

# 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\*

# KEY TAKEAWAYS

## 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

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**





## 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:

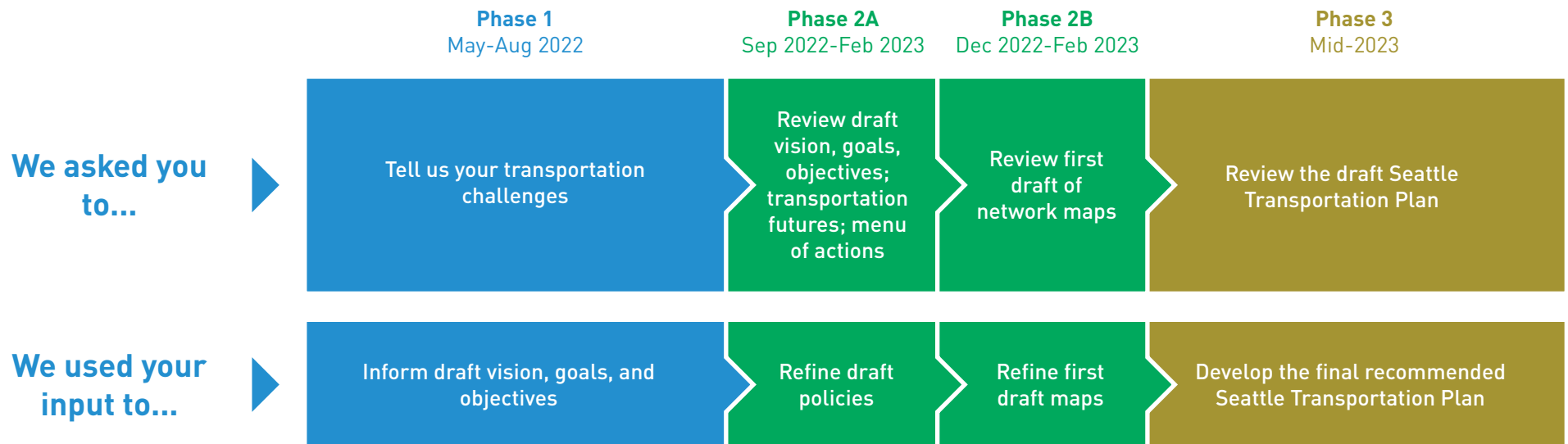
- 1 **Meets everyone's needs**
- 2 **Connects us all safely, efficiently, and affordably to places and opportunities**
- 3 **Treats everyone—regardless of race, class, gender, sexuality, nationality, age, or ability—with dignity and equity**

**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 ខ្ញុំ ដែរ ?

I would like to see  
more crosswalks

More community centers  
or places for people to  
gathering go to for  
recreational activity  
Also more program spaces  
(like other places) or like  
night events) to gathering  
with them

- education on  
or  
politics

Community centers  
and free sport  
playgrounds

community space  
for children  
activities regularly  
activities

Community center  
with garden

More dancers

- more community  
events  
- More people know  
about the  
- Active participation  
in the political  
processes  
- education about  
the environment

## 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

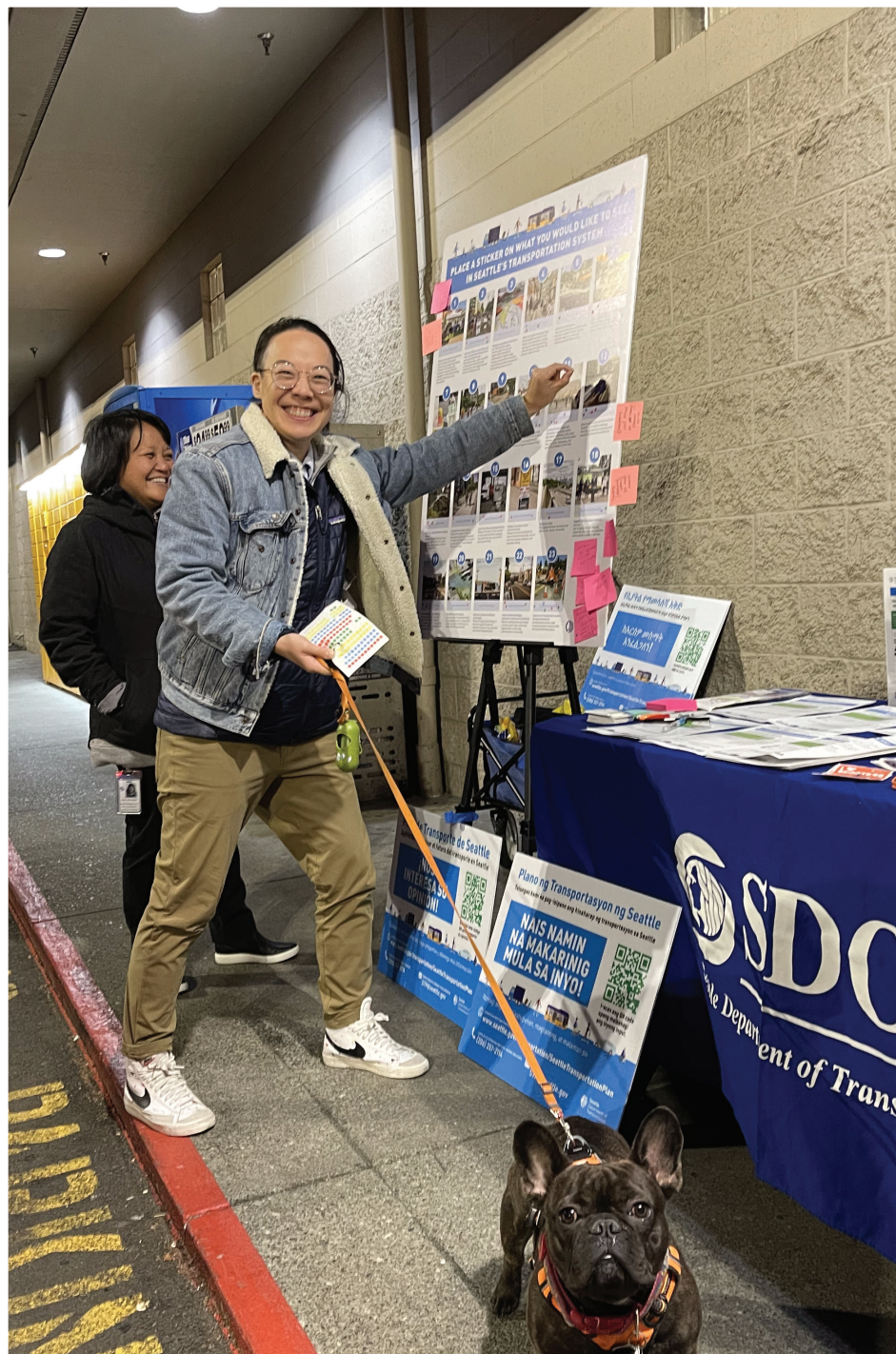
**14**

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

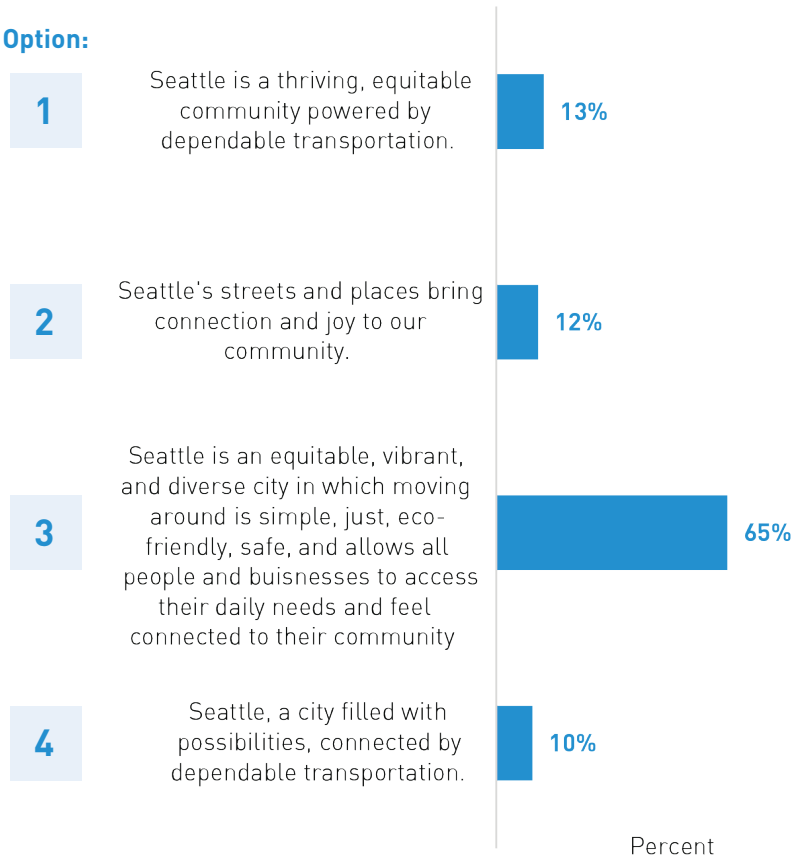
The first activity on the Phase 2 online engagement hub gathered feedback on the draft STP vision, goals, and objectives. These were drafted based on the common themes we heard from you in Phase 1.

### Draft STP Vision

*Which of these statements is your vision for the future of transportation in Seattle?*

**692**  
Total responses

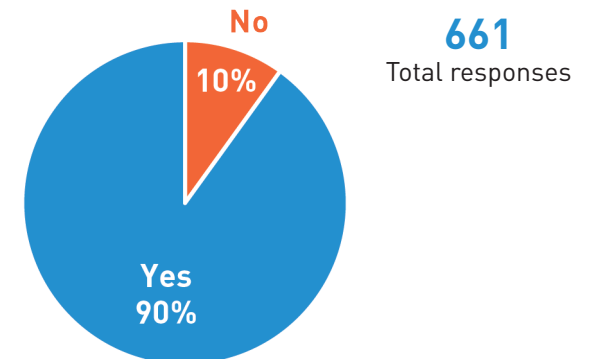
#### Option:



### 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?*

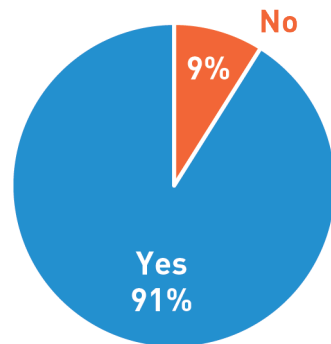


## Draft STP Objectives

- 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

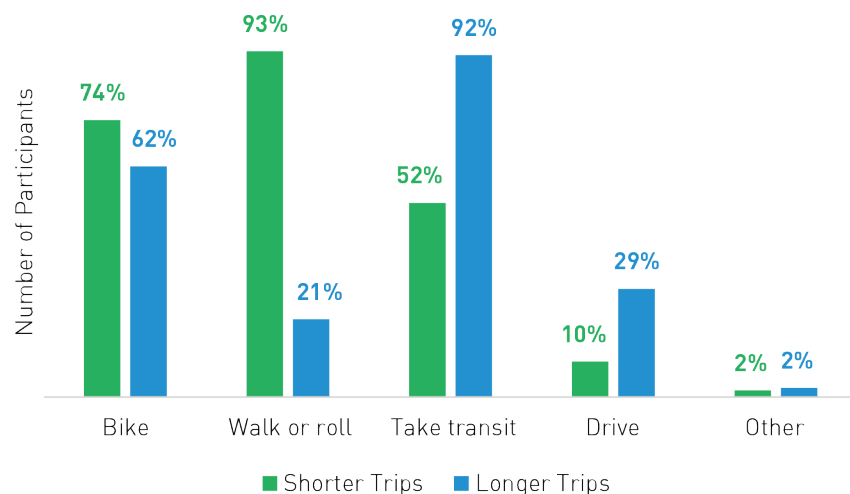
95%

No

5%



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

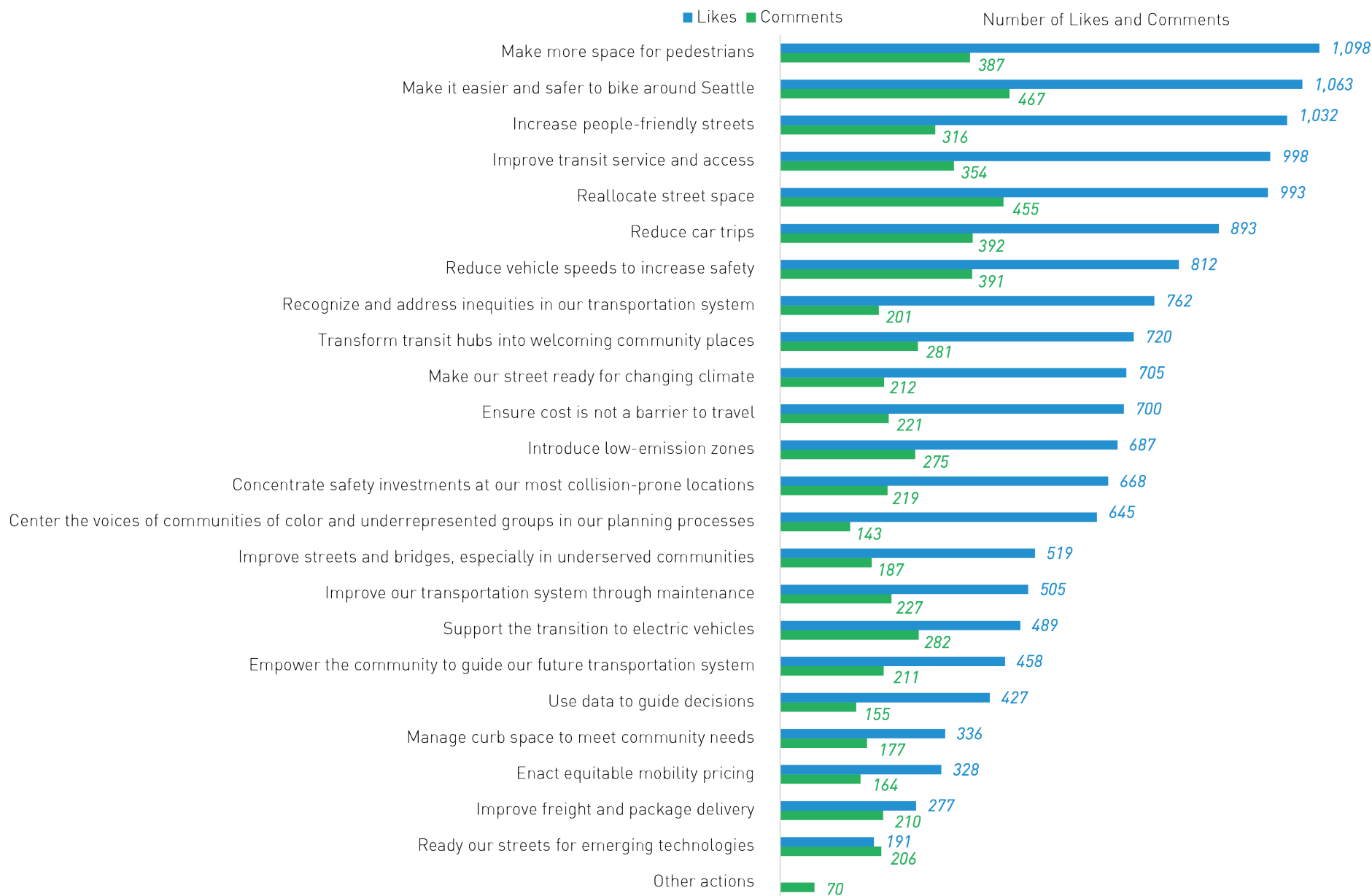
The five actions with the greatest number of “likes” were:

- 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.



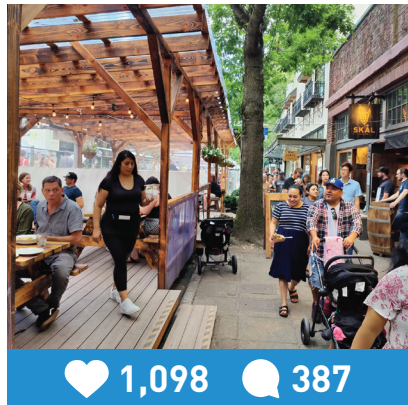
## KEY TAKEAWAYS BY ACTION

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:*

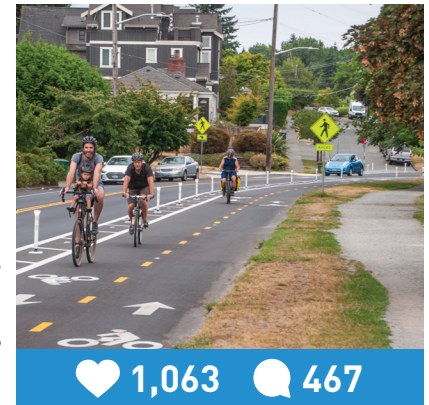
- Small actions are powerful—fill sidewalk gaps, enforce existing rules, and improve intersections to make walking a safer and better option
- Make more neighborhood streets pedestrian-only—and provide more space for people walking on arterials
- Widen and improve sidewalks—they should be comfortable 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:*

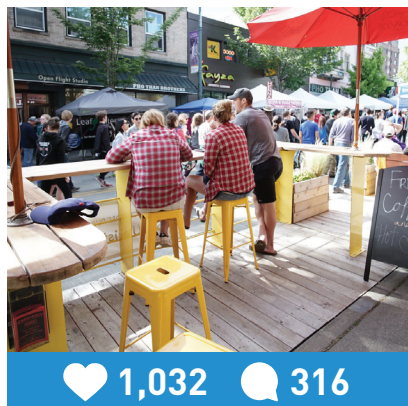
- Provide clear, well-maintained bikeways that are protected from vehicle traffic by solid barriers—paint and flexible posts aren't enough
- Prioritize filling gaps in the bike network, especially at key intersections and across bridges
- Where possible, prioritize flatter routes that are more accessible 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:*

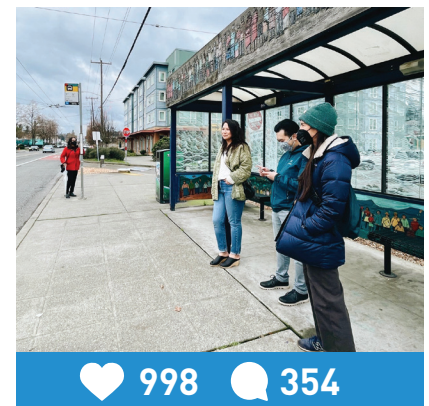
- Need more human-scaled streets and intersections with walkable destinations along them
- Ensure that pedestrian- or transit-only spaces are clean and safe



### 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



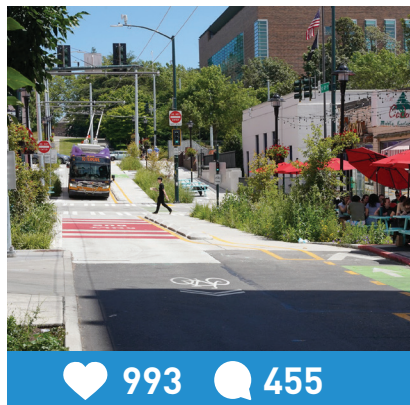
\*See page 48 for a link to view all comments from this activity.



## 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

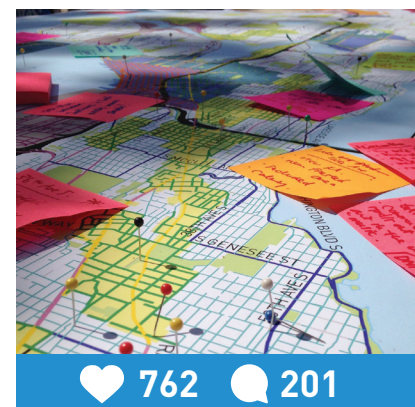


❤️ 812 💬 391

## 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

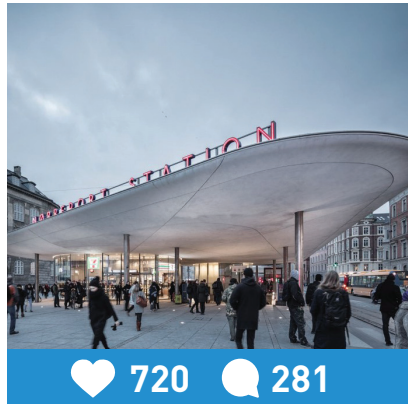


❤️ 762 💬 201

## 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:*

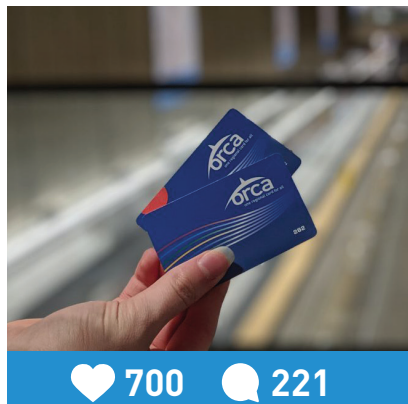
- Add green spaces—bioswales, green stormwater management, street trees
- Choose species creatively—emphasize native species, plants that can tolerate intense heat and heavy rains
- Prepare for floods—design streets to drain better in the event of heavy rain



## Ensure cost is not a barrier to travel

What would make traveling in Seattle more affordable to you? *What we heard:*

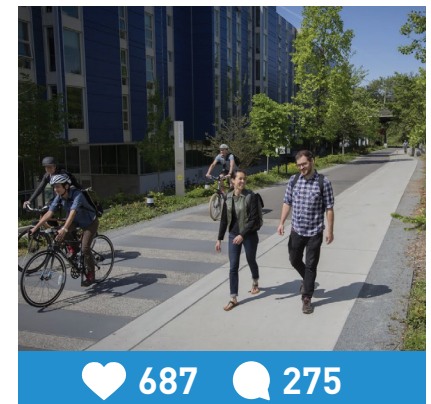
- Rethink fares—consider charging more for vehicles to recoup the cost of reducing or eliminating transit fares
- Time is money—improving transit frequency and service would save people time
- Make personal vehicles unnecessary—car ownership is expensive, so if other options were better, more people 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



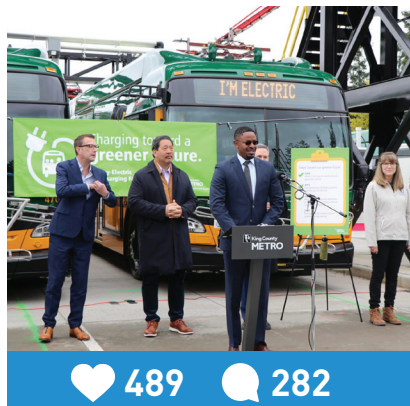
❤️ 505 💬 227



## 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:*

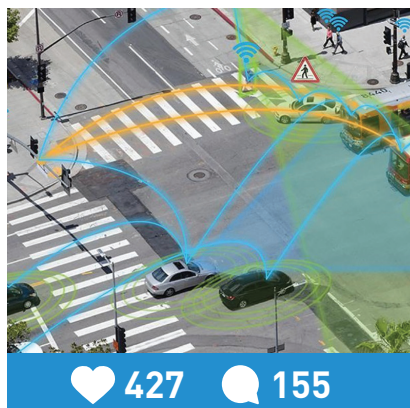
- Earn people's trust—follow through with practical solutions quickly
- People want clear information and quick, easy ways to get involved—like the online engagement hub
- Typical methods of engagement give people with more resources/privilege more influence than vulnerable or underserved communities



## Use data to guide decisions

What information would help us make decisions about how we get around Seattle? *What we heard:*

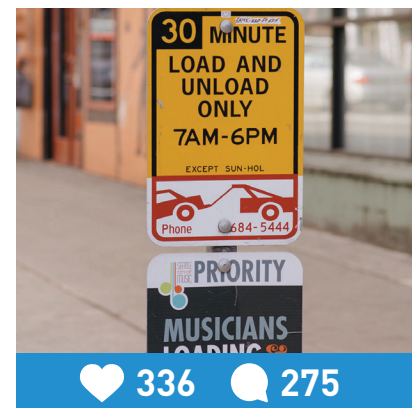
- Gather more data on people walking, biking, and rolling—where are the places where people use these modes, and where do they face challenges?
- Consider growth—we need data that allows us to look forward and prepare for our city to grow
- Advanced travel patterns data—where can we reduce personal car access and improve transit service?



## Manage curb space to meet community needs

How should curb space be used in commercial areas? *What we heard:*

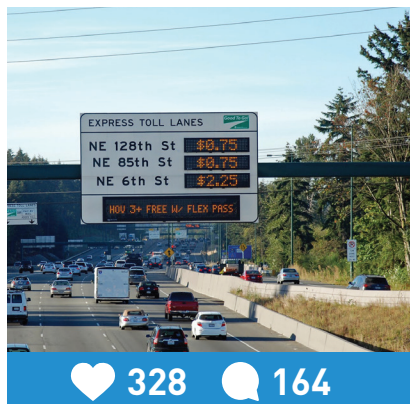
- Use the curb as living space—create parklets, bus or bike lanes, outdoor dining and wide sidewalks
- Make it dynamic—convert parking to pick-up and drop-off, allow parking pricing to change based on demand
- Eliminate conflicts—provide delivery vehicle loading/unloading areas that do not interfere 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:](#)

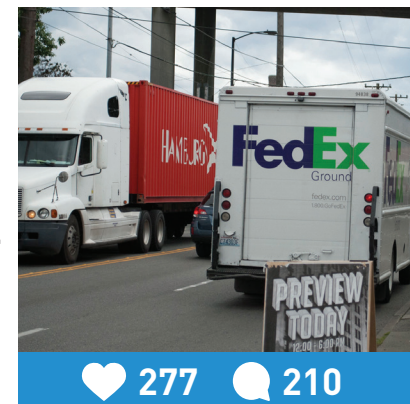
- Spend it to make other modes better—improve transit service and make it safer to bike, walk, and roll
- Charge fairly—charge heavier/larger vehicles more and ensure the cost doesn't disproportionately fall on low-income people



## Improve freight and package delivery

How can we improve how goods are moved and delivered in Seattle? [What we heard:](#)

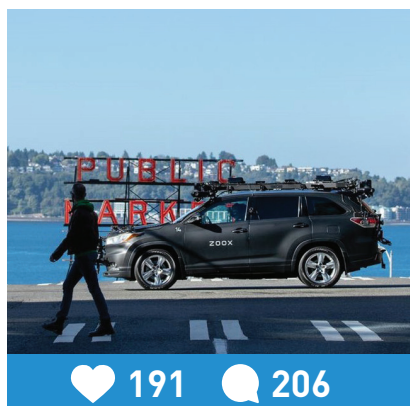
- Rethink last-mile delivery—encourage smaller vehicles and cargo bikes
- Consider creative solutions—centralized delivery drop-off, encouraging delivery at off-peak times, and transit-/freight-only lanes



## 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

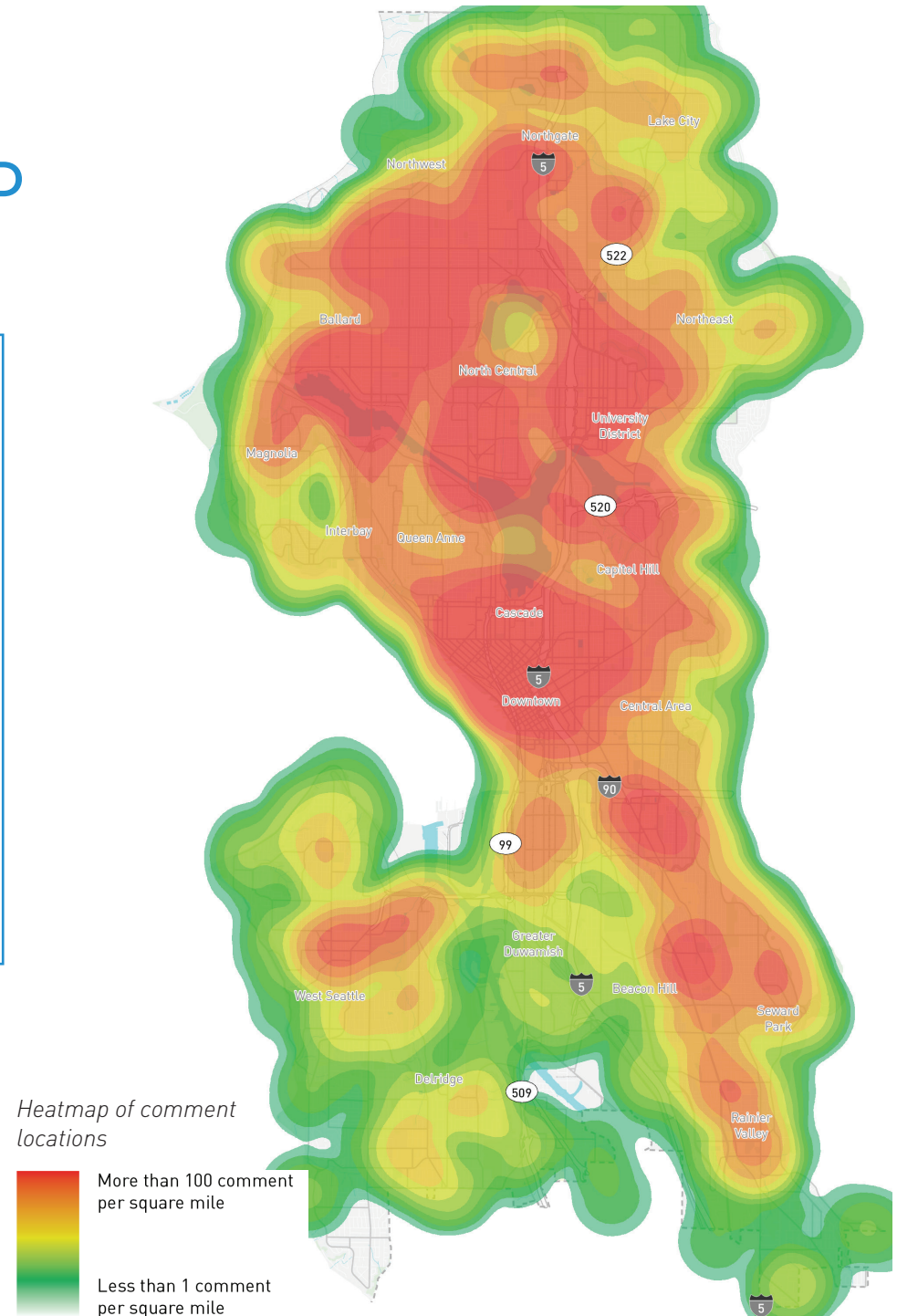
Comments placed on the interactive map\*

## 969

Unique users

## 386

Demographic survey responses



\*See page 48 for a link to view full results from the interactive map.





# PEDESTRIAN INVESTMENT NETWORK

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

## Total comments on the Pedestrian Investment Network

260



Comments  
suggesting a new  
pedestrian connection

266



Comments identifying  
an important  
destination to walk to

## Many of you suggested new connections...

- 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

### Frequently mentioned destinations included...

- 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%

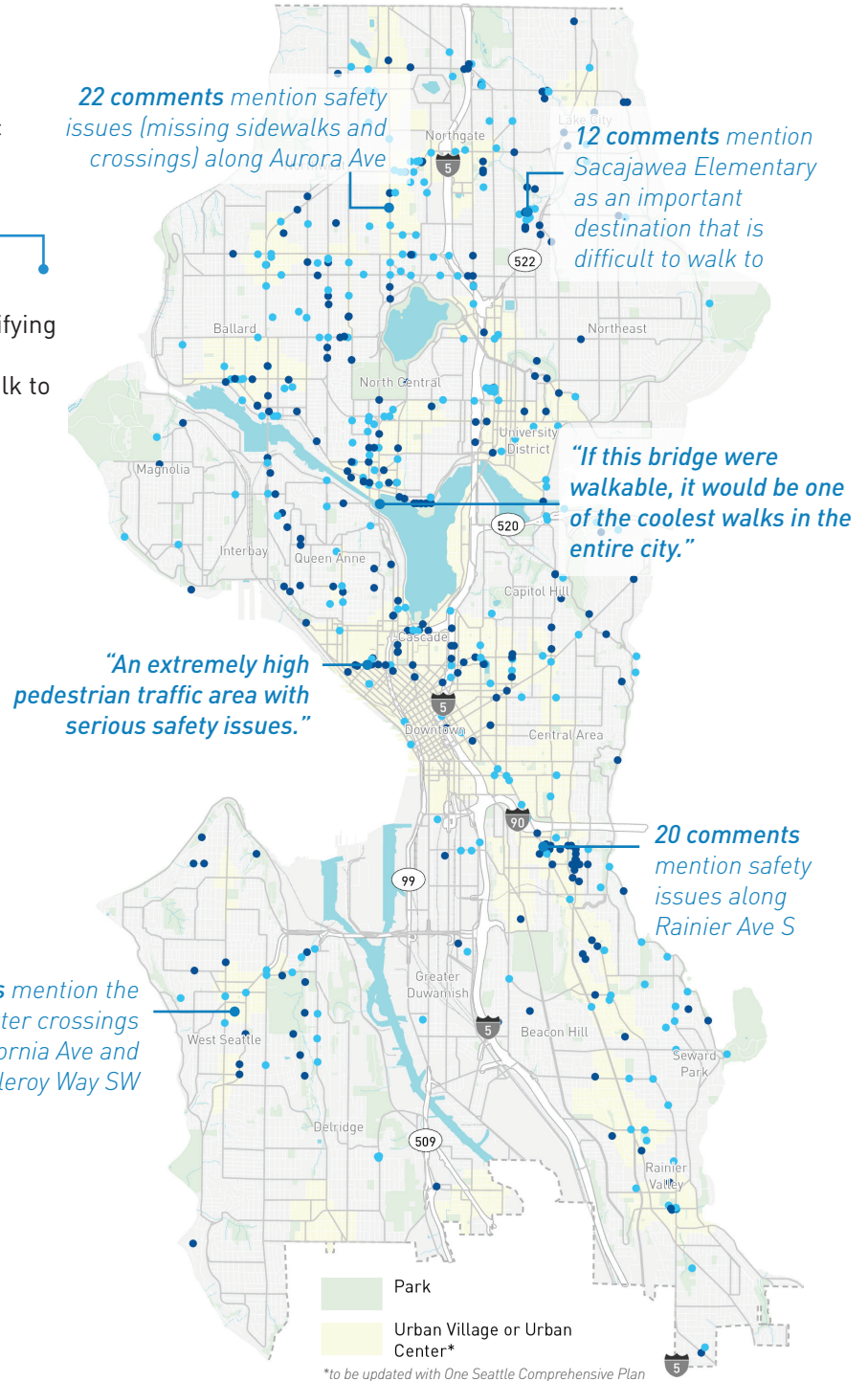
of comments mention  
**sidewalks**

7%

of comments mention  
**bridges**



**9 comments** mention the need for better crossings along California Ave and Fauntleroy Way SW

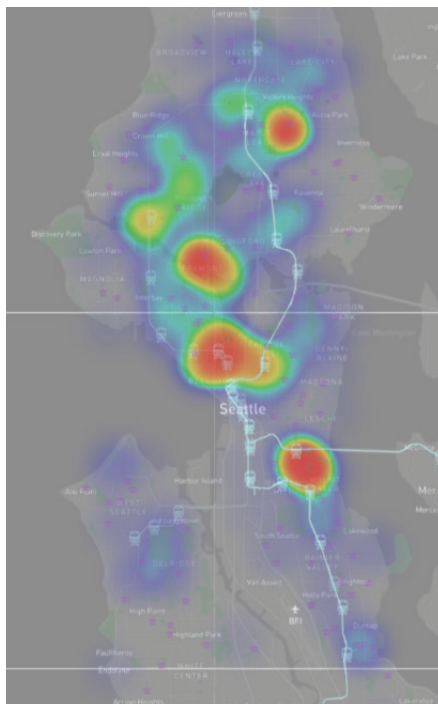




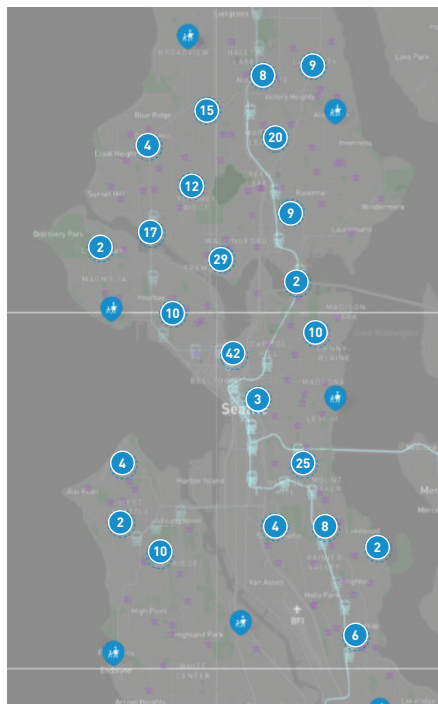
# 260

Add a new pedestrian connection here (e.g., a new staircase or off-street trail)

Heatmap of comments



Concentrations of comments



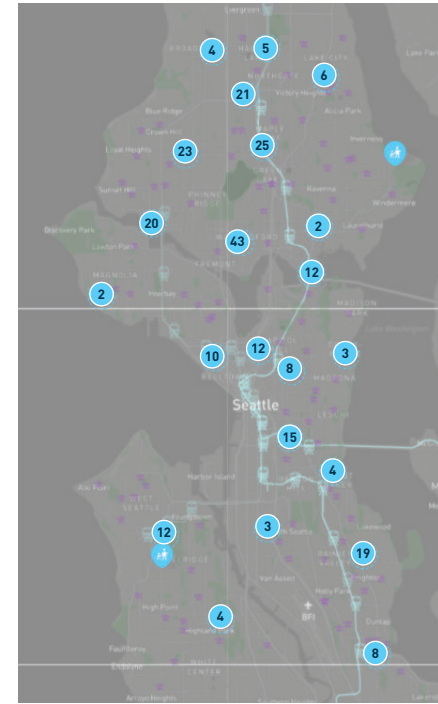
# 266

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.

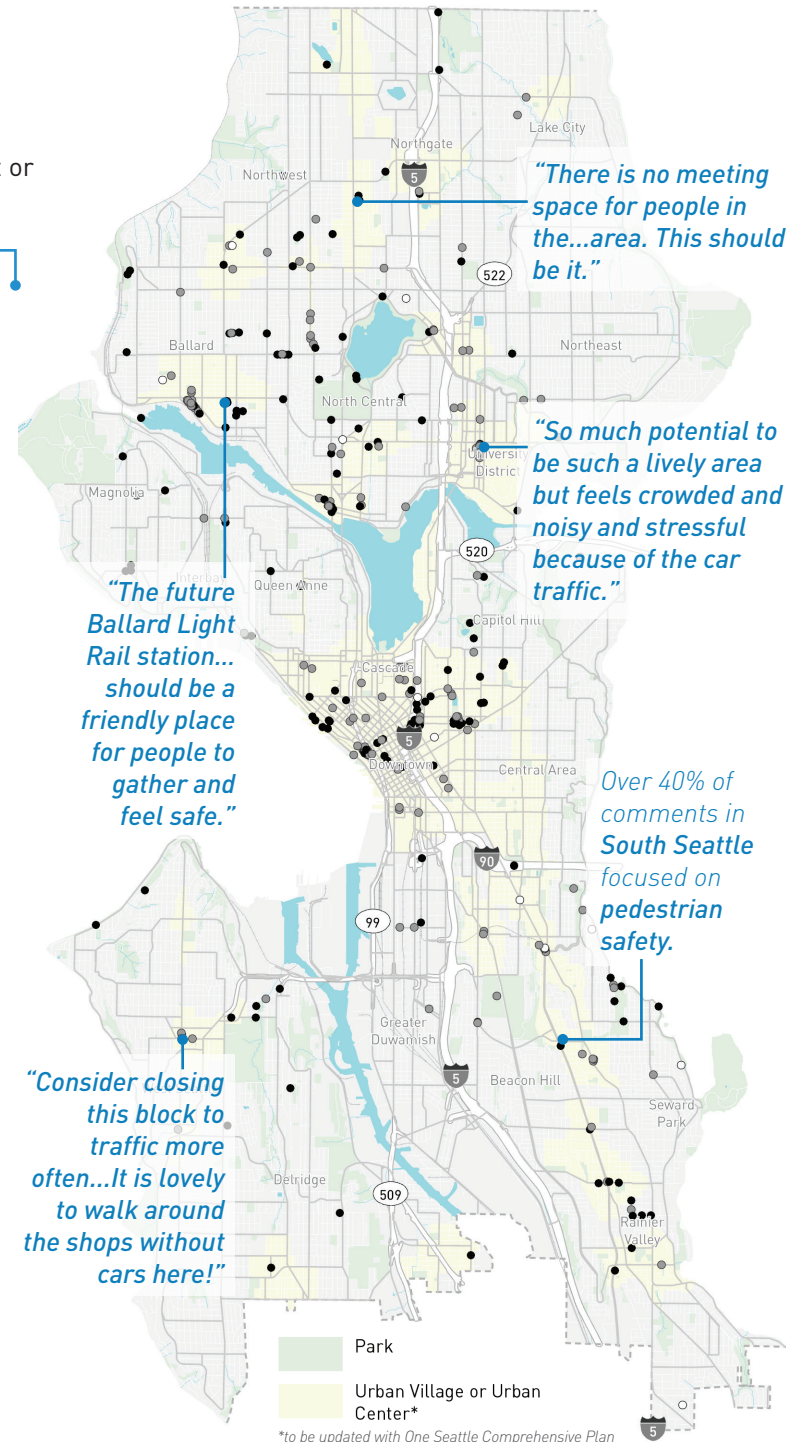


**15%**  
of comments mention **parks**

**13%**  
of comments mention **transit**

**14%**  
of comments mention **safety**

**12%**  
of comments mention **businesses**



*What words did we hear from you?*



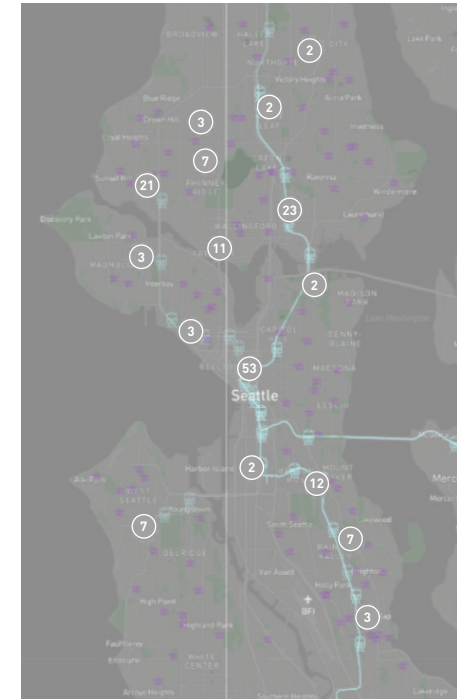
161

I support a people street or public space 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.*

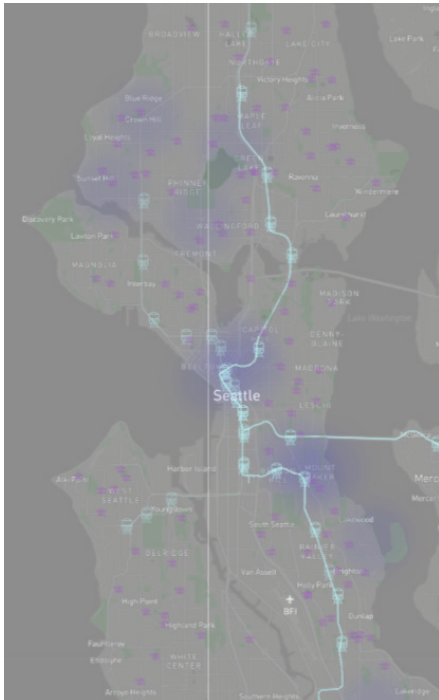




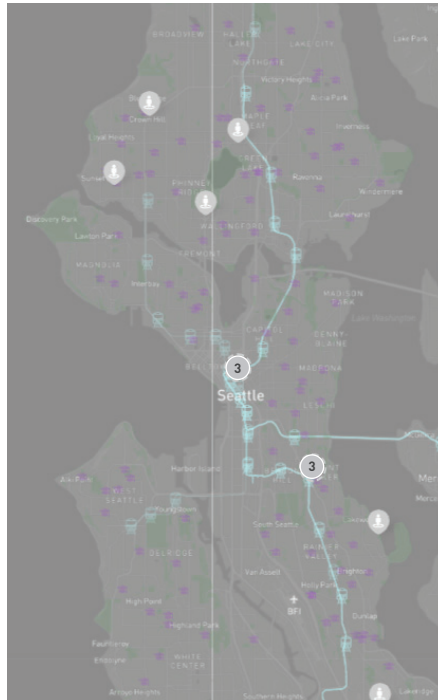
12

Not the best area for a people street or public space

Heatmap of comments



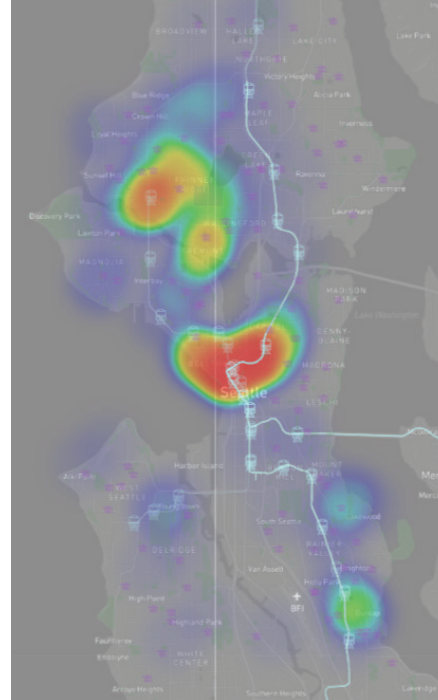
Concentrations of comments



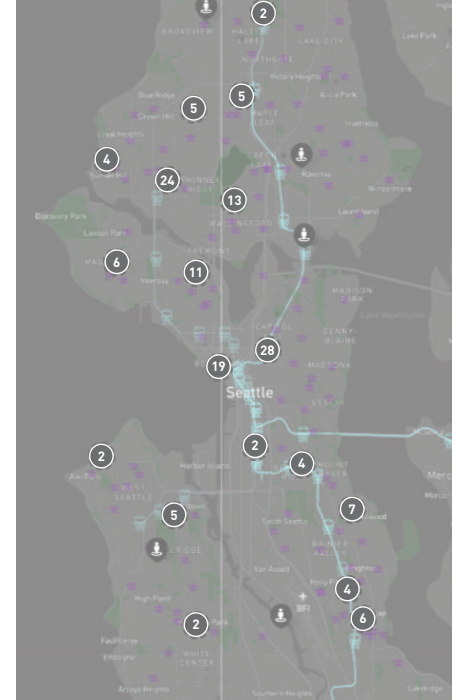
154

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."*





[illegible]

Heatmap of comments



A map of Seattle, Washington, showing the locations of 31 bus routes. The routes are numbered 1 through 31, each represented by a green circle with a white number. The map includes labels for various neighborhoods and landmarks, such as Discovery Park, Rainier National Forest, and the University of Washington. The routes are distributed across the city, with a higher concentration in the central and southern areas.

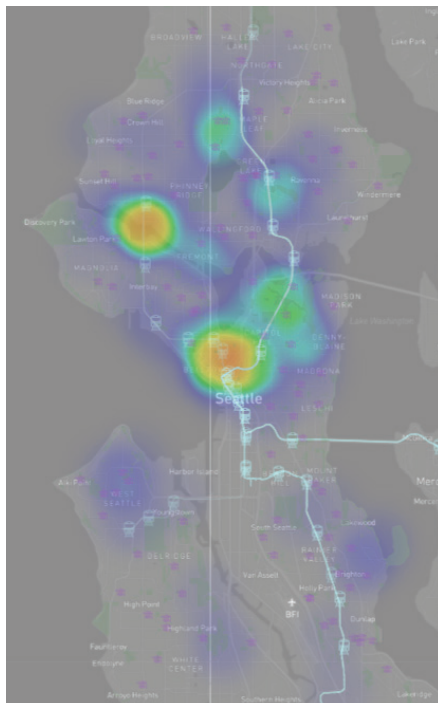
28 | Seattle Transportation Plan Phase 2 Engagement Summary



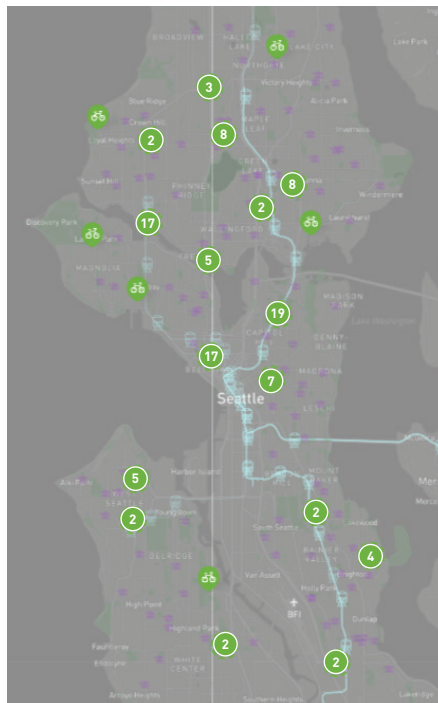
# 111

Not the best location for the bike network

Heatmap of comments



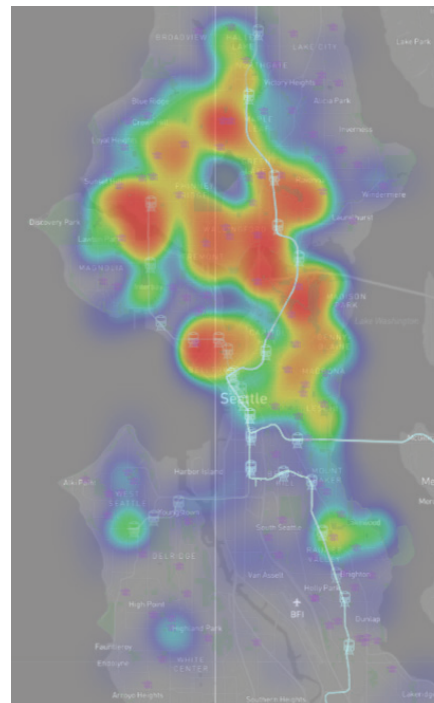
Concentrations of comments



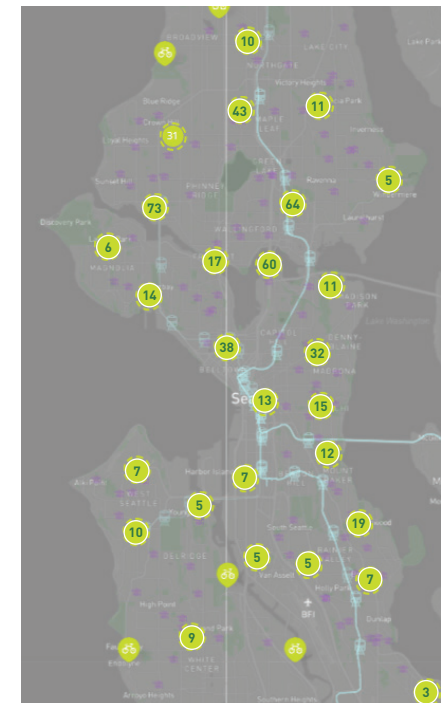
# 537

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.



## TRANSIT MAP

The online interactive map showed the draft transit map, which is composed of corridors prioritized for transit investment and mobility hub locations. People could place a pin on the map showing places that need more investment in better transit service, where transit stops are hard to access, where stop amenities should be added to improve the waiting experience, and where mobility hubs should be located.

206

Total comments on the  
draft transit map



124

Comments asking  
for investment in  
better service

40

Comments about making it easier to get to a transit stop



34

Comments about stop amenities and improving waiting experience



8

Comments supporting a mobility hub in a specific location

**You told us that we should invest in better transit service:**

- Near major destinations like parks and schools
- By increasing frequency to 15 minutes or better along as many routes as possible
- By making routes faster through signal priority and dedicated lanes
- Along east-west corridors in the city

**You told us that we should make it easier to access transit stops by:**

- Ensuring that nearby intersections are built and signalized to protect people walking and rolling
- Focusing our investments in the pedestrian network near transit stops and stations

**You told us that to improve transit stop amenities and the waiting experience, we should add more lighting and shelters to make stops feel welcoming and safe.**

**We heard that you support mobility hubs at light rail stations and other places where large numbers of people live, work, and play.**

*What words did we hear from you?*



*"The existing bus service to and in the park is inadequate; the park should be [easy] and convenient to access by transit."*

*"Dangerous accessing this transit stop across 35th- there is a school, homeless shelter... Cars speed...and do not stop for pedestrians"*

*"If I had regular bus service to the Alaska/Admiral junctions, I would never have to drive a car. As it is, I might as well live in the suburbs."*

*"Very bad transit service to Seward Park area... it's hard to get anywhere along the lake without a car."*

*"Please change the light to prioritize pedestrians. It's infuriating to miss your train because you've been standing at the light for multiple minutes."*

*“...an obviously important transit node—with a completely miserable rider experience.”*



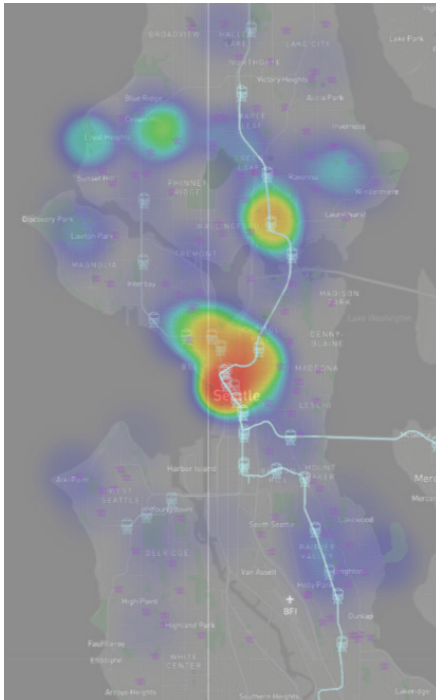
*\*to be updated with One Seattle Comprehensive Plan*



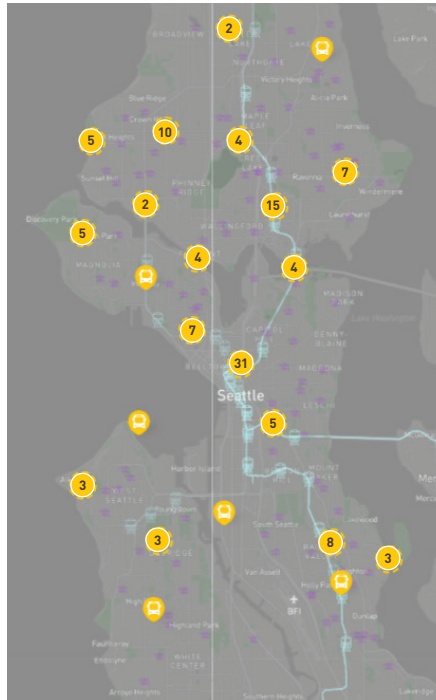
124

Invest in better transit service here

Heatmap of comments



### Concentrations of comments



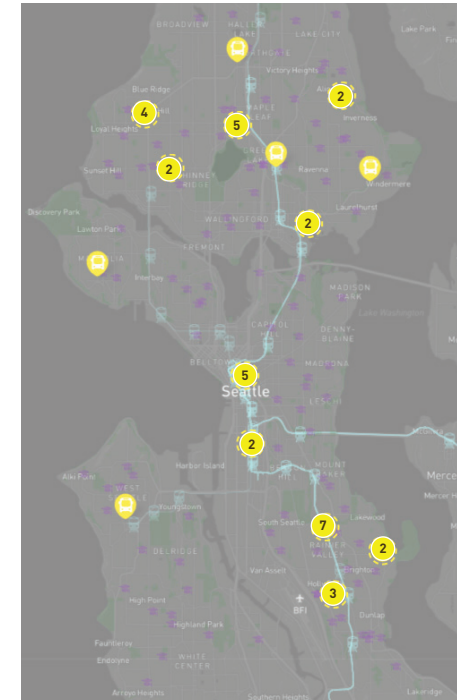
40

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 .*

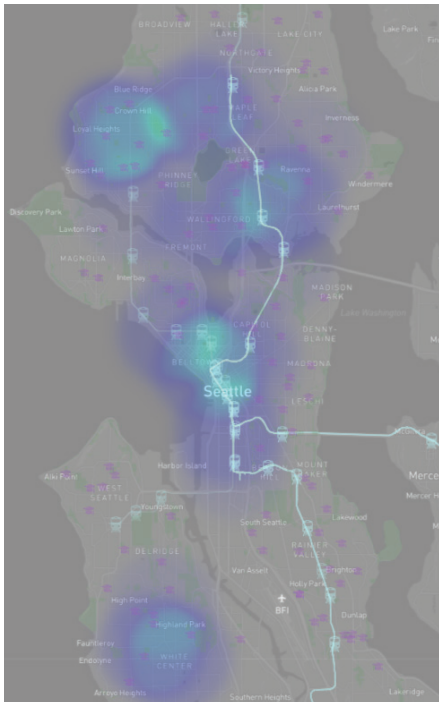




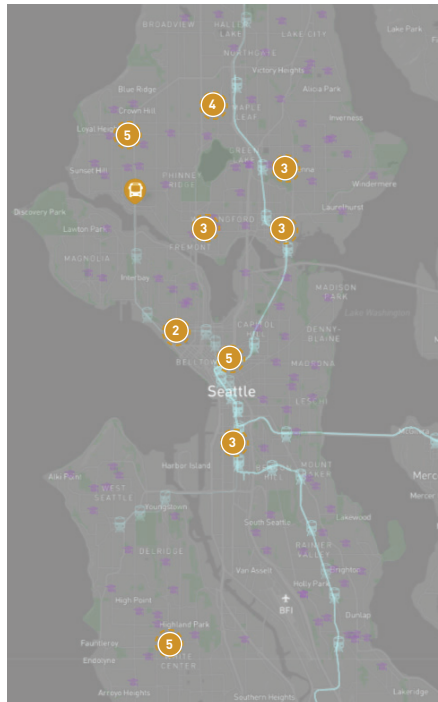
34

Improve transit stop amenities  
and waiting experience here

*Heatmap of comments*



*Concentrations of comments*



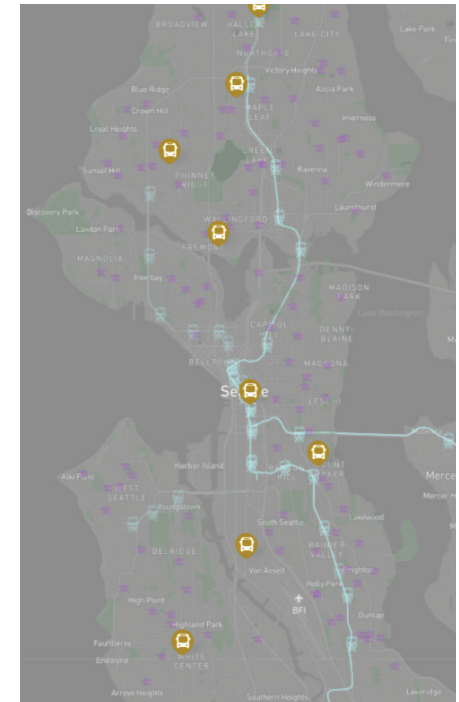
8

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.*

44



### Comments about addressing a freight pinchpoint

- Where vehicles travel too fast near where people walk and roll
- Where road design looks more like a freeway than a city street

- Where freight vehicles struggle to merge or access key connections/bridges such as the West Seattle Bridge

[illegible]

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 on the freight network, improvements are needed 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.”**

**“...ttle, people emphasized Avenue and MLK Jr Way ...nt routes needing safety ...ments. In West Seattle, ...e noted Fauntery Way.”**

**Legend:**

- Park
- Urban Village or Urban Center\*



\*to be updated with One Seattle Comprehensive Plan

*"This interchange divides neighborhoods, increases the cost of our infrastructure, and creates a hazardous environment for people outside of cars."*

*"With new retail and housing being added here, pedestrian/car interactions will only increase, so reducing speed is critical."*

*"SODO needs to maximize its east-west connections for truck movement."*

*In South Seattle, people emphasized **Rainier Avenue and MLK Jr Way** as freight routes needing safety improvements. In West Seattle, people noted **Fauntery Way**.*

 Park  
 Urban Village or Urban Center\*

*\*to be updated with One Seattle Comprehensive Plan*

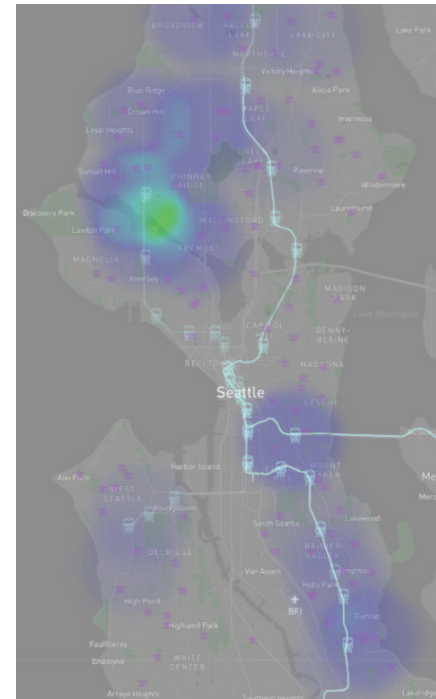




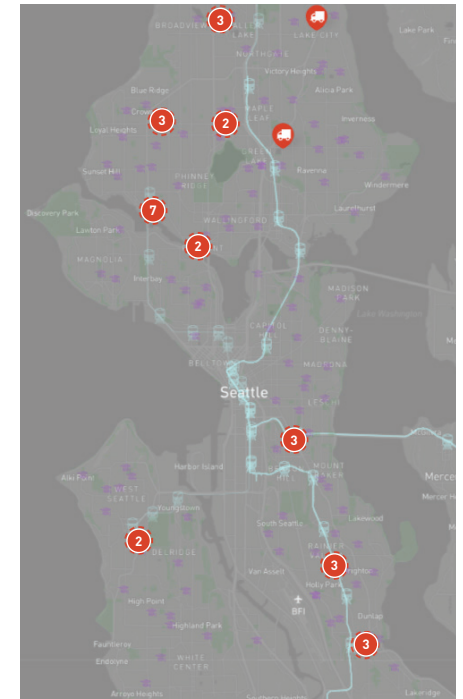
30

Add a safety improvement on the freight route here

Heatmap of comments



Concentrations of comments



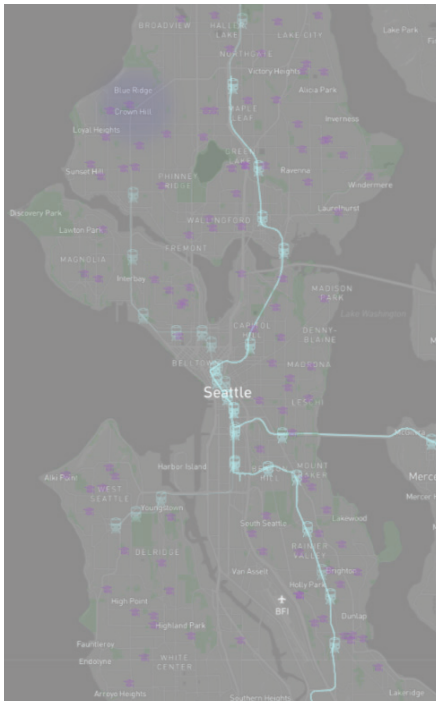
These graphics are screen captures from the Social Pinpoint map results.  
See page 48 for a link to view full results.



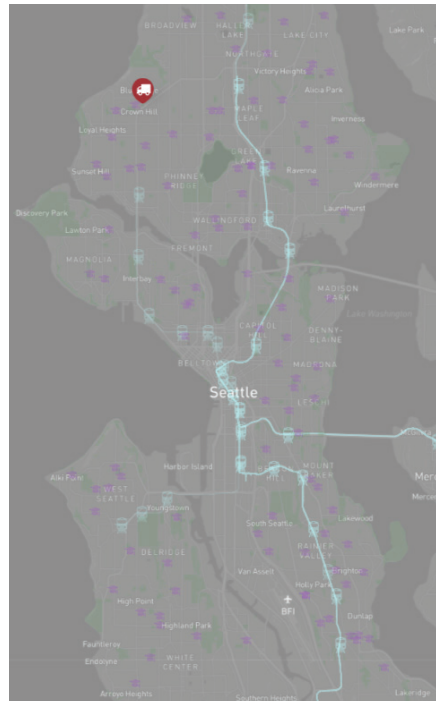
1

Have freight and transit  
share a dedicated lane  
here

Heatmap of comments



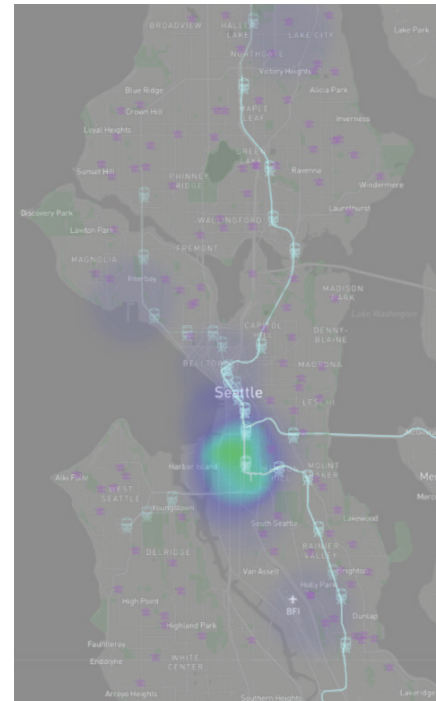
Concentrations of comments



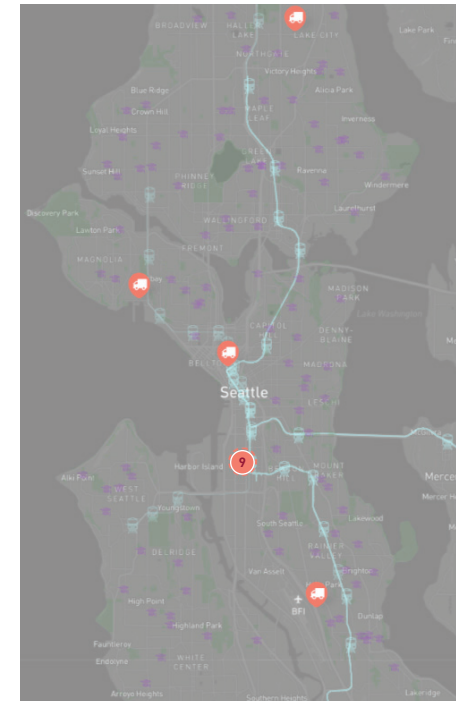
13

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.**





## 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

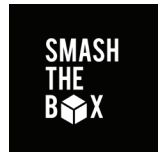
## LEGACY OF EQUALITY LEADERSHIP AND ORGANIZING



### 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**

Community events

**26**

Meetings and briefings

**7**

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.**

## 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

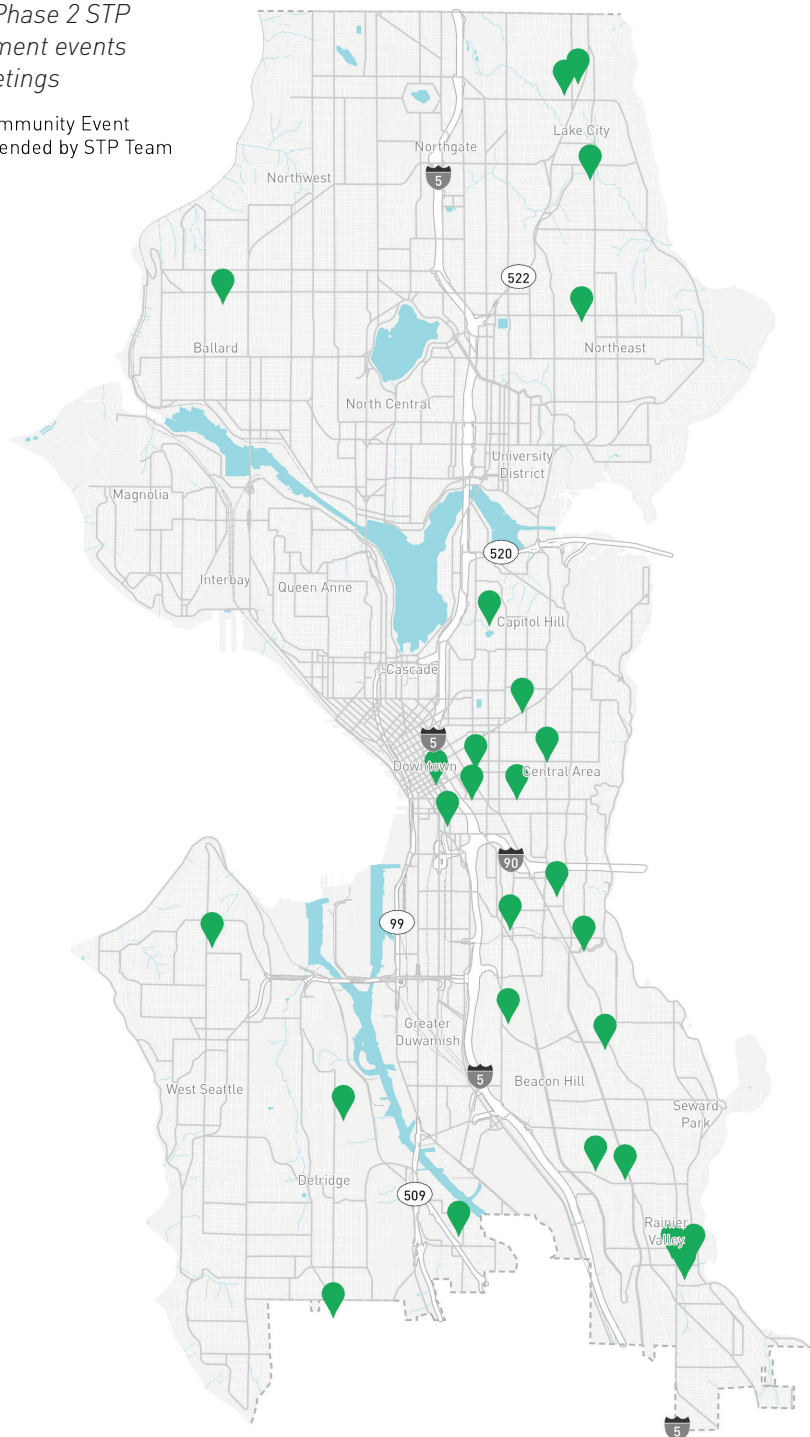
We spoke with **students** at five schools during Phase 2. Themes we heard from young people included:

- 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



Map of Phase 2 STP engagement events and meetings

Community Event  
Attended by STP Team







## 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.**







A map of Seattle, Washington, illustrating transit routes and station numbers for the Phase 2 Engagement Summary. The map features a network of light blue lines representing transit routes, with various colored circular icons (blue, green, yellow, orange, red, grey) indicating different transit modes and station types. Numbers are placed within these icons, likely representing station numbers or route identifiers. Key locations labeled on the map include "Seattle", "INTERNATIONAL DISTRICT/ CHINATOWN", "Safeco Field", "Terminals 46, 42, and 37", "S Weller St", "S 12th Ave S", "S 14th Ave S", "S 16th Ave S", "S 18th Ave S", "S 20th Ave S", "S 22nd Ave S", "S 24th Ave S", "S 26th Ave S", "S 28th Ave S", "S 30th Ave S", "S 32nd Ave S", "S 34th Ave S", "S 36th Ave S", "S 38th Ave S", "S 40th Ave S", "S 42nd Ave S", "S 44th Ave S", "S 46th Ave S", "S 48th Ave S", "S 50th Ave S", "S 52nd Ave S", "S 54th Ave S", "S 56th Ave S", "S 58th Ave S", "S 60th Ave S", "S 62nd Ave S", "S 64th Ave S", "S 66th Ave S", "S 68th Ave S", "S 70th Ave S", "S 72nd Ave S", "S 74th Ave S", "S 76th Ave S", "S 78th Ave S", "S 80th Ave S", "S 82nd Ave S", "S 84th Ave S", "S 86th Ave S", "S 88th Ave S", "S 90th Ave S", "S 92nd Ave S", "S 94th Ave S", "S 96th Ave S", "S 98th Ave S", "S 100th Ave S", "S 102nd Ave S", "S 104th Ave S", "S 106th Ave S", "S 108th Ave S", "S 110th Ave S", "S 112th Ave S", "S 114th Ave S", "S 116th Ave 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## Phase 2 Engagement Results

- ## Digital Resources

- [Phase 1 Engagement Summary](#)
- [STP Engagement Hub](#)
- [STP Homepage](#)
- [Seattle Department of Transportation \(SDOT\) Homepage](#)

Phase 2 Engagement Summary Table

Activity	What We Learned	How We Reached Priority Audiences	How Feedback Helps Create the STP
<b>Vision, Goals, and Objectives</b>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Multicultural media campaign</li> <li>Translated materials and advertisement</li> <li>Print materials with QR code</li> </ul>	<ul style="list-style-type: none"> <li>Confirms the draft STP vision statement, goals, and objectives</li> </ul>
<b>Our Transportation Future</b>	<ul style="list-style-type: none"> <li>You want to see rapid and transformational change in our transportation system</li> </ul>	<ul style="list-style-type: none"> <li>Multicultural media campaign</li> <li>Translated materials and advertisement</li> <li>Print materials with QR code</li> <li>Community events and meetings</li> </ul>	<ul style="list-style-type: none"> <li>Confirms that we need new investment in transportation</li> <li>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</li> </ul>
<b>Menu of Actions</b>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Multicultural media campaign</li> <li>Translated materials and advertisement</li> <li>Print materials with QR code</li> <li>Community events and meetings</li> <li>Partnership with CBOs</li> </ul>	<ul style="list-style-type: none"> <li>Defines the actions we need to take to achieve our confirmed goals and objectives</li> </ul>
<b>Social Pinpoint Map</b>	<ul style="list-style-type: none"> <li>You want to see sidewalk gaps filled to connect neighborhoods and destinations</li> <li>You want more spaces to gather in our public right-of-way</li> <li>You want to use bike improvements to connect to transit and activity centers</li> <li>You want to see better transit access for parks, schools, and major destinations</li> <li>You want to see freight safety improvements in places that have the most bicycle and pedestrian conflict</li> </ul>	<ul style="list-style-type: none"> <li>Multicultural media campaign</li> <li>Translated materials and advertisement</li> <li>Print materials with QR code</li> </ul>	<ul style="list-style-type: none"> <li>Helps determine where improvements will be made to our pedestrian, bike, transit, and freight networks</li> </ul>
<b>Community-Based Organizations</b>	<ul style="list-style-type: none"> <li>Our BIPOC and low-income communities are most in need of improvements to our transit network</li> <li>Safety and affordability are often the top issues for our most vulnerable communities</li> <li>You need our transportation system to be accessible for those that don't speak English</li> </ul>	<ul style="list-style-type: none"> <li>Community events and meetings</li> <li>Community and business group outreach</li> <li>Translated materials distribution</li> <li>Surveying and one-on-one interviews</li> <li>Partnership with CBOs</li> </ul>	<ul style="list-style-type: none"> <li>Tailors STP engagement to the community</li> <li>Defines the actions we need to take to achieve our confirmed goals and objectives</li> <li>Confirms where improvements to our pedestrian, bike, transit, and freight networks will be made</li> </ul>
<b>Events and Meetings</b>	<ul style="list-style-type: none"> <li>You want to see more transportation investment throughout South Seattle</li> <li>Underserved neighborhoods need safer street design, especially protected bicycle facilities</li> <li>Underserved neighborhoods need improved transit service</li> </ul>	<ul style="list-style-type: none"> <li>Community events and meetings</li> <li>Partnership with CBOs</li> <li>Translated materials and advertisement</li> <li>Print materials with QR code</li> </ul>	<ul style="list-style-type: none"> <li>Tailors STP engagement to the community</li> <li>Defines the actions we need to take to achieve our confirmed goals and objectives</li> <li>Helps determine where improvements will be made to our pedestrian, bike, transit, and freight networks</li> </ul>





**Seattle**  
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Transportation