

Seattle Transportation Plan

Scoping Fact Sheet for the State Environmental Protection Act (SEPA) Environmental Impact Statement (EIS)

What is the Seattle Transportation Plan (STP)?

The **Seattle Transportation Plan, or STP, will guide transportation investments for the next 20 years.** 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.

Our transportation system includes roads, sidewalks, bridges, stairways, transit, paths and trails, bike lanes, crosswalks, public spaces, and much more. COVID-19, climate change, and rapid population growth make it hard to keep this system running smoothly. The STP will help us create a sustainable system that works now and in the future.

To meet the STP's goals of Safety, Equity, Climate Action, Stewardship, Mobility, and Livability, the STP will address the preliminary themes listed below:

- **Climate action.** Reduce Greenhouse Gas (GHG) emissions from passenger vehicles by 82% and vehicle miles traveled by 20% by 2030, and provide a transportation system that reaches Zero Net GHG emissions by 2050.
- **Public space for people.** Create welcoming and accessible public spaces where people can connect and celebrate our cultural diversity and unique places.
- **Vision Zero.** Eliminate traffic deaths and serious injuries on Seattle streets by 2030.
- **Co-creation and public engagement.** Conduct equitable public engagement and build public trust to improve transportation and quality of life in Seattle.
- **Choice and convenience.** Increase travel choices and connections.
- **Anti-displacement.** Acknowledge transportation's role in the displacement of vulnerable communities and work with the community and across City departments to develop displacement-mitigation policies.
- **Growth.** Accommodate anticipated growth by expanding transit, walking, biking, and other transportation infrastructure.
- **Affordability.** Create a transportation system where the cost of reliable, convenient transportation does not financially burden the people who use it.
- **Complete Streets.** Improve travel conditions for bicyclists, pedestrians, transit, and freight in a way that supports the surrounding community.
- **Universal, intuitive design.** Provide all residents and visitors convenient, easy-to-understand tools for paying and planning travel.
- **Investment prioritization.** Prioritize transportation investments that support social equity, safety, environment, and public health.

STP Launch

- Public engagement on visioning and goals

EIS Scoping

- Issue Determination of Significance and Scoping Notice
- 30-day public comment period

STP Alternatives

- Refine alternatives
- Finalize EIS topics

Draft EIS

- Prepare and issue Draft EIS
- 45-day public comment period

Issue Final EIS

- Respond to Draft EIS comments
- Evaluate Preferred Alternative

Seattle Transportation Plan Legislative Process



How will equity inform the Seattle Transportation Plan (STP)?

A history of racist policies and disinvestment has created inequities in our transportation system, including longer commutes for communities of color than their white counterparts, displacement, and often less access to high-quality transit service. Communities of color disproportionately experience the long-term negative impacts of this historic racism, including increased air pollution and associated health impacts, and decreased access to social and economic opportunities. In order to combat the historic harms and the negative impacts of our transportation system, equity is a primary focus of the STP, which will be informed by local communities, academic and industry research, and the City's new [Transportation Equity Framework](#).

What is SEPA? What is an EIS?

Under the State Environmental Policy Act (SEPA), an Environmental Impact Statement (EIS) is a required document that provides the City, public, and other agencies with environmental information to be considered in the decision-making process.

An EIS describes:

- **Existing conditions** in the city,
- **Proposed actions** and alternatives, such as new policies and growth,
- **Environmental impacts** that may occur,
- **Mitigation measures** to reduce or eliminate adverse impacts,
- **Potential significant, unavoidable, and adverse impacts**, and
- **Potential beneficial outcomes**.

How does the EIS inform the Seattle Transportation Plan? The findings of the EIS will help shape the policies, programs, and projects in the Transportation Plan. However, that decision-making process is part of the larger STP planning process, not the EIS process described in this Fact Sheet.

What are Environmental Impact Statement (EIS) "alternatives"?

EIS alternatives represent different ways that the City's transportation system can grow and change. We are required to study a "No Action" alternative – keeping the current plan and regulations – and reasonable alternatives that can achieve City objectives at a lower environmental cost. Alternatives represent "bookends," and the final preferred alternative will fall within the range studied.

How do the alternatives support the Seattle Transportation Plan? Alternatives create bookends for the range of potential policies, programs, and projects included in the STP. However, that decision-making process is part of the larger STP planning process, not the EIS process described in this Fact Sheet.

Topics Evaluated in an EIS

The scoping process seeks community, agency, and tribal input on what topics will be included in the EIS. The City anticipates addressing the following topics at a non-project level of detail (WAC 197-11-442):

- Air quality
- Noise
- Climate
- Land use patterns
- Water quality
- Transportation



Which alternatives will be studied in the Environmental Impact Statement (EIS) for STP?

The alternatives will study different ways to meet the City's climate goals and support the preliminary themes listed on the first page. Our transportation system produces 60% percent of Seattle's climate pollution. This is primarily due to emissions from cars and trucks powered by fossil fuels. Estimates indicate that currently, only 3 out of 10 trips taken in Seattle are low-emission. The number of these trips may change based on current trends. This is represented by Alternative 1 below, the "No Action" Alternative.

The high-level conceptual alternatives in the EIS (see table below) will test approaches to increasing the number of low-emission trips people take in Seattle. Each alternative mixes two tools to do this: "mode shift" and "electrification." "Mode shift" means changing the way people get around, such as switching from driving to walking or biking or riding transit, and "electrification" means switching from vehicles that run on fossil fuels to vehicles that run on electricity.



Alternatives	Existing low-emission trips	New trips by electric vehicle ("electrification")	New trips by foot, bike, or transit ("mode shift")	Total low-emission trips
ALTERNATIVE 1: No Action. This required alternative represents what is likely to occur if the STP is not updated.	3 out of 10 trips	<i>Based on current market trends</i>	<i>Based on current market trends</i>	3 of 10 trips or based on current trends
ALTERNATIVE 2: Electrification and mode shift.	3 out of 10 trips	+ 1 trip	+ 2 trips	6 of 10 trips
ALTERNATIVE 3: Accelerated electrification and accelerated mode shift.	3 out of 10 trips	+ 3 trips	+ 4 trips	10 of 10 trips

Alternative 1 would be based on current trends on the number of low-emission trips people take in Seattle. Alternatives 2 and 3 would both increase the number of low-emission trips by:

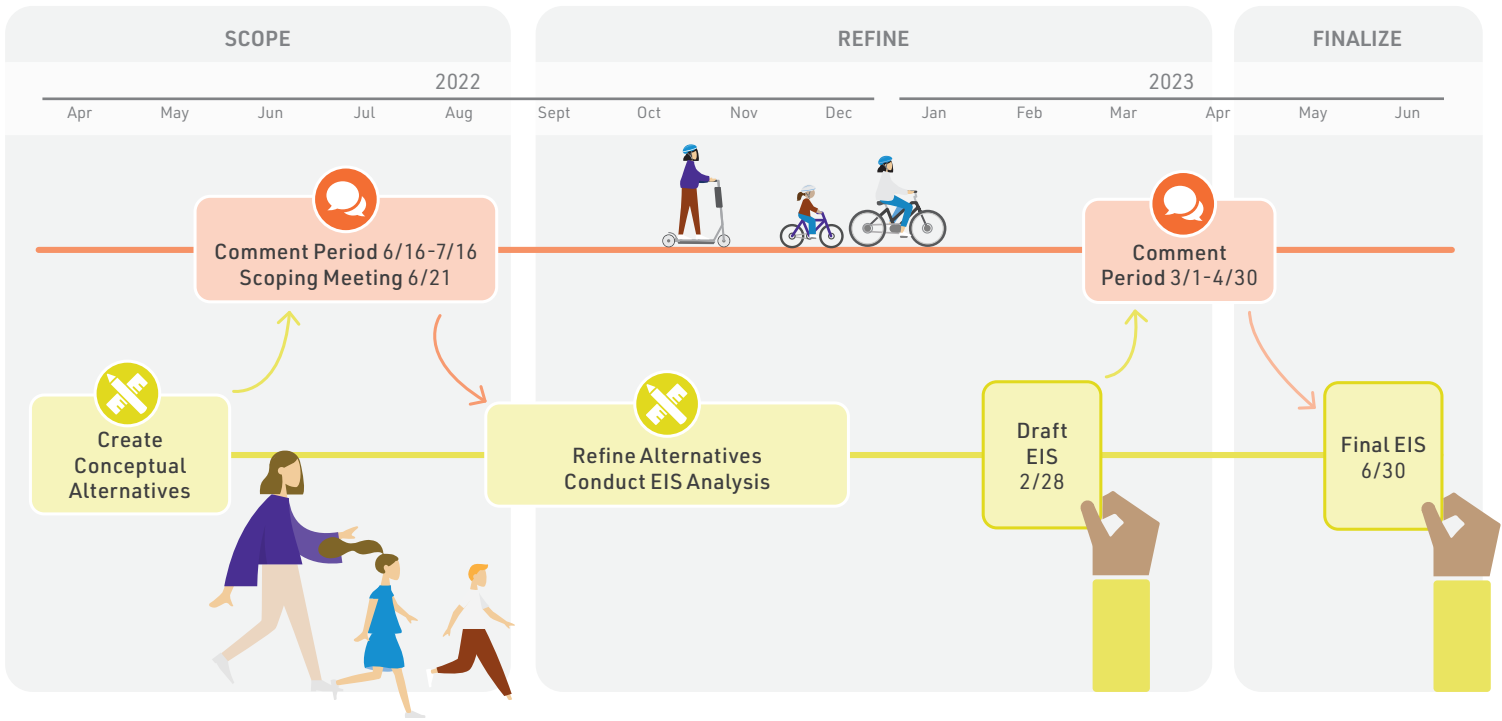
- **Improving walking and cycling connections to transit stops.**
- **Improving transit links between and to neighborhoods,** including to less connected neighborhoods.
- **Adapting transit stops to ensure that all residents can ride,** including people with disabilities.
- **Prioritizing equity and residents with low incomes** for any transit subsidies.
- **Making multi-modal journeys easier to plan and pay for** through an integrated digital system.

Additionally, Alternative 3 would further increase the number of low-emission trips by:

- **Reducing speeds and right-sizing space dedicated to cars.**
- **Making streets more accessible, safe, and pleasant for pedestrians and cyclists** by widening sidewalks, adding crossings and bike infrastructure, and prioritizing pedestrians and cyclists at traffic lights.
- **Closing some streets to cars** to ensure a portion our city will have zero transportation emissions and reclaim street space for community.
- **Making streetscapes greener** with trees and other plantings and expanding green public space in every neighborhood.
- **Enabling walking and cycling in every neighborhood** through new and adapted initiatives.



Where are we in the EIS process?



How do I comment on the scope of the EIS?

Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required.

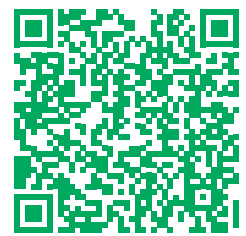
Scoping Comment Period: June 16 - July 16, 2022

City Contact: Radcliffe Dacanay, Principal Planner

Email comments to radcliffe.dacanay@seattle.gov with the email subject "SEPA comment." To comment by phone, call (206) 945-2407. Email comments are preferred.

Participate in the Online Community Meeting on June 21, 2022 at 6 pm. The meeting will be an interactive meeting where you can share your ideas for the future of transportation in Seattle. A link for the meeting will be posted at www.seattle.gov/transportation/SeattleTransportationPlan

For general questions, email STP@Seattle.gov or call the multi-language phone line: (206) 257-2114.



Scan to view project webpage

