattle Community Outreach
Planning for the Future City of Seattle Policy Report

Duwamish Valley Sustainability Association: South Park Youth Vision
Project

Estelita's Library Impact Report

Khmer Community of Seattle King County in partnership with Noio
Pathways and KIMYUNITY: Envisioning a city for our community

sləp' iləbəx^w (Rising Tides) Indigenous Planning Group: Native and
Indigenous Community Input Report - Seattle Transportation Plan

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Seattle Community Outreach:

Planning for the
Future

Policy Report
February 2023

Paul Ryan Villnaueva
Amy Leong

Acknowledgements

This project is the result of partnerships with different community and labor organizations. We want to emphasize and thank our organizational partners for continuing to uplift and share our survey with their community. APALA's survey was just the tool for our communities to share and give input to help shape the future of Seattle, especially from the working people who make the city a success every single day. As a community-based organization, we recognize the changes we want to see cannot be done without trusted partners and coalitions to move the agenda of working people forward.

We would like to thank the Seattle Office of Planning & Community Development (OPCD) and Seattle Department of Transportation (SDOT) for the opportunity to hear the voices of Black, Indigenous, and People of Color (BIPOC) who are involved in the city development plan. We acknowledge their commitment to putting racial equity in the planning process of the city. We would like to express gratitude for the support to the staff for continuing to work with us to create policy from the feedback and voices of our community.

-



Seattle
Office of Planning &
Community Development



Seattle
Department of
Transportation



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Executive Summary

Observation

Seattle has experienced significant growth and development in recent years, leading to the displacement of low-income communities. This displacement is largely due to the high cost of housing and gentrification that is a result of it. Due to the increase in displacement, the working class is being pushed out of the city and into the suburbs where there are more affordable housing options. Workers now cannot live where they work and this is what we hope to see change.

Purpose

The aim is to understand the impact of gentrification on BIPOC communities in Seattle. By conducting a survey and gathering qualitative data from residents and workers, the project seeks to learn about their experiences with access to affordable housing and transportation in the city. The findings of this study will inform policy recommendations aimed at promoting equity and addressing the needs of the communities. The ultimate goal is to ensure that these considerations are incorporated into the city's comprehensive plan and that all residents and workers, who typically are not at the planning table, have a say in the planning process.

Questions

To help our organization meet our goals, APALA Seattle formed questions that would guide our work:

1. Who is mostly impacted by gentrification in Seattle?
2. To what extent do racial and economic disparities affect BIPOC communities in housing and transportation?
3. How do the impacted communities envision Seattle in 20 years?

Methodology

To answer these questions, APALA Seattle designed an online survey structured as semi-structured interviews. The survey was divided into six sections: *Demographics, Housing, Transportation, Community, and Jobs*. To ensure a focus on BIPOC working communities, APALA Seattle partnered with multiple community and labor organizations. Additionally, 1:1 interviews were offered to provide a more in-depth understanding of the participant's experiences. The survey aims to gather both qualitative and quantitative data on the stories, perceptions, and experiences

of BIPOC residents and workers in Seattle. The quantitative data collected in the survey provides an estimate of the cost of living, type of transportation used, and demographic characteristics of the participants. The qualitative data collected through interviews provide a more comprehensive understanding of the participants' experiences in Seattle's housing and transportation systems.

Findings

Housing

1. Lack of Access to Affordable Housing
2. Inaccessible Rent Application Process
3. Gentrification pushing BIPOC community, especially those that grew up in the city
4. Income Inequality

OPCD Recommendations

1. Rent Stabilization
2. Expansion of Rent Subsidization
3. Zoning Reform
4. Improving Housing Quality and Safety
5. Workers' Protection for unionizing in the City

"IN THE LAST 20 YEARS, HOUSING PRICES HAVE SIGNIFICANTLY JUMPED, AND THE NEIGHBORHOOD HAS CHANGED, WITH MORE PEOPLE OF COLOR BEING PRICED OUT. I HAVE SEEN MORE HOUSING BEING PUT IN AT AN UNAFFORDABLE PRICE"

Transportation

1. Reducing bus routes and times & replacing it with light rail
2. Limited availability of affordable/free parking
3. Eroding roads
4. Safety/Concerns for commuters
5. Increase of Traffic

SDOT Recommendations

1. Increase Public Transportation Accessibility
2. Affordable & Free Parking
3. Better road infrastructure
4. Increase safety for public transportation

"LIGHT RAIL GOT PUT IN, BUSES GET CUT AND NOT GOING EAST AND WEST. MILES BETWEEN THE STOPS AND MAKE THINGS HARDER FOR FOLKS. WHAT LOOKS GOOD ON A MAP DOESN'T TRANSLATE TO THE REALITY OF PEOPLE'S TRANSPORTATION NEEDS. WE USED TO HAVE FREE ZONES AND THEY WENT AWAY, KEEPS FEELING THE CITY IS DESIGNED FOR TOURIST AND FUN DAY TRIPS AND NOT FOR PEOPLE WHO WANT TO BUILD COMMUNITY YEAR ROUND..."

01

Introduction and Context

Background

Seattle's 2035 Comprehensive Plan is a blueprint for the city's future, outlining a 20-year vision and roadmap for improving housing, transportation, jobs, and more. The plan sets ambitious goals for making Seattle a more livable, sustainable, and equitable city for all residents. This will guide decision-making on everything from environmental to infrastructure investment over the coming years.

Over the years, Seattle has been experiencing challenges in managing its growth while also trying to keep the diversity and inclusivity of the city. The comprehensive plan seeks to address the challenges and follow these four core values of

1. Community
2. Environmental Stewardship
3. Economic Opportunity and Security
4. Race and Social Equity

Project Overview

The city of Seattle collaborated with community-based organizations to conduct community outreach to focus on the housing and transportation experiences of BIPOC communities in the city. The Office of Planning & Community Development (OPCD) and the Seattle Department of Transportation (SDOT) have partnered with our organization, Asian Pacific American Labor Alliance (APALA) Seattle Chapter to learn more about the experience of the community we represent but also other marginalized groups that are often left out in conversation on the planning of the city. We were tasked to identify the barriers to accessing safe and affordable housing and transportation options. We also wanted to identify the root causes of these barriers and the factors to contribute to them. Finally, recommending to both the OPCD and SDOT possible policy recommendations that the city may incorporate into their respected comprehensive plan.

Who are we as an Organization?

The Asian Pacific American Labor Alliance (APALA), founded in 1992, is a labor constituency group under the AFL-CIO bridging the labor movement and broader AANHPI community. It is the first and only national organization of Asian American and Pacific Islander (AAPI) workers and community allies. APALA Seattle is dedicated to advancing the rights of workers, immigrants, and civil rights. In Washington state, our chapters have been actively advocating, training, building, and empowering AANHPI workers. We collaborate with community organizations and labor unions to support the advancement of the working people while creating a socially just movement.

We are grateful to have been able to pursue this work as a 501C3 organization due to the partnership with Legacy of Equality Leadership and Organizing (LELO) as our fiscal sponsor and long-time community partner in fighting workers' rights and empowering workers of color in Seattle.

Our vision is for a society that prioritized economic and racial justice, upholds human rights and worker dignity, and fosters a sustainable environment. We strive to create a better life for Asian Americans, Pacific Islanders, Black, Brown, and Indigenous people, and all communities fighting against oppression.

Labor Consideration

Since APALA Seattle Chapter is a labor constituency group. Our organization wanted to center the experiences of workers when considering this project with the city of Seattle. The workers surveys work in a variety of industries including; hospitality (housekeepers, cooks, dishwashers), education (teachers, professors, students, and graduate assistants), government (letter carriers, disability adjudicators), healthcare (nurses, medical assistants, homecare workers), and nonprofit. Workers are often impacted by inequities that result in disparities in affordable housing, accessing transportation, and job opportunities. Lack of affordable housing and reliable transportation can make it difficult for workers to maintain stable employment and meet their basic needs. We want to address the inequities that contribute to disparities in these critical areas and how we can uplift labor in the planning and decision-making of the city for its future.

Research Questions

1. Who are the most impacted by gentrification in Seattle?
2. To what extent do racial and economic disparities affect BIPOC communities in housing and transportation?
3. How do the impacted communities envision Seattle in 20 years?

Research Methodologies

02

Semi-Structured Interviews

We designed a semi-structured interview that is divided into six sections:

Demographics, Housing, Transportation, Community, and Jobs. These questions are structured to be easily understood by community members so that we can get a clear understanding of their experiences. We also offered necessary translations and interpreters to community members who are in need of it. To ensure a focus on BIPOC working communities, we partnered with multiple community and labor organizations in not just King County, but Washington state. Additionally, 1:1 interviews were offered to have a more in-depth understanding of the participant's experiences. The survey's purpose was to gather both qualitative and quantitative data on the stories, perceptions, and experiences of BIPOC residents and workers in Seattle. The quantitative data collected in the survey provides an estimate of the cost of living, type of transportation used, and demographic characteristics of the participants. The qualitative data collected through semi-structured interviews provide a more comprehensive understanding of the participants' experiences in Seattle's housing and transportation systems.

Analyzing the Quantitative Data

Our organization followed the thematic framework to analyze the qualitative data gathered in the people's experiences in both housing and transportation in Seattle. We carefully analyzed the survey interview and identified certain themes that may have come from the different survey participants. We did an inductive approach where we made inferences from the data we collected and come to a specific conclusion. Our team recognizes the diverse experiences of our community members so we want to make sure that we are not generalizing their needs, so we want to pair their responses that reflect each one of our policy recommendations.

Analyzing Quantitative Data

We calculated the median income, and cost of housing. We analyzed the different housing situations by looking at the statistics of those who rent, own, and those with other situations. We also wanted to know how many people were working in and out of Seattle, and how many people living in and out of Seattle. On transportation, we were able to see the time of commute, types of transportation modes being utilized, and the barriers of travel.

03 Findings

Demographics

There were 120 people who participated in our survey. We were able to get our focus on BIPOC communities, and the results indicate that the majority of the participants were from Asian backgrounds, with East Asians being the largest subgroup at 24.4 percent and Southeast Asians at 8.4 percent. Other groups were also present in the survey like the Black/African-American, Middle Eastern, and LatinX communities.

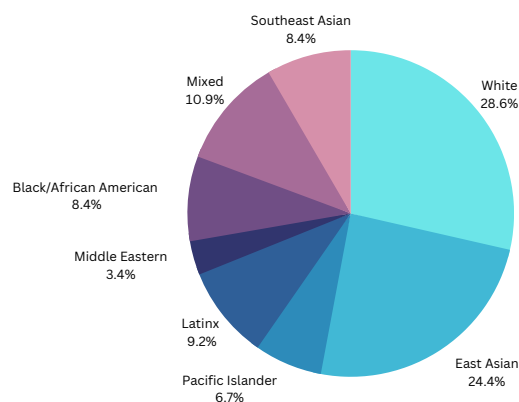


Image 1. Demographics Breakdown

The median income was \$29.53 per hour or about \$54,720 annually. The recommended salary to be able to be middle class in Seattle is about \$73,847 and more (Haegele 2023). Our findings are that the BIPOC communities surveyed were much lower.

Housing Cost

According to our survey, the cost of housing in Seattle varies on the type of housing and a number of individuals sharing a residence. The median cost for a one-bedroom apartment is \$1,136 per month. However, for those renting a single room in a shared household, the median cost is approximately \$762 per month.

For homeowners, the median monthly cost of a mortgage in Seattle is \$2,304. To arrive at these figures, we analyzed data on housing costs and household sizes (see image 2). Our findings indicate that the number of people living in a household has a significant impact on housing costs. For instance, the median cost of a one-bedroom apartment may be prohibitive for a single person or small family, whereas the cost of renting a room in a shared household can provide more affordable options.

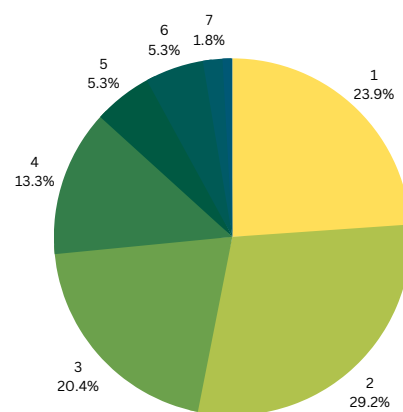


Image 2 - Number of People in a household

Based on our responses from the individuals in Seattle when asked about their experiences with housing, the patterns that emerged were predominantly negative. The words that were most commonly used to describe the experience were expensive, unaffordable, stressful, difficult, dangerous, competitive, worried, and etc.. These findings suggest that there are significant challenges and barriers to finding suitable and affordable housing in Seattle.

The issue of affordability appears to be particularly acute, with many respondents describing the cost of housing as a major source of stress and financial strain. The competitive nature of the housing market in Seattle was also mentioned frequently, with many individuals describing the difficulty of finding suitable housing due to it being in high demand and limited. Additionally, some individuals expressed frustration and worry about the lack of options available to them.

"Very hard to find affordable housing. Always had to live with roommates to afford housing. Ended up on the outskirts for cheaper rent in older buildings - more affordable to buy a house far from the city"

When asked about the housing changes they've seen over 10 to 20 years, the most commonly cited words were an increase in cost, homelessness, gentrification, income inequality, expensive, and unaffordable. The most significant change noted was the increase in housing prices. Many of them reported that the cost of living has become unaffordable, making it difficult for them to stay in their homes. This trend has led to many community members being pushed out of the city. Gentrification was definitely a concern in the displacement of long-time residents and the loss of their own community. Income inequality was another issue that many respondents mentioned, with some noting that the increase in prices had not been met with corresponding wages. This has made it difficult for working people to make ends meet.

"There have been more homes being build and changes to the neighborhood that I grew up in. Apartment buildings have replaced the once neighborhood stores and local businesses. The housing market and availability with a lens of affordability does not exist anymore. No one at my age can really purchase a home in the city where they grew up in"

The respondents were also asked about factors that would contribute to moving back to the city. The most frequently cited factors is the issue of finding durable and lasting solutions for those experiencing homelessness, which they saw an important factor in making the city a more livable place. Some addressed safety concerns due to the increase of crime in the city.

We were also able to ask about the meaning of affordable housing to people. The participants offered a variety of responses. Some individuals indicated that affordable housing should be accessible to all communities, regardless of socioeconomic status. Other emphasized importance of affordability in terms of the percentage of household income that housing costs should represent. Specifically, saying that rent should not exceed 30 percent of your income and not sacrifice necessary amenities for people.

"Accessible to all communities and not hard to get into. Individuals are not rent burden. In a good location and people aren't displaced."

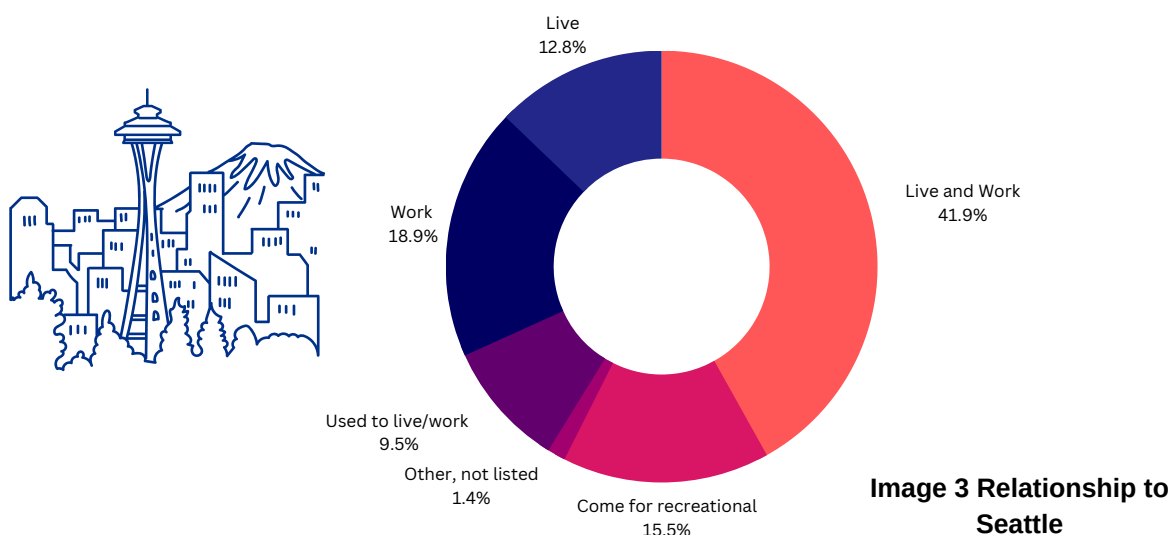
What does an ideal Seattle look to you?

Many people expressed a desire for affordable housing transportation options in Seattle which includes a need for more affordable housing options, as well as public transportation that is accessible for all residents and abundant. Ability to live where you work without having to commute long distances or deal with high housing costs. Many people also expressed a desire for more diverse community spaces that are welcoming to BIPOC communities. This means more inclusive spaces and reflective of the city's diverse population while also expressing cultural area should be able to stay in the city. Housing for all with pathways to ownership, so more working people would be able to not just be able to rent but own a home in city. And lastly, people expressed desire for a walkable, affordable, and equitable community.

"All affordable housing, nobody who is unhoused, universal healthcare, affordable healthy foods, free (for those who need it) public transportation, city-wide affordable internet, solar panels and other alternative energy sources, lots more charging stations for electric vehicles, walkable neighborhoods, More diverse neighborhoods that better represent the area"

Relationship to Seattle

Based on the available data in this survey, it appears that a significant partition of the participants have some sort of connection Seattle. Specifically, 41.9% of the participants both live and work in Seattle. Additionally, 18.9% of the participants work in Seattle, which suggests that they are commuting into the city. Finally, 12.8% of participants live in Seattle, indicating that they live in Seattle, indicating that may commute outside of Seattle or within the Seattle area (see image 3).



Where in the Greater Seattle Area they live and work?

We were also able to see the common zip codes on where they reside. See below

Lives in Seattle	Lives outside of Seattle	Works in Seattle	Works outside of Seattle
Beacon Hill 98144	Lynnwood 98036	International District/SODO 98104	Federal Way 98023
Central District 98122	Renton 98055	Central District 98122	Edmonds 98026
Rainier Valley 98118	Kent 98031	UDistrict	SeaTac 98158

Table 1 Relationship to Seattle with Zip Codes and Area

Shift Hours

We thought it was important to know the shift hours of workers so that SDOT have the ability to know the accessibility of public transportation when maybe some busses or trains are not running. We found that 42% of our respondents work a 8 AM to 4 PM job, but there are also those who work 4 PM to 12 AM or 12 AM to 8 AM jobs. In Addition to that, 38% said "Other" in which may indicate that shifts vary day by day or they have multiple jobs (see image 4).

Commute Time

Commute time is very important to know more about accessibility of public transportation in the city. It gives us information on the average time riders either go to work. In our datasets, we found that majority of our respondents take more than 30 minutes to commute in Seattle whether for work related or other reasons.

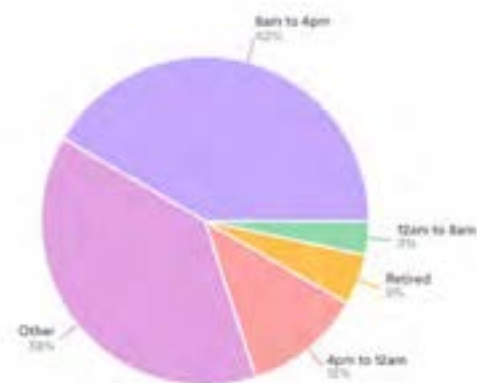


Image 4 Relationship to Seattle

Mode of Transportation

We found that that 34.1% of the respondents prefer to use a car. Though we think that this is particularly high because of the convenience for commuter to get to work. The majority of Seattle still uses public transportation with 21.1% of respondents said they used the light rail or train and the same amount of percentage for those using the busses in the city. There is also about 4.5% of people who bike in the city.

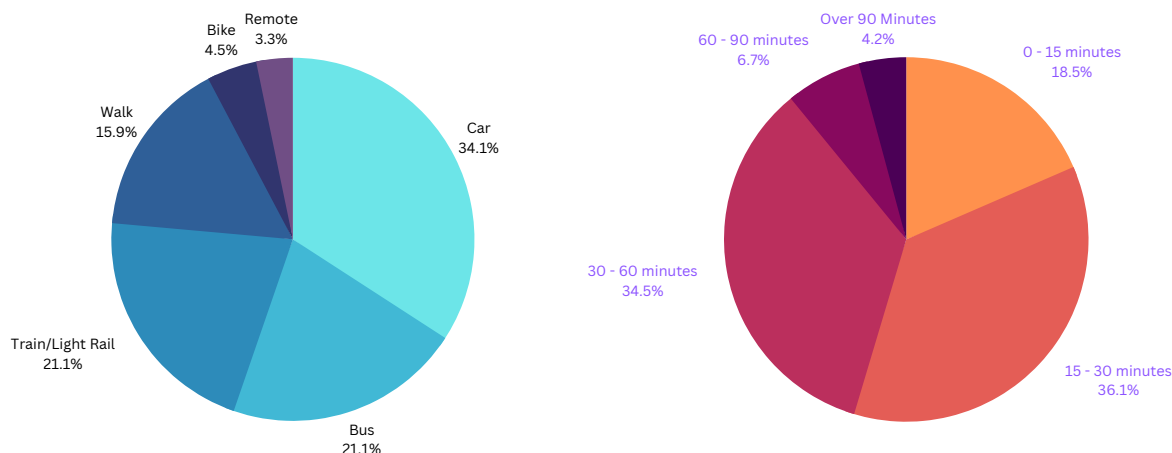


Image 5 Mode of Transportation and Commute time

Transportation Experience

Our survey regarding experience in transportation in Seattle reveals that the lack of reliable public transport for standby/call hours or night service is a significant issue. Many commuters report feeling stranded during standby/call hours or night service. The fewer bus routes and longer wait times between transfers are another issue that many commuters face. This can significantly increase the overall travel time and can make getting work or appointments a challenge. Another major concern is the heavy traffic that plagues the city, which may increase duration of commute for a lot of workers that's driving into and out for the city. Furthermore, unfixed potholes on many roads have been a persistent for decades, making driving on the streets a bumpy, increasing the risk of accidents and tear on vehicles. Lastly, we found that people were concerned about the poorly maintained sidewalks for pedestrians, making it not accessible. This is also an issue on weather conditions when they can become slippery and hazardous. This can pose a particular risk for those with mobility issues or disabilities. Safety was also expressed by some of the respondents.

"Frequently accessed roads are full of potholes - this is worse in neighborhoods that are not primarily single family homes. Most buses I take come either early or late, rarely on time with the posted schedule"

Future Transportation

The top priorities for Seattle's transportation system are affordability, promoting livability, safety and comfort, accessibility, and be racially equitable. They highlighted the specific improvement to the city's transportation infrastructure, including wider sidewalks, bike-friendly roads, shuttles to light rail, and proximity to light rail stations. Survey participants also expressed strong desire for more presence of community safety or social workers to help ensure the safety of all users of the transportation system. They emphasized that transportation is a critical component and must be designed with the needs of all residents in mind, regardless of race, income, or ability. In addition to that, affordability and promoting livability that supports sustainable lifestyle. We think that these priorities are essential to take into account in transportation planning and policy.

04 OPCD Recommendations

Rent Stabilization

Many residents struggle to find affordable housing, and the city has seen significant increases in rental prices in recent years. Rent stabilization could help ensure that tenants are not priced out of their homes and communities, and could provide more stability for renters who are often subject to sudden and dramatic increases. The city could look at rent stabilization in New York City. Rent stabilization are cover units in buildings of six or more units that were built between February 1947 an December 1973 (Parker 2019). Then there are also certain threshold for increasing rent prices. Rent stabilization is a policy that has the potential to make housing more affordable and accessible in Seattle for low- and middle-income renters.

"I used to live in West Seattle and over the past 10 years there have been new, 6-10 story apartment complexes on all main streets, new ones every few months / year. Homelessness is getting worse in areas like CID, downtown, everywhere, because the rent is rising everywhere. Black and brown families getting pushed out of South end, central district, and more white or young people moving into those areas where the rent is just cheap enough for them but too expensive for other low income families who have been there for a long time. More policing terrorizing poor neighborhoods"

"I cannot afford to save money, support my elderly parent and grandparent and pay average rental costs within the City of Seattle (and do not want to continue a shared or substandard living situation). Purchasing a condo or townhouse is out of the question expensive, and even if I could afford the downpayment would leave my cash poor to save enough to support my family. Living with my family in an aging house in a rapidly gentrifying neighborhood and helping with living expenses, utilities (which are so unreasonably high!) and taxes has been the only way to continue to live within the city limits"

"I am constantly trying to find other places to move that might be more affordable. (Out of the city) Landlords have had it too good for too long and not fixing anything in their units for the safety of their tenants"

"I have lived in 4 subsidized housing apartments before moving into this house. We have been pushed further south because of rising rent prices"

"It is very difficult to find affordable housing in Seattle in general. Affordable rent is already difficult enough to find, let alone a pathway to home ownership. Personally I was lucky that a friend referred me to the manager of the apartment building where I currently live. Trying to find an affordable one bedroom home has been extremely difficult and I have mostly stopped searching for the time being"

"I will be priced out of my apartment once it hits \$2000/month, though it just increased by \$100 when previously rent only went up yearly by \$50. I thought I had a few more years here until I got notice my rent jumped to \$1900. Now I'll probably have to search for a place within the year, and it makes me angry that my rent is now what I would've been paying had the COVID-19 rent moratorium not happened. I was able to keep paying my rent during the pandemic (as most of my other neighbors likely were), so it's frustrating to still get notice of rent increase when my landlord was not losing money in the slightest during the pandemic. I dread moving, it gives me anxiety, which is why I haven't moved from my place, and I know I'll likely have to downsize once I leave this place"

"People can pay rent at a reasonable price if they are not making too much money. People's bills to live in the house also is not too expensive. While it is easy to look for a place, we have to think about all the expenses that come with it such as rent, utilities and any emergency that comes with it. Housing must be affordable as a total package where you aren't spending your entire paycheck"

04 OPCD Recommendations

Expansion of Rent Subsidization

This can provide crucial lifeline to those who are struggling to afford housing in Seattle. It can help to reduce the burden of housing costs for working households, making it possible for them to remain in their homes and avoid eviction or homelessness. This can help to stabilize communities and reduce the social and economic costs of homelessness. The Seattle Housing Authority already have low-income public housing programs. However, there is certain eligibility restriction such as "one household member" should at least be a citizen or have eligible immigration status. This puts burden to undocumented immigrants who maybe looking for affordable housing. Other criteria can be increasing the 30% or less of Area Median Income (AMI).

"Moving to Seattle, it was very difficult to find housing that I could afford on a PhD student salary. My partner and I were moving from abroad and inquired about dozens of subsidized apartments under the King County MFTE program. We were finally able to secure an MFTE unit, but it required a lot of work and diligence to get one. We lived there for three years until we had saved up enough money to purchase a town home. We were only able to do so because we are a double income household and had lived extremely frugally for several years"

"Finding affordable housing options for a couple. Eventually, we were able to get into housing subsidized by UW (at Radford Court) because I am a graduate student. However, we had to sign up months in advance for the wait list. When I first moved here, I had no idea about these apartments and it was hard to find"

"Subsidize more cost effective housing".

"Subsidies for low income tenants in the form of rebates"

"Housing is a human right and everybody needs to have access to housing. I think the structure of taxes in Washington state is unfair. People who has more money has to pay more taxes. And regressive taxes doesn't help to improve the lives of low income people. Affordable housing needs to be subsidize by the state if change the structure of taxes"

"Some parts of the community do not have much and are being pushed out. Others are prosperous or have little but are secure in subsidized or section 8 senior housing. There are many inequalities in the API or CID community (and Seattle overall) and a significant that part of these communities face rising rents and displacement"

"Increase subsidies for all renters. Tax breaks and incentives for properties that have low rental costs. Market caps on costs for 1-2 bedrooms, etc."

"Subsidize housing. Increase knowledge of renter's rights. Increase burdens on landlords for increasing rent"

"...greater subsidies for housing for people who fall below the poverty line in the area, creating more regulation around new developments having more affordable housing units"

*"If the new buildings being made had subsidized housings and the light rail would expand further in all directions that would give us fewer unhoused people and
But affordable housing is important and would be nice to see in 20 years"*

"Can try to subsidizes homes or increase costs for second homes for incentives first time home buyers"

04 OPCD Recommendations

Zoning Reform

One of the main reasons for this housing crisis in Seattle is restrictive zoning laws that limit the construction of new housing units. Single-family zoning laws were used to restrict marginalized communities before. This is consistent with earlier studies in Seattle where they found that African-American were much less likely to receive multifamily zoning while Chinese-Americans tended to receive less multifamily-zoning (Twinam 2018). Additionally this has resulted in barriers of new development for affordable housing, leading to increase of homelessness in the city.

"Hell yeah! Restricting zoning. Strict rules and regulations on development (# of units in apartments) and for mixed-income apartment complexes. Aggressive taxes on developers that make apartment complexes that don't develop buildings for low-income so money can go towards completely low-income housing. Slowing down the development pace for high-end and expensive apartments"

"Lift zoning restrictions in low density areas - this is the number one biggest problem"

"Take housing out of the market economy. Build more affordable housing, regulate developers, change zoning laws"

"I think so. Something I can see is zoning and what kinds of dwelling can be built in various places. How the city makes decisions about zoning. And another is closer scrutiny of developers and how they gain access and what their intended audiences are. There could be a better policy or requirement before the developer can throw their money to build in the city. There could be more oversight and analysis on who's coming in the city build. There are certain developers who specialized in being predatory to buying people's houses in the city"

"Change zoning laws to allow more multi-unit dwellings in areas zoned for single families. Create exhibits on a website for what this may look like connecting interested parties to available dwellings or contractors that specialize in adapting an existing structure into a multi-unit building"

"Generally less affordable than it should be. We need more social housing and housing in general, and we need an end to single family zoning"

"Build more dense housing and less single family zoning."

"Yes. Keep rent control. Pushing for more housing. Zoning the city safely in a better way"

"Eliminate single-family zoning"

"Single family zoning laws should be changed"

"We don't have enough of it. The supply is being choked by zoning laws for a city of half its current population."

"In U-district - a lot of tearing down of single-family homes for apartments and condos 3 years in Beacon Hill: homes are being renovated and being sold for a higher price"

04 OPCD Recommendations

Improving Housing Quality and Safety

The city of Seattle can review and update its building codes and regulations to ensure that all buildings, both old and new, are up to standard in terms of safety and quality. In addition to that, the city should review rentals in Seattle if landlords are meeting the quality and standard of the city. The city can take measure to improve tenant rights and protections to ensure the renters are living in safe and healthy conditions. But also looking at food justice or food availability in the area. This can improve housing quality and safety for all residents.

"It means housing that poor people can afford -- not just using AMI, but just providing housing for everyone who needs it. Social housing in which wealthier people's rent offsets poorer people is one solution, with initiative 135, we can make this a reality. Furthermore, affordable housing does not mean dilapidated projects - it means high quality living on the same standard as everyone else, it should mean safety, having access to basic amenities, and community -- not isolation"

"Housing: Affordable, high quality, safe housing for everyone..."

"Housing that is decent quality to live in and is within a reasonable price so that I am not spending 40-50% of take home income on rent."

"No one has to sacrifice essential quality of life stuff (nutritious food, healthcare, transportation, school supplies, ability to buy a house, etc.) because of high cost of housing"

"Worst experience ever. Rat infested complex... smell of human feces.. Expensive considering the quality. Black mold.. unresponsive land lord"

"I could not survive living there now even then i could barely survive. Living in Seattle my economic opportunities would be cut in half. Reliable on having a car. In general, find space to occupy in the city. I don't know how people live in the smallest spaces with the highest cost. Feels like so many people who are landlords don't live in the city. Even the care, with more money doesn't mean the quality of the housing is better but worst than others. Seattle is general is ripe of scum lords"

"I think that housing now is too expensive for students/new grads to enter, and are very rushed and lower quality if new"

"I think that housing now is too expensive for students/new grads to enter, and are very rushed and lower quality if new"

"Extremely difficult to find housing that meets your needs, short timelines and turnarounds, usually very very expensive (I got lucky with my current home, which I was able to get only through a personal connection to a former tenant). Have had very bad experiences with housing in the past, negligent landlords, mold, expired fire extinguishers, deteriorating housing etc. One house I lived in had an outlet (under the kitchen sink) that was exposed to dripping water, & was burnt because it would frequently spark. The landlord refused to repair this, so me and roommates paid \$900 to have it fixed. We then demanded our landlord cover the cost, they refused so we withheld rent, and they immediately sent out an eviction warning"

*I am constantly trying to find other places to move that might be more affordable. (Out of the city)
Landlords have had it too good for too long and not fixing anything in their units for the safety of their tenants.*

04 OPCD Recommendations

Worker's Protection for Unionizing in the City

It's important to rebuild the dwelling middle-class in the city and for the city to accomplish that, they must protect worker's rights because there's no future without workers. Protecting workers' right to unionize is an important step in addressing the housing issues in Seattle and other cities. By doing this, they would have the ability to negotiate fair wages, have affordable health-care, and remove financial baggages that may burden their cost of living in the city. The city can look at protecting workers against retaliation, higher labor standards, and paid sick leave. In addition to that, the city can support workers through exercise of public leadership like education and outreach, general advocacy for unionizing, and additional resources.

"ongoing concern about the underfunding of community and technical colleges. The percentages of public funding that goes to public education has continued to drop over the years. This is concerning because community and technical colleges are still the open door policies"

"\$410 per month-Medicare premium+medigap+prescription drug premium"

"Understaffing. Workload increase. Paid sick leave. High cost of employer based healthcare"

"As an internationally subsidized worker, I had to fight for my right to get employer-based healthcare. This should be the standard"

"Low pay for others in my workplace. Incredibly rent burdened"

"...High cost of employer based healthcare"

"Expand the ability for workers to organize and form unions in a neutral and fair process, rent control (which would have to pass state legislature first), greater subsidies for housing for people who fall below the poverty line in the area, creating more regulation around new developments having more affordable housing units"

"Every day people would have the freedom to choose where to live no matter the market. Workers can decide where to raise their families. The government would do more to help the people - I.e provide social housing. Tax the rich!. Social welfare and healthcare - a more community-oriented government that cares for the most vulnerable. Everyone has a union"

"Every day people would have the freedom to choose where to live no matter the market. Workers can decide where to raise their families. The government would do more to help the people - I.e provide social housing. Tax the rich!. Social welfare and healthcare - a more community-oriented government that cares for the most vulnerable. Everyone has a union"

"Wages have not increased at the rate of the growth of the city"

"I am a short-term contractor that does not have benefits - working for a non-profit"

"Restaurant: Wage theft, breaking hippa laws, not paying over time... so many problems. Asking for doctors notes... The pink door is a labor law violator each day"

"One Job Should be Enough! Wages are too low. My hours at work vary, sometimes I don't get 40 hours a week at Westin, and my stadium job is seasonal and based if there are events"

05 SDOT Recommendations

Increase Public Transportation Accessibility

One of the key benefits of a robust public transportation system is that it provides affordable and efficient transportation options to people whose only options are to use the public transportation that is accessible to them. The city of Seattle needs to increase bus frequency and routes to ensure more residents can have access. This could mean increasing routes to areas that currently have limited service. It may also be beneficial to create new bus routes that connect underserved neighborhoods to key transit hubs. The increase in bus frequency means additional hours of services for workers who need to commute late at night or early in the morning. Accessibility doesn't only mean more frequency or routes, but also the affordability of public transportation. One key ask was bringing back the free-zone area in down or more subsidies for workers who don't have their companies subsidizing it for them.

"Light rail got put in, buses get cut and not going east and west. Miles between the stops and make things harder for folks. What looks good on a map doesn't translate to the reality of people's transportation needs. We used to have free zones and they went away, keeps feeling the city is designed for tourist and fun day trips and not for people who want to build community year round. Transit workers are high stressed. They are tense. Something about their job and safety that makes them on edge. Drug use seeing on public transit is a safety concern."

"I live between two transit station, but I live in the middle so I don't have time to go to either station because it takes 25 minutes away. It would be nice to have some kind of shuttle or busses in my area to take me to the light rail"

*"Cutbacks on public transportation so it has been hard for children to get around before having drivers license
Long rides and a lot of walking"*

"I live in Auburn and work in Pioneer square. it's too expensive, the sounder train \$4.25, a bus is \$3.75 for sound transit bus. Comes to about \$200 a month. It's more expensive than King County Metro but metro take 2.5 hours one way! I'm excited for the new light rail station to open in federal way. On the weekends, the train is less frequent, we need more options"

"I have to take a bus to reach the train, and the bus routes have been progressively reduced and moved further from my house over the 10 years I've lived there"

"Infrequent, not completely reliable In areas where communities can't afford their own car, there are fewer buses and lines are being cut. Bulldozing through low-income communities - traffic and lack of safety. Buses always being late and lines being cut, very isolating"

"Time management to hit public transportation - have to have cushion for time, walkable. Challenging when you have multiple jobs to have that flexibility. Worked in Seattle & Bellevue. Drive car to Bellevue p&r at 6am, take bus to Seattle, work, bus back to Bellevue and then drive home. Public transport isn't create for workers who clock out 11pm. Either get home at 2am or drive to Seattle for parking."

A lot of times the commuter bus I would take to work is cancelled. Then I have to drive in and pay for parking. Sometimes the morning bus is running but then the evening bus could be cancelled at the time I need it. So sometimes that could include waiting 35 to 40 minutes or taking streetcar to the light rail to transfer to a different bus and then walk 10 minutes. It's a hassle.."

"I work at Seatac and the light rail station is very close to my house. However when I worked early morning shifts, there is no light rail available that early so I have to drive myself. The roads in front of my house has parking now and streets are narrow. It is hard and scary to drive around Seattle. There are now more bike lanes which makes it scarier for me to drive around. There are also lots of potholes in the street that have not been fixed for many years"

05 SDOT Recommendations

Affordable & Free Parking

The affordability of parking is a huge concern for those who are commuting by car into the city. The city should consider providing subsidies or other forms of assistance for workers who need to drive to work, especially in the heart of Seattle. This could take the form of discounted parking rates or even free parking in designated areas. Free parking could be in areas such as on the streets around the city (with a pass) or in parking structures/lots. It could be really helpful to utilize the current parking structures available by providing space to be used for those workers who drive. This could alleviate financial burdens for those who have to drive to work, particularly for those who don't have subsidies provided by their company and are spending their wages to pay for parking to work. This is important to create a more equitable and sustainable system for workers in the city who are forced to drive due to the lack of accessible public transportation.

"... I drive because it is easier but there is always traffic. When I am going to Chinatown to buy groceries or eat, there isn't any place to really park anymore except the streets. The parking in Chinatown is more expensive than other places. I drive because it is easier for me to get around because of my hours. I get off at midnight and it is easier for me to just drive and get home. But the roads need to be fixed. Many roads including 14th Ave S and 15th Ave S have had so many potholes for over 20 years."

"...For folks that live on low incomes in these neighborhoods, cars are still a necessity due to the lack of pedestrian safety and limited transit routes, and this is a huge issue not only because of climate change mitigation and local pollution, but also because our roads and car-based transportation infrastructure is crumbling..."

"...Driving has become more difficult within the city with the increased use of bike and bus lanes. The roads themselves are generally OK. Parking with the increased density is more difficult..."

*"limited buses running east/west in northern Seattle
expensive parking fees at the UW"*

"Driving in Seattle is akin to inching through a parking lot; the bus service in Seattle is absurdly limited"

*"If driving, parking is hard to find
Workplace doesn't pay for parking and have to pay and move car
every four hours"*

"The traffic - lack of parking "

*"...In areas where communities can't afford their own car, there are fewer buses and lines are being cut
Bulldozing through low-income communities - traffic and lack of safety Buses always being late and lines being cut, very isolating"*

"So much construction, expensive parking, not enough bus routes to get to/from work"

"Difficult for parking, difficult or dangerous for walking around depending on the neighborhood"

05

SDOT Recommendations

Better road infrastructure

People's mode of transportation depends on the type of use and where they need to get to. However, it was echoed throughout the constant construction and increase of eroding potholes has created streets that are unbearable for drivers and commuters. The city should implement a more proactive approach to repairing these potholes, as they pose a significant risk to both drivers and pedestrians. Additionally, the city should use materials that do not erode quickly to reduce the frequency of potholes. The city may also re-assess the disparities in the distribution of potholes in reflection to the zoning law as more potholes are significantly in non-single family neighborhoods. And finally, they should invest in making sidewalks more accessible to all residents, especially those with disabilities as it's sometimes difficult to navigate for individuals with mobility impairments and the elderly.

There are too many construction on the roads that creates detours which causes more traffic jam on the roads that are available. And roads that have construction may be reduced which also causes more traffic. There are too many uneven roads that impacts my car. While more people are living in Seattle, the transportation hasn't caught up. If there is any minor accident on the freeway, there is a grid lock that backs up traffic for a long time.

"There needs to be more sidewalks, as someone who walks a lot there tends to be areas that sidewalks end or are poorly maintained and makes traveling difficult. The link does a great job north and south, but branching past these stations and east/west of the stations is hard. Also the escalators tend to be broken at many stations and are poorly maintained."

"Seattle is a bumpy city and I think that phrase is true. The city need to change the asphalt we use for the roads so it can prevent potholes. The traffic is increasing every time because the city does have a good design of public transportation"

*"Roads - broken and need fixing but knows that it has to do with money and funding
Freeways seem small now for amount of traffic/people"*

"Traffic is getting worse every day. I think it's because how the public transportation in Seattle is designed makes it harder from point A to point B. In Mexico city, we have a good subway system where you can reach places while in Seattle there's only one light rail system. I know somebody that's living in a place in Seattle in Rainier that has to walk one mile to take a bus. Before there was a shuttle that passes through his home but the City off Seattle canceled that route"

"The roads in my area have a lot of potholes. It seems like Seattle has just randomly done construction on roads and not actually fixed roads that are eroding."

The roads in my area have a lot of potholes. It seems like Seattle has just randomly done construction on roads and not actually fixed roads that are eroding. Seattle transportation is just good but it's not really the best when you're trying to get to places. It also takes longer to get around the city"

"There is a lot of traffic that is created due to construction on roads and other infrastructure for my commute to work. There are a few areas of the city that feel uncomfortable to ride my bike in due to lack of spacing or poor road conditions like potholes or other surface areas that aren't smooth"

"There is always road construction on some roads but never construction on roads that need fixing. The roads are unsafe to drive on because of the deep potholes"

"The roads are horrible. There are potholes that have been in some roads since I arrives here in Seattle 34 years ago"

"The roads in my area have a lot of potholes. It seems like Seattle has just randomly done construction on roads and not actually fixed roads that are eroding. Seattle transportation is just good but it's not really the best when you're trying to get to places. It also takes longer to get around the city"

"Frequently accessed roads are full of potholes - this is worse in neighborhoods that are not primarily single family homes"

05 SDOT Recommendations

Increase safety for public transportation

Safety is a constant concern that was heard throughout our survey regarding the hesitation of people taking public transportation. One approach to increase safety for public transportation can include more types of tools such as direct communication devices to communicate with emergency services if an incident occurs. Drivers also need to be provided with training and resources to handle any incidents where passengers feel threatened on the bus so that they can be equipped to safely handle the range of situations that can occur. Another measure recommended is to install more lights at bus stops to increase safety during evening or nighttime hours. Proactive measures such as adequate lighting can help increase the visibility at bus stops for people to feel safe.

"Going north-south on the bus is really cumbersome. In addition to issues stated above, the experience of light rail and the bus (the stops/stations, the ride, the crowdedness, the harassment that can happen) is not good! These things should be so obvious, but I think most City of Seattle leadership have no regular experience relying on public transportation and needing a safe and reliable walk or transit experience to get to where they needed to go. Being an anti-racist City and making our transportation and housing policies anti-racist means that they are safe, reliable, accessible, affordable and easy to use for all people including -- anti-racism and inclusion are commitments to actions and actually moving resources to community -- not just words on a page! The city needs to stop reinforcing harmful cycles that displace people from the city and then further punish them with relying on expensive cars, traffic and pollution -- build housing and support transit now!"

"There are too many construction on the roads that creates detours which causes more traffic jam on the roads that are available. And roads that have construction may be reduced which also causes more traffic. There are too many uneven roads that impacts my car. While more people are living in Seattle, the transportation hasn't caught up. If there is any minor accident on the freeway, there is a grid lock that backs up traffic for a long time."

"Buses: Some buses in Seattle are always late and poorly maintained. A few bus stops are incredibly unsafe for women to wait for bus at (e.g. the bus stop near downtown target, since I got catcalled and harassed every time when I'm waiting for a bus there, and a lot of my friends have similar experiences). It's also difficult to go to some places through bus (e.g. cap hill to magnolia), since it takes so long for a relatively short distance (e.g. comparatively, it feels more fair if you need 45mins to go to Bellevue from cap hill instead of magnolia...)."

"the Link/bus security has been declining in the past year"

"I don't feel safe on public transportation- as a single woman it's very dangerous ."

The bus drivers in this city are absolutely amazing (shoutout to ATU metro drivers) and I wish I could take the bus more often, but the discomfort of riding the bus when it's dark out and the limited routes usually have me driving instead of using transit.

Appendix

A

Cite

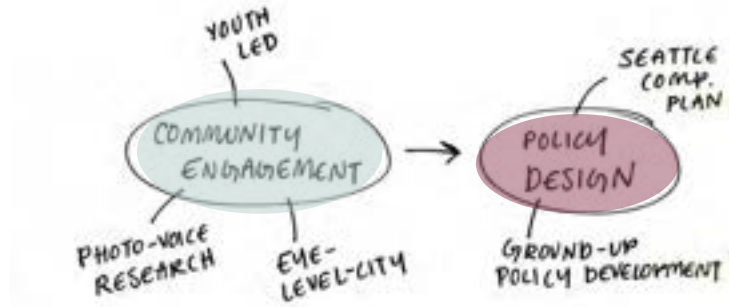
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SOUTH PARK YOUTH VISION PROJECT

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Contents

- 1 About the Project
- 2 Process
- 3 Community Insights
- 4 Engagement to Policy Design
- 5 Policy Recommendations
- 6 Lessons & Takeaways

**There are no rankings in the information provided below. Any list that includes numerical order is strictly for organizational reasons.*

Youth Leaders



Joanne
Ly



Maria
Perez



Sebastian
Hernandez

DVSA Staff



Alexandra
Burgos



Jorge
Arturo Lara



Leila
Jackson

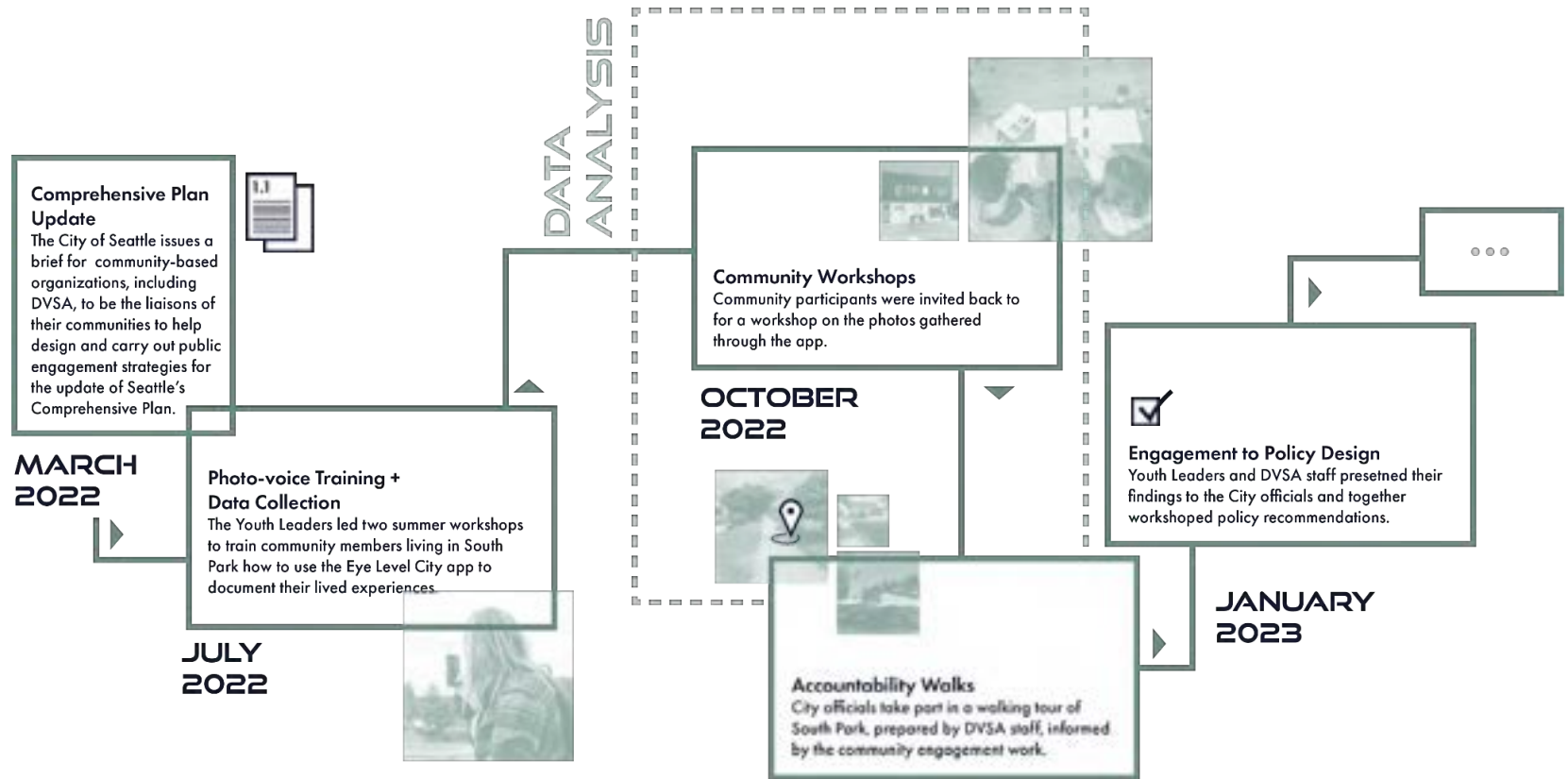
This work would not have been possible without the invaluable contributions of:

Aja Hazelhoff (Office of Planning and Community Development)
Lizzie Moll (Seattle Department of Transportation)
Adrienne Hampton (Duwamish River Community Coalition)
Clara Cheeves (Self)
Sofie Burgos-Thorsen (Gehl Architects)
Nina Cecilie Højholdt (Gehl Architects)
Cesar Lopez (Duwamish Valley Sustainability Association - DVSA)
Jackie Donovan (DVSA)
Edwin Hernandez (DVSA)
Kaleb Germinaro (Estelita's Library, UW)
Marcus Henderson (Sawhorse Revolution)
Derrick McDonald (Sawhorse Revolution)
Em Piro (S2)
Natalie Garcia (S2)
Nancy Rottle (Green Futures Lab)

SOUTH PARK YOUTH VISION P R O J E C T

The South Park Youth Vision Project is an interdisciplinary, community-based research project based in Seattle, Washington, with a focus on the neighborhood of South Park. Our goal is to understand the complexities of the South Park community's needs and challenges through the lived experience of community members, and co-create policy strategies for meaningful local change.

The project centers three POC youth as leaders of community engagement strategies and policy design efforts, with the ambition of elevating them as future community leaders. With the value of upholding the labor and visions of existing community organizations in South Park, we aim to prioritize community autonomy in our project outcomes.



Project timeline for the South Park Youth Vision Project.
Image credit: Leila Jackson, Duwamish Valley
Sustainability Association.

1 About the Project



About the Project

1.1 Centering South Park

1.2 Project Origins

1.3 Expanded Scope

1.4 Defining Project Values

1.1 Centering South Park

“There is a juxtaposition with a lot of what we experience in South Park, there are positives and negatives in every corner. We enjoy our community, but you see the disparity in the landscape”

South Park & the Duwamish Valley

The Duwamish Valley is the land of the first people of Seattle, the *dx̣w̓ḍəwʔabš* (Duwamish) People, in what we now know as Seattle, Washington. Today, the Duwamish Valley is an industrial landscape that surrounds the urban neighborhood of South Park, the home of a vibrant and diverse community.

A history of environmental injustices continue to impact South Park residents, including the legacy of redlining, the pollution and contamination associated with the industrialized river valley and associated health concerns.

Grassroots efforts have been at the forefront of addressing and preparing for the ongoing impacts of climate change, in the Duwamish Valley and we hope to center and elevate this critical work in the South Park Youth Vision Project.



The Duwamish River Valley. Image retrieved from: <https://www.lincolnst.edu/publications/articles/2021-04-climate-health-equity-resilience-district-concept-gathers-momentum-in-seattle>

1.2 Project Origins

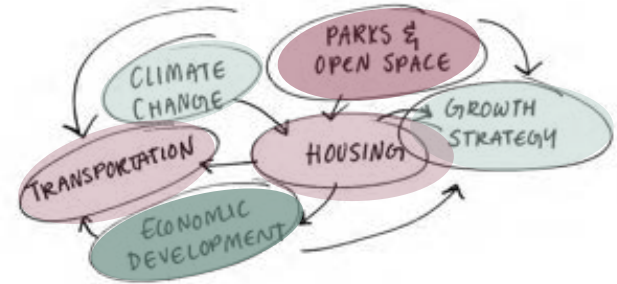
The City of Seattle's Comprehensive Plan + Transportation Plan Updates

The Duwamish Valley Sustainability Association (DVSA), was one of six community-based organizations (CBO) to be selected by the City of Seattle to help design and carry out public engagement strategies for strategies for the Seattle 2035 Comprehensive Plan Update, and the Seattle Transportation Plan – funded by OPCD and SDOT, respectively.

DVSA was chosen as a partnership for our ability and commitment to center the voices of BIPOC community members, that have been historically underrepresented.

These insights are crucial as the City updates its vision for how to invest in these communities.

The original project scope from the City was to conduct a survey based off of the six issue briefs extracted from the Comprehensive Plan: Climate Change, Transportation, Parks and Open Space, Housing, Economic Development, and Growth Strategy. However, following conversations with other CBO partners and with the Youth Leaders, it became clear that our engagement scope needed to expand beyond surveys in order to better support the South Park community, and to prioritize equitable engagement and data collection practices.



The Comprehensive Plan included policy issue briefs developed by the City of Seattle on the following topics:

Community generated data: agency + capturing nuance

Alongside other CBOs, there was a concern as to what the City would do with the potentially sensitive data gathered from community surveys. As a team, we wanted to elevate how data is political, personal, and vulnerable. We firmly believe that **communities participating in data collection engagement strategies, should have agency over the data that they generate and what information is shared with the city.**

As coordinators of the community engagement work, how would protect each community's data, but also, how do we not perpetuate more harm?

Second, one of the Youth Leaders, a resident of South Park with years of experience doing community-based work, expressed that surveys simply don't work in their neighborhood. Over recent years, the community has seen so many groups come and go with surveys and no follow through. However well intentioned, these **extractive practices have led to a lack of trust, from the community members towards outside organizations and City officials.**

We also wanted to avoid the rather binary thinking surveys often provide. South Park is a complex neighborhood, and many sentiments, good, bad, and in between, for the neighborhood can exist at once.

Through conversations with Sofie Burgos-Thorsen, an Industrial PhD at Gehl Architects discussing data equity and using storytelling as a way to capture complex data, we decided that the Eye Level City app, an open sourced app made for these very reasons, was the best platform to capture the nuances, and host community generated and analyzed data.

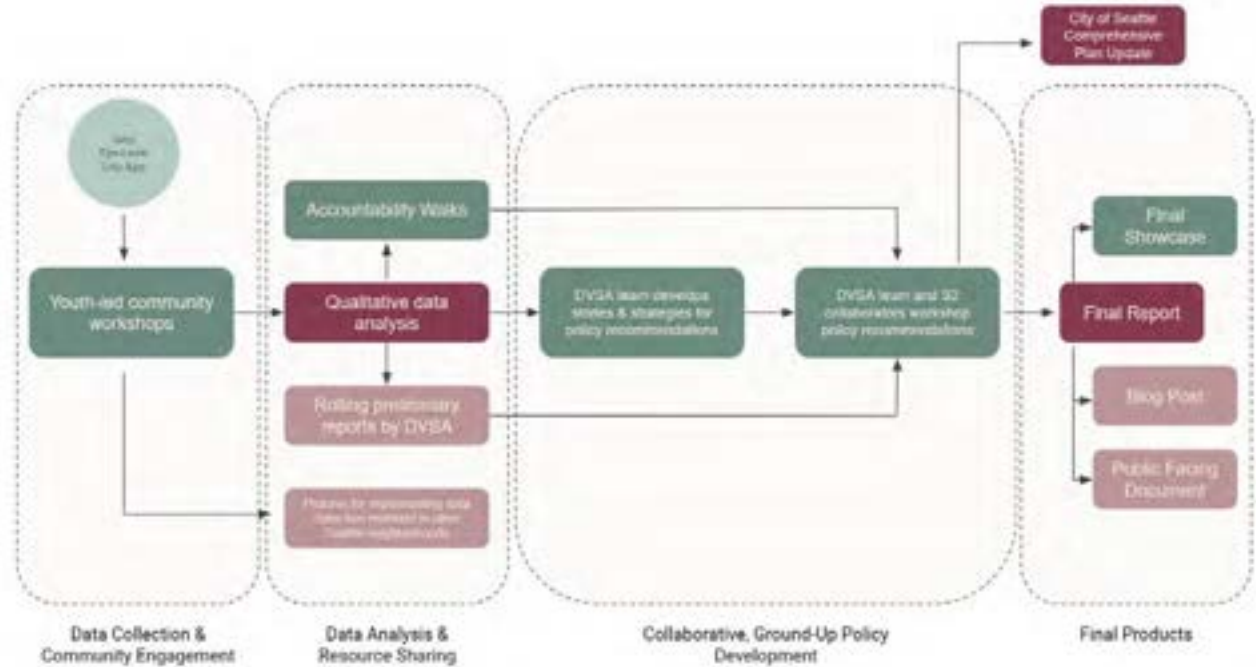
With the app and with guidance from Sofie on how to use the app's data to facilitate community workshops, we were able to decide how to share what information would be shared with the City in an equitable way, and **piece together a narrative that more accurately represents the community of South Park.**

1.3 Expanded Scope

From engagement to policy design

With these values in mind, our scope expanded to include (1) new methods for research & data analysis with the help of the Eye Level City app, (2) resource sharing with organizations doing similar work, and (3) a ground-up policy design framework.

In order to meet our goals of meaningful engagement, with accountability as a core value, we explored possibilities of inserting our engagement work into a longer-term policy-making process. This involved creating opportunities for the Youth Leaders to work more directly with City officials to communicate findings.



Overall scope of the South Park Youth Vision Project

1.4 Defining Project Values

Defining values in community engagement

As the scope of the project expanded with the use of the Eye Level City app, it became important to define our engagement values as a team.

These were the five principles that had influenced how the community engagement work had shifted up to this point, and what we hoped to center in our work moving forward: (1) Accountability at the center of the work; (2) Research as celebratory; (3) Seeking leadership from the community; (4) Taking an interdisciplinary approach; and (5) Building community and sharing resources.



Five values that influenced the community engagement strategy of the South Park Youth Vision Project.

Defining Values^{V1} in community engagement

1

Accountability at the center of the work

The Duwamish Valley has seen its fair share of advocates enter their communities and extract their knowledge with little to no accountability. This project should respect community autonomy, empower local efforts, and result in tangible action that responds to the shared knowledge.

2

Research as celebratory

This project is not about showcasing communal trauma. This project should uplift, preserve and celebrate the community in tandem with bringing to light the pressing issues of South Park.

3

Seeking leadership from the community

South Park residents are the experts and researchers. This project centers 3 youth from the neighborhood to lead community engagement efforts and act as liaisons with policy-makers.

4

Taking an interdisciplinary approach

In addition to our community participants, we center knowledge from a range of disciplines and perspectives to inform our work.

5

Building community & sharing resources

Coalition building has been an essential component of this work, as resource- and knowledge-sharing has largely shaped the direction of our scope.



Constellation of the stakeholders that have influenced our work.

2

Methodology



Process

2.1 Methodology

2.2 Data Collection

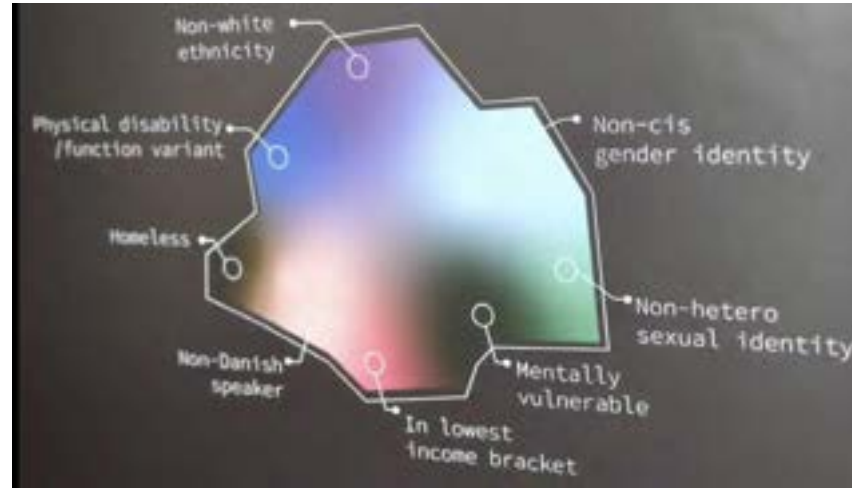
2.3 Data Analysis

2.1 Methodology

Photovoice as a powerful methodology

Photovoice is a visual research methodology that puts cameras into the participants' hands to help them to document, reflect upon and communicate issues of concern. This method allows the participants to not only generate data, but also invites them to be researchers and analysts in the process.

The Eye Level City app, used in our project, builds on this methodology through the development of a digital tool, that delivers photo “tasks” to participants and collects GIS data tied to their images and walking routes.



[The Urban Belonging Project](#) that uses the same digital methods to explore place attachment for diverse groups of people in Copenhagen DK, served as a critical source of inspiration for our work.

Eye level city in the Duwamish Valley

Through a collaboration with Gehl Architects, an urban design consulting firm based in Copenhagen, DK, DVSA was granted access to the Eye Level City app, an app-based, photovoice research tool that prompts users to take photos of their daily lives and routes. The app captures both image and GIS data.

The DVSA team, including the Youth Leaders developed a photo prompt, with the intent that users could share what changes they would like to see in their community, whilst still elevating and celebrating the positive aspects of the neighborhood.



1

Go on a walk in your neighborhood and take photos driven by the prompt.



2

Annotate photos you take and respond to photos taken by other community members. Annotations respond to the policy issue briefs developed by the City of Seattle: **Climate Change, Economic Development, Housing, Parks & Open Space, Transportation.**

Show us the Duwamish Valley through your lens and capture what is meaningful to you.

What would you like to *improve*, and what would you like to *preserve* in your community?

2.2 Data Collection

Photovoice for Community Engagement

After being trained by Gehl collaborator, Sofie Burgos-Thorsen, the Youth Leaders led two summer workshops to train youth and adult community members living in South Park on how to use the Eye Level City app.

The first workshop was centered around other youth in the community (ages 13-18), and the second invited adult community members. Each of the workshops was tailored with these target groups in mind, so that different engagement strategies could be applied.



Youth Leaders & DVSA staff getting trained by Sofie on how to use the app



Youth Leaders teaching community members how to use the app at summer workshops

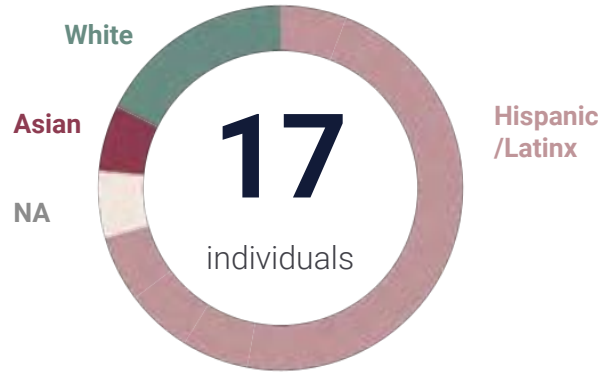


Youth participants testing the app in South Park

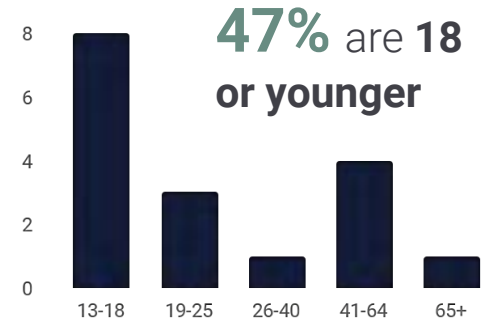


Summary of participants

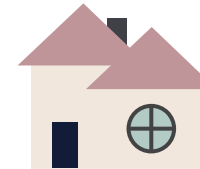
Across two summer workshops, 17 individuals participated in the South Park Youth Vision Project, including Youth Leaders who represent both facilitators and participants. Of those participants 47% are considered youth as individuals who are 18 and younger. The vast majority of participants came from underrepresented racial and ethnic backgrounds with Hispanic/Latinx communities as the most represented. The majority of participants were long-term residents of South Park with 59% having lived in South Park for over 10 years.



82% come from **underrepresented racial and ethnic backgrounds**



47% are **18 or younger**



59% have lived in South Park for **10+ years**



Youth Leader, Maria Perez, training other South Park Youth on how to use the Eye Level City app.

The youth mentioned how their favorite photos taken that day were the ones that showed the positive aspects of the neighborhood, rather than simply the negative.

Youth Workshop

On Saturday, July 16th, the Youth Leaders led their first workshop to train youth living in South Park on how to engage with the Eye Level City app. Seven youth between the ages of 13 and 18 attended, with an average age of 15. The vast majority of them identified themselves as Latinx and residents of South Park for a minimum of 2 years.

Together the youth leaders gave an overview of the app interface, including the walks and annotation tasks. Youth Leaders allowed time for the participants to demo the app functions, before leading a 30-minute walk guided by the Youth Leaders and DVSA staff. The youth were instructed to take a minimum of 10 photos on the work that responded to the photo prompt.

Upon returning to the library, the Youth Leaders led a reaction round session, which the youth participants completed independently, and a group discussion around the experience of the workshop and the project as a whole.

Some of the youth mentioned how their favorite photos taken that day were the ones that showed the positive aspects of the neighborhood, rather than simply the negative. They also noted how the process itself, or the “tasks” helped them notice new things within their own communities that could be improved. One question initiated a conversation on feelings and perceptions of safety throughout the neighborhood.



Youth Leader, Sebastian Hernandez, training South Park community members on how to use the Eye Level City app.

The group mentioned an **appreciation for photos that reflected the reality of community development work in South Park**

Adult Workshop

One week following the youth-centered workshop, the Youth Leaders led their second workshop centered around adult community stakeholders. Workshop participants included seven South Park residents whose ages ranged between 24 and 65 with the average age being 44. One of the seven participants who wasn't able to attend the July 23rd workshop, was trained prior by DVSA staff and was able to complete the photo tasks on their own.

All of the participants in the workshop were long-term residents of the South Park neighborhood for an average of 18 years. Four of the participants self-identified as female, and three as male. Four of the participants had self-identified as Latinx (including those of Ecuadorian, Chilean and Mexican descent). The remaining participants identified themselves as white or caucasian.

Participants included organizers who were involved with the community through their work with the Duwamish River Cleanup Coalition (DRCC) and the Duwamish Valley Sustainability Association (DVSA). Also included were educators (at a high-school level), parents, local politicians and an employee of the Port of Seattle.

The workshop took a similar format as the first with a few adaptations. Distinct from the first workshop, the participants were asked to complete their 30-minutes walks independently before returning to the HUB for a group discussion led by the Youth Leaders. Similar to the youth, the group mentioned an appreciation for photos that showed the positive aspects of the community, particularly those that reflected the reality of community development work in South Park.

Discussion questions

- What is something you would like to see in the future for the Duwamish Valley community?
- Why do you think it's important to tell the story of South Park community from different perspectives?
- What is something you saw during your walk that captured your attention?
- Do you think the Duwamish Valley and Georgetown can improve their safety?
- What's something about the app you think could be improved?

One participant shared their excitement for the project's ability to capture a common vision for a resilient neighborhood and shared it was easier to visualize that in pictures, than in words.

The conversation, often circulated around the threat of gentrification. Another participant, explained how, "many residents of the community do not have an ownership stake, and how those who do own many homes and businesses, do not have a personal stake, because they live outside of the neighborhood. This paradox", he said, "is embedded into the threat of displacement that comes with improving the neighborhood and inviting investment."

Similarly to the youth, the adults were given the task of performing 2 more independent walks on their own time using the Eye Level City app.

Participants were informed that later they would be invited back to a secondary workshop in the fall. At these community workshops, community members were welcome to view their own photos in conversation with the perspectives of other participants and expand on their insights through a series of organized activities and exercises.

"I enjoyed hearing perspectives
from other participants and
finding commonalities"



"I would just think of **future
uses of the pictures for
community benefit!**"



"I think **people typically
understand their world
through storytelling.**"

"**I liked talking one-on-one
with a neighbor**"

Expanding Insights Workshop

In July, the Youth Leaders were trained again by Sofie Burgos-Thorsen on how to prepare workshop exercises that centered the photos captured by the Eye Level City app. Many of the exercises were inspired by those used in the Urban Belonging project which employed a similar methodology. The goal of these exercises was to use the photos to generate conversations and mapping exercises that told a more complete story of the neighborhood.

The beginning of the fall of 2022, was spent preparing materials for a workshop in early October, where the Youth Leaders led a secondary workshop for adult and youth participants together.

For this workshop, guest facilitators, Jackie and Cesar were invited to assist with notetaking and translating. Nine of 14 participants who attended the summer workshops attended, including four youth and five adult community members. Participants who could not attend the workshop were invited to participate in a much smaller secondary workshop held a couple weeks later, facilitated by DVSA staff.

The workshop exercises included storytelling and image captioning, spatial mapping, collaging, and intergenerational discussions between youth and adult participants.

Feedback from Expanding Insights Workshop. Images of community members completing exercises.

Exercise 1: Storytelling

The first exercise of the Expanding Insights Workshop, was “Storytelling” where we asked participants to take turns verbally sharing the stories behind the photos they took with another community member. They were asked to select photos that generated positive reactions, as well as some that generated negative reactions. The other participant carefully listened to their partner and captioned the photos from them.

For this exercise adult and youth participants were paired up. Afterwards, the group came together for a larger discussion about common themes and takeaways.



Exercise 2: Spatial Mapping

The next exercise the participants were asked to use different colors to annotate maps of South Park. These annotations included

- Their perception of South Park (where does it begin and end, what is included and excluded)
- Areas where they frequent or go regularly
- Areas and routes that generate a positive reaction
- Areas and routes that generate a negative reaction



Exercise 3: A Collective Vision

In the final exercise of the workshop, together the participants collaged their photos onto a matrix with the prompt:

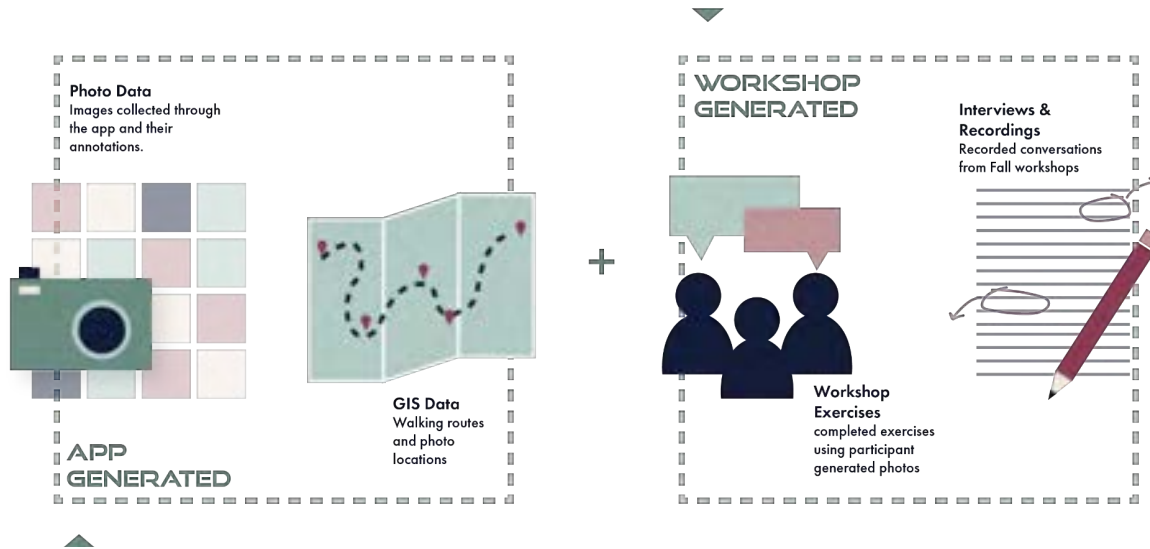
“What is your vision for the future of the Duwamish Valley? What would you like to change and preserve?”

The matrix was divided into 4 quadrants (Positive, Negative, Past and Future). And the participants were asked to caption their placements with sticky notes.



What is your vision for the future of the Duwamish Valley
What would you like to *change* and *preserve*?

2.3 Data Analysis



Interconnected approaches

Data analysis was two-fold; involving an analysis of the image and GIS data collected by the Eye Level City App, and the qualitative insights from the Expanding Insights Workshop in the fall. The workshop exercises were collected and analyzed by the DVSA staff and Youth Leaders.

Recorded interviews and conversations at these workshops also served as a critical tool for data analysis.

Summary of sources for data analysis.

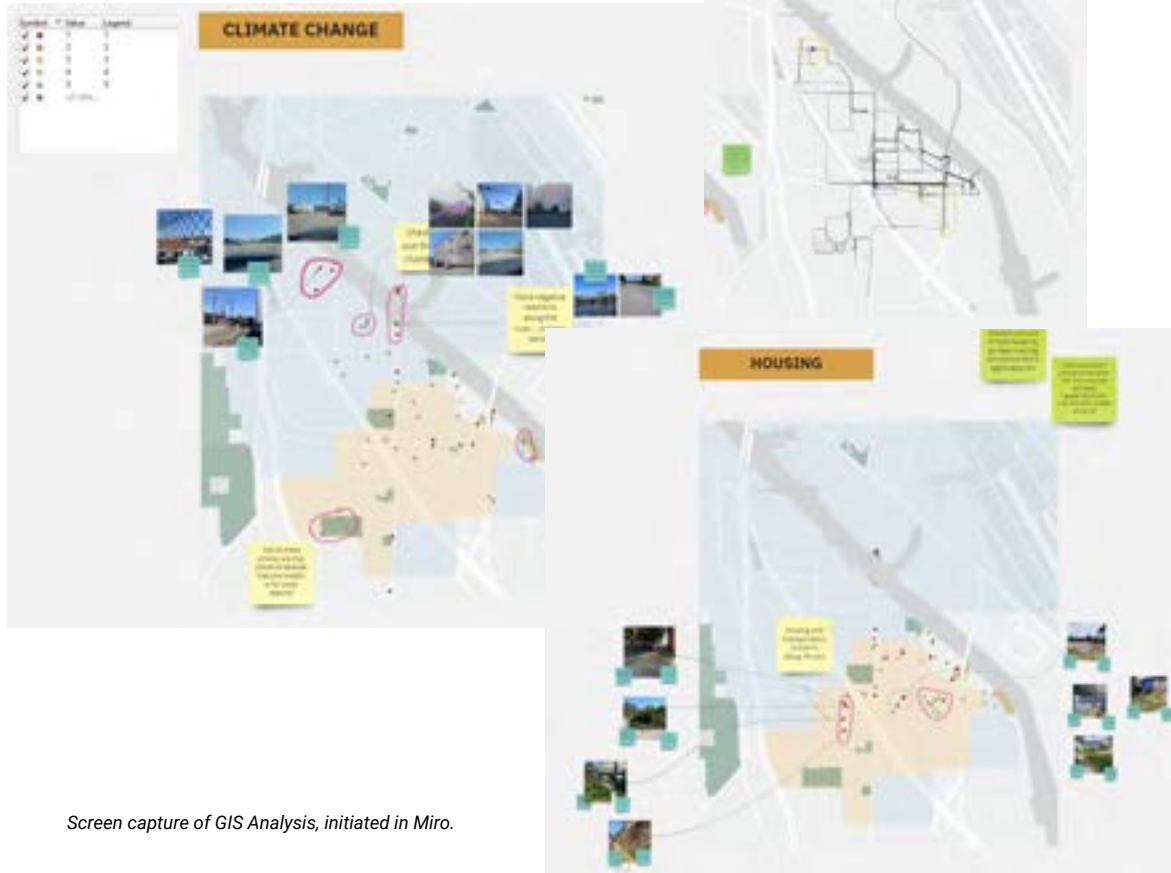


Screen capture of data analysis process from DVSA team and Youth Leaders, initiated in Miro, an online collaborative platform.

Analyzing the data

Workshop Data | Miro was used as a accessible digital tool for organizing and synthesizing the workshop generated data into insights. Both DVSA staff and the Youth Leaders worked in miro to group quotes and discussion points into themes relating to the issue briefs and more. The Youth Leaders were invaluable in the data analysis process as they were able to connect their lived experiences to the collected data for a more holistic analysis.

In terms of methodology of analysis, image captioning was coded, as well as recorded conversations that were first transcribed through Otter.ai. We also drew some conclusions through the similarities and differences across the spatial mapping exercise.



Screen capture of GIS Analysis, initiated in Miro.

App Data | The data collected directly from the Eye Level City app included participant generated photographs GIS data of walking routes and image locations. Using QGIS, we analyzed the photos and their locations by annotations and positive & negative reactions. This data was essential for finding challenge and opportunity zones in South Park, as well as organizing a walking tour of South Park for City Officials.

3 Community Insights



Community Insights

3.1 Key Insights

3.2 Issue Brief Insights

3.1 Key Insights



What are **5 words that describe** South Park?

What we heard

Through the data analysis process, four key insights began to emerge representing the most recurring themes and sentiments heard throughout our community engagement process.

These themes generated key questions that helped to inform our policy strategies as we entered the next phase of collaborative, ground-up policy design. Through these insights we were able to further understand the complexities of community members to South Park and how these feelings do not exist in a binary.

1

Feelings of negligence & forgottenness

South Park residents feel forgotten by the city of Seattle, especially when compared to other Seattle communities in the north. This has resulted in distrust in the city to take care of the needs of the community.

*How can we build trust within the community? **How can we prioritize the needs of South Park residents at a larger city-wide scale?***

2

Strong social infrastructure

South Park is a community that cares, and that has cultivated meaningful social infrastructure and support where and when municipal support has lacked.

*How can we uplift and protect the valuable community efforts that have emerged out of necessity? **What role should policy play** in a context where hyperlocal social infrastructure is a significant community asset?*

3

Beyond the issue briefs

The issue briefs fail to illustrate the interconnectedness and diversity of issues and opportunities in South Park.

***How might solutions be multi-scalar and collaborative?** - giving agency to the local community to develop and implement solutions, whilst offering impactful municipal support.*

4

Disconnectedness

South Park residents feel disconnected from the Duwamish River, almost all the participants did not consider the river part of the neighborhood. Also, because of the highway cutting through the neighborhood, there is a disconnect between N. SP and S. SP.

***How can we reconnect the community to their natural surrounding** and with each other?*

In addition to the key insights, we synthesized our data analysis as it responded to the issue briefs provided by the City, and a couple additional topics that emerged throughout the engagement process. These additional themes included Community Empowerment, and Health and Safety.

1. Climate Change
2. Economic Development
3. Housing
4. Parks & Open Space
5. **Transportation**
6. Community Empowerment
7. Health and Safety



4 Engagement to Policy Design



Engagement to Policy Design

4.1 Accountability Walks

4.2 Policy Workshop

4.1 Accountability Walks

Accountability Walks

As our team prepared to move from engagement to policy design work, we wanted to share the data we collected around the lived experience of South Park with policy makers in a sensitive and authentic way. For this reason, the Accountability Walks were developed.

The Accountability Walks were intended to directly engage policy-makers with the insights gathered through community engagement work. These self-guided walks were a tool for ensuring accountability by the City of Seattle in their decision making processes. These walks were been specifically prepared for the representatives of SDOT and OPCD.



Jorge (DVSA) meeting with SDOT and OPCD Walk participants to hand out walking tour guides, before they embark on their self-guided walks. Image credit: Jorge Arturo Lara

For our team, **accountability looks like:**

- Tangible municipal action that directly responds to the requests made by the local community are a results of these walks
- A desire from policy-makers to experience and thoughtfully engage with community insights first-hand
- Community partners are authentically engaged throughout the policy design process (from gathering insights in the community engagement process to drafting policy).

The walks were meant to prelude a policy-making workshop later that month. There, City officials would have the opportunity to reflect on this experience, and work with the Youth Leaders to ideate on where policy change and strategy could be impactful in their community.

The walk packet included:

1. A pre-walk reflection exercise
2. Walking guide with quotes, and photos from the community members
3. A map of 9 stops along the route

“There was so much thought and intentionality put into that guide, and the resulting walk was **incredibly powerful**. I've visited South Park probably more than any other neighborhood in Seattle, and **yesterday I felt like I was there for the first time.**”

- Aja Hazelhoff



4.2 Policy Workshop

Community driven policy

On January 25th, 2023, the team members of the SP Youth Vision Project and representatives from OPCD and SDOT met at Seattle City Hall to conduct the policy workshop. The intention behind this workshop was to provide an opportunity for Youth Leaders, representing South Park residents, and policy-makers to **strategize where policy can be most impactful**.

The policy workshop was an opportunity for the Youth Leaders to present the data analysis and to center them as leaders in the generation of policy strategies. Additionally, this workshop created an environment where the folks behind decisions would be “visible” to the community members.

While unprecedented, it was crucial to our team that the Youth Leaders, on behalf of their community, challenged power dynamics, and in the name of community autonomy, had a seat at the table and spoke from not only their research, but most importantly their lived experiences.

Not only would we have agency over what data would be shared with the city, but what policies would be generated for the community. We firmly believe that policies should be generated **with** and **by** the community.



DVSA staff and Youth Leaders at City Hall for the Policy Workshop in January 2023. Image credit: Alexandra Burgos

V1 Policy Consultants

Since no one on the team has worked with policy, we sought out the help of consultants who were experts in the area of policy and equitable community development. They led us through the different plans and had us study the Duwamish Valley Action Plan to better understand existing efforts. They helped to show up to the policy workshop as prepared and as confident as possible.

Through our community, we were SO lucky to be introduced to Adrienne and Clara. Together they trained us, prepared exercises, a guidebook, and facilitated the workshop at City Hall. With their guidance we felt prepared to speak about policy and had an incredibly successful workshop. We have the utmost gratitude to these two.



Policy consultants, Adrienne Hampton and Clara Cheeves leading policy training workshops for the SP Youth Vision Project in person and remotely.



Day of the Policy Workshop

On the day of the workshop, in attendance were the three Youth Leaders, Joanne, Sebastian and Maria, DVSA staff Jorge and Alexandra, and policy consultants, Adrienne and Clara. In addition, there was a nice balance of representatives from OPCD and SDOT.

Overall, we felt that the policy workshop was successful and we left feeling energized and inspired. We started with grounding presentations from both the Youth Leaders about our project, and from Aja and Lizzie about both the Comprehensive and Transportation Plans.. Our policy consultants prepared an agenda for the day, starting with an icebreaker to get us all comfortable in the space. Before participating in the policy generation exercise prepared by Adrienne and Clara, we asked the attendants to do a gallery walk of the poster boards we had prepared.

Printed on the boards were the three exercises from the community engagement workshop (community participants were kept anonymous) as well as the data analysis we did as a team. The boards served as both a storytelling piece as well as a way for the community participants to also be in the room for the policy workshop.

After the gallery walk, we split into three groups with one Youth Leader leading each group of SDOT/OPCD representatives. After the exercise, we all participated in a final group discussion where the youth were able to further vocalize thoughts and opinions, such as emphasizing equitable data collection practices in their community and advocating for accessible language in city plans.



Photos from the Policy Workshop. Shown above are representatives from OPCD and SDOT on their gallery walk, various conversations between the teams. Image credit: Alexandra Burgos and Joanne Ly.

OPCD:

- Aja Hazelhoff (Outreach and Engagement Coordinator)
- Brennon Staley (Growth Strategy)
- Nick Welch (Housing)
- Patrice Carroll (Climate & Environment)
- Michael Hubner (Project Lead, Transportation)
- Phillip Carnell (Planning & Equity Data Analyst)

SDOT:

- Lizzie Moll (Community-based organization manager)
- Jennie Mulenberg (Seattle Transportation Plan Project Coordinator)
- Joanna Valencia (Seattle Transportation Plan co-Project Manager)
- Jenny Sai (Seattle Transportation Plan intern)
- Anna Scarbrough (Seattle Transportation Plan intern)

Photos from the Policy Workshop. Shown above are representatives from OPCD and SDOT on their gallery walk, various conversations between the teams, and the three youth leaders, Sebastian, Joanne, and Maria. Image credit: Alexandra Burgos and Joanne Ly.



Policy Generation Exercise

Adrienne and Clara had prepared an excellent exercise that made policy generation accessible to the DVSA team and help conduct productive conversations. With this exercise and everyone's openness, the youth leaders felt confident to facilitate the conversations in their small groups and were comfortable to share their lived experiences and honest feedback for what policies should be in place in their community. From the data analysis, each group was presented with a quote from a community member, and based off the values chosen by DVSA, we formed policies that could respond to the community member's sentiment.

"The only bus 332 comes in 30min-1 hour increments. It depends on the day. So the only option is to walk one side to the other which can take up to 30min. But the most unsafe way is to travel on the shoulder"

Values	Policy Example 1	Policy Example 2	Policy Example 3
Accountability			
Family and Community			
Feasibility			
Joy			
Leadership			
Intergenerational			
Reliability			



Photos taken during the policy generation exercise. Image credit: Alexandra Burgos

5 Policy Recommendations



Policy Recommendations

5.1 Youth Led Policy

5.1 Youth Led Policy

Policy recommendations development

Post policy workshop with City of Seattle officials, the youth continued to workshop policy recommendations to address each of the issues covered in the Comprehensive Plan Update.

Our youth replicated the policy ideation process that they presented during the workshop with the City. From the data analysis, they identified subjects that community members had expressed interest in preserving or changing. and based off the values chosen by DVSA, we formulated recommendations that reflect what the community would like to preserve and what they would like to change. The guidebook developed by our policy consultants was critical for this exercise.



Guidebook developed by policy consultants Adrienne Hampton and Clara Cheeves.

Vision Statement

We envision the future of South Park being a safe community full of diversity made possible through affordable housing, safe play areas, accessible transportation, and community empowerment.

In our vision,

- Forgotten areas will be enhanced
- The community will utilize sustainable energy
- There will be improved social and cultural diversity, and housing security

***** We learned from community insights yet we do not speak on behalf of the whole community.***

Overall Strategy Policy Recommendations

1. **Never make a policy or decision without community input**

- We propose that in order to ensure City wide plans represent the needs of the South Park community, that no policy or decision be made without consent from community members. We recommend co-creating a permanent community engagement plan with community members for the neighborhood of South Park.

2. **Hire a community member from the South Park community to have this role**

- While it is important to collaborate with community based organizations to be the liaisons for their community, we want to develop a paid role for a South Park community member to continuously be the community representative. Said member will be trained in community engagement, policy making, and administrative work, and will make a living wage.

3. **Develop an accountability criteria**

- South Park has continuously seen projects fall through the cracks with lack of accountability from City officials. We require that each Department for the City of Seattle develop an accountability criteria for ongoing efforts in South Park. SP Residents will know who is responsible for what effort and will have clear communication with each City department. This will ensure the residents of SP projects that not only reflect their needs and desires, but also are followed through

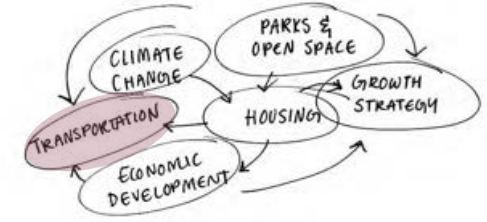
Transportation Policy Recommendations

1. **Prioritize maintenance and explore complementary safety through sustainable measures.**

- Community members expressed concern for their safety due to the lack of properly lit spaces such as bus stops, and bike trails. Additionally, they shared their frustrations regarding the lack of maintenance of sidewalks and trails. Residents of South Park recommend that bus stops and transportation-related spaces are properly lit through the use of solar panels, and that funding is allocated to support neighborhood green jobs focused on maintenance and worker owned co-ops.

2. **Pursue locally serving transportation options to compliment mobility gaps within South Park, the Duwamish Valley, and the Greater Seattle Area.**

- Residents refer to the public transportation services around the neighborhood as inaccessible and perceive the Duwamish River as a barrier. There is a disconnect between N. South Park and S. South Park because of the highway and lack of pedestrian/cycling infrastructure. They recommend the implementation of local microtransit options such as shuttles powered by electricity to connect residents to public transit, around South Park, and the greater Duwamish Valley.



Transportation Policy Recommendations

3. Establish policy to improve public transportation infrastructure to increase connectivity to key locations.

- Residents of South Park feel disconnected from the rest of the city and its surroundings since there are only two bus routes that pass through the neighborhood (bus routes 60 and 132). For example: the average travel time to SEATAC International Airport from South Park using public transit is approximately 48 minutes versus 10 minutes driving or ridesharing.

4. Increase safety measures for pedestrian and bicycle/scooter mobility throughout South Park

- There are no protected bike lanes in South Park making it incredibly dangerous for cyclists to ride through the area.

5. Collaborate with mobility apps (Lyft, GIG etc.) to create affordable options for South Park

- In addition to unreliable public transportation, other transportation options are difficult to access or are pricey. Apps such as Lyft are unaffordable and rideshare options like GIG consider South Park “out of home base” so you cannot rent or leave a car in the area. We recommend working with these companies to create affordable options for South Park.

Transportation Policy Recommendations

5. Improve safety across mobility options by adding pedestrian lighting, benches, bus shelters, protected walkways, and real time information for transit.

- South Park infrastructure is centered around cars. Residents demand changes to create infrastructure centered around public transit.

6. Create buffers between industrial and residential areas of South Park and provide alternative freight routes outside of residential streets.

- South Park community members recommend the creation of green infrastructure to buffer the transition between residential and industrial areas and to reimagine the freight routes as they believe that currently these routes pose a safety issue to residents, in particular the youth.

6 Lessons and takeaways



Lessons and Takeaways

6.1 For the City

6.2 For DVSA

Lessons and Takeaways from DVSA

While we didn't invent the wheel with community engagement practices, we did do some unprecedented actions and hopefully pushed the boundaries of what it means to have community input in City plans. For some of us it was our first time working with the City, and/or working with data, and policy, so there were learning curves along the way. Most important to us throughout the entire duration of this project was to let our values drive us, and to have the community at the center of what we do.



Image credit: Joanne Ly

6.1 For the City

Working with community-based organizations, a road to Mutual Aid

We want to acknowledge and express gratitude to Aja and Lizzie, who because of their communication, support, and trust, we were given the space to let this project flourish. The openness and willingness of the folks who joined the walk + the policy workshop is a great example of how to show up for a CBO.

That aside, we wanted to share some of the challenges throughout the process and some specific opportunities for how community organizations working with City Officials could benefit greatly.

Challenges

As a team, we experienced some practical administrative challenges that could be smoother in the future. The paperwork (contracting, invoicing) for both grants (especially SDOT) was tricky and felt overwhelming. This could possibly deter CBOs from working with the City. Challenging paperwork is common in the nonprofit world when applying for funding. We highly recommend a smoother process with less complicated paperwork and invoicing processes.

Opportunities for Success

Based on our experience working on the SP Youth Vision Project, we identified some strategies that would improve working with community-based organizations in the future.

- Strict contracts is a continuation of elitist practices and problematic philanthropy. Distribute funds to CBOs with **flexible project scopes**
- **Offer administrative training to CBOs** who don't have as much experience with the administrative work it takes to run a project.

- **Offer basic urban planning knowledge to CBOs** that support local municipalities with their valuable insights and connections. Partnering with CBOs should include a basic training for the CBO in community engagement, policy, urban design and other planning processes that are relevant to the partnership.
- If the CBO doesn't have a work space, **provide work spaces**, or resources to acquire one temporarily.
- Provide the CBO with **clear documentation of what department is in charge of what effort in their communities.**
- Continue relationship with CBOs, not just during the project timeline, but **long-term support**
- We understand the policies take time, but we strongly encourage a plan for **immediate action** in the neighborhood of South Park. This could look like monthly funds to CBOs in the community to support their existing efforts
- For us, using the Eye Level City app and learning equitable data practices was an intentional way of moving past extractive methods of gathering data. We advocate to advance these **non-extractive practices and make them inherent to how you work with community's data**

6.2 For DVSA

Practicing Mutual Aid

As a team, there were many lessons and takeaways throughout this process - and many things we would've done differently.

Missing Voices

- We as DVSA and the City need to work to build and maintain more trust with the neighborhood of Georgetown. Community members were not comfortable participating because of a lack of trust. We were sad to have their input left out of the plan, but respected their decision and will work harder to build that bridge
- We wish we had more time to do extensive community outreach.

We appreciate all 17 members who participated and hope to hear and learn from more community voices in the future

- There are prominent voices missing in this project: folks from the Duwamish Tribe and the Black community. We take full responsibility for this and will work to do better to include these essential voices.

Key Takeaways

- As a team there are things that we have had to reckon with during this project:
 - 1) When analyzing data and sharing stories to the City, it is complicated to share that there

are concerns for safety from gangs and local violence in SP. We must grapple with the possibility that this will lead to more surveillance, policing, and violence but honor the trust the members have with us to share their lived experiences

2) We are aware of the history that urban planning and blatant racist policies have had in perpetuating the oppression of BIPOC communities. South Park is a neighbourhood directly impacted by redlining, so how do we not try to make up for the wrongdoings of City officials but instead work to reclaim, remediate, and heal?

Celebrating our successes

- Our open communication and trust within our team is what was most successful with this project
- Leaving room for our humanity such as mental health, burnout, monetary needs, and other life events is integral in mutual aid work- no one can make an impact running on fumes
- We give ourselves grace with this project as for many of us it was the first of its kind. We hope to take these lessons and apply them to continue elevating the voices of South Park residents to reach full community autonomy
- It was so helpful, necessary, and crucial to hire our various consultants for data gathering/analysis and policy work

- Due to its success, we think the Policy Workshop should have been longer or a series of workshops to continue the conversations

Moving forward

- It is our goal to create an open sourced platform to host community members' data so that we are not the owners of it and they have full agency of their stories

Appendix



Appendix

- i. Data Synthesis
- ii. Policy Recommendations for Comprehensive Plan

Data Synthesis

In addition to the key insights, we synthesized our data analysis as it responded to the issue briefs provided by the City, and a couple additional topics that emerged throughout the engagement process. These additional themes included Community Empowerment, and Health and Safety.

See the following for a summary of what the community said through their photos and workshop insights regarding the following themes:

1. **Transportation**
2. Climate Change
3. Economic Development
4. Housing
5. Parks & Open Space
6. Community Empowerment
7. Health and Safety



V1 Transportation

The residents of South Park have expressed that when it comes to transportation in their neighborhood they often experience it to be inaccessible, inconvenient, and unsafe for pedestrians, cyclist and public transit users.



1

There is **poor maintenance** and **lack of pedestrian infrastructure**

"We need visibility year round for safer and more comfortable transportation and accessible routes."

2



Lack of lighting and **poor visibility** is a major safety concern

"no sidewalks to access food lifeline and adolescence clinic"



Nicknamed the "scary trail"

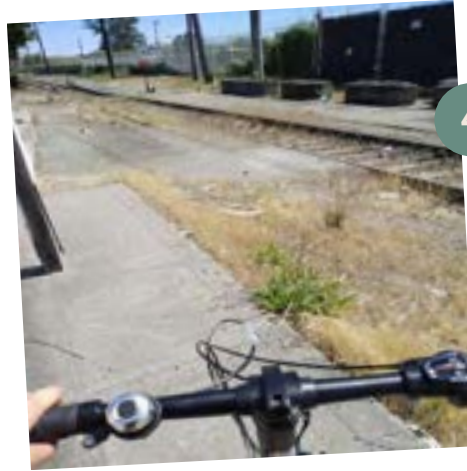


3

It is **difficult to access essential services**

Transportation

The residents of South Park have expressed that when it comes to transportation in their neighborhood they often experience it to be inaccessible, inconvenient, and unsafe for pedestrians, cyclist and public transit users.



4

There is **poor and lacking cyclist infrastructure.**

"The only bus (132) comes in 30 min-1 hour increments, it depends on the day. So the only option is to walk one side to the other which can take up to 30 min. But the most unsafe way is to travel on the shoulder"

There is **poor public transportation** getting to and from South Park as well as within SP. This makes it challenging for folks who do not have a car.

5



Climate Change

South Park residents are actively experiencing the direct effects of climate change, tied to a history of injustice leading to poor environmental conditions and a negligence from the city to take action. However the community is actively fighting towards sustainable futures.

"...to know that in my river, there is a full office chair while in some other rivers it's like clear, as it can be."



1

The **contamination of the Duwamish River** is affecting the neighborhood's health, quality of life, and housing.

"South Park has been forgotten by the city, we would never see that in the north end"

"The rain garden has been forgotten!"

2

The lack of maintenance and upkeep for green infrastructure projects is resulting in **"forgotten spaces"**. This makes it so that the community is not able to enjoy existing green space including parks and the Duwamish River because of poor environmental conditions.



3

The community is interested in and has been a part of **sustainable futures** within South Park.



Economic Development

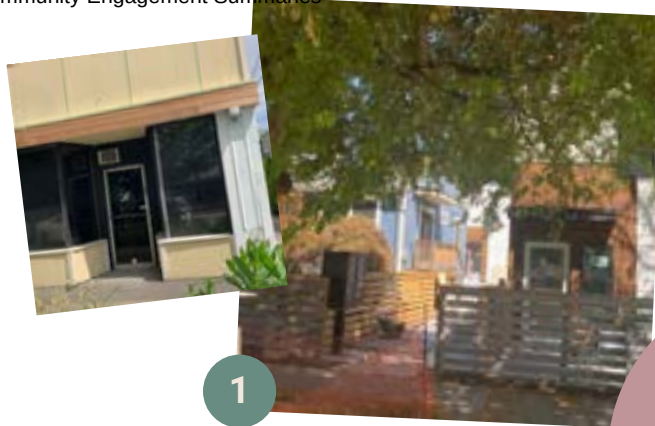
South Park finds itself at an interesting crossroads of disinvestment and concerns for rapid development from outsiders that will potentially displace residents and change the vibrant and diverse culture of the neighborhood. Residents wish to protect existing local businesses.

"this side is still vibrant, Latin, colorful, Mexican - so I hope it remains."



2

Social and cultural diversity, and housing security for current South Park residents should be a priority in economic development.



1

Gentrification is a major concern for South Park residents

"It's one of my biggest worries - that **South Park becomes a victim of our success...** all we're doing is making this space valuable to investors."

"An example of what I'm most afraid of, is the Central District. [...] **There's no model for us to follow to prevent that from happening**"

Housing

Safe and secure housing that takes into account the health of the community and the proximity to industry is needed in South Park. The threats of gentrification and climate change make housing for current residents of South Park as an even more vulnerable concern.



1

Proximity of housing to industry is an issue, because it is affecting the health of the community

"Have you noticed that like, **our only two options** are drug houses or houses we can't afford?"

"We want to **preserve older, historic homes** but not dangerous ones!"



3

Existing housing needs to be **salvaged and improved.**

More **affordable housing is needed**, and housing insecurity is a very visible concern in SP.

2



Parks & Open Space

South Park lacks parks and open spaces especially compared to other neighborhoods in Seattle. There is a desire for more safe, healthy, and green open spaces. The existing green spaces that are reflective of the community are highly celebrated but are often under maintained by the city.



1

Parks are not well maintained and **unusable because of poor environmental conditions** and disinvestment

"The park is still closed because of the contamination in the soil"

"Wouldn't be closed in other areas."

"There's also a little kiddie pool that's supposed to be turned on. And I've never seen it turned on ever."

2

There is a **lack of safe and quality spaces for kids and young people**



3

New parks open spaces are **not always reflective of the community**

"I hate modern parks, the design is weird"

Parks & Open Space

South Park lacks parks and open spaces especially compared to other neighborhoods in Seattle. There is a desire for more safe, healthy, and green open spaces. The existing green spaces that are reflective of the community are highly celebrated but are often under maintained by the city.

Parks and open spaces are **serving multiple purposes including settlements** for people who are unhoused.



"one of the **few green spaces** that is **open, safe, clean** and maintained in South Park"

"That's like one of the places where I feel **normal**, and **valued**, and **equal** and, **cared for**, and **proud**."



Existing parks like **Marra Farms** are **celebrated for offering engaging, learning experiences for the community**. These spaces need financial support to continue serving the community

Community Empowerment

South Park is a community that cares, and that has cultivated meaningful social infrastructure and support where and when municipal support has lacked.

Belonging in South Park is **tied to the diversity** of the community. Participants consider their neighborhood to be “culturally rich” and this can be seen by the art around the neighborhood and community events.



1



2

South Park residents feel **forgotten** by the city of Seattle and feel that **their lives have come second to industry priorities.**

“Why is South Park Seattle’s Landfill ?”

3

There was a **conflicting view on graffiti/ tagging** from the participants. Some folks found it to be a sign of lack of safe space, and others thought some of the art had a “positive theme”

Community Empowerment

South Park is a community that cares, and that has cultivated meaningful social infrastructure and support where and when municipal support has lacked.



4

Strong social infrastructure and a culture of mutual aid is a significant community asset

"Community solves crime, not cops. The problem isn't that we don't have police, the problem is that we don't have investment, we don't have green space. **The problem is that we're not cared for...The solution is to send money and invite community into that space**"

"... community voice is important. As a **community getting together, we can make things happen...**We can turn something bad into something good and healthy if we push enough"



Health & Safety

Health and safety was a major concern for South Park residents. Not only are there health concerns relating to industry and pollution, but also food access, safe walking routes and emerging local violence.

"Las veredas se vuelven inseguras para usar pudiendo causar muchos accidentes"

2

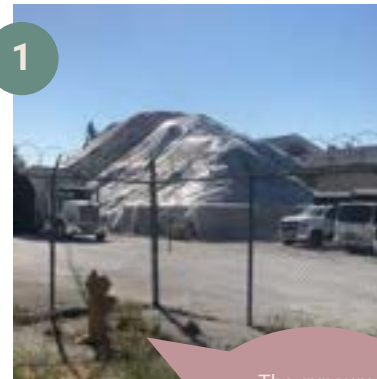
Health and safety are connected with the **quality of the built environment**



4

Local violence in SP is an emerging concern for some

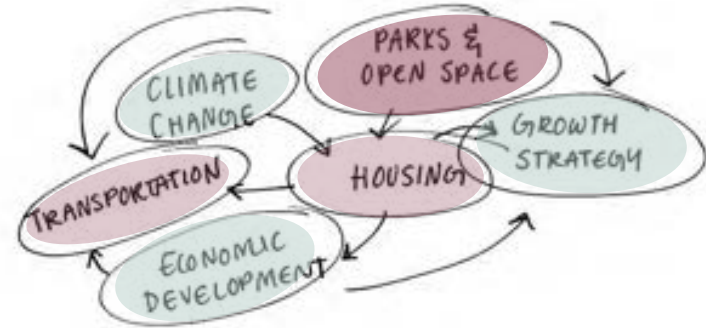
1



The gypsum recycling plant on 8th is, "supposed to be covered... It's literally next to the river and there isn't anybody with the power to make sure that they keep working cleanly."

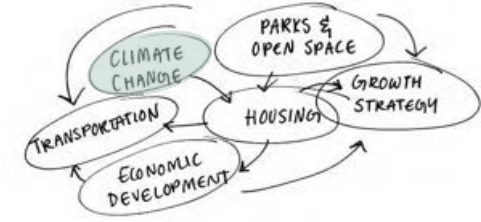
Policy Recommendations for Comprehensive Plan Issue Briefs

As we were working with two grants for both OPCD and SDOT, our data synthesis was driven by other issue briefs included in the Comprehensive Plan such as climate change, economic development, housing, parks & open space, community empowerment, and health and safety. While this final report is focused on transportation, we recognize the intersectionality of these topics and have included them here as transportation does not exist in a silo and it's important to see the other issue briefs as well.



Climate Change Policy Recommendations

1. **Prioritize the development of equitable emergency response measures that address effects of climate change such as sea level rising.**
 - Community members demand that the city develop policy to address the environmental injustices that the South Park neighborhood has experience for a long time. A clear example is the chaotic emergency that occurred on December of 2022.
2. **Implement sustainable infrastructure and energy sources in community spaces.**
 - The implementation of sustainable energy sources like solar panels and green roofs.
3. **Establish policy to reduce the asthma crisis in South Park and to reduce the life expectancy gap.**
 - With the proximity of industry and housing, residents are concerned about the health of their community and the natural environment. The gypsum plant on 8th was mentioned as being perceived as hazardous to the health of the community.



Climate Change Policy Recommendations

4. Develop culturally relevant multigenerational educational opportunities related to climate change for community members.

- Based on findings from the data analysis, our youth recommend that more information is made accessible to community members from different generations to have a better understanding on the effects of climate change. One of them suggested to create climate change curriculum for elementary schools.

5. Develop policy with more stringent codes for pollutant emissions/waste disposal from industry.

6. Create a remediation plan for forgotten spaces.

- South Park residents referred to many community spaces as “forgotten” in the sense that they were under maintained, and unusable by the community because of health and environmental concerns. These spaces include the Duwamish Waterway Park. Each existing + developed open space in South Park needs to follow the remediation Plan’s criteria to ensure that parks in SP serve the community members, combat toxins in the water, soil, and air, and provide at least one plot of land to grow edible plants.

Economic Development Policy Recommendations

1. **Provide funding to support small businesses and organizations. In particular, to those that provide food security to South Park.**

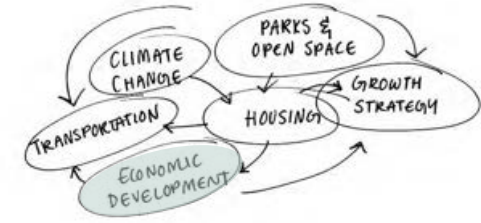
- South Park is considered a food desert since there are no easily accessible grocery stores nearby. Providing funding opportunities to support the current efforts of organizations like Cultivate South Park would be of great benefit to the community.

2. **Support locally-developed circular economy projects and infrastructure.**

- Organizations like DVSA are currently leading efforts of the implementation of a biodigester to transform local business organic waste into clean and renewable energy, and rich fertilizer for urban farming spaces like Marra Farms.

3. **Provide community spaces dedicated to arts and cultural activities.**

- The youth from South Park expressed the need of spaces where community gatherings can be held and art can be created and displayed. They also stressed the need to preserve murals that they have painted as the neighborhood changes.



Housing Policy Recommendations

1. **Prioritize affordable housing funding to prevent displacement of South Park residents.**

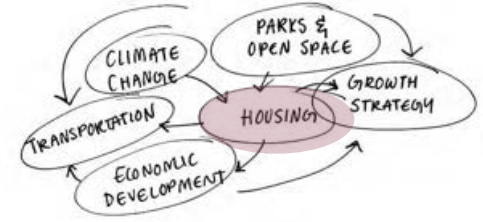
- South Park organizers and community members shared that affordable housing is a paramount priority. Without affordable housing, they believe that the cycle of gentrification and displacement will be perpetuated.

2. **Direct funding for building reuse projects.**

- Residents shared they wanted to preserve older historic buildings in the community and make them livable again, rather than solely prioritizing new housing developments that drive up costs in the area

3. **Create housing and rent support programs in collaboration with community based organizations who are currently lead the advocacy for housing security.**

- South Park home owners are often prioritized on receiving support, leaving renters behind. Develop funding programs for renters.

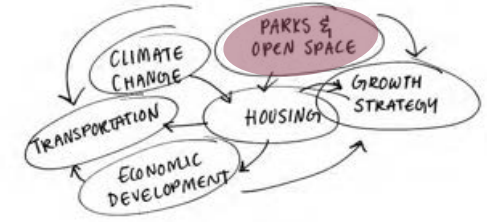


Housing Policy Recommendations

4. Develop multigenerational educational opportunities related to housing rights to empower community members.

- South Park youth and adults alike, expressed that knowledge related to housing rights is not accessible.

Parks & Open Spaces Policy Recommendations



1. **Prioritize the completion of current projects to increase access to green spaces.**
 - The restoration of the Duwamish Waterway Park, remodeling of the South Park Community Center, and South Park Plaza are spaces that remain unavailable to community members.
2. **Collaboratively develop a plan for a maintenance schedule that meets community needs and standards.**
 - When parks in South Park are well maintained, the community feels more cared for. Ensure more long-term maintenance of these spaces so they can be enjoyed year round and years to come. Lack of maintenance leads to feelings of being forgotten.
3. **Provide opportunities for community to take ownership of spaces and give land back.**
 - Community members should have agency over their parks and open spaces, and not have to depend on City officials to better their public spaces. With community ownership of land, they can have decide how to utilize spaces and with funding from the city, have the support to maintain them.

Parks & Open Spaces Policy Recommendations

4. **Direct funding for maintenance and upkeep of green infrastructure and ensure community involvement and consent for new projects.**

- Residents, youth in particular, expressed frustration due to the lack of maintenance of parks and open spaces. Some residents feel like the City considers South Park to be Seattle's dumping ground and they are concerned about the negative impacts that this have on the youth.

5. **Ensure the involvement of the community in decision making ' processes related to preservation and installation of public art.**

- South Park residents expressed discontent with the community engagement efforts or lack thereof related to the installation of angler fish sculpture near the South Park bridge and the lack of maintenance around it.

Thank you to the folks at OPCD and SDOT, specifically Aja and Lizzie, for your trust in us. It has been such a pleasure working with you, and we look forward for what's to come.

**SOUTH PARK
YOUTH VISION
P R O J E C T**



Justice Focused Community
Bookstore & Library

IMPACT REPORT 2022

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INTRODUCTION

The founders of Estelita's Library, Edwin & Estell, have had an intimate understanding of displacement. Having grown up in the Bay Area, Estell in Oakland and Edwin in the heart of the Mission District in San Francisco, CA. They witnessed the devastating effects of hyper-gentrification. What we know and witnessed of gentrification is that it not only displaces families from their homes, but it actually focuses on the cultural spaces as the first places to go. Gentrification has worked, time and time again throughout the world, to remove the cultural centers so that it is easier to evict families. It's made easier by removing the communities and culture created by these cultural institutions. If those institutions are not there, communities and families begin to ask themselves if this place is still the best place for them. The answer inevitably leads to "no", because everything they know about it has been decimated. The data tells us that there is a real phenomenon of displacement that takes a physical and psychological toll – both emotionally and spiritually. It's called 'Root Shock'. When a community and neighborhood you grew up in has changed so dramatically that it becomes unrecognizable, it harms the psyche and body. It is when we are in a beloved community that we are the healthiest: we have neighbors and culture that care and take care of us, and resources like Estelita's that embrace us when we need it. But once you are removed from that space or that space is removed from you, research shows that your health deteriorates because you lost that community. We are here to fight back against this devastating harm.

SEATTLE URBAN LEAGUE BLACK WELLNESS: TEENS

DISCUSSION

Mental health care was identified as a continuing and top priority for community health improvement by all community discussion groups including concerns for insufficient local capacity, particularly for higher levels of care, and increased need resulting from anxiety, stress and isolation impacts of COVID-19.

They discussed reasons why that it is hard to be a teen in Seattle:

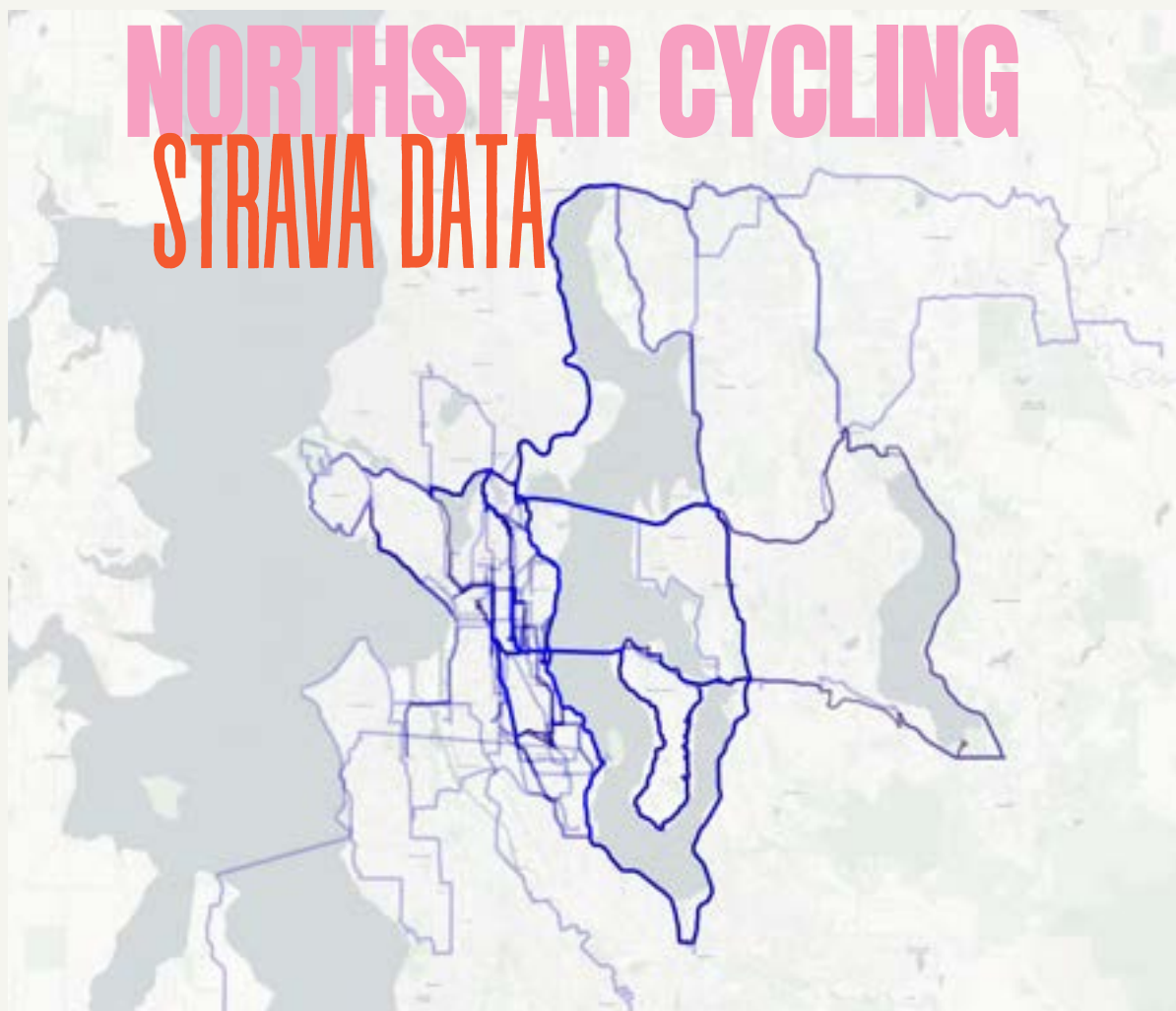
- "There are not enough spaces for me to escape to in a healthy way"
- "Getting around the city to see friends is hard, especially if they do not live along the Link (LightRail). I end up just staying at home in my room"
- "I feel like the City does not care about the brown kids in the community and do not want to help us out"
- "There is never anything that is my age to do in my community, it is always in the city so it is too far for my family"
- "Life costs too much and it is hard to see yourself in higher spaces"

Growing up can be hard on a young person of any generation, but today's kids and teens are facing an ever-evolving pandemic, racial inequality, social pressures online and systemic inequities that create barriers to success.

"It took a long time for me to figure out that when I'm not feeling okay, it's okay to go and talk to other people – and now I have fun with it. "

16 OUT OF 20
TEENS FEEL THAT THEIR
VOICES
ARE NOT HEARD
BY THE CITY

We asked our community to select and upload 3 bike routes that can highlight various topics: favorite route, safest route, least safe route, where they wish there was a route etc. This heat map of the selected routes showcase where, why, and how NorthStar uses existing spaces so we can better advocate for our spaces while cycling and being in community with one another.



98144

Where the
majority of our
riders reside

100%

BIPOC
representation

33

Avg Age

It is imperative that Seattle Transportation Plan use this information to guide where and how the city grows over the next 20 years and where investments in the community to meet current and future needs. Questions that were asked are below with some responses on the following page:

- In your mind, what is the most important issue regarding housing & community Development and/or Transportation? What do you believe is the greatest inequities around these issues that must be addressed?
- What are your favorite and least favorite routes?
- Where would you want routes to be located?
- What makes you feel safe while biking in the Seattle area?
- Please share what bike infrastructure you'd recommend to the city to focus on?
- If not already, what would have to happen for you to become a bike commuter?
- How do you believe Gentrification affects your Transportation experience?

NORTHSTAR CYCLING RESPONSES

"Lake Washington BLVD is mostly closed to cars and allows for walking and cycling with relative protection. A road like this along the water should be for the commons and leisure not for cars."

"Housing is incredibly inaccessible here, it's too expensive. Transportation is also pretty expensive, be it the bus fare, or the items necessary to take alternative transportation like biking. Wealth and access inequities need to be addressed."

"Interlaken is great as it is scenic within nature and there are surprisingly few cars on the road. It would be a great road to protect for cyclists, runners, and walkers similar to lake Washington blvd and only allowing local vehicles through."

"The Stay Healthy Streets have been mildly effective, but most drivers disregard the "road closed" signs, so it defeats the purpose. "

"The Burke-Gilman Trail is great, I would love to see more heavily used trails like this in other parts of the city. However the last stretch of it going west to Ballard feels really dangerous biking on Shilshole Ave NW where there are parked cars facing you on one side and on the other traffic going 40+ mph. At any moment one of those parked cars could drive forward, hitting and sending you out into the 40+ mph road. It is wild to me that the city still neglects this stretch of the Burke-Gilman and has done nothing to improve it in the past 10 years despite it being the most heavily used bike-ped trail in the city."

"There is so little movement in the northern part of seattle because of safety for black and brown folks"

"There's a need to make it more accessible and safer for black and brown people to get to those areas via public transportation routes from se and south seattle which are still inaccessible everywhere below downtown."

"I feel safest when riding on dedicated bike paths, like the Burke-Gilman, because there are no cars. If I am riding in a bike lane on the road alongside cars, I feel safest when the road is paved well. If it's not, then I feel like I have to make extra maneuvers to make sure I'm avoiding potholes and whatnot, which makes me feel unsafe when riding next to cars. I also feel unsafe when riding alone and in wealthy areas, just the vibe makes me feel unwelcome. That's why it's nice to ride with other people when training"

"Perhaps subsidies for electric bikes for commuters would be helpful. "

"A safe and quick way to travel from White Center, through South Park and Georgetown, to Beacon Hill and other parts of South Seattle. Overpass pedestrian crossings like the near Mount Baker Station would be useful at several other points along Rainier Ave as well. The Rainier Valley Greenway is confusing unless you've done it plenty of times, and it crosses Rainier Ave a few times. "

BUILDING COMMUNITY TOGETHER: SMASH THE BOX

Smash the Box is a multidisciplinary community driven Urban Planning & Design Firm based out of Seattle, WA. We cohosted conversations on how we can build an equitable community. Sharing stories that matter in shaping an affordable and accessible Seattle.



Gentrification: How does it affect you?

"Seattle's housing crisis is on full display with the number of persons who are displaced due to lack of resources. We are seeing a rise in violence that should have been curbed during the early stages of the pandemic. When offering housing, it is vital to the help those in desperate need through counsel, rehabilitation services, and a stipend.

Create hoops to jump through or setting restrictions will lead to the problem overflowing onto the streets which is what we are seeing in Seattle today."

"Housing and Education is a human right and without them you're unable to establish a life. The main barrier is the lack of access to the resources available all and until policies change equity/equality is just a buzz word."

"The housing crisis in Seattle causes a hindrance to many in regards to transportation. Being pushed out forces people to commute for longer - wasting precious time in traffic. Creating affordable housing doesn't mean building apartment buildings where residents will be packed together. Expanding upon the established infrastructure by limiting home prices in various neighborhoods and not just in particular ones is necessary."

JUNETEENTH BOOK SWAP

"I believe housing, convenient transportation, and communal spaces are universal rights that should be guaranteed by our government rather than left to private developers or public-private partnerships to create."



DISCUSSION

We celebrated liberation with community and discussed what equity looks like when working with communities.

These were the themes:

- Housing Access
- Good Public Transportation
- Shared Public Spaces
- Environmental Impact
- Social Housing
- Stop Sweeps
- Affordability (housing/food/transportation)
- Youth Spaces
- Income Disparities
- Shared Resources
- Career Opportunities
- Cheaper Childcare
- More BIPOC Spaces/Representation



THE WATSONS GO TO BIRMINGHAM SHOWING YOUTH



We had an wonderful time seeing The Watsons Go To Birmingham at the Seattle Children's Theater. We were able to ask the youth how they felt about Seattle when it comes to equity.

- "Children shouldn't experience homelessness"
- "Walking to school should be easy and not a long bus ride"
- "I like to be close to the train but we have to drive in a car"
- "I wish I lived close to my school and a park, there is nothing by my apartment"
- "I wish my mom could afford to live in a house"
- "We hear planes all day/night over my place(home/school)"
- "Why do all the brown people live way out of the city?"
- "It is not safe for me to use my bike in the street"
- "I do not get to see my friends often because they live far away and I don't drive"
- "Things are too expensive to do"
- "When it gets dark outside it gets scary in my neighborhoods"
- "I wish people would care about the climate"
- "I love going to the library and to see plays"

BOOKS AND BOOSTERS

ODESSA BROWN VACCINES

TOP 3 TOPICS DISCUSSED

1 Affordable Housing

Affordability and availability of housing was a common denominator across discussion groups addressing concerns of aging, mental health and substance use recovery, jobs and economy.

Livable Wages

2 The number of people seeking unemployment benefits increased rapidly. The largest number of employees filing unemployment claims included accommodation and food services, manufacturing, retail, construction, and healthcare and social assistance, which predominantly held by BIPOC folks

3 Access to Healthcare/Child Care

Community discussion participants identified health care costs and financial barriers to care as significant and ongoing concerns. It was also the most frequently mentioned topic area in an open-ended question about 'one thing you would change to improve health

Seattle Children's Odessa Brown Children's Clinic (OBCC) provides medical, dental, behavioral health and nutrition services for babies, children and teens — regardless of a family's ability to pay. They are a medical home for our families and so much more. They provide coordinated, whole-person care that addresses root causes of illness — social, economic and environmental. Our team reflects the communities we serve and advocates for their well-being.



TOP

RECOMMENDATIONS

More FREE community spaces for folks to use for organizing and holding programming for the community

Make housing costs flexible and based on residents incomes, rather than being based on a flat market rate that has risen quicker than minimum wage for the past few decades; make it so residents are not required to pay more than 20% (an example percentage) of their monthly income toward rent; make it so market rates are not a standard across all income levels, make it so market value adjusts to residents incomes, so if someone can afford a significant amount with 20% of their income, then they must pay at least the (present day) market value, of you know "\$,2000 for 1,000 sq. ft."...

More health spaces in the community to get immediate attention when needed

Cheaper and safer ways to get around Seattle

More pocket park spaces like our partners Common Acre

Protect youth participants, their suggestions, as well as many others, show up in the policy recommendations

The City should be more transparent about the things they "say" they do for community and how accountability measures in place.

ACKNOWLEDGEMENTS

Estelita's Library

241 Martin Luther King Jr Way S,
Seattle, WA 98144

(415) 342-9009

<https://estelitaslibrary.org/>

*Thank you to our community:
which includes family, friends,
and those we have yet to meet!*

WE THANK YOU
FOR YOUR CONTINUED SUPPORT IN
OUR PROGRAMS



Khmer Community of Seattle King County in partnership with Noio Pathways & KIMYUNITY



March 2022-March 2023

Envisioning a city for our community បង្កើតទីក្រុងល្អបំផុតសម្រាប់សហគមន៍របស់យើង។

Perspectives and recommendations from Khmer community members for the
Seattle's Comprehensive Plan update and the Seattle Transportation Plan

Prepared by

Jamie Stroble - Noio Pathways
Kim Yu, MPH - KIMYUNITY



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Introduction

This report summarizes the themes and recommendations from a year-long, immersive civic engagement project in partnership with the Khmer Community of Seattle/King County (KCSKC), Noio Pathways, and KIMYUNITY, to inform the Seattle Comprehensive Plan update and the Seattle Transportation Plan. Utilizing a trauma-informed approach, this work was centered in building trust through relationships, and community leadership through experiential learning. Our team designed multi-generational field trips, youth workshops, and celebration events that were rooted in learning about Seattle histories and current issues, and creating space and opportunity for new voices to share their opinions on what an ideal city would look like for them.

The Khmer community has experienced significant displacement - residential, commercial, and cultural, and many community members have stories about the difficulties in navigating systems and places across the city. KCSKC has a long-standing history as a community organization that provides direct services to the local Khmer community, and the staff, board, and community have lived experience of displacement and marginalization. Many of KCSKC's community members are low-income and have experienced (and continue to experience) displacement, food insecurity, and housing insecurity. KCSKC elders are primarily limited English speakers with little to no formal education, so programs are conducted primarily in the Khmer language. There have been many barriers to participating in public processes for our community members, and this project created an opportunity to support the leadership development of elders and youth within the community.

As a community that has often felt invisible in Seattle, this project was a chance to elevate Khmer voices and the voices of those in our community to inform key planning and decision-making around anti-displacement, housing, and transportation policies. We appreciate the opportunity for our community to weigh-in on a planning process that they may have never been involved in otherwise.



Who we are

Khmer Community of Seattle King County (KCSKC)

Stephanie Ung & Thyda Ros, Co-Executive Directors

KCSKC runs direct service and community programs that aim to serve the Khmer community, which includes refugees of the Khmer Rouge genocide, their children born in Thai refugee camps, and children born in the United States to these families. The Seattle area has the third highest metropolitan population of Khmer/Cambodian residents in the United States, with about 18,000 residents that identify as Khmer/Cambodian according to the 2017-2019 American Community Survey (IPUMS). KCSKC welcomes all who are curious and eager to learn about the Khmer community and culture. We encourage healing intergenerational connection, and run programs that are free to participants of all levels and experiences, and taught by volunteers in our community. Our core programs target elders/seniors and youth, and are based out of the Rainier Arts Center in Southeast Seattle, where we are an Anchor Partner, as well as the White Center/Highland Park neighborhood, from which we were displaced in fall 2019. Programs include the Khmer Amarak Performing Arts, which is a youth focused traditional Khmer dance and music program, an elders program through the King County Veterans, Seniors, and Human Services Levy known as the Khmer Senior Village, as well as COVID-19 resource navigation and community vaccination clinics.

Jamie Stroble (She/Her), Noio Pathways, Founder & President

Jamie Stroble is a passionate environmental and climate justice policy advocate, community organizer, educator, and facilitator. As a movement builder, she is always looking for ways to support new leaders, and strategize around affecting change. She founded Noio Pathways to serve as a community capacity building catalyst to support community leaders in navigating government to build community & climate resilience. Jamie has over 15 years of experience working in environmental justice-related fields, including youth programming, leadership development, intergenerational immigrants & refugee programs, affordable housing, food access, air quality & environmental health. Jamie founded and led the creation of the first-ever climate justice framework for King County's 2020 Strategic Climate Action Plan, and created the Climate Equity Community Task Force, an innovative co-creative body led by frontline communities to center Black, Indigenous, and community of color voices in community-driven climate policy-making. Jamie currently serves as on the Seattle Planning Commission, and many boards & community committees, including the Healthy King County Coalition's Built Environment workgroup, and FEEST.

Kim Yu (She/Her), KIMYUNITY, Principal

Kim Yu is a research analyst, project manager, and community organizer. She holds a Masters in Public Health and has over 10 years of experience in managing teams and consulting on various projects. She has experience working with various communities, such as people of color, youth, refugee, immigrant and low-income communities. Throughout her career, Kim has centered social justice and equity through her work and serving on committees at local community organizations; most recently, with Got Green and Social Justice Fund NW.

Our Partnership

As a growing organization with limited capacity, the Khmer Community of Seattle King County partnered with experienced community advocates Jamie Stroble of Noio Pathways, and Kim Yu of KIMYUNITY. Jamie and Kim brought additional capacity through project management support, curriculum design, the creation of policy recommendations, and other technical assistance. During this project, staff from the Khmer Community of Seattle King County, served as key community builders and navigators, recruiting, and supporting youth and elder programs. As team members, Jamie has a background in supporting communities to create strategic leadership development programming and translating community needs into policy recommendations; Kim brings experience in public health, program evaluation, community health (with a focus on refugee, immigrant and migrant communities), and community-based participatory research. Acknowledging the invaluable relationships and trust that the staff have with community members, Jamie and Kim primarily focused on providing a platform for the work that KCSKC has already done and continues to do in the Khmer community.



Our Approach

Our goal was to center the leadership and vision of Khmer community members in this work. So often traditional outreach for these sorts of plans are centered around extracting information from a community to inform a plan that they do not entirely understand. We believe that providing feedback and information to our public agencies is not enough, and that the empowerment and leadership of communities is critical to broadening and diversifying representation in planning spaces.

Thus, we took on a non-extractive approach of combining civic education and community engagement into two leadership development series that builds off of KCSKC's core programs for our elders and youth respectively. We sought to build understanding for our community participants around jurisdictions, what plans exist and why, what do these plans directly impact in your day to day life, and how to have your voice be heard. Because we believe engagement should be brought to the community, our approach was built upon existing long-standing programs that connect to our community through culture: adding to the Khmer Senior Village activities with elders, and dance and arts classes with youth. This allowed for more candid conversations, rich feedback, and create opportunities for mutual learning.

Our engagement plan was modeled after [Facilitating Power's Spectrum of Community Engagement to Ownership](#), and our desire to move from engagement towards true ownership in this work. Our goal in using this model was to increase the opportunity for long-term involvement in this planning process that impacts so much of Seattle's future. We were aiming to move beyond just informing and consulting with communities, towards collaborating on ensuring community needs and assets are integrated into processes and inform planning, by building community capacity for leadership on these issues.

What did we do?

អ្វីដែលយើងបានធ្វើ



We ran two series of programming - one for our elders and one for our youth.

For our elders, we ran a series of field trips in Khmer language. These trips were designed to allow elders to learn about and experience different forms of transportation and areas of the city. Elders were provided with bags of culturally relevant groceries as a thank you for their participation and to help address food insecurity within the community.

For our youth, we built off of the existing Khmer Amarak Performing Arts program, which is a youth focused traditional Khmer dance and music program, based out of the Rainier Arts Center and the Garden Youth Program, which is a youth program held in the High Point P-Patch to educate youth on gardening and support food security. Youth were provided a stipend for their participation and leadership in this program.

4

**Elder Field
Trips**

2

**Youth
Garden
Workshops**

2

**Youth
Dance
Workshops**

1

**Celebration
Feedback
Event**

1

**Reportback
Event**

Timeline of Events



Jun 15, 2022	Elder Field Trip #1 Bus & Monorail to Seattle Center
Jul 19, 2022	Elder Field Trip #2 Light rail to Chinatown/ International District
Aug 3, 2022	Garden Youth Workshop #1 High Point P-Patch
Aug 7, 2022	Dance Youth Workshop #1 Rainier Arts Center
Aug 10, 2022	Garden Youth Workshop #2 Danny Woo Garden
Aug 24, 2022	Dance Youth Workshop #2 Union Cultural Center

Aug 25, 2022

**Elder Field Trip #3
Water Taxi to Seattle Waterfront**

Sep 13, 2022

**Elder Field Trip #4
Woodland Park Rose Garden &
Green Lake Park**

Oct 23, 2022

**Celebration Event
Centilia Cultural Center**

Feb 25, 2023

**Reportback Event
Bethaday Community Learning Space**





Elder Field Trip #1 Bus & Monorail to Seattle Center

June 15, 2022





Elder Field Trip #2 Light rail to Chinatown/ International District

July 19, 2022





Elder Field Trip #3 Water Taxi to Seattle Waterfront

August 25, 2022





GARDEN YOUTH WORKSHOPS

Workshop#1 - High Point P-Patch
August 3, 2022

Workshop #2 - Danny Woo Garden
August 10, 2022





DANCE YOUTH WORKSHOPS

Workshop #1 - Rainier Arts Center
August 7, 2022

Workshop #2 - Union Cultural Center
August 24, 2022





Elder Field Trip #4 Woodland Park Rose Garden & Green Lake Park

September 13, 2022



Transportation ការដឹកជញ្ជូន: Accessibility

Themes



Overall, it seems that there are many different factors to consider when it comes to improving public transportation in the Seattle area. Addressing these concerns could require a multi-pronged approach, including better information and communication, cost reductions or free transit, longer transfer times for older adults, increased access and availability of transportation options, and a focus on minimizing community impact while making public transportation more comfortable and appealing for riders.

Lack of information, especially in-language: Some riders feel that public transportation can be difficult to navigate and that there is a need for more signage and options for non-English speakers. Youth wanted an interactive way to ask questions about public transit and get guidance on a system that can be difficult to navigate.

Transfer times: Some riders feel that the current 2-hour transfer time is not enough and can feel stressful, particularly for older adults with mobility issues. They suggest that Senior ORCA cards could have longer transfer times. Some community members are also distrustful of the ORCA card tracking their transfer time, so prefer paper transfers.

Improve transit availability for suburbs and edges of Seattle (Access and Availability):

Especially since many community members have experienced displacement, some riders report that there are limited bus routes and train stations, particularly in more suburban areas, and that this can lead to longer travel times and greater reliance on cars.

Transit access to destination Green Space: Community members, especially those without a lot of access to green space in their own neighborhoods, wanted more public transit options to the big “destination” public parks in the city, like Green Lake, Seward Park, Discovery Park, Lincoln Park.

More affordable and discounted ORCA cards: The community suggests providing more accessible and affordable options, such as free/discounted ORCA cards, to make public transportation more accessible for all.

Transportation ការដឹកជញ្ជូន: Accessibility

RECOMMENDATIONS



- Integrate more signage options for limited-English speakers to get direction in their own languages.
 - City should work with Metro and Sound Transit to post interpreter helpline information at bus stops and on public transit.
 - Better graphic signage for non-English readers: Light Rail signage should include clearer graphic signage to help limited-English speakers navigate which stops they need to get off at. i.e. the icons for each station could be larger, clearer, and more easily seen on the platforms.
- Establish more transit education programs, especially for youth, limited english speaking community members, and recent immigrants, to learn how to use ORCA cards and public transit
 - Develop and implement more community-based education programs to inform recent immigrants and limited English speakers about how to use ORCA cards and public transit to improve comfort with public transit
 - Create transit navigators who speak different languages to assist riders with information about bus routes and schedules
- Extend transfer window time for Regional Reduced Fare Permit ORCA cards from 2 to 4 hours to allow for more time for those with mobility challenges.
- Improve accessibility of frequent and reliable transit in neighborhoods that are low-income, transit dependent, and/or have a high number of young people who are commuting to school and jobs.

Transportation ការដឹកជញ្ជូន: Accessibility

RECOMMENDATIONS (CONT.)



- Integrate anti-displacement policies, programs, and investments into major transportation capital project plans to preserve social cohesion, cultural anchors, connectivity, and prevent displacement of vulnerable residents.
- Expand public transit options to the big “destination” public parks in the city, like Green Lake, Seward Park, Discovery Park, Lincoln Park, especially for those in other parts of the city.
- Partner with local arts and cultural organizations to reduce transportation barriers to accessing art and cultural hubs or activities.
- Provide more van services for elderly and disabled residents to access bus and train stations.
- Improve transit availability for suburbs and edges of Seattle to address the impact of displacement
- More route options and service for those that do not work a 9am-5pm job.
- Youth would like more frequent and reliable buses to make taking public transit a more feasible option for them. They report it being accessible to get around within the city, but difficult to get out.
- Youth are often trying to get to and from neighboring suburbs to Seattle to reach cultural activities (dance practice), temple, family members, schools or jobs. One youth reported feeling isolated on the weekends due to being unable to do extracurriculars, since their bus didn’t run on Sundays.

Transportation ការដឹកជញ្ជូន: Safety

Themes



The community seeks more accessible, affordable, and safer public transportation options that are welcoming to all community members, including seniors, people with limited mobility, and non-English speakers. Improving lighting, shelter, and sidewalk conditions, providing accessible fare options, and prioritizing safety and de-escalation are some suggestions to make public transportation more inclusive and accessible.

Safety at bus stops and on public transportation: The community members expressed concerns about safety at bus stops and on public transportation, particularly around fare enforcement. The community also emphasized the importance of building relationships with bus drivers and other transportation staff. Value of transit operators that are a part of the community: Some bus drivers that are on the same route consistently get to know their riders, and the needs of their riders really well. Light rail has a very different feel, as you don't get to know the drivers.

- Safety, comfort and appeal: Some riders suggest that public transportation should be made more appealing and comfortable in order to encourage more people to take it as an option.

Improved Lighting & Sidewalks near transit: Better lighting and shelter at bus stops and sidewalks to improve safety for pedestrians, particularly for seniors and people with limited mobility. The condition of sidewalks is also a concern, as there are tripping hazards for able-bodied individuals, which can be even worse for seniors and those with limited mobility. Increase funding for sidewalks and curb cuts in neighborhoods without them to improve accessibility, particularly for elderly residents.

Transportation ការដឹកជញ្ជូន: Safety

Themes (cont.)



Alternate forms of fare enforcement and prioritizing safety besides police: Some members feel intimidated by fare enforcers on light rail and would prefer alternative ways of ensuring fare payment. Community members feel that fare enforcement can be intimidating and cause anxiety for some people, particularly elders, who may associate it with military intimidation in Cambodia. Community members reported saying that fare enforcement made them feel unsafe, and that got anxiety seeing people in uniform. Another participant shared a story about how quickly a situation escalated for a family member who was scared and ended up being held down and then arrested.

More community-based programs to build comfort with public transit: There is a need to make elders feel safe enough to ride the bus on their own or help them travel in groups where they feel more comfortable. Language barriers are also a concern for some community members, making it difficult for them to access city activities or navigate public transportation.

Safer crossings across major roads and intersections: The community members emphasized the need for safer crossing areas, particularly on busy roads like Rainier Ave.

Increase traffic calming measures near all schools and other high pedestrian areas: The community members noticed during workshops and in their neighborhoods that traffic calming could be improved near schools as well as other high pedestrian areas. One example was that parts of Rainier Avenue didn't feel safe to pedestrians as an arterial street cutting through Columbia City.

Transportation ការដឹកជញ្ជូន: Safety

RECOMMENDATIONS



- Increase funding for sidewalks and curb cuts in neighborhoods without them to improve accessibility, particularly for elderly residents.
- Improve lighting near transit and walkways
- Improve safety at crossings across major roads and intersections
- Explore alternate ways of prioritizing safety and de-escalating situations besides police, and have fare enforcement staff work to build rapport with riders by connecting people with resources to get free/reduced ORCA cards, versus giving them a fine.
- There is also concern regarding fines for fare evasion and the lack of resources available for those who cannot afford to pay for fares. The community suggests providing more accessible and affordable options, such as free/discounted ORCA cards, to make public transportation more accessible for all.

Transportation ការដឹកជញ្ជូន: Infrastructure

Themes



“Transportation is essential for my community. Many have been displaced far from where cultural hubs are meaning they have to travel farther to find community. Much of my family lives out in suburbia so transportation is a must; we all use cars.

When going to UW, public transportation was great but as I moved away, that access went away too. The bus routes near my home are few and far between. Would love investment in more bus routes and train stations that don’t disturb the community.”

-Khmer youth

Community has expressed a need for investment in infrastructure to improve transportation and pedestrian safety. They noted inequities and disparities in infrastructural investments from neighborhood to neighborhood, and would like to see more equitable investments across the city.

Address impact of transportation projects on community: There are concerns that transportation projects can interrupt current communities and lead to displacement. Some riders feel that transportation should not interfere with community spaces or divide neighborhoods and that it is important to avoid dividing neighborhoods and disrupting existing housing and communities.

Address the disparities in transportation infrastructure from neighborhood to neighborhood: Community members noted that not all public transit stops had seating, shelter, lighting or safety mechanisms in place. They felt that these features should be a minimum at all public transit stops.

Lack of public bathrooms: Public bathrooms are an important need for both elders and youth, with a desire for real bathrooms that are clean and accessible. Elders express a fear of traveling (especially with taking public transit) without knowing where the next public bathroom is, while youth see the availability of public bathrooms as a measure of a healthy community. It would be helpful for public bathrooms to be available at transit stops and major bus stations.

Transportation ការដឹកជញ្ជូន: Infrastructure RECOMMENDATIONS



- Install digitized boards with bus schedules at businesses near transit stops/stations to provide easier access to information.
- Improve the cleanliness of public transportation to make it more appealing and comfortable for riders of all ages and backgrounds.
- Consider requiring housing built near heavy traffic/major air pollutant sources require advanced filtration systems for building air ventilation and heating systems.
- More public bathrooms, especially at light rail stations, transit hubs, parks and major public landmarks

Housing លំនៅដ្ឋាន

Themes



Overall, the community desires public spaces that are welcoming, inclusive, and meet the diverse needs of different age groups and cultural backgrounds. They value access to parks and open space greatly and many have noted the disparity in quality, cleanliness, and amenities of parks from neighborhood to neighborhood.

Displacement and Housing Instability: Almost all community members, especially elders, have experienced housing instability and have been forced to move away from their cultural centers, shops, and other community resources due to rising costs and lack of support. Subsidized senior housing has been a big stabilizing factor for many elders.

Access to Housing Resources: While there are public resources available, many community members do not know how to access them, few resources are in their language, and they do not have anyone to advocate for them.

Development and Disparities: While community members recognize that there is impressive development happening in the city, they do not feel that it is development they can access. There are concerns about the impact of development on communities – including displacement & housing affordability, cultural landmarks and anchors, and social cohesion.

Housing with access to green space: As a community with strong agricultural connections, access to green spaces and space to grow vegetable and flower gardens are important both for mental health and cultural significance. As many community members are transit dependent and/or mobility limited, it is critical that these areas are easily accessible in their neighborhoods or near their homes.

Housing | លំនៅដ្ឋាន

RECOMMENDATIONS



- Continue to support and promote senior housing opportunities, and resource in-language housing navigators.
- Support anti-displacement policies and programs that help low-income and cultural communities stay in place.
- Support in-language resources and navigators to help limited-English speaking residents navigate housing and financial systems so that they can remain safely and affordably housed.
- Support more affordable multi-generational housing and family-size housing of 3+ bedrooms.
- Incentivize more housing development that incorporates access to outdoor spaces to garden, such as courtyards, side yards, balconies, rooftop gardens, etc.
- Consider requiring housing built near heavy traffic/major air pollutant sources require advanced filtration systems for building air ventilation and heating systems.

Parks & Green Space အမှတ်

Themes



More sustainable and edible landscapes: Many community members, especially elders, expressed a desire for edible and sustainable landscapes in public spaces, such as gardens and fruit trees. This would not only increase food security but also provide a source of joy and connection to the community.

Transportation and connectivity: Some community members expressed a desire for improved transportation options to public spaces, such as express buses. Additionally, having multiple parks in the neighborhood and access to a variety of public spaces was important to the community.

Improve quality of public spaces and amenities to support elders & youth: The community values access to public spaces that are safe, clean, and well-maintained. Elders in particular appreciate having benches and seating available as well as clean public restrooms, while youth want to see more parks and playgrounds with a variety of amenities like sports courts, green spaces, and areas to relax. The community also values public spaces for their mental health benefits, such as access to nature, flowers, and opportunities to exercise and socialize.

Mental health benefits of welcoming parks and green spaces: The community desires more inclusive, accessible, and culturally-relevant public spaces that cater to the needs of both elders and youth. These spaces should be designed with enjoyment in mind, and promote physical and mental wellbeing while also fostering a sense of community and cultural identity. When these spaces feel welcoming, safe, and accessible amenities, community members can benefit more from available parks and green spaces in their neighborhoods. Some community members noted the stark differences between the parks in North Seattle we visited (Green Lake, Woodland Park) versus parks near their own homes, and wondered if they were allowed to be there.

Parks & Green Space | 2575

RECOMMENDATIONS



- Increase availability of welcoming park spaces, and create programming and landscaping that welcomes a diversity of cultures to be highlighted.
- Expand public transit options to the big “destination” public parks in the city, like Green Lake, Seward Park, Discovery Park, Lincoln Park, especially for those in other parts of the city.
- Improve quality of public spaces and amenities to support elders & youth
- More clean public restrooms available at all parks
- More shaded benches and places to sit and rest
- Promote edible landscaping in parks across Seattle. Create an urban foraging map showcasing the different types of plants.
- the community desires more inclusive, accessible, and culturally-relevant public spaces that cater to the needs of both elders and youth. These spaces should be designed with enjoyment in mind, and promote physical and mental wellbeing while also fostering a sense of community and cultural identity.

Food Systems

Themes



Almost all community members mentioned the importance of the ability to grow their own food. With the increased need for food sovereignty among a community that has experienced food insecurity, growing food and having access to culturally appropriate food was a priority for community members.

Access to nutritious and culturally appropriate food: The community would like greater access to healthy food, particularly fresh produce, and there is a concern about the lack of healthy food options in some neighborhoods. Having access to affordable food and being in close proximity to healthy food options was important to the community. Many emphasized the importance of culturally relevant food options and the need to rebuild intergenerational knowledge about growing and using fresh foods. Many noted not having close access to a Khmer grocery store.

Community gardens and other spaces to grow food: There is a desire for more community gardens and green spaces where people can grow their own food. Even as housing gets more dense, there is a desire to utilize available outdoor space (porches, rooftops, etc) as potential growing spaces.

Sustainability: Many community members emphasized the importance of sustainable food systems, with an emphasis on shorter distances between farm and plate, equitable pricing, and access to basic ingredients.

More sustainable and edible landscapes: Many community members, especially elders, expressed a desire for edible and sustainable landscapes in public spaces, such as gardens and fruit trees. This would not only increase food security but also provide a source of joy and connection to the community.

Food Systems

RECOMMENDATIONS

- Increase access to fresh, nutritious, and culturally appropriate food. Provide support for cultural community grocery stores to remain in place and prevent displacement.
- Fund and support community-led programs to utilize shared and public space to grow food. Increase p-patch program to reduce wait-list times, and incentivize designing gardens into new developments.
- Improve utilization of public spaces to grow more food and create edible landscapes, such as parks, right-of-way, empty lots awaiting construction, community centers, rooftops of city-owned buildings, etc.
- Incentivize housing development that incorporates access to outdoor spaces to garden, such as courtyards, side yards, balconies, rooftop gardens.
- Enable affordable housing projects to provide communal outdoor space as part of the project, where residents could garden.



Climate Change & Environment

បញ្ហាជាមួយនឹងការប្រែប្រួល អាកាសធាតុ និងបរិស្ថាន:

Themes



Climate change and health of the environment was a top concern of community members. Especially since so many of them live in neighborhoods that are most vulnerable to extreme weather conditions, this is something that impacts their lives significantly and has had real consequences to their livelihood. Some Khmer community members were severely impacted by the recent South Park neighborhood flooding due to extreme rain events and sea level rise, losing their homes and many of their possessions without much recourse as renters.

Concern around lack of shade/shelter especially in extreme heat: On several occasions, elder field trips coincided with extreme heat warnings. With our trips primarily being outdoors, it was difficult to find shade or sheltered seating in public spaces. This posed a real threat to the health of those participating in the trips and generally those traveling outdoors in the heat. Infrastructure to help stay cool in the heat was notably lacking on some of our field trips, especially on the downtown waterfront, in the Chinatown/International District, and along Alki - all mostly urban neighborhoods with a lack of shaded cover, heavily paved walkways that reflected heat, and limited tree canopy coverage and vegetation. These places also lacked public water fountains, and we were forced to buy bottled water to keep everyone hydrated during the heatwave.

Concern around cleanliness of water and air: Elders noticed at various locations that the bodies of water were not clean and had concerns about the pollutants in the water and in the air. Youth also expressed a desire for cleaner air and streets.

Lack of knowledge and community resources for extreme weather: Some community members are unaware of available resources for extreme weather and do not know where to find them in their neighborhood. Many public resources are not available in the Khmer language, or community members just didn't know where to access information so assumed there wasn't help. With increasing extreme weather events, it is critical that there are educational resources available before an event, communication in multiple languages and through trusted community partners during an event, and funding available for impacted low-income households following an event.

Climate Change & Environment បញ្ហាជាមួយនឹងការប្រែប្រួលអាកាសធាតុ និងបរិស្ថាន

RECOMMENDATIONS

- Elders and small children are more vulnerable to the heat. Need to add more infrastructure to support them staying safe in the heat (i.e. more trees, shaded public seating, covered walkways on key routes, misters, etc.). Consider doing a shade assessment for the city, to determine where the biggest gaps are.
- Support and resource low-income residents impacted by flooding and sea level rise.
- Improve water & air quality, and provide resources for vulnerable community members
- Partner with King County Public Health and provide free/low cost air filters for low-income families
- Provide education around air quality & health
- Consider requiring housing built near heavy traffic/major air pollutant sources require advanced filtration systems for building air ventilation and heating systems.
- Provide educational resources before an extreme weather event, communicate in multiple languages and through trusted community partners during an event, and make funding available for impacted low-income households following an event.



Healthy & Connected Communities

សហគមន៍ដែលមានសុខភាពល្អ (Community Well-Being)

Themes



Lack of public bathrooms: Public bathrooms are an important need for both elders and youth, with a desire for real bathrooms that are clean and accessible. Elders express a fear of traveling (especially with taking public transit) without knowing where the next public bathroom is, while youth see the availability of public bathrooms as a measure of a healthy community. It would be helpful for public bathrooms to be available at transit stops and major bus stations.

More community spaces to support well-being and connection among youth: Youth want to see people spending more time outdoors and connecting with each other, and desire peaceful places to relax both indoors and outdoors. Supporting youth who lack a sense of community and providing space for them to come together, chill, and hang out in a safe and friendly atmosphere is a recurring theme. Overall, safety and a sense of connection and community are important to both elders and youth.

Complete neighborhoods: Community members, particularly youth, see a healthy community as having lots of resources available, including libraries, community centers, cafes, stores, parks and bus/train stops. They also want affordable healthcare and insurance, good schools, and access to cultural activities. Overall, the community wants more resources and support for equitable development, including funding for community centers and public spaces. They want to preserve their cultural identity and have access to all the previously mentioned amenities. Transportation access, displacement, communication barriers, and intergenerational barriers are some of the obstacles that they face.

Healthy & Connected Communities

សហគមន៍ដែលមានសុខភាពល្អ (Community Well-Being)

Themes (cont.)



Lack of space for community to gather and support community well-being (building social cohesion): The Khmer community currently lacks a centralized community center, and KCKSC struggles with finding affordable space for all their programs that is accessible to community members, meets their needs (often they need access to a kitchen, and dance space independently), and is large enough to accommodate everyone.

Support community navigators: Many participants cite KCKSC as a trusted organization, and are thankful for the programs they provide in connecting them to resources, navigating complex systems (a recent example included navigating health insurance and medicare), providing education and learning opportunities, and building a community where they felt belonging and happiness. These community organizations are critical partners in ensuring city programs actually reach their communities.

Healthy & Connected Communities

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(Community Well-Being)

RECOMMENDATIONS



- More public bathrooms, especially at light rail stations, transit hubs, parks and major public landmarks
- Encouraging more community spaces where youth can hang out with their friends without having to buy anything.
- Support healthy communities with lots of in-language resources and gathering spaces
- More affordable spaces for community to gather and support community well-being and build social cohesion
- Directly support and resource community organizations that provide community navigators and other community-led programs that help connect people to resources and navigate complex systems.
- This also includes supporting community engagement led by community partners and resourcing them to provide food, supplies and staffing to enable their communities to engage in public process in culturally meaningful ways.

Arts & Culture សិល្បៈ និងវប្បធម៌

Themes



Support for a dedicated Khmer Community Center: The desire for a dedicated Khmer Community Center is also evident among the community, particularly youth. This space would serve as a cultural hub for the community to come together, showcase their culture, and learn about their heritage. However, funding and transportation remain barriers to achieving this goal, and concerns about displacement due to rising space costs are also present.

More inclusive, accessible, and culturally-relevant public spaces that cater to the needs of both elders and youth: These spaces should be designed with enjoyment in mind, and promote physical and mental wellbeing while also fostering a sense of community and cultural identity. Additionally, addressing the barriers of funding and transportation are necessary to ensure equitable access to these spaces.

Access to cultural activities: Necessary to address displacement, as many arts spaces and organizations have struggled with rising space costs. The Khmer dance program run by KCSKC for example, does not have a permanent space, and rents space from Rainier Arts Center as well as from a local restaurant in White Center. Participants often have to travel farther to participate, especially when they have been displaced themselves.

Arts & Culture | សិល្បៈ និងវប្បធម៌

RECOMMENDATIONS

- **Resources and support for a dedicated Khmer Community Center!**
- Increase access to cultural activities by reducing barriers such as transportation, cost, and space. Consider partnering with arts organizations and programs to remove barriers for their participants.
- Support access to affordable spaces for community to gather and support community well-being and build social cohesion
- Prioritize anti-displacement policies to preserve culture, social cohesion, and community arts.



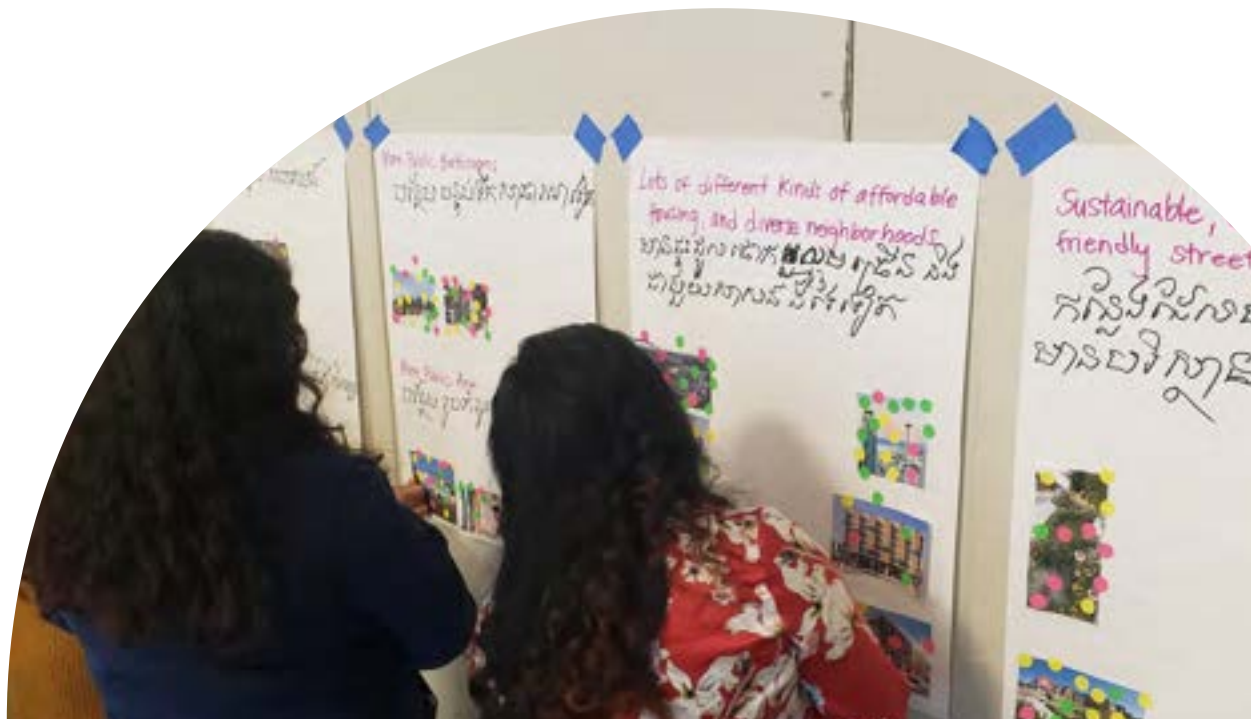
Economic Development

Themes

Valuing small businesses that provide culturally relevant goods and services: Both elders and youth appreciated neighborhoods where there is a confluence of cultural business, restaurants, grocery stores, and residents, and that these resources help create a sense of community. For the Khmer community, this was largely in the White Center area, however displacement, gentrification, and rising rents for commercial spaces have pushed out several Khmer businesses.

Concern around inequitable economic development and its impact on community members:

There were concerns that with such high commercial costs, sometimes one emergency can be enough to push a small business owner out of business and impact their own housing stability.



Economic Development RECOMMENDATIONS

- Support and incentivize affordable commercial spaces, especially in neighborhoods with high risk of displacement.
- Create supports to prevent displacement for small business owners, especially those from BIPOC, immigrant, and refugee communities, that provide culturally relevant services and goods to the community.
- Incentivize business owners that provide affordable or free gathering space for local community organizations. Many spaces serve not just as commercial spaces, but also rent or provide space for community gatherings or events, and addresses the lack of affordable non-profit space.



Displacement

ត្រូវបានបង្ខំឱ្យផ្លាស់ទីកន្លែង

Themes



Because the issue of displacement cuts across all of the topics discussed in this report, we wanted to highlight themes that were especially relevant to displacement as this was a high priority issue for the community. There are many more connections throughout the rest of the report.

Displacement and Housing Instability: Almost all community members, especially elders, have experienced housing instability and have been forced to move away from their cultural centers, shops, and other community resources due to rising costs and lack of support. Subsidized senior housing has been a big stabilizing factor for many elders. Many elders have lost their homes because no one helped them and no one was able to help them navigate financial and housing systems or help them save their home, and banks told them to move out. Some community members have lost businesses, lost jobs, or lost family members that were helping to support them due to complications with immigration or law enforcement.

Access to cultural activities: Necessary to address displacement, as many arts spaces and organizations have struggled with rising space costs. The Khmer dance program run by KCSKC for example, does not have a permanent space, and rents space from Rainier Arts Center as well as from a local restaurant in White Center. Participants often have to travel farther to participate, especially when they have been displaced themselves.

Address impact of transportation projects on community: There are concerns that transportation projects can interrupt current communities and lead to displacement. Some riders feel that transportation should not interfere with community spaces or divide neighborhoods and that it is important to avoid dividing neighborhoods and disrupting existing housing and communities.

Displacement | ត្រូវបានបង្ខំឱ្យផ្លាស់ទីកន្លែង

RECOMMENDATIONS



- Integrate anti-displacement policies, programs, and investments into major capital project plans to preserve social cohesion, cultural anchors, connectivity, and prevent displacement of vulnerable residents.
- Address impact of transportation projects on community.
- Support more affordable arts & commercial spaces: resource programs to prevent displacement of cultural spaces & businesses, and fund relocation support if they are being actively displaced.
- Improve transit availability for suburbs and edges of Seattle to address the impact of displacement
- More affordable spaces for community to gather and support community well-being and build social cohesion
- There are many more connections throughout the rest of the document - please read through! :)

Community Engagement & Process

Themes

"This [program] empowers us to express that - yes, we can and should demand these kinds of space in our neighborhood... When you're in survival mode, you live in fear, so you don't feel like you're entitled..."

What this project helps us realize is that - yes, we can speak our mind and we are entitled to enjoy those kinds of beautiful spaces in our neighborhoods too."

- KCSKC staff reflecting on elders' comments



Value being included and having opinions heard: Specifically, the Khmer community has experienced historical trauma related to totalitarian governments in Cambodia, where giving feedback or advocating for community needs is not something they are familiar with or feel safe doing. Through this process, the community members valued being included in the decision-making as well as having their opinions heard. Advocating or providing feedback, however, took time for them to understand and be comfortable with doing.

Desire for accountability for input given to local leaders: Community members, especially youth, asked what is the point of providing feedback if their voices are not heard. Although this process aims to include their voices, they still want to know what will be done once they have share their feedback, and want to know how they will be included in the future. Youth were more skeptical than elders about whether their feedback would actually impact their communities, and were concerned there would be no impact.

Empowerment and advocacy: The project helped to empower elders to stand up for themselves and their community, and to understand that they are entitled to more. This understanding led to a greater desire for civic engagement and advocacy resources.

Community Engagement & Process

Themes (cont.)

Flexibility and responsiveness: The project team had to be flexible and responsive to the needs of the participants, including accommodating accessibility, bathroom access, and health/comfort needs, and community events and holidays. They also adjusted the timing and content of events to engage participants when it was most convenient for them, on topics they were interested in.

Healing: KCSKC staff reflected that the engagement process itself can be healing for participants, building their trust in local government and creating space for dreaming and hope for the future.

Inequity and past harm: Participants expressed concerns about past harm and inequity, especially between North and South areas of the city, and in communities with lots of people of color. They wanted to see communication between communities and the city/county government and action to address past harm.



Community Engagement & Process

RECOMMENDATIONS

- Offer a more diverse array of ways to engage with community that is informed by the community. Allow for flexibility to respond to community needs and changes.
- Community engagement should have long-term relationship-building at the core of its approach.
- Follow-up with the community about decisions and include them at key decision-points.
- Community-based organizations should be resourced to engage and serve the community as they see fit.
- Directly support and resource community organizations that provide community navigators and other community-led programs that help connect people to resources and navigate complex systems.
- This also includes supporting community engagement led by community partners and resourcing them to provide food, supplies and staffing to enable their communities to engage in public process in culturally meaningful ways.
- Build ample time into community engagement timelines to allow for relationship building and flexibility. The elders in the community have felt validated and included in the process for the first time. However, it takes time to build understanding and trusting relationships with elders to get feedback and understand the purpose of the project. Longer engagement timelines would be beneficial.



Key Takeaways

Addressing displacement is key to cultural preservation and social cohesion.

Prioritize anti-displacement policies to preserve culture, social cohesion, and community arts.

Trust-building takes time - Be flexible & adaptive

Short-term and surface-level engagement is not effective and can be extractive.

Engagement should begin with long-term relationship building in mind and recognize that change can take time.

Invest in community-led partnerships to build trust around public processes.

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Investing in community-driven engagement activities to heal and build trust in local government.

Accessibility & Language Access

Make the city accessible for limited-English speakers, elders, youth, and low-income folks.

Context matters.

Understand past harm and inequity before engaging community. Trauma-informed community engagement can be an effective approach.



សូមអរគុណ Thank you

This report could not be completed without the contributions of time, insight, and most importantly care for community by KCSKC program participants and staff.

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Native and Indigenous Community Input Report - Seattle Transportation Plan



Ceramic tile mural at the Pioneer Square Station, Sounding Wall by Laura Sindell 1990.

Report produced by
sləp̓iləbəxʷ (Rising Tides) - Indigenous Planning Group:
Pah-tu Pitt (Confederated Tribes of Warm Springs member) and Demarus Tevuk
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With support from the Seattle Department of Transportation and Seattle Indian
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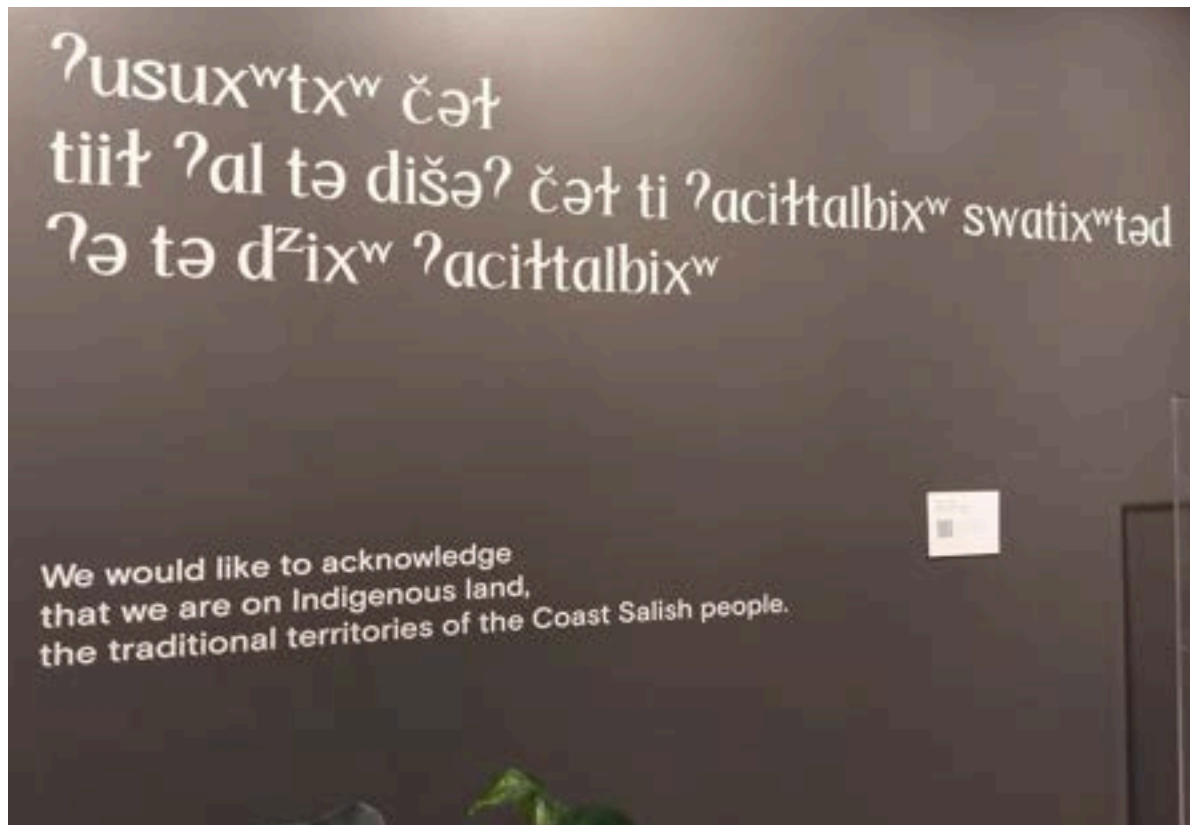
Land Acknowledgement

Suquamish | Muckleshoot | Snoqualmie | Duwamish | Tulalip

"Every part of this soil is sacred in the estimation of my people. Every hillside, every valley, every plain and grove, has been hallowed by some sad or happy event in days long vanished."

Chief Seattle 1854

We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the suq̓wabs̓ "People of Clear Salt Water" (Suquamish People). Expert fisherman, canoe builders and basket weavers, the suq̓wabs̓ live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, the suq̓wabs̓ live and protect the land and waters of their ancestors for future generations as promised by the Point Elliott Treaty of 1855.



Land acknowledgment in the art gallery at the King Street Station.

"I would like to express our gratitude and acknowledgement of the Federally Recognized Muckleshoot People, as we gather on their traditional lands. We recognize Muckleshoot's continued presence as a strong sovereign nation and their invaluable contributions to our state history, economy, and culture."

I acknowledge that I am on the Indigenous Land of Coast Salish peoples who have reserved treaty rights to this land, specifically the Snoqualmie Indian Tribe (sduk^walbix^w). I thank these caretakers of this land who have lived and continue to live here since time immemorial.

"I would like to acknowledge that we are on the traditional land of the first people of Seattle, the Duwamish People past and present and honor with gratitude the land itself and the Duwamish Tribe."

We acknowledge the original inhabitants of this area, the Snohomish people, and their successors, the Tulalip Tribes. Since time immemorial, they have hunted, fished, gathered, and taken care of these lands. We respect their sovereignty, their right to self-determination, and honor their sacred spiritual connection with the land and water. We will strive to be honest about our past mistakes and bring about a future that includes their people, stories, and voices to form a more just and equitable society.

We also acknowledge the relationship that many different Coast Salish tribes have with the land that dʒɪdʒəlɪč (downtown Seattle) now occupies.

Washington State tribes: Seattle is one among many central meeting places and we acknowledge the following federally recognized and non-recognized tribes:

Chehalis, Chinook, Colville, Cowlitz, Hoh, Jamestown S'Klallam, Kalispel, Lower Elwha Klallam, Lummi, Makah, Nisqually, Nooksack, Port Gamble S'Klallam, Puyallup, Quileute, Quinault, Samish, Sauk-Suiattle, Shoalwater Bay, Skokomish, Spokane, Squaxin Island, Stillaguamish, Swinomish, Tulalip, Upper Skagit, Wanapum, and Yakama.



[Waterlines Project Map](#) showing the original landscape and waterways before settler environmental engineering projects.

Executive Summary

On October 4, 2023, American Indian and Alaska Native community members who live and work in Seattle participated in a listening session facilitated by sləp̓iləbəx^w (Rising Tides) to provide their input to the draft Seattle Transportation Plan (STP). The STP is a comprehensive plan of the Seattle Department of Transportation (SDOT) and it includes a set of goals looking forward 20 years into the future.

The transportation industry historically serves capital interests and is designed to transport commodities and focuses on employee commuting routes. The industry typically uses top-down decisions based on cost-benefit analysis where projects are justified through ridership usage or fares to maximize goods and service workers moved through the system. A focus on work commutes and a reliance on maximizing ridership has created a transportation system that is inequitable where minority community groups are disinvested and move through a cycle of displacement when mass transit is finally provided to their communities. The infrastructure of freeways, roads and train rails split communities and ecosystems apart and every modern transportation method includes an environmental cost.

Native and Indigenous community members shared their criticisms of the existing Seattle transportation system and included frustrations with the urban planning of neighborhoods that do not provide for basic needs like grocery stores and pharmacies. Community members offered a future vision of transportation that is equitable, accessible, affordable, safe, and connects everyone to take care of their needs and access services.

Our community members view transportation as a service that has a goal of improving quality of life, which includes bringing people together for community events. Our report contains many recommendations and solutions:

- Utilize Indigenous community-based planning methodologies
- Plan neighborhoods that are walkable and holistically care for our needs
- Include Tribal members early in planning discussions
- Improve service to cultural community centers
- Co-create solutions to transportation issues with community groups
- Invest in historically disinvested communities with solutions that are identified by the community
- Improve communication and engagement with the urban Native and Indigenous community

Introduction

A common theme in North American history is the erasure of significant Indigenous contributions to the work of building the Canadian and American nations. The transportation sector is no different and the fact that Indigenous people created and maintained a continent-wide pre-contact trade system is often ignored and rarely mentioned. Every year, families with the right to conduct trade, earned through generations of respectful transactions, traveled from South America to communities across North America. North American tribes also traded and shared food, goods, and knowledge with each other across Turtle Island. Many traditional trade and gathering routes were built upon by European settlers to become roads, highways, freeways, and railroads.

In western Washington, transport by canoe, canoe landing sites, and villages near waterways were first utilized by traders and then displaced or destroyed by larger commerce forces to become shipping ports. *dʒidʒələlič* (Little Crossing-Over Place) is the Lushootseed name for a bay where canoes would parallel their approach to the bay's sand spit, completely turn around, and enter into what is now downtown Seattle. The bay was completely filled in with soil washed away during the environmental engineering era of retrograding surrounding hills and straightening the Duwamish River. Flattening the [landscape](#) included a fundamentalist Christian notion that it would purify the lands and revitalize their usefulness for settler activities.

The City of Seattle and the Seattle Department of Transportation, with consultation from the Suquamish and Muckleshoot Tribal Councils, designated portions of Alaskan Way and Elliot Way with the honorary name [Dzidzilalich](#). The honorary name is an effort to address the ubiquitous erasure of Indigenous cultures, but it does not utilize the Lushootseed font and it capitalizes the first letter of the word, which goes against a design rule to never capitalize Lushootseed words. Traditional knowledge of *dʒidʒələlič* and the Lushootseed language were provided to *sləp̓iləbəx̌w* (Rising Tides) - Indigenous Planning Group members by Lushootseed language experts *qəłtəblu* - [Tami Hohn](#) and *qʷatələmu* - [Nancy Jo Bob](#).

Many Indigenous cultures view knowledge as a gift from the land and the land tells Native peoples where to create trails, launch and land canoes, build villages, and hold gatherings. Native and Indigenous community members shared their traditional knowledges, a reflection of and a gift from their ancestral homelands, with our team during a community listening session and interviews.

The intention of this report is to first, provide a service to the local American Indian and Alaska Native community and to honor the traditional knowledge systems that

have guided Native and Indigenous peoples since time immemorial. Serving the Indigenous community and centering on the community's needs and voice is a guiding value of sləp̓iləbəx^w (Rising Tides). sləp̓iləbəx^w is an Indigenous Planning Group, a coalition of Native and Indigenous architects, planners, artists, researchers, and community members. A secondary intention is to provide the Seattle Department of Transportation (SDOT) and the City of Seattle (the City) with a culturally accurate report on how to respectfully engage with urban Native and Indigenous community members. The Seattle Indian Services Commission and SDOT provided staff support for planning and attending the listening session. Our report's recommendations are provided with a hope that the City will implement policy, program, and infrastructure changes, while also describing the Native and Indigenous approach to community planning.

Originally, this report was a community engagement project to inform the Seattle Transportation Plan (STP), which is a comprehensive plan of SDOT. The STP will align with the transportation element of the City's comprehensive plan. Comprehensive plans are required to be updated every 10 years, the plans typically look forward 20 years, and they reflect city-wide community values and goals. Unfortunately, the timing of the final project means that the local American Indian and Alaska Native community member's input has a low chance of being fully included in the STP or in the City's next comprehensive plan called the One Seattle Plan. Other community groups were engaged in the summer of 2022 with a goal to include their input in the draft STP.

Industry Context

Our conversations were an opportunity for the local Native and Indigenous community to explore and discuss issues and recommendations related to transportation. Our report must discuss the Western, mainstream, or settler approaches to transportation infrastructure, acknowledge the harm caused by the transportation system, and offer solutions for an equitable future.

In European or Western cultures, the goal of knowledge systems is to determine methods to control the landscape. Traditional knowledge holders' goals for listening to the land are rarely honored or understood. If a transportation department seeks input from local tribal members, they must include tribal members early in the planning stages and not wait until a site feasibility study is underway. Tribal members may have concerns about the site conditions, location, health, or its cultural significance.

Mainstream transportation's ultimate goal is to simply move goods and workforce employees, viewing people as a commodity good of the services they provide. Transportation has a long history of serving capitalism and cost-benefit analyses are used to determine investments in major infrastructure projects. The driving force in modern transportation is to move as many goods and people, as workforce employees, as possible, as quickly and as cost-effectively as possible.

Modern transportation uses top-down approaches to decision-making and the past and present use of the 'right' of eminent domain causes significant harm to both community members and the land. Roads, railroads, highways, and docks have all displaced homes and split ecosystems apart. The transportation sector has only recently begun to use equity in planning as a guiding value. Traditional knowledge begins its research with equity as an intentional goal or outcome of the research and planning process.

Local Context

Seattle's geography, with a narrow land mass between the Puget Sound, the Salish Sea, and Lake Washington, directs local and state transportation departments to be very efficient in their land-use decisions. The local urban Native and Indigenous community should also be very strategic in their decisions for building and investing in community spaces and infrastructure.

A glaring example of the lack of equity in the planning process of transportation projects is the Link Light Rail managed by Sound Transit. During the line's construction, South Seattle community members voiced their concerns in television interviews and pointed out that expensive elevated rails and tunnels were used through affluent neighborhoods and street-level rails were used in disinvested or historically redlined neighborhoods. Further, some neighborhoods are lacking stations, the Line 1 kills on average one person per year (mostly in South Seattle), and Sound Transit continues to not offer basic station amenities, like seating, shelter, bathrooms, or water fountains.

The Link Light Rail stations continue to displace local residents, particularly in South Seattle neighborhoods, and cause gentrification as developers build townhomes and apartments near the new stations. The city's Office of Planning and Community Development, during an introductory webinar on the launch of their Equitable Transit-Oriented Development (ETOD) Community Advisory Group (CAG), acknowledged the cycle of mass transit infrastructure causing displacement. Light rail provides a missing service to communities, developers build new housing that is less affordable, and communities are pushed away to neighborhoods that are not

serviced by mass transit. Increased policing often accompanies gentrification and the justice system exasperates displacement through fines and incarceration.

Soil and concrete excavated during construction of the Martin Luther King Jr. Way portions of the Link Light Rail were recycled to build a pedestrian and bicycle trail under the Seattle City Light transmission line right-of-way corridor in South Seattle. The trail was named the Chief Sealth Trail and was opened in 2007. Rainier Valley also has one main road and Rainier Ave has a long history of fatal collisions, with one lane dedicated to buses and many in transit expressing disappointment.

Because of the cost-benefit analysis needed to justify the construction of mass transit, smaller and historically underserved communities like the local American Indian and Alaska Native communities will continue to see their community spaces disinvested by the transportation department. Relative's comments during the 2022 Native Neighborhood Community Study shared that they loved and valued the Duwamish Longhouse and Cultural Center and Daybreak Star Indian Cultural Center facilities, but they are very difficult to access by bus or light rail.¹

Another local example of historical inequity in the transportation system is the 2001 lawsuit *U.S. v. Washington*, where 21 tribes and the United States, determined that Washington State had a duty under tribal treaties to protect and ensure the health of salmon. Culverts built under roads and highways were impeding fish passage to their spawning grounds and the state was ordered to replace inadequate culverts to improve salmon health. Salmon are central to Coast Salish and Plateau cultures and the state transportation department has a very real impact on the local Indigenous community's way of life.

Improving culverts for fish passage has been slow and there is uncertainty if the contracting process for culvert replacement is meaningfully involving the communities most impacted. For instance, many Tribes have Tribal Employment Rights Offices (TERO) that are involved with developing a workforce and opportunities in contracting or subcontracting and it is unclear if TEROs are being utilized for culvert replacement projects. Additionally, 6PPD-q is a chemical material in tires that is identified as a key pollutant in pre-spawn mortality for salmon and steelhead, and the pollutant is more heavily concentrated in urban areas.

¹ The [Native Neighborhood Community Study](#) chose to name survey and focus group participants as relatives instead of respondents.

Urban Native and Indigenous Community

History and context are vital in Native and Indigenous cultures, since Indigenous science is a holistic knowledge system that focuses on the health of a whole system. The Suquamish, Muckleshoot, Snoqualmie, Tulalip, and Duwamish are Coast Salish Tribes that have maintained relationships with the land that Seattle now occupies since time immemorial.

Chief siʔaʔ was a Suquamish and Duwamish Chief, a brilliant strategist and orator who encouraged early settlers to trade with his community and the city of Seattle was named out of his alliances and friendships. Although incorporated in 1869, City Ordinance No 5 was passed by the board of trustees in 1865 and it mandated that “Indians” could not be inside city limits after dusk, unless they were provided with boarding and permission from their employers.

Local Indigenous people had a long history of visiting, trading, and working in the Seattle area and families would travel for hundreds of miles to pick hops and other crops in the Duwamish Valley. Seattle continued to attract a diverse population of American Indian and Alaska Natives, with the Klondike Gold Rush of 1896-1899 creating a boom of local jobs as ships loaded with supplies in Seattle before heading north to Alaska and Canada.

In 1953, US Congress passed the Indian Termination Act (ITA) which dissolved about 100 tribes, removing federally recognized tribal status, a legal identity, from thousands of tribal members. The Indian Termination Act was a federal assimilation policy that benefited capital interests as tribes were targeted for their land and resources. The following Indian Relocation Act (IRA) of 1956 relocated not only recently disenrolled tribal members, but federally recognized tribal members to city and urban centers. The IRA’s goal was also to assimilate tribal people, with promises of job training and housing. Many of the more than 10,000 people forced into relocation were given nothing more than a one-way bus fare and cities were ill-prepared to provide housing and job training.

Separated from their extended families and homelands, often experiencing significant culture shock, and without adequate support, elders of the IRA era were at a high risk to experience homelessness. Local Native-led nonprofits continue to point to the ITA and IRA as the source of the high per capita rate of homelessness for the local American Indian and Alaska Native population. Reservation-based economies were also designed by non-Native “Indian agents” to extract resources with limited opportunities for building community wealth. Low earning potential on reservations combined with ecological devastation like dams or oil industry resulted in a continuous diaspora to urban settings.

American Indian and Alaska Native community members each have their own preference for labels for their identity and an individual's preference for naming their heritage may change over time. Our report will use terms based on their context, for instance, there are Native people living in urban areas that are living far from their Indigenous homelands and the term Indigenous refers to people who have an ancestral tie to the lands being discussed.

Demographics for the local Native and Indigenous population vary widely. Until recently, the US Census would only report data for people who identify as American Indian or Alaska Native (AIAN) alone, and this distinction leaves out 61% of Native Americans who identify as [mixed race](#). In Seattle those who identify as AIAN alone are about 0.5% of the population and in King County, the AIAN alone population is 1.0%. The Urban Indian Health Institute reports that within the [Seattle service area](#), the AIAN alone population is 0.7%, or 14,276 individuals, and that the AIAN alone or in combination (which is a more accurate representation) population is 2.2%, or 45,661 individuals.

Nationwide, the 2020 US Census reported an [86.5%](#) increase in the American Indian and Alaska Native population, raising the Native American population to 2.9% of the total population. The reasons for the increase in self-identification as Native American are broad and may include a growth in understanding the value of data for Native communities, which can increase funding of federal programs and services, and a better trust in the census system.²

Demographic data is an extremely valuable tool for advocating for project and program funding and sadly, most City of Seattle resources continue to use the lower 0.5% AIAN alone data point when discussing the local Native population. sləp̓iləbəx^w also continues to question the accuracy of current demographic data because distrust of Western data collection methods continues to be an issue for Indigenous people. Another issue with data collection is the fact that the local Native and Indigenous communities are often ignored, leaving large data gaps and hindering the ability of research projects to accurately describe changes such as displacement in the community.

In 2022, sləp̓iləbəx^w conducted a Native Neighborhood Community Study (NNCS) for Native and Indigenous people who live, work, visit, or have a relationship with Seattle. The NNCS collected 768 survey responses and asked community members to list their tribal affiliations or tribal heritage along with a description of their ancestral homelands. Survey relatives were not required to be enrolled in a

² For more, see [Detailed Data for Hundreds of American Indian and Alaska Native Tribes](#), US Census.



Ancestral Homelands of Turtle Island Map. © Denise Emerson 2022, reused with permission.

federally recognized tribe and 21.1% of relatives identified as having two or more tribal affiliations. Typically, data collection forms only allow Indigenous people to report one tribal affiliation.

The Ancestral Homelands of Turtle Island Map shows the counts of individuals who have a relationship of heritage to eco-cultural regions across North America, Hawaii, and the Caribbean. The map shows the diversity of the Native and Indigenous community who have a relationship with Seattle (98% of survey relatives live in Washington State) and also includes traditional trade routes marked in white. Please note the eco-cultural regions may not accurately convey how Native people identify themselves or their homelands and that more work is needed to improve the map's eco-regional labels.

A major issue to address is the reliance on using enrollment status in a federally or state recognized tribe for eligibility for funding or programming. Along with the Indian Termination Act there are several other causes of a Native or Indigenous person holding heritage while also not being enrolled. Requiring enrollment status leaves behind a large portion of the American Indian and Alaska Native population and the federal policy of disenrollment does not remove the legacy impacts of colonization, assimilation, and institutional racism. Some tribal governments or federal agencies continue to use blood quantum as a determinant of eligibility, however this practice is in alignment with forced assimilation, with the aim of the American federal government to relinquish its trust responsibility and erode Tribal governance.

Typically, reports on American Indian and Alaska Native communities focus on socio-economic deficits in health, education, homeownership, and financial assets. These scientific or white paper deficit narratives highlight the symptoms of institutional disinvestment in Native and Indigenous communities and while they are a great tool for advocating for funding and support, a focus on deficiencies is not an accurate reflection of Native and Indigenous communities. This type of negative framing often portrays services or advocacy saviors, while maintaining settler-colonialism, erasure, and avoiding accountability.

City, county, and state governments should instead ask themselves what knowledge and experience deficiencies their staff hold regarding understanding Indigenous culture and issues. Government policies have a huge impact on Native and Indigenous community members and government staff must take on an added responsibility to [learn more](#) if their goal is to focus on equity in transportation planning and operations.

Achieving equity in transportation means seeking diverse representation during community engagement, being responsive to communities's input and concerns, and increasing Native representation across the transportation sector. We must work to recognize that city, county, and state governments are, when compared with Indigenous government systems, relatively new governments that benefit from a harmful legacy of building wealth for their European settler constituents. Equity in transportation means genuinely building relationships with the local Native and Indigenous community, including Tribes, villages, and First Nations.

Indigenous Research Methodology

Indigenous research uses a methodology that focuses on the community first and the goal of Indigenous research methodology is to be a force of transformative good for the community we engage. Native and Indigenous community members must be involved in every step of the process, from evaluation to review, and researchers utilizing [Indigenous research methodology](#) must understand and follow traditional Indigenous values. Research on Native and Indigenous communities is best conducted by members of the community as their cultural worldviews and values will allow Indigenous researchers to better analyze and interpret their community member's responses. It is important to support Indigenous research methodology, rather than appropriate and view Indigenous leadership and participation as not necessary to the process.

Indigenous knowledge centers on relationality - the connections between subjects or data points, and the outcome of Indigenous research is action, what path will be taken with the knowledge gained during the study. When Indigenous knowledge holders are asked questions, we respond by speaking about history and context, the issue at hand, past harms that should be addressed, and solutions. Indigenous science looks at the health of an intact system and our report ends with a set of recommendations that are beneficial to both the urban Native and Indigenous communities and the Seattle Department of Transportation.

In an effort to be objective, clinical, and remove biases, Western knowledge avoids cultural values and Western scientists struggle to identify the differences between values, goals, and principles. Humanity and culture cannot be removed from the scientist though, and cultural worldviews are embedded in Western knowledge, for example the view of nature as full of competition with a scarcity of food and resources is ubiquitous in biology textbooks and is heard as the repeated narrative in nature documentaries. What is ultimately heartbreaking is that this clinical objectivity is presented as a universal fact, which normalizes European culture and worldviews, and is taught to children of all cultural backgrounds in our public

education system. Clinical objectivity has become a tool of power hoarding and forced assimilation globally by declaring itself to be the only way to conduct scientific inquiry.

Indigenous knowledge systems rely on values and protocol (ethical codes) to guide decision making and intention-setting is included in the evaluation process. With a focus on actions, the implications of what can or will be done with research is asked before a question is fully formed. Combined with a clear understanding of the consequences of humanity's actions in nature, and a strong sense of responsibility for one's actions, the Indigenous objective is to work collaboratively with and not in control of nature.

A central guiding value in many American Indian and Alaska Native cultures is to hold radical compassion for all community members, plant and animal relatives, the land and waterways, and ancestors. Ensuring that the needs of all people are met, while centering on our most vulnerable relatives, without sacrificing or harming the needs of future generations, is the definition of sustainability in many Indigenous cultures. A traditional reciprocal economy that strives to take care of each other has shared resources and nature's gifts of food and shelter across Turtle Island since time immemorial.

Native & Indigenous Listening Session on Transportation

On May 26, 2022, the Seattle Department of Transportation (SDOT) reached out to two sləp̓iləbəx^w (Rising Tides) - Indigenous Planning Group members, Pah-tu Pitt (Confederated Tribes of Warm Springs member) and Demarus Tevuk (Inupiaq, Nome Eskimo Community). The original plan was to conduct a summertime talking circle or listening session with the Seattle urban Native and Indigenous community, gathering input for updating the Seattle Transportation Plan (STP). On June 6, 2023 the contract to proceed to work on a listening session was initiated. Instead of providing information to inform the draft STP, the relatives who attended the listening session reviewed draft documents gathered during other outreach activities that were conducted by Seattle Department of Transportation (SDOT) staff and non-governmental organizations during the summer of 2022.

The [Seattle Transportation Plan](#) (STP) looks forward to the next 20 years of transportation infrastructure. The STP will align with the transportation element, which is like a chapter, of the City of Seattle's comprehensive plan. Comprehensive plans are mandated by the state's Growth Management Act and are required to be updated every 10 years and they typically look forward 20 years with local input

that outlines goals, values, and policies. The city's last comprehensive plan was adopted in 2016 and was titled [Seattle 2035 Comprehensive Plan](#), it did not include a land acknowledgment and first mentions Native Americans on page 65 under a section about historic preservation, placing Native people in a past-tense narrative. The updated comprehensive plan will be titled the [One Seattle Plan](#) and does not include the typical future year date in its title.

Listening session facilitators and researchers Pah-tu Pitt and Demarus Tevuk carefully selected a group of Native and Indigenous community members to attend a meeting held on Oct 4, 2023 at the Seattle Central Library. Seven community members attended the listening session and represented a range of ages and backgrounds. SDOT staff were also invited to attend to observe the researcher's session facilitation methods and better understand the analysis portion of Indigenous research methodology.

sləp̓iləbəx^w advises that barriers for community members to attending listening sessions are addressed and removed as much as possible. Volunteering to provide input on local government and planning projects is a privilege and stipends, childcare, family friendly activities, transportation, and meals are meaningful ways to take care of listening session members, as well as the commitment to repair harm and follow the leadership of participants.

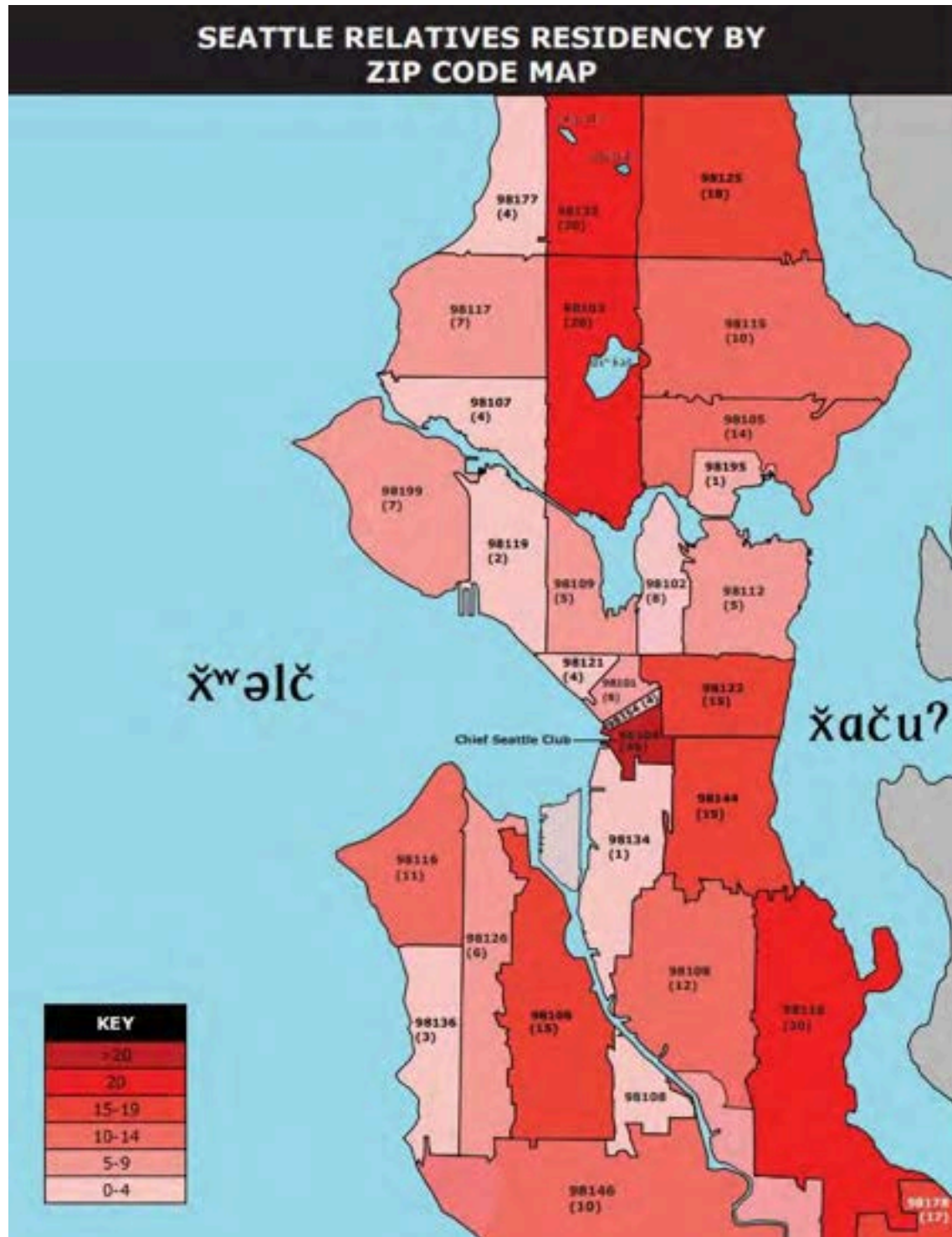
Visual aids were used to help guide the listening session conversation. SDOT provided a set of [draft maps and infographics](#) that will be included in the Seattle Transportation Plan (STP). sləp̓iləbəx^w shared a map from the Native Neighborhood Community Study report that shows the residency of relatives who shared their current zip codes, 41.7% of survey relatives live within or near Seattle city limits.

Visual aids reviewed:

- Seattle Relatives Residency by Zip Code Map - a map showing the distribution of Native Neighborhood survey relatives in Seattle City Limits.
- Frequent Transit Network Targets - map show bus routes with service every 15 minutes or less.
- Transit Capital Investment Corridors - map showing investment need for bus and Light Rail lines.
- Community and Mobility Hubs Under Study And Future Study Priority - map showing the priority level for bus, regional, and Light Rail hubs.
- Goals and Key Moves - an infographic that shows the 6 key goals of the Seattle Transportation Plan:
 - Safety: Lead with Safety
 - Equity: Transportation Justice is Central
 - Sustainability: Climate Action

- Mobility: Connect People and Goods
- Livability: Streets for People, Places We Love
- Maintenance & Modernization: Streets that Work, Today and In the Future

The session began with an introduction to the intention of the talking circle and visual aids were displayed on the walls and on two sets of tables. Community members were asked to form two breakout groups to accompany each facilitator. Questions to guide the session discussion were broad and asked if our relatives see themselves reflected in the transportation system, what does equity in transportation mean to them, and what would they change in the system. One individual interview was also given to a community member and their responses are included in the following section.



Seattle Relatives Residency by Zip Code Map © Denise Emerson 2022, reused with permission.

Listening Session Themes

A few overarching themes emerged from the listening session for the local Native and Indigenous community members who attended. Themes discussed here are Indigenous Traditional Transportation, Themes of Values, and Critiques of Modern Transportation. The Themes of Values are related to the draft six Goals and Key Moves of the Seattle Transportation Plan and they are a reflection of Native and Indigenous cultural values. The Critiques of Modern Transportation describes issues present in today's major transportation methods and approaches. The final overarching themes are Recommendations for policy changes and planning approaches which are included throughout each theme and are potentially highlighted and repeated again within their own section. Our recommendations show the Seattle Department of Transportation the Indigenous vision for short and long term changes to the transportation system.

Indigenous Traditional Transportation

The listening session began by discussing the ways that traditional transportation is sustainable, equitable, and overall better for the environment and for people. Traditional transportation is people, current, wind, and animal-powered; and dogs are used for pulling sleds, packing, and keeping the group safe. Associated with the Great Plains is a sledge to carry goods and elderly or injured people, called a travois, that was first pulled by dogs and then by horses. On rivers and lakes canoes are pulled (paddled or moved via poles) and ocean-going canoes include sails for favorable winds.

In the Pacific Northwest, canoes carved from large cedar trees carried First Foods and other items for trade, exchange via gambling, and to share during Potlatches where wealth is shared to the community. The American and Canadian federal governments outlawed religious ceremonies and Potlatches and destroyed longhouses and canoes, which were also made illegal. Assimilation policies and boarding schools disrupted and nearly destroyed the intergenerational transfer of knowledges to build, maintain, and travel by canoes. Massive local deforestation and climate change contribute to challenges to source a tree for building a canoe by traditional dug-out methods and many carvers adapted canoe-building by using strips of wood built around a wooden frame.

The nearly annual Tribal Canoe Journeys revitalized traditional gatherings when Emmett Oliver (Quinault) created a challenge for American and Canadian Coastal Tribes to [Paddle to Seattle](#), and 17 tribes landed their canoes at Golden Gardens in 1989. Frank Brown (Heiltsuk) announced a challenge for canoe families to paddle to Bella Bella on Vancouver Island in 1993, and the tradition for a Tribe to host a

canoe journey was created. Tribal Canoe Journeys has provided opportunities for the cultural revitalization of many facets of Coast Salish cultures such as language, food, art, regalia, song, and dance. Traditional event planning, policies, and [protocols](#) have also been reclaimed and revitalized; there are rules of behavior for guests and a responsibility to be welcoming for the host tribe.

As a gathering that is open to the public and is welcoming to Native people of all Tribal heritages, Canoe Journeys has also helped revitalize Indigenous cultures for many peoples. Notably, canoes and traditional watercraft have traveled from Hawaii, Alaska, and New Zealand and Tribal Canoe Journeys usually includes at least one canoe family that has pulled or sailed from a long distance. Thousands of people participate during each Tribal Canoe Journeys and the return of the canoe as a form of transportation and a way to bring people together is a powerful example of how transportation can be beautiful and culturally significant.

Themes of Values

Safety: Physical and Emotional Safety

Community members discussed both physical and emotional safety and community members feel a range of emotions including fear, concern, and heartache when they see drug use on buses, Light Rail, or at bus stop shelters. The emotional safety of mass transit riders should be addressed by SDOT with the same attention as physical injury or the loss of life during an accident. Traveling alone at night was also a concern, particularly for youth, elders, and women.

- A listening session elder expressed radical compassion and advocated to take care of people struggling with drug addictions.
- People using drugs need acceptance, safe spaces, support for their basic needs, earning opportunities, and opportunities to get sober.
- The centuries-long crises of Missing and Murdered Indigenous Women (MMIW) and Missing and Murdered Indigenous Relatives (MMIR) are directly connected to transportation infrastructure. People are often seeking services in urban areas or may be from a multi-generational family that has lived within an urban economy that has not benefited Native people. The connection of transportation to MMIW and MMIR is rarely discussed in reports and articles. Often, MMIW and MMIR workers drive and walk on streets and highways while looking for loved ones.

Community Care: Transportation is a Service

Transportation is viewed as a service provided to the community and equitable access is built into traditional transportation systems. Listening sessions showed that there is a significant relationship between the homelessness crisis and public transportation and we must care for our most vulnerable community members first.

The pandemic and local economic pressures are causing stress and heartache and exacerbating preexisting inequity in the economic and transportation systems.

- Taking care of community members includes taking care of the needs of nature, particularly the needs of salmon, forests, and waterways.
- Planning should include community-centered design to ensure that all needs of people are met and that transportation is easily accessible via walking or with mobility aids and strollers.
- Building trust and knowing transit drivers, with a focus on taking care of errands rather than simply getting to work, would be more effective and provide a better service than the current system.
- Better routes for transportation are needed, including connecting different regions within the system, integrating service systems, and providing missing connections to culturally important places and reservations.
- Community members spoke of a radical revisioning of the current objectives of transportation and dreamed of a system that was innovative, healthy, sustainable, equitable, and accessible.

Equity: Sovereignty, Justice & Self-Determination

Equitable investment in historically ignored communities must be addressed with care and past mass transit projects did not include actively listening and responding to the community. Equitable investment solutions should be co-created with underserved communities and could include alternatives like shuttles, rideshare, or entire transportation systems that cater to disinvested communities. Barriers to the cost of public transportation, especially for our community's most vulnerable populations, should be reduced or removed.

- Transportation is a cost of living expense and this cost should be included in low-income support programs.
- Nearly all forms of transportation (bus, water taxi, ebike, scooter, Light Rail, or personal vehicle) presents a cost burden, especially to median and low-income individuals or families.
- Equity also includes addressing the erasure of Indigenous culture that is currently present in the transportation system.
- Mass transit projects like Link Light Rail cause gentrification and displacement of historically underserved communities.
- Native and Indigenous communities have a right to self-determination. While Tribal sovereignty for the 29 Tribes of Washington is better recognized, there are other Indigenous Nations with ties to Washington. Alaska Natives, First Nations, Tribes whose traditional homelands are in Washington and many more Nations also have a right to self-determination. Self-determination does not stop at reservation or village borders as Tribal governance has an interest in their peoples.

Environment

Environmental concerns about the transportation system were brought up often. Electric vehicles cause harm to Indigenous communities through hydroelectric dams that harm salmon and solar farms are being built in First Foods locations because they are viewed as "unused" by farms, timber, and cities. Electric vehicles and solar panels also cause harm to Indigenous communities outside of North America through unethical mining practices.

- Other large scale renewable energy projects continue to be placed in culturally significant sites for Tribes already harmed by hydro power. Mining for solar panels is also occurring in places culturally significant to Tribal nations with further implications throughout the world.
- A functioning and healthy ecosystem provides First Foods, such as salmon, is essential to biodiverse ecosystems that promotes climate resiliency. Climate change and pollution are central concerns and the fact that traditional transportation is green, sustainable, equitable, and people-powered was brought up often.
- The environmental and socio-economic benefits of a shorter work week and reduced commute times should be discussed. Long work weeks and commutes are often an imposed disparity within capitalism as many community members spend more time working and traveling. For instance, many neighborhoods are disinvested and require additional travel time to meet basic needs.

Culturally Relevant Communication

Community members discussed a variety of ways that SDOT could include representations of Coast Salish, American Indian, and Alaska Native art, language, and culture in the Seattle transportation system. Due to the long history of policies that ignore and erase Indigenous culture, and the resulting lack of expertise and experience in accurately showcasing Indigenous cultures, SDOT should co-create policies and procedures with local Indigenous and Native culture experts and community members. New policies are needed to identify priority projects, determine artist selection procedures, determine budgets, and create a vetting process to include feedback from the greater Native and Indigenous community.

- Art at bus and Link Light Rail stations, wayfinding signage in Lushootseed, bus wraps designed by Native and Indigenous artists, and naming routes after Indigenous cultures are ways that SDOT could highlight Native and Indigenous cultures.
- SDOT has room to improve their outreach with the local urban American Indian and Alaska Native communities.
- Although diverse and connected to many homelands across Turtle Island, the local Native and Indigenous community members said they would feel

represented if local Coast Salish cultures were featured in SDOT activities and infrastructure.

- Native and Indigenous community members are interested in being more involved and included in policy creation and planning activities, such as siting infrastructure locations.
- Participants mentioned that Tribes should be included and given resources to be involved with regional transportation planning.



Little Earth community mural in Minneapolis, Minnesota.

Critiques of Modern Transportation

Community members discussed frustrations and criticisms of today's transportation system and also offered suggestions for improvements and changes, discussed in the next section.

The heartbreaking and centuries-long crisis of Missing and Murdered Indigenous Women (MMIW) and Missing and Murdered Indigenous Relatives (MMIR) is connected to all elements of the transportation system. Many people that go missing and murdered are targeted for walking or traveling alone, either on their way to transit or moving between transportation points.

Our relatives living unsheltered, are also living within transit infrastructure and city practices of sweeping creates uncertainty and makes locating family members and missing people more difficult. For justice and racial equity, our families and

communities need to be prioritized with adequate and better support to find our relatives and connect to culturally relevant services.

Personal Vehicles

While cars were critiqued, there was also an acknowledgment that personal vehicles like cars, trucks, and vans are needed to drive to reservations to visit friends and family and to participate in cultural activities. It was also apparent that many choose cars because there is not adequate mass transit in all neighborhoods. Living among community, or within the same neighborhood, would allow for more carpooling or shared transportation options. Frequent experiences around housing instability and displacement increase the necessity for personal vehicles. Proposed climate solutions often ignore the realities of inequities within the transportation system. Systems should be designed with extremes anticipated and center health and wellbeing, such as accessing food and medicine without increasing exposure or risks.

Parking at cultural events such as the annual Seafair Indian Days Powwow at Daybreak Star and at the Tribal Canoe Journey landing (typically held at Alki Beach) is also important, especially for the elderly, disabled, and for families with young children. The shuttle service that is provided by host Tribes during canoe journeys on reservations was discussed as an example of an innovative solution to parking spaces that are located far from event or gathering venues.

Construction of multifamily apartment buildings was discussed with a frustration of the pressure that construction sites cause on already limited street parking spaces, and the feeling that new buildings do not offer enough parking spaces, creating long-term pressure for existing residents. There was a feeling that the City has an anti-car policy and that mass transit infrastructure is not ready to provide the service needed to match the discouragement against cars that the city is hoping for.

Pollution caused by gas-powered cars and the connection with climate change was discussed and the fact that it is not healthy to sit for a long time was also mentioned. A radical proposal was given by a listening session member about potentially going back to horse transportation in addition to new technologies that may be adaptive.

Policing of personal vehicles, pedestrians, or other modalities seems to protect a status quo, rather than create a culture of safety, where fines, traffic stops, and police interactions have greater implications for BIPOC (black, Indigenous and people of color) community members. During the COVID-19 pandemic, it is unclear what Local Access Only means for closed neighborhood streets, and appears to be another way that current residents are consolidating wealth, rather than providing

an atmosphere of diversity, equity, or inclusion. Local Access Only is a modern day rendition of exclusion as it is ambiguous, creates an opportunity for profiling, and often increases the domain of affluent residents.

Link Light Rail

One positive of light rail that was mentioned often is that the pollution and emissions are much lower since Link Light Rail purchases electric energy from wind-power. Unfortunately, wind-power and hydroelectric dams are not 100% environmentally friendly, and each system has their own set of unique issues. But, as mentioned in our discussion of the local context, past planning was not done equitably and potentially ignored concerns by BIPOC community members.

Most of the collisions that have caused death and serious injury have happened in [South Seattle](#), where the light rail line runs at street level and pedestrians, bicyclists, and vehicles are traveling on the same level as the light rail train. Sound Transit also disinvested in safety efforts like pedestrian crossing gates along the Rainier Valley, costing an average of one life per year since the Link Light Rail opened.

The Link Light Rail system stations are generally out of sync with community-based planning and design and most stations lack art, comfort features like restrooms, shelters, and places to sit. Seattle has a long history of the local population refusing to invest in mass transit and this decades-long delay has meant that construction costs for infrastructure are much higher than they could have been. The COVID-19 pandemic reduced ridership which means even less funding for transit planning. A lack of funding should not be exchanged for a lack of safety and equity in planning for future expansions.

As light rail attracted high-density housing developments, more people live near train stations, and gentrification from light rail infrastructure continues to adversely affect local residents, particularly at the stations in the Rainier Valley. New construction is typically more expensive and offers less square footage; Seattle has seen a trend of smaller and more costly apartments that are not welcoming to large families.

Listening session members pointed out that future expansion plans will not service Native and Indigenous cultural centers like the Daybreak Star Indian Cultural Center and the Duwamish Longhouse and Cultural Center. A continued reliance on cost-benefit analysis to drive decision making in planning means that historically disinvested communities will continue to experience a lack of service at their community center and facilities.

Buses

The listening session began with a passionate discussion on the rampant drug use inside buses and at bus shelters. Riders mentioned the need for emotional and cultural safety along with physical safety. Community members spoke about their frustration with Rapid Ride changing services and that many regular bus stops are no longer served. Rapid Ride bus lines have caused gentrification and it is now too costly to live along or near a Rapid Ride line or station. The size of rapid ride buses causes safety concerns and may monopolize lanes without the actual service benefit, or support from current or historic communities.

The cost of bus rides was brought up and one family highlighted a frustration with paying twice for two different bus rides, a common issue for riders without an Orca card. One community member shared that they feel that Native and Indigenous people should be able to ride mass transit for free. Riders also noted a concern for the safety of bus drivers and highlighted that emissions during rush hour are a health issue. Listening session members fondly reflected on when neighborhoods were served to a greater degree.

Community members spoke about how bus transit typically does not service American Indian and Alaska Native cultural events and highlighted the fact that Husky games and large sports arena games are provided with additional and unique bus and transportation services.

Trains

Railroad trains were originally built to transport large amounts of cargo and were a preferred method of long-distance travel before airplanes. Trains have a deep historical connection to the concept of [Manifest Destiny](#), an American imperialist idea that White settlers will succeed in moving west and was a concept before treaties were even negotiated in the Pacific Northwest. Railroads used eminent domain in their planning, cutting through homes and ecological communities. Railroads were typically funded by capital projects connected to resource extraction, in the Northwest the resource was old-growth forests, and railroad lines continue to be owned and operated by companies located out-of-state with associated historical laws that often preference their interests.

Trains are powered by diesel, a fossil fuel, and trains carrying uncovered coal can cause forest fires, especially during hot and dry summers, and deposit dust. Long-distance travel by train is typically not much cheaper than by plane. Trains are also loud and dangerous, and recently a pedestrian died by the King Street Station.

Ferries

When asked if the local transportation system reflects Native cultures, listening session members shared that Washington State Ferries are named after local Tribes and then reflected that this was the only example they could recall of the transportation system highlighting Indigenous people. The Mukilteo ferry increased visibility for its significance in treaty signing through working with local Tribes and artists and this effort could be replicated or scaled up.

The early Indigenous and settler economy both relied upon canoes to conduct trade and transport food and furs, and boats escalated the scale of economic trade at a detriment to Indigenous participation. It doesn't appear that the City views canoes as a modern means of transportation but this view could be changed if various city departments supported the annual [Tribal Canoe Journeys](#), a cultural gathering that attracts thousands of participants and attendees.

Ferry employee demographics seem to lack racial diversity, which may be related to a barrier to entry for training and hiring for BIPOC community members. Many of the Washington State Ferry boats are too old to be in commission, are thereby costly to maintain and to run, and need to be replaced. The state ferry system has a plan to purchase electric powered boats but they must be produced within Washington State and the pandemic has caused production delays. An old fleet of ferries and employee walkouts or strikes have been causing significant delays in service for the last few years.

The Washington State Ferry system seems to prioritize affluent communities, and is another reflection of the use of cost-benefit analysis dictating transportation infrastructure locations. Walk-on ferries also don't serve communities equitably, since they are historically related to a commuter system, and routes could be improved. Shuttles to areas underserved by transit along the water taxi should also see an improved service schedule.

Road and Rail Infrastructures

Roads, highways, and railroads cut human and biological communities apart and they dissect communities in multiple directions. Road and rail infrastructure, when planned and implemented poorly, can cause death to humans and animals as they attempt to cross. Highways, with their large sizes, particularly destroy and dissect ecosystems that are now covered in concrete. Chemicals within car tires are associated with pre-spawn mortality of salmonids and the transportation system contributes to storm water runoff. With the beauty of the Salish Sea, there is less consciousness about the ecosystems harmed by industry, transportation, and urbanization.

The building of roads, highways, and railroads have all disturbed the final resting places of Indigenous peoples. As Ken Workman, Duwamish, says “My ancestors are in the trees.”

Planning

Our report has repeatedly pointed out the lack of equity in planning to provide transportation service for underserved communities. Past reliance on top-down decisions based on cost-benefit analysis where ridership justifies investment in infrastructure has created an unjust system. The decision to place Line 1 at grade without safety measures throughout Rainier Valley is a glaring example of devaluing lives that live and work in South Seattle.

Listening session members talked about a lack of investment in infrastructure for walking, especially in places with a lower population density where a reliance on walking becomes necessary due to a general lack of services. Safe walking infrastructure is missing for crossing many types of transit infrastructures. Walking safety is a huge concern on reservations where there are not enough sidewalks. Somewhat ironically, local city governments and park systems are able to invest in paved paths for leisure walking and rolling.

Community members discussed how planning should also include more emphasis on weather extremes, stormwater management, and culturally relevant landscaping. Planning efforts should be community based and include regional Tribes, Nations, and villages.

Electric Vehicles

The general public views electric vehicles (EV) as better for the environment, but Native and Indigenous community members speak about the different ways that electric vehicles and electric power sources harm the environment and harm traditional lands.

The production of electric vehicles is not emissions-free and mineral mining for EV batteries is killing Indigenous people and Indigenous environmental advocates in South America. As one community member shared, the transportation industry “contributes to the oppression of Indigenous people globally”.

Hydroelectric dams have a long history of killing salmon, they are a barrier to allowing salmon to swim upriver for spawning, and dam infrastructure is associated with warming river temperatures which also kills salmon. Solar and wind farms are being built on traditional First Foods land and culturally significant places. When wind, solar, and hydroelectric power are not available, electricity is powered by coal

and fossil fuels. There are challenges of operations of the systems together, especially with peak use.

Seattle City light resisted support for salmon with regards to the Skagit River and owns aging dams elsewhere. Seattle City Light uplifted western science as a supposed authority when Tribal leaders were calling to support salmon. Dams caused salmon to spawn in places that are in contradiction to the science they were purporting.

Recommendations

Our recommendations include suggestions for updating policies and transportation services across a range of topics from specific to general solutions. The recommendations have been pulled from the listening session, interviews, and listening session planning meetings with facilitators and sləp̓iləbəxʷ group members. The order of these recommendations does not reflect their importance or value since Indigenous knowledge is holistic, focuses on interconnected relationships, and does not evaluate needs and ideas based on hierarchy or ranking.

Take Care of the Most Vulnerable First

An overarching theme that was discussed early and often is the relationship between transportation and community members who are experiencing homelessness, low-incomes, and economic and housing instability. Listening session members advocated for taking care of the needs of our most vulnerable community members as a solution that would provide emotional safety and physical security in the local transportation system. Transit hubs should be located near or in service to community centers to bring together more elements associated with services.

Build Capacity to Honor Tribal Sovereignty

The local urban Native and Indigenous community understands and advocates for honoring treaty rights and Tribal sovereignty but an understanding or familiarity with federal American Indian policy and law is not a requirement for SDOT staff or even for high school graduates. A recent culture shift has called for equity for Indigenous people but policies and procedures for upholding Tribal sovereignty and for respectfully engaging with local and regional Tribal Nations are lacking. [Te Aranga Māori Design Principles](#) is an interesting model that SDOT could explore. In Aotorea, there are more culturally relevant education opportunities in acknowledgement that government actions targeted Indigenous cultures.

Listening session relatives shared that they are frustrated with being asked to teach non-Native people about Native and Indigenous issues. SDOT staff must do the work to first [educate themselves](#) and then build relationships with local Native and

Indigenous Tribal people. Listening session members remarked that not one treaty has been upheld and that Indigenous peoples have been paying the price for the wealth of the local economy.

We recommend that SDOT and other transportation planners include Tribal members early in the planning process, before a site, route, or plan has been selected as site feasibility studies are expensive and difficult to change once they are initiated. Centering, listening to, and supporting both federally recognized Tribes and Native and Indigenous community members is important as legal status does not make someone Indigenous. Self-determination of Native and Indigenous communities should be supported regardless of recognition status.

Co-create Solutions for Underserved Communities

To fulfill the updated Seattle Transportation Plan value of Equity and Transportation Justice, SDOT should prioritize working with and listening to underserved and ignored communities. SDOT should avoid the classical method of top-down decision making, typically made by staff who have no connection to the communities impacted by results from cost-benefit analysis. New approaches to decision making should be co-designed by community members and new procedures should be reviewed and vetted often to ensure that decisions are actually equitable and just. Previous attempts to democratize decision making processes are likely based on Western or European approaches and can overlook the needs and leadership of local Tribes and Native and Indigenous peoples. It should also be noted that environmental or progressive efforts should not continue to harm BIPOC people or labor under the banner of “for the greater good.”

A commitment to building relationships including deeper visioning would likely extend ideas into other areas. The connection of transportation to ecosystems was noted, likely paired with more opportunities for Indigenous land practices associated with restoration, foods, and ecosystem wellbeing.

Improve Engagement and Communication with Indigenous Communities

A discussion on transportation, particularly for Indigenous community members, must be carefully approached because of the pain caused by settler colonial policy goals to sever Indigenous relationships to ancestral homelands. Listening session facilitators, as Native and Indigenous community members themselves, ensured a baseline level of psychological safety in the meeting space and discussion topics. Psychological safety leads to community members who are empowered to authentically be themselves and speak freely on issues, historical context, and solutions.

Improving communications with the urban Indigenous community is related to self-determination, where Indigenous people can advocate for necessary changes. Removing barriers to participation in community engagement events is a vital policy SDOT should pursue. SDOT should continue to explore ways to honor the time commitments and emotional labor of community members, particularly of Indigenous people. Co-creating an engagement plan with local Native and Indigenous communities would result in a set of best-management practices for future SDOT staff to follow. Earning opportunities within SDOT should prioritize communities most impacted by unjust transportation actions and take steps to not repeat the past.

Improve Service to Cultural Events

Community members highlighted the inequality of the local bus systems as they are able to provide unique and additional services for college or professional sports events. SDOT staff should respectfully engage with community event planners to provide improved bus or shuttle services to cultural events such as the annual United Indians of All Tribes Foundation Seafair Indian Days Powwow held at Daybreak Star, which attracts thousands of visitors. Other local cultural Native and Indigenous events include powwows, Salmon Homecoming, art markets, and Tribal Canoe Journeys.

Improve Access to Native and Indigenous Cultural Centers

Daybreak Star Indian Cultural Center and Duwamish Longhouse Cultural Center are two cultural centers that are underserved by the current mass transit system. Future plans for Link Light Rail expansions do not include stops near these cultural centers. SDOT should work with facility management to determine solutions to improve bus and light rail access to these community centers.

Currently, the 33 Metro bus has the closest stop to Daybreak Star and riders must walk 0.5 miles to the building. Bus 33 is not a frequent bus and runs every 30 minutes; a community member shared that they were attending an event at Daybreak Star and a bus was canceled, forcing them to wait an hour for the next service. Bus service for the Duwamish Longhouse is even worse and forces riders to walk 1.2 miles to the cultural center. During the West Seattle bridge closure, this road was inundated with traffic, but without transportation services.

Support Tribal Canoe Journeys

The near annual Tribal Canoe Journeys is an event that is open to the public to attend, gathers hundreds of canoe families, attracting thousands of visitors, and revitalizes many cultural elements such as travel by canoe, welcoming ceremonies, food, gifts, song, and dance. Each year is hosted by a Tribe or Tribal Nation and Tribes also host canoes as they camp to rest and travel together to the host Tribe.

SDOT should explore ways to support this important event and Alki Beach is often used as a landing site and it was noted that parking is difficult in the residential areas near the park.

Reflect Indigenous Art and Culture

SDOT could improve its representation of Native and Indigenous people, art, and culture and fight a long history of Indigenous erasure in the city landscape. SDOT should work with local Native and Indigenous leaders to create a protocol for art and culture projects. Listening session members shared that seeing Coast Salish art and the Lushootseed language helps Native community members feel seen and represented, even if their heritage may not be of a Coast Salish Tribe. Art and culture projects that reflect the diversity of American Indian and Alaska Native cultures are also important and welcomed.

There are many ideas for Native and Indigenous art and cultural features including murals, statues, welcome poles, wayfinding signage, route names (of roads, highways, buses, Orca Cards, and Link Light Rail), and maps.

Free Transportation for Indigenous People

Local Indigenous Tribes have carried the ecological, economical, and emotional burdens of the harm caused by settler colonialism. Free rides on buses and light rail would be a small step toward compensation for salmon, timber, water, land, air, and hearts destroyed by capitalism and assimilation policies. Participants noted the lack of transportation leads to potentially long walks with increased safety and health risks. Listening session members often spoke of a concern for taking care of the needs of urban Native and Indigenous elders.

Support Indigenous-led Community Planning and Design

Native and Indigenous community members spoke often about a vision of a transportation system that was designed with their needs in mind. People spoke about wishing for transportation services that made it easier to go grocery shopping, visit the doctor, go to parks, and attend events. In many neighborhoods, the most basic infrastructure is often missing, such as grocery stores and pharmacies, let alone inclusive and cultural designs. Community members also want a transportation system that reflects their cultural values and drivers and operators should provide culturally-attuned service for community members to feel safe, welcomed, and understood. Philanthropic or business support for Native peoples has significant room for improvement, for example Native-led non-profits receive about 0.4% of philanthropic funding while needing to serve 2.9% of the population.

Indigenous planning centers on taking care of the needs of all community members, is forward-thinking, and is the gold standard for sustainable design. Native and Indigenous cultures have lived sustainably in their homelands since time immemorial and Indigenous cultural values are sustainable and guide decision making.

The urban Native and Indigenous community envisions a city that has safe, walkable neighborhoods with nearby grocery stores, clinics and pharmacies, schools, and parks. Walkability should also include the use of strollers and mobility devices like scooters and wheelchairs. Indigenous peoples also have a longstanding relationship with skateboarding and other innovative options to transit. Native-designed Neighborhoods would increase opportunities for shared transit and community wellbeing. Participants noted the need for creative solutions, rather than accept the absence of transportation. Our historical, contemporary, and futures should be reflected within the transportation system to stop erasure and begin to address the legacy of US genocidal policies.

Conclusion

Community engagement projects led by sləp̓iləbəx^w offer an opportunity for urban American Indian and Alaska Native community members to explore issues and topics from their unique Indigenous perspectives. A sləp̓iləbəx^w value is to ask our community members to share their vision for Native and Indigenous approaches to community planning. Community members expressed enjoying the short listening session experience, but felt like it should have been longer term with more participation and relationship building with each other and SDOT.

From Native perspectives, the transportation industry is a difficult subject to discuss, as transportation infrastructure is a visible reminder of significant changes to Coast Salish homelands. A long-standing history of unjust planning and implementation methods also makes discussions difficult. Participants punctuated how amazing Indigenous people are in spite of the often harmful systems and efforts that were designed without our wellbeing in mind. Empowering community members to share their experiences and expertise is vital to the engagement process.

Our community expressed a deep understanding of transportation and local transit issues and historical and policy contexts, with the desire to create a plan of action to take care of current and future generations. Community members remarked that local Tribes and Indigenous peoples survived hundreds of years of injustice and continue to hold paths to equity and justice. Community members expressed the

need to find solutions to large-scale issues such as climate change, homelessness, and the continued impact of capitalism on the livability of the region.

Traditionally, transportation is itself a force for relationship building because it connects communities and provides a service to take care of our needs. Instead of segregating landscapes and upholding economies through utilitarian design, **transportation could be a system that is full of beauty and purpose.** Achieving equity in transportation will only come from collaborative power-sharing partnerships with communities, where underserved communities can determine solutions to their own needs and wishes.

Western knowledge holders typically view sustainability as a new concept, but Indigenous knowledge holders define sustainability as ancient and enduring, as each Indigenous community protects a sustainable culture within their homelands and weaves sustainability into every aspect of their cultures. For SDOT to attain sustainability in their transportation plan, they should carefully and intentionally determine the best-management practices for working with local and regional Tribes and Indigenous community leaders.

COMMUNITY ENGAGEMENT SUMMARIES

Phase I Engagement Summary Report

Phase II Engagement Summary Report

Phase III Engagement Summary Report

Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle



Seattle
Department of
Transportation



STP PHASE 1 ENGAGEMENT SUMMARY

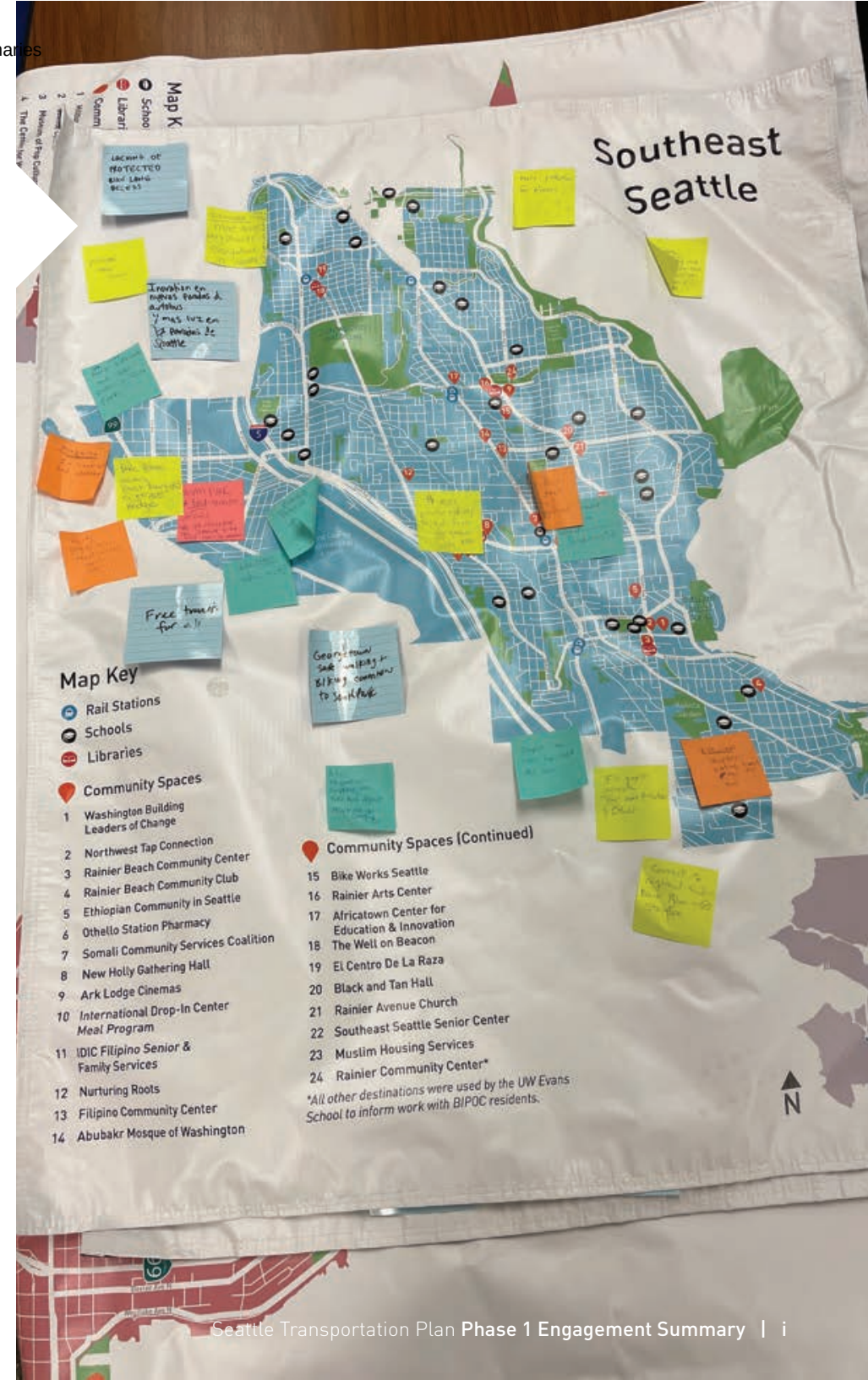
September 2022

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What is the Seattle Transportation Plan (STP) and the Phase 1 Engagement Summary Report?

The STP is our commitment to building a transportation system that provides everyone in Seattle with access to safe, efficient, and affordable options to reach places and opportunities. We intend to create this plan with the community, making public engagement a critical part of the process. **This summary report details Phase 1 of STP engagement that ran from May to August 2022, and the key takeaways that will help us co-create the plan with the communities of Seattle.**



STP PHASE 1 ENGAGEMENT

Launched | *May 31, 2022* — Ended | *August 31, 2022*

PURPOSE AND COMMITMENT

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community engagement is a crucial part of the development of the plan. Engagement for the STP is broken into three phases. Phase 1 focused on your transportation needs and priorities, which helped us develop our collective vision for the future of Seattle's transportation system. This summary report details Phase 1 engagement and the key takeaways that will help us co-create the plan with the communities of Seattle.

Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.

BUILDING AWARENESS

We built awareness about the STP through social media, blog posts, paid media (including advertisements), and media that has covered the STP.

CITYWIDE ENGAGEMENT

We used 4 main tools to gather citywide feedback during Phase 1: survey 1: transportation challenges, survey 2: STP vision, the online engagement hub, and the Social Pinpoint interactive map.

EVENTS AND MEETINGS

To meet our STP engagement goals, we wanted to meet people where they are. By holding events and meetings in many different locations, we were able to hear many voices that will help us create the STP.

36,000+

Individual data points collected with citywide engagement tools during Phase 1

4,000+

People engaged at outreach events for the STP

75+

Posts distributed via SDOT's Facebook, Twitter, and Instagram

11

Local news outlets independently covered the STP

2,000+

Clicks via ads published in a variety of media sources

42

Media articles and outside blog posts about the STP

12,000+

Unique visitors to the online engagement hub

20,000+

Total visits to the online engagement hub

2,347

Unique users for the interactive map

6,317

Comments placed on the interactive map

709

Responses to Survey 1: Transportation Challenges

2,295

Responses to Survey 2: STP Vision

42

Community events

26

Meetings and briefings

COMMUNITY-LED ENGAGEMENT

We want to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. **We are working with community-based organizations (CBOs) and the Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes. They will help us create a plan that advances our goal of a racially equitable and socially just transportation system.**

Community-based organizations (CBOs) are trusted community builders and leaders who already serve the communities we most hope to engage in the process.

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities.

CBOs and CLs help us elevate the voices of people we have not reached in past planning processes.

LOOKING AHEAD

With Phase 1 complete, we have kicked off Phase 2 engagement. In Phase 2, we're showcasing parts of the STP that the community helped us create as a result of Phase 1 engagement—then we're asking whether or not we got it right. Phase 2 engagement focuses on:

- Vision, goals, and objectives—to guide how we build our system
- Menu of actions—to improve our transportation system
- Transportation future—to work towards a shared future

KEY TAKEAWAYS

Through our various engagement tools, people provided a wealth of feedback on the future of transportation in Seattle—and we listened. Here are some key themes we heard in Phase 1:

- 1 **There is a need to increase affordable transportation choices and options**
- 2 **Focus investment in communities which have historically seen less affordable transportation options, but would highly benefit from increased choice in transportation**
- 3 **Safety is a major concern and is a barrier to achieving equitable transportation**
- 4 **People want to reallocate street space to repurpose some of our existing traffic lanes into spaces for bikes, transit, sidewalk cafes, etc., while also keeping essential traffic moving**
- 5 **Maintenance of our existing transportation system is critically important to people**
- 6 **Improvements are needed to provide better access to transit, and safety is a big concern at transit hubs, stations, and bus stops**
- 7 **For our BIPOC communities, safety and access to affordable transportation were the most common themes**

INTRODUCTION

SEATTLE TRANSPORTATION PLAN

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community involvement is a crucial part of the development of the plan. The STP will establish goals, strategies, and recommendations for a transportation system that works for our city now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

Too often, when government plans are developed, they exclude people—particularly people who are Black, Indigenous, or members of a community of color (BIPOC); people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. This has led to harm to some communities, including negative impacts to health, economic opportunity, and safety. **We believe everyone's voice should be heard to ensure their needs can be met.** We are partnering with community-based organizations, who have existing relationships with the communities they serve, to listen and ensure that the plan reflects the values and needs of everyone. Additionally, we are continuously committed to changing how we engage with the community during the STP process, to ensure that all voices are heard.

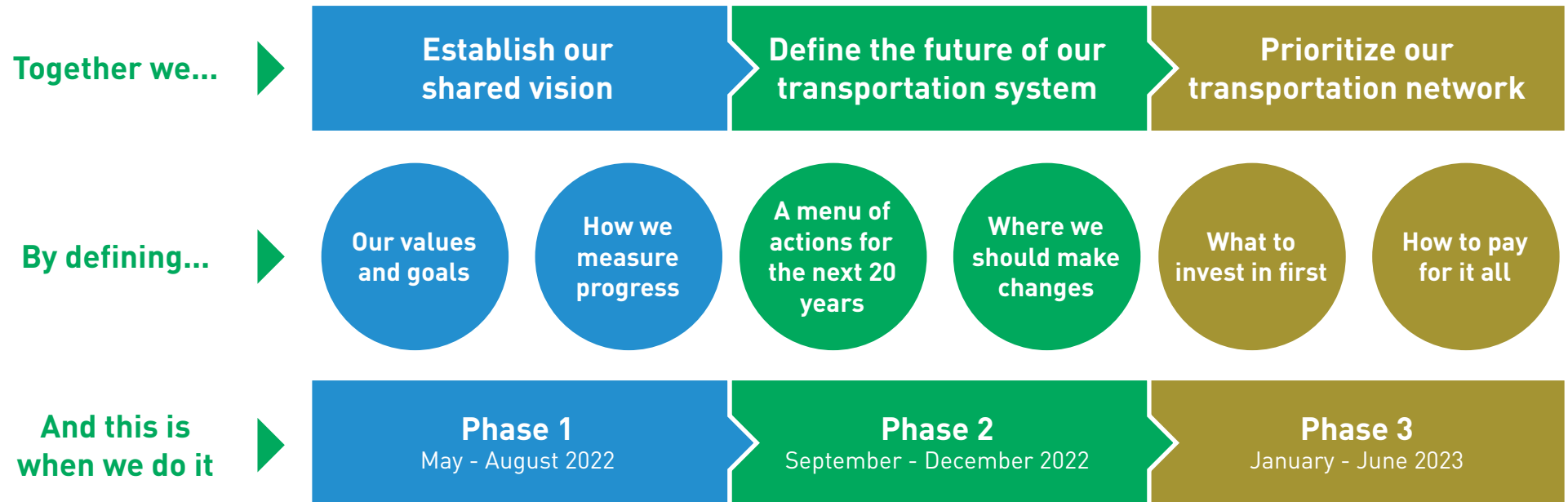
The STP is our commitment to building a transportation system that:

- 1 **Meets everyone's needs**
- 2 **Connects us all safely, efficiently, and affordably to places and opportunities**
- 3 **Treats everyone—regardless of race, class, gender, sexuality, nationality, age, or ability—with dignity and equity**

Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.

PROCESS

How are we creating the Seattle Transportation Plan with the people? The STP launched in May 2022. Our Public Engagement Plan allowed us to design our engagement approach so that people can participate at any point in the process, know how to provide feedback, and have confidence that their voices will be heard. Our phased engagement approach allows for technical work and the plan itself to be directly influenced by community feedback at every step.



We designed our engagement approach so that people can participate at any point in the process, know how to provide feedback, and have confidence their voices will be heard.

PHASE 1 ENGAGEMENT

GOALS

The following goals guided the first phase of STP community engagement:

- Introduce the STP and its purpose
- Listen to people's priorities, challenges, and needs as they move around Seattle
- Work with the community to start establishing a shared vision for the future of transportation in Seattle
- Build a foundational body of community input to guide all future decisions in the process

The input collected during Phase 1 is being incorporated into all parts of the STP as it's developed. We want to ensure that the process is aligned with the community's priorities, needs, vision, and goals.

KEY QUESTIONS

We asked the following questions during Phase 1:

- What challenges do people face in getting around Seattle?
- What are people's top priorities for our city's future transportation system?
- What do people need to feel safe and comfortable when walking, rolling, biking, taking transit, or driving?
- What would help people reduce their drive-alone car trips?
- What steps can the City take to provide more equitable transportation for everyone?
- Do people have enough space for gathering with their communities on our streets? How can the City of Seattle support them?



Transportation is such a vital issue to our working class peoples, especially low income, women, immigrants and refugees. Their concerns and opinions count, and they can contribute to the development of continued improvements in our city's transportation system."

Cindy Domingo, The Legacy of Equality Leadership and Organizing



BUILDING AWARENESS



BUILDING AWARENESS OF THE STP

We used many tools to build awareness about the STP. We wanted to ensure that everyone had the opportunity to learn about the plan and share their feedback with us.

DIGITAL

Digital tools were used to spread the word about the STP and opportunities to participate in the process. These tools included:

- Ads in media outlets, such as: *South Seattle Emerald*, *Seattle Chinese Post*, *Seattle Chinese Times*, *El Siete Dias*, *Tu Decides/You Decide*, *Seattle Viet Times*, *NW Vietnamese News*, *Runta News*, *Maleda Media*, *Korea Times Seattle*
- Social media (Facebook, Twitter, and Instagram)
- Articles and blog posts from SDOT and other sources, such as *The Stranger*, *MyNorthwest*, and the *Seattle Bike Blog* and *Transit Blog*

75+

Posts distributed via SDOT's Facebook, Twitter, and Instagram

11

Local news outlets independently covered the STP

2,000+

Clicks via ads published in a variety of media sources

42

Media articles and outside blog posts about the STP

STP engagement materials (digital and print) were available in 16 languages* so we could reach our growing non-English-speaking community.

PRINT

Not everyone is able to access or use the internet, and some people notice a sign or poster more than a Tweet or post on Facebook. Printed tools used to build awareness about the STP included:

- Business cards with QR codes to access online engagement
- Fact sheets, flyers, and flipbooks
- Posters
- Yard signs
- Print ads

2,000+
Flyers distributed

170+
Yard signs distributed
(8 languages)

25+
Posters displayed

CONVERSATIONS

Building awareness for the STP also involved conversations held during in-person meetings and events. Read more about these on page 24.

**Languages include: Amharic, Arabic, English, Japanese, Khmer, Korean, Lao, Oromo, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, Traditional Chinese, and Vietnamese*



SURVEY 1

TRANSPORTATION CHALLENGES

Launched | March 6, 2022 — Ended | May 23, 2022

PURPOSE AND PARTICIPATION

The first survey asked people what the most pressing transportation issues are that the community is facing. Additionally, the survey also asked how people want to receive and share information about the STP.

709

Total responses

Participation by race or ethnicity

Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	1.8%	2.4%
Asian	11.8%	21.1%
Black or African American	4.4%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.1%	8.2%
Native Hawaiian, Pacific Islander	1.0%	0.8%
White (of European ancestry)	78.5%	71.0%***
Middle Eastern, Arab, N. African White	1.6%	
Other	6.6%	7.3%

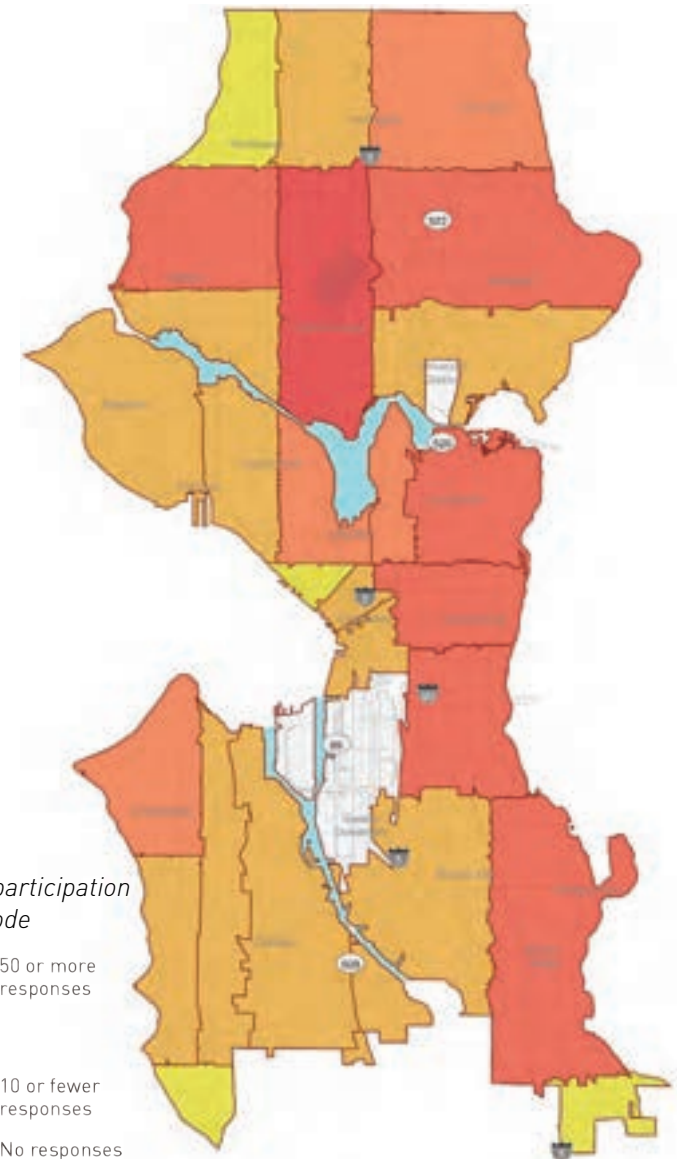
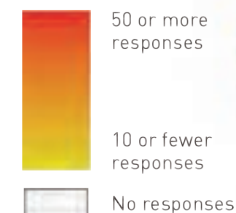
*People could select multiple answers; percentages may not add up to 100%

**U.S. Census, 2020

***The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White

From Survey 1, we learned people's greatest transportation challenges and how they would most like to engage with the STP.

Survey participation by zip code



KEY TAKEAWAYS

Based on input we received from this survey, we tailored our engagement approach and learned more about what people feel are the most common transportation challenges. See below for key takeaways from the survey:

- Many of the general comments were related to **access**, listing challenges like disability access, disconnected bike lanes, and transit frequency and access
- Many general comments also mentioned **safety**, such as a mixture of traffic and unclean conditions that made people feel unsafe
- Out of social media options, **Twitter** is a more popular choice for engagement than Facebook, Instagram, or LinkedIn

65%

Selected **time/reliability** as the biggest challenge they face while getting around Seattle

60%

Selected **safety** as the biggest challenge they face while getting around Seattle

73%

Preferred **email or online websites** to learn more about the STP engagement opportunities

87%

Preferred online surveys for giving feedback to the process



Amplifying Community Voices

- Black/African Americans and Native Hawaiians/Pacific Islanders said **cost was a challenge** at a higher percentage than citywide (16% and 17% respectively compared to 8% citywide).
- Asian and Middle Eastern people noted **access to transportation as a challenge** at a higher percentage than citywide (40% and 34% respectively compared to 22% citywide).
- Asians were the **most likely to say safety** was a challenge (77% compared to 65% citywide).
- In Delridge, people were **less likely to choose safety** as their top challenge, highlighting time/reliability instead (Just 51% compared to 60% citywide).



SURVEY 2

SEATTLE TRANSPORTATION PLAN VISION

Launched | May 31, 2022 — Ended | August 31, 2022

PURPOSE AND PARTICIPATION

The second survey helped us create a shared vision, goals, and objectives for the STP by asking about people's transportation needs, experiences, and priorities. The survey was widely advertised via our awareness-building tools, including:

2,295
Total responses

- QR codes at in-person events
- Paper surveys passed out at events
- Surveys were available in 16 languages for the online version of the survey (non-English paper surveys were available upon request).

Participation by race or ethnicity

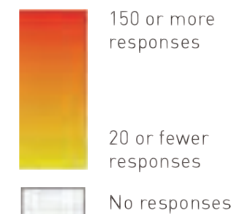
Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	4.1%	2.4%
Asian	11.7%	21.1%
Black or African American	3.7%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	6.3%	8.2%
Native Hawaiian, Pacific Islander	0.9%	0.8%
White (of European ancestry)	78.3%	71.0%***
Middle Eastern, Arab, N. African White	1.7%	
Other	3.2%	7.3%

*People could select multiple answers; percentages may not add up to 100%

**U.S. Census, 2020

***The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White

Survey participation by zip code



From Survey 2, we learned what people's ideal vision for the future of transportation in Seattle would look like.



Seattle needs a whole new approach to transportation. One that centers the movement of people and goods, not cars and trucks. People of all ages and abilities need to be able to move around the city safely without the need [of a car]... We have no hope of meeting our climate goals or making our city safer if we don't make these big changes"

Survey 2 Comment

KEY TAKEAWAYS

The results from this survey directly informed the STP's vision, goals, and objectives. During Phase 2, we will bring the vision, goals, and objectives to the community to see if we got it right. See below for key takeaways from Survey 2:

- We should create a **people-oriented transportation system** with reduced emphasis on automobiles
- Seattle **should be an easier place to live without a personal vehicle**, whether by choice or by necessity
- Seattle should **make targeted investments in underserved areas** to provide better transportation and avoid displacement of lower-income and marginalized communities
- Seattle's streets need to encourage people driving to travel slower and more safely, and **promote safety** for people walking, biking, and rolling
- **Maintenance is key**—sidewalks should be well-maintained and wide enough to use comfortably



Amplifying Community Voices

- In general, people of color **prioritized affordability, safety, accessibility, and travel delay** at higher percentages than citywide.
- Black and Indigenous people were more likely to say that it is a priority for our transportation system to **support a strong economy** (80%+ compared to 70% citywide).
- Asian and Latino communities emphasized **prioritizing safety** for all people, especially people walking rolling (92%+ compared to 84% citywide).
- In South Park and Greater Duwamish, people were much more likely to say that it is a priority to **make transportation affordable** for all (94% compared to 75% citywide).

91%

Support moving as many people as possible in the least amount of space using buses, walking, biking, carpools, and more*

83%

Support reallocating street space to make more room for public spaces like outdoor dining, street markets, plazas, and more*

93%

Support putting more money toward transit to make it more convenient and reliable*

91%

Support putting money towards sidewalks, bike lanes, etc., to help people walk, roll, and bike more*

80%

Support a system that avoids displacing underserved or lower-income people*

97%

Would prioritize creating a transportation system that is safe and comfortable for everyone*

97%

Would prioritize a well-maintained transportation system*

We heard that people support goals that invest in underserved areas, reallocate space away from cars, improve safety, and increase transportation choice.

ENGAGEMENT HUB

Launched | May 31, 2022 — Ended | August 31, 2022

PURPOSE AND PARTICIPATION

The online engagement hub is the portal to access all digital engagement opportunities for the STP. In addition to activities to provide feedback on the STP process, during Phase 1, the online engagement hub included opportunities to:

- View an events calendar with opportunities to engage with the STP team
- Send an email or voicemail to the STP team
- Leave a general comment about the plan
- Sign up for email updates on the STP
- Request an STP team member to attend an event for another organization

304

General comments
captured in the online
engagement hub

KEY TAKEAWAYS

The general comments captured on the engagement hub directly influenced the creation of a shared vision for the future of transportation in Seattle.

See below for the key takeaways:

- Getting around Seattle **needs to feel safe for everyone**, whether they are walking, rolling, biking, driving, taking transit, scooting, or using any other mode, in every part of the city
- **More transit service is needed** throughout the city, including more frequent and available buses and light rail outside of Downtown Seattle
- While people **generally want to see more bike lanes** on major arterial roads, others have been frustrated by the impact of these projects on car travel
- **Poor road quality** is a problem for both people driving and people biking
- People often choose not to walk, bike, or take transit out of **concern for their personal safety**



STP's online engagement hub is distinctive in the breadth of possibilities it presents for engagement. Residents can complete a survey, use a mapping tool to identify areas of concern or for improvement, request that the engagement team meet with their organization, contact the engagement team using email or voicemail, or leave a general comment."

The Urbanist



What is the community saying about transportation?

"Please envision a future where any Seattle resident can get by without a car on a level playing field with those who can choose to drive."

"...Many folks in Seattle are [incredibly] frustrated by the continuing emphasis on cars in our rights-of-way. The future of transit is local—as climate change and deepening inequality continue, fewer of us will be taking trips to other cities, and more of us will be riding bikes and scooters around our neighborhoods."

"Please do more for pedestrian safety on streets where density is occurring. A patchwork of sidewalks, with lots of traffic in between, is unsafe."

"Please, just put more thought into the full system of bike trails! Many of the individual sections are really quite nice, but they're always in isolation, with no concern for how to get onto and off them, or how to connect to other trails even just a block or two away."

"More bus service late night; bus/transit service expanded for health care workers/hospitals; cameras on buses (if not there already)"

"Strategic consideration: do not attempt to place all ages bike infrastructure on transit arterials; it costs too much and is awkward; instead, place them on parallel streets."

"The condition of roads in Seattle is deplorable. Rough roads full of cracks and divots only push people away from small, efficient vehicles and micromobility into large, gas guzzling vehicles because they're the only kind can handle these terrible roads."

"Safety is another concern. I see plenty of people using drugs or trains to sleep in. Security needs to improve to make stations and bus stops safer."

STP Engagement Hub Comments

Seattle Transportation Plan

ONLINE ENGAGEMENT HUB

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ADDITIONAL LANGUAGES:
[Select Language](#)

TAKE A SURVEY TO HELP GUIDE OUR WORK

SHARE YOUR CHALLENGES AND OPPORTUNITIES ON OUR INTERACTIVE MAP

JOIN US AT AN UPCOMING EVENT

SEND US AN EMAIL OR CALL OUR VOICEMAIL LINE

LEAVE A GENERAL COMMENT

[WELCOME](#)
[GET INVOLVED](#)
[NEXT STEPS](#)

Welcome to the online engagement hub for the Seattle Transportation Plan

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle.

The STP is our commitment to building a transportation system that provides everyone with access to safe, efficient, and affordable options to reach places and opportunities. The STP will guide local transportation investments for the next 20 years – so we want to hear from you!

Our transportation system is more than just roads. It includes sidewalks, bridges, stairways, transit, paths and trails, bike lanes, crosswalks, public spaces like street cafes and benches, and much more. The transportation system is how everyone moves around the city, connecting us to places and opportunities. But COVID-19, climate change, and rapid population growth make it hard to keep this system running smoothly. That's why we want to create a sustainable system that works now and in the future.

Visit the [Seattle Transportation Plan website](#) to learn more about what the plan is, find project resources and frequently asked questions, and stay up to date on the planning process.

Stay Connected

Sign up for Seattle Transportation Plan email updates:

[SUBSCRIBE NOW](#)

[WELCOME](#)
[GET INVOLVED](#)
[NEXT STEPS](#)

SOCIAL PINPOINT MAP

Launched | May 31, 2022 — Ended | August 31, 2022

PURPOSE AND PARTICIPATION

To better understand where transportation challenges and opportunities exist, we created an interactive Social Pinpoint online mapping tool. The tool allowed people to drop pins, trace routes, and draw areas where they want to see improvement.

6,317

Comments placed on the interactive map

2,347

Unique users

4,580

Pins placed

1,252

Routes drawn

485

Areas drawn

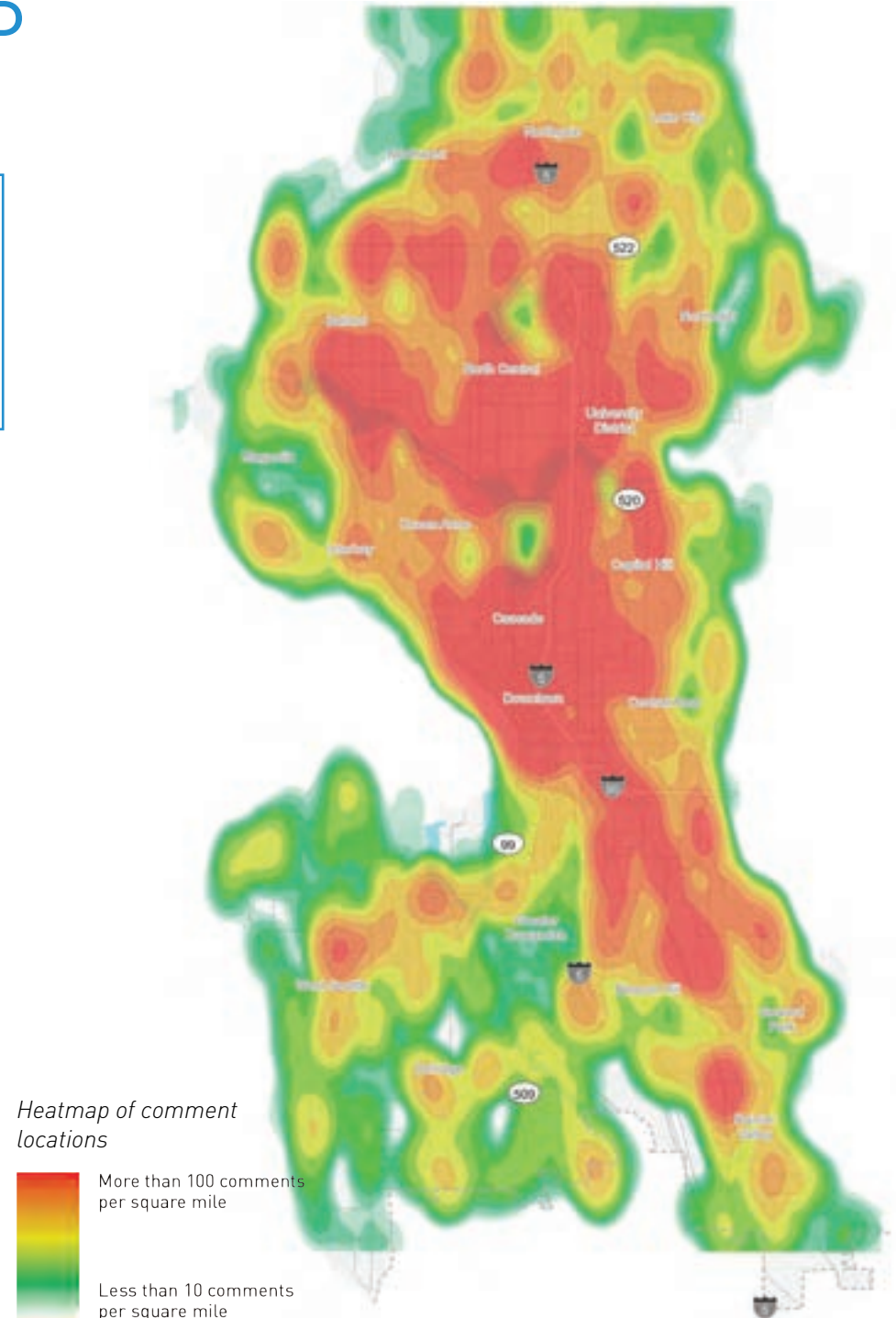
Participation by race or ethnicity

Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	2.4%	2.4%
Asian	12.9%	21.1%
Black or African American	3.5%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.6%	8.2%
Native Hawaiian, Pacific Islander	1.4%	0.8%
White (of European ancestry)	81.8%	71.0%***
Middle Eastern, Arab, N. African White	2.0%	
Other	4.0%	7.3%

*People could select multiple answers; percentages may not add up to 100%

**U.S. Census, 2020

***The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White



KEY TAKEAWAYS

Responses on the Social Pinpoint map tell us what actions are most needed to improve our transportation system. During Phase 2, we will bring a draft set of actions back to the community to see if we got it right. See below for key takeaways from the Social Pinpoint Mapping activity:

- Our transportation system is mostly built for personal vehicles instead of people. **Safe, comfortable, and inexpensive transportation options are unevenly distributed in Seattle**
- We need to **make it easier to get places without a car**
- We **need to maintain** our transportation infrastructure more effectively and regularly
- Key streets, bridges, and intersections in Seattle are **unfriendly to people walking, biking, and rolling**

55%

Referenced travel by a particular mode other than cars

29%

Referenced opportunities for improved bicycle infrastructure

27%

Referenced safety concerns and/or challenges with the existing network

31%

Referenced challenges with existing intersection design (safety and accessibility concerns)



Amplifying Community Voices

- Indigenous people (American Indian/Native Alaskan) referenced **transit** at a much higher percentage than citywide comments (21% compared to 7% citywide).
- In the Central District, nearly a quarter of comments mentioned **Rainier Avenue** as being unsafe and difficult to cross on foot or bike (24% of comments in the area).

Challenges we heard

- Light rail stops in South Seattle are dangerous to access for people walking
- Neighborhoods with wide roads and multiple car lanes, but no bike lanes or sidewalks
- Existing sidewalks/bike lanes not connecting or continuing to where people want to go
- Transit not running enough times or places
- Poor maintenance, worn paint, and rough road surfaces
- Debris in bike lanes
- Uneven and inaccessible sidewalks
- Major corridors, such as freeways and waterways, are barriers to people walking, biking, and rolling
- East-to-west travel is typically the most difficult for all modes of transportation

Needs we heard

- Streets in all areas of Seattle designed to slow cars and protect more vulnerable users
- Bike lanes that are more connected and more protected
- Transit service that connects key neighborhoods and runs often and all day
- Well-maintained roads and bike lanes with clear markings
- Sidewalks kept clear, smooth, and accessible
- Bridges with wider sidewalks and bike lanes
- Intersections where people walking and people biking are visible and protected

From the map, we heard the need for actions that improve safety, transportation choice, equity, and maintenance.

REACHING OUR PRIORITY AUDIENCES

The STP Public Engagement Plan is committed to elevating the voices of people who are traditionally left out of government planning—particularly those who are Black, Indigenous, or part of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. **We believe everyone's voice should be heard so their needs can be met.**

To hear the voices of our neighbors who are members of these communities, we built relationships and tailored our engagement materials. Here is how:

Yard Signs and Flyers

To engage non-English speaking members of the community, team members distributed yard signs, poster, and flyers at or near identified community gathering places, assets, and community-based organizations. By overlaying the Social Pinpoint map with the community asset map, we identified community spaces within neighborhoods that were minimally engaged in the STP process to date. Key areas of focus were the Duwamish Valley, Lake City, Rainier Valley, White Center/Roxhill, and Lower Beacon Hill.

Community Events

Using a similar process as described above for the signs and flyers, we identified key community events in priority neighborhoods to attend. At these events, we met people where they were to share information about the STP and gather feedback via activities or conversation.

Building Relationships

We are working to strengthen relationships with community-based organizations that serve people who are traditionally left out of government planning. We began to build relationships with these organizations as they planned culturally- and community-appropriate engagement, such as listening sessions, attendance at meetings and events, field trips, one-on-one interviews, and distributing tailored STP engagement materials. This relationship-building and outreach will continue in Phase 2.





I would love if the goal of the Seattle Transportation Plan were to make alternatives to driving [like] public transit, biking, and walking faster and more convenient...Seriously investing in those alternatives is a win for everyone!”

STP Engagement Hub Comment

MEASURING PROGRESS TOWARDS EQUITABLE ENGAGEMENT

In both survey 2 and the Social Pinpoint Map, our Asian, Black or African American, and Hispanic, Latina/Latino/Latinx ethnicities were all underrepresented during this phase of engagement. However, participation among these groups increased throughout Phase 1, in part due to our targeted outreach methods.

Survey 2

Participation by race or ethnicity

Race or Ethnicity	Through June	Through July	August (end of Phase 1)	Change from June - August	Share of Population
American Indian or Alaska Native	1.1%	2.8%	4.1%	3.0%	2.4%
Asian	11.2%	11.3%	11.7%	0.5%	21.1%
Black or African American	3.2%	3.5%	3.7%	0.5%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.2%	5.2%	6.3%	1.1%	8.2%
Native Hawaiian, Pacific Islander	0.5%	0.7%	0.9%	0.4%	0.8%
White (of European ancestry)	82.3%	80.8%	78.3%	-4.0%	71.0%***
Middle Eastern, Arab, N. African White	2.0%	2.0%	1.7%	-0.3%	
Other	3.3%	3.1%	3.2%	-0.1%	7.3%

*People could select multiple answers; percentages may not add up to 100%

**US Census American Community Survey, 5-Year Estimates, 2020

***The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White

Social Pinpoint Map

Participation by race or ethnicity

Race or Ethnicity	June	July	August (end of Phase 1)	Change from June - August	Share of Population
American Indian or Alaska Native	1.8%	2.4%	2.4%	0.6%	2.4%
Asian	13.7%	12.8%	12.9%	-0.8%	21.1%
Black or African American	3.5%	3.6%	3.5%	0.0%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	4.9%	5.3%	5.6%	0.7%	8.2%
Native Hawaiian, Pacific Islander	1.1%	1.4%	1.4%	0.3%	0.8%
White (of European ancestry)	84.2%	84.6%	81.8%	-2.4%	71.0%***
Middle Eastern, Arab, N. African White	2.3%	2.2%	2.0%	-0.3%	
Other	2.5%	3.0%	4.0%	-0.5%	7.3%

*People could select multiple answers; percentages may not add up to 100%

**US Census American Community Survey, 5-Year Estimates, 2020

***The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White

In the next phase, we will continue targeted outreach to elevate voices of those who have been left out of past planning processes.

ADVANCING EQUITABLE ENGAGEMENT

We want to make sure the Seattle Transportation Plan meets the needs of communities of color and those of all incomes, ages, and abilities. **Therefore, we are working with community-based organizations (CBOs) and Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes. This helps us create a plan that advances our goal of a racially equitable and socially just transportation system.**

COMMUNITY LIAISONS

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black and Indigenous people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities. CLs are experts in their communities' needs, concerns, and interests.

COMMUNITY-BASED ORGANIZATIONS

Community-based organizations (CBOs) are trusted community fixtures and leaders who are embedded in the lives of the communities we most hope to engage in the process. They often come from the same ethnic, cultural, or religious backgrounds and/or speak the languages typically spoken in those communities. CBOs work closely with the communities they serve, often providing educational services, gathering spaces, fostering community connections, and advocating on their behalf.

LEANING ON OUR PARTNERS

CBOs and CLs:

- Can engage with their communities and collect qualitative and quantitative data in a culturally appropriate way
- Are already serving these communities and trusted by community members, who may be more willing to engage with CBO and CL staff than with City of Seattle staff

Throughout the STP process, we support CBOs and CLs who already serve communities whose voices we want to elevate in the STP. CBOs and CLs are compensated for their time working with us and they create and implement their own engagement strategies for the STP.

CBOs and CLs help us to elevate the voices of people we have not reached in past planning processes.



COMMUNITY-BASED ORGANIZATIONS

OVERVIEW

The CBO groups that we have partnered with include:

The Khmer Community of Seattle King County (KCSKC), in partnership with Noio Pathways and KIMYUNITY, has two programs working with the STP. One is a program with Khmer elders and the other is programming with youth.

- Their methods of engagement are field-trip based and have each used different forms of transportation to move around the city and experience and comment on the transportation system
- They have also had conversations with two youth cohorts about open space, public space, and cultural space as well as displacement of cultural space

This cohort-based approach to community engagement increases trust, reveals nuances in community members' lived experiences, and over time, has generated deeper conversation that has yielded increasingly specific feedback to share with City departments.

The Asian Pacific American Labor Alliance kicked off their own version of the Seattle Transportation Plan Phase 1 survey, which includes questions on transportation as well as housing and land use (since they are also participating in the Comprehensive Plan engagement). They are asking different union memberships and workers across the city to participate and compensating with gift cards for their time invested.

The Central Area Collaborative tabled at various neighborhood celebrations and events with flyers and giveaways and leveraged partnerships with community organizations in the Central District.

The Duwamish Valley Sustainability Association has been working with their youth leaders to develop a mobile application with the Gehl Institute to catalogue what they love and what could be improved in their communities as well as to provide space for storytelling.

Smash the Box has been popping up at local events in Beacon Hill, have been participating in LGBTQIA+ events, and have been partnering with local businesses. They have also been running innovative social media campaigns with local organizations and working with little libraries around the Beacon Hill neighborhood.

Estelita's Library has been leveraging existing events to ask questions about transportation, gathering data and compensating people for their time.

The Legacy of Equality Leadership and Organizing co-hosted an event with the Asian Pacific American Labor Alliance and has done one-on-one interviews with their community in Spanish, based on our Phase 1 survey.

CBOs are helping to elevate the voices of those traditionally left out of planning processes through culturally- and community-appropriate outreach strategies.



KEY TAKEAWAYS

Through our CBOs, we learned that communities left out of prior planning efforts have often been unsure of how to engage in the STP process—unless individuals or organizations they trust are available to share how the feedback they provide will be incorporated. During Phase 1 engagement, the CBOs used a variety of methods, like holding community conversations, facilitating focus groups, hosting field trips, and developing engaging activities, to reach their communities. Several themes emerged from the CBOs' Phase 1 engagement strategies:

Safety

- Lighting and visibility at bus stops is inadequate, decreasing feelings of safety
- Many sidewalks are in poor condition, posing tripping hazards for seniors, folks with limited mobility, and able-bodied people
- Fare enforcement makes people feel unsafe. Many folks have anxiety seeing fare enforcement, even if they have paid.

Infrastructure Investment

- Many areas would benefit from more maintenance as potholes create unsafe conditions for people who drive, bike, or walk—especially in neighborhoods that are underserved, including in the Duwamish Valley
- Many people are interested in seeing more bike lanes built in their neighborhoods, especially in neighborhoods that are not as well-connected (like South Park)
- Many feel more traffic calming measures are needed near schools
- Additional park-and-rides are needed to address neighborhood service gaps

Accessibility

- Free public transportation would serve everyone!
- Bus transfers aren't long enough for folks to run errands. People prefer paper transfers because bus drivers usually give 4 hours for elders, while ORCA cards only give 2 hours
- Transit navigators who speak different languages are requested to help riders know what buses to take, when buses are coming, etc.
- Digitized board with bus schedule at transit stops or at businesses near transit stops and stations
- There are gaps in neighborhood services as well as a lack of access to the outskirts of Seattle. Not many buses go into neighborhoods or areas without a main street.
- Buses don't run late enough—it is sometimes hard for people who do not work jobs with regular hours to choose to take the bus
- There's not a lot of bus access to the outskirts of Seattle. It can be easy traveling in the Center City, but difficult to get out and bus times are often delayed.



We will work with our community and labor partners to lift up the voices of workers of color and marginalized communities who have been forced to relocate as the city of Seattle grows. The need for reliable and affordable public transportation is crucial in ensuring our community can access the means to get to their livelihoods at any given hour”

Eunice How, The Asian Pacific American Labor Alliance

COMMUNITY LIAISONS PROGRAM

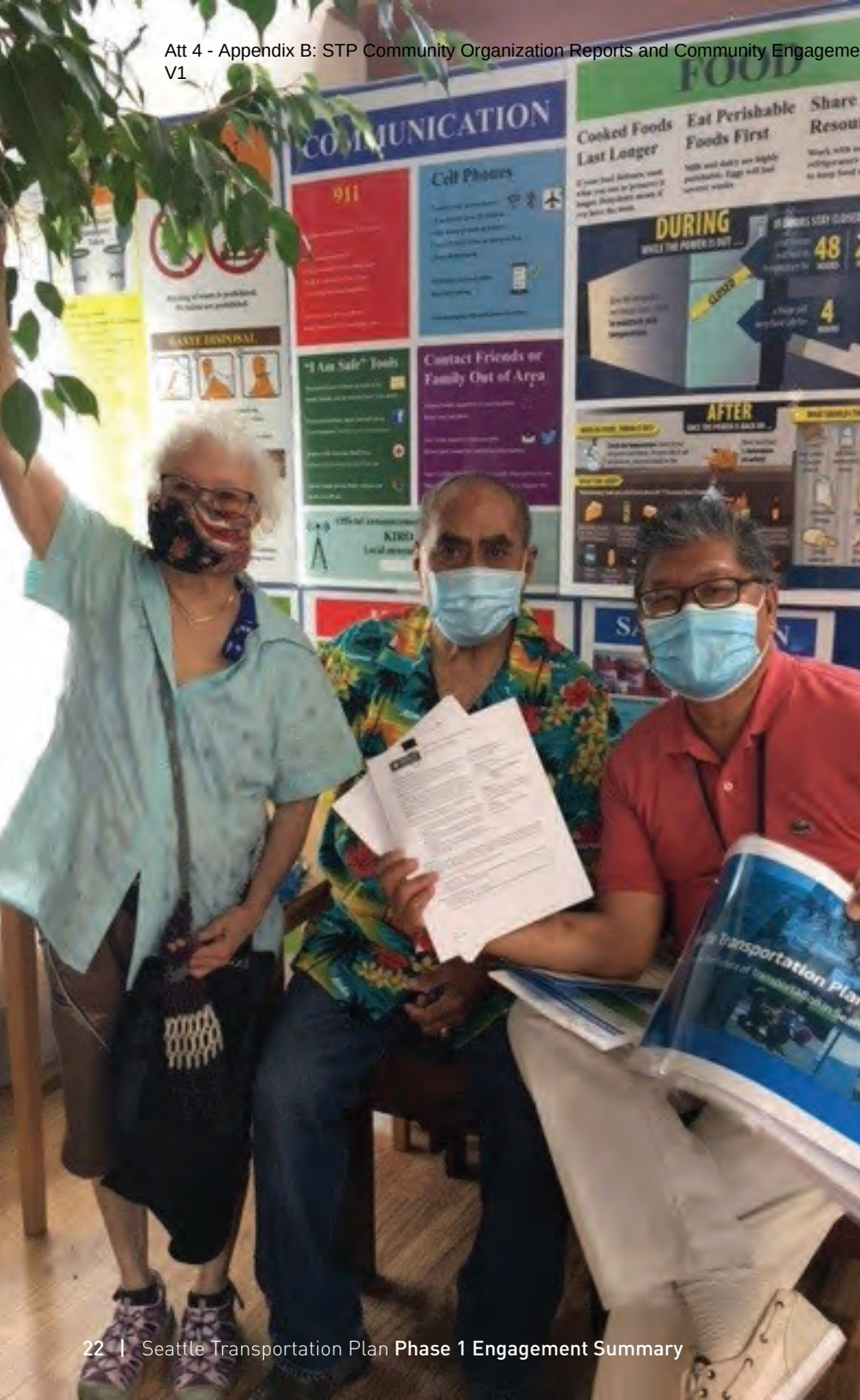
OVERVIEW

The City of Seattle's Department of Neighborhoods has a program to hire Community Liaisons (CLs). These individuals are independent contractors who engage with their communities and give the City advice based on their expertise and connections to communities. Our CLs are trusted advisors, and we rely on them to help guide projects including the STP.

The CLs working on the STP represent many communities, including Somali, Filipino, Spanish, Mandarin Chinese, Vietnamese Cham, unhoused communities, and people with disabilities. We have been meeting with the CLs since May 2022 to find out more about their communities' transportation concerns, which has helped us to build the STP goals and vision. **The CLs have represented the STP at many events this summer, helping us communicate with their communities—especially with people whose primary language is not English.**

Many CLs have also been engaging with their communities on the STP in customized, creative ways. These methods have included listening sessions focused on specific transportation topics; one-on-one interviews; giving out flyers and culturally-appropriate swag; and connecting via social media, radio, or video.

The CLs help us to identify the best ways to engage their community members in the STP process.



Equity, safety, accessibility, and better engagement methods were critical themes that came out of the CL engagement.

KEY TAKEAWAYS

The CLs are vital partners in the engagement process, as they connect SDOT directly to communities and broaden our geographic and demographic reach. They have deep contextual knowledge and relationships with their communities and are able to provide opinions, criticisms, and visions from both individuals and entire communities. At the end of Phase 1, we met with them and discussed what they've been hearing and what they need in the next round of engagement. **Safety, accessibility, and equity arose as key themes from communities. Additionally, the CLs provided suggestions for improving future engagement.**

Safety

- Many people feel unsafe at bus and light rail stops, and face crime or bullying as they wait to ride. We need to provide better lighting, surveillance, and cameras. Children and elders are particularly vulnerable to violence when riding transit.

Engagement

- We need to create opportunities to participate for those who do not have the time or resources to access the typical methods. Many people are focused on meeting their basic needs, and they should not be left out of the conversation.
- Many people appreciate that the City is creating this holistic transportation plan and they are glad to be asked for their input. People want to know how the plan is funded, and how their input will help shape the final plan.
- The best way to gather detailed feedback is through one-on-one conversations
- The STP's engagement strategy should not be one-size-fits-all. Many methods of engagement are needed to help everyone participate, including printed materials, in-person conversations, surveys, and online resources.

Accessibility

- Buses need to be more accessible and easier for families to use
- We need more frequent service that runs later into the night
- Buses and trains need to connect to each other, and they should provide better east-west travel to places like West Seattle
- People with additional mobility needs face greater barriers to travel. They often must take more inconvenient routes, and they are limited by steep hills, poor sidewalks, and bus stops without good facilities.
- Driving is often the best or only option for people to get around
- Everyone should be able to get where they need to go, regardless of where they live or how they move

Equity

- Past transportation decisions have hurt many of the communities the CLs represent. In the future, our investments should not cause harm or violence.
- Some transportation investments have driven people out of their homes, particularly elders; Black, Indigenous, and people of color; unhoused people; and people who live in South Seattle. Increasing housing costs also displace vulnerable communities in Seattle.

MEETING PEOPLE WHERE THEY ARE

Participation in community events has been a key way for the STP project team to get out into our neighborhoods to spread the word about the STP and encourage everyone to participate. Meetings between agencies make sure we share a common vision for the plan. **Meetings with people and groups have helped make sure this plan is created for our communities, by our communities.**

COMMUNITY TOUCHPOINTS

Events for BIPOC and Other Underrepresented Communities

We have made a commitment to seek the voices of those who have historically been excluded from planning processes and have been harmed by past decisions. In particular, events targeted those who are Black, Indigenous, or members of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. Events included:

- Indigenous Peoples Festival
- Festival Sundiata Black Arts Fest
- Othello/Rainier Stay Healthy Street Block Party
- Seafair Indian Days Powwow
- Duwamish River Festival
- Latinx Pride
- Othello International Festival
- Little Saigon Festival
- Seattle Parks & Recreation's Big Day of Play
- Girls on the Run Listening Session
- Chinatown/International District Celebration and Resource Fair at Hing Hay Park
- Umojafest
- Rainier Beach Back2School Bash
- High school orientation

4,000+

People engaged at outreach events for the STP

42

Community events

26

Meetings and briefings

Pop-Up Engagement at Festivals, Community Events, Resource Fairs, and Farmer's Markets

We were present to advertise the STP and collect feedback at a total of 42 events, which included 14 festivals, 19 community events, 8 market days, and 1 listening session in Phase 1, some of which included:

- Duwamish River Valley IdeaFest
- West Seattle Summerfest
- Market at Heron's Nest
- Alki Art Fair
- Beacon Arts Street Festival
- South Delridge Farmer's Market
- West Seattle Farmer's Market
- Columbia City Farmer's Market
- Lake City Farmer's Market
- Bike Everywhere Day
- Delridge Bike Rodeo
- Alki Ride
- West Seattle Bike Experience

OTHER MEETINGS AND BRIEFINGS

Meetings with Community Groups

We attended 11 community group meetings to collect input on the plan. These groups requested meetings with SDOT staff via email or the online engagement hub. These groups included:

- North Seattle Industrial Association
- Cascade Bicycle Club
- Seattle Neighborhood Greenways
- West Seattle Bike Connection
- Phinney Ridge Community Council
- SODO Business Improvement Area Transportation Committee
- Transportation Choices Coalition
- Northwest Columbia City Neighbors
- West Seattle Bridge Maritime Townhall
- University District Partnership
- Environment and Climate Caucus of the 46th Legislative District Democrats
- University District Community Council
- Downtown Neighbors

Meetings with City Boards and Committees

We provided 7 briefings to the City's transportation-focused boards and committees, as well as the opportunity to participate in a joint workshop. These included:

- Levy Oversight Committee
- Freight Advisory Board
- Bicycle Advisory Board
- Pedestrian Advisory Board
- Transit Advisory Board
- Planning Commission

Inter-agency Meetings

We have collaborated with other agencies and efforts involved in planning Seattle's transportation future, including:

- King County Metro Transit Advisory Commission
- Washington State Department of Transportation
- School Traffic Safety Committee
- Office of Planning and Community Development (developing the Seattle Comprehensive Plan Update)

Briefings with Seattle's Transportation Equity Workgroup (TEW)

Seattle's Transportation Equity Workgroup (TEW) was established in 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and People of Color (BIPOC) and vulnerable communities. Grounded in their communities and experiences, this group defined a set of values and strategies to evaluate future transportation decisions. So far, we have engaged with the TEW three times to collaborate on defining the STP's vision, goals, and objectives, and will continue to do so as the process continues.

Arts-Based Engagement

Infusing art and creativity into STP engagement, we developed a pop-up game—a quick, hands-on, and fun way to engage with people at community events. Each pop-up invited passersby to play a 3–5-minute game and leave their thoughts about the plan on comment cards and neighborhood maps. Materials were provided in multiple languages when necessary.

Each game has 12 game pieces, each representing a different priority included in the STP. The team asked people to move forward the game pieces for the priorities that were the most important to them. People then took the comment cards from the squares their pieces landed on and filled out the cards with details on what transportation improvements they'd like to see and pinned them to maps of the Seattle neighborhoods their comments were about.

The a pop-ups were held at 2 events in Seattle throughout August:

- The Duwamish River Festival, August 6th, 2022 at South Park Plaza
- Big Day of Play, August 20th, 2022 at the Rainier CC Playfields

135

Comments collected at the arts-based engagement pop-ups

KEY TAKEAWAYS

What we heard from people at events and meetings directly informed what actions we need to take to improve our transportation network as well as the STP's vision, goals, and objectives. See below for the key takeaways that emerged through STP engagement at various events and meetings:

- Safety can be improved by creating more separation between traffic and people who are walking, biking, and rolling
- Many areas lack of good transit options, especially in many low-income communities, either due to lack of frequency or a lack of routes
- There is a need for more connected, protected bike lanes and safe walking routes through and between neighborhoods
- There are safety and security concerns with regards to people living unhoused within neighborhoods and at bus stations—we need more and better lighting at transit stations
- There is a need for more parks and open space for active transportation
- There are some concerns that eliminating travel lanes could be detrimental to freight



Amplifying Community Voices

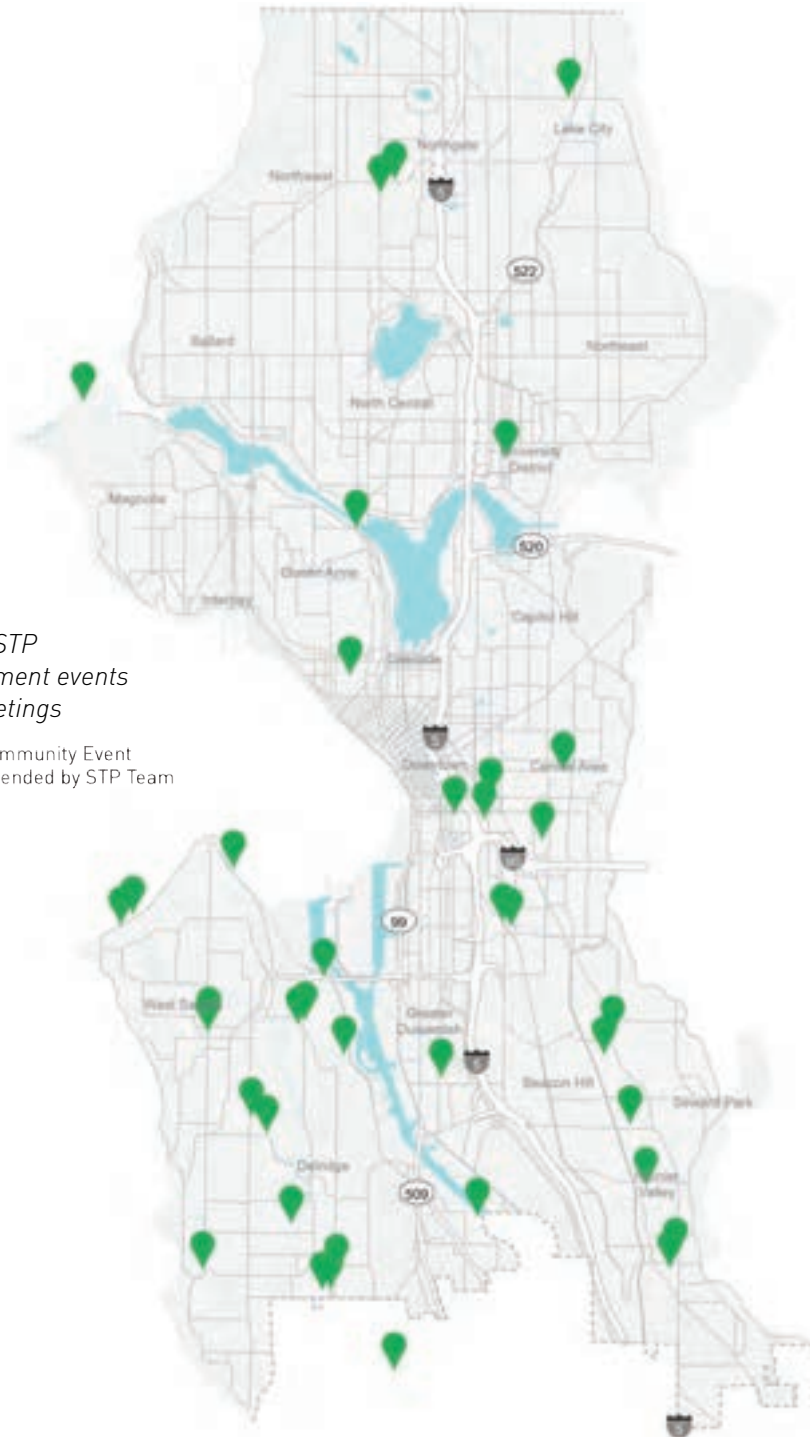
- For many in our non-English communities, it is difficult to get around when wayfinding is only in English—there are fears of getting lost
- We need to better accommodate people with low sight on the transit system, whether through Braille or through audible announcements
- 9th graders at Rainier Beach High School appreciated that transit can make it easier to travel without a parent or car—provided that it's safe and affordable

Our most vulnerable community members are most negatively impacted by a lack of safe and affordable transportation options, particularly when it comes to transit.



Map of STP
engagement events
and meetings

Community Event
Attended by STP Team



PHASE 2

With Phase 1 complete, we have kicked off Phase 2 engagement. In Phase 2, we are showing how input we gathered in the first phase is guiding the plan's vision, goals, and objectives. **We are also asking people to tell us if the vision, goals, and objectives resonate with them; what future they want for Seattle's transportation system; how they want to get around in the future; and what actions they would like us to take to get there.**

VISION, GOALS, OBJECTIVES

The STP will be guided by our collective vision, goals, and objectives for how we build a transportation system that works better for everyone now and in the future. We used Phase 1 engagement results to create the draft vision, goals, and objectives. As part of Phase 2, we will be asking our community if we got it right.

MENU OF ACTIONS

Based on what we've heard in Phase 1, we identified potential actions we can take to achieve our transportation goals. We're calling these the STP Menu of Actions. In Phase 2, we'll ask for feedback on these potential actions as we continue to imagine how we want to move around the city in the future.

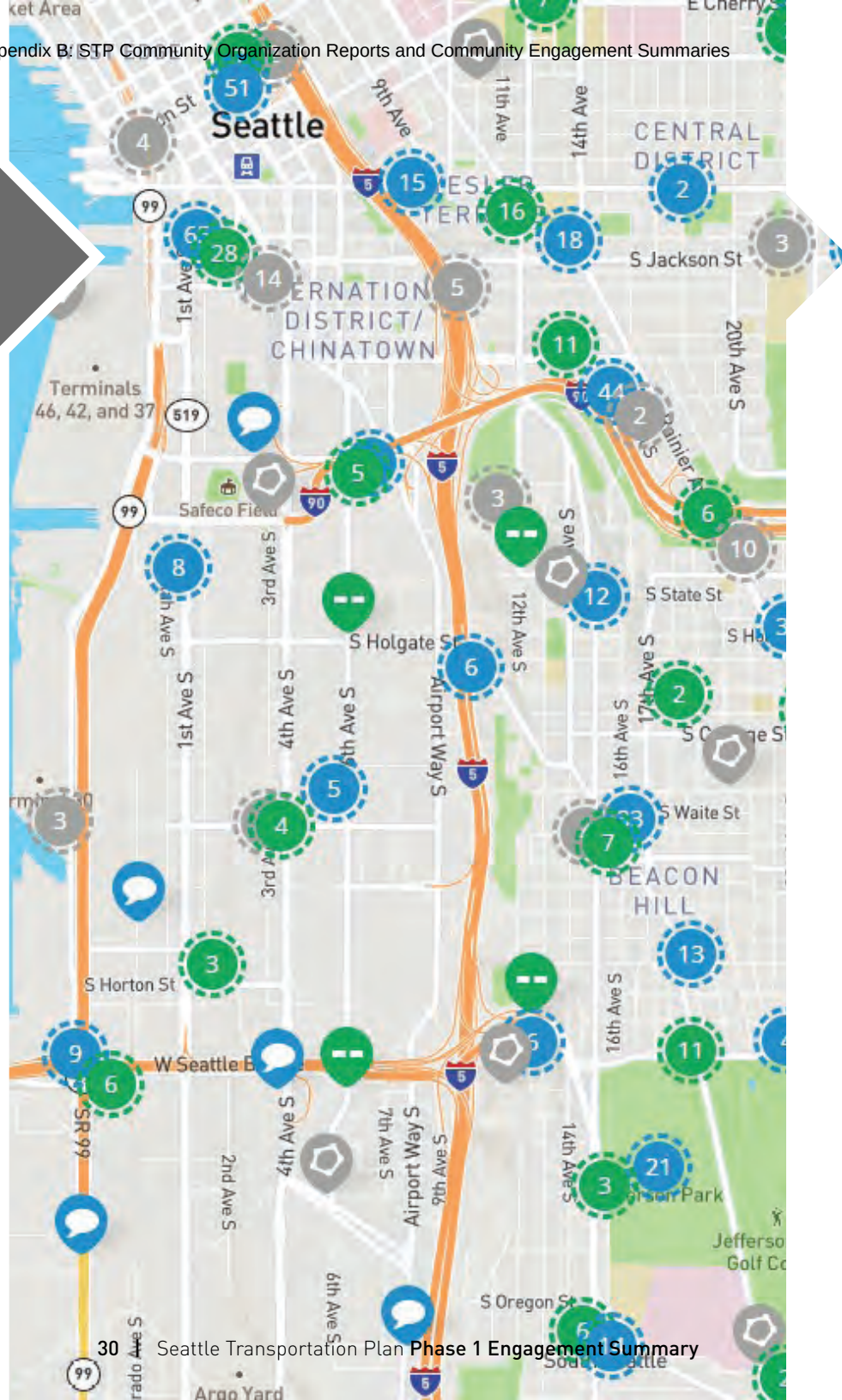
TRANSPORTATION FUTURE

To achieve our vision and meet our transportation goals, we need to build a transportation system that gives everyone safe and efficient options to get around without a car. In Phase 2, we'll ask people to consider three alternative futures that have different levels of change in our system and different levels of pace towards reaching our goals.

In Phase 2, we're going to continue tracking our progress towards equitable engagement, and will keep adjusting our approach to ensure everyone is heard.



ADDITIONAL RESOURCES



Click on the links below for additional resources related to STP engagement and Phase 1 engagement results, and see next page for a summary table of Phase 1 engagement:

Phase 1 Engagement Results

- [Survey 1](#)
- [Survey 2](#)
- [Social Pinpoint Map](#)
- [Engagement Hub Comments](#)

Digital Resources

- [STP Engagement Hub](#)
- [STP Homepage](#)
- [Seattle Department of Transportation \(SDOT\) Homepage](#)

V1
Phase 1 Engagement Summary Table

	What We Learned	How We Reached Priority Audiences	How Feedback Helps Create the STP
Survey 1: Transportation Challenges	- People preferred to engage with the process via a digital or online method of engagement like online surveys or email, in addition to some in-person events and meetings - Travel time reliability and safety are the two most significant challenges to getting around Seattle	- Translated materials and advertisement - Social media	Tailors STP engagement to the community
Survey 2: STP Vision	- People support goals that invest in underserved areas, reallocate space away from cars, improve safety, and increase transportation choice - Create a people-oriented transportation system and reduce our reliance on automobile travel	- Multicultural media campaign - Print materials with QR code - Translated materials and advertisement - Community events and meetings - Partnership with CBOs and CLs	- Defines the vision, goals, and objectives of the policy framework - Helps us create a menu of actions to improve our transportation system
Engagement Hub	- There's a need to expand our transportation options so that taking the bus, biking, and walking are easier - Safety is currently a major reason why many are avoiding taking the bus, biking, or walking on a more regular basis	- Multicultural media campaign - Print materials with QR code - Translated materials and advertisement - Digital and print media - Multicultural media campaign	- Defines the vision, goals, and objectives of the policy framework - Helps us create a menu of actions to improve our transportation system
Social Pinpoint Map	- Areas that have access to safe and affordable transportation options are inequitably distributed in Seattle—we need to invest in areas that have been traditionally underserved - Maintenance of our existing infrastructure is critical to improving safety and access for all	- Multicultural media campaign - Print materials with QR code - Translated materials and advertisement - Community events and meetings - Partnership with CBOs and CLs	- Informs where improvements to our network will be made - Helps us create a menu of actions to improve our transportation system
Community-Based Organizations	Our most critical challenges revolved around safety concerns, accessibility to affordable transportation options, and how we choose to invest equitably in our transportation network	- Community events and meetings - Community and business group outreach - Translated materials distribution - Field trips - Arts-based engagement and communication tools - Surveying and one-on-one interviews	- Tailors STP engagement to the community - Informs where improvements to our network will be made - Helps us create a menu of actions to improve our transportation system
Community Liaisons Program	- We need to make intentional efforts to reach those who are not as easily reachable by creating more opportunities and access to STP engagement - Our future investments need to promote equity, safety, and access to opportunity for everyone in Seattle	- Community events and meetings - Translated materials distribution - Community organizations and business outreach	- Tailors STP engagement to the community - Informs where improvements to our network will be made - Helps us create a menu of actions to improve our transportation system
Events and Meetings	- We need a more safer and connected network for bikes and public transit - Our most vulnerable community members are most often negatively impacted by a lack of transportation options	- Community events and meetings - Partnership with CBOs and CLs - Translated materials and advertisement	- Informs where improvements to our network will be made - Helps us create a menu of actions to improve our transportation system



Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle



Seattle
Department of
Transportation



STP PHASE 2 ENGAGEMENT SUMMARY

April 2023

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What is the Seattle Transportation Plan (STP) and the Phase 2 Engagement Summary Report?

The STP is our commitment to building a transportation system that provides everyone in Seattle with access to safe, efficient, and affordable options to reach places and opportunities. We are co-creating this plan with the community—making public engagement an important part of the process. This report summarizes the process and key takeaways from Phase 2 of STP engagement, which ran from September 2022 to February 2023.



STP PHASE 2 ENGAGEMENT

Launched | *September 15, 2022* — Closed | *February 21, 2023*

PURPOSE AND COMMITMENT

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community engagement is a crucial part of the development of the plan. Engagement for the STP is broken into three phases. **Phase 1** focused on your transportation needs and priorities, which helped us develop our shared vision for the future of Seattle's transportation system. **See page 48 for a link to the Phase 1 Engagement Summary.** In **Phase 2**, we asked you to review the draft vision, goals, and objectives, tell us what actions you would like us to take, and give your thoughts on the draft transportation maps. This document summarizes the Phase 2 engagement process and key takeaways that we are using to draft the STP. In **Phase 3**, you'll be able to review the draft plan, tell us what you agree with and what we should improve, and help identify how to select and pay for projects. **Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.**

BUILDING AWARENESS

We built awareness about Phase 2 engagement opportunities through social media, blog posts, and media that covered the STP.

CITYWIDE ENGAGEMENT

We used 2 main tools to gather citywide feedback during Phase 2: interactive survey questions on the online engagement hub, and a Social Pinpoint interactive map.

EVENTS AND MEETINGS

To meet our STP engagement goals, we wanted to meet people where they were. By holding events and meetings in many different locations, we were able to hear many voices that help us create the STP.

40,000+

Individual data points collected during Phase 2

3,500+

People engaged at outreach events for the STP during Phase 2

27

Posts distributed via SDOT's Facebook, Twitter, and Instagram*

8

Local news outlets independently covered the STP*

14

SDOT blog posts about the STP*

12

Blogs independently covered the STP*

5,000+

Unique visitors to the online engagement hub*

9,500+

Total visits to the online engagement hub*

3,474

Unique users for the interactive map*

1,961

Comments placed on the interactive map*

2,425

People completed online engagement hub activities*

26

Meetings and briefings*

32

Community events*

7

Open houses*

COMMUNITY-LED ENGAGEMENT

We want to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. **We are working with community-based organizations (CBOs) and the Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes. In Phase 2 of engagement, our work with CBOs and CLs continued to help us create a plan that advances our goal of a racially equitable and socially just transportation system.**

Community-based organizations (CBOs) are trusted community builders and leaders who already serve the communities we most hope to engage in the process.

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities.

CBOs and CLs help us elevate the voices of communities that we have historically and continue to struggle to reach through citywide engagement.

LOOKING AHEAD

With Phases 1 and 2 complete, we're hard at work incorporating your vision into the draft STP. We will be kicking off Phase 3 of engagement in mid-2023 when the draft plan is complete. Phase 3 of engagement will focus on:

- The draft STP—you can review the plan and tell us if your priorities are reflected in the plan, and if not, what we need to add or change
- Prioritization and funding—you can help us identify how to select and pay for improvements to our transportation system

KEY TAKEAWAYS

Through STP engagement, you have provided a wealth of feedback on the future of transportation in Seattle—and we have listened. Here are some key themes we heard in Phase 2:

- 1 **People want a transportation system designed around people**
- 2 **People want quick and transformational change to our transportation system**
- 3 **The draft STP vision, goals, and objectives resonate with more than 90% of people**
- 4 **The most popular actions include funding improvements to help people walk, roll, bike, and take transit more safely and easily**
- 5 **People want to see transportation improvements in places that have existing gaps, especially in our vulnerable neighborhoods**
- 6 **To achieve our climate goals, people want us to focus on helping people walk, roll, bike, and take transit more, and to plan for new technologies with caution and intention**

INTRODUCTION

SEATTLE TRANSPORTATION PLAN

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community involvement is a crucial part of the development of the plan. The STP will establish goals, strategies, and recommendations for a transportation system that works for our city now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

Too often, when government plans are developed, they exclude people—particularly people who are Black, Indigenous, or members of a community of color (BIPOC); people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. This has led to harm to some communities, including negative impacts to health, economic opportunity, and safety. **We believe everyone's voice should be heard to ensure their needs can be met.** We are partnering with community-based organizations, who have existing relationships with the communities they serve, to listen and ensure that the plan reflects the values and needs of everyone. Additionally, we are continuously committed to changing how we engage with the community during the STP process, to ensure that all voices are heard.

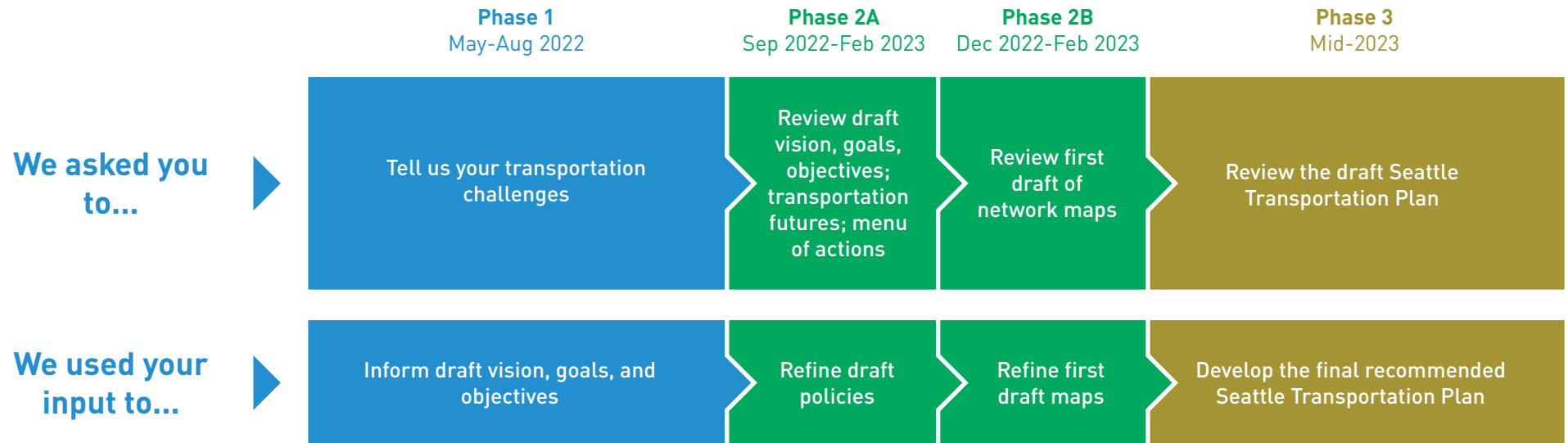
The STP is our commitment to building a transportation system that:

- 1 **Meets everyone's needs**
- 2 **Connects us all safely, efficiently, and affordably to places and opportunities**
- 3 **Treats everyone—regardless of race, class, gender, sexuality, nationality, age, or ability—with dignity and equity**

Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.

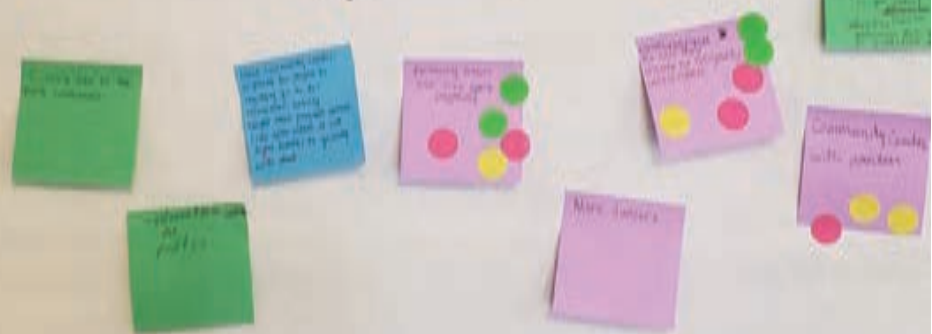
PROCESS

Since the STP launched in May 2022, we've been committed to co-creating the STP with you. Our Public Engagement Plan allowed us to design our engagement approach so that people can participate at any point in the process, know how to provide feedback, and have confidence that their voices will be heard. Our phased engagement approach allows for technical work and the plan itself to be directly influenced by community feedback at every step.



We designed our engagement approach so that people can participate at any point in the process, know how to provide feedback, and have confidence their voices will be heard.

What would you like to see in
your community?
តើ អ្នក ចង់ ឃើញ អ្វី ក្នុង
សហគមន៍ ខ្លួន អ្នក?



PHASE 2 ENGAGEMENT

GOALS

The following goals guided the second phase of STP community engagement:

- Gather feedback on the draft vision statement, goals, and objectives
- Determine how quickly you would like to achieve our goals
- Identify the actions that best help us achieve our goals
- Gather feedback on the draft transportation network maps

The input collected during Phase 2 is being incorporated into all parts of the STP as it's developed. We want to ensure that the process is aligned with the community's priorities, needs, vision, and goals.

“

What this project helps us realize is that - yes, we can speak our mind and we are entitled to enjoy those kinds of beautiful spaces in our neighborhoods too”

**Resident, Khmer Community of Seattle
King County (KCSKC) Celebration Event**



BUILDING AWARENESS



BUILDING AWARENESS OF THE STP

During Phase 2, we built on our efforts in Phase 1 to raise awareness about the STP to ensure that everyone had the opportunity to share feedback.

DIGITAL

Digital tools were used to spread the word about the STP and opportunities to participate in the process. These tools included:

- Social media (Facebook, Twitter, and Instagram)
- Articles and blog posts from SDOT and other sources, such as the West Seattle Blog, Seattle Bike Blog, The Urbanist, Feet First, and Seattle Neighborhood Greenways

27

Posts distributed via SDOT's Facebook, Twitter, and Instagram

8

Local news outlets independently covered the STP

28

Media articles and outside blog posts about the STP

14

SDOT blog posts about the STP

CONVERSATIONS

Building awareness for the STP also involved conversations held during in-person meetings and events. Read more about these on page 42.



VISION, GOALS, AND OBJECTIVES

Launched | September 15, 2022 — Closed | February 21, 2023

PURPOSE AND PARTICIPATION

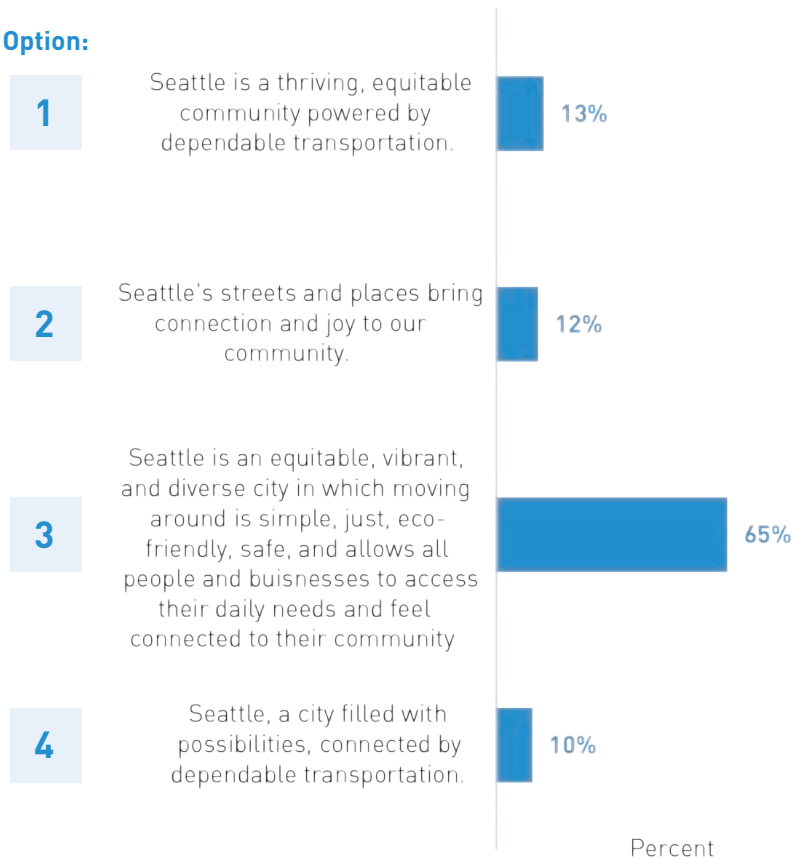
The first activity on the Phase 2 online engagement hub gathered feedback on the draft STP vision, goals, and objectives. These were drafted based on the common themes we heard from you in Phase 1.

Draft STP Vision

Which of these statements is your vision for the future of transportation in Seattle?

692
Total responses

Option:



Draft STP Goals

- **Safety:** Create safe transportation environments and eliminate serious injuries and fatal crashes
- **Equity:** Eliminate transportation-related disparities and associated adverse community and health impacts
- **Climate Action:** Aggressively reduce transportation-related greenhouse gas emissions to avert current and impending health, environmental, and economic consequences of the climate emergency
- **Stewardship:** Allocate public resources responsibly to improve and maintain a reliable transportation system, prioritizing those communities where the city has historically underinvested
- **Mobility:** Provide reliable and affordable travel options that enable people and goods to get where they need to go
- **Livability:** Create inviting streets and people places

Do these goals feel right to you?



661
Total responses

Draft STP Objectives

- Design, operate, and proactively maintain our streets and sidewalks to improve safety.
- Create welcoming and accessible public places within our streets that foster a sense of belonging and celebrate culture and community.
- Meet Seattle's mobility and climate emergency needs by encouraging and providing multiple travel options that are zero-emission, healthy, affordable, high-quality, easy-to-use, and accessible.
- Accelerate reduction in greenhouse-gas emissions by reducing all vehicle trips and vehicle-miles traveled (VMT) and by electrifying trips that require a vehicle.
- Make transit an attractive travel choice for a majority of trips, reliably transporting riders where they need to go. Support the efficient, sustainable movement of goods and services through the design and management of our streets and curbs.
- Increase investments and engagement in historically underinvested and displaced communities to acknowledge and address past harms and mitigate further displacement caused by transportation decision-making processes, designs, and investments.
- Ensure the City's transportation decisions and investments support the City's overall growth strategy.
- Address our complex transportation challenges and inequities with new approaches to maintenance, project prioritization, funding, community engagement, and transparency.

Do these objectives feel right to you?

526
Total responses



KEY TAKEAWAYS

Based on input we received from this survey, we chose our final STP vision and affirmed that the goals and objectives resonate with people. See below for key takeaways from the activity:

- 65% of people chose the third vision option: **“Seattle is an equitable, vibrant, and diverse city in which moving around is simple, just, eco-friendly, safe, and allows people and businesses to access their daily needs and feel connected to their community.”**
- Over 90% of people resonate with the draft STP goals and objectives. These guiding statements will shape the final STP.



Amplifying Community Voices

- 70% of people of color preferred the **third vision option**, as opposed to 65% of people citywide.



OUR TRANSPORTATION FUTURE

Launched | September 15, 2022 — Closed | February 21, 2023

The second online engagement hub activity asked about how quickly you would like to see Seattle's transportation system change. This activity was also completed in-person at the STP open houses held on January 28 and 31, 2023 (those results are incorporated). Three options were presented along with some related survey questions:

Future A:

Stay the Course

We incrementally change our transportation system. We make progress towards our goals, but many remain out of reach.



Future B:

Moderate Pace

We accelerate changes to our transportation system. Some of our goals may be within reach.



Future C:

Rapid Progress

We make transformational changes to our transportation system. We are best positioned to achieve our goals.



Future C: Rapid Progress was nearly 8 times more popular than the other two options.

Consider these three "futures of transportation" for Seattle. Is this a future you want to see?

3,219

Total votes

100%

Percent of January open house attendees who preferred Future C

Future A:

Yes

6%

No

94%

Future B:

Yes

12%

No

88%

Future C:

Yes

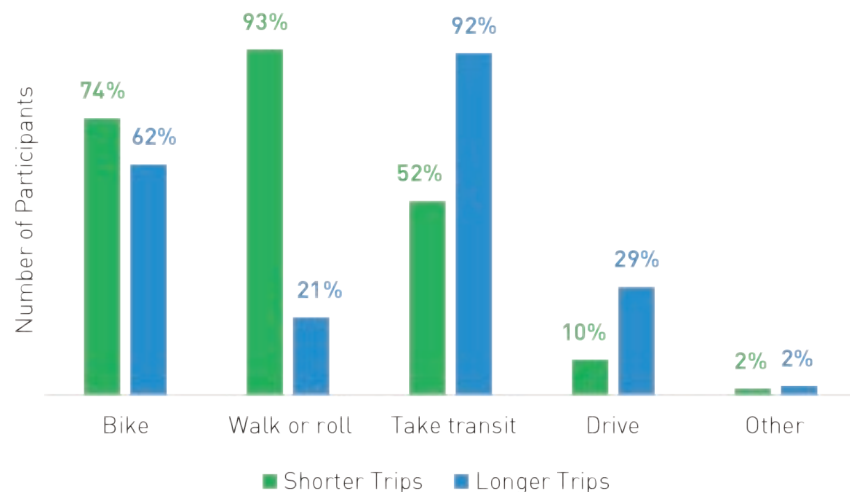
95%

No

5%

V1

For shorter trips around your neighborhood, how would you like to get around?
For longer trips across the city, how would you like to get around? Select all that apply.



KEY TAKEAWAYS

From this activity, we learned that there is an appetite for transformational change in Seattle's transportation system. See below for key takeaways from the activity:

- 95% of people want to see **rapid, transformational change** to achieve our goals
- 93% of people want to have the option to **walk or roll** around their neighborhood in the future
- 92% of people want to have the option to **ride transit** on longer trips across the city in the future
- Only 10% of people want to have the option to **drive** on shorter trips in the future, and only 29% on longer trips



Amplifying Community Voices

- People of color were significantly more likely to say they value the option to drive—18% on shorter trips, and 43% on longer trips (Compared to 10% on shorter trips and 29% on longer trips citywide)
- Nearly 50% of comments from people in South and West Seattle expressed that they would like the option to walk and bike in their neighborhoods more in the future, but they are concerned about safety.



How do people imagine transportation in the future?

We also asked 2 open-ended questions about how you would like to get around in the future*. Here are some examples that represent common themes we heard:

Tell us more about how you want to be able to get around your neighborhood in the future.

"I want my neighborhood to be so fun and easy to access by foot and bike that most people never think about driving within the neighborhood."

"I currently bike for most trips and abundant physically protected bike infrastructure would be the greatest improvement for me."

"I would love to be able to walk to everything I need... I'd like to be able to have biking and transit as feasible alternatives."

"I want to be able to walk across Rainier Ave S safely at every single cross street."

"I already live in a neighborhood where I can walk to many things I need. I want more people to have that."

Tell us more about how you want to get around the city in the future.

"I would like bus routes that better connect long distances within the city. Sometimes on a nice day I want to be able to safely bike, too."

"As I age, I will need to rely more on safe, affordable public transit."

"Biking around is the greatest, especially with all those beautiful views. If only I could enjoy them and not having to watch out for cars all the time."

"I already exclusively take transit around the city, but it can at times be unreliable. It would be wonderful to see 15-minute headways max across all bus routes in the city, and... more bus lanes."

"I want [all ages and abilities] bike facilities throughout Seattle...so my kids (age 5 and 7) do not have to get in a vehicle to move to activities, but rather can bike their way around when in high school."

*See page 48 for a link to view all comments from this activity.

MENU OF ACTIONS

Launched | September 15, 2022 — Closed | February 21, 2023

PURPOSE AND PARTICIPATION

The third online engagement hub activity asked people to review a menu of actions that were developed to support the draft STP vision, goals, and objectives. These actions were based on what we heard from you during Phase 1 of engagement.

In the online version of this activity, actions were formatted like posts on social media—people could choose to “like” any action, or write a comment about an action in response to a prompt. People could “like” or comment on as many actions as they wanted.

A version of this activity was also created for in-person events and open houses. A total of 3,584 “likes” were gathered via the in-person activity. These are included in the full results. For details about what people said in the in-person activity, see the Events and Meetings section on page 42.

15,376

Total “likes” on actions

6,203

Total comments on actions

TOP ACTIONS

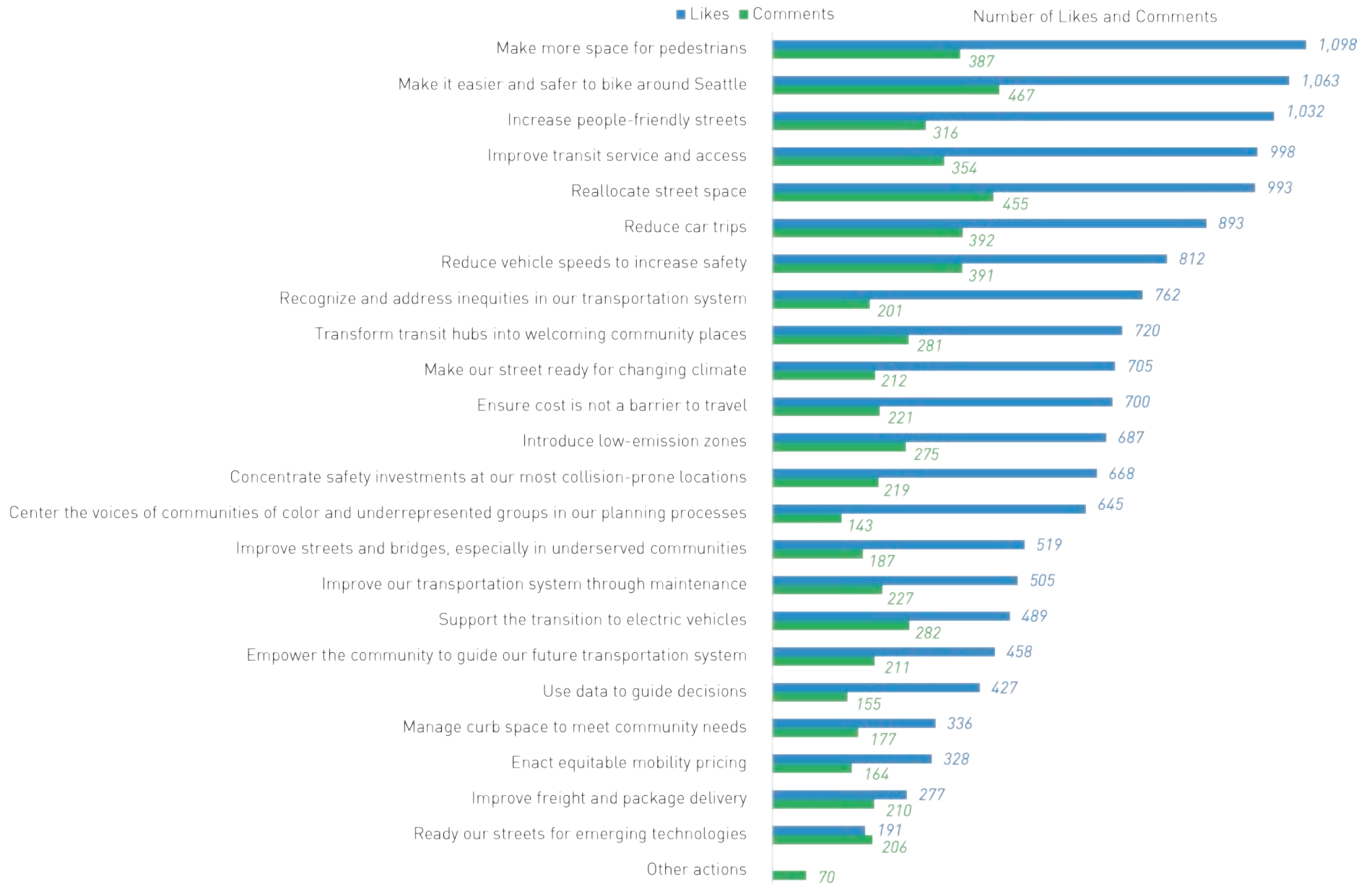
The five actions with the greatest number of “likes” were:

- 1. Make more space for pedestrians**
- 2. Make it easier and safer to bike around Seattle**
- 3. Increase people-friendly streets**
- 4. Improve transit service and access**
- 5. Reallocate street space**



FULL RESULTS

The full results of the menu of actions activity are shown below, from most to least likes. These number of likes includes the results of the activity on the online engagement hub, as well as the in-person activity used at many events during Phase 2.



KEY TAKEAWAYS BY ACTION

For each action, we asked an open-ended question—and we heard so many great ideas*. Some of the ideas we heard most frequently are captured in this section.

Make more space for pedestrians

How can we make it easier for you to choose to walk or roll? *What we heard most often:*

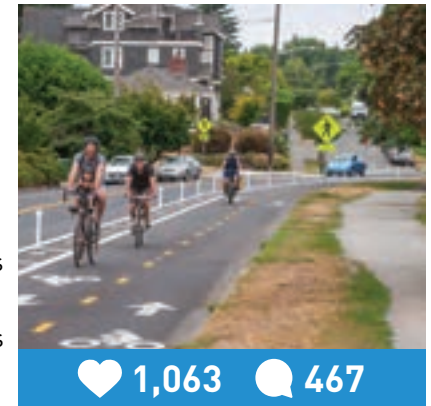
- Small actions are powerful—fill sidewalk gaps, enforce existing rules, and improve intersections to make walking a safer and better option
- Make more neighborhood streets pedestrian-only—and provide more space for people walking on arterials
- Widen and improve sidewalks—they should be comfortable to use for people with wheelchairs or strollers



Make it easier and safer to bike around Seattle

How can we make it easier to bike around Seattle? *What we heard:*

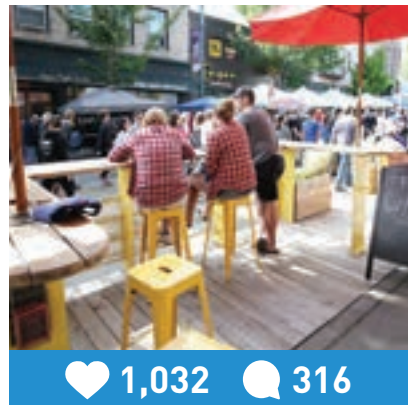
- Provide clear, well-maintained bikeways that are protected from vehicle traffic by solid barriers—paint and flexible posts aren't enough
- Prioritize filling gaps in the bike network, especially at key intersections and across bridges
- Where possible, prioritize flatter routes that are more accessible to people of all ages and abilities



Increase people-friendly streets

How can we improve our streets and public spaces in urban villages and around transit hubs? *What we heard:*

- Need more human-scaled streets and intersections with walkable destinations along them
- Ensure that pedestrian- or transit-only spaces are clean and safe



Improve transit service and access

How can we make it easier to access transit? *What we heard:*

- Provide frequent, convenient, and safely accessible transit service
- Emphasize improving east-west connections
- Ensure transit stops and stations are safe, well-lit, clean, and protected from the elements
- Connect stops and stations with sidewalks, bike paths, and direct transit lines



*See page 48 for a link to view all comments from this activity.

Reallocate street space

What do you want to see on streets where space for cars is reduced? *What we heard:*

- Provide more safe, dedicated space for people walking and rolling and for transit
- People would like more street trees, Play Streets, parklets, benches/seating, outdoor dining, and other places to gather



❤️ 993 💬 455

Reduce car trips

What would make it possible for you to drive less around Seattle? *What we heard:*

- Need alternatives to driving that are safe, convenient, and accessible—walking, biking, and transit
- Some popular destinations like parks are hard to access without a car
- Improve transit frequency, speed, service outside commuting hours, direct routes that don't require transfers Downtown
- Prioritize land uses that put essential destinations in walking or biking distance of neighborhoods

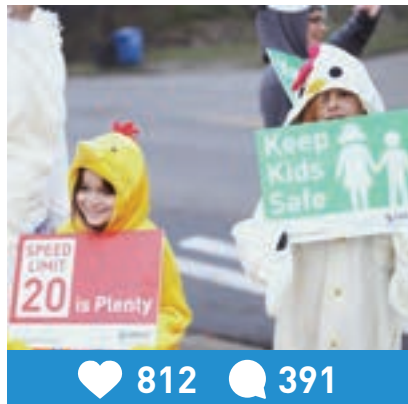


❤️ 893 💬 392

Reduce vehicle speeds to increase safety

What would encourage you to drive slower? *What we heard:*

- Physical traffic calming measures—speed bumps, raised crosswalks, concrete barriers, narrower lanes—are more effective than a lower speed limit alone
- Neighborhood and streets should encourage very slow and careful driving, while highways and higher-speed streets should include plenty of separation between people and cars
- Enforce existing speed limits



❤️ 812 💬 391

Recognize and address inequalities in our transportation system

How can we address inequalities in our transportation system? *What we heard:*

- Focus on high-injury corridors—Aurora Avenue, Rainier Avenue were mentioned often
- Focus on historically underinvested areas—like much of South Seattle
- Focus on gaps in the transportation system—especially east-west transit service
- Prioritizing single-occupancy vehicle traffic is inherently inequitable because many people cannot afford cars

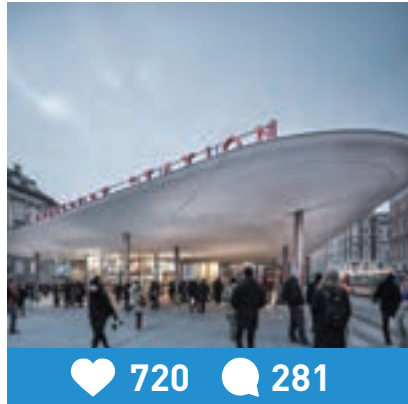


❤️ 762 💬 201

Transform transit hubs into welcoming community places

What can we do to make transit hubs more welcoming? [What we heard:](#)

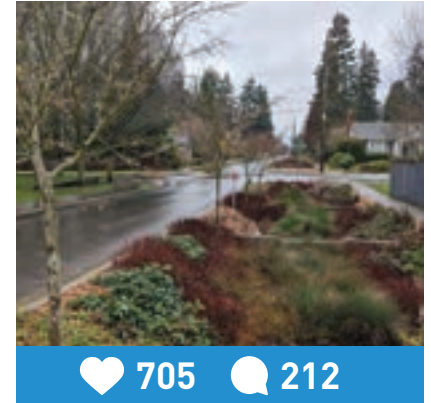
- Provide amenities—bathrooms, food vendors, secure bike parking, things to do around stations
- Make them easy to access—reduce car traffic, improve crossings and signal timing, improve connections between light rail and bus
- Make them clean and safe—add lighting, clean up trash



Make our streets ready for changing climate

How can our streets and public spaces help manage the effects of climate change? [What we heard:](#)

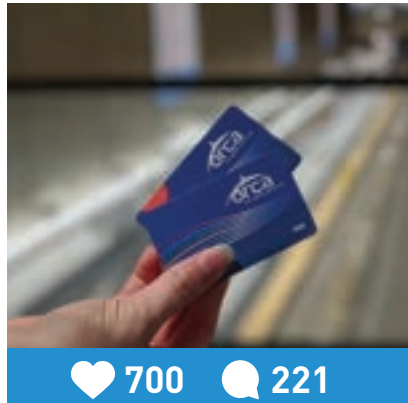
- Add green spaces—bioswales, green stormwater management, street trees
- Choose species creatively—emphasize native species, plants that can tolerate intense heat and heavy rains
- Prepare for floods—design streets to drain better in the event of heavy rain



Ensure cost is not a barrier to travel

What would make traveling in Seattle more affordable to you? [What we heard:](#)

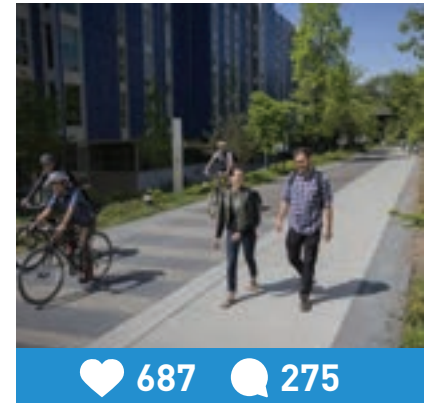
- Rethink fares—consider charging more for vehicles to recoup the cost of reducing or eliminating transit fares
- Time is money—improving transit frequency and service would save people time
- Make personal vehicles unnecessary—car ownership is expensive, so if other options were better, more people could live without a car



Introduce low-emission zones

How would limiting car traffic in certain areas of Seattle make it easier for you to walk, bike, or roll? [What we heard:](#)

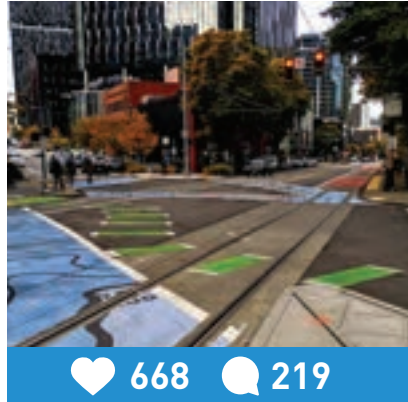
- Safety—areas with less vehicle traffic are significantly safer for people walking, biking and rolling
- Accessibility—provide restricted parking for people with disabilities to access these spaces



Concentrate safety investments at our most collision-prone locations

Where and how would improving safety and reducing speeds make it easier for you to get around? *What we heard:*

- Address the most dangerous places first—prioritize improving the places where people walking, biking, and rolling have been hurt or killed
- Focus on the big picture—consider how to improve entire corridors over time instead of isolated projects



❤️ 668 💬 219

Center the voices of communities of color and underrepresented groups in our planning process

How can we better hear from historically underrepresented groups and incorporate their voices? *What we heard:*

- Meet people where they are, on their schedule—people in historically underrepresented groups typically have a higher barrier to entry
- Work with community leaders—engage community groups and pay representatives

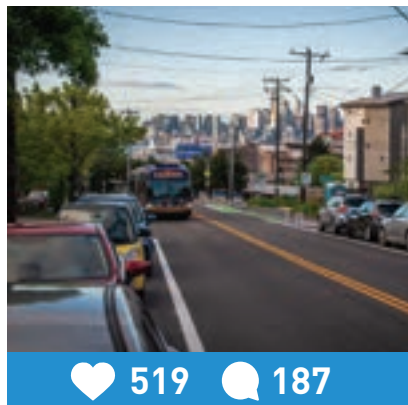


❤️ 645 💬 143

Improve streets and bridges, especially in underserved communities

How should we prioritize maintaining and improving our existing streets and bridges? *What we heard:*

- Prioritize streets and bridges of citywide importance—such as the West Seattle Bridge and other key connections
- Prioritize underserved neighborhoods—many streets and bridges in these places need attention

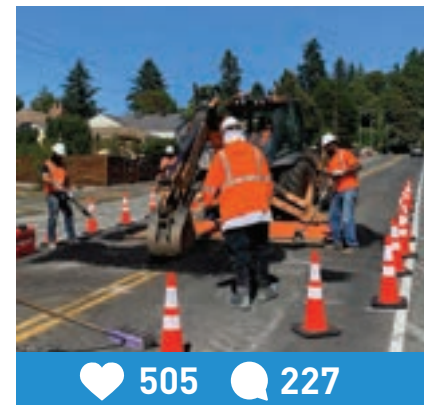


❤️ 519 💬 187

Improve our transportation system through maintenance

What safety and mobility features should we consider adding when we fix our streets? *What we heard:*

- Use maintenance as an opportunity—add raised crosswalks, lighting, bike lanes, and narrower vehicle lanes
- Think beyond vehicle lanes—make sure sidewalks and trails are well-maintained too



❤️ 505 💬 227

Support the transition to electric vehicles

What can the city do to support the transition to electric vehicles? *What we heard:*

- Incentivize charging infrastructure—encourage charging stations in existing parking spaces, with new development, and for renters
- Think beyond personal vehicles—invest in e-bikes, electric transit, electric commercial/freight vehicle adoption too



Empower the community to guide our future transportation system

What would it take to get you more involved in transportation decisions? *What we heard:*

- Earn people's trust—follow through with practical solutions quickly
- People want clear information and quick, easy ways to get involved—like the online engagement hub
- Typical methods of engagement give people with more resources/privilege more influence than vulnerable or underserved communities

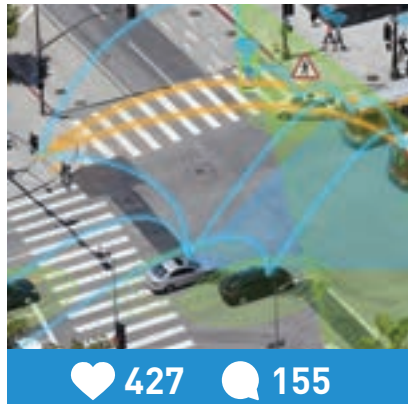


Use data to guide decisions

What information would help us make decisions about how we get around Seattle? *What we heard:*

What we heard:

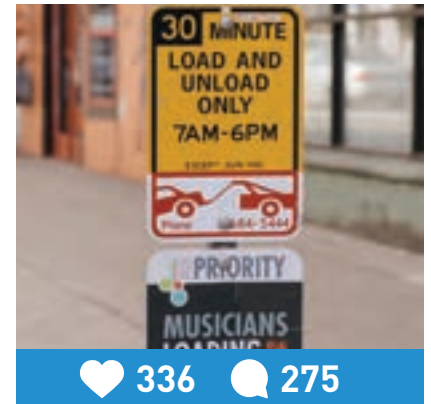
- Gather more data on people walking, biking, and rolling—where are the places where people use these modes, and where do they face challenges?
- Consider growth—we need data that allows us to look forward and prepare for our city to grow
- Advanced travel patterns data—where can we reduce personal car access and improve transit service?



Manage curb space to meet community needs

How should curb space be used in commercial areas? *What we heard:*

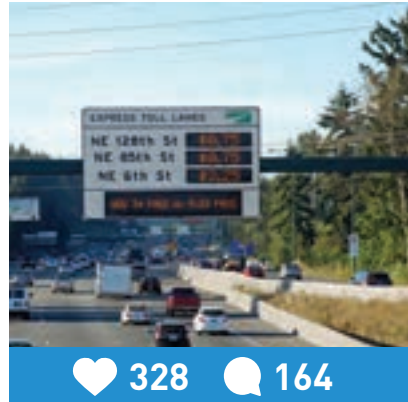
- Use the curb as living space—create parklets, bus or bike lanes, outdoor dining and wide sidewalks
- Make it dynamic—convert parking to pick-up and drop-off, allow parking pricing to change based on demand
- Eliminate conflicts—provide delivery vehicle loading/unloading areas that do not interfere with bike lanes, sidewalks, or crossings



Enact equitable mobility pricing

What could we do to improve our transportation system with the money generated by an equitable mobility pricing problem? [What we heard:](#)

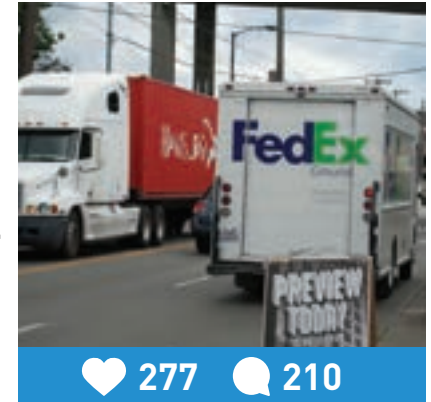
- Spend it to make other modes better—improve transit service and make it safer to bike, walk, and roll
- Charge fairly—charge heavier/larger vehicles more and ensure the cost doesn't disproportionately fall on low-income people



Improve freight and package delivery

How can we improve how goods are moved and delivered in Seattle? [What we heard:](#)

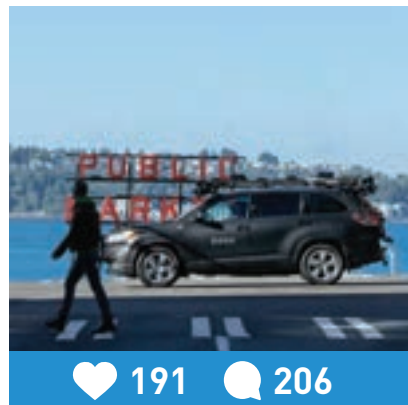
- Rethink last-mile delivery—encourage smaller vehicles and cargo bikes
- Consider creative solutions—centralized delivery drop-off, encouraging delivery at off-peak times, and transit-/freight-only lanes



Ready our streets for emerging technologies

How can we prepare our streets for emerging technologies, such as self-driving cars or shared bikes and scooters? [What we heard:](#)

- Improve shared bikes and scooters—consider greater City management, provide dedicated parking spots, improve safety by generally improving the bike network
- Be careful with self-driving cars—these should be limited and highly regulated



Other actions

70

Are there other actions you would like to see in the Seattle Transportation Plan? [What we heard:](#)

- Redesign traffic flow, signals, and crossings to prioritize walking, rolling, and biking
- Improve coordination with WSDOT and other agencies to make state-owned streets in Seattle safer
- Show people what types of street and intersection treatments are possible
- Focus more specifically on designing safe systems rather than relying on enforcement

SOCIAL PINPOINT MAP

Launched | *December 21, 2022* — Closed | *February 21, 2023*

PURPOSE AND PARTICIPATION

Our city is growing in population, but our street space is not. We need to be smart about how that limited space keeps us moving, keeps us safe, and makes the experience of using all our systems reliable.

Before we began to develop the STP, we had 4 transportation network maps (pedestrian, bicycle, transit, and freight). For the STP, we are updating those maps and making new maps that respond to today's challenges.

Our fourth Phase 2 online activity was an interactive mapping tool that asked for feedback on the first draft of these network maps. The tool allowed people to drop pins of 2-4 types for each of the 5 draft maps:

- Pedestrian Priority Investment Network
- People Streets and Public Spaces Map
- Bicycle and E-Mobility Map
- Transit Map
- Freight Map

1,961

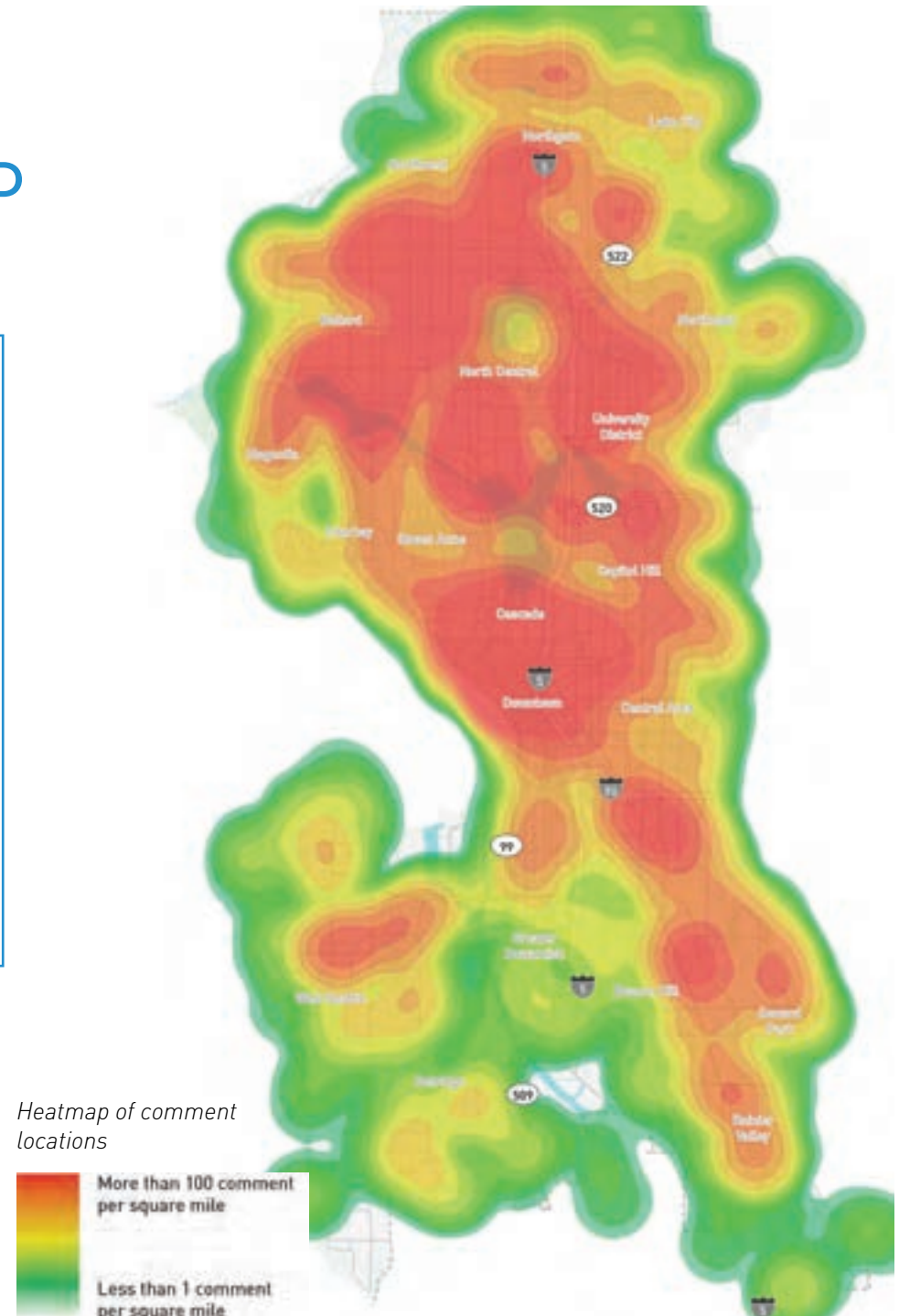
Comments placed on the interactive map*

969

Unique users

386

Demographic survey responses



*See page 48 for a link to view full results from the interactive map.



The online interactive map showed the Pedestrian Investment Network from the 2017 Pedestrian Master Plan, which includes streets that serve as key pedestrian routes to public schools and frequent transit stops. People could place a pin on the map showing where they would like a new pedestrian connection or to identify an important destination to walk to.

526



260

Comments
suggesting a new
pedestrian connection



266

Comments identifying an important destination to walk to

- In neighborhoods currently lacking sidewalks
- At busy intersections where many cars don't see or stop for people walking and rolling
- Near freeway interchanges and bridge access points

- Schools, parks, and popular neighborhood businesses
- Existing and future light rail stations

Many of you also suggested eliminating “no right on red” or retiming signals to prioritize people walking and rolling over vehicle traffic.

25%

of comments mention
crossings

16%

of comments mention
sidewalks

7%

of comments mention
bridges

What words did we hear from you?



22 comments mention safety issues (missing sidewalks and crossings) along Aurora Ave

- 12 comments mention Sacajawea Elementary as an important destination that is difficult to walk to

"If this bridge were walkable, it would be one of the coolest walks in the entire city."

“An extremely high pedestrian traffic area with serious safety issues.”

20 comments
mention safety
issues along
Rainier Ave S

9 comments mention the need for better crossings along California Ave and Fauntleroy Way SW

Park

Urban Village or Urban Center*

*to be updated with One Seattle Comprehensive Plan



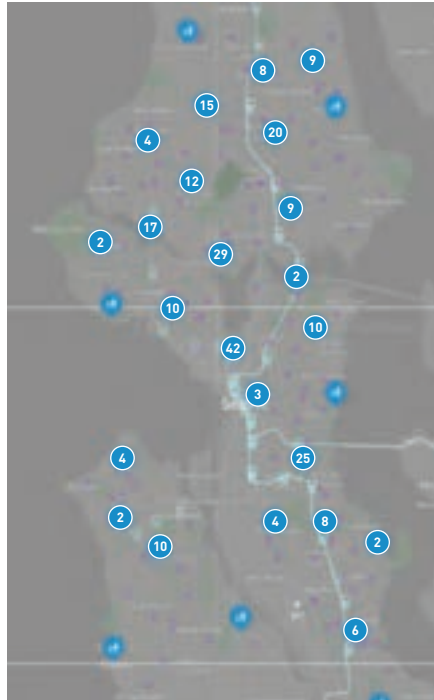
260

Add a new pedestrian connection here (e.g., a new staircase or off-street trail)

Heatmap of comments



Concentrations of comments



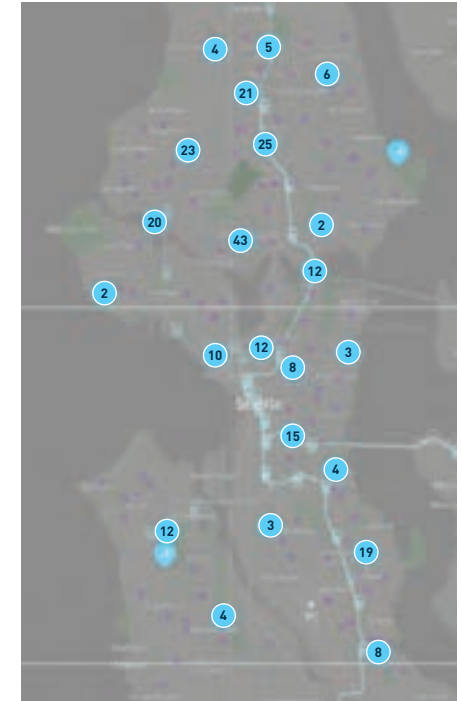
266

This is an important destination to be able to walk to

Heatmap of comments



Concentrations of comments



*These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.*

PEOPLE STREETS AND PUBLIC SPACES MAP

The online interactive map showed the draft people streets and public spaces map, which is composed of streets and spaces transformed into vibrant places for people to walk, roll, gather, and play. People could place a pin on the map showing where they would like a new people street or public space or mark areas that are not the best place for a people street or public space.

327

Total comments on the draft people streets and public spaces map

You told us that you support people streets and public spaces...

- In places where communities already gather
- Around every major transit station
- Near local businesses, shops, and restaurants
- Near schools, parks, and other places for youth to gather
- Where new development such as light rail stations present the opportunity to reinvent a place
- Where temporary public spaces had been successful but were removed

Most people were in favor of the draft people streets and public spaces, but some cautioned that we must consider delivery vehicles to ensure businesses can still thrive.

- About 6.5% of comments specifically mentioned bollards to keep cars out of people spaces, a third of which emphasized they can be retractable or removable to allow deliveries and emergency vehicles.



161

Comments supporting a people street or public space



12

Comments suggesting a location is not the best for a people street or public space



154

Comments suggesting adding a people street or public space not shown in the draft

15%

of comments mention **parks**

14%

of comments mention **safety**

13%

of comments mention **transit**

12%

of comments mention **businesses**





I support a people street or public space here

Concentrations of comments



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12

Not the best area for a people street or public space

Heatmap of comments



Concentrations of comments



154

Add a people street or public space that is not shown

Heatmap of comments



Concentrations of comments



*These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.*

BICYCLE AND E-MOBILITY MAP

The online interactive map showed the draft bicycle and e-mobility map, which is composed of current and future all ages and abilities bikeways for varying trip lengths and purposes. People could place a pin on the map showing routes along the bike network they liked, routes they thought were not in the best location, or proposing adding a bike network line not shown.

877

Total comments on the draft bicycle and e-mobility map



229

Comments liking the bike network



537

Comments suggesting adding a bike network line not shown



111

Comments suggesting a route is not the best location for the bike network

You told us that you liked the draft bike network...

- Where it fills gaps in existing long-distance connections such as trails
- Where it connects to high-frequency transit stations
- Where it could replace an unprotected facility with a protected one
- In places with lots of businesses and other destinations to bike to

You told us that some locations weren't the best for the bike network, such as...

- Along major high-traffic roads, unless adequately protected by more than flexible plastic or paint – protected facilities along these arterials are key
- Locations that are extremely steep – find workarounds in the network that are easier for people biking

You were interested in adding bike network connections...

- In more east-west locations throughout the city
- At dangerous, high-traffic intersections – we should add more lighting, bike-controlled signals, and protection for people biking

26%

of comments specify the need for **protected facilities**

11%

of comments mentioned **crossings**

25%

of comments emphasized **safety**

"Until we actually add safe infrastructure to the Ballard Bridge, we should absolutely not consider it part of our bike network"

"[There needs] to be protected bike lanes connecting... through Eastlake. Currently the safest way... is ... on the other side of the lake"

"Almost zero biking facilities through the most dense part of West Seattle. This must be rectified."

"No good, safe, flat ways to get to central [Seattle] from this far south... Add protected infrastructure... to increase equity in the south end."



*to be updated with One Seattle Comprehensive Plan

What words did we hear from you?



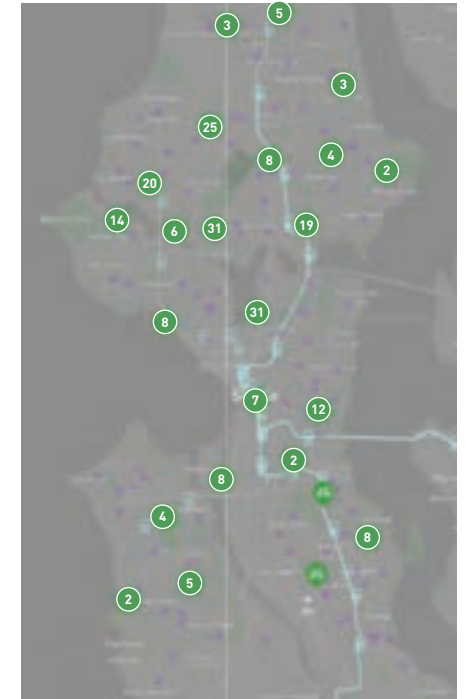
229

I like the bike network here

Heatmap of comments



Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.



111

Not the best location for the bike network

Heatmap of comments



Concentrations of comments



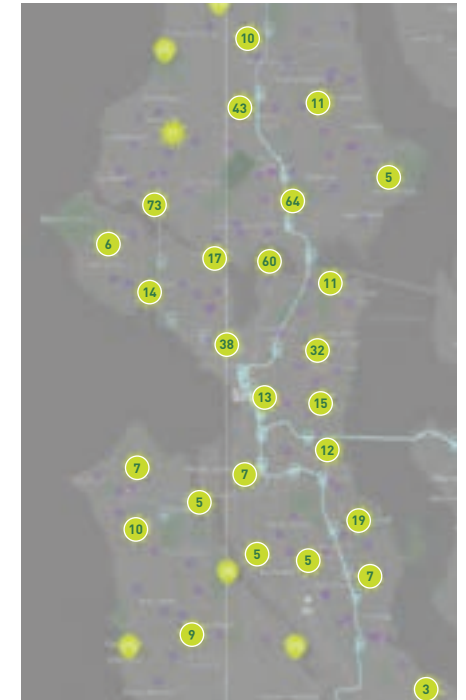
537

Add a bike network line here that is not shown

Heatmap of comments



Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.



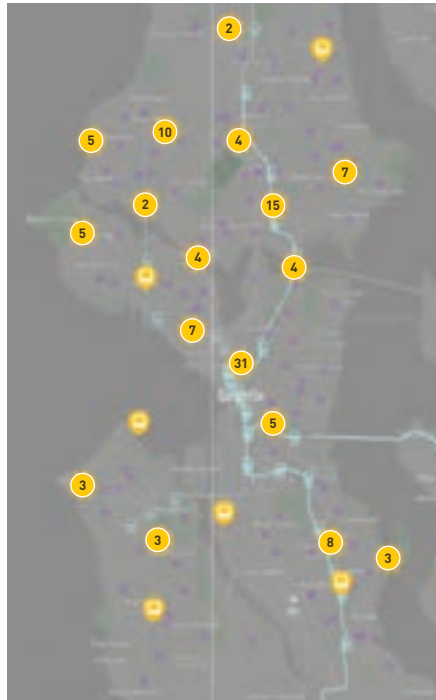
124

Invest in better transit service here

Heatmap of comments



Concentrations of comments



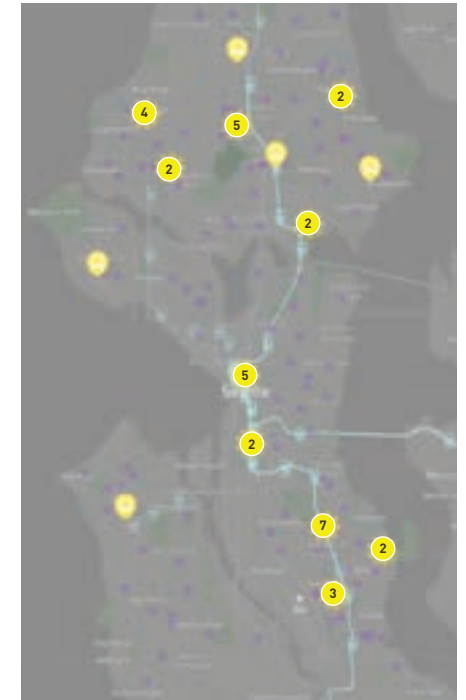
40

Make it easier to access a transit stop here

Heatmap of comments



Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results .



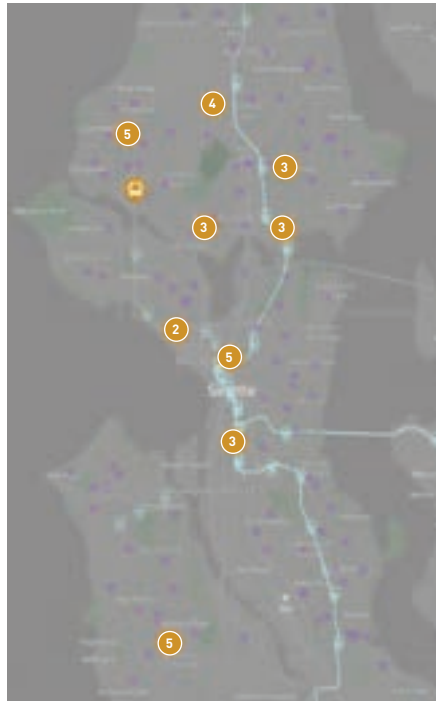
34

Improve transit stop amenities
and waiting experience here

Heatmap of comments



Concentrations of comments



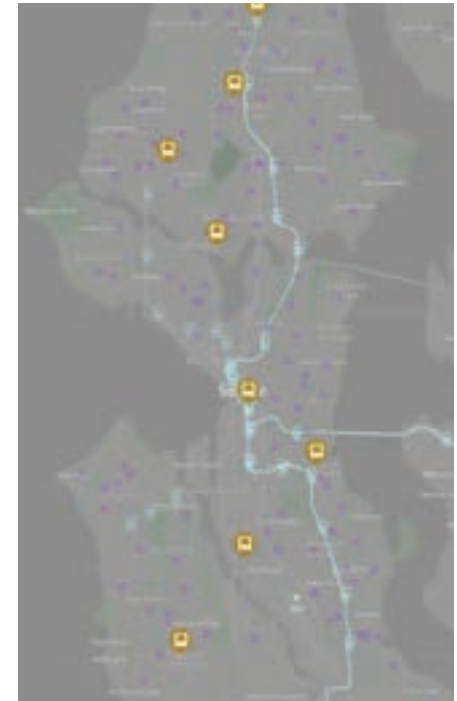
8

I support having a
mobility hub here

Heatmap of comments



Concentrations of comments



*These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.*

FREIGHT MAP

The online interactive map showed the draft freight map, which is composed of major and minor freight routes for moving goods around Seattle. People could place a pin on the map showing places along the freight network that need safety improvements, places to add a dedicated lane for freight and transit, and places where pinch points need to be resolved.

44

Total comments on the draft freight map



30

Comments about safety improvements along freight routes



1

Comment suggesting a shared freight and transit dedicated lane



13

Comments about addressing a freight pinchpoint

You told us that safety improvements to the freight route should be considered...

- Where vehicles travel too fast near where people walk and roll
- Where road design looks more like a freeway than a city street

You told us freight pinch points should be addressed...

- Where freight vehicles struggle to merge or access key connections/bridges such as the West Seattle Bridge

What words did we hear from you?



70%

of freight **pinch point** comments were in SoDo and Greater Duwamish

23%

of **safety** comments were along Rainier Avenue or MLK Jr Way in South Seattle

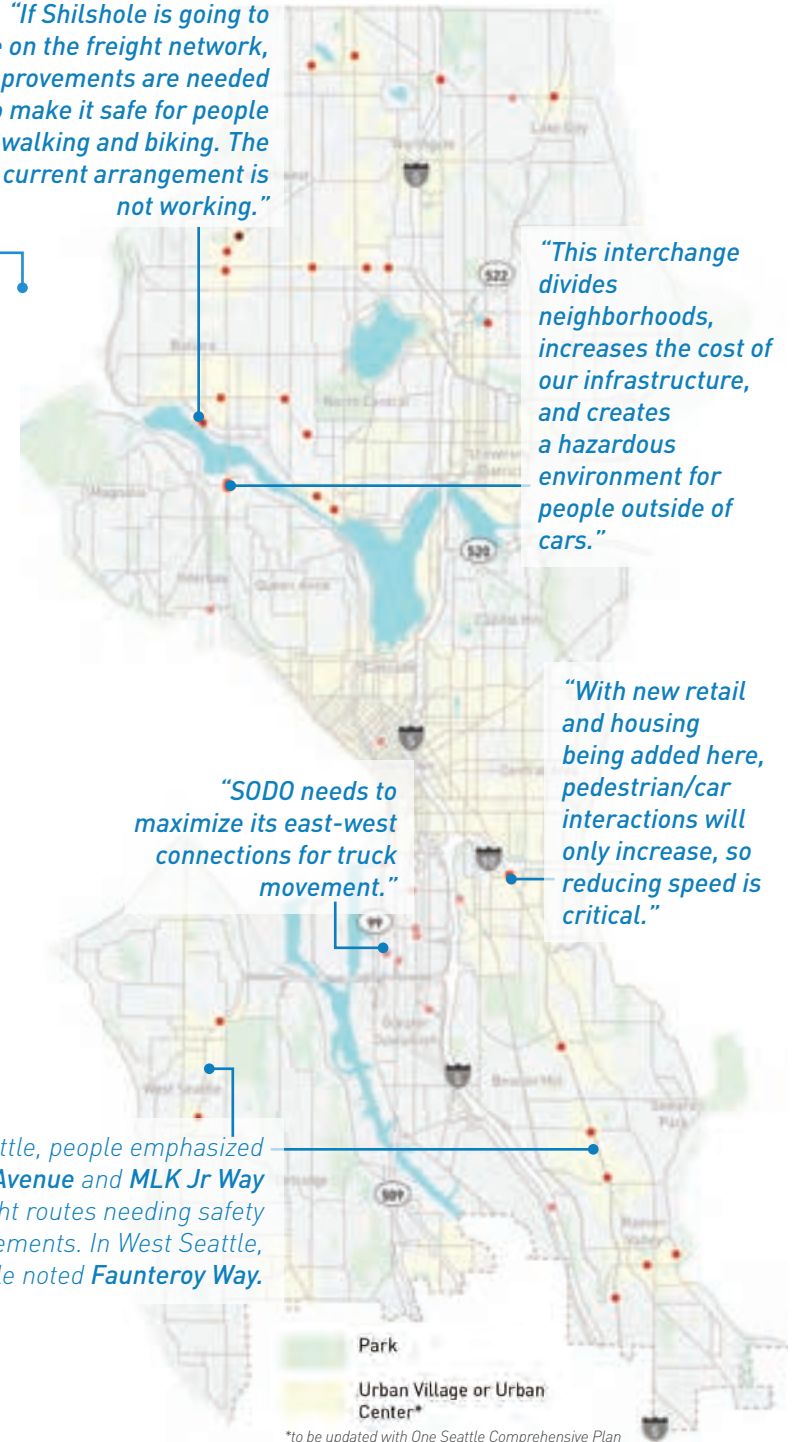
"If Shilshole is going to be on the freight network, improvements are needed to make it safe for people walking and biking. The current arrangement is not working."

"This interchange divides neighborhoods, increases the cost of our infrastructure, and creates a hazardous environment for people outside of cars."

"SODO needs to maximize its east-west connections for truck movement."

"With new retail and housing being added here, pedestrian/car interactions will only increase, so reducing speed is critical."

In South Seattle, people emphasized Rainier Avenue and MLK Jr Way as freight routes needing safety improvements. In West Seattle, people noted Fauntery Way.



*to be updated with One Seattle Comprehensive Plan



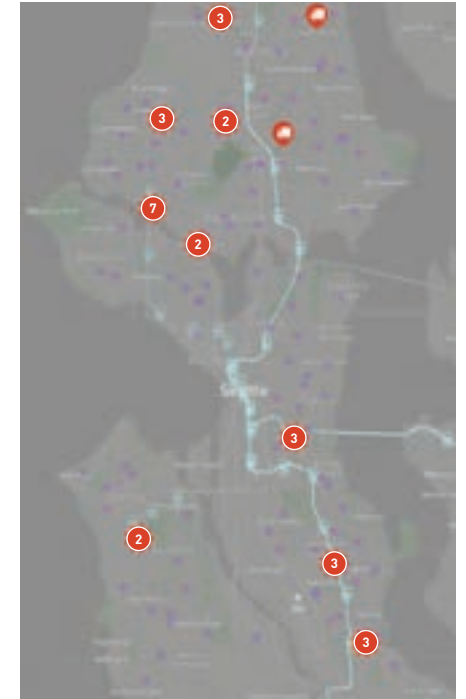
30

Add a safety improvement on
the freight route here

Heatmap of comments



Concentrations of comments



*These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.*



1

Have freight and transit
share a dedicated lane
here

Heatmap of comments



Concentrations of comments



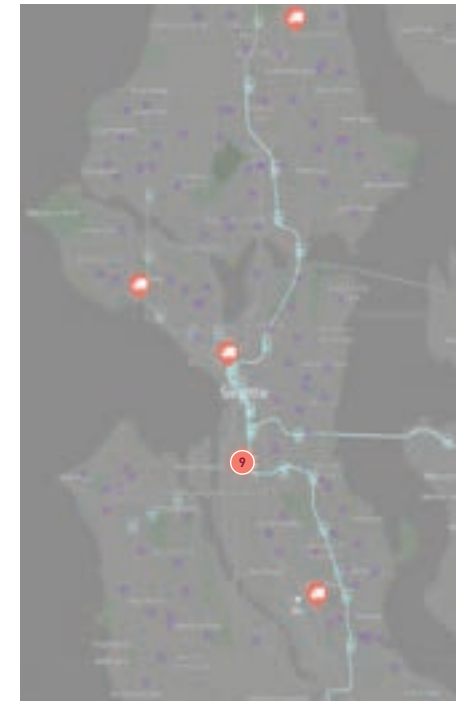
13

Address a freight pinch point
here

Heatmap of comments



Concentrations of comments



*These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.*

REACHING OUR PRIORITY AUDIENCES

The STP Public Engagement Plan is committed to elevating the voices of people who are traditionally left out of government planning—particularly those who are Black, Indigenous, or part of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. **We believe everyone's voice should be heard so their needs can be met.**

During Phase 2, we continued our efforts to engage with those who are typically underrepresented. This required thinking beyond online engagement opportunities to meet people where they are. **We made deliberate steps to prioritize in-person engagement in areas to best reach people who are less represented in online engagement, including:**

Community Events and Pop-Up Engagement

We identified key community events in priority neighborhoods to attend, and held pop-ups at grocery stores. Priority neighborhoods for in-person events in Phase 2 included Lake City, Rainier Valley, West Seattle, Delridge, White Center/Roxhill, Lower Beacon Hill, Columbia City, Chinatown/International District, and South Park. At these events, we met people where they were to share information about the STP and gather feedback via activities or conversation.

Building Relationships

We continued in Phase 2 to strengthen relationships with community-based organizations that serve people who are traditionally left out of government planning. We continued to build relationships with these organizations as they planned culturally- and community-appropriate engagement, such as listening sessions, attendance at meetings and events, open houses, one-on-one interviews, and pop-ups at grocery stores. This relationship-building and outreach will continue in Phase 3.





In order to meet the climate and livability goals of our city, we must deliver a bold plan for a transportation system oriented around walking, biking, and transit!”

STP Engagement Hub Comment

MEASURING PROGRESS TOWARDS EQUITABLE ENGAGEMENT

In both our online engagement hub activities and the Social Pinpoint Map, communities of color were underrepresented during this phase of online engagement. However, participation among most of these groups increased throughout Phase 2, in part due to our targeted outreach methods.

Online Engagement Hub Activities

Participation by race or ethnicity

Race or Ethnicity	Through October	Through January	February (end of Phase 2)	Change from November - February	Share of Population
American Indian or Alaska Native	1.7%	2.0%	1.4%	-0.3%	2.4%
Asian	11.0%	11.9%	9.8%	-1.2%	21.1%
Black or African American	3.4%	4.5%	4.2%	0.8%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	3.4%	4.0%	3.9%	0.5%	8.2%
Native Hawaiian, Pacific Islander	0.8%	0.5%	1.1%	0.3%	0.8%
White (of European ancestry)	83.9%	83.1%	85.6%	1.7%	71.0%***
Middle Eastern, Arab, N. African White	0.8%	1.0%	0.7%	-0.1%	
Other	1.7%	1.5%	1.8%	0.1%	7.3%

*People could select multiple answers; percentages may not add up to 100%

**US Census American Community Survey, 5-Year Estimates, 2020

***The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White

Social Pinpoint Map

Participation by race or ethnicity

Race or Ethnicity	Through January	February (end of Phase 2)	Change from January - February	Share of Population
American Indian or Alaska Native	0.8%	1.7%	0.9%	2.4%
Asian	10.0%	13.1%	3.1%	21.1%
Black or African American	5.0%	3.8%	-1.2%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.0%	6.6%	1.6%	8.2%
Native Hawaiian, Pacific Islander	0.0%	1.0%	1.0%	0.8%
White (of European ancestry)	81.7%	79.9%	-1.8%	71.0%***
Middle Eastern, Arab, N. African White	0.0%	1.7%	1.7%	
Other	0.0%	2.8%	2.8%	7.3%

*People could select multiple answers; percentages may not add up to 100%

**US Census American Community Survey, 5-Year Estimates, 2020

***The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White

Our in-person engagement strategy aimed to elevate communities who have been left out of previous planning efforts, and who have higher barriers to engage online.

COMMUNITY-LED ENGAGEMENT



ADVANCING EQUITABLE ENGAGEMENT

We want to make sure the Seattle Transportation Plan meets the needs of communities of color and those of all incomes, ages, and abilities. **Therefore, in Phase 2 we continued our work with community-based organizations (CBOs) to broaden and deepen our engagement processes. Their input will help us create a plan that advances our goal of a racially equitable and socially just transportation system.** Many of the CBOs are creating their own reports that we look forward to sharing during the next phase of engagement. Some initial takeaways are included in this report.

COMMUNITY-BASED ORGANIZATIONS

Community-based organizations (CBOs) are trusted community fixtures and leaders who are embedded in the lives of the communities we most hope to engage in the process. They often come from the same ethnic, cultural, or religious backgrounds and/or speak the languages typically spoken in those communities. CBOs work closely with the communities they serve, often providing educational services, gathering spaces, fostering community connections, and advocating on their behalf.

CBOs help us to elevate the voices of people we have not reached in past planning processes.

COMMUNITY-BASED ORGANIZATIONS

ASIAN PACIFIC AMERICAN LABOR ALLIANCE



Activities

- Met in January to discuss what had been heard so far in Phase 2
- Held an online survey and partnered with multiple community and labor organizations
- Held 1-on-1 interviews with union sisters and folks within their networks
- To meet their values and goals, APALA formed questions to guide their work: *Who is mostly impacted by gentrification in Seattle? To what extent do racial and economic disparities affect BIPOC communities in housing and transportation? How do the impacted communities envision Seattle in 20 years?*
- Created a policy report to give the City

Recommendations

- Increase public transportation accessibility, including bus frequency, in areas with limited service that prioritize BIPOC residents
- Increase specific routes that connect underserved neighborhoods to key transit hubs
- Provide additional service hours for those who commute late at night or early in the morning, affordability of public transportation
- Create affordable parking solutions for people who currently need to drive to work in Seattle
- Improve road infrastructure for drivers and pedestrians
- Increase safety for public transportation both on transit and at bus stops

DUWAMISH VALLEY SUSTAINABILITY ASSOCIATION



Activities

- Held workshops with South Park residents in October, and workshop with Georgetown residents in November
- Used the Gehl Eye Level City app for workshop participants to generate ideas and track walking routes
- Used storytelling and spatial mapping to develop a collective vision for South Park
- Created a walk around South Park for City staff to reflect on transportation and land use challenges
- Held a policy workshop with youth ambassadors and City staff to strategize where policy can be the most impactful

Recommendations

- Prioritize maintenance and explore complementary safety through sustainable measures
- Pursue locally serving transportation options to compliment mobility gaps within South Park, the Duwamish Valley, and the Greater Seattle Area
- Establish policy to improve public transportation infrastructure and increase connectivity to key locations
- Increase safety measures for pedestrian and bicycle/scooter mobility through South Park
- Collaborate with mobility apps (Lyft, GIG, etc.) to create affordable options for South Park
- Improve safety across mobility options by adding pedestrian lighting, benches, bus shelters, protected walkways, and real time information for transit
- Create buffers between industrial and residential areas of South Park and provide alternative freight routes outside of residential streets

ESTELITA'S LIBRARY



Activities

- Created an impact report based on activities they conducted over the summer—which contain transportation-related takeaways.

Recommendations

- Create cheaper and safer ways to get around Seattle
- Build more pocket park spaces like Common Acre
- Protect youth participants, their suggestions, as well as others who are often left out of traditional planning processes

KHMER COMMUNITY OF SEATTLE KING COUNTY (KCSKC) IN PARTNERSHIP WITH NOIO PATHWAYS AND KIMYUNITY



Activities

- October 2022 celebration event and information gathering with youth and elders
- February 2023 report back event at TAF Bethaday Community Learning Space which provided updates on community feedback, what we heard, music, dancing, and dinner

Recommendations

- Need to make more transportation information in different languages
- Make transfer times longer to help with transit affordability
- Improve transit availability for suburbs and edges of Seattle
- Add more transit access to parks and green spaces
- Make ORCA cards more affordable and/or discounted

LEGACY OF EQUALITY LEADERSHIP AND ORGANIZING



Activities

- Applied a survey in South Seattle with mainly people of color (The majority of the surveys were in Spanish)
- Had 1-on-1 conversations with community members to learn and understand problems

SMASH THE BOX



Activities

- Represented the STP at a variety of different pop-ups, festivals, events and more

CENTRAL AREA COLLABORATIVE



Activities

- Flyering and tabling at events and third spaces in the Central District



Expand discounted bus pass access to marginalized communities"

Seattle Trans Pride 2022



*Mas carriles solo para bicicletas o patines"
(More lanes only for biking and skating)*

Legacy of Equality Leadership and Organizing Survey Response



MEETING PEOPLE WHERE THEY ARE

In Phase 2, participation in community events continued to be a key way for the STP project team to gather information about the community's vision and preferred transportation actions. Meetings between agencies helped make sure we share a common vision for the plan. **Meetings with people and groups have helped make sure this plan continues to be created for our communities, by our communities.**

COMMUNITY TOUCHPOINTS

Events with BIPOC and Other Underrepresented Communities

We remain committed to seeking the voices of those who have historically been excluded from planning processes and have been harmed by past decisions. In particular, Phase 2 events targeted those who are Black, Indigenous, or members of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. Events, listening sessions, and connections included:

- Trans Pride Seattle
- Rainier Beach High School Orientation
- Eckstein Middle School 6th Graders*
- Vietnamese Autumn Lantern Festival
- Franklin High School*
- West Seattle High School Earth Club*
- Sound Steps
- Lambert House
- Yesler Community Council*
- Mercer International Middle School*
- YMCA Earth Service Corps Youth Environmental Leaders Summit*
- Lighthouse for the Blind*
- DeafBlind Service Center*
- Vietnamese Senior Association*
- BIPOC Bike Advocates*
- Duwamish Valley Sustainability Association*
- Khmer Community of Seattle King County
- Advocates Workshop*

*Listening Session

3,500+

People engaged at Phase 2 outreach events

32	26	7
Community events	Meetings and briefings	Open houses

Pop-Up Engagement at Festivals, Farmer's Markets, and Grocery Stores

We continued to represent the STP and collect feedback from communities at festivals and markets in Phase 2. We also visited grocery stores in priority neighborhoods that we hadn't heard from as much. These events included:

- Lake City Farmer's Market
- Beacon Arts Street Festival
- Lake City Grocery Outlet Pop-Up
- Rainier Valley Safeway Pop-up
- Rainier Beach Boo Bash
- Columbia City Farmer's Market
- Roxhill QFC Pop-Up
- Beacon Hill Red Apple Pop-Up
- Uwajimaya Pop-Up



Amplifying Community Voices

We visited 5 grocery stores in neighborhoods with many BIPOC, lower-income, or non-English-speaking residents. **At 4 out of the 5 stores, improving transit was the action that received the most votes.**

V1

MEETINGS AND BRIEFINGS

Meetings with Community and Advocacy Groups

We attended several community group meetings in Phase 2 to collect input on the plan. These groups requested meetings with SDOT staff via email or the online engagement hub. These groups included:

- National Federation for the Blind
- Feet First
- Mercer Stakeholders Group
- Seattle Educators Association
- Seattle New Liberals
- Northern Rainier Valley Neighbors
- SoDo Stadium Stakeholders
- Association for the Advancement of Cost Engineers
- North Seattle Industrial Association
- Lid I-5

Meetings with City Boards and Committees

We provided 11 briefings to the City's transportation-focused boards and committees, including the opportunity to participate in two joint workshops. These boards and committees included:

- Bicycle Advisory Board
- Pedestrian Advisory Board
- School Traffic Safety Committee
- Transit Advisory Board
- Freight Advisory Board
- Planning Commission

Inter-agency Meetings

We continued our collaboration with other agencies and efforts involved in planning Seattle's transportation future, including the Office of Planning and Community Development (developing the Seattle Comprehensive Plan Update).

OPEN HOUSES

We collected feedback during Phase 2 at 7 open houses, including 2 STP-specific open houses and 5 open houses hosted for the Seattle Comprehensive Plan Update.

- Office of Planning and Community Development Comprehensive Plan Open Houses (5)
- Seattle Transportation Plan Open Houses (2)

Briefings with Seattle's Transportation Equity Workgroup (TEW)

Seattle's Transportation Equity Workgroup (TEW) was established in 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and People of Color (BIPOC) and vulnerable communities. Grounded in their communities and experiences, this group defined a set of values and strategies to evaluate future transportation decisions. In Phase 2, we engaged with the TEW four times to collaborate on defining the STP's vision, goals, and objectives, and will continue to do so as the process continues.



Amplifying Community Voices

We spoke with elders in our communities to ask what actions are most important to them. Some things we learned:

- Members of the Khmer community said that their elders face difficult **language barriers** to getting around Seattle
- People who are part of Sound Steps, a walking program for older adults, said that they value making more space for pedestrians, and that **well-maintained sidewalks** are important for preventing falls
- Members of the Vietnamese Seniors Association told us that they would like **more frequent transit** and more places to sit and wait

During a listening session with BIPOC bicycle advocates, we heard:

- We must invest in South Seattle to rebuild trust with communities, and ensure that these investments enhance the lives of Black and Brown people and **do not lead to displacement**
- We need **safer street design** and traffic calming in underserved neighborhoods
- Especially in areas with lower rates of vehicle ownership, we need to emphasize truly protected bike facilities (more than paint or bollards)
- We need to create a **complete and connected bike network**
- Safety needs to be evaluated often as neighborhoods grow



KEY TAKEAWAYS

What we heard from people at events and meetings in Phase 2 directly informed our refinement of the actions and network maps to be included in the STP. These were some of the key takeaways that emerged through talking with people at events during this phase:

- **People want to feel safe and welcomed as they move around the city.** This includes better lighting and transit stop amenities, more protected facilities for people biking and walking, and clean, well-maintained public spaces.
- **Transportation must be affordable and accessible.** Many people, especially those with lower incomes, rely on transit for their daily needs. Many people suggested increasing access to reduced-fare programs.
- **All transportation networks should be integrated seamlessly with the light rail system.** First- and last-mile connections to light rail are critical, and people want easy connections from bus to light rail.
- **Expanding and maintaining our sidewalk network is key.** Many people said their neighborhoods lack sidewalks, and the ones that exist are narrow or worn. We also need more places for people to safely cross major thoroughfares like I-5, Rainier Ave, and Aurora Ave.



Amplifying Community Voices

We heard from our **LGBTQIA+ communities** at Trans Pride Seattle and the Lambert House that **transit access** is critical, and that they are often **verbally harassed** when waiting for and riding transit. They suggested:

- More lighting at bus stops
- More barriers between cars and people walking or biking
- More places to sit and rest while waiting for transit
- Expanding discounted fares to help more people access transit

We spoke with **students** at five schools during Phase 2. Themes we heard from young people included:

- Young people rely on transit, walking, and biking to get around. Many told us that expansion of light rail and making more space for people walking on our streets would help them get to where they need to go.
- Students in the West Seattle High School Earth Club recommended making **electric vehicles** less expensive and promoting low-emission delivery vehicles

V1
Map of Phase 2 STP
engagement events
and meetings

Community Event
Attended by STP Team



LOOKING AHEAD



PHASE 3

With Phase 2 complete, we'll be kicking off Phase 3 engagement in mid-2023. Here's what we'll be looking to get your input on in Phase 3:

DRAFT STP DOCUMENT

To continue our commitment of co-creating the plan with you, we'll take what we've heard from you in Phases 1 and 2 and use it to develop the draft STP. In Phase 3, we'll bring that draft back to you and ask if it reflects your priorities and if there are things you would like us to add or change.

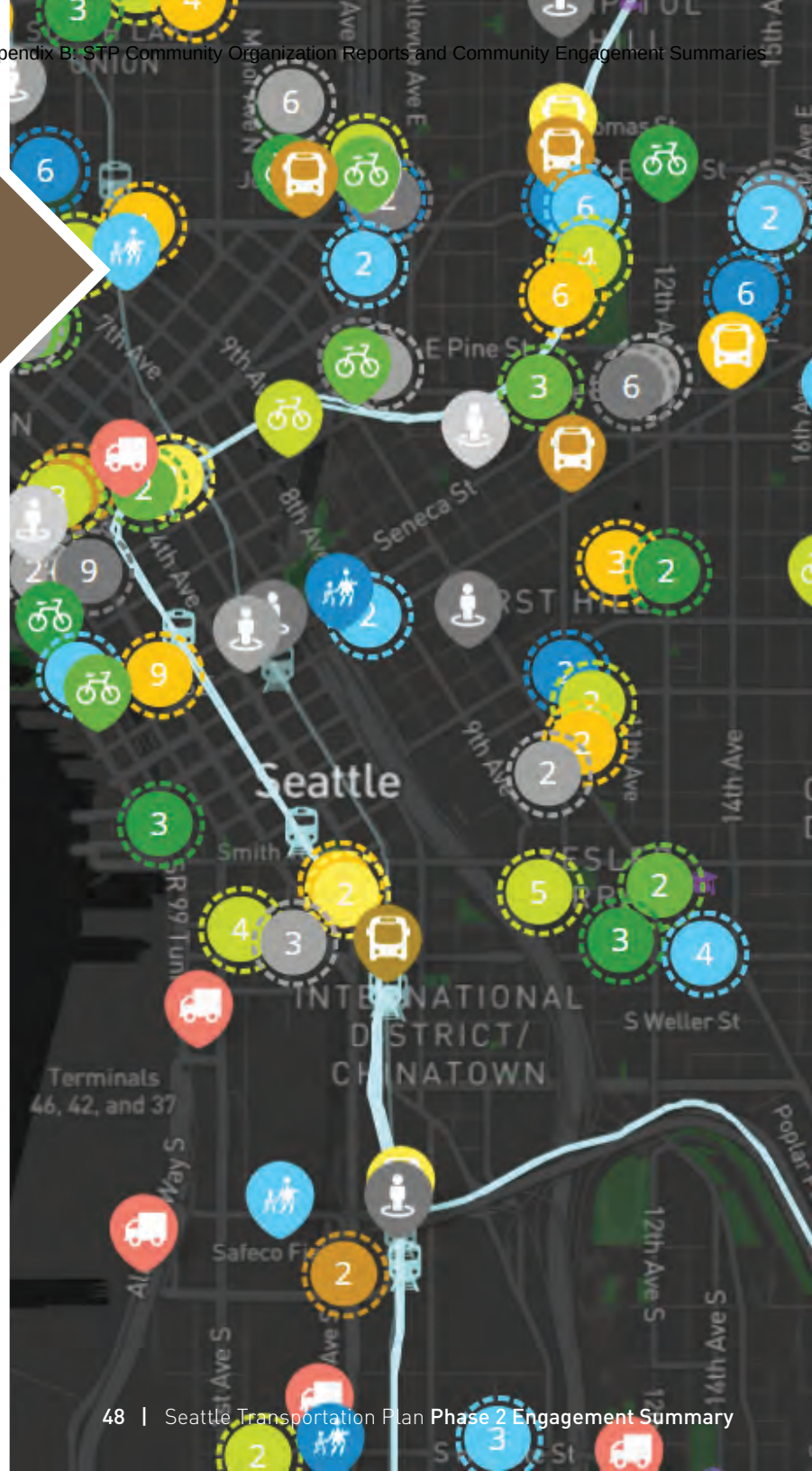
PRIORITIZATION AND FUNDING

We've heard from you that you want to see quick and transformational change to transportation in Seattle. In Phase 3, we want you to help identify how we need to select and pay for the improvements that create that change. We'll also ask for your help deciding what we do first.

In Phase 3, you can review the draft plan and tell us if your priorities are reflected, and what we need to add or change.



ADDITIONAL RESOURCES



Click on the links below for additional resources related to STP engagement and Phase 2 engagement results, and see next page for a summary table of Phase 2 engagement:

Phase 2 Engagement Results

- [Vision, Goals, and Objectives](#)
- [Our Transportation Future](#)
- [Menu of Actions](#)
- [Social Pinpoint Map](#)
- [General Comments](#)

Digital Resources

- [Phase 1 Engagement Summary](#)
- [STP Engagement Hub](#)
- [STP Homepage](#)
- [Seattle Department of Transportation \(SDOT\) Homepage](#)

V1
Phase 2 Engagement Summary Table

Activity	What We Learned	How We Reached Priority Audiences	How Feedback Helps Create the STP
Vision, Goals, and Objectives	Most of you (over 90%) resonate with the draft STP vision, goals, and objectives, and want to see a commitment to actionable steps and measurable outcomes to support them	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code	Confirms the draft STP vision statement, goals, and objectives
Our Transportation Future	You want to see rapid and transformational change in our transportation system	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code - Community events and meetings	- Confirms that we need new investment in transportation - This tells us that we need a prioritization and funding plan to achieve this change—in Phase 3, you'll help us define that even further
Menu of Actions	You think that making more space for pedestrians, making it safer and easier to bike, increasing people-friendly streets, improving transit service, and reallocating street space away from cars are the actions that most help us achieve our goals	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code - Community events and meetings - Partnership with CBOs	Defines the actions we need to take to achieve our confirmed goals and objectives
Social Pinpoint Map	- You want to see sidewalk gaps filled to connect neighborhoods and destinations - You want more spaces to gather in our public right-of-way - You want to use bike improvements to connect to transit and activity centers - You want to see better transit access for parks, schools, and major destinations - You want to see freight safety improvements in places that have the most bicycle and pedestrian conflict	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code	Helps determine where improvements will be made to our pedestrian, bike, transit, and freight networks
Community-Based Organizations	- Our BIPOC and low-income communities are most in need of improvements to our transit network - Safety and affordability are often the top issues for our most vulnerable communities - You need our transportation system to be accessible for those that don't speak English	- Community events and meetings - Community and business group outreach - Translated materials distribution - Surveying and one-on-one interviews - Partnership with CBOs	- Tailors STP engagement to the community - Defines the actions we need to take to achieve our confirmed goals and objectives - Confirms where improvements to our pedestrian, bike, transit, and freight networks will be made
Events and Meetings	- You want to see more transportation investment throughout South Seattle - Underserved neighborhoods need safer street design, especially protected bicycle facilities - Underserved neighborhoods need improved transit service	- Community events and meetings - Partnership with CBOs - Translated materials and advertisement - Print materials with QR code	- Tailors STP engagement to the community - Defines the actions we need to take to achieve our confirmed goals and objectives - Helps determine where improvements will be made to our pedestrian, bike, transit, and freight networks



Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle



ENGAGEMENT SUMMARY

PHASE 3:

Develop the Final Recommended Plan

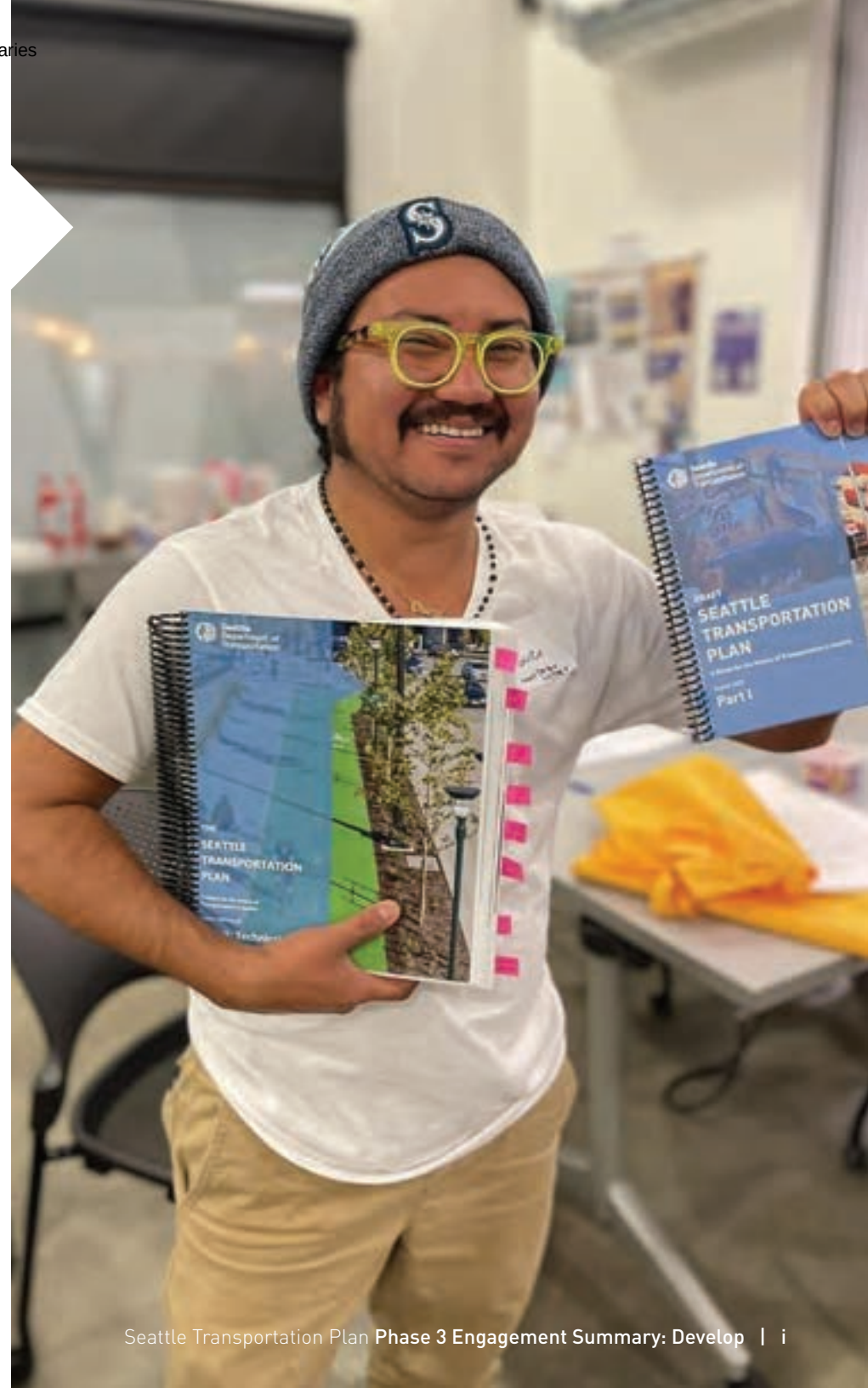
February 2024

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What is the Seattle Transportation Plan (STP) and the Phase 3 Engagement Summary Report?

The STP is our commitment to build a transportation system that provides everyone in Seattle with access to safe, efficient, and affordable options to reach places and opportunities. We co-created this plan with community—making public engagement an important part of the process. This report summarizes the process and key takeaways from Phase 3 of STP engagement, which ran from August to November 2023, and included a public review of the draft plan, project list, and program concepts.



STP PHASE 3 ENGAGEMENT

Launched | *August 24, 2023* — Closed | *November 20, 2023*

PURPOSE AND COMMITMENT

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community engagement was a crucial part of the development of the plan.

Engagement for the STP was broken into three phases.

Phase 1 focused on your transportation needs and priorities, which helped us develop our shared vision for the future of Seattle's transportation system. In **Phase 2**, we asked you to review the draft vision, goals, and objectives, tell us what actions you would like us to take, and give your thoughts on the draft transportation maps. See page 42 for a link to the Phase 1 and Phase 2 Engagement Summaries. In **Phase 3**, we asked you to review the draft plan, tell us what you agree with and what we should improve, and help identify how to select and pay for projects and program concepts. **Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.**

BUILDING AWARENESS

We built awareness about Phase 3 engagement opportunities through social media, blog posts, and a multicultural media campaign.

CITYWIDE ENGAGEMENT

To gather citywide feedback during Phase 3, we primarily relied on the STP online engagement hub. This website hosted the draft plan and interactive ways to give feedback.

EVENTS AND MEETINGS

To hear from as many people as possible from a variety of backgrounds, we wanted to meet people where they were. We heard many voices by holding events and meetings in many different communities, and these perspectives helped us refine the draft STP.

8,000+

Individual data points collected during Phase 3

4,500+

People engaged at outreach events for the STP during Phase 3

74

Posts distributed via SDOT's Facebook, Twitter, and Instagram*

6

Blogs and news outlets independently covered the STP*

3

SDOT blog posts about the STP*

1,711

People completed online engagement hub activities*

16,000+

Unique visitors to the online engagement hub*

27,000+

Total visits to the online engagement hub*

48

Community events*

40

Meetings and briefings*

COMMUNITY-LED ENGAGEMENT

We wanted to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. **We worked with community-based organizations (CBOs) and the Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes.** In Phase 3 of engagement, our work with CLs continued to help us create a plan that advances our goal of a racially equitable and socially just transportation system.

The CL program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities.

CLs helped us elevate the voices of communities that we have historically struggled to reach through citywide engagement.

KEY TAKEAWAYS

Through STP engagement, you provided a wealth of feedback on the future of transportation in Seattle—and we listened. Here are key themes we heard in Phase 3 on the draft plan:

- 1 **The STP is headed in the right direction, but it needs to be bolder and more actionable**
- 2 **The STP should be specific about what will be implemented and where, and it should directly address tradeoffs with how we use our streets**
- 3 **We need to set specific measures of progress toward the STP vision and goals, defining where we're at and what success looks like**
- 4 **People want additional opportunities to engage with the STP process and provide more feedback**
- 5 **Many people in our historically underrepresented communities want safety, equity, and mobility to guide prioritization of what we do first**

INTRODUCTION

SEATTLE TRANSPORTATION PLAN

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community involvement was a crucial part of the development of the plan. The STP established goals, strategies, and recommendations for a transportation system that works for our city now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

Too often, when government plans are developed, they exclude people—particularly people who are Black, Indigenous, or members of a community of color (BIPOC); people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. This has led to harm to certain communities, including negative impacts on health, economic opportunity, and safety. **We believe everyone's voice should be heard to make sure their needs can be met.** We partnered with community-based organizations that have existing relationships with the communities they serve, to listen and develop a plan that reflects the values and needs of everyone. Additionally, we continuously committed to change how we engaged with the community during the STP process, to enable all voices to be heard.

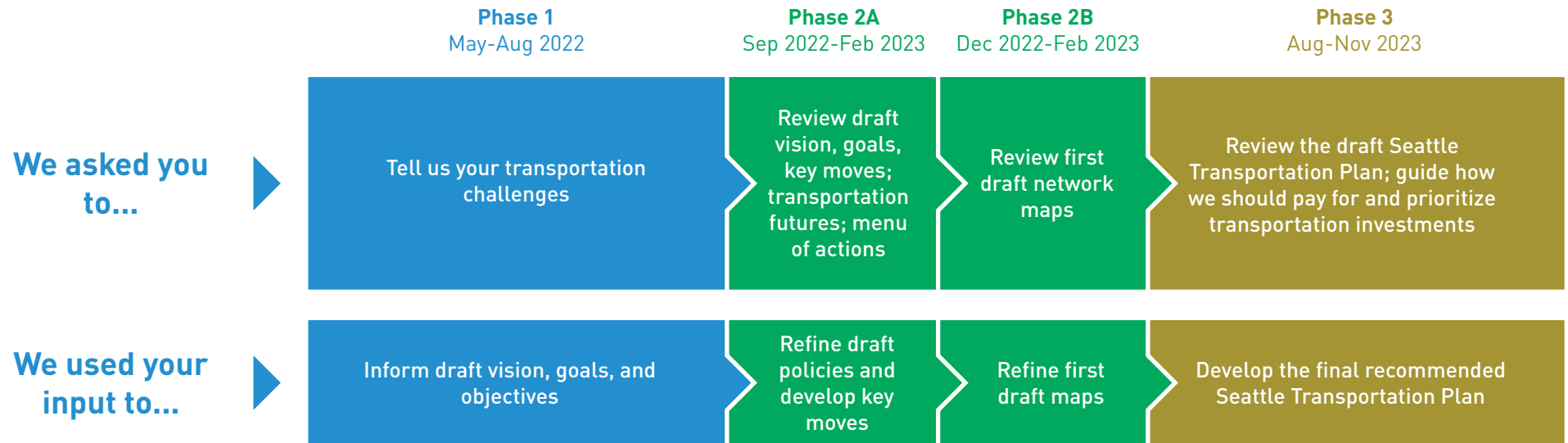
The STP is our commitment to build a transportation system that:

- 1 **Meets everyone's needs**
- 2 **Connects us all safely, efficiently, and affordably to places and opportunities**
- 3 **Treats everyone—regardless of race, class, gender, sexuality, nationality, age, or ability—with dignity and equity**

Through the STP, we sought to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.

PROCESS

At the STP launched in May 2022, we committed to co-create the STP with you. Our Public Engagement Plan allowed us to design our engagement approach so that people could participate at any point in the process, know how to provide feedback, and have confidence that their voices would be heard. Our phased engagement approach allowed for technical work and the plan itself to be directly influenced by community feedback at every step.



We designed our engagement approach so that people could participate at any point in the process, know how to provide feedback, and have confidence their voices will be heard.



PHASE 3 ENGAGEMENT

GOALS

The following goals guided the third phase of STP community engagement:

- Share the draft STP for community review using a variety of accessible tools, both online and in-person
- Collect feedback on how we can improve the draft plan
- Understand how people would like to prioritize resources among competing goals and funding strategies
- Gather feedback on the candidate STP projects throughout the city
- Co-create a list of program activities or concepts to support our transportation goals

The input collected during Phase 3 was used to revise all components of the draft STP. We wanted the process continued to be guided by the community's priorities.



Please implement all of this as quickly as possible. This gives me hope for our city. I just want to see it actually happen, and in my lifetime. Seattle could be so great, let's make it so!"

Online Engagement Hub Comment



BUILDING AWARENESS



BUILDING AWARENESS OF THE STP

During Phase 3, we built on our efforts in Phases 1 and 2 to raise awareness about the STP to help provide everyone the opportunity to share feedback.

DIGITAL

Digital tools were used to spread the word about the STP and opportunities to participate in the process. These tools included:

- Social media (Facebook, Twitter/X, and Instagram)
- Articles and blog posts from SDOT and other sources, such as the South Seattle Emerald, the Capitol Hill Blog, The Urbanist, and the Seattle Bike Blog
- A targeted media campaign to promote participation among the STP's priority audiences via local mainstream and multicultural media outlets

70+

Posts distributed via SDOT's Facebook, Twitter/X, and Instagram

6

News outlets and blogs independently covered the STP

3,500+

Clicks via ads published in a variety of media sources

15

Media articles and outside blog posts mentioning the STP

We placed ads for STP engagement in multicultural news outlets, and we reached an audience of nearly 200,000 people.*

Phase 3 Digital Media Campaign

During late September through early October 2023, we conducted a digital media campaign to encourage participation among groups who have historically been more difficult for us to reach through online engagement.

This campaign featured ads in six languages** in both mainstream and multicultural media outlets. This media campaign, along with our efforts to focus our events and meetings in the places where these priority audiences live, helped us make our engagement more equitable and representative of Seattle as a whole.

8 million+

Total impressions during the Phase 3 digital media campaign

15

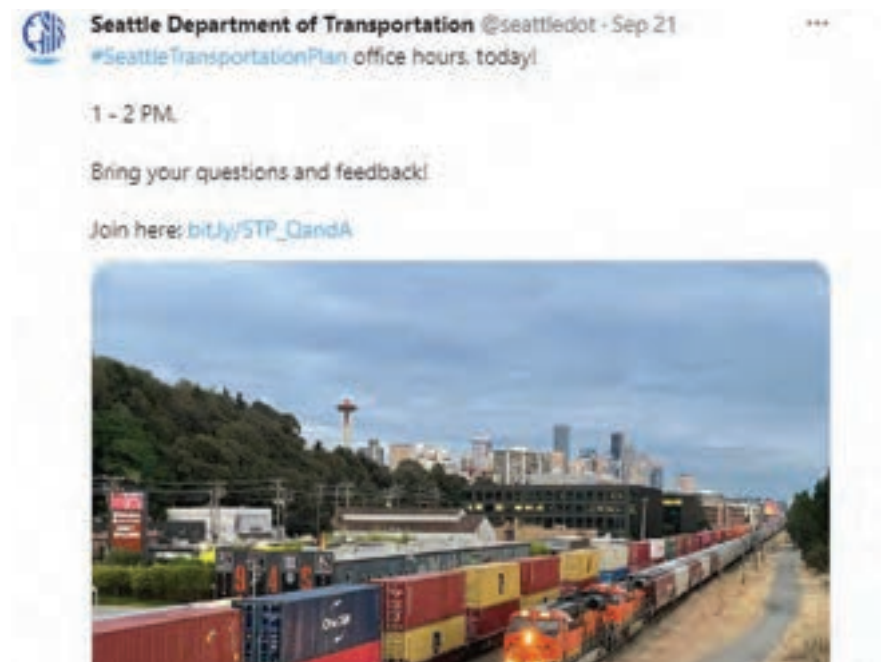
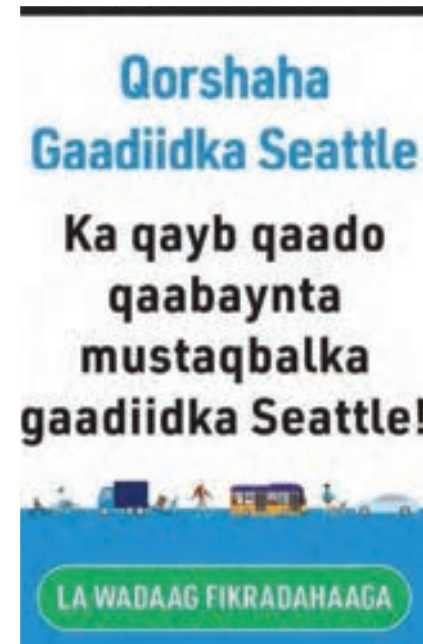
Multicultural media outlets featuring ads for STP engagement

CONVERSATIONS

Building awareness for the STP also involved conversations held during in-person meetings and events. Read more about these on page 38.

*Total number of impressions by ads placed in Runta News, The Seattle Medium, Seattle Chinese Times, The Korea Times, Russian Town, and El Siete Dias.

**Languages included English, Spanish, Chinese, Korean, Somali, and Russian



OVERALL PLAN FEEDBACK

Launched | August 24, 2023 — Closed | October 31, 2023

PURPOSE AND PARTICIPATION

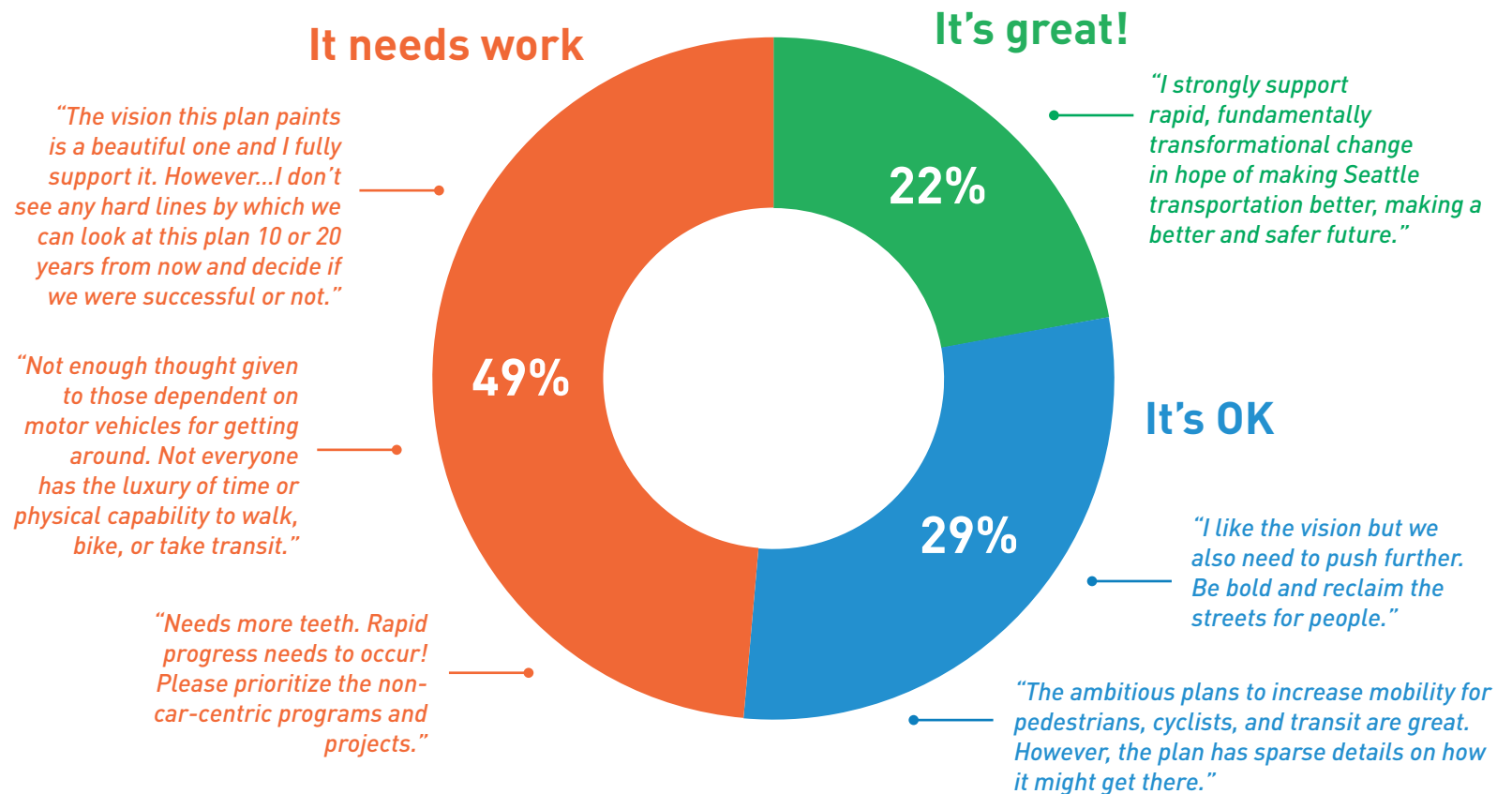
Our citywide outreach was conducted through the project's online engagement hub. People could watch videos about the STP, review the STP At-a-Glance (a 3-page abbreviated summary of the plan), or review the entire draft STP. The first activity asked participants for their overall feedback about the draft STP through a three-tier rating and an optional comment.

Overall STP Impression

What do you think of the draft
Seattle Transportation Plan?

385
Total responses

Quotes shown below represent common themes in open-ended
comments we heard among those who gave each rating tier.



KEY THEMES FROM WHAT WE HEARD

From this activity, we learned that while the draft STP generally resonated with people, there were clear areas for improvement. These are themes we heard over and over again:

1. The STP is heading in the right direction.

Many people who participated in Phase 3 engagement had positive impressions of the draft STP. However, 49% of participants said that the STP needs work.

2. The STP must be bold and actionable.

While the STP's visionary language resonated with many people, they often told us that the plan was not specific enough on what should be prioritized. People wanted to see more specific projects and action steps that chart out a path to achieving our goals.

3. Safety should be elevated.

Many people felt that safety should be elevated as the top priority of the STP. For some, this would mean setting more specific targets around Vision Zero and other safety programs.

4. Focus on the climate crisis.

Many people commented that the STP should use bolder language and include additional strategies to confront the climate crisis. Many said that we need more specific targets and strategies for reducing vehicle miles traveled, such as pricing mechanics.

5. Enhance economic vitality.

Many people mentioned that economic vitality is a key outcome of a good transportation system. We also heard that supporting the freight and urban goods movement is foundational to our local economy.

6. Address tradeoffs explicitly.

While the draft STP attempts to integrate all modes of transportation, many people asked us to be more specific on how we will address tradeoffs and conflicts among modes when space is limited. Many people asked us to make safety the number one priority when addressing these tradeoffs.

7. Make implementation specific.

A common theme we heard is that, although the draft plan is aspirational, it could use more specific implementation guidance. People wanted to see a clear and precise plan for how our goals will be accomplished.

8. Define how we measure progress.

People told us they wanted to see more benchmarks for where we're at and where we're going. This could mean setting more numerical goals, such as for vehicle miles traveled, greenhouse gas emissions, and mode share (the percentage of people using modes other than personal vehicles).

9. Elevate accessibility and equity.

Many people told us they want us to focus more on improving the accessibility of the transportation system for people with disabilities. Many also wanted the STP to include more policies to make sure all enforcement is equitable and humane.

10. Provide more opportunities to engage.

Some people told us that they would like an additional opportunity to comment on the STP before it is final.

DRAFT STP PART I FEEDBACK

Launched | August 24, 2023 — Closed | October 31, 2023

PURPOSE AND PARTICIPATION

For the people who chose to review the full draft STP, we asked for comments on each chapter of Part I: the plan introduction and vision; reflections on previous community engagement; the Key Moves; and implementation strategy. Here, we've summarized themes in the feedback we received.

Introduction

Feedback we received on the introduction to the draft plan included:

- Be bold—statements about tackling climate change and addressing past inequities should be bolder
- The STP goals intersect—it's impossible to fully separate things like sustainability and livability
- Performance measures—tracking progress is essential and we need to establish measurable outcomes



I really like the emphasis on improving walkability, biking, and transit. These improvements should be the priority for the future of the transportation system."

STP Engagement Hub Comment

Chapter 1: Vision

Feedback we received on Chapter 1 of the draft plan included:

- The STP vision generally resonated with people
- Emphasize action—make the specific strategies for how we plan to achieve our goals front and center
- Acknowledge conflicts and tradeoffs—be clear about where goals, modes, and street functions might conflict and give strategies for how to address these
- Prioritize people who live, work, and play here—while coordination with regional partners is important, we should prioritize the unique needs of Seattle in our planning decisions
- Integrate transportation and land use—coordinate where growth is planned with high-caliber multimodal transportation access

Chapter 2: Shaped By Community

Feedback we received on Chapter 2 of the draft plan included:

- People want rapid progress—many comments noted that the message from Phase 1 and Phase 2 is clear: people want change now, and quickly
- Outreach to our target audiences—we need to continue emphasizing and expanding outreach to our priority audiences to make sure they can help shape a better transportation system

Chapter 3: Key Moves

Feedback we received on Chapter 3 of the draft plan included:

- The Key Moves resonated with most people
- Prioritize safety—we must build safety into the guidelines for how we design our streets, with an emphasis on physical constraints to vehicle speeds
- Emphasize quick solutions that help people immediately—such as using pilot projects and programs to test for success
- Emphasize maintenance for sidewalks, bikeways, and local streets—these facilities often get de-prioritized in favor of major streets
- Electrify transit—many people told us they would like the City to emphasize electric trolleys, buses, and trams

Chapter 4: Implementation

Feedback we received on Chapter 4 of the draft plan included:

- Be aggressive and fast—many people are tired of long planning horizons and would like rapid implementation to be a priority, even if it needs refinement later
- Identify near-term priorities—clearly state which projects, programs, and actions will be undertaken immediately and which are longer-term
- Make our targets clear—establish clear performance measures for understanding the success of any transportation project including interim goals
- Include travel time as a metric—improving travel times for transit and biking are especially important



What did people think of the draft Seattle Transportation Plan?

We also asked for open-ended comments about what people thought of Part I of the draft Seattle Transportation Plan. Here are examples that represent common themes we heard:

"I'm very excited to see such a progressive, people-focused draft plan."

"I feel so inspired when I read through the Key Moves section, but I am very concerned about the pace and likelihood of implementation. We need it to be as quick as possible... I worry it will get caught up in fights and red tape."

"I've traveled to places where cars are not the dominant way people get around. These places don't just appear. They are built with incremental change. But they start with bold plans that prioritize people first."

"My main priority is to be able to get around safely and as a bonus pleasantly too."

"This is the time to use all the tools SDOT has to address our climate crisis. This is the time to really transform our most dangerous streets so that people are safe using them."

Many people and groups wrote us letters, sent us emails, and left us phone calls providing their feedback on the STP. Here are a few examples of what they said:

"We need to connect neighborhoods so kids do not have to be driven to school by their parents."

"Transforming Seattle to this model is possible, but that transformation must prioritize equity. I am able to live car-lite in my neighborhood because I have a flexible work schedule, [and] access to reliable transit."

"I am pleased to see so many projects focusing on non-car oriented transportation. We live in a dense city with more than enough space already allocated to cars, and as a bike and bus commuter enhancements to those transit systems are very important to me."

"My overall request is to explain more about urban freight in the introduction and throughout the plan to show how it is becoming a factor in people's daily lives not just an economic or business consideration."

**See page 42 for links to view all comments and correspondence received.*



DRAFT STP PART II FEEDBACK

Launched | *August 24, 2023* — Closed | *October 31, 2023*

PURPOSE AND PARTICIPATION

People also had the option to review and comment on Part II of the STP. Part II is a technical report that focuses the 8 functional elements of the STP and on network integration—how all these elements work together. The 8 STP Elements include:

- Transit
- Bicycle and E-Mobility
- Freight and Urban Goods
- Pedestrian
- People Streets and Public Spaces
- Curbside Management
- New and Emerging Mobility
- Vehicle

Transit

Does the Transit Element align with your goals and vision for using transit in Seattle? Why or why not?

- People were excited about an expanded high-capacity transit network and wanted more details about how and when it will be implemented
- Transit needs to be integrated with other modes—tie in transit to the overall network by prioritizing sidewalk and bicycle connections
- Prioritize light rail as the backbone of our transit network—while prioritizing connections from neighborhoods via east-west routes
- Improve what we can, now—while the long-term network vision resonated with many, people would like to prioritize things we can do right away to improve transit

Bicycle and E-Mobility

Does the Bicycle and E-Mobility element align with your goals and vision for biking in Seattle? Why or why not?

- Need to make sure that spaces reserved for bicycles and e-mobility devices are protected from vehicles—pavement markings alone do very little for safety
- Pursue rapid installation—then follow up later with more permanent materials
- Consider more bike- and pedestrian-only streets as bike facilities
- Greenways are great—but arterial bike lanes fill an important transportation need for many people who use bicycles and e-mobility to access daily destinations
- Bikeshare needs to be located in places that are accessible for people with disabilities

Freight and Urban Goods

Does the Freight Element align with your goals and vision for moving goods in Seattle? Why or why not?

- Freight needs are important, and need to be distinguished from personal vehicles—people appreciated that freight and vehicular were planned for separately
- Commercial cargo e-bikes could work well for small-scale local deliveries
- Need to explicitly address how we balance the needs of freight vehicles with safety for people walking and biking—separate freight vehicles from people walking and biking as much as possible

Pedestrian

Does the Pedestrian Element align with your goals and vision for walking and rolling in Seattle? Why or why not?

- Signals and crossings should prioritize people walking and rolling—ways to implement this could be scramble crossing phases, banning right-on-red, and designing features such as traffic calming and refuge islands
- Some people called out existing neighborhoods and wanted confirmation that these were included
- Plan for accessibility—this needs to be clearer in the plan, especially sidewalk repair and maintenance
- Consider grade separation (i.e., pedestrian bridges) where appropriate—along busy arterials or over freeways

People Streets and Public Spaces

Does the People Streets and Public Spaces Element align with your goals and vision for how we use these spaces in Seattle? Why or why not?

- Need to boldly reallocate street space—especially in urban villages and centers
- Create specific guidelines for each people street or public space to make these places safe and attractive for people walking and rolling
- Protect non-motorized spaces—with traffic calming, bollards, and other barriers
- Cafe streets are great—make sure they do not impede visibility at intersections

Curbside Management

Does the Curbside Management Element align with your goals and vision for how we use these spaces in Seattle? Why or why not?

- Include specific goals for increasing non-parking uses of curb space
- Enforcement is key to our curbside management strategy, but we need more automated ways to provide fair and consistent enforcement
- Loading zones need to be provided in convenient locations so that trucks do not block bike or vehicular lanes

New and Emerging Mobility

Does the New and Emerging Mobility Element align with your goals and vision for getting around in Seattle? Why or why not?

- Many people said that their ideal bike- and scooter-share system would be a docked system with lots of geographic coverage—dockless systems serve a need but also come with tradeoffs, including blocking sidewalks
- Bikeshare and scooter-share should supplement transit service
- Many people were hesitant to support autonomous vehicle preparedness and said it should not be a public priority
- Our innovation strategies must focus on what we know works, and what has proven effective in other cities

Vehicle

Does the Vehicular Element align with your goals and vision for driving in Seattle? Why or why not?

- Street improvements that make walking and biking safer often also make driving safer
- Large vehicles make our streets less safe for people walking, rolling, and biking—consider ways to discourage oversized vehicles
- Consider revising the section about emergency response—if designed right, multimodal facilities can improve emergency response times
- More traffic calming is needed on neighborhood streets
- Emphasize street design over education and enforcement—but traffic laws do need to be enforced

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Launched | August 24, 2023 — Closed | October 31, 2023

PURPOSE AND PARTICIPATION

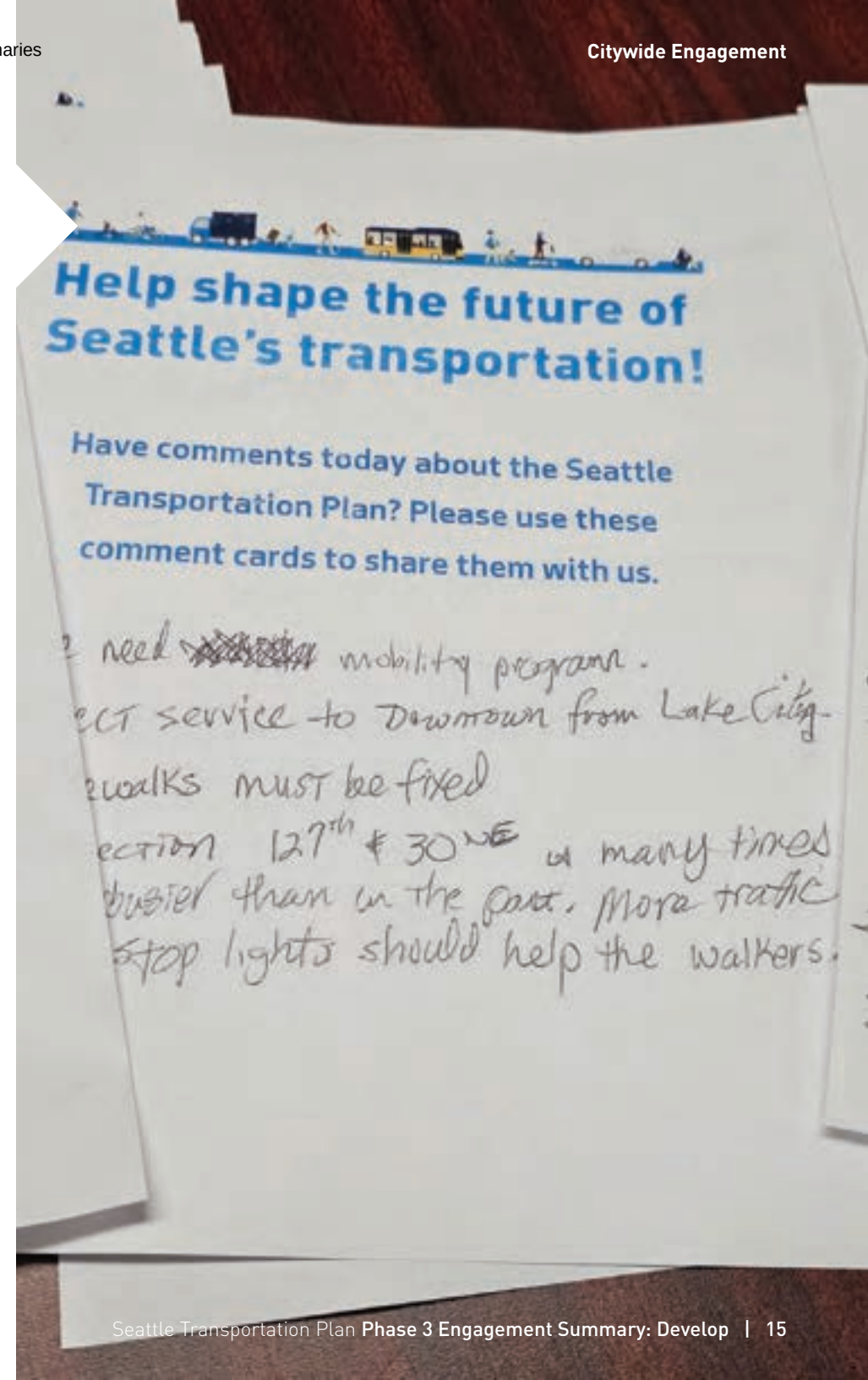
People were also asked to review and comment on the draft Environmental Impact Statement (EIS), which analyzes the potential environmental impacts of the STP. As required by the Washington State Environmental Policy Act, the EIS examines:

- Air Quality
- Water Resources
- Sea Level Rise
- Transportation
- Noise
- Land Use Patterns
- Utilities (Electrical Power)

The draft EIS evaluated these factors with a baseline “No Action” investment alternative as well as two potential future investment scenarios—“Moderate Pace” and “Rapid Progress.”

Feedback we received on the draft EIS included:

- The Northwest Seaport Alliance and the Port of Seattle requested more information be added about the freight impacts between the different alternatives, particularly where freight and transit would share lanes
- All comments that expressed a preference between alternatives supported Alternative 3, “Rapid Progress”
- Consider discussing the impacts and tradeoffs of each alternative not just within Seattle, but in the broader region



PRIORITIZATION ACTIVITIES

Launched | August 24, 2023 — Closed | October 31, 2023

FUNDING PRIORITIZATION

There are many ways we can invest in and improve our transportation system. When we have a lot of priorities, we need to decide what to invest in first. This activity, conducted both online and in-person, asked people to weigh in on whether we should prioritize repair and maintenance of our existing infrastructure or investment in new projects.

577

Activity participants

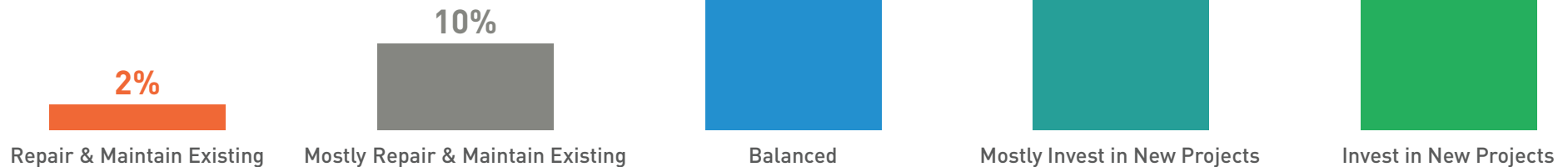
People said to prioritize making rapid change to improve our transportation system, while maintaining what we have.

Move the sliding circle to the option that is most important to you.



Amplifying Community Voices

- During pop-up events at the Roxhill QFC and the Lake City Library, most people said that they would like to **prioritize repair and maintenance** of existing infrastructure, or pursue a **balanced approach**.



Average sliding circle placement



*Mostly Repair & Maintain Existing" and "Mostly Invest in New Projects" include all participants who placed the sliding circle near the middle between two statements.

V1

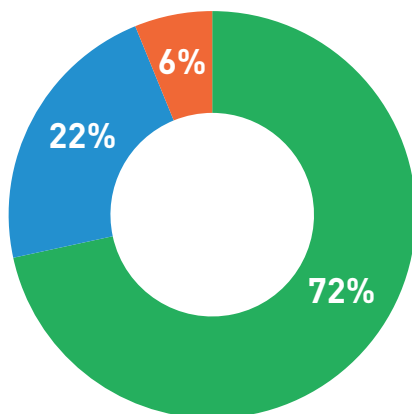
GOAL PRIORITIZATION

In this question, we asked for input on how much emphasis should be placed on different STP goals when evaluating and prioritizing potential investments. Participants were asked to move a sliding circle for each goal to tell us how important that goal was to them.

Key: ■ *Less important* ■ *Moderately important* ■ *More important*

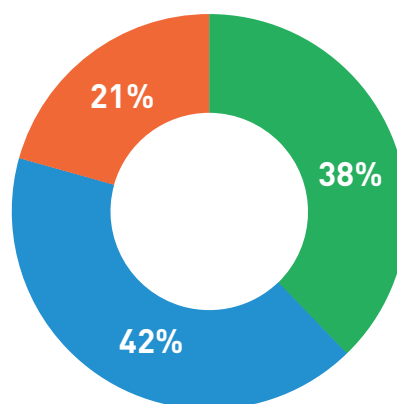
Safety

Everyone feels safe traveling in Seattle, and there are no serious injury or fatal crashes.



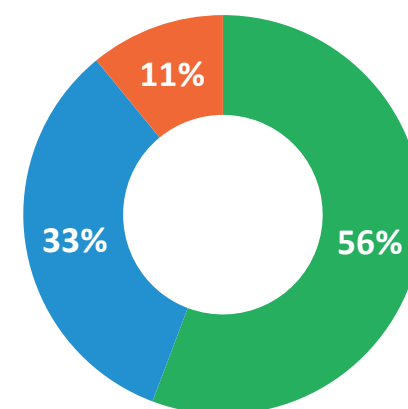
Equity

Co-create with community and implement restorative practices to address transportation-related inequities.



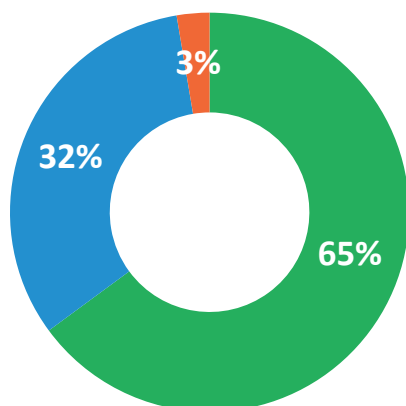
Sustainability

Respond to climate change through innovation and a lens of climate justice.



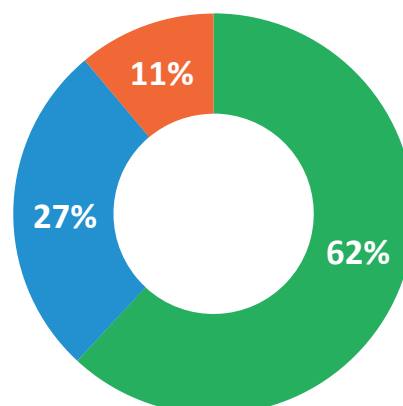
Mobility

Provide reliable and affordable travel options that help people and goods get where they need to go.



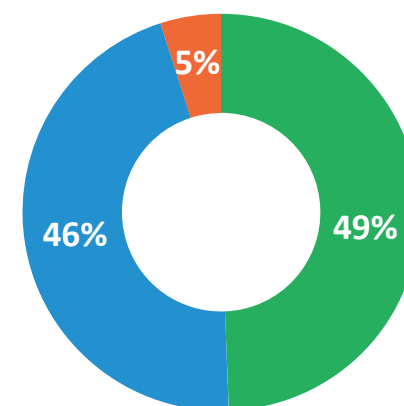
Livability

Reimagine city streets as inviting places to linger and play.



Maintenance and Modernization

Improve city transportation infrastructure and ready it for the future.



CANDIDATE STP PROJECT LIST

Launched | *October 20, 2023* — Closed | *November 20, 2023*

PURPOSE AND PARTICIPATION

During the second part of Phase 3 engagement, a list of candidate STP projects was distributed via an interactive map and project list with information on proposed projects in each of the 7 subareas of Seattle. On the online engagement hub, people were invited to review these projects and choose their top 5 near-term priorities for any subarea and could comment on any additional project priorities. The results of this activity are summarized in the following section.

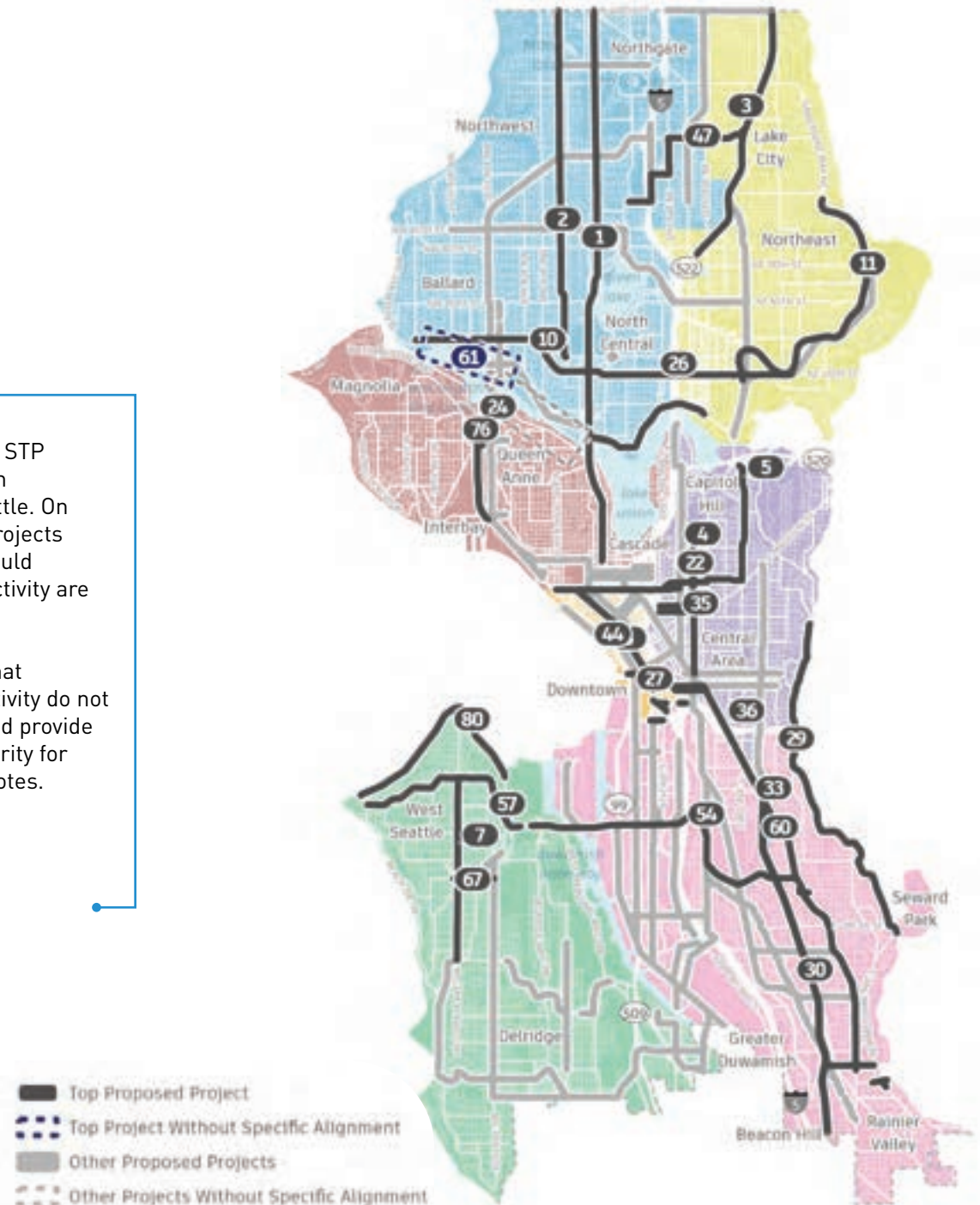
The map at right highlights the top five projects in each subarea that received the most “votes” from participants. The results of this activity do not determine which projects will be implemented or when, but instead provide a useful tool for understanding which projects are the highest priority for people who live, work, and play in these areas that chose to cast votes.

763

Activity participants

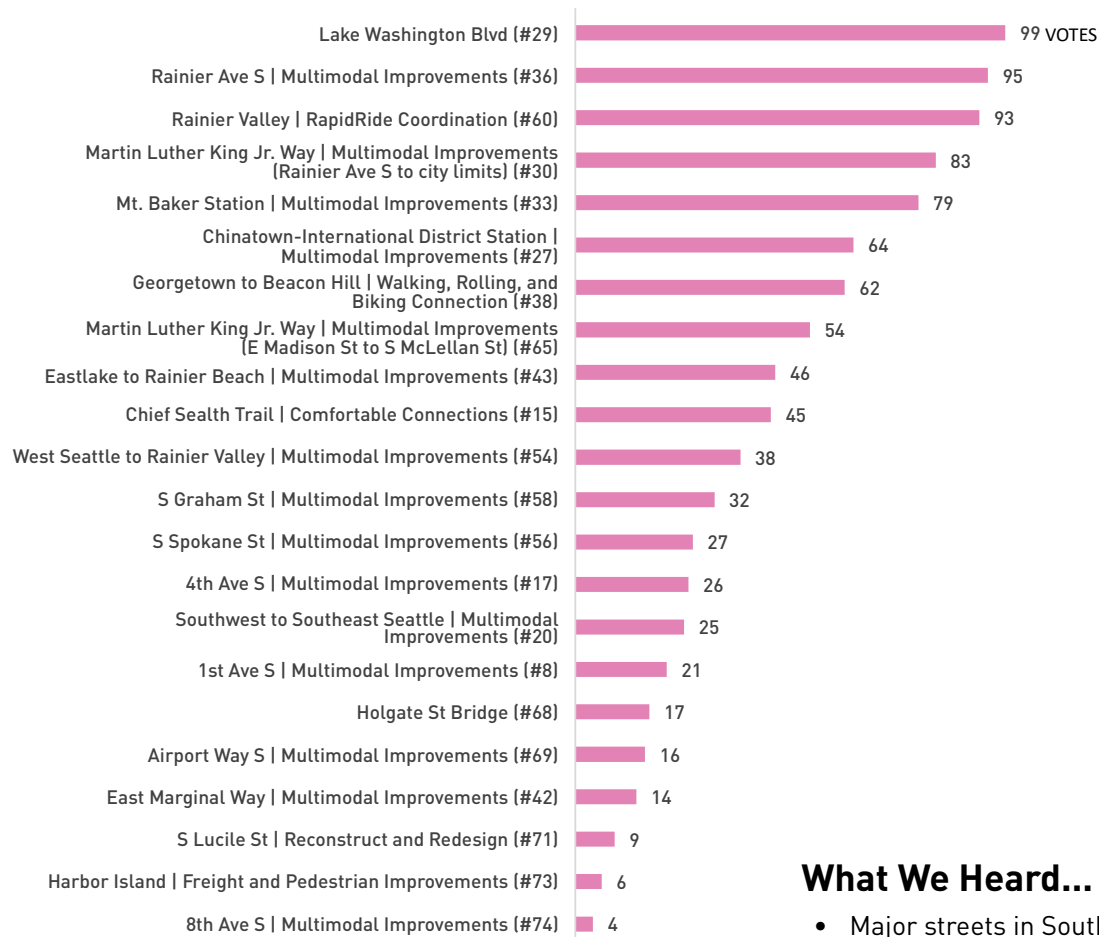
5,914

Total votes on projects



SOUTHEAST SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



25
Comments about Martin
Luther King Jr. Way

28
Comments about
improving Rainier Ave S

25
Comments about Lake
Washington Boulevard

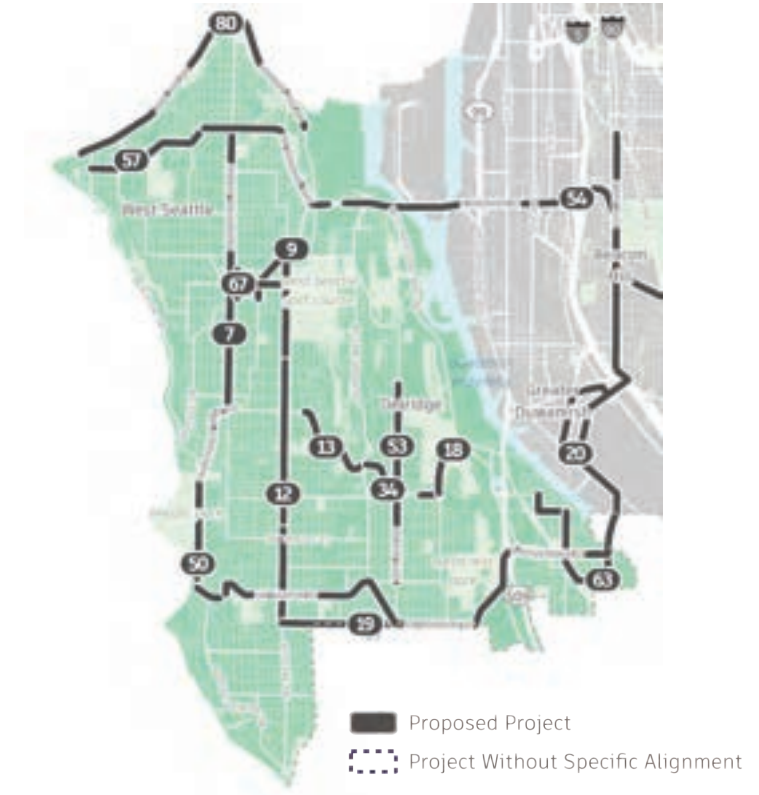
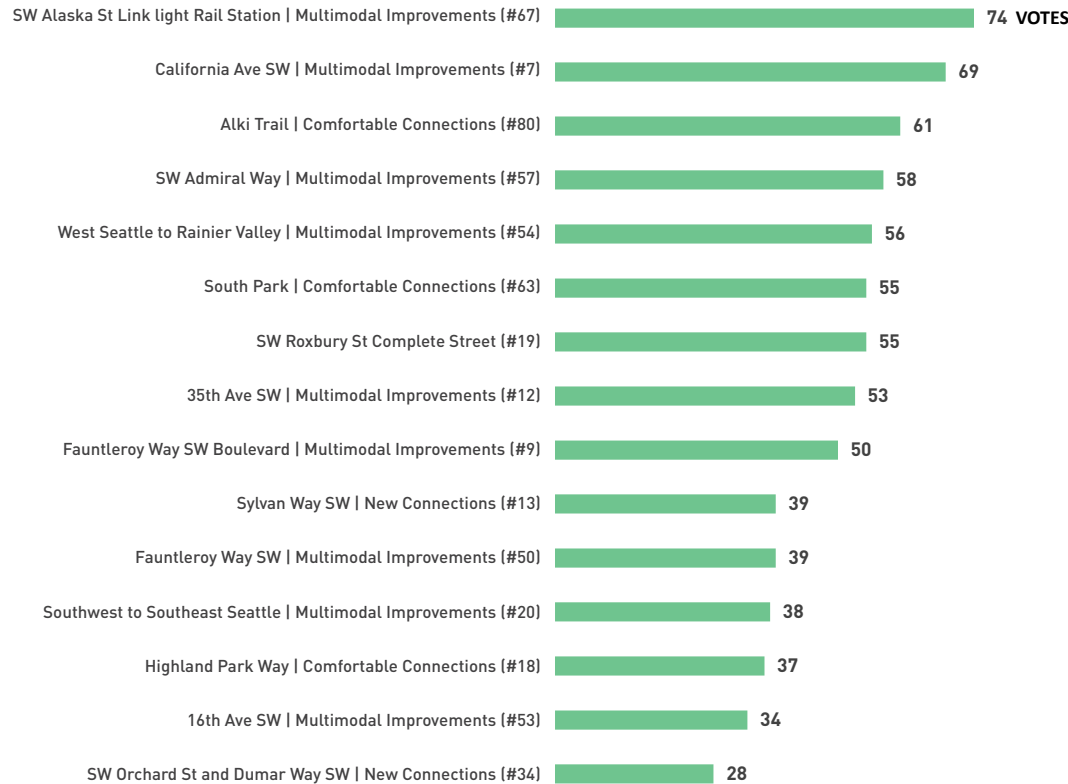


What We Heard...

- Major streets in Southeast Seattle need more safe places for people to cross, especially along bus routes and near light rail stations
- Improved separation is needed between light rail and other modes (vehicles or people walking, biking, or rolling) for safety and mobility
- Projects need to connect together as an integrated network for each mode of transportation
- Lake Washington Boulevard is an important corridor for all modes and needs improvement for safety and comfort. We heard from people who support closing it to vehicles, and others who feel strongly that it should remain open to cars. More consideration is needed for this project

WEST SEATTLE AND DELDRIDGE

Which of these projects do you consider to be top 5 near-term priorities?



What We Heard...

- Many mentioned the Highland Park, Delridge, Roxbury, and Roxhill neighborhoods as underserved areas to prioritize for future projects
- Projects prioritized in the Levy to Move Seattle should be prioritized for completion as soon as possible
- People want to prioritize safe multimodal connections to Link light rail stations
- Because West Seattle and Delridge have limited corridors connecting to the rest of Seattle, these corridors need to be particularly safe, maintained, and reliable

3

Comments about
Sylvan Way

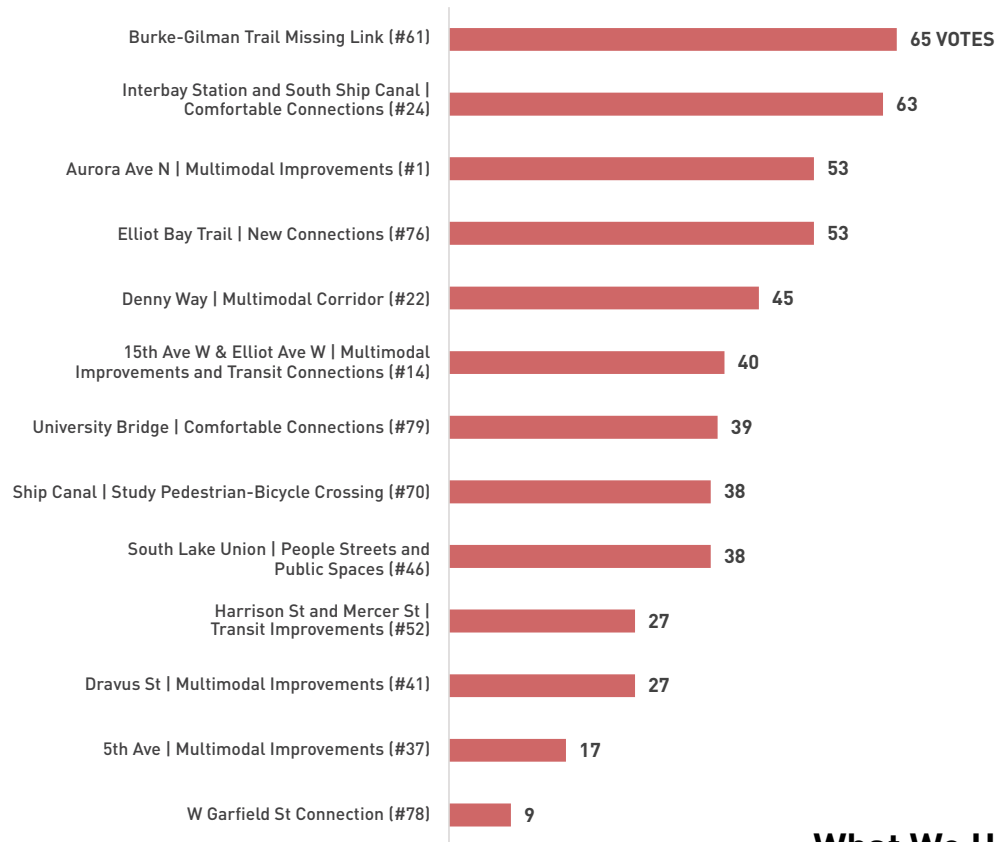
3

Comments about
California Ave SW

V1

MAGNOLIA AND QUEEN ANNE

Which of these projects do you consider to be top 5 near-term priorities?



13
Comments about bridges
(Magnolia, Ballard,
Fremont)

6
Comments about the
Burke-Gilman Trail

13
Comments about
Aurora Ave

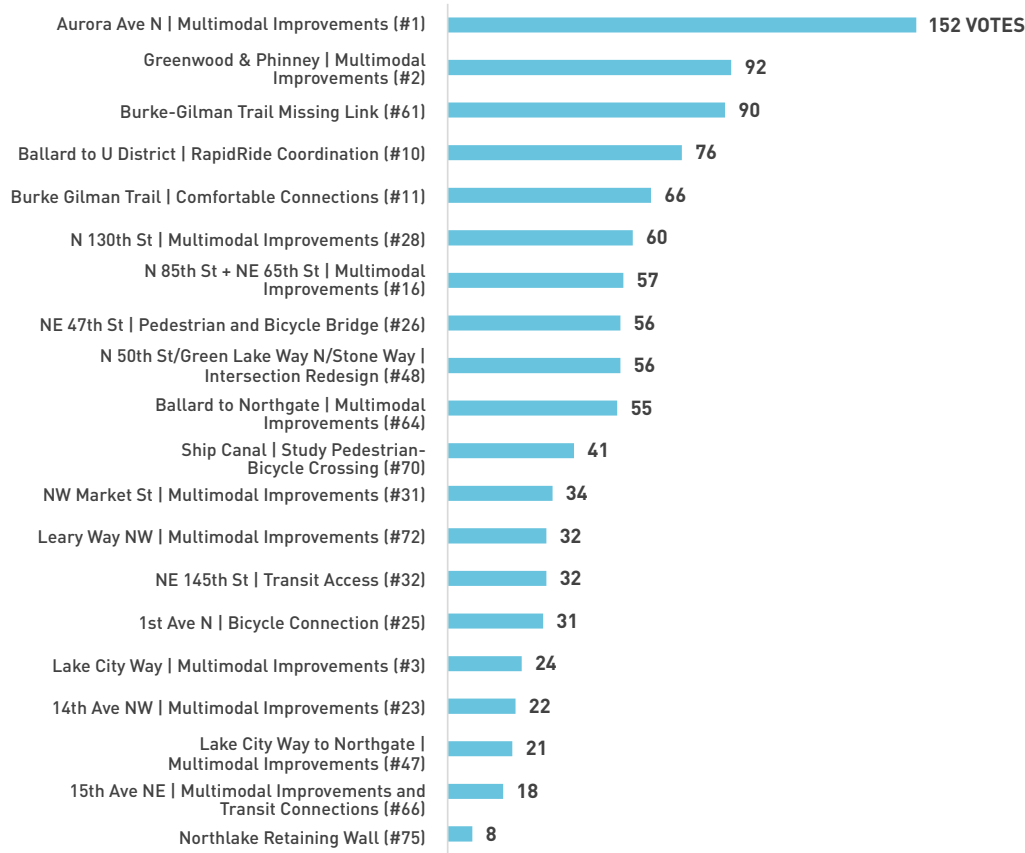


What We Heard...

- People rely on connections such as the Magnolia Bridge Ramp, Ballard Bridge, and Fremont Bridge—these need to be maintained and improved
- People would like it to be safer and more convenient to walk, bike, and roll to different parts of the city—particularly across the Ship Canal
- Aurora Avenue is a dangerous corridor that needs improvements to reduce speed and improve multimodal facilities
- Although it's not technically in Magnolia or Queen Anne, people who live, work, and play here rely on the Burke-Gilman Trail and want it to be complete and connected

NORTHWEST SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



30

Comments about
Aurora Ave

6

Comments about
Greenwood Ave N

7

Comments about improving Ship Canal crossings for
pedestrians and bikes

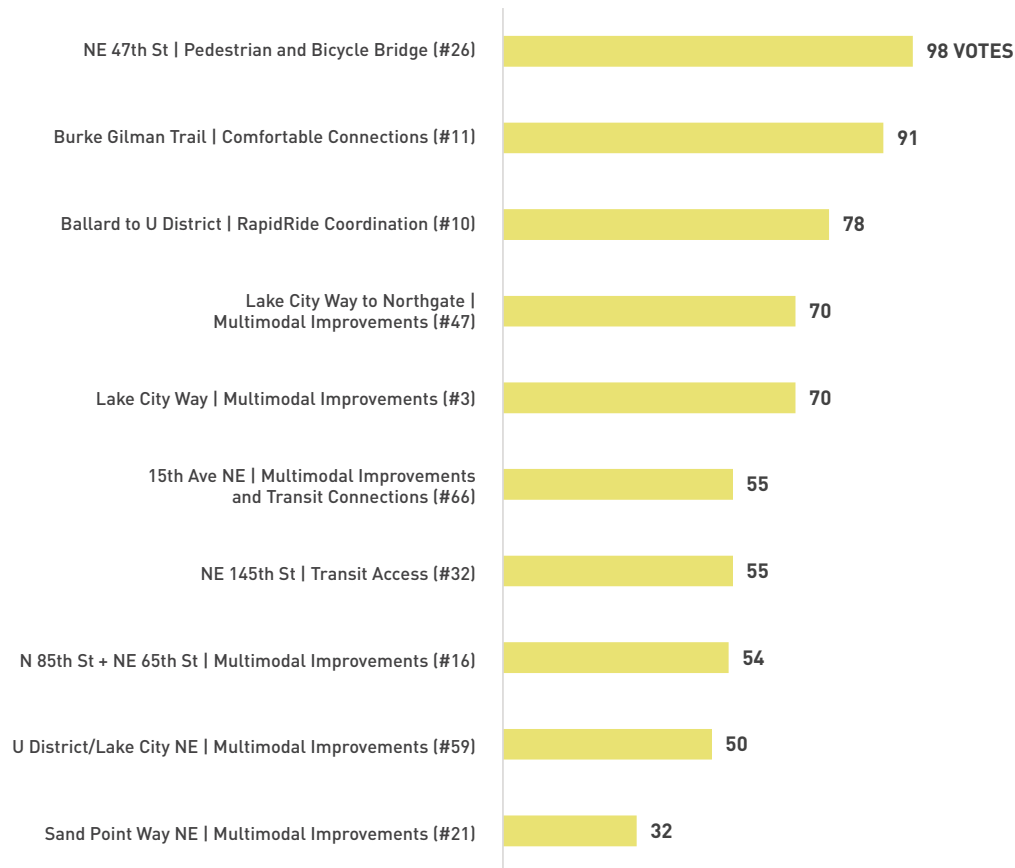


What We Heard...

- Making Aurora Avenue safer for all travelers is a priority for Northwest Seattle
- People want better ways to cross the Ship Canal via walking and biking
- Northwest Seattle needs improved east-west connections to the rest of North Seattle, especially for biking
- People need improved connections to current and future light rail stations from Northwest Seattle via improved transit and east-west biking connections
- Many people said that I-5 and Aurora Ave are barriers to traveling by bike or on foot

NORTHEAST SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



7

Comments about the
Burke-Gilman Trail

3

Comments about
Lake City Way

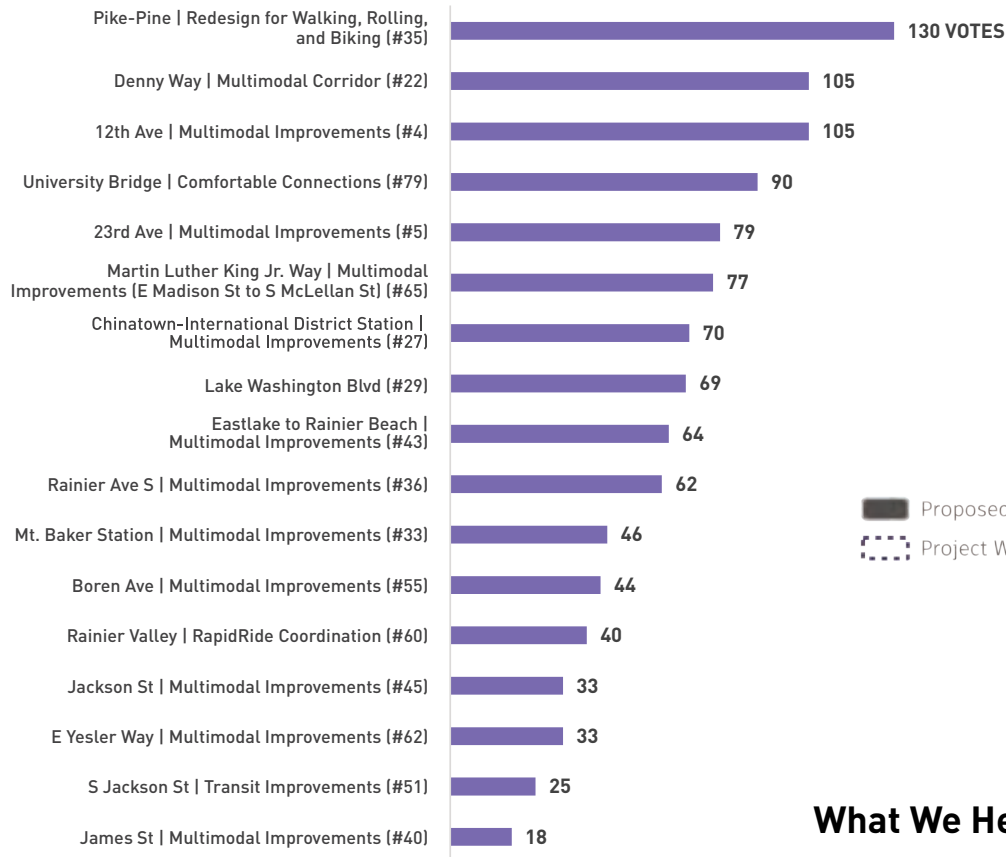


What We Heard...

- Improving the Burke-Gilman Trail is a priority for Northeast Seattle
- I-5 is a barrier to people walking, rolling, and biking—the existing crossings need better facilities for these modes
- Lake City Way needs improvements for safety
- Transit improvements should prioritize east-west travel to connect people to light rail stations
- Need signal improvements to prioritize people walking and biking

CENTRAL SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



12

Comments about
Denny Way

7

Comments about Martin
Luther King Jr Way

10

Comments about Lake
Washington Blvd

7

Comments about
Rainier Ave

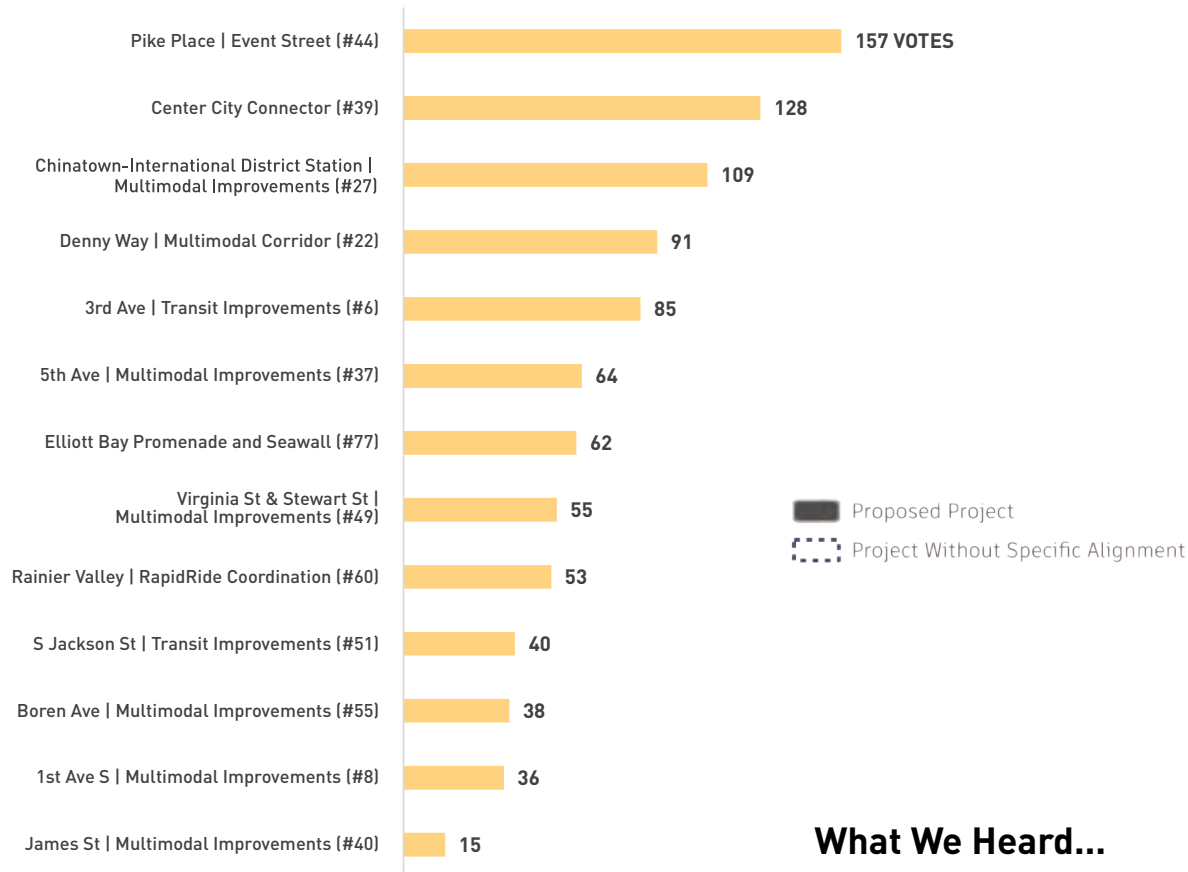


What We Heard...

- Need better bicycle and pedestrian connections from Central Seattle to other parts of the city, like Northeast Seattle and Rainier Valley
- Need more dedicated bus lanes to speed up transit service
- Support for improvements to Lake Washington Boulevard to make it better for people walking and biking—but many people were also concerned about losing this as a vehicular corridor
- Major streets such as Martin Luther King Jr Way, Rainier Ave, Denny Way, and 12th Avenue need safety improvements
- Need better connections to/from the University Bridge
- Need to support new RapidRide transit with sidewalks and bike infrastructure
- I-5 is a barrier and needs more safe ways to cross on foot and by bike

DOWNTOWN SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



What We Heard...

- By far, the top comment received about Downtown was the suggestion to open Pike Place to people walking and shopping, while allowing access for delivery vehicles
- Need to complete the Culture Connector streetcar to make it more useful
- Denny Way needs improvements, including transit lanes to speed up travel times
- 3rd Ave needs improvements for public safety
- Other streets like 1st Ave S and Boren Ave need improvements for bicycles and pedestrians
- Prioritize maintenance of Downtown streets
- Focus on east-west bike connections across Downtown

25
Comments suggesting opening Pike Place to people walking and shopping

12
Comments about the Culture Connector streetcar

12
Comments about Denny Way

STP PROGRAMS

Launched | *October 20, 2023* — Closed | *November 20, 2023*

PURPOSE AND PARTICIPATION

The STP includes a combination of project and programs that will be used to achieve Seattle's Transportation Vision. Participants were asked to share what types of programs were important to them in each of the 6 STP goal areas:

- Safety
- Equity
- Sustainability
- Mobility
- Livability
- Maintenance and Modernization

128

Participants

527

Total Comments

This activity was open-ended, so participants could share their ideas for programs in each of these goal areas via a comment box. The following section summarizes common themes we heard.

SDOT's programs are centered around STP goals. *We can't do everything all at once, so we want to know what you want us to prioritize first.* Let us know your thoughts about existing programs and if there are any new programs you'd like to see added.

▼ SDOT programs and goals

View more information on some of SDOT's existing programs by clicking here.

 **Safety**

Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes

Some examples are:

- Vision Zero
- Freight Safety Program
- Pedestrian-scale lighting
- Rapid pothole repair
- Bike lane and sidewalk maintenance
- Expand Safe Routes to Schools Program to transit and parks

What types of programs are important to you?

SAFETY

121
Total Comments

What types of programs are important to you?

The most common comments we received about safety programs included:

- 42 comments discussed or suggested Vision Zero programs
- 25 comments suggested improved bike lane or sidewalk maintenance
- 19 comments noted protected bike lanes
- 17 comments mentioned pedestrian crossing improvements
- 16 comments mentioned traffic calming or camera-based speed enforcement
- 9 comments mentioned Safe Routes to School
- Several comments mentioned improving lighting and public safety at transit stops and stations

We need to focus on making lots of small improvements that will have a big impact on safety.

“We have a huge, urgent need and we should be able to do thousands of these interventions rapidly with only a few million dollars, without waiting for major capital projects.”

“I want to feel safe walking and biking in all weather and at night [and for] streets to be designed where pedestrians and bikers are prioritized.”

EQUITY

65
Total Comments

What types of programs are important to you?

The most common comments we received about equity programs included:

- 16 comments mentioned ORCA transit cards, equitable transit fares, or rider incentives
- 12 comments mentioned engaging with vulnerable communities such as BIPOC, Indigenous communities, and LGBTQIA+ people
- 11 comments mentioned the Neighborhood Street Fund or Your Voice, Your Choice program
- 7 comments expressed a desire for more equitable sidewalk, bikeway, or greenway presence in Seattle’s neighborhoods
- 5 comments talked about implementing the Transportation Equity Framework
- Many comments requested programs that provide historically underinvested communities with access to transit, safe pedestrian and bike infrastructure, parks, groceries, and other destinations

We need to listen to vulnerable communities such as BIPOC, and make changes quickly.

“Doing these transportation improvements faster IS tackling an equity issue... We should be moving as fast as possible toward a safe, modern city and that is to the maximum benefit of BIPOC.”

“Any equity program is simply performative unless it physically changes infrastructure.”

SUSTAINABILITY

90
Total Comments

What types of programs are important to you?

The most common comments we received about sustainability programs included:

- **36** comments emphasized prioritizing sustainable modes of transportation like walking, biking, and transit
- **27** comments mentioned preserving and improving our urban tree canopy
- **20** comments mentioned increasing adoption of e-bikes and e-cargo bikes through programs and incentives
- **19** comments mentioned creating more low-pollution neighborhoods and pedestrianized areas
- **14** comments suggested increasing electric charging infrastructure, with an emphasis on public charging for e-mobility devices
- **4** comments mentioned increasing parks and green space access

We need to invest in low-carbon transportation options like walking, rolling, biking, and transit.

“The only way to respond to climate change is to reduce reliance on personal vehicles, and the only way to do that is to increase other transportation options for people.”

“Concentrate on the most sustainable options first. Getting more people to current options is more important than electrifying cars.”

MOBILITY

92
Total Comments

What types of programs are important to you?

The most common comments we received about mobility programs included:

- **39** comments mentioned expanding a safe and connected bicycle network for riders of all ages and abilities
- **32** comments mentioned improving walkability by adding safe sidewalks, crosswalks, and other improvements for people walking or rolling
- **20** comments expressed support for Healthy Streets and/or Neighborhood Greenways
- **17** comments prioritized the improvement of the transit network, including increased frequency and dedicated bus lanes
- **17** comments emphasized improving curb and parking management to better serve loading and more accurately price curb space; **9** comments suggested reallocating curb parking space to other uses
- **13** comments mentioned shared e-mobility (bike and scooter share), with many emphasizing better parking for shared e-mobility or increasing affordability of these services

We need to focus on making bicycling, walking, and transit safe, seamless, and useful throughout the city.

“We need safe and reliable ways to get where we need to go, no matter our age and ability. And we need those options prioritized in all neighborhoods, at all times, year-round.”

“Again, walkable, rollable, accessible cities that deprioritize single person cars and prioritize transit and other forms of transportation.”

LIVABILITY

78
Total Comments

What types of programs are important to you?

The most common comments we received about livability programs included:

- **39** comments emphasized expanded, maintained, or improved people streets, public spaces, parks, or green spaces
- **25** comments suggested opening the street for people walking and shopping, while allowing for delivery and service access, including pedestrianized streets; many specifically mentioned Ballard or Pike Place
- **17** comments mentioned creating more community events and performances
- **17** comments said we need more public amenities such as street furniture, public restrooms, bike parking, or trash cans
- **7** comments mentioned improving bike and pedestrian wayfinding
- A common theme among many comments is that prioritizing people-oriented modes of transportation (bicycling, walking, rolling, and transit) would have the greatest impact on livability
- Many people said that safety is a key aspect of livability and needs to be a focus in all livability programs

We need more inviting spaces to gather, play, and linger in our city.

“Street activation measures like street furniture, pocket parks, car-free-spaces and roads closed to cars make spaces inviting places to linger. More opportunities for these programs should exist.”

“It can be hard to find a place to just ‘exist’ in the city where I can sit down, eat, journal, etc. I would like to see more “neutral” public spaces with benches and tables, like parklets.”

MAINTENANCE AND MODERNIZATION

81
Total Comments

What types of programs are important to you?

The most common comments we received about maintenance and modernization programs included:

- **26** comments said we should prioritize intersection safety and signals that prioritize people walking, biking, and taking transit
- **20** comments focused on sidewalk and curb repair, with many noting that this is key to accessibility for people with disabilities
- **20** comments talked about Complete Streets, especially as part of arterial street and bridge maintenance
- **15** comments emphasized bridge repair and replacement
- **13** comments expressed hesitancy about emphasizing autonomous vehicle preparation, saying we need to focus on the basics—making it safer for people walking, rolling, biking, or taking transit
- Many participants said that new projects need to have a clear plan for how they will be maintained

We need a well-maintained and modern transportation system to extend the lifetime of our investments.

*“A key part of the transportation system we have today **MUST** depend on prioritizing maintenance and preservation/modernization over new capital projects (construction).”*

“When bridges are rehabilitated, replaced, or have significant maintenance done, they should be updated with better pedestrian and bike infrastructure.”

REACHING OUR PRIORITY AUDIENCES

The STP Public Engagement Plan committed to elevating the voices of people who are traditionally left out of government planning—particularly those who are Black, Indigenous, or part of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. **We believe everyone's voice should be heard so their needs can be met.**

In Phase 3, we continued our efforts to engage with those who are typically underrepresented. This included opportunities to meet people where they are. **We made deliberate steps to prioritize in-person engagement in areas where our priority audiences live, including:**

Community Events and Pop-Up Engagement

We identified key community events in priority neighborhoods to attend, and held pop-ups at grocery stores. Priority neighborhoods for in-person events in Phase 3 included Lake City, Rainier Valley, West Seattle, Delridge, White Center/Roxhill, Lower Beacon Hill, Columbia City, Chinatown/International District, and South Park. At these events, we met people where they were to share information about the STP and gather feedback via activities or conversation.

Building Relationships

We continued in Phase 3 to strengthen relationships with Community Liaisons that connect us to people who are traditionally left out of government planning. Our Community Liaisons planned their own culturally- and community-appropriate engagement, such as listening sessions, attendance at community events, and pop-ups at grocery stores.

In Phase 3, we continued to prioritize engagement with communities who have been previously left out of transportation decisions in Seattle.

MEASURING PROGRESS TOWARDS EQUITABLE ENGAGEMENT

In the early weeks of Phase 3, many communities of color were underrepresented in online engagement. We made a targeted effort to increase participation to more closely align with citywide demographics. Ultimately, participation among most of these groups increased throughout Phase 3, in part due to our targeted outreach methods. We matched or exceeded the citywide percentages of American Indian/Alaska Native, Asian, Black, and Hispanic/Latino/Latinx people in online activities by the end of Phase 3.

Phase 3 Online Engagement Hub Activities

Participation by race or ethnicity

Race or Ethnicity	Through September	Through October	November (end of Phase 3)	Change from September-November	Share of Population
American Indian or Alaska Native	2.0%	2.9%	2.2%	0.2%	2.4%
Asian	16.7%	15.6%	16.2%	-0.5%	21.1%
Black or African American	2.9%	6.4%	7.3%	4.4%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	10.8%	13.3%	12.3%	1.5%	8.2%
Native Hawaiian, Pacific Islander	2.9%	1.7%	1.7%	-1.2%	0.8%
White (of European ancestry)	74.5%	72.8%	73.2%	-1.3%	71.0%***
Middle Eastern, Arab, N. African White	2.9%	2.9%	2.8%	-0.1%	
Other	5.9%	4.0%	3.9%	-2.0%	7.3%

**People could select multiple answers; percentages may not add up to 100%*

***US Census American Community Survey, 5-Year Estimates, 2020*

****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*



People with the fewest [resources] need transit and bike infrastructure that is reliable for not just getting to downtown Seattle, but also to the grocery [store], their job outside of the core, and the local bar.”

STP Engagement Hub Comment

CORRESPONDENCE

In addition to gathering feedback through formal online activities and in-person events, we invited people and organizations to submit letters, emails, and voicemails to us to comment on the draft Seattle Transportation Plan. We received over 1,000 emails, letters, and voicemails.

The themes we heard in these comments largely mirrored the feedback we heard in our formal activities. We revised the draft plan to respond to a wide variety of comments received.

Themes we heard among the letters and other correspondence we received about the draft STP included:

- Feedback about the engagement process, including considering a fourth phase
- Ways to make the STP bolder
- Alignment with other plans
- Climate and mode shift
- Equity in implementation of projects and programs
- Freight concerns and economic vitality
- Clarifications about modal integration
- Levy priorities
- Interagency partnerships
- Need for thoughtful and transparent prioritization
- Implementation process concerns
- Accessibility of the draft plan and readability suggestions
- Performance measures suggestions
- Equitable enforcement ideas
- Prioritization of people-oriented modes over private vehicles
- Questions/concerns about conflicts with other policies and plans
- Ideas for additional Key Moves

We received letters from advocacy groups, nonprofits, community-based organizations, City advisory boards, chambers of commerce and business associations, and other special interest groups, including:

- AIA Seattle Urban Design Forum
- Alliance for Pioneer Square
- Ballard Fremont Greenways
- Cascade Bicycle Club
- Central Seattle Greenways
- Climate Solutions
- Commute Seattle
- Disability Rights Washington
- Downtown Seattle Association
- Feet First
- Friends of the Market
- Gerry Pollet, State Representative, 46th District
- Highland Park Neighborhood
- North Seattle Industrial Association
- Pacific Merchant Shipping
- Pike Place Market Preservation & Development Authority
- Port of Seattle/The Northwest Seaport Alliance
- Rethink the Link
- School Traffic Safety Committee
- Seattle Bicycle Advisory Board
- Seattle Disability Commission
- Seattle Freight Advisory Board
- Seattle Green Spaces Coalition
- Seattle Metropolitan Chamber of Commerce
- Seattle Neighborhood Greenways
- Seattle Pedestrian Advisory Board
- Seattle Planning Commission
- Seattle Public Utilities
- Seattle Subway
- Seattle Transit Advisory Board
- Sierra Club
- SODO Business Improvement Area
- Transportation Choices Coalition
- U District Mobility
- U District Partnership
- The Urbanist
- West Seattle Bike Connections
- See a link to all correspondence received on page 42

COMMUNITY-LED ENGAGEMENT



ADVANCING EQUITABLE ENGAGEMENT

We wanted to make sure the Seattle Transportation Plan meets the needs of communities of color and those of all incomes, ages, and abilities. **Therefore, in Phase 3 we continued our work with the Department of Neighborhoods Community Liaisons (CLs), as well as community focus groups, to broaden and deepen our engagement processes. Their input helped us create a plan that advances our goal of a racially equitable and socially just transportation system.**

COMMUNITY LIAISONS

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities. CLs are experts in their communities' needs, concerns, and interests.

FOCUS GROUPS

In addition to the wealth of Community Liaison and community-based organization engagement that occurred in Phases 1 and 2, we held focus group meetings with two communities in Phase 3. These focus groups helped to elevate the voices of native and indigenous peoples, as well as those who live in south Seattle neighborhoods.

COMMUNITY LIAISONS (CL) PROGRAM

We engaged directly with 7 different community groups through the CL program during Phase 3. The activities and major themes for each group are provided on this page and subsequent pages in this section. See immediately below for overall high-level key takeaways consistent between all groups.

- People want a transportation system that is safe, accessible, and easy to use.
- The draft STP goals of safety and mobility were the most important for participants. Participants would feel encouraged to use public transportation that is comfortable and intuitive to navigate.
- People want to see improvements made in an equitable way that prioritize disadvantaged populations.
- Transit improvements are valuable in how people travel. As other modes such as light rail advance, it is important to make sure existing routes are continued and improved upon.

ARABIC COMMUNITY

Activities

- CL staff interviewed community members over two weekends
- In-person conversations about the STP and key concerns and opportunities that community members identified
- To generate feedback, questions were provided to the CLs to guide conversation: *What are your top challenges with using the transportation system in Seattle? What improvements would you like to see? What are your top priorities that need to be reflected in the STP?*

Major Themes

- Safety – there are safety concerns while using transit, both for users of the transit system as well as transit operators
- Surface streets – certain roads are very narrow and difficult to traverse while driving. Certain intersections have stop controls that are inappropriate and cause congestion. Streets are also not maintained properly in the city
- Transit – lack of lighting at transit stops leads to safety concerns, inaccurate timing and not enough routes
- Accessibility – the transit system operates well, but for a non-English speaker, it would benefit to have Arabic materials to help navigate the system

RUSSIAN COMMUNITY

Activities

- CL staff interviewed community members via phone calls to discuss feedback on the STP
- To generate feedback, questions were provided to the CLs to guide conversation: *What are your top challenges with using the transportation system in Seattle? What improvements would you like to see? What are your top priorities that need to be reflected in the STP?*

Major Themes

- The STP has the potential need to develop affordable transportation options as well as safety concerns
- STP should think of an additional traffic option such as sky-bridges
- Reduce using articulated public buses, or those that are empty with 50% occupancy, by using minibuses
- Remove carpool lanes on highways within busy areas to generate faster traffic movements
- The top challenges in Seattle are traffic and driving downtown due to poor regulations of traffic lights as well as using articulated public buses. People would like to see safety, mobility, maintenance and modernization prioritized

UNHOUSED COMMUNITY

Activities

- City and CL staff hosted roundtable discussions with community members to discuss feedback around the STP and concerns about the transportation system in Seattle

Major Themes

- Safety – concerns about lack of sidewalks and difficulty navigating as a pedestrian, especially those with mobility issues
- Limited access to transportation options – many routes that folks use do not run early enough or late enough to get to work or other appointments
- Transit safety and service (e.g. personal safety while waiting for and riding transit, pass-ups). Recent violence on the H line
- Inequitable management of trash disposal
- Road conditions and transit stops in wealthy vs poor areas; participants noted that transportation investments in wealthier communities appear more inclusive than investments in less wealthy communities. As an example, sidewalk conditions vary as well as active transportation infrastructure

SENIOR AND DISABLED COMMUNITY

Activities

- City and CL staff hosted three focus group conversations with the senior and disabled community

Major Themes

- Safety – lighting issues when walking, uneven sidewalks make it difficult for pedestrians and people using wheelchairs
- Bus routes- unreliable service and reduction of local service and cancellation of bus routes when light rail opened
- Desire for programs like Ride Now program that allow for more transportation options to be able to get to doctor's appointments

FILIPINO COMMUNITY

Activities

- City and CL staff hosted roundtable discussions with community members to discuss feedback around the STP and concerns about the transportation system in Seattle

Major Themes

- Transit – one participant shared how he sold his car and uses Via services for getting around now. It works really well but he does have difficulty finding a ride at certain hours of the day/has to manipulate his location a bit to find a pick-up location. If this system was expanded it would be even more convenient to use.
- Limited access to transportation options – transit doesn't run frequently enough
- Safety for senior community members and youth

SPANISH COMMUNITY

Activities

- City and CL staff hosted a discussion with Spanish parents and youths to learn about their experiences with the transportation system in Seattle as well as consider feedback to the draft STP

Major Themes

- Safety – using transit in Seattle does not feel safe, there is little enforcement for crime on the buses
- Transit – desire for outlets on buses so that users can charge their phones. Community flyers with barcodes would help for opportunities, internships, other advertising.
- Air conditioning at the bus stops to help with heat
- Transit stops lack shelters, most are just poles with a sign
- Transit prices are too expensive

CHINESE COMMUNITY

Activities

- CL staff hosted two focus groups with the Chinese community, with one group targeted towards tech workers in South Lake Union

Major Themes

- Driving – congestion becoming worse. Local roads need repetitive repairs at the same locations every year.
- Unreasonable designs for bike lanes that cause lanes to suddenly switch to different sides, and sometimes road signs are unclear.
- Many bus routes changed or removed with the opening of new light rail stations that resulted in increased commute times or, in my many cases, the choice to drive instead of using transit.
- Orca cards – difficulty navigating the process
- Overall the most important goals in order are mobility, safety, livability, equity, maintenance and modernization, and sustainability
- For tech workers, a lot of difficulty around route changes with opening of light rail
- In-transit safety
- Not enough parking space in park and rides
- Increase frequency of bus routes



FOCUS GROUPS

SOUTH SEATTLE FOCUS GROUP

Background and Purpose

Because of the negative impacts of redlining in Seattle that made it difficult for many people of color to own property in many areas of the city, including present-day pedestrian fatalities, this community listening event was held in order to hear from residents of neighborhoods in south Seattle. This history of disinvestment and discriminatory policies has ramifications for the present state of the neighborhoods and health of the communities living in these areas. With a focus of the Seattle Transportation Plan to thoughtfully and equitably plan for the future, including the voices of parents and caregivers of young children should be a priority, as well as investing resources in improving transportation in the south end.

Main Themes

- Equity, Safety, and Sustainability should be embedded in Mobility, Livability, and Modernization. These pieces cannot stand alone and should be integrated into the other strategies as they impact the core values of how these should be implemented
- In the neighborhood, people generally feel safer using their cars. Although participants would like to take public transit, walk, or roll to their destinations, they find it hard to feel safe traveling with their families on these forms of transportation. Personal vehicles, then become the more likely default transportation method of choice
- Equity was top priority for all three participants. Due to the lack of inclusion or prioritization of BIPOC communities, all participants stated the importance of prioritizing equity in all STP strategies and project implementation. All participants noted the clear difference in investment of neighborhoods in North Seattle versus their own
- Sustainability was the lowest priority. Participants felt that sustainability should be embedded throughout the plan and not a standalone strategy. When asked to rank this among the other key moves, it ranked lowest
- Participants value “community coming together” both in the planning process as well as the project outcomes. Participants especially discussed this in their vision of the future, that more streets and spaces could serve as community gathering spaces

Priority Projects Identified

- Safety updates along Martin Luther King Jr Way and Rainier Ave were a priority for participants as they felt these were key streets that do not feel safe
- South Seattle Light Rail stations and transit hubs need to be safer for riders
- Lighting on streets needs to be improved. There are many areas that don’t have lighting for those walking and therefore don’t feel safe to use
- Safety of crosswalks needs to be improved. Better lighting and clearer markings in addition to appropriately placed curb cuts for strollers and wheelchairs

NATIVE AND INDIGENOUS FOCUS GROUP

Background and Purpose

Achieving equity in transportation means seeking diverse representation during community engagement, being responsive to the community's input and concerns, and increasing Native representation across the transportation sector. We must work to recognize that city, county, and state governments are, when compared with Indigenous government systems, relatively new governments that benefit from a harmful legacy of building wealth for their European settler constituents. Equity in transportation means genuinely building relationships with the local Native and Indigenous community, including Tribes, villages, and First Nations.

Recommendations of the Group

The recommendations from the Native and Indigenous focus group includes suggestions for updating policies and transportation services across a range of topics from specific to general solutions. Recommendations have been pulled from the listening session, interviews, and listening session planning meetings with facilitators and group members. Recommendations include:

- Take care of the most vulnerable first
- Build capacity to honor tribal sovereignty
- Co-create solutions for underserved communities
- Improve engagement and communication with Indigenous communities
- Improve service to cultural events
- Improve access to Native and Indigenous cultural centers
- Support Tribal Canoe Journeys
- Reflect Indigenous art and culture
- Free transportation for Indigenous people
- Support Indigenous-led community planning and design



MEETING PEOPLE WHERE THEY ARE

In Phase 3, participation in community events continued to be a key way for the STP project team to gather information about the community's vision and preferred transportation actions. Meetings between agencies helped make sure we share a common vision for the plan. **Meetings with people and groups have helped make sure this plan continues to be created for our communities, by our communities.**

COMMUNITY TOUCHPOINTS

48

Community events

40

Meetings and briefings

Focus Groups and Listening Sessions with BIPOC and Other Underrepresented Communities

We remained committed to seeking the voices of those who have historically been excluded from planning processes and have been harmed by past decisions. In particular, Phase 3 events included conversations with those who are Black, Indigenous, or members of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. Events, listening sessions, and connections included:

- Chinatown International District listening session
- Japantown Group listening session
- Filipino community outreach
- Indigenous focus group
- Senior/Disability outreach
- Chinese community outreach
- Unhoused community outreach
- Rainier Valley focus group
- Bike Works outreach
- Spanish outreach

Pop-Up Engagement

During Phase 3, we also visited libraries, grocery stores, and other events in priority neighborhoods that we hadn't heard from as much. These events included:

12 Library Pop-ups:

- Beacon Hill
- Delridge
- South Park
- West Seattle
- High Point
- Southwest
- Northgate
- Rainier Beach
- New Holly
- Columbia City
- International District
- Lake City

8 grocery store pop-ups:

- QFC Roxhill
- Red Apple Beacon Hill
- Uwajimaya
- Red Apple Hilltop
- Safeway Lake City
- Pinehurst
- Safeway Rainier Ave S
- Grocery Outlet Crown Hill
- Grocery Outlet Central District

Other Events:

- Lake City Farmer's Market
- Building a Walkable City Panel
- Coexist Lake Washington
- Boo Bash
- West Seattle Link Extension open house
- ST South Downtown Hub open house
- Virtual office hours

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MEETINGS AND BRIEFINGS

Meetings with Community, Industry, and Advocacy Groups

We attended several community and industry group meetings in Phase 3 to collect input on the plan. These groups requested meetings with SDOT staff via email or the online engagement hub and included:

- Bicycle Advocates
- Cascade Bicycle Club
- Seattle Neighborhood Greenways
- Port of Seattle, Northwest Seaport Alliance, and other maritime stakeholders
- North Seattle Industrial Association
- American Institute of Architects
- SODO Business Improvement Area
- West Seattle Transportation Committee

Meetings with City Boards and Committees

We provided 17 briefings to the City's transportation-focused boards and committees. These boards and committees included:

- Planning Commission
- Bicycle Advisory Board
- Pedestrian Advisory Board
- School Traffic Safety Committee
- Freight Advisory Board
- Transit Advisory Board
- Pedestrian Access Advisory Committee

Inter-agency Meetings

We continued our collaboration with other agencies and efforts involved in planning Seattle's transportation future, including the Office of Planning and Community Development (developing the One Seattle Comprehensive Plan Update).



The hope is that before we are all old, these fixes will happen and last past our generation into maybe our grandchildren's. These things need to be addressed sooner rather than later!"

Focus Group Attendee at Cedar Park Senior Building

Briefings with Seattle's Transportation Equity Workgroup (TEW)

Seattle's Transportation Equity Workgroup (TEW) was established in 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and people of color (BIPOC) and vulnerable communities. Grounded in their communities and experiences, this group defined a set of values and strategies to evaluate future transportation decisions. In Phase 3, we engaged with the TEW 10 times to collaborate on identifying key projects and developing the STP plan document.



Amplifying Community Voices

- At Grocery Outlet in the Central Area, we talked with many Filipino people who mentioned that they need **transit to be safer and more reliable**
- Someone at Uwajimaya said that we need to prioritize improving transit, including **wayfinding signs** so that people easily understand where to go to catch the bus or light rail
- People at the High Point Library were concerned about implementation speed and wanted a **clear plan to help things get done faster**
- People in the Russian community said that their top priorities are **safety, maintenance of the transportation system, and affordability**
- During a focus group centered on seniors, we heard that **sidewalk maintenance** is a major barrier for older adults getting around independently
- At the Northgate Library, a BIPOC youth asked how we were going to use their input to shape transportation, and **questioned whether their voice would be heard**
- At the Delridge Library, a BIPOC youth asked for more detail in the plan about **how projects are selected** and how locations for improvements like low-pollution neighborhoods are chosen



KEY TAKEAWAYS

What we heard from people at events and meetings in Phase 3 directly informed refinement of the draft STP and the prioritization of projects and program concepts in the plan. What we heard at events largely mirrors what we heard during Phases 1 and 2, with many people expressing similar challenges with the existing transportation system and improvements they'd like to see.

Key takeaways that emerged through talking with people at events during this phase included:

- **People want to see rapid and effective progress toward the STP Vision.** Immediate needs that people mentioned a lot include better sidewalks, safe ways to cross busy streets, and protected bike infrastructure. People mostly thought the draft STP was headed in the right direction, but many worried that implementation would be slow and that certain parts of the city might be left out
- **Many people choose to drive today because it feels like the safest option but would choose other ways to get around if they were more comfortable.** To address this concern, people said they need safe, efficient, and reliable transit. Many people told us they feel unsafe riding or waiting for transit and wish for this to be emphasized in the STP
- **We heard varying opinions about whether to prioritize new projects or focus on maintenance.** Many people want to prioritize speed and implementation, while others cautioned that maintenance must be prioritized before new projects
- **Transportation affordability is a challenge for many people in Seattle.** People told us they want the STP to include programs that make it more affordable to take transit, use carshare, or ride bikeshare



Amplifying Community Voices

When we talked with unhoused residents of Camp Second Chance in the Highland Park neighborhood, we heard:

- **Sidewalk maintenance and filling sidewalk gaps** are key for unhoused people, especially those with limited mobility
- Residents said they desire **cleaner, safer transit stops and stations** that are well-lit and have places to sit and rest

V1
Map of Phase 3 STP
Engagement Events
and Meetings

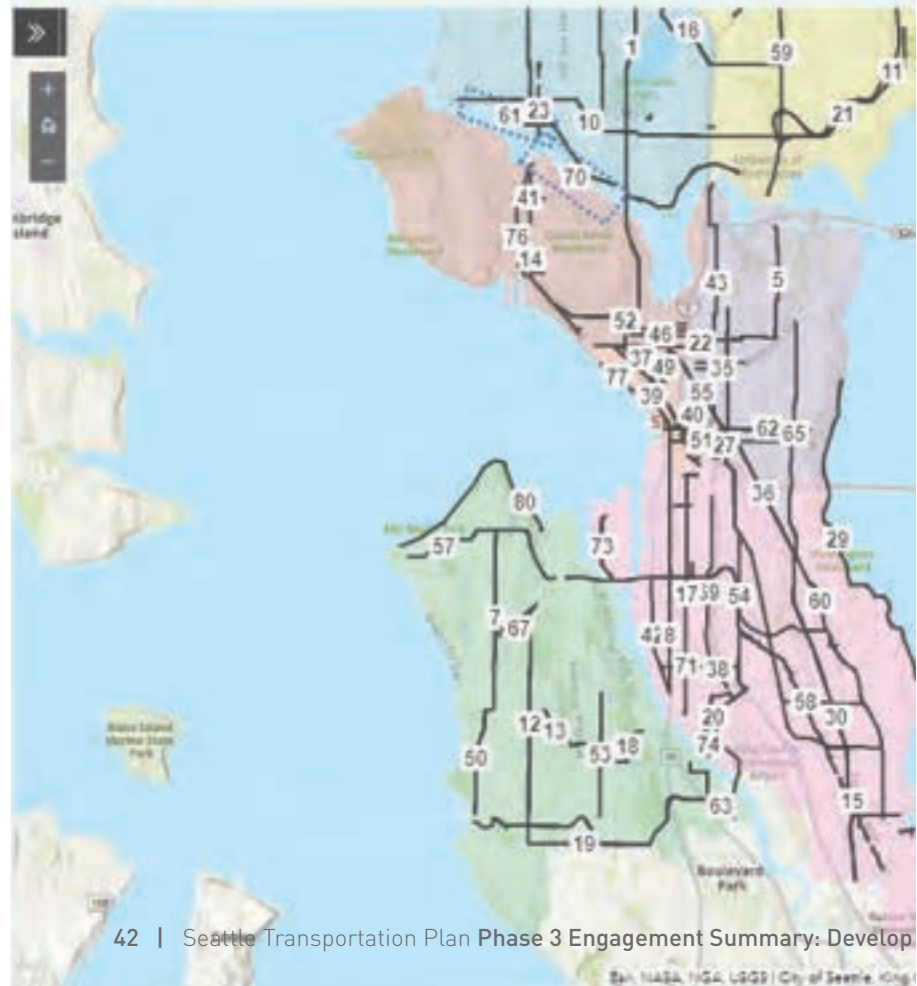
Community Event
Attended by STP Team



ADDITIONAL RESOURCES

STP Transformational Projects
Below is a list of large capital projects that we could seek to fund (generally more than \$10 million). These candidate projects are aspirational and transformative. Please provide feedback on which projects are most important to you. You can view the citywide embedded webmap below or you can download a complete list of all the projects

- ▶ Southeast Seattle
- ▶ East Seattle and Delridge
- ▶ Magnolia and Queen Anne
- ▶ Northwest Seattle
- ▶ Northeast Seattle
- ▶ Central Seattle
- ▶ Downtown



Click on the links below for additional resources related to STP engagement and Phase 3 engagement results, and see next page for a summary table of Phase 3 engagement:

Phase 3 Engagement Results

- [Overall STP Feedback](#)
- [STP Part I Feedback](#)
- [STP Part II Feedback](#)
- [Draft EIS Feedback](#)
- [Candidate STP Project List and Programs Feedback](#)

Digital Resources

- [Phase 1 Engagement Summary](#)
- [Phase 2 Engagement Summary](#)
- [STP Homepage](#)
- [Seattle Department of Transportation \(SDOT\) Homepage](#)

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Phase 3 Engagement Summary Table

Activity	What We Learned	How We Reached Priority Audiences	How Feedback Helped Finalize the STP
Draft STP Review	Most of you thought the draft STP was in a good spot and headed in the right direction—but there were still more refinements to make to be sure the STP is actionable and brings us the rapid progress that the community needs	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code - Community events and meetings	Confirmed the high-level direction of the STP and provided guidance on needed refinements
Environmental Impact Statement Review	You expressed a preference for Alternative 3, which was “Rapid Progress” towards community goals	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code - Community events and meetings	Confirmed the direction of the draft environmental impact statement (DEIS) and the community preference towards rapid progress
Prioritization Activities	- You said that while you want to see maintenance and upgrades to the current system, your preference would be to mostly invest in new transportation projects - You said that Safety, Mobility, and Livability are the most important goals to focus on for evaluating and prioritizing transportation investments	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code - Community events and meetings	Provided the guidance for future prioritization of transportation resources
Candidate STP Project List Review	You generally preferred to see projects that focused on multimodal investment (bicycle, pedestrian, transit) in your community	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code - Community events and meetings	Provided guidance on the projects that we should build first
STP Programs	You told us the types of programs that you would most want to see implemented, as well as the types of concerns you’d like new and existing programs to address	- Multicultural media campaign - Translated materials and advertisement - Print materials with QR code - Community events and meetings	Provided guidance on creation of future STP programs and changes to existing ones
CLs and Focus Groups	You told us that the draft STP goals of safety, mobility, and equity were most important to you, and that these goals should guide future prioritization and decision-making	- Translated materials distribution - Focus groups - CL outreach program	Helped tailor STP recommendations for underrepresented communities
Events and Meetings	You told us your thoughts on the draft STP, prioritization, programs, and the candidate project list	- Community events and meetings - Community and business group outreach - Translated materials distribution - Focus groups - CL outreach program	Confirmed the direction of the STP and provided guidance on what we might build first and how we build it

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Seattle
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Seattle
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Transportation



APPENDIX C

Performance Measures



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PERFORMANCE MEASURES

This appendix compiles the desired outcomes and recommended performance measures described in Parts I and II of the STP. The measures are divided into 3 tiers:

- Tier 1: Overarching outcome-based measures are identified in the STP implementation strategy (see Chapter 5 of Part I of the STP). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled and the percentage of household income dedicated to transportation.
- Tier 2: These measures are tracked in individual elements (See Part II of the STP), as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include a target to increase the share of people taking active trips and the percentage of households living within a quarter mile of an all ages and abilities bikeway.
- Tier 3: Measures in the Tier 3 category are typically tracked by individual programs and are not compiled within the STP. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include the number of secure bike parking spaces installed each year in public right-of-way (both citywide and in equity priority areas); number of miles of multi-use trails, protected bicycle lanes, and Healthy Streets created each year; percent of bicycle and e-mobility catalyst projects completed (both citywide and in equity priority areas); and more.

While all metrics in the tables below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.¹

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

¹<https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

TIER 1 PERFORMANCE MEASURES

Table 1: Tier 1 Performance Measures

Performance Measure (Source)	Baseline (year)	Desired Trend	Target	Track Measure by RSEI and/or race	Related STP Goals
Number of traffic-related deaths (Seattle Police Department (SPD) Collision reports)	30 fatalities (2022)	Towards zero	Zero traffic-related fatalities by 2030	Yes	Safety Equity Sustainability Livability
Number of traffic-related serious injuries (SPD Collision reports)	226 Serious injuries (2022)	Towards zero	Zero traffic-related serious injuries by 2030	Yes	Safety Equity Sustainability Livability
Greenhouse gas emissions from vehicle trips (Seattle Office of Sustainability and Environment (OSE))	2.169 mtCO ₂ e (estimated, 2018)	Towards zero	Net-zero by 2050	No	Safety Equity Sustainability Livability
Vehicle miles traveled (VMT) (OSE)	6.170 billion (2018)	Decrease	37% reduction in VMT by 2044 relative to baseline (2018)	No	Safety Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Percent of people walking, biking, or riding transit (SDOT)	34% of all trips by walking, bike, transit (estimated, 2019)	Increase	63% of all trips by walk, bike, transit by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability

Table 1 continued on next page

Performance Measure (Source)	Baseline (year)	Desired Trend	Target	Track Measure by RSEI and/or race	Related STP Goals
Percent of households within a 10-minute walk via sidewalks or 5-minute ride via AAA ² bikeways of frequent transit ³ (SDOT, Census Bureau)	34% (2023)	Increase	68% of households by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Percentage of household income dedicated to transportation (CNT)	13% for a typical household in the region (2022)	Maintain or decrease	Below 15% through 2044	Yes	Equity Mobility & Economic Vitality Livability
Key infrastructure in state of good repair—good to fair condition (SDOT)	Assets in good or fair condition (2020): Bridges -84% Arterial Pavement -65% Non-Arterial Pavement -68% Sidewalks -53% ⁴ Traffic Signal Assemblies -60%	<i>Individual asset condition trends and targets to be set based on forthcoming Transportation Asset Management Plan</i>		Yes	Safety Equity Maintenance & Modernization

² All Ages and Abilities

³ Frequent transit defined as any transit service with 10 minute or better headways available every day. For bikeway access, this measure only considers Link light rail service.

⁴ Percentage reflects sidewalks in good or better condition. Sidewalks rated on a scale of very poor, poor, fair, good, excellent.

TIER 2 PERFORMANCE MEASURES

Table 2: Tier 2 Bicycle and E-Mobility Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people biking and rolling (SPD Collision Reports)	33 (2022)	Zero Sub-measure: track by age, gender, and housing status as data is available.	Yes	Safety Equity Sustainability Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of bicycle and micromobility trips (SDOT)	3% (2019)	8% by 2044 Sub-measure: Track bike ridership by race, gender, and age	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Increase access to All Ages and Abilities (AAA) network	Percent of households within ¼ mile to the Bike+ or multi-use trail networks (Census Bureau, SDOT)	64% of households 42% of schools (2023)	100% by 2044 Sub-measure: Percent of public schools directly served by a Bike+ route or multi-use trail. 100% by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality
Support a well-maintained bike network	Percent of bikeways with fair or better pavement condition (SDOT)	63% (2023)	Achieve and maintain a higher percent of bike segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

Table 3: Tier 2 Curbside Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal(s)
Increase compliance with curb regulations	1 - Percent of vehicles meeting parking payment requirements (SDOT)	45% (2023)	75% payment compliance	No	Safety Livability
	2- Rate of compliance at commercial load zones (SDOT)	50% (2023)	65% compliance		
Parking priced and managed to provide reliable curbside access for users	Percent of parking area time periods within target range of 70-85% occupancy (SDOT)	39% (2023)	70% of area time periods within target range (Set by Municipal Code)	No	Mobility & Economic Vitality Livability Maintenance & Modernization

Table 4: Tier 2 Freight Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving trucks or rail (SPD Collision Reports)	4 (2022)	Zero	Yes	Safety Equity Sustainability Livability
Improve reliability of freight corridors	Percent of Major Truck Street network operating reliably (TBD ⁵)	TBD	Increase percent of network operating at a TTI of 1.5 or better ("Travel Time Index" (TTI) – ratio of congested to free-flow travel time on a segment)	Yes	Mobility & Economic Vitality Maintenance & Modernization
Decrease the carbon footprint of in-City package delivery	Percent of fleet vehicles that are zero emissions (TBD) ⁵	TBD	30% of goods delivery fleet is zero emissions by 2030	No	Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Support a well-maintained freight network	Percent of Major Truck Streets with fair or better pavement condition (SDOT)	58% (2023)	Achieve and maintain a higher percent of Truck Street segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

⁵ Seattle DOT working to identify an appropriate dataset to calculate this baseline

Table 5: Tier 2 New and Emerging Mobility Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving NEM devices (SPD)	1 (2022)	Zero	Yes	Safety Equity Sustainability Livability
Decrease the carbon footprint of in-City package delivery	Percent of fleet vehicles that are zero emissions (TBD) ⁶	TBD	30% of goods delivery is zero emissions by 2030	No	Equity Sustainability Mobility & Economic Vitality Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of bicycle and micromobility trips (SDOT)	3 % (2019)	8% by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Achieve the transition to electric vehicles	Percentage of City fleet that is zero emissions (City of Seattle)	12.5% Zero Emissions (2023)	100% of City fleet is zero emissions by 2030	No	Equity Sustainability
Support the transition to electric vehicles	Percent of shared Mobility & Economic Vitality that is zero emissions (SDOT)	All: 25% Micromobility: 100% Vehicles: 8% (2023)	100% of shared mobility is zero emissions by 2030	No	Equity Sustainability

⁶ Seattle DOT working to identify an appropriate dataset to calculate this baseline

Table 6: Tier 2 Pedestrian Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people walking and rolling (SPD Collision reports)	101 (2022)	Zero Sub-measure: track by age, gender, and housing status as available.	Yes	Safety Equity Sustainability Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of walking and rolling trips (SDOT)	20% (2019, estimated)	27% by 2044 Sub-measure: track pedestrian trips by age and gender	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Green our streets to support livability and climate targets	Tree canopy in the right-of-way (SDOT)	23% (2021)	Increase tree canopy in the ROW to 30% by 2044. Sub-measures: Utilize Urban Forestry citywide and subarea canopy goals	No	Equity Sustainability Livability Maintenance & Modernization
Increase access to a shared street or public space	Percent of households that live within a 10-minute walk of a shared street or public space (Census Bureau, SDOT)	1) 19% of households outside of Urban Centers and Villages 2) 72% of households within Urban Centers and Villages (2023)	1) 43% of households outside Urban Centers and Villages by 2044 2) 93% of households within Urban Centers and Villages by 2044	Yes	Safety Equity Mobility & Economic Vitality Livability
Support a well-maintained pedestrian network	Percent of sidewalks in good or better condition (SDOT)	53% (2023)	Increase percent of sidewalks with a "Good" or better condition rating (out of Excellent/Good/Fair/Poor/Very Poor)	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

Table 7: Tier 2 People Streets & Public Spaces Performance Measure

Desired Outcome	Performance Measure (Source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase access to a shared street or public space	Percent of households that live within a 10-minute walk of a shared street or public space (Census Bureau, SDOT)	1) 19% of households outside of Urban Centers and Villages 2) 72% of households within Urban Centers and Villages (2023)	1) 43% of households outside of Urban Centers and Villages by 2044 2) 93% of within Urban Centers and Villages by 2044	Yes	Safety Equity Mobility & Economic Vitality Livability

Table 8: Tier 2 Transit Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase walking, rolling, biking, and transit mode share	Increase percent of trips made by transit (SDOT)	11% (2019)	28% by 2044	No	Safety Equity Sustainability Mobility & Economic Vitality Livability
Increase access to frequent transit	Percent of households within a 10-minute walk of frequent transit ⁷ (SDOT, Census Bureau, KC Metro)	53% (2023)	77%	Yes	Equity Sustainability Mobility & Economic Vitality
Increase satisfaction waiting at bus stops during the day and at night	Percent of customers who report feeling safe while waiting for the bus or train (King County Metro's Rider and Non-Rider Survey; Sound Transit Passenger Experience Survey)	Users feel safe at bus stops at night: 29% (2022) Users feel safe at bus stops during the day: 78% (2022) Pedestrians and cyclists feel safe on train platform grade: A- (Summer 2022)	Increase	Yes	Safety Livability
Improve reliability of bus transit service	Percent of bus transit network operating reliably (KCM, SDOT)	73% (Fall 2022)	Increase percent of network operating at a TTI of 1.2 or better ["Travel Time Index" (TTI) – ratio of congested to free-flow travel time on a segment]	Yes	Equity Sustainability Mobility & Economic Vitality Maintenance & Modernization
Reduce cost barriers to transit	ORCA distribution to eligible participants of SDOT funded fare subsidy program (SDOT)	56% (2022)	Distribute ORCA cards to at least 65% of eligible participants of SDOT funded fare subsidy programs	No	Equity Sustainability Mobility & Economic Vitality Livability
Support a well-maintained transit network	Percent of Transit Streets with fair or better pavement condition (SDOT)	57% (2023)	Achieve and maintain a higher percent of Transit Street segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

⁷ Frequent transit defined as any transit service with 10 minute or better headways available every day.

Table 9: Tier 2 Vehicle Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people driving (SPD Collision Reports)	248 (2022)	Zero	Yes	Safety Equity Sustainability Livability
End traffic deaths and serious injuries on city streets due to high-speed collisions	Percent of arterial mileage where 85% of vehicles are traveling within 5 mph of the speed limit (SDOT)	49% (2022)	Increase	Yes	Safety Equity Sustainability Livability
Reduce vehicle mode share	Decrease percent of vehicle trips (SDOT)	66% (2019)	37% by 2044	No	Safety Equity Sustainability Mobility & Economic Vitality Livability
Reduce emissions and other impacts of driving	Reduction of vehicle-miles traveled (VMT) (OSE)	6.17 billion (2018)	Reduce VMT by 37% by 2044	No	Safety Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Reduce dependency on personal vehicles	Number of vehicles per household (Census Bureau)	1.4 (ACS 5-year estimates, 2017-2021)	Reduce the number of vehicles per household	No	Sustainability Livability
Support a well-maintained arterial network	Percent of arterial streets with fair or better pavement condition (SDOT)	61% (2023)	Increase the percent of arterial street segments with a "Fair" or better pavement condition rating (out of Good/Fair/Poor)	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

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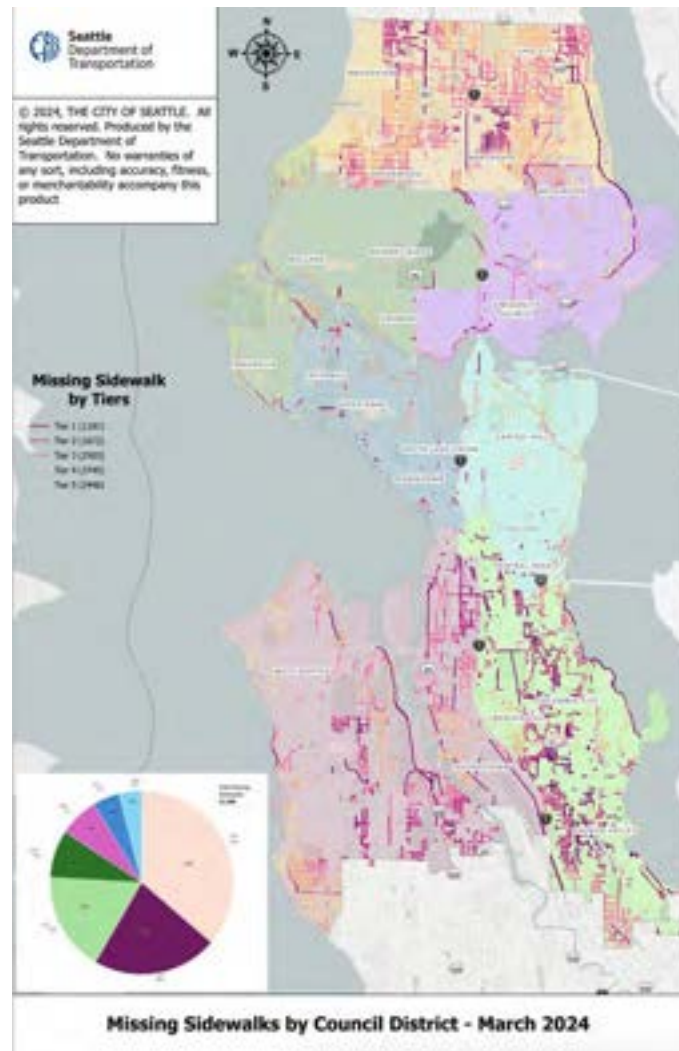
Attachment 6 to Resolution 32131
Seattle City Council Amendments to the Seattle Transportation Plan
April 16, 2024

The Seattle Transportation Plan is amended as follows:

1. Add a new performance measure in the Pedestrian Element (Table 2: Pedestrian Performance Measures, page p-73) and in Appendix C (Table 6: Tier 2 Pedestrian Performance Measures, page Appendix C-8) as follows:

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
Grow the pedestrian network through addition of sidewalks and alternative sidewalks in Tiers 1-5	Percent of areas that have sidewalks or alternative sidewalks in Tiers 1-5	Total missing sidewalks in Tiers 1-5 in 2024	Complete pedestrian network in Tiers 1-5 by 2044 through addition of sidewalks and alternative sidewalks	Yes	Safety Equity Mobility & Economic Vitality Livability Maintenance & Modernization

2. Add a Citywide map of missing sidewalks to the Pedestrian Element as Figure 9a (between Figure 9 and Figure 10). The map should include the total missing sidewalks by tier, include Council districts boundaries, and be substantially in the form of the following map:



3. Revise Key Move Action P10 in the Pedestrian Element (Table 1: Pedestrian Element: Delivering the Key Moves Actions, page P-6) as follows:

P10 Construct new sidewalks or alternative sidewalks on all blocks that currently do not have sidewalks. Construct ~~new sidewalks~~, enhanced crossings, bike lanes for all ages and abilities, and multi-use trails where there are gaps or opportunities for new connections, prioritizing places with the greatest safety concerns.

Amend Table 1 to show that the revised P10 action would support the Safety, Equity, Sustainability, Mobility & Economic Vitality, Livability, and Maintenance & Modernization STP Goals.

4. Revise the 14th Ave NW Multimodal Improvements project (STP Large Capital Project 8) to include freight as a mode to be served and accommodated by the project, and to

acknowledge the role of 9th Ave NW, 11th Ave NW, NW 51st St, and NW 53rd St as alternate pathways for serving pedestrian and bicycle modes through the project area.

5. Rename the Pike Place Event Street project (STP Large Capital Project 65) to the Pike Place Access Review project, identify freight as an additional mode served by the project, and revise the project description as follows:

~~This project prioritizes people walking and rolling around Pike Place while enabling efficient and reliable delivery of goods and access to Pike Place Market. This could include redesigning the street to make it more enjoyable for pedestrians and restricting access for people driving at certain times.~~

This project will evaluate the functions, needs, and users of Pike Place to balance the continued multiple uses of the street such as emergency access, deliveries and logistics, and public use. This review will be led with the Pike Place Market Preservation and Development Authority and this review will include Council district representation, public safety, and other community stakeholders.

Attachment 7 to Resolution 32131
Seattle Transportation Plan Errata

April 16, 2024

The Seattle Transportation Plan is amended as follows:

Item	Location/ Page Number(s)	Existing Plan (Mayor's Recommended Seattle Transportation Plan)	Proposed Revision (Final Adopted Seattle Transportation Plan)
1.	Part II, F-51	Table 4: Freight and Urban Goods Movement Performance Measures: Target or Desired Trend is "Zero"	Table 4: Freight and Urban Goods Movement Performance Measures: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"
	Part II, B-75	Table 5: Bicycle and E-Mobility Performance Measures: Target or Desired Trend is "Zero"	Table 5: Bicycle and E-Mobility Performance Measures: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"
	Part II, NEM-40	Table 2: New and Emerging Mobility Performance Measures: Target or Desired Trend is "Zero"	Table 2: New and Emerging Mobility Performance Measures: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"
	Part II, P-73	Table 2: Pedestrian Performance Measures: Target or Desired Trend is "Zero"	Table 2: Pedestrian Performance Measures: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"
	Part II, V-46	Table 2: Vehicular Performance Measures: Target or Desired Trend is "Zero"	Table 2: Vehicular Performance Measures: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"
	Appendix C-4	Table 2: Tier 2 Bicycle and E-Mobility Performance Measures, Outcome 1: Target or Desired Trend is "Zero"	Table 2: Tier 2 Bicycle and E-Mobility Performance Measures, Outcome 1: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"
	Appendix C-6	Table 4: Tier 2 Freight Performance Measures: Target or Desired Trend is "Zero"	Table 4: Tier 2 Freight Performance Measures: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"
	Appendix C-7	Table 5: Tier 2 New and Emerging Mobility Performance Measures: Target or Desired Trend is "Zero"	Table 5: Tier 2 New and Emerging Mobility Performance Measures: Target or Desired Trend will be "Zero fatalities or serious injuries by 2030"

	Appendix C-8	Table 6: Tier 2 Pedestrian Performance Measures: Target or Desired Trend is “Zero”	Table 6: Tier 2 Pedestrian Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Appendix C-11	Table 9: Tier 2 Vehicle Performance Measures: Target or Desired Trend is “Zero”	Table 9: Tier 2 Vehicle Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
2.	Part I, I-105, Appendix A-2, A-12	The 15 th Ave W & Elliott Ave W project extents end at 2 nd Ave W.	Update the southern project extents to end at Bell Street.
3.	Part II, V-29	Existing traffic volumes map data is mis-displayed.	Update traffic volumes map using correctly displayed data.
4.	Part I, I-75 to I-79	Replace all references to the following land use terms: a. Commercial / Mixed Use Areas: high density b. Commercial / Mixed Use Areas: medium density c. Commercial / Mixed Use Areas: low density d. Residential Areas e. Industrial Areas	Replace all references with the following terms used in the draft One Seattle Comprehensive Plan, released in March 2024: a. Regional Centers b. Urban Centers c. Neighborhood Centers d. Urban Neighborhoods e. Manufacturing & Industrial Centers
5.	Appendix A-19	Revise the following bullet within the N 130 th St Multimodal Improvements project (Project 17): • Adding a multiuse trail to connect the Interurban Trail to the Link light rail station or nearby protected bike lane	Replace the bullet with the following: • Adding protected bike lanes to connect the Interurban Trail to the Link light rail station
6.	Appendix A-47	Revise the following bullet within the S Graham St project (Project 45): • Adding a bicycle route for people of all ages and abilities	Replace the bullet with the following: • Adding an all ages and abilities westbound bicycle route and, due to right-of-way constraints, alternative improvements along the eastbound route
7.	Appendix A-48	The Greenwood and Phinney (Project 46) project mentions adding bicycle facilities for people	Clarify that the AAA facilities would not be provided along Phinney Ave N/Greenwood Ave N for the entire

		of all ages and abilities (AAA) along the corridor.	extent shown on the map per the Bicycle and E-Mobility Element – just N 50th St to N 72nd St. Revise the project description as follows: “Providing bicycle facilities for people of all ages and abilities on this corridor and/or parallel local streets, which includes upgrades to some existing facilities.”
8.	Appendix A-62	Revise the NW Market St project (Project 60) icons and description.	Update the project summary sheet as follows: • Add a bicycle symbol under “Modes Served” • Add a bullet under the project description stating: “Adding all ages and abilities bicycle facilities on NW Market St in conjunction with the opening of the Ballard Link light rail station.”
9.	Part I, I-110	The SW Alaka St Link light rail station I Multimodal Improvements project (Project 21) is listed as a middle tier project	The SW Alaka St Link light rail station I Multimodal Improvements (Project 21) will be changed to a highest tier project to align with the draft transportation levy plan
10.	Part I, I-111	The Georgetown to Beacon Hill I Comfortable Connections project (Project 44) is listed as a lowest tier project	The Georgetown to Beacon Hill I Comfortable Connections (Project 44) will be changed to a middle tier project to align with the draft transportation levy plan