

Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle



Seattle
Department of
Transportation



STP PHASE 1 ENGAGEMENT SUMMARY

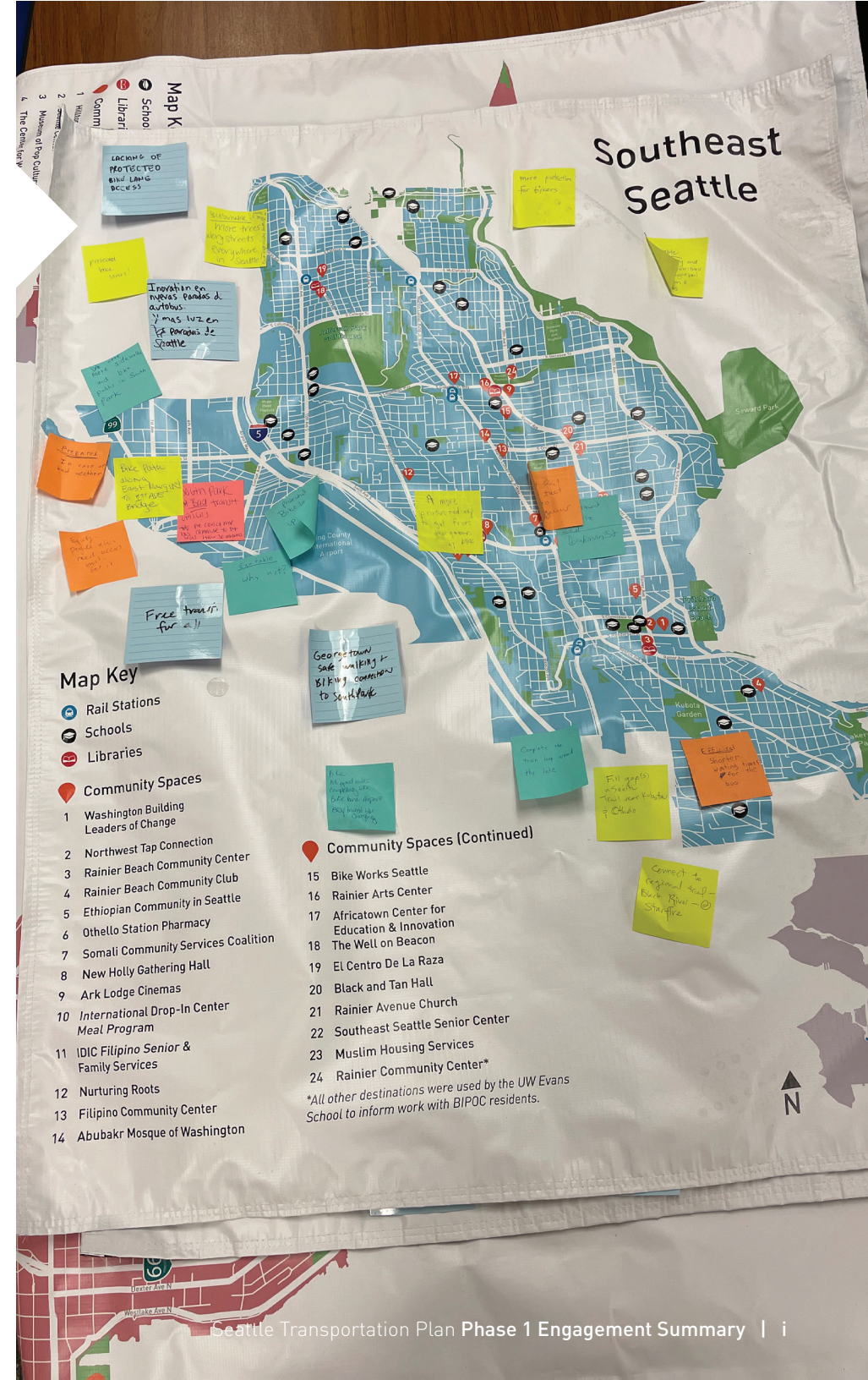
September 2022

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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.**

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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

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. 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

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**



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.

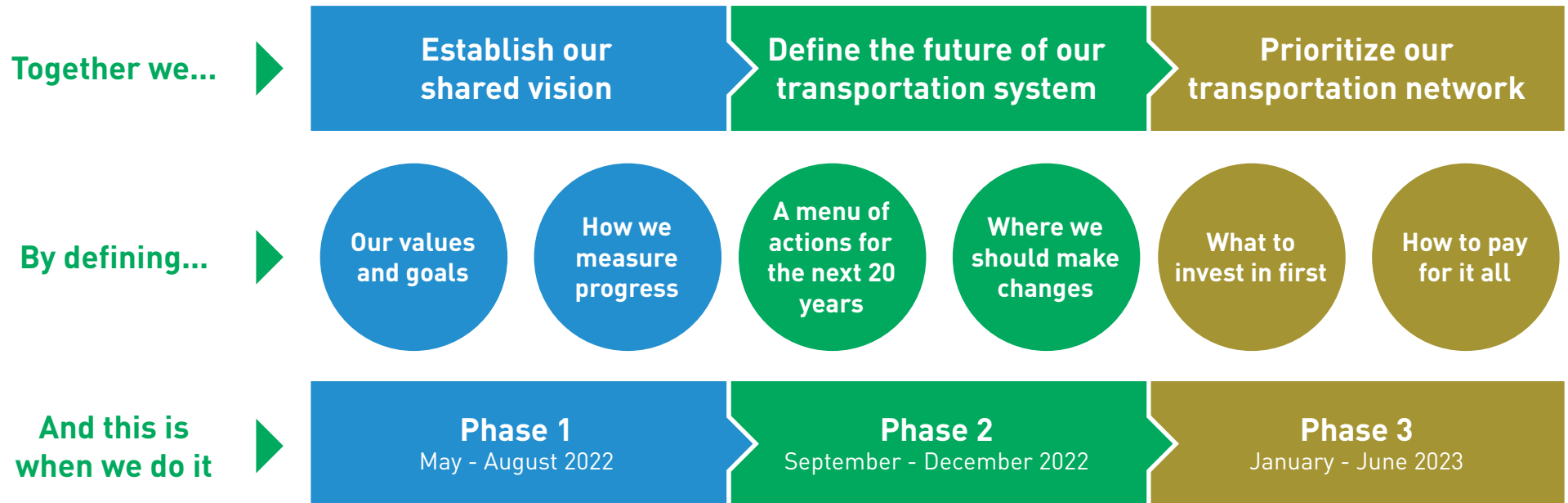
The STP is our commitment to building a transportation system that:

- 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 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

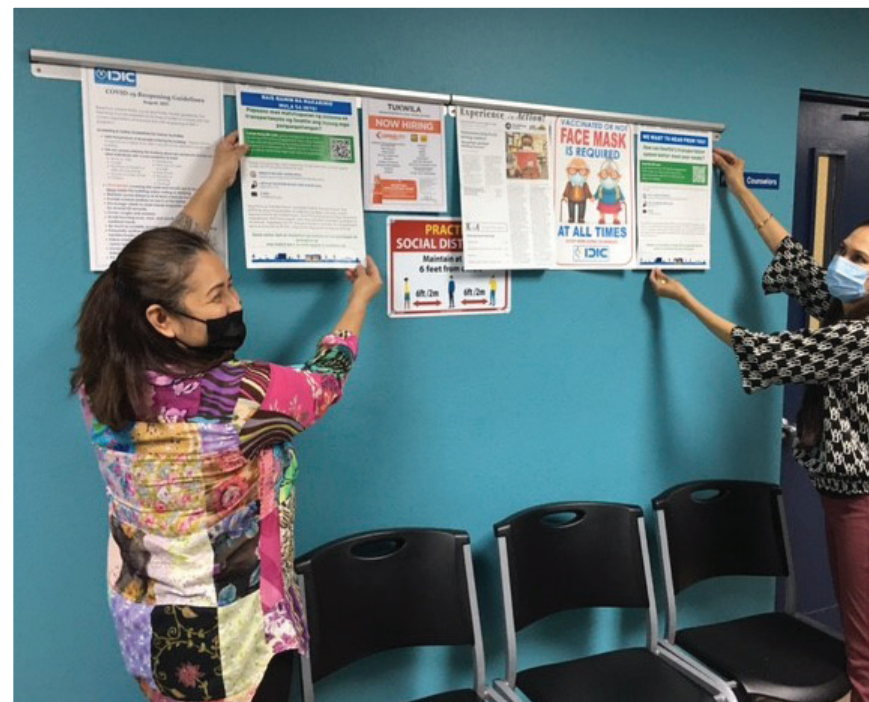
170+
Yard signs distributed
(8 languages)

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

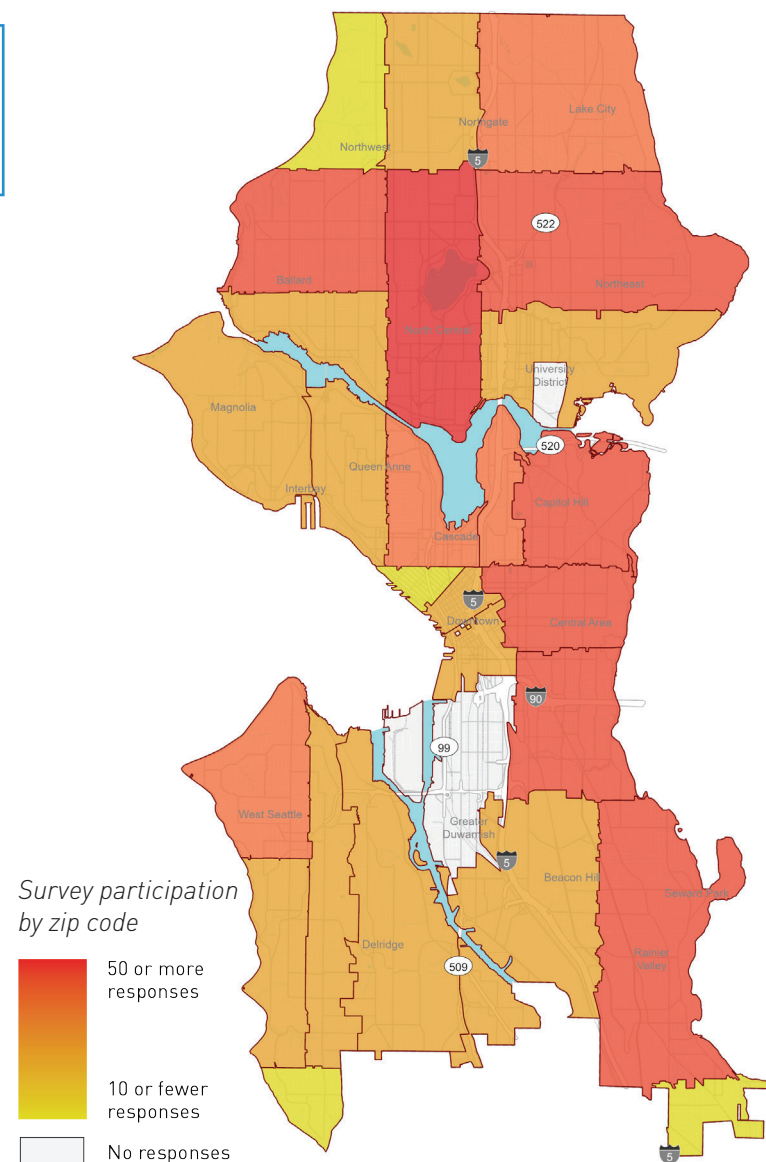
Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	1.8%	2.4%
Asian	11.8%	21.1%
Black or African American	4.4%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.1%	8.2%
Native Hawaiian, Pacific Islander	1.0%	0.8%
White (of European ancestry)	78.5%	71.0%***
Middle 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.



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:

- 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).

2,295
Total responses

Participation by race or ethnicity

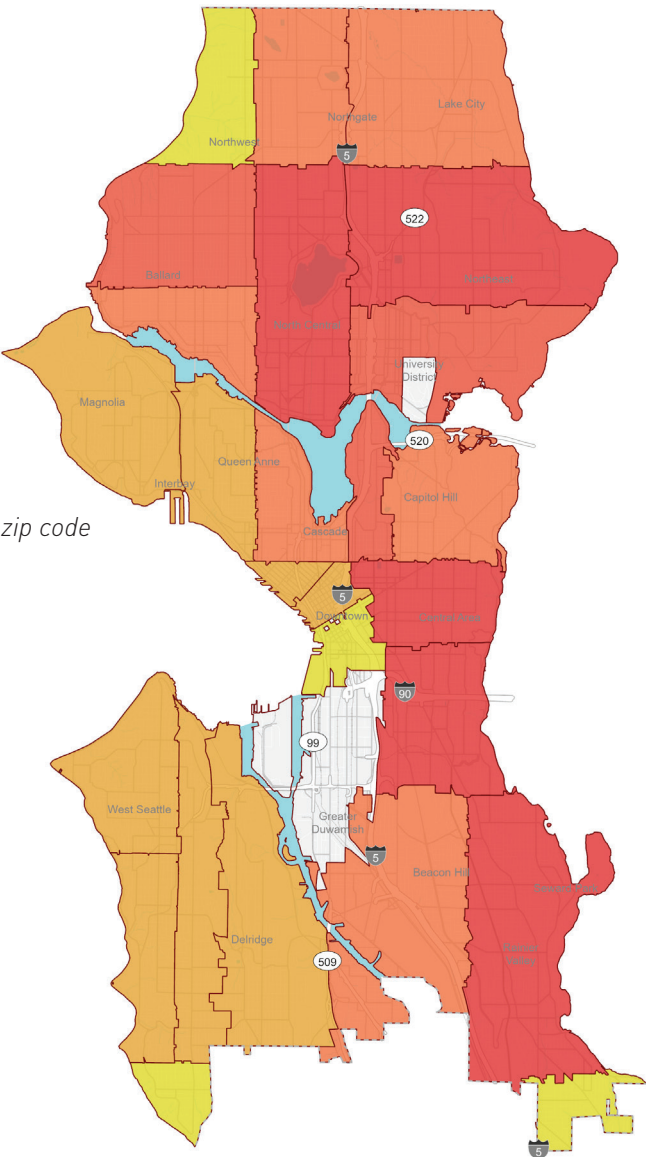
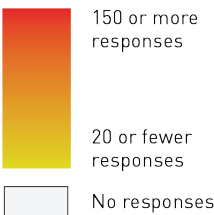
Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	4.1%	2.4%
Asian	11.7%	21.1%
Black or African American	3.7%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	6.3%	8.2%
Native Hawaiian, Pacific Islander	0.9%	0.8%
White (of European ancestry)	78.3%	71.0%***
Middle 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.

*Includes those who ranked the statement as medium or high priority

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

Department of Transportation

Seattle Transportation Plan

ONLINE ENGAGEMENT HUB

VIEW THIS SITE IN:

English

Español

አማርኛ

العربية

繁體中文

日本語

ភាសាខ្មែរ

한국어

ລາວ

Oromoo

Русский

Soomaali

Tagalog

தமிழ்

ትግርኛ

Tiếng Việt

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

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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

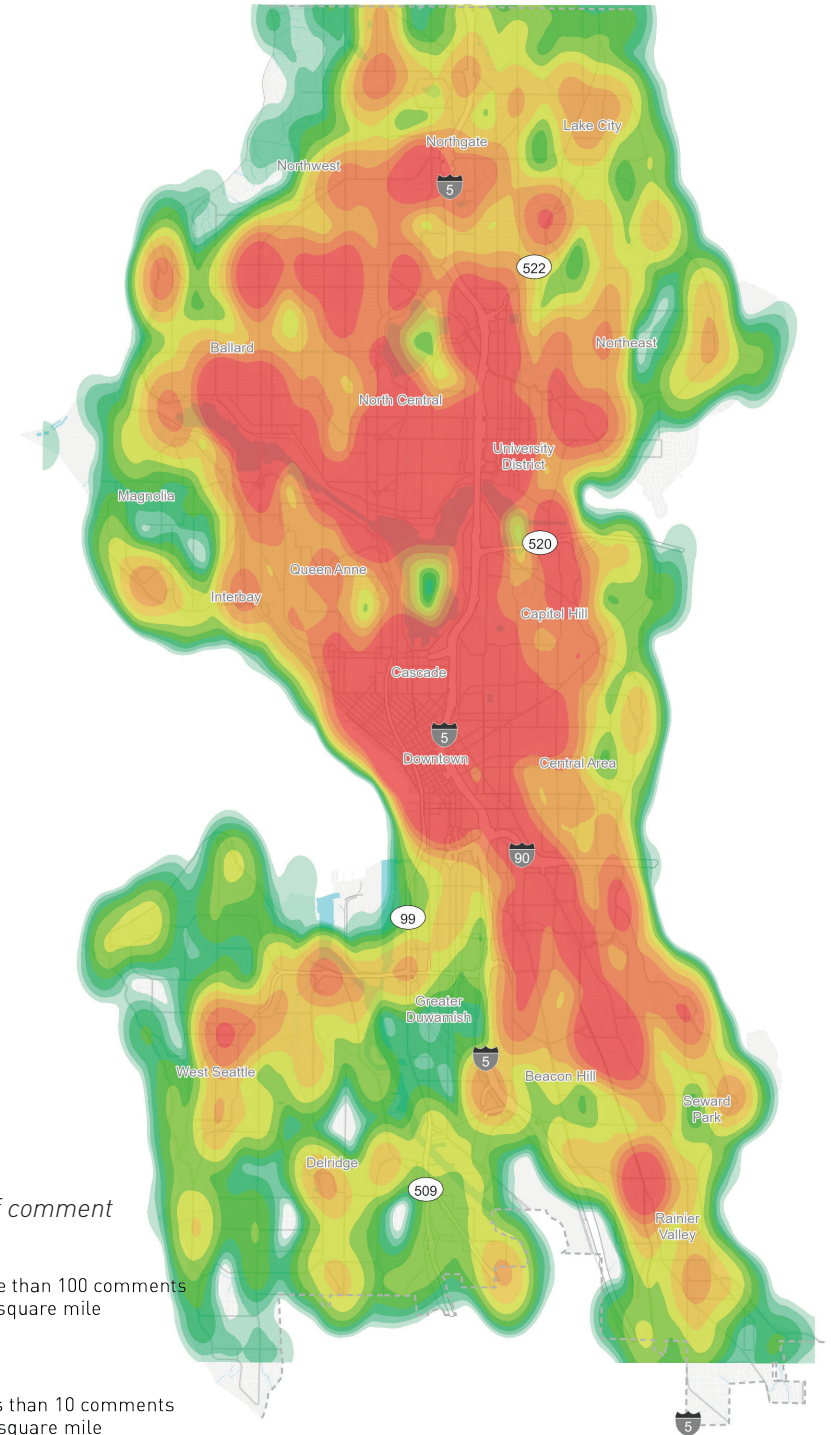
Participation by race or ethnicity

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%	

*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%	

*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.

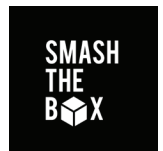
The Duwamish Valley Sustainability Association has been working with their youth leaders to develop a mobile application with the Gehl Institute to catalogue what they love and what could be improved in their communities as well as to provide space for storytelling.

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

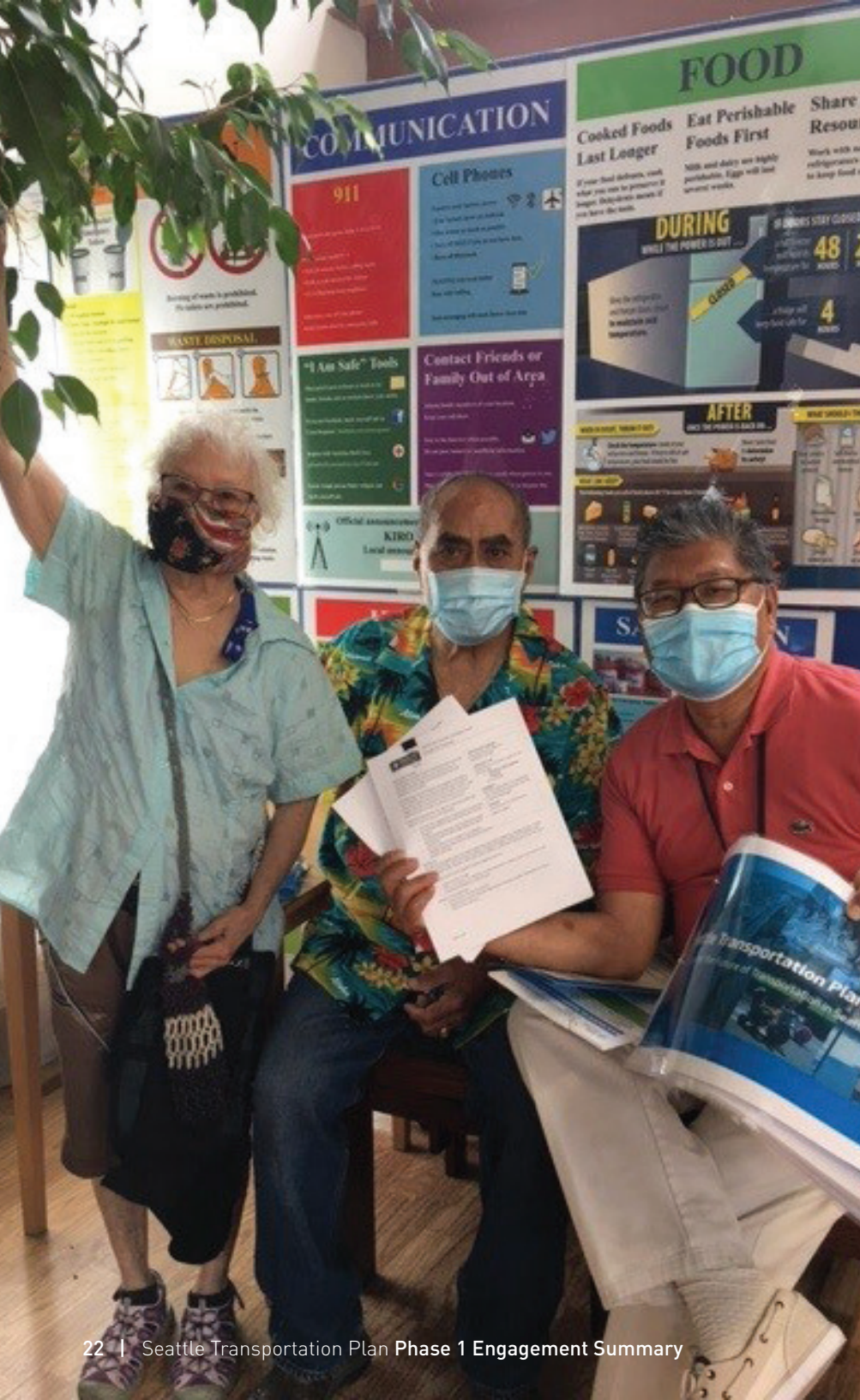
Accessibility

- 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



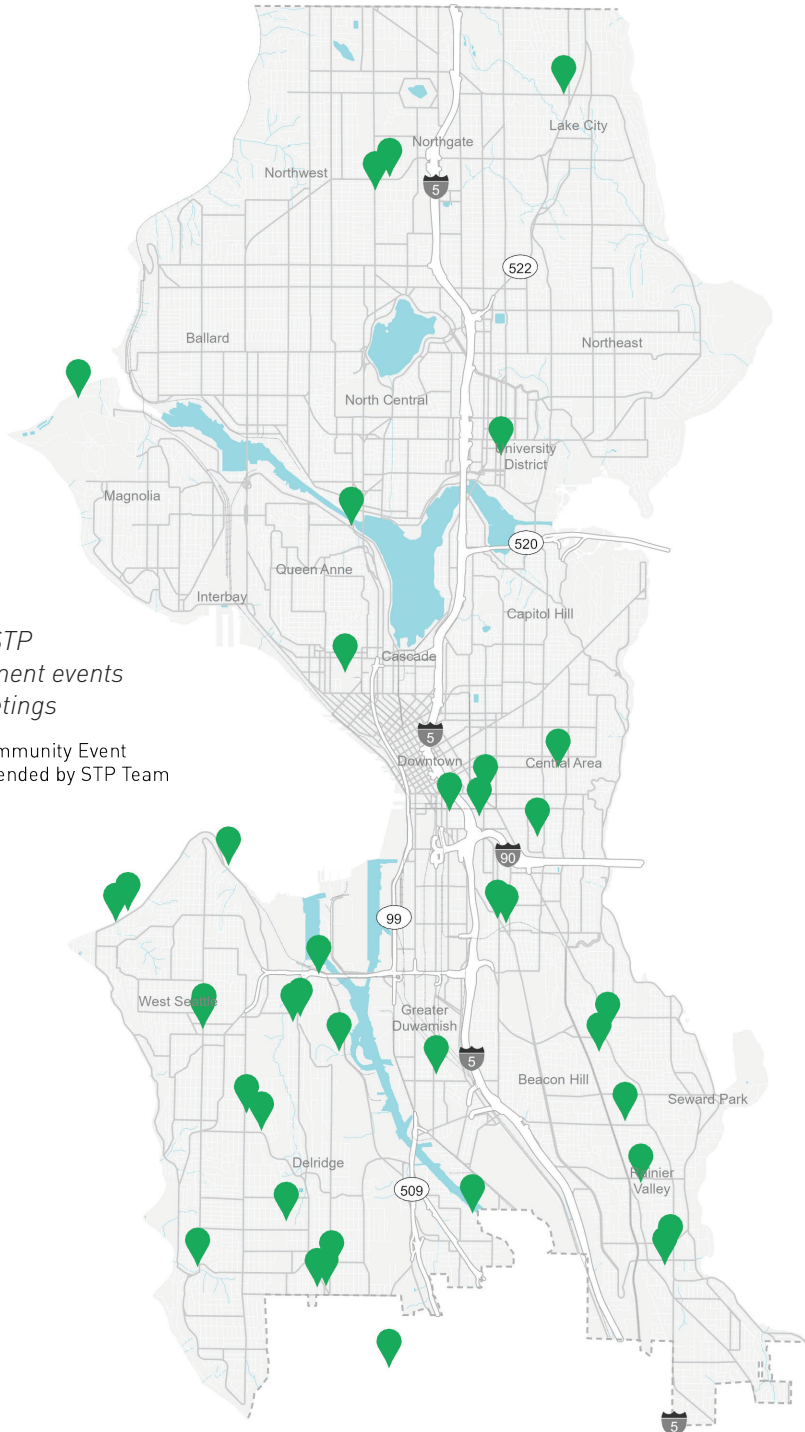
Amplifying Community Voices

- 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.

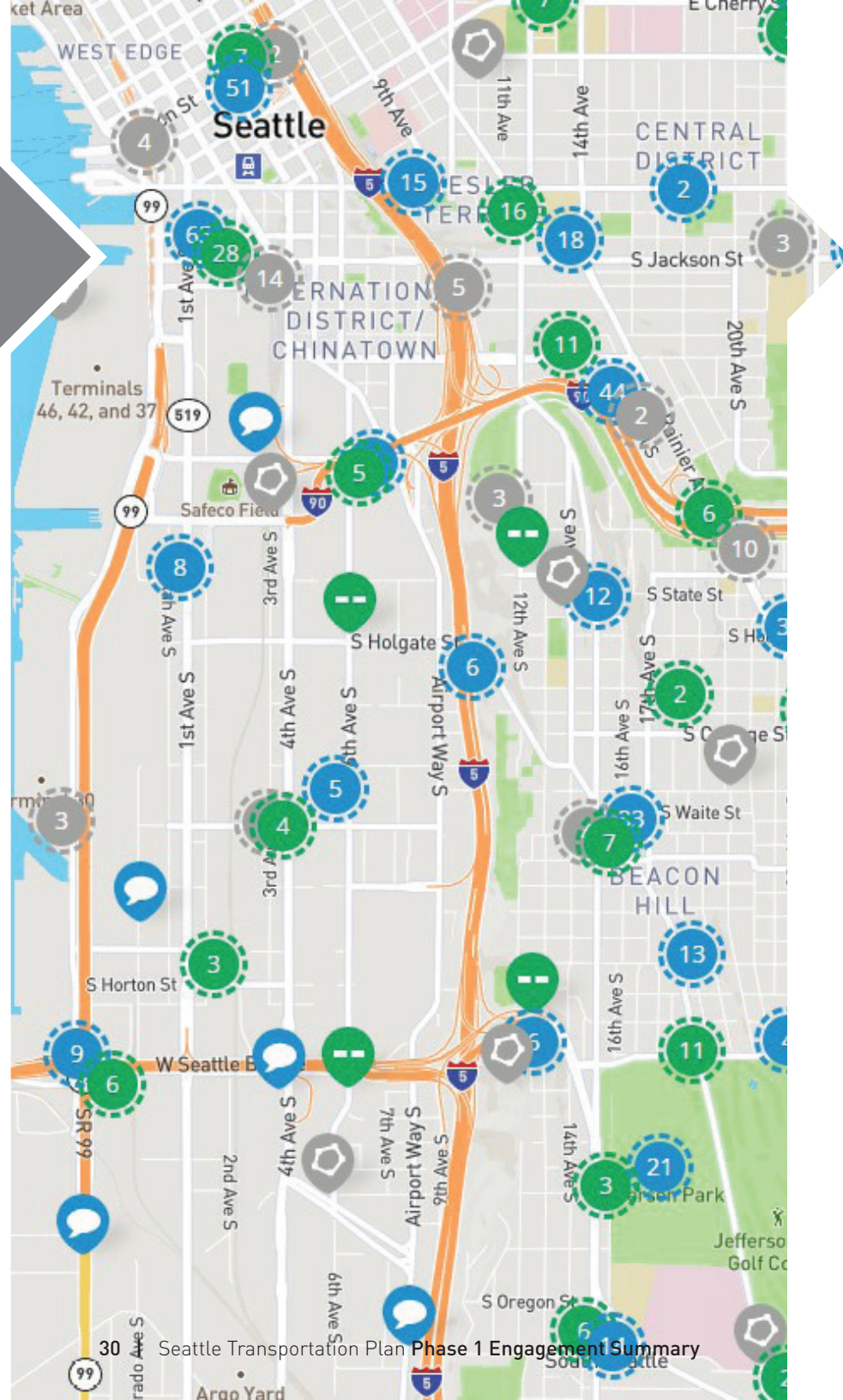


Bienvenidos a esta reunión
Chào mừng bạn tham gia
Seattle Department of Transportation
Мы хотим услышать от вас
យើងចង់ស្តាប់ពីអ្នក
Maligayang bati
សូមស្វាគមន៍
gaaan dhufte

Get involved with the
One Seattle Comprehensive
Plan Update!

WE WANT TO HEAR FROM YOU!
How can Seattle's transportation
future better meet your needs?

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](#)

Phase 1 Engagement Summary Table

	What We Learned	How We Reached Priority Audiences	How Feedback Helps Create the STP
Survey 1: Transportation Challenges	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Translated materials and advertisement Social media 	<ul style="list-style-type: none"> Tailors STP engagement to the community
Survey 2: STP Vision	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Multicultural media campaign Print materials with QR code Translated materials and advertisement Community events and meetings Partnership with CBOs and CLs 	<ul style="list-style-type: none"> Defines the vision, goals, and objectives of the policy framework Helps us create a menu of actions to improve our transportation system
Engagement Hub	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Multicultural media campaign Print materials with QR code Translated materials and advertisement Digital and print media Multicultural media campaign 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Multicultural media campaign Print materials with QR code Translated materials and advertisement Community events and meetings Partnership with CBOs and CLs 	<ul style="list-style-type: none"> Informs where improvements to our network will be made Helps us create a menu of actions to improve our transportation system
Community-Based Organizations	<ul style="list-style-type: none"> Our most critical challenges revolved around safety concerns, accessibility to affordable transportation options, and how we choose to invest equitably in our transportation network 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Community events and meetings Translated materials distribution Community organizations and business outreach 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Community events and meetings Partnership with CBOs and CLs Translated materials and advertisement 	<ul style="list-style-type: none"> Informs where improvements to our network will be made Helps us create a menu of actions to improve our transportation system



Seattle
Department of
Transportation