

Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle



ENGAGEMENT SUMMARY

PHASE 3:

Develop the Final Recommended Plan

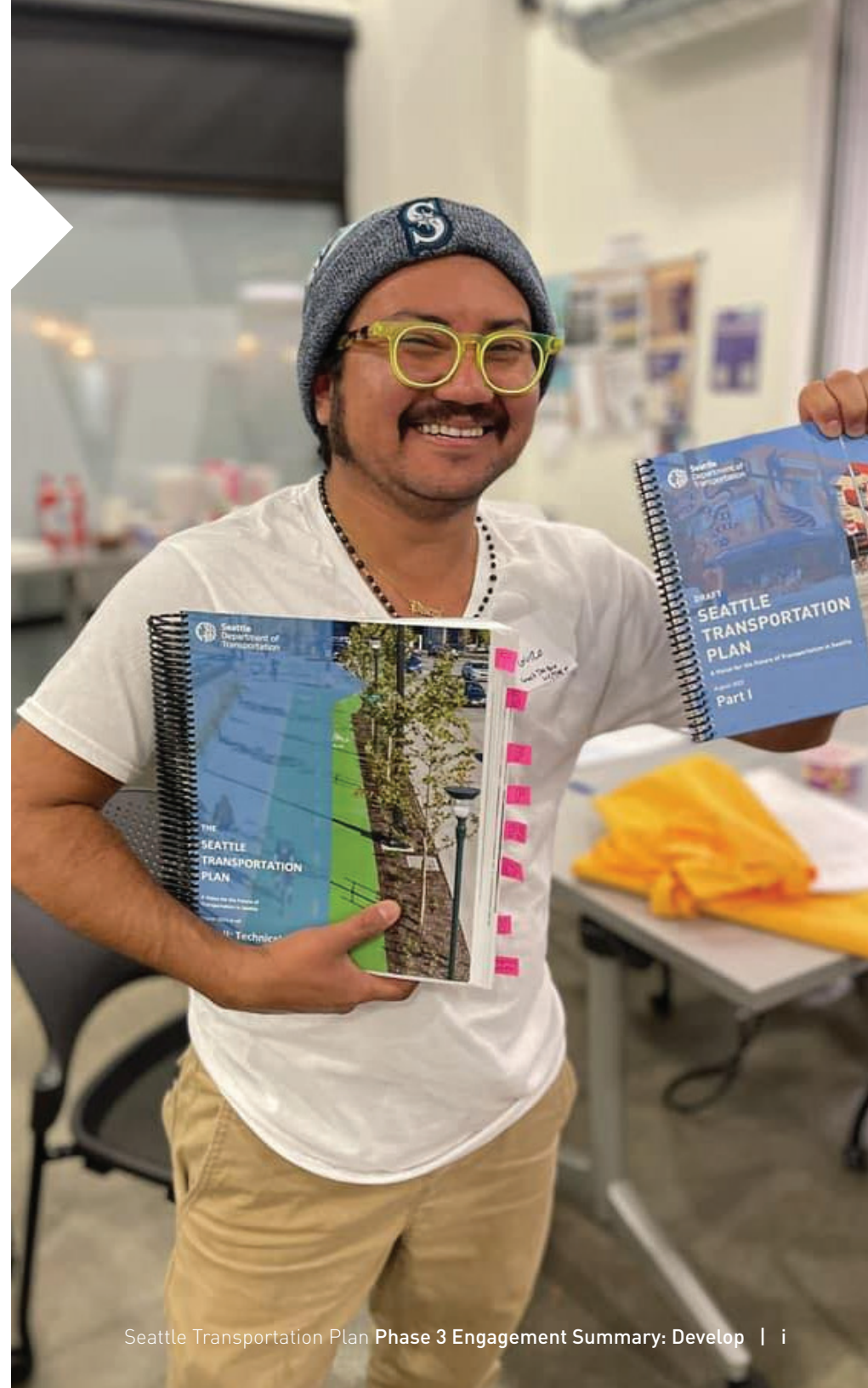
February 2024

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What is the Seattle Transportation Plan (STP) and the Phase 3 Engagement Summary Report?

The STP is our commitment to build a transportation system that provides everyone in Seattle with access to safe, efficient, and affordable options to reach places and opportunities. We co-created this plan with community—making public engagement an important part of the process. This report summarizes the process and key takeaways from Phase 3 of STP engagement, which ran from August to November 2023, and included a public review of the draft plan, project list, and program concepts.



STP PHASE 3 ENGAGEMENT

Launched | August 24, 2023 — Closed | November 20, 2023

PURPOSE AND COMMITMENT

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community engagement was a crucial part of the development of the plan.

Engagement for the STP was broken into three phases.

Phase 1 focused on your transportation needs and priorities, which helped us develop our shared vision for the future of Seattle's transportation system. In **Phase 2**, we asked you to review the draft vision, goals, and objectives, tell us what actions you would like us to take, and give your thoughts on the draft transportation maps. See page 42 for a link to the Phase 1 and Phase 2 Engagement Summaries. In **Phase 3**, we asked you to review the draft plan, tell us what you agree with and what we should improve, and help identify how to select and pay for projects and program concepts. **Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.**

BUILDING AWARENESS

We built awareness about Phase 3 engagement opportunities through social media, blog posts, and a multicultural media campaign.

CITYWIDE ENGAGEMENT

To gather citywide feedback during Phase 3, we primarily relied on the STP online engagement hub. This website hosted the draft plan and interactive ways to give feedback.

EVENTS AND MEETINGS

To hear from as many people as possible from a variety of backgrounds, we wanted to meet people where they were. We heard many voices by holding events and meetings in many different communities, and these perspectives helped us refine the draft STP.

8,000+

Individual data points collected during Phase 3

4,500+

People engaged at outreach events for the STP during Phase 3

74

Posts distributed via SDOT's Facebook, Twitter, and Instagram*

6

Blogs and news outlets independently covered the STP*

3

SDOT blog posts about the STP*

1,711

People completed online engagement hub activities*

16,000+

Unique visitors to the online engagement hub*

27,000+

Total visits to the online engagement hub*

48

Community events*

40

Meetings and briefings*

KEY TAKEAWAYS

COMMUNITY-LED ENGAGEMENT

We wanted to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. **We worked with community-based organizations (CBOs) and the Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes.** In Phase 3 of engagement, our work with CLs continued to help us create a plan that advances our goal of a racially equitable and socially just transportation system.

The CL program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities.

CLs helped us elevate the voices of communities that we have historically struggled to reach through citywide engagement.

Through STP engagement, you provided a wealth of feedback on the future of transportation in Seattle—and we listened. Here are key themes we heard in Phase 3 on the draft plan:

- 1 **The STP is headed in the right direction, but it needs to be bolder and more actionable**
- 2 **The STP should be specific about what will be implemented and where, and it should directly address tradeoffs with how we use our streets**
- 3 **We need to set specific measures of progress toward the STP vision and goals, defining where we're at and what success looks like**
- 4 **People want additional opportunities to engage with the STP process and provide more feedback**
- 5 **Many people in our historically underrepresented communities want safety, equity, and mobility to guide prioritization of what we do first**



SEATTLE TRANSPORTATION PLAN

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community involvement was a crucial part of the development of the plan. The STP established goals, strategies, and recommendations for a transportation system that works for our city now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

Too often, when government plans are developed, they exclude people—particularly people who are Black, Indigenous, or members of a community of color (BIPOC); people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. This has led to harm to certain communities, including negative impacts on health, economic opportunity, and safety. **We believe everyone’s voice should be heard to make sure their needs can be met.** We partnered with community-based organizations that have existing relationships with the communities they serve, to listen and develop a plan that reflects the values and needs of everyone. Additionally, we continuously committed to change how we engaged with the community during the STP process, to enable all voices to be heard.

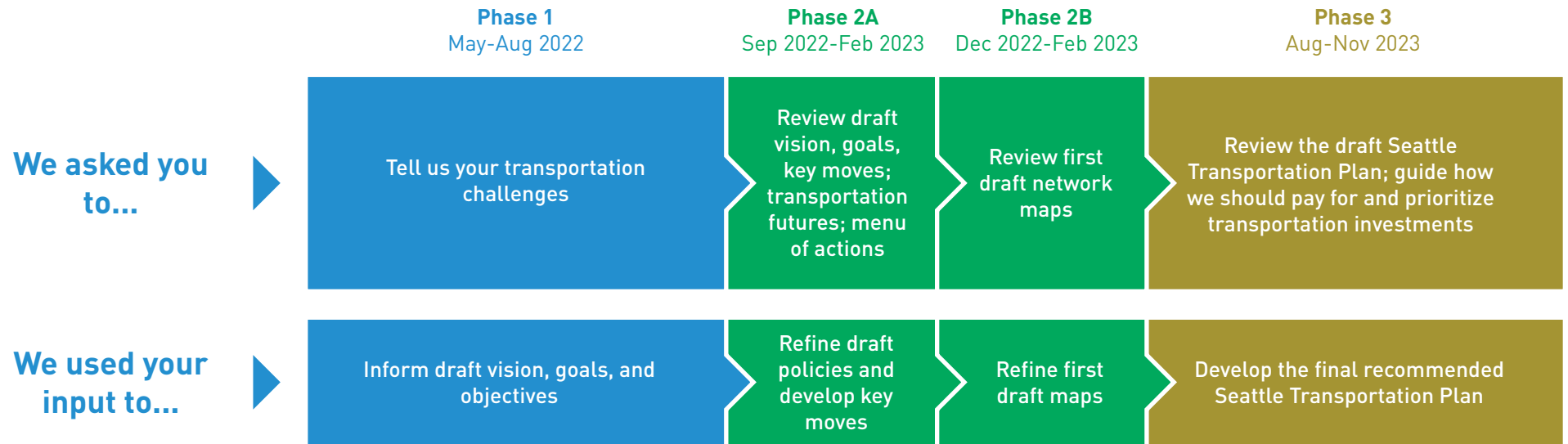
The STP is our commitment to build a transportation system that:

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

Through the STP, we sought to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.

PROCESS

At the STP launched in May 2022, we committed to co-create the STP with you. Our Public Engagement Plan allowed us to design our engagement approach so that people could participate at any point in the process, know how to provide feedback, and have confidence that their voices would be heard. Our phased engagement approach allowed for technical work and the plan itself to be directly influenced by community feedback at every step.



We designed our engagement approach so that people could participate at any point in the process, know how to provide feedback, and have confidence their voices will be heard.



PHASE 3 ENGAGEMENT

GOALS

The following goals guided the third phase of STP community engagement:

- Share the draft STP for community review using a variety of accessible tools, both online and in-person
- Collect feedback on how we can improve the draft plan
- Understand how people would like to prioritize resources among competing goals and funding strategies
- Gather feedback on the candidate STP projects throughout the city
- Co-create a list of program activities or concepts to support our transportation goals

The input collected during Phase 3 was used to revise all components of the draft STP. We wanted the process continued to be guided by the community's priorities.



Please implement all of this as quickly as possible. This gives me hope for our city. I just want to see it actually happen, and in my lifetime. Seattle could be so great, let's make it so!"

Online Engagement Hub Comment



BUILDING AWARENESS



BUILDING AWARENESS OF THE STP

During Phase 3, we built on our efforts in Phases 1 and 2 to raise awareness about the STP to help provide everyone the opportunity to share feedback.

DIGITAL

Digital tools were used to spread the word about the STP and opportunities to participate in the process. These tools included:

- Social media (Facebook, Twitter/X, and Instagram)
- Articles and blog posts from SDOT and other sources, such as the South Seattle Emerald, the Capitol Hill Blog, The Urbanist, and the Seattle Bike Blog
- A targeted media campaign to promote participation among the STP's priority audiences via local mainstream and multicultural media outlets

70+

Posts distributed via SDOT's Facebook, Twitter/X, and Instagram

6

News outlets and blogs independently covered the STP

3,500+

Clicks via ads published in a variety of media sources

15

Media articles and outside blog posts mentioning the STP

We placed ads for STP engagement in multicultural news outlets, and we reached an audience of nearly 200,000 people.*

Phase 3 Digital Media Campaign

During late September through early October 2023, we conducted a digital media campaign to encourage participation among groups who have historically been more difficult for us to reach through online engagement.

This campaign featured ads in six languages** in both mainstream and multicultural media outlets. This media campaign, along with our efforts to focus our events and meetings in the places where these priority audiences live, helped us make our engagement more equitable and representative of Seattle as a whole.

8 million+

Total impressions during the Phase 3 digital media campaign

15

Multicultural media outlets featuring ads for STP engagement

CONVERSATIONS

Building awareness for the STP also involved conversations held during in-person meetings and events. Read more about these on page 38.

*Total number of impressions by ads placed in Runta News, The Seattle Medium, Seattle Chinese Times, The Korea Times, Russian Town, and El Siete Dias.
 **Languages included English, Spanish, Chinese, Korean, Somali, and Russian

OVERALL PLAN FEEDBACK

Launched | August 24, 2023 — Closed | October 31, 2023

PURPOSE AND PARTICIPATION

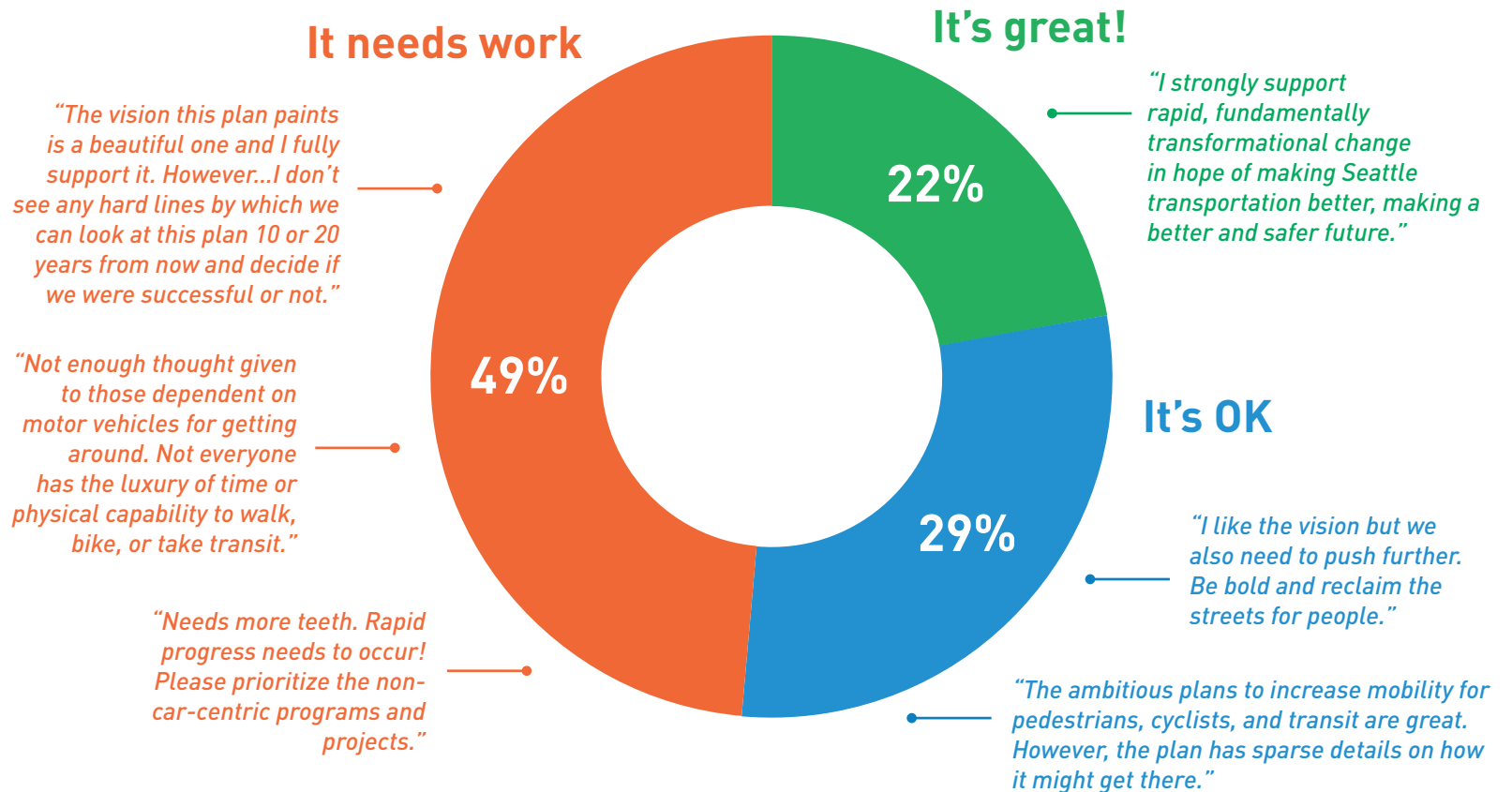
Our citywide outreach was conducted through the project’s online engagement hub. People could watch videos about the STP, review the STP At-a-Glance (a 3-page abbreviated summary of the plan), or review the entire draft STP. The first activity asked participants for their overall feedback about the draft STP through a three-tier rating and an optional comment.

Overall STP Impression

What do you think of the draft Seattle Transportation Plan?

385
Total responses

Quotes shown below represent common themes in open-ended comments we heard among those who gave each rating tier.



KEY THEMES FROM WHAT WE HEARD

From this activity, we learned that while the draft STP generally resonated with people, there were clear areas for improvement. These are themes we heard over and over again:

1. The STP is heading in the right direction.

Many people who participated in Phase 3 engagement had positive impressions of the draft STP. However, 49% of participants said that the STP needs work.

2. The STP must be bold and actionable.

While the STP's visionary language resonated with many people, they often told us that the plan was not specific enough on what should be prioritized. People wanted to see more specific projects and action steps that chart out a path to achieving our goals.

3. Safety should be elevated.

Many people felt that safety should be elevated as the top priority of the STP. For some, this would mean setting more specific targets around Vision Zero and other safety programs.

4. Focus on the climate crisis.

Many people commented that the STP should use bolder language and include additional strategies to confront the climate crisis. Many said that we need more specific targets and strategies for reducing vehicle miles traveled, such as pricing mechanics.

5. Enhance economic vitality.

Many people mentioned that economic vitality is a key outcome of a good transportation system. We also heard that supporting the freight and urban goods movement is foundational to our local economy.

6. Address tradeoffs explicitly.

While the draft STP attempts to integrate all modes of transportation, many people asked us to be more specific on how we will address tradeoffs and conflicts among modes when space is limited. Many people asked us to make safety the number one priority when addressing these tradeoffs.

7. Make implementation specific.

A common theme we heard is that, although the draft plan is aspirational, it could use more specific implementation guidance. People wanted to see a clear and precise plan for how our goals will be accomplished.

8. Define how we measure progress.

People told us they wanted to see more benchmarks for where we're at and where we're going. This could mean setting more numerical goals, such as for vehicle miles traveled, greenhouse gas emissions, and mode share (the percentage of people using modes other than personal vehicles).

9. Elevate accessibility and equity.

Many people told us they want us to focus more on improving the accessibility of the transportation system for people with disabilities. Many also wanted the STP to include more policies to make sure all enforcement is equitable and humane.

10. Provide more opportunities to engage.

Some people told us that they would like an additional opportunity to comment on the STP before it is final.

DRAFT STP PART I FEEDBACK

Launched | August 24, 2023 — Closed | October 31, 2023

PURPOSE AND PARTICIPATION

For the people who chose to review the full draft STP, we asked for comments on each chapter of Part I: the plan introduction and vision; reflections on previous community engagement; the Key Moves; and implementation strategy. Here, we've summarized themes in the feedback we received.

Introduction

Feedback we received on the introduction to the draft plan included:

- Be bold—statements about tackling climate change and addressing past inequities should be bolder
- The STP goals intersect—it's impossible to fully separate things like sustainability and livability
- Performance measures—tracking progress is essential and we need to establish measurable outcomes



I really like the emphasis on improving walkability, biking, and transit. These improvements should be the priority for the future of the transportation system.”

STP Engagement Hub Comment

Chapter 1: Vision

Feedback we received on Chapter 1 of the draft plan included:

- The STP vision generally resonated with people
- Emphasize action—make the specific strategies for how we plan to achieve our goals front and center
- Acknowledge conflicts and tradeoffs—be clear about where goals, modes, and street functions might conflict and give strategies for how to address these
- Prioritize people who live, work, and play here—while coordination with regional partners is important, we should prioritize the unique needs of Seattle in our planning decisions
- Integrate transportation and land use—coordinate where growth is planned with high-caliber multimodal transportation access

Chapter 2: Shaped By Community

Feedback we received on Chapter 2 of the draft plan included:

- People want rapid progress—many comments noted that the message from Phase 1 and Phase 2 is clear: people want change now, and quickly
- Outreach to our target audiences—we need to continue emphasizing and expanding outreach to our priority audiences to make sure they can help shape a better transportation system



What did people think of the draft Seattle Transportation Plan?

We also asked for open-ended comments about what people thought of Part I of the draft Seattle Transportation Plan. Here are examples that represent common themes we heard:

"I'm very excited to see such a progressive, people-focused draft plan."

"I feel so inspired when I read through the Key Moves section, but I am very concerned about the pace and likelihood of implementation. We need it to be as quick as possible... I worry it will get caught up in fights and red tape."

"I've traveled to places where cars are not the dominant way people get around. These places don't just appear. They are built with incremental change. But they start with bold plans that prioritize people first."

"My main priority is to be able to get around safely and as a bonus pleasantly too."

"This is the time to use all the tools SDOT has to address our climate crisis. This is the time to really transform our most dangerous streets so that people are safe using them."

Many people and groups wrote us letters, sent us emails, and left us phone calls providing their feedback on the STP. Here are a few examples of what they said:

"We need to connect neighborhoods so kids do not have to be driven to school by their parents."

"Transforming Seattle to this model is possible, but that transformation must prioritize equity. I am able to live car-lite in my neighborhood because I have a flexible work schedule, [and] access to reliable transit."

"I am pleased to see so many projects focusing on non-car oriented transportation. We live in a dense city with more than enough space already allocated to cars, and as a bike and bus commuter enhancements to those transit systems are very important to me."

"My overall request is to explain more about urban freight in the introduction and throughout the plan to show how it is becoming a factor in people's daily lives not just an economic or business consideration."

**See page 42 for links to view all comments and correspondence received.*

Chapter 3: Key Moves

Feedback we received on Chapter 3 of the draft plan included:

- The Key Moves resonated with most people
- Prioritize safety—we must build safety into the guidelines for how we design our streets, with an emphasis on physical constraints to vehicle speeds
- Emphasize quick solutions that help people immediately—such as using pilot projects and programs to test for success
- Emphasize maintenance for sidewalks, bikeways, and local streets—these facilities often get de-prioritized in favor of major streets
- Electrify transit—many people told us they would like the City to emphasize electric trolleys, buses, and trams

Chapter 4: Implementation

Feedback we received on Chapter 4 of the draft plan included:

- Be aggressive and fast—many people are tired of long planning horizons and would like rapid implementation to be a priority, even if it needs refinement later
- Identify near-term priorities—clearly state which projects, programs, and actions will be undertaken immediately and which are longer-term
- Make our targets clear—establish clear performance measures for understanding the success of any transportation project including interim goals
- Include travel time as a metric—improving travel times for transit and biking are especially important



DRAFT STP PART II FEEDBACK

Launched | *August 24, 2023* — Closed | *October 31, 2023*

PURPOSE AND PARTICIPATION

People also had the option to review and comment on Part II of the STP. Part II is a technical report that focuses the 8 functional elements of the STP and on network integration—how all these elements work together. The 8 STP Elements include:

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

Transit

Does the Transit Element align with your goals and vision for using transit in Seattle? Why or why not?

- People were excited about an expanded high-capacity transit network and wanted more details about how and when it will be implemented
- Transit needs to be integrated with other modes—tie in transit to the overall network by prioritizing sidewalk and bicycle connections
- Prioritize light rail as the backbone of our transit network—while prioritizing connections from neighborhoods via east-west routes
- Improve what we can, now—while the long-term network vision resonated with many, people would like to prioritize things we can do right away to improve transit

Bicycle and E-Mobility

Does the Bicycle and E-Mobility element align with your goals and vision for biking in Seattle? Why or why not?

- Need to make sure that spaces reserved for bicycles and e-mobility devices are protected from vehicles—pavement markings alone do very little for safety
- Pursue rapid installation—then follow up later with more permanent materials
- Consider more bike- and pedestrian-only streets as bike facilities
- Greenways are great—but arterial bike lanes fill an important transportation need for many people who use bicycles and e-mobility to access daily destinations
- Bikeshare needs to be located in places that are accessible for people with disabilities

Freight and Urban Goods

Does the Freight Element align with your goals and vision for moving goods in Seattle? Why or why not?

- Freight needs are important, and need to be distinguished from personal vehicles—people appreciated that freight and vehicular were planned for separately
- Commercial cargo e-bikes could work well for small-scale local deliveries
- Need to explicitly address how we balance the needs of freight vehicles with safety for people walking and biking—separate freight vehicles from people walking and biking as much as possible

Pedestrian

Does the Pedestrian Element align with your goals and vision for walking and rolling in Seattle? Why or why not?

- Signals and crossings should prioritize people walking and rolling—ways to implement this could be scramble crossing phases, banning right-on-red, and designing features such as traffic calming and refuge islands
- Some people called out existing neighborhoods and wanted confirmation that these were included
- Plan for accessibility—this needs to be clearer in the plan, especially sidewalk repair and maintenance
- Consider grade separation (i.e., pedestrian bridges) where appropriate—along busy arterials or over freeways

People Streets and Public Spaces

Does the People Streets and Public Spaces Element align with your goals and vision for how we use these spaces in Seattle? Why or why not?

- Need to boldly reallocate street space—especially in urban villages and centers
- Create specific guidelines for each people street or public space to make these places safe and attractive for people walking and rolling
- Protect non-motorized spaces—with traffic calming, bollards, and other barriers
- Cafe streets are great—make sure they do not impede visibility at intersections

Curbside Management

Does the Curbside Management Element align with your goals and vision for how we use these spaces in Seattle? Why or why not?

- Include specific goals for increasing non-parking uses of curb space
- Enforcement is key to our curbside management strategy, but we need more automated ways to provide fair and consistent enforcement
- Loading zones need to be provided in convenient locations so that trucks do not block bike or vehicular lanes

New and Emerging Mobility

Does the New and Emerging Mobility Element align with your goals and vision for getting around in Seattle? Why or why not?

- Many people said that their ideal bike- and scooter-share system would be a docked system with lots of geographic coverage—dockless systems serve a need but also come with tradeoffs, including blocking sidewalks
- Bikeshare and scooter-share should supplement transit service
- Many people were hesitant to support autonomous vehicle preparedness and said it should not be a public priority
- Our innovation strategies must focus on what we know works, and what has proven effective in other cities

Vehicle

Does the Vehicular Element align with your goals and vision for driving in Seattle? Why or why not?

- Street improvements that make walking and biking safer often also make driving safer
- Large vehicles make our streets less safe for people walking, rolling, and biking—consider ways to discourage oversized vehicles
- Consider revising the section about emergency response—if designed right, multimodal facilities can improve emergency response times
- More traffic calming is needed on neighborhood streets
- Emphasize street design over education and enforcement—but traffic laws do need to be enforced

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Launched | August 24, 2023 — Closed | October 31, 2023

PURPOSE AND PARTICIPATION

People were also asked to review and comment on the draft Environmental Impact Statement (EIS), which analyzes the potential environmental impacts of the STP. As required by the Washington State Environmental Policy Act, the EIS examines:

- Air Quality
- Water Resources
- Sea Level Rise
- Transportation
- Noise
- Land Use Patterns
- Utilities (Electrical Power)

The draft EIS evaluated these factors with a baseline “No Action” investment alternative as well as two potential future investment scenarios—“Moderate Pace” and “Rapid Progress.”

Feedback we received on the draft EIS included:

- The Northwest Seaport Alliance and the Port of Seattle requested more information be added about the freight impacts between the different alternatives, particularly where freight and transit would share lanes
- All comments that expressed a preference between alternatives supported Alternative 3, “Rapid Progress”
- Consider discussing the impacts and tradeoffs of each alternative not just within Seattle, but in the broader region

Help shape the future of
Seattle's transportation!

Have comments today about the Seattle
Transportation Plan? Please use these
comment cards to share them with us.

need ~~transit~~ mobility program.
ECT service to Downtown from Lake City
sidewalks must be fixed
intersection 127th & 30th NE is many times
busier than in the past. More traffic
stop lights should help the walkers.

PRIORITIZATION ACTIVITIES

Launched | August 24, 2023 — Closed | October 31, 2023

FUNDING PRIORITIZATION

There are many ways we can invest in and improve our transportation system. When we have a lot of priorities, we need to decide what to invest in first. This activity, conducted both online and in-person, asked people to weigh in on whether we should prioritize repair and maintenance of our existing infrastructure or investment in new projects.

577
Activity participants

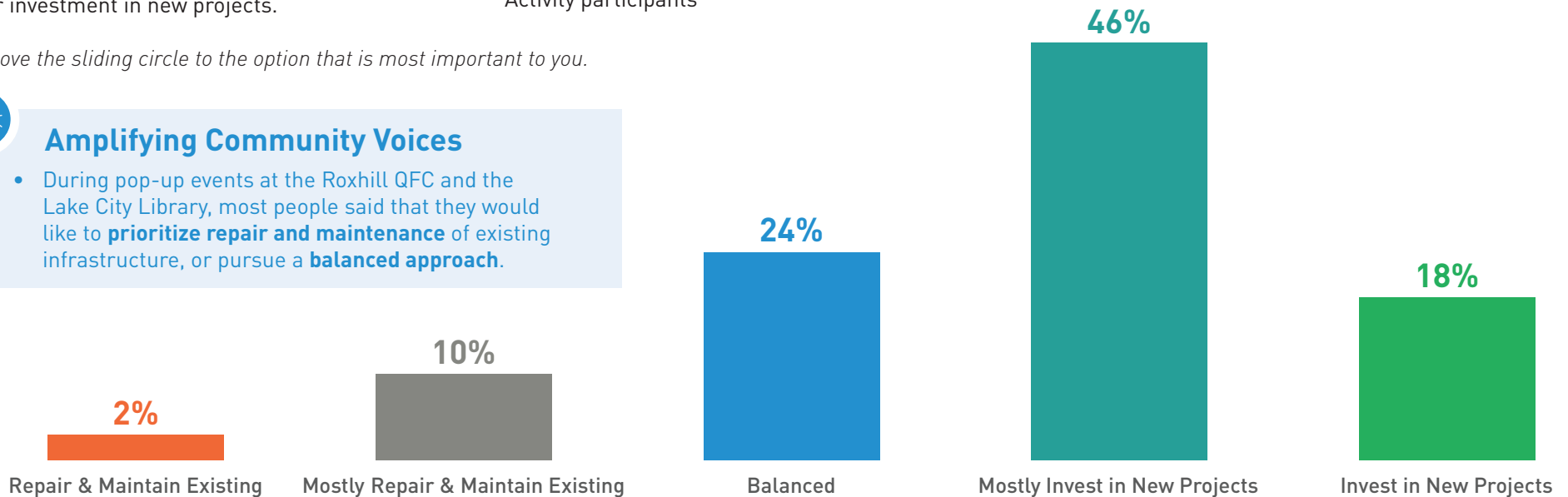
People said to prioritize making rapid change to improve our transportation system, while maintaining what we have.

Move the sliding circle to the option that is most important to you.



Amplifying Community Voices

- During pop-up events at the Roxhill QFC and the Lake City Library, most people said that they would like to **prioritize repair and maintenance** of existing infrastructure, or pursue a **balanced approach**.



Average sliding circle placement



*Mostly Repair & Maintain Existing” and “Mostly Invest in New Projects” include all participants who placed the sliding circle near the middle between two statements.

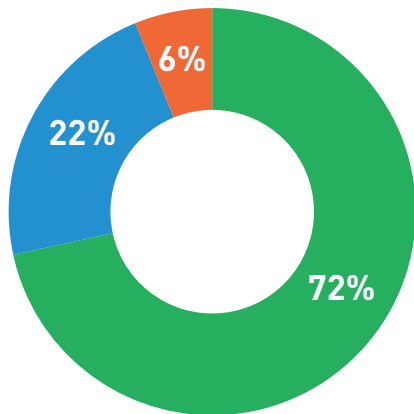
GOAL PRIORITIZATION

In this question, we asked for input on how much emphasis should be placed on different STP goals when evaluating and prioritizing potential investments. Participants were asked to move a sliding circle for each goal to tell us how important that goal was to them.

Key: ■ *Less important* ■ *Moderately important* ■ *More important*

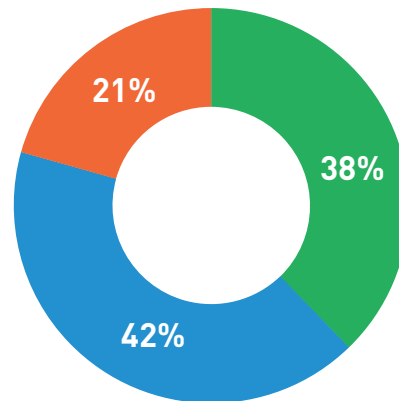
Safety

Everyone feels safe traveling in Seattle, and there are no serious injury or fatal crashes.



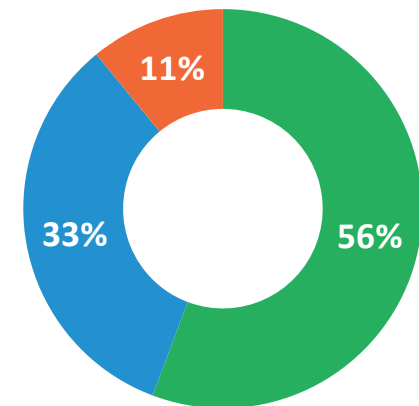
Equity

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



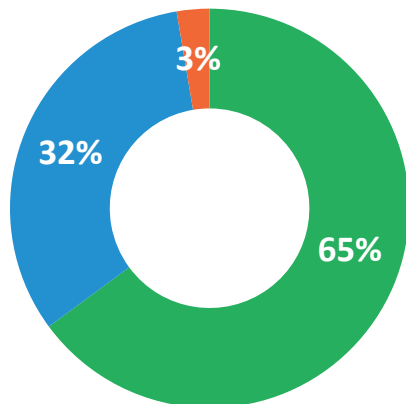
Sustainability

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



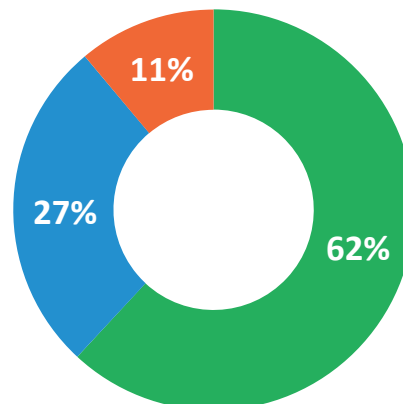
Mobility

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



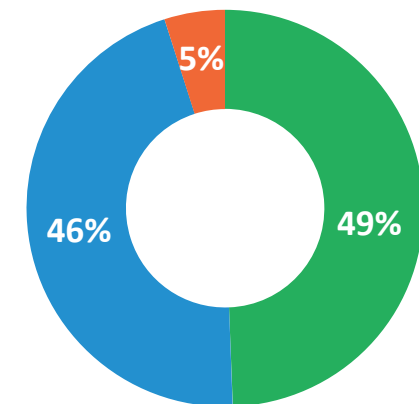
Livability

Reimagine city streets as inviting places to linger and play.



Maintenance and Modernization

Improve city transportation infrastructure and ready it for the future.



CANDIDATE STP PROJECT LIST

Launched | *October 20, 2023* — Closed | *November 20, 2023*

PURPOSE AND PARTICIPATION

During the second part of Phase 3 engagement, a list of candidate STP projects was distributed via an interactive map and project list with information on proposed projects in each of the 7 subareas of Seattle. On the online engagement hub, people were invited to review these projects and choose their top 5 near-term priorities for any subarea and could comment on any additional project priorities. The results of this activity are summarized in the following section.

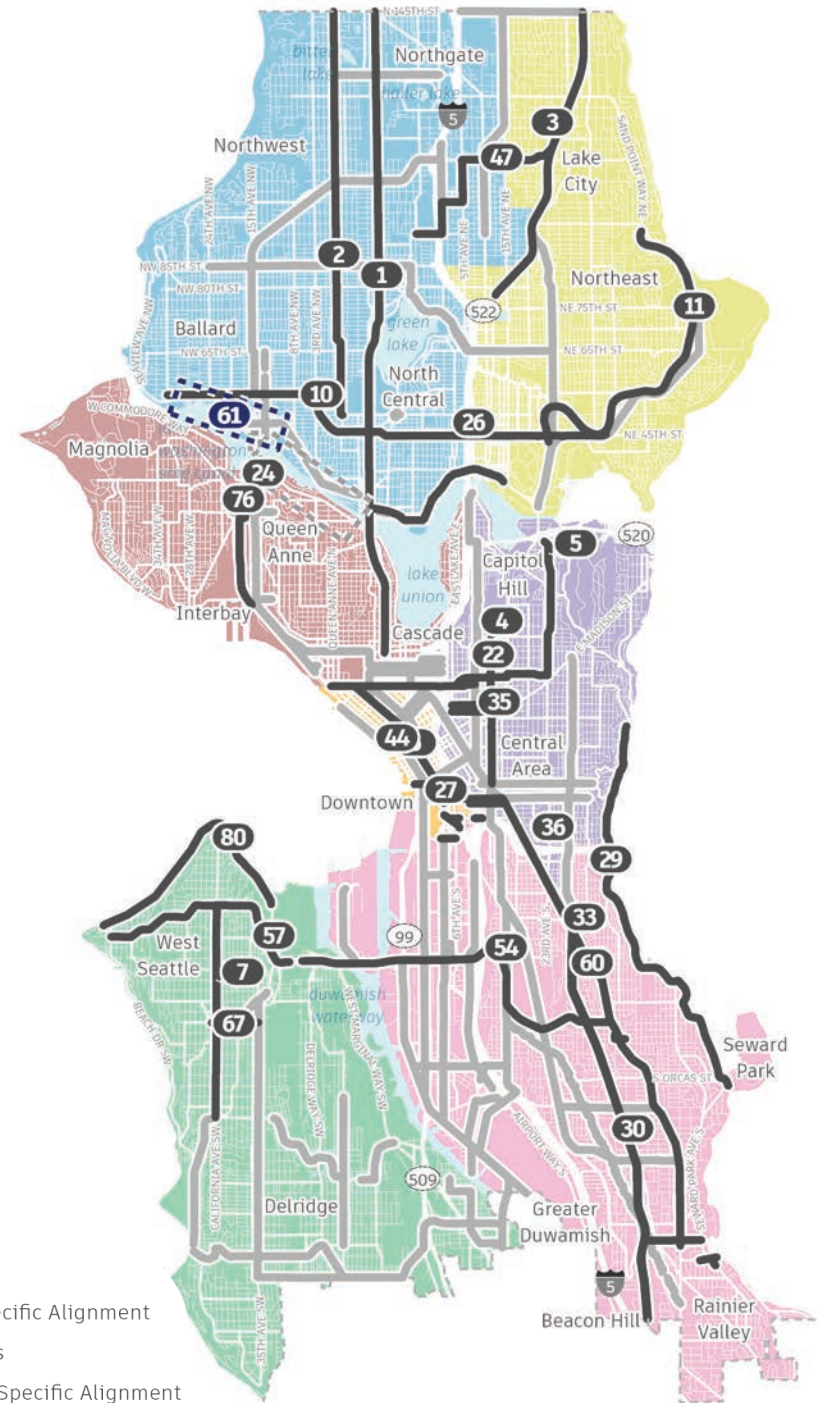
The map at right highlights the top five projects in each subarea that received the most “votes” from participants. The results of this activity do not determine which projects will be implemented or when, but instead provide a useful tool for understanding which projects are the highest priority for people who live, work, and play in these areas that chose to cast votes.

763

Activity participants

5,914

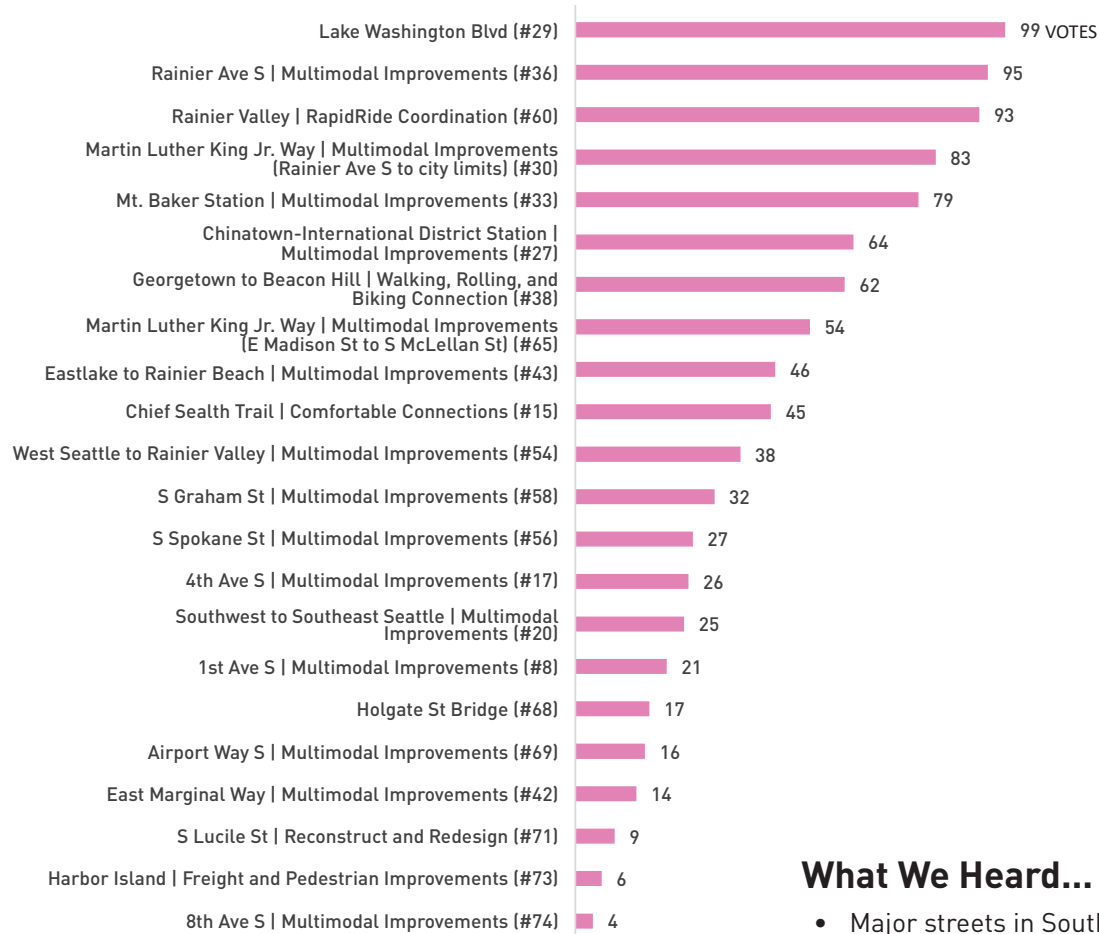
Total votes on projects



- Top Proposed Project
- Top Project Without Specific Alignment
- Other Proposed Projects
- Other Projects Without Specific Alignment

SOUTHEAST SEATTLE

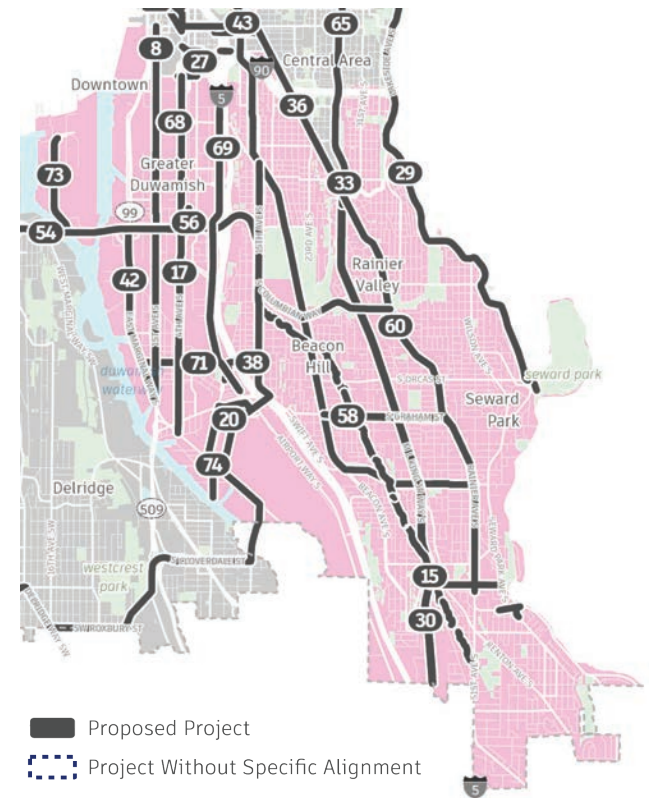
Which of these projects do you consider to be top 5 near-term priorities?



25
Comments about Martin Luther King Jr. Way

28
Comments about improving Rainier Ave S

25
Comments about Lake Washington Boulevard

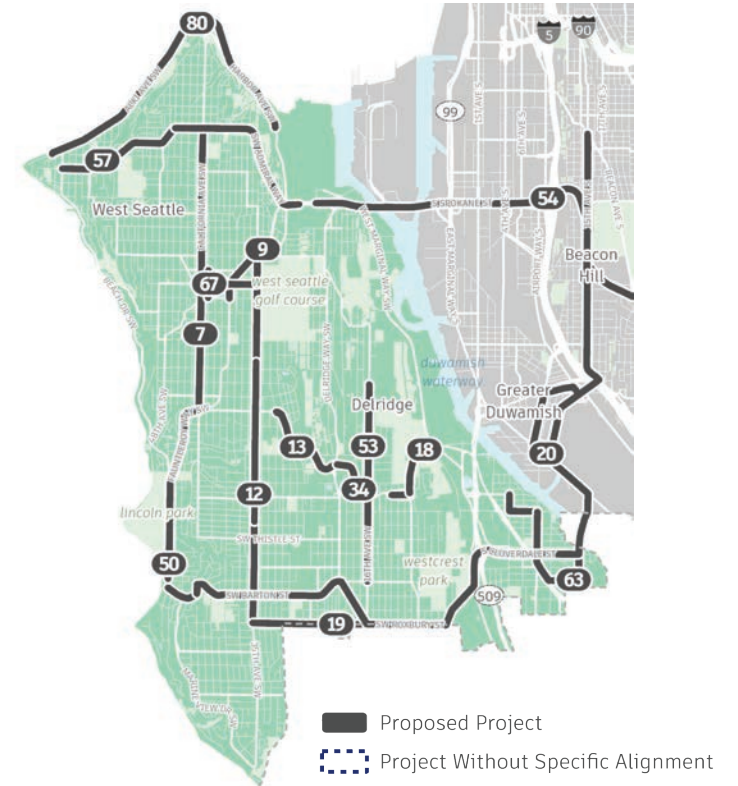
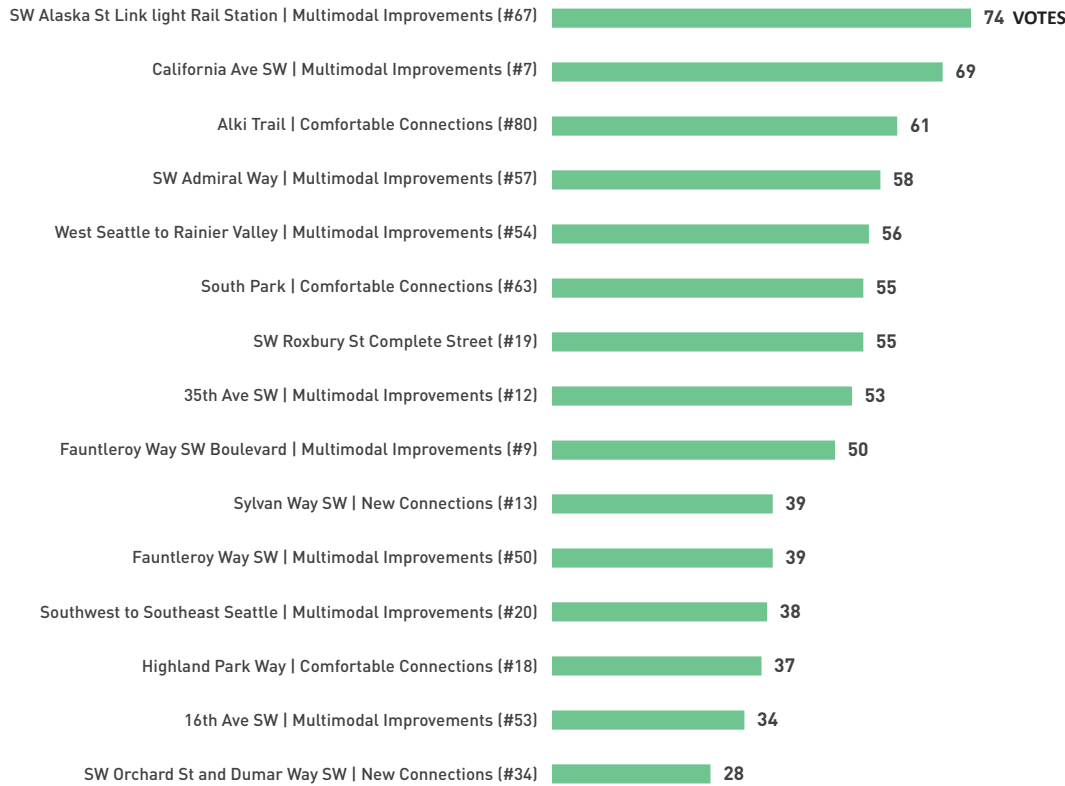


What We Heard...

- Major streets in Southeast Seattle need more safe places for people to cross, especially along bus routes and near light rail stations
- Improved separation is needed between light rail and other modes (vehicles or people walking, biking, or rolling) for safety and mobility
- Projects need to connect together as an integrated network for each mode of transportation
- Lake Washington Boulevard is an important corridor for all modes and needs improvement for safety and comfort. We heard from people who support closing it to vehicles, and others who feel strongly that it should remain open to cars. More consideration is needed for this project

WEST SEATTLE AND DELDRIDGE

Which of these projects do you consider to be top 5 near-term priorities?



3
Comments about
Sylvan Way

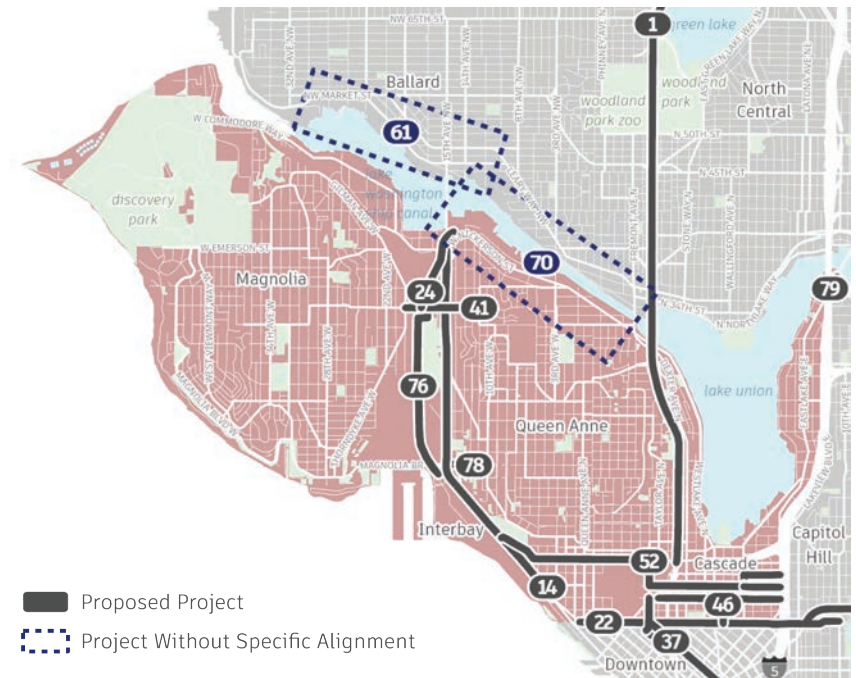
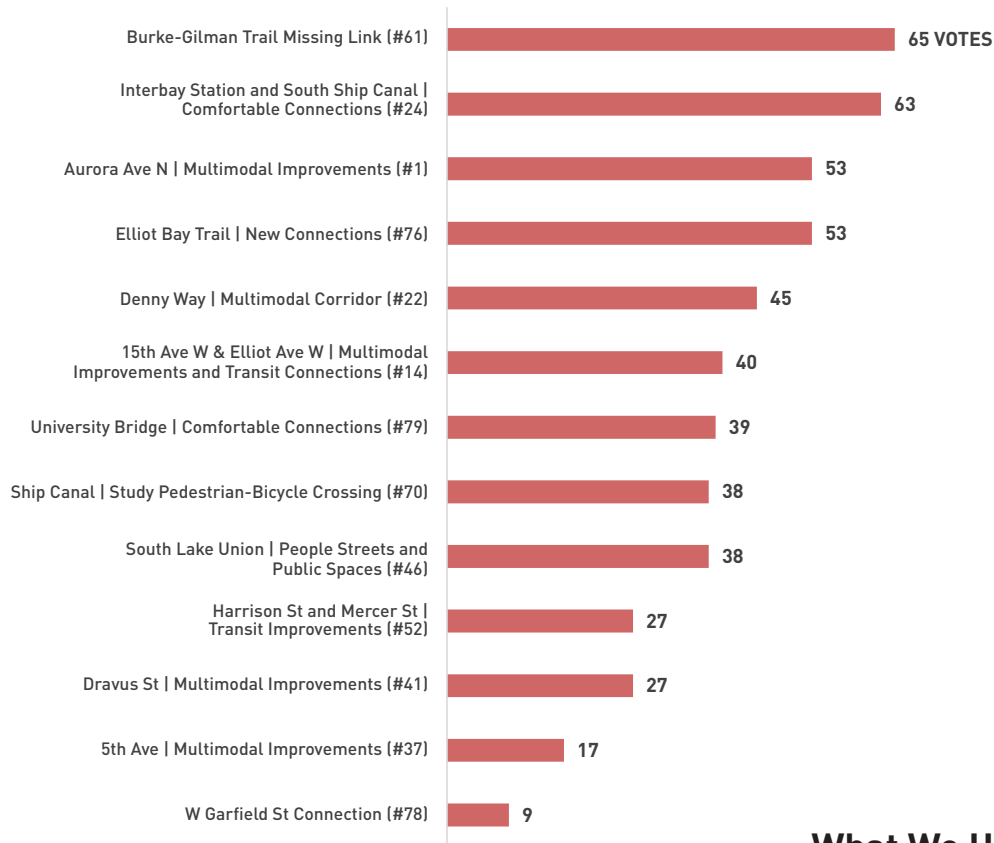
3
Comments about
California Ave SW

What We Heard...

- Many mentioned the Highland Park, Delridge, Roxbury, and Roxhill neighborhoods as underserved areas to prioritize for future projects
- Projects prioritized in the Levy to Move Seattle should be prioritized for completion as soon as possible
- People want to prioritize safe multimodal connections to Link light rail stations
- Because West Seattle and Delridge have limited corridors connecting to the rest of Seattle, these corridors need to be particularly safe, maintained, and reliable

MAGNOLIA AND QUEEN ANNE

Which of these projects do you consider to be top 5 near-term priorities?



13
Comments about bridges
(Magnolia, Ballard,
Fremont)

13
Comments about
Aurora Ave

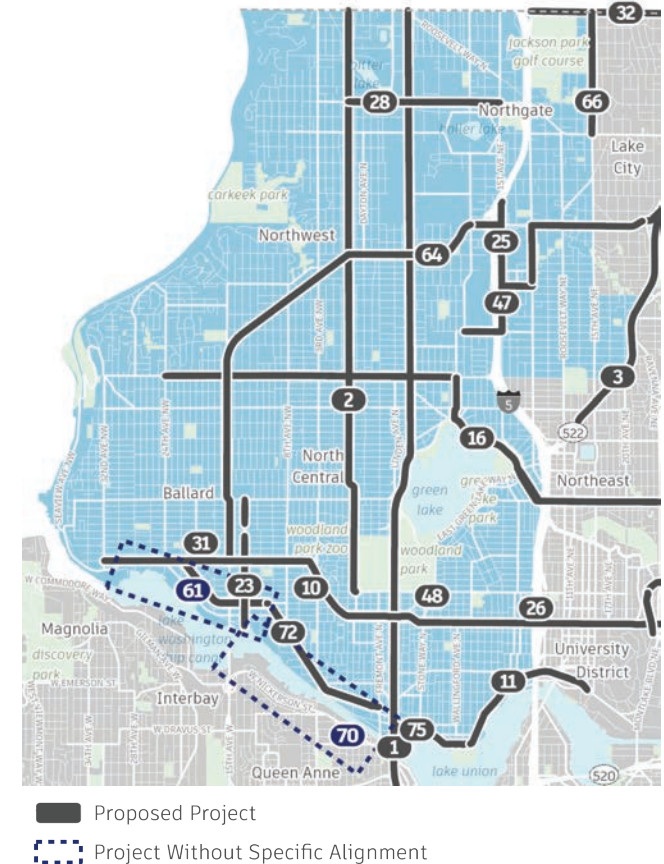
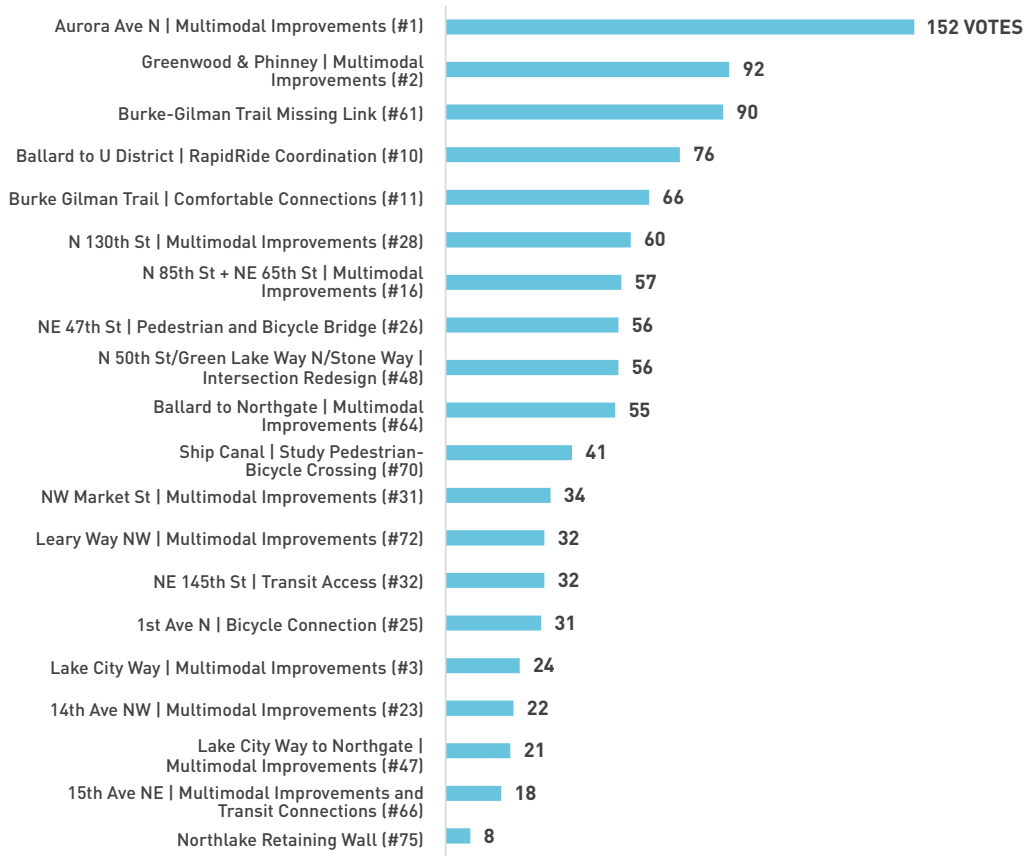
6
Comments about the
Burke-Gilman Trail

What We Heard...

- People rely on connections such as the Magnolia Bridge Ramp, Ballard Bridge, and Fremont Bridge—these need to be maintained and improved
- People would like it to be safer and more convenient to walk, bike, and roll to different parts of the city—particularly across the Ship Canal
- Aurora Avenue is a dangerous corridor that needs improvements to reduce speed and improve multimodal facilities
- Although it's not technically in Magnolia or Queen Anne, people who live, work, and play here rely on the Burke-Gilman Trail and want it to be complete and connected

NORTHWEST SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



What We Heard...

- Making Aurora Avenue safer for all travelers is a priority for Northwest Seattle
- People want better ways to cross the Ship Canal via walking and biking
- Northwest Seattle needs improved east-west connections to the rest of North Seattle, especially for biking
- People need improved connections to current and future light rail stations from Northwest Seattle via improved transit and east-west biking connections
- Many people said that I-5 and Aurora Ave are barriers to traveling by bike or on foot

30

Comments about Aurora Ave

6

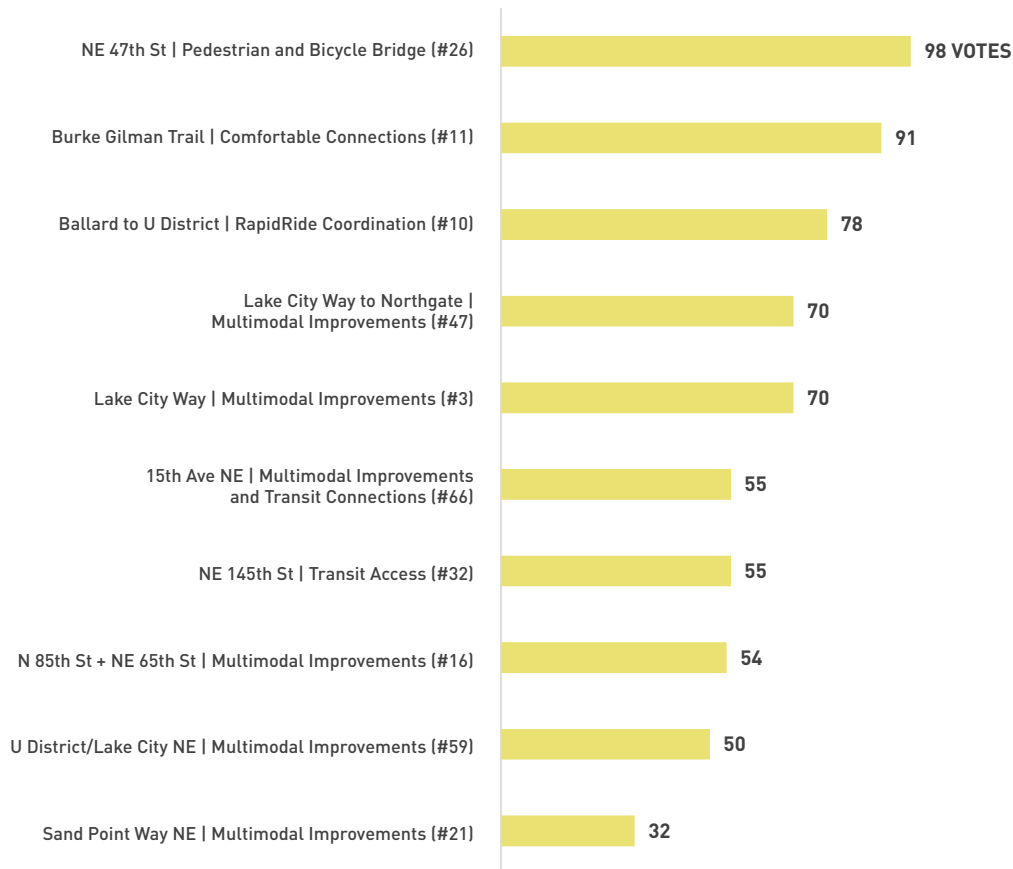
Comments about Greenwood Ave N

7

Comments about improving Ship Canal crossings for pedestrians and bikes

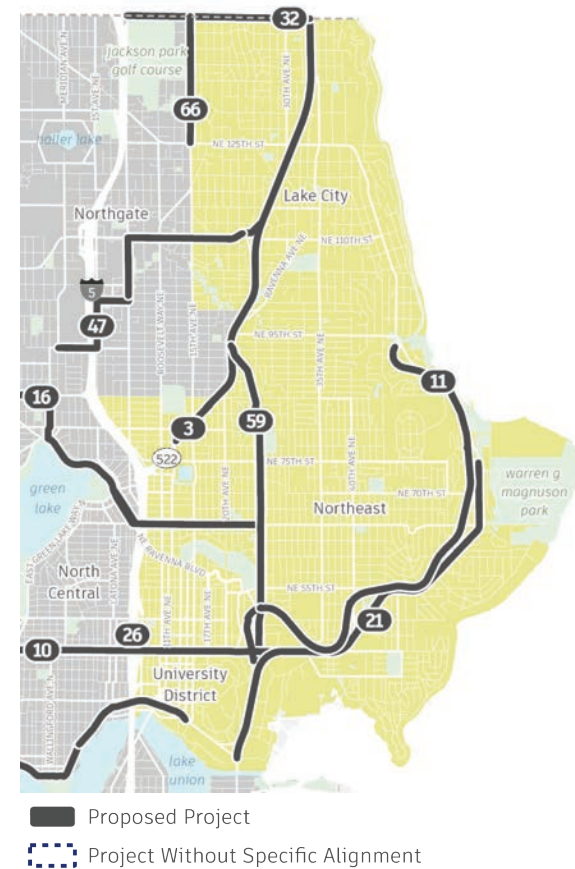
NORTHEAST SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



7
Comments about the
Burke-Gilman Trail

3
Comments about
Lake City Way

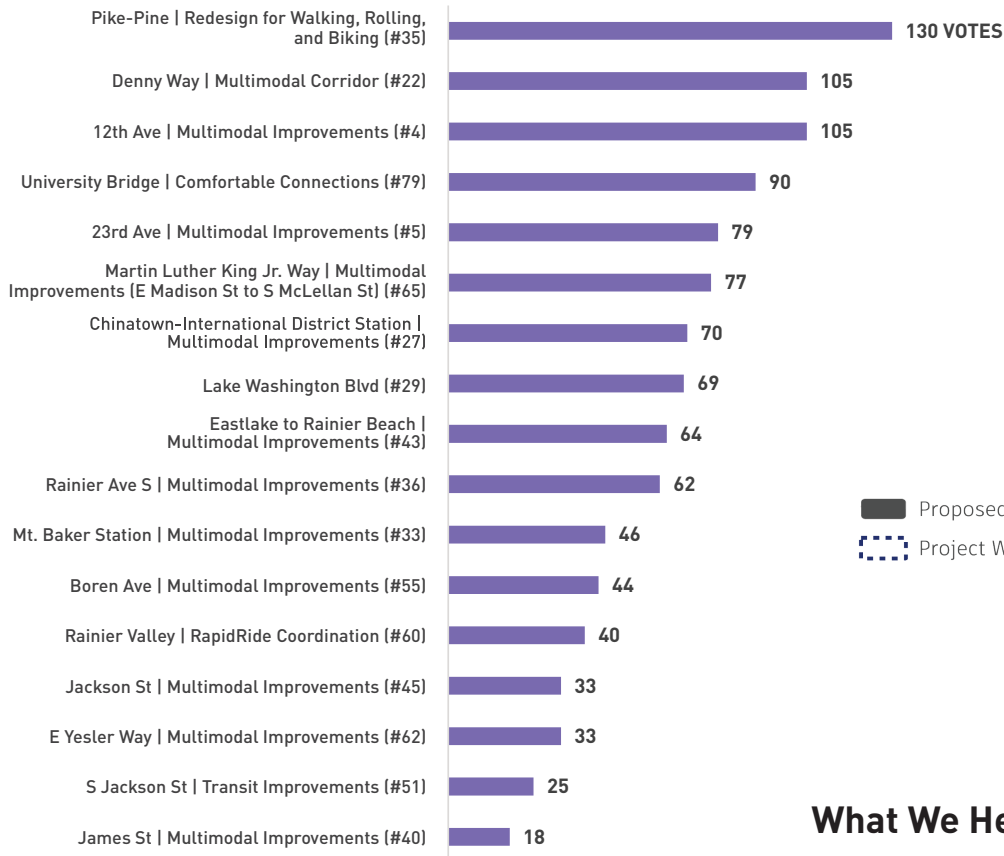


What We Heard...

- Improving the Burke-Gilman Trail is a priority for Northeast Seattle
- I-5 is a barrier to people walking, rolling, and biking—the existing crossings need better facilities for these modes
- Lake City Way needs improvements for safety
- Transit improvements should prioritize east-west travel to connect people to light rail stations
- Need signal improvements to prioritize people walking and biking

CENTRAL SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



12

Comments about Denny Way

10

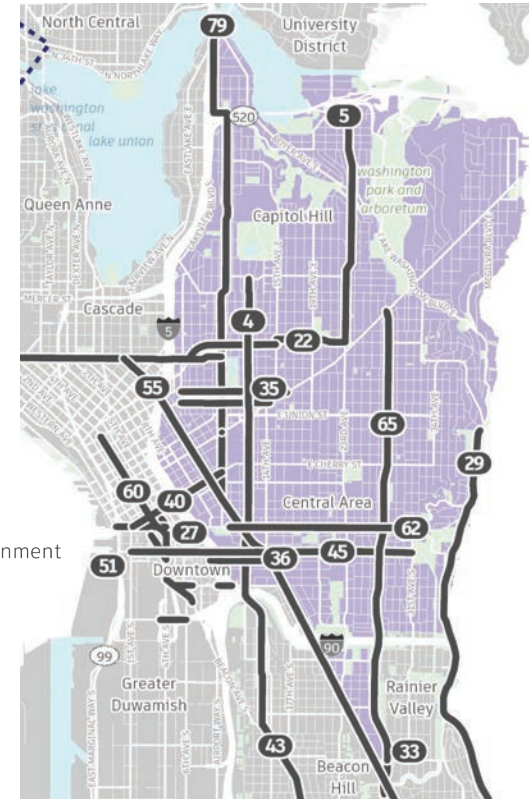
Comments about Lake Washington Blvd

7

Comments about Martin Luther King Jr Way

7

Comments about Rainier Ave

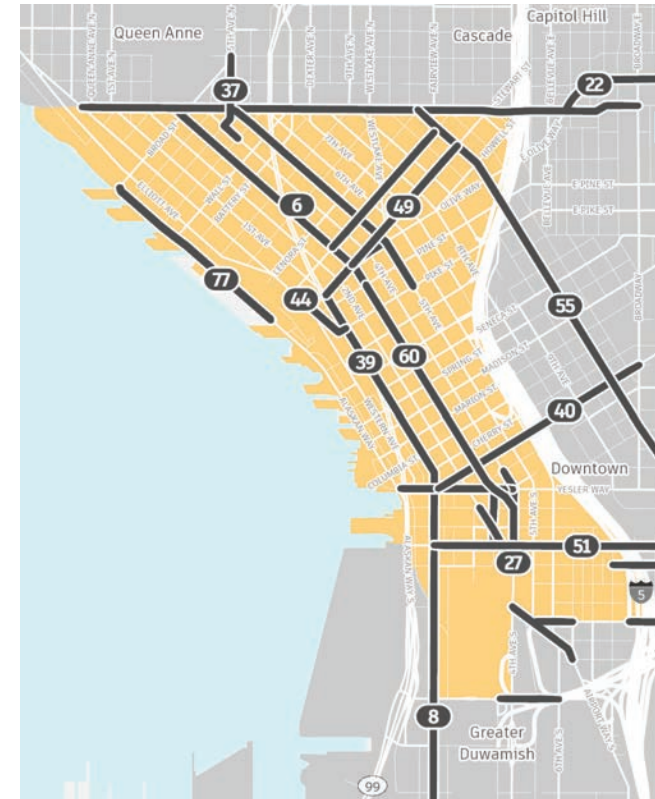
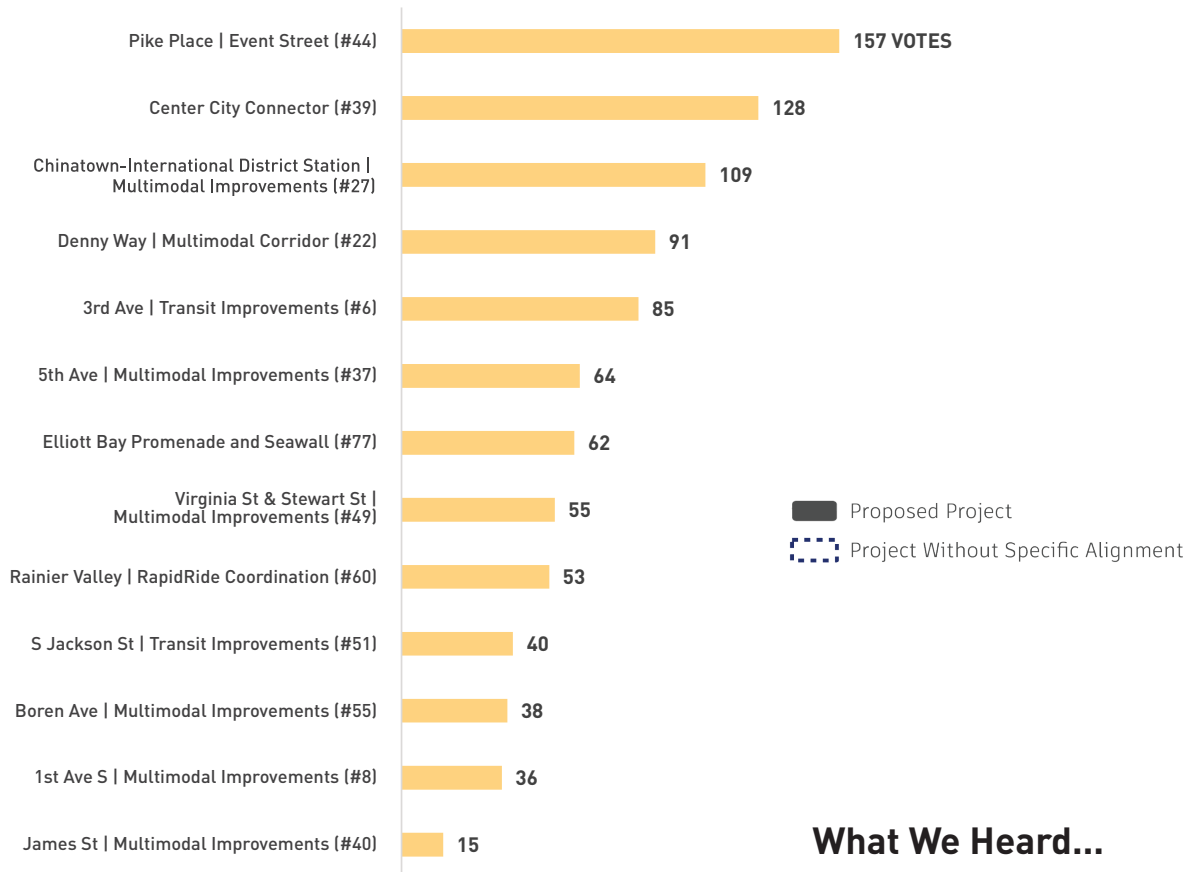


What We Heard...

- Need better bicycle and pedestrian connections from Central Seattle to other parts of the city, like Northeast Seattle and Rainier Valley
- Need more dedicated bus lanes to speed up transit service
- Support for improvements to Lake Washington Boulevard to make it better for people walking and biking—but many people were also concerned about losing this as a vehicular corridor
- Major streets such as Martin Luther King Jr Way, Rainier Ave, Denny Way, and 12th Avenue need safety improvements
- Need better connections to/from the University Bridge
- Need to support new RapidRide transit with sidewalks and bike infrastructure
- I-5 is a barrier and needs more safe ways to cross on foot and by bike

DOWNTOWN SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



What We Heard...

- By far, the top comment received about Downtown was the suggestion to open Pike Place to people walking and shopping, while allowing access for delivery vehicles
- Need to complete the Culture Connector streetcar to make it more useful
- Denny Way needs improvements, including transit lanes to speed up travel times
- 3rd Ave needs improvements for public safety
- Other streets like 1st Ave S and Boren Ave need improvements for bicycles and pedestrians
- Prioritize maintenance of Downtown streets
- Focus on east-west bike connections across Downtown

25
Comments suggesting opening Pike Place to people walking and shopping

12
Comments about the Culture Connector streetcar

12
Comments about Denny Way



STP PROGRAMS

Launched | *October 20, 2023* — Closed | *November 20, 2023*

PURPOSE AND PARTICIPATION

The STP includes a combination of project and programs that will be used to achieve Seattle’s Transportation Vision. Participants were asked to share what types of programs were important to them in each of the 6 STP goal areas:

- Safety
- Equity
- Sustainability
- Mobility
- Livability
- Maintenance and Modernization

128
Participants

527
Total Comments

This activity was open-ended, so participants could share their ideas for programs in each of these goal areas via a comment box. The following section summarizes common themes we heard.

SDOT’s programs are centered around STP goals. *We can’t do everything all at once, so we want to know what you want us to prioritize first.* Let us know your thoughts about existing programs and if there are any new programs you’d like to see added.

▼ SDOT programs and goals

View more information on some of SDOT’s existing programs by clicking here.

♥ **Safety**

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

Some examples are:

- Vision Zero
- Freight Safety Program
- Pedestrian-scale lighting
- Rapid pothole repair
- Bike lane and sidewalk maintenance
- Expand Safe Routes to Schools Program to transit and parks

What types of programs are important to you?

SUBMIT

SAFETY

121
Total Comments

What types of programs are important to you?

The most common comments we received about safety programs included:

- 42 comments discussed or suggested Vision Zero programs
- 25 comments suggested improved bike lane or sidewalk maintenance
- 19 comments noted protected bike lanes
- 17 comments mentioned pedestrian crossing improvements
- 16 comments mentioned traffic calming or camera-based speed enforcement
- 9 comments mentioned Safe Routes to School
- Several comments mentioned improving lighting and public safety at transit stops and stations

We need to focus on making lots of small improvements that will have a big impact on safety.

“We have a huge, urgent need and we should be able to do thousands of these interventions rapidly with only a few million dollars, without waiting for major capital projects.”

“I want to feel safe walking and biking in all weather and at night [and for] streets to be designed where pedestrians and bikers are prioritized.”

EQUITY

65
Total Comments

What types of programs are important to you?

The most common comments we received about equity programs included:

- 16 comments mentioned ORCA transit cards, equitable transit fares, or rider incentives
- 12 comments mentioned engaging with vulnerable communities such as BIPOC, Indigenous communities, and LGBTQIA+ people
- 11 comments mentioned the Neighborhood Street Fund or Your Voice, Your Choice program
- 7 comments expressed a desire for more equitable sidewalk, bikeway, or greenway presence in Seattle’s neighborhoods
- 5 comments talked about implementing the Transportation Equity Framework
- Many comments requested programs that provide historically underinvested communities with access to transit, safe pedestrian and bike infrastructure, parks, groceries, and other destinations

We need to listen to vulnerable communities such as BIPOC, and make changes quickly.

“Doing these transportation improvements faster IS tackling an equity issue... We should be moving as fast as possible toward a safe, modern city and that is to the maximum benefit of BIPOC.”

“Any equity program is simply performative unless it physically changes infrastructure.”

SUSTAINABILITY

90
Total Comments

What types of programs are important to you?

The most common comments we received about sustainability programs included:

- **36** comments emphasized prioritizing sustainable modes of transportation like walking, biking, and transit
- **27** comments mentioned preserving and improving our urban tree canopy
- **20** comments mentioned increasing adoption of e-bikes and e-cargo bikes through programs and incentives
- **19** comments mentioned creating more low-pollution neighborhoods and pedestrianized areas
- **14** comments suggested increasing electric charging infrastructure, with an emphasis on public charging for e-mobility devices
- **4** comments mentioned increasing parks and green space access

We need to invest in low-carbon transportation options like walking, rolling, biking, and transit.

“The only way to respond to climate change is to reduce reliance on personal vehicles, and the only way to do that is to increase other transportation options for people.”

“Concentrate on the most sustainable options first. Getting more people to current options is more important than electrifying cars.”

MOBILITY

92
Total Comments

What types of programs are important to you?

The most common comments we received about mobility programs included:

- **39** comments mentioned expanding a safe and connected bicycle network for riders of all ages and abilities
- **32** comments mentioned improving walkability by adding safe sidewalks, crosswalks, and other improvements for people walking or rolling
- **20** comments expressed support for Healthy Streets and/or Neighborhood Greenways
- **17** comments prioritized the improvement of the transit network, including increased frequency and dedicated bus lanes
- **17** comments emphasized improving curb and parking management to better serve loading and more accurately price curb space; **9** comments suggested reallocating curb parking space to other uses
- **13** comments mentioned shared e-mobility (bike and scooter share), with many emphasizing better parking for shared e-mobility or increasing affordability of these services

We need to focus on making bicycling, walking, and transit safe, seamless, and useful throughout the city.

“We need safe and reliable ways to get where we need to go, no matter our age and ability. And we need those options prioritized in all neighborhoods, at all times, year-round.”

“Again, walkable, rollable, accessible cities that deprioritize single person cars and prioritize transit and other forms of transportation.”

LIVABILITY

78
Total Comments

What types of programs are important to you?

The most common comments we received about livability programs included:

- **39** comments emphasized expanded, maintained, or improved people streets, public spaces, parks, or green spaces
- **25** comments suggested opening the street for people walking and shopping, while allowing for delivery and service access, including pedestrianized streets; many specifically mentioned Ballard or Pike Place
- **17** comments mentioned creating more community events and performances
- **17** comments said we need more public amenities such as street furniture, public restrooms, bike parking, or trash cans
- **7** comments mentioned improving bike and pedestrian wayfinding
- A common theme among many comments is that prioritizing people-oriented modes of transportation (bicycling, walking, rolling, and transit) would have the greatest impact on livability
- Many people said that safety is a key aspect of livability and needs to be a focus in all livability programs

We need more inviting spaces to gather, play, and linger in our city.

“Street activation measures like street furniture, pocket parks, car-free-spaces and roads closed to cars make spaces inviting places to linger. More opportunities for these programs should exist.”

“It can be hard to find a place to just ‘exist’ in the city where I can sit down, eat, journal, etc. I would like to see more “neutral” public spaces with benches and tables, like parklets.”

MAINTENANCE AND MODERNIZATION

81
Total Comments

What types of programs are important to you?

The most common comments we received about maintenance and modernization programs included:

- **26** comments said we should prioritize intersection safety and signals that prioritize people walking, biking, and taking transit
- **20** comments focused on sidewalk and curb repair, with many noting that this is key to accessibility for people with disabilities
- **20** comments talked about Complete Streets, especially as part of arterial street and bridge maintenance
- **15** comments emphasized bridge repair and replacement
- **13** comments expressed hesitancy about emphasizing autonomous vehicle preparation, saying we need to focus on the basics—making it safer for people walking, rolling, biking, or taking transit
- Many participants said that new projects need to have a clear plan for how they will be maintained

We need a well-maintained and modern transportation system to extend the lifetime of our investments.

“A key part of the transportation system we have today MUST depend on prioritizing maintenance and preservation/modernization over new capital projects (construction).”

“When bridges are rehabilitated, replaced, or have significant maintenance done, they should be updated with better pedestrian and bike infrastructure.”

REACHING OUR PRIORITY AUDIENCES

The STP Public Engagement Plan committed to elevating the voices of people who are traditionally left out of government planning—particularly those who are Black, Indigenous, or part of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. **We believe everyone’s voice should be heard so their needs can be met.**

In Phase 3, we continued our efforts to engage with those who are typically underrepresented. This included opportunities to meet people where they are. **We made deliberate steps to prioritize in-person engagement in areas where our priority audiences live, including:**

Community Events and Pop-Up Engagement

We identified key community events in priority neighborhoods to attend, and held pop-ups at grocery stores. Priority neighborhoods for in-person events in Phase 3 included Lake City, Rainier Valley, West Seattle, Delridge, White Center/Roxhill, Lower Beacon Hill, Columbia City, Chinatown/International District, and South Park. At these events, we met people where they were to share information about the STP and gather feedback via activities or conversation.

Building Relationships

We continued in Phase 3 to strengthen relationships with Community Liaisons that connect us to people who are traditionally left out of government planning. Our Community Liaisons planned their own culturally- and community-appropriate engagement, such as listening sessions, attendance at community events, and pop-ups at grocery stores.

In Phase 3, we continued to prioritize engagement with communities who have been previously left out of transportation decisions in Seattle.

MEASURING PROGRESS TOWARDS EQUITABLE ENGAGEMENT

In the early weeks of Phase 3, many communities of color were underrepresented in online engagement. We made a targeted effort to increase participation to more closely align with citywide demographics. Ultimately, participation among most of these groups increased throughout Phase 3, in part due to our targeted outreach methods. We matched or exceeded the citywide percentages of American Indian/Alaska Native, Asian, Black, and Hispanic/Latino/Latinx people in online activities by the end of Phase 3.

Phase 3 Online Engagement Hub Activities

Participation by race or ethnicity

Race or Ethnicity	Through September	Through October	November (end of Phase 3)	Change from September-November	Share of Population
American Indian or Alaska Native	2.0%	2.9%	2.2%	0.2%	2.4%
Asian	16.7%	15.6%	16.2%	-0.5%	21.1%
Black or African American	2.9%	6.4%	7.3%	4.4%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	10.8%	13.3%	12.3%	1.5%	8.2%
Native Hawaiian, Pacific Islander	2.9%	1.7%	1.7%	-1.2%	0.8%
White (of European ancestry)	74.5%	72.8%	73.2%	-1.3%	71.0%***
Middle Eastern, Arab, N. African White	2.9%	2.9%	2.8%	-0.1%	
Other	5.9%	4.0%	3.9%	-2.0%	7.3%

**People could select multiple answers; percentages may not add up to 100%*

***US Census American Community Survey, 5-Year Estimates, 2020*

****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*



People with the fewest [resources] need transit and bike infrastructure that is reliable for not just getting to downtown Seattle, but also to the grocery [store], their job outside of the core, and the local bar.”

STP Engagement Hub Comment

CORRESPONDENCE

In addition to gathering feedback through formal online activities and in-person events, we invited people and organizations to submit letters, emails, and voicemails to us to comment on the draft Seattle Transportation Plan. We received over 1,000 emails, letters, and voicemails.

The themes we heard in these comments largely mirrored the feedback we heard in our formal activities. We revised the draft plan to respond to a wide variety of comments received.

Themes we heard among the letters and other correspondence we received about the draft STP included:

- Feedback about the engagement process, including considering a fourth phase
- Ways to make the STP bolder
- Alignment with other plans
- Climate and mode shift
- Equity in implementation of projects and programs
- Freight concerns and economic vitality
- Clarifications about modal integration
- Levy priorities
- Interagency partnerships
- Need for thoughtful and transparent prioritization
- Implementation process concerns
- Accessibility of the draft plan and readability suggestions
- Performance measures suggestions
- Equitable enforcement ideas
- Prioritization of people-oriented modes over private vehicles
- Questions/concerns about conflicts with other policies and plans
- Ideas for additional Key Moves

We received letters from advocacy groups, nonprofits, community-based organizations, City advisory boards, chambers of commerce and business associations, and other special interest groups, including:

- AIA Seattle Urban Design Forum
- Alliance for Pioneer Square
- Ballard Fremont Greenways
- Cascade Bicycle Club
- Central Seattle Greenways
- Climate Solutions
- Commute Seattle
- Disability Rights Washington
- Downtown Seattle Association
- Feet First
- Friends of the Market
- Gerry Pollet, State Representative, 46th District
- Highland Park Neighborhood
- North Seattle Industrial Association
- Pacific Merchant Shipping
- Pike Place Market Preservation & Development Authority
- Port of Seattle/The Northwest Seaport Alliance
- Rethink the Link
- School Traffic Safety Committee
- Seattle Bicycle Advisory Board
- Seattle Disability Commission
- Seattle Freight Advisory Board
- Seattle Green Spaces Coalition
- Seattle Metropolitan Chamber of Commerce
- Seattle Neighborhood Greenways
- Seattle Pedestrian Advisory Board
- Seattle Planning Commission
- Seattle Public Utilities
- Seattle Subway
- Seattle Transit Advisory Board
- Sierra Club
- SODO Business Improvement Area
- Transportation Choices Coalition
- U District Mobility
- U District Partnership
- The Urbanist
- West Seattle Bike Connections
- See a link to all correspondence received on page 42



ADVANCING EQUITABLE ENGAGEMENT

We wanted to make sure the Seattle Transportation Plan meets the needs of communities of color and those of all incomes, ages, and abilities. **Therefore, in Phase 3 we continued our work with the Department of Neighborhoods Community Liaisons (CLs), as well as community focus groups, to broaden and deepen our engagement processes. Their input helped us create a plan that advances our goal of a racially equitable and socially just transportation system.**

COMMUNITY LIAISONS

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities. CLs are experts in their communities' needs, concerns, and interests.

FOCUS GROUPS

In addition to the wealth of Community Liaison and community-based organization engagement that occurred in Phases 1 and 2, we held focus group meetings with two communities in Phase 3. These focus groups helped to elevate the voices of native and indigenous peoples, as well as those who live in south Seattle neighborhoods.

COMMUNITY LIAISONS (CL) PROGRAM

We engaged directly with 7 different community groups through the CL program during Phase 3. The activities and major themes for each group are provided on this page and subsequent pages in this section. See immediately below for overall high-level key takeaways consistent between all groups.

- People want a transportation system that is safe, accessible, and easy to use.
- The draft STP goals of safety and mobility were the most important for participants. Participants would feel encouraged to use public transportation that is comfortable and intuitive to navigate.
- People want to see improvements made in an equitable way that prioritize disadvantaged populations.
- Transit improvements are valuable in how people travel. As other modes such as light rail advance, it is important to make sure existing routes are continued and improved upon.

ARABIC COMMUNITY

Activities

- CL staff interviewed community members over two weekends
- In-person conversations about the STP and key concerns and opportunities that community members identified
- To generate feedback, questions were provided to the CLs to guide conversation: *What are your top challenges with using the transportation system in Seattle? What improvements would you like to see? What are your top priorities that need to be reflected in the STP?*

Major Themes

- Safety – there are safety concerns while using transit, both for users of the transit system as well as transit operators
- Surface streets – certain roads are very narrow and difficult to traverse while driving. Certain intersections have stop controls that are inappropriate and cause congestion. Streets are also not maintained properly in the city
- Transit – lack of lighting at transit stops leads to safety concerns, inaccurate timing and not enough routes
- Accessibility – the transit system operates well, but for a non-English speaker, it would benefit to have Arabic materials to help navigate the system

RUSSIAN COMMUNITY

Activities

- CL staff interviewed community members via phone calls to discuss feedback on the STP
- To generate feedback, questions were provided to the CLs to guide conversation: *What are your top challenges with using the transportation system in Seattle? What improvements would you like to see? What are your top priorities that need to be reflected in the STP?*

Major Themes

- The STP has the potential need to develop affordable transportation options as well as safety concerns
- STP should think of an additional traffic option such as sky-bridges
- Reduce using articulated public buses, or those that are empty with 50% occupancy, by using minibuses
- Remove carpool lanes on highways within busy areas to generate faster traffic movements
- The top challenges in Seattle are traffic and driving downtown due to poor regulations of traffic lights as well as using articulated public buses. People would like to see safety, mobility, maintenance and modernization prioritized

UNHOUSED COMMUNITY

Activities

- City and CL staff hosted roundtable discussions with community members to discuss feedback around the STP and concerns about the transportation system in Seattle

Major Themes

- Safety – concerns about lack of sidewalks and difficulty navigating as a pedestrian, especially those with mobility issues
- Limited access to transportation options – many routes that folks use do not run early enough or late enough to get to work or other appointments
- Transit safety and service (e.g. personal safety while waiting for and riding transit, pass-ups). Recent violence on the H line
- Inequitable management of trash disposal
- Road conditions and transit stops in wealthy vs poor areas; participants noted that transportation investments in wealthier communities appear more inclusive than investments in less wealthy communities. As an example, sidewalk conditions vary as well as active transportation infrastructure

SENIOR AND DISABLED COMMUNITY

Activities

- City and CL staff hosted three focus group conversations with the senior and disabled community

Major Themes

- Safety – lighting issues when walking, uneven sidewalks make it difficult for pedestrians and people using wheelchairs
- Bus routes- unreliable service and reduction of local service and cancellation of bus routes when light rail opened
- Desire for programs like Ride Now program that allow for more transportation options to be able to get to doctor's appointments

FILIPINO COMMUNITY

Activities

- City and CL staff hosted roundtable discussions with community members to discuss feedback around the STP and concerns about the transportation system in Seattle

Major Themes

- Transit – one participant shared how he sold his car and uses Via services for getting around now. It works really well but he does have difficulty finding a ride at certain hours of the day/has to manipulate his location a bit to find a pick-up location. If this system was expanded it would be even more convenient to use.
- Limited access to transportation options – transit doesn't run frequently enough
- Safety for senior community members and youth

SPANISH COMMUNITY

Activities

- City and CL staff hosted a discussion with Spanish parents and youths to learn about their experiences with the transportation system in Seattle as well as consider feedback to the draft STP

Major Themes

- Safety – using transit in Seattle does not feel safe, there is little enforcement for crime on the buses
- Transit – desire for outlets on buses so that users can charge their phones. Community flyers with barcodes would help for opportunities, internships, other advertising.
- Air conditioning at the bus stops to help with heat
- Transit stops lack shelters, most are just poles with a sign
- Transit prices are too expensive

CHINESE COMMUNITY

Activities

- CL staff hosted two focus groups with the Chinese community, with one group targeted towards tech workers in South Lake Union

Major Themes

- Driving – congestion becoming worse. Local roads need repetitive repairs at the same locations every year.
- Unreasonable designs for bike lanes that cause lanes to suddenly switch to different sides, and sometimes road signs are unclear.
- Many bus routes changed or removed with the opening of new light rail stations that resulted in increased commute times or, in my many cases, the choice to drive instead of using transit.
- Orca cards – difficulty navigating the process
- Overall the most important goals in order are mobility, safety, livability, equity, maintenance and modernization, and sustainability
- For tech workers, a lot of difficulty around route changes with opening of light rail
- In-transit safety
- Not enough parking space in park and rides
- Increase frequency of bus routes



FOCUS GROUPS

SOUTH SEATTLE FOCUS GROUP

Background and Purpose

Because of the negative impacts of redlining in Seattle that made it difficult for many people of color to own property in many areas of the city, including present-day pedestrian fatalities, this community listening event was held in order to hear from residents of neighborhoods in south Seattle. This history of disinvestment and discriminatory policies has ramifications for the present state of the neighborhoods and health of the communities living in these areas. With a focus of the Seattle Transportation Plan to thoughtfully and equitably plan for the future, including the voices of parents and caregivers of young children should be a priority, as well as investing resources in improving transportation in the south end.

Main Themes

- Equity, Safety, and Sustainability should be embedded in Mobility, Livability, and Modernization. These pieces cannot stand alone and should be integrated into the other strategies as they impact the core values of how these should be implemented
- In the neighborhood, people generally feel safer using their cars. Although participants would like to take public transit, walk, or roll to their destinations, they find it hard to feel safe traveling with their families on these forms of transportation. Personal vehicles, then become the more likely default transportation method of choice
- Equity was top priority for all three participants. Due to the lack of inclusion or prioritization of BIPOC communities, all participants stated the importance of prioritizing equity in all STP strategies and project implementation. All participants noted the clear difference in investment of neighborhoods in North Seattle versus their own
- Sustainability was the lowest priority. Participants felt that sustainability should be embedded throughout the plan and not a standalone strategy. When asked to rank this among the other key moves, it ranked lowest
- Participants value “community coming together” both in the planning process as well as the project outcomes. Participants especially discussed this in their vision of the future, that more streets and spaces could serve as community gathering spaces

Priority Projects Identified

- Safety updates along Martin Luther King Jr Way and Rainier Ave were a priority for participants as they felt these were key streets that do not feel safe
- South Seattle Light Rail stations and transit hubs need to be safer for riders
- Lighting on streets needs to be improved. There are many areas that don't have lighting for those walking and therefore don't feel safe to use
- Safety of crosswalks needs to be improved. Better lighting and clearer markings in addition to appropriately placed curb cuts for strollers and wheelchairs

NATIVE AND INDIGENOUS FOCUS GROUP

Background and Purpose

Achieving equity in transportation means seeking diverse representation during community engagement, being responsive to the community's input and concerns, and increasing Native representation across the transportation sector. We must work to recognize that city, county, and state governments are, when compared with Indigenous government systems, relatively new governments that benefit from a harmful legacy of building wealth for their European settler constituents. Equity in transportation means genuinely building relationships with the local Native and Indigenous community, including Tribes, villages, and First Nations.

Recommendations of the Group

The recommendations from the Native and Indigenous focus group includes suggestions for updating policies and transportation services across a range of topics from specific to general solutions. Recommendations have been pulled from the listening session, interviews, and listening session planning meetings with facilitators and group members. Recommendations include:

- Take care of the most vulnerable first
- Build capacity to honor tribal sovereignty
- Co-create solutions for underserved communities
- Improve engagement and communication with Indigenous communities
- Improve service to cultural events
- Improve access to Native and Indigenous cultural centers
- Support Tribal Canoe Journeys
- Reflect Indigenous art and culture
- Free transportation for Indigenous people
- Support Indigenous-led community planning and design



MEETING PEOPLE WHERE THEY ARE

In Phase 3, participation in community events continued to be a key way for the STP project team to gather information about the community's vision and preferred transportation actions. Meetings between agencies helped make sure we share a common vision for the plan. **Meetings with people and groups have helped make sure this plan continues to be created for our communities, by our communities.**

COMMUNITY TOUCHPOINTS

48

Community events

40

Meetings and briefings

Focus Groups and Listening Sessions with BIPOC and Other Underrepresented Communities

We remained committed to seeking the voices of those who have historically been excluded from planning processes and have been harmed by past decisions. In particular, Phase 3 events included conversations with those who are Black, Indigenous, or members of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities.

Events, listening sessions, and connections included:

- Chinatown International District listening session
- Japantown Group listening session
- Filipino community outreach
- Indigenous focus group
- Senior/Disability outreach
- Chinese community outreach
- Unhoused community outreach
- Rainier Valley focus group
- Bike Works outreach
- Spanish outreach

Pop-Up Engagement

During Phase 3, we also visited libraries, grocery stores, and other events in priority neighborhoods that we hadn't heard from as much. These events included:

12 Library Pop-ups:

- Beacon Hill
- Delridge
- South Park
- West Seattle
- High Point
- Southwest
- Northgate
- Rainier Beach
- New Holly
- Columbia City
- International District
- Lake City

8 grocery store pop-ups:

- QFC Roxhill
- Red Apple Beacon Hill
- Uwajimaya
- Red Apple Hilltop
- Safeway Lake City
- Pinehurst
- Safeway Rainier Ave S
- Grocery Outlet Crown Hill
- Grocery Outlet Central District

Other Events:

- Lake City Farmer's Market
- Building a Walkable City Panel
- Coexist Lake Washington
- Boo Bash
- West Seattle Link Extension open house
- ST South Downtown Hub open house
- Virtual office hours

MEETINGS AND BRIEFINGS

Meetings with Community, Industry, and Advocacy Groups

We attended several community and industry group meetings in Phase 3 to collect input on the plan. These groups requested meetings with SDOT staff via email or the online engagement hub and included:

- Bicycle Advocates
- Cascade Bicycle Club
- Seattle Neighborhood Greenways
- Port of Seattle, Northwest Seaport Alliance, and other maritime stakeholders
- North Seattle Industrial Association
- American Institute of Architects
- SODO Business Improvement Area
- West Seattle Transportation Committee

Meetings with City Boards and Committees

We provided 17 briefings to the City’s transportation-focused boards and committees. These boards and committees included:

- Planning Commission
- Bicycle Advisory Board
- Pedestrian Advisory Board
- School Traffic Safety Committee
- Freight Advisory Board
- Transit Advisory Board
- Pedestrian Access Advisory Committee

Inter-agency Meetings

We continued our collaboration with other agencies and efforts involved in planning Seattle’s transportation future, including the Office of Planning and Community Development (developing the One Seattle Comprehensive Plan Update).



The hope is that before we are all old, these fixes will happen and last past our generation into maybe our grandchildren’s. These things need to be addressed sooner rather than later!”

Focus Group Attendee at Cedar Park Senior Building

Briefings with Seattle’s Transportation Equity Workgroup (TEW)

Seattle’s Transportation Equity Workgroup (TEW) was established in 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and people of color (BIPOC) and vulnerable communities. Grounded in their communities and experiences, this group defined a set of values and strategies to evaluate future transportation decisions. In Phase 3, we engaged with the TEW 10 times to collaborate on identifying key projects and developing the STP plan document.



Amplifying Community Voices

- At Grocery Outlet in the Central Area, we talked with many Filipino people who mentioned that they need **transit to be safer and more reliable**
- Someone at Uwajimaya said that we need to prioritize improving transit, including **wayfinding signs** so that people easily understand where to go to catch the bus or light rail
- People at the High Point Library were concerned about implementation speed and wanted a **clear plan to help things get done faster**
- People in the Russian community said that their top priorities are **safety, maintenance of the transportation system, and affordability**
- During a focus group centered on seniors, we heard that **sidewalk maintenance** is a major barrier for older adults getting around independently
- At the Northgate Library, a BIPOC youth asked how we were going to use their input to shape transportation, and **questioned whether their voice would be heard**
- At the Delridge Library, a BIPOC youth asked for more detail in the plan about **how projects are selected** and how locations for improvements like low-pollution neighborhoods are chosen



KEY TAKEAWAYS

What we heard from people at events and meetings in Phase 3 directly informed refinement of the draft STP and the prioritization of projects and program concepts in the plan. What we heard at events largely mirrors what we heard during Phases 1 and 2, with many people expressing similar challenges with the existing transportation system and improvements they'd like to see.

Key takeaways that emerged through talking with people at events during this phase included:

- **People want to see rapid and effective progress toward the STP Vision.** Immediate needs that people mentioned a lot include better sidewalks, safe ways to cross busy streets, and protected bike infrastructure. People mostly thought the draft STP was headed in the right direction, but many worried that implementation would be slow and that certain parts of the city might be left out
- **Many people choose to drive today because it feels like the safest option but would choose other ways to get around if they were more comfortable.** To address this concern, people said they need safe, efficient, and reliable transit. Many people told us they feel unsafe riding or waiting for transit and wish for this to be emphasized in the STP
- **We heard varying opinions about whether to prioritize new projects or focus on maintenance.** Many people want to prioritize speed and implementation, while others cautioned that maintenance must be prioritized before new projects
- **Transportation affordability is a challenge for many people in Seattle.** People told us they want the STP to include programs that make it more affordable to take transit, use carshare, or ride bikeshare




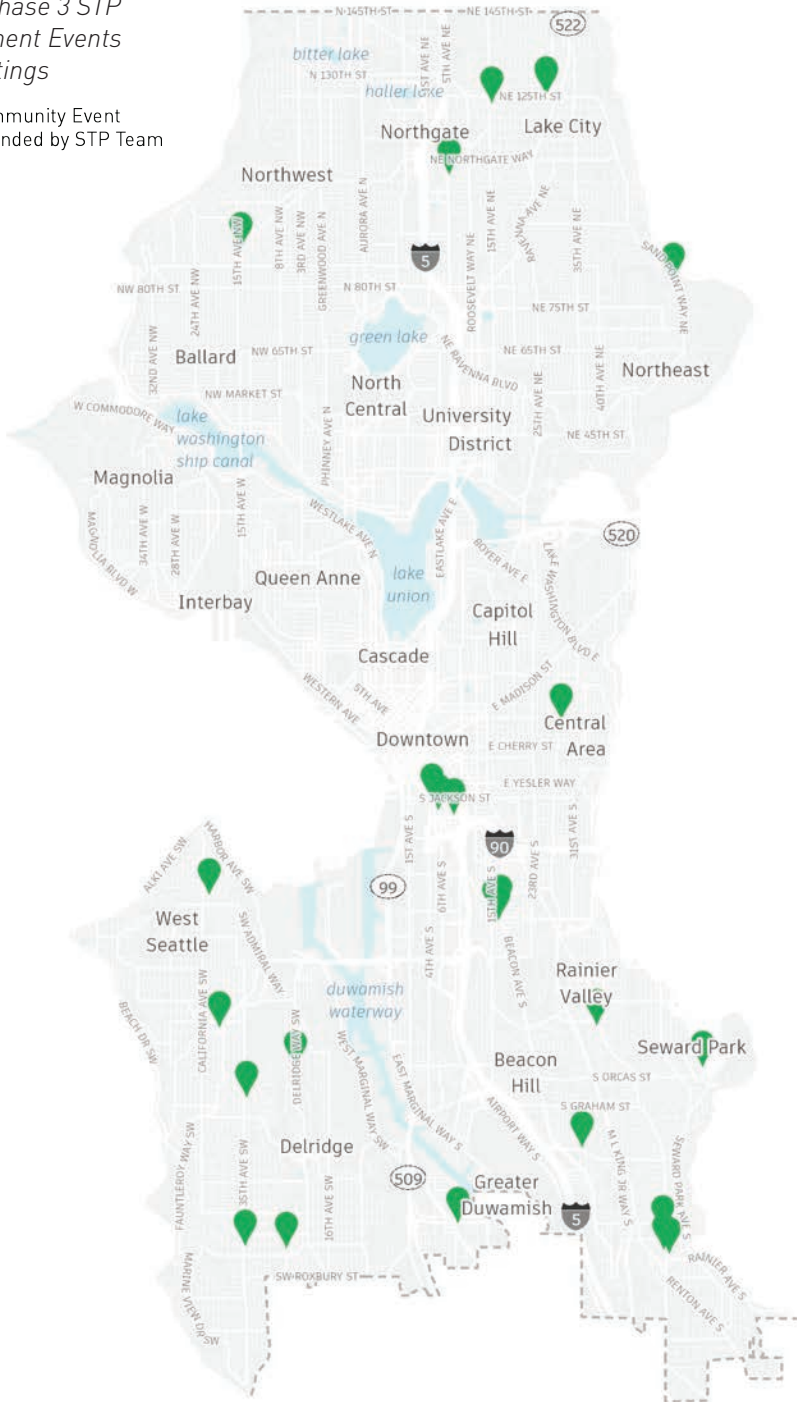
Amplifying Community Voices

When we talked with unhoused residents of Camp Second Chance in the Highland Park neighborhood, we heard:

- **Sidewalk maintenance and filling sidewalk gaps** are key for unhoused people, especially those with limited mobility
- Residents said they desire **cleaner, safer transit stops and stations** that are well-lit and have places to sit and rest

Map of Phase 3 STP Engagement Events and Meetings

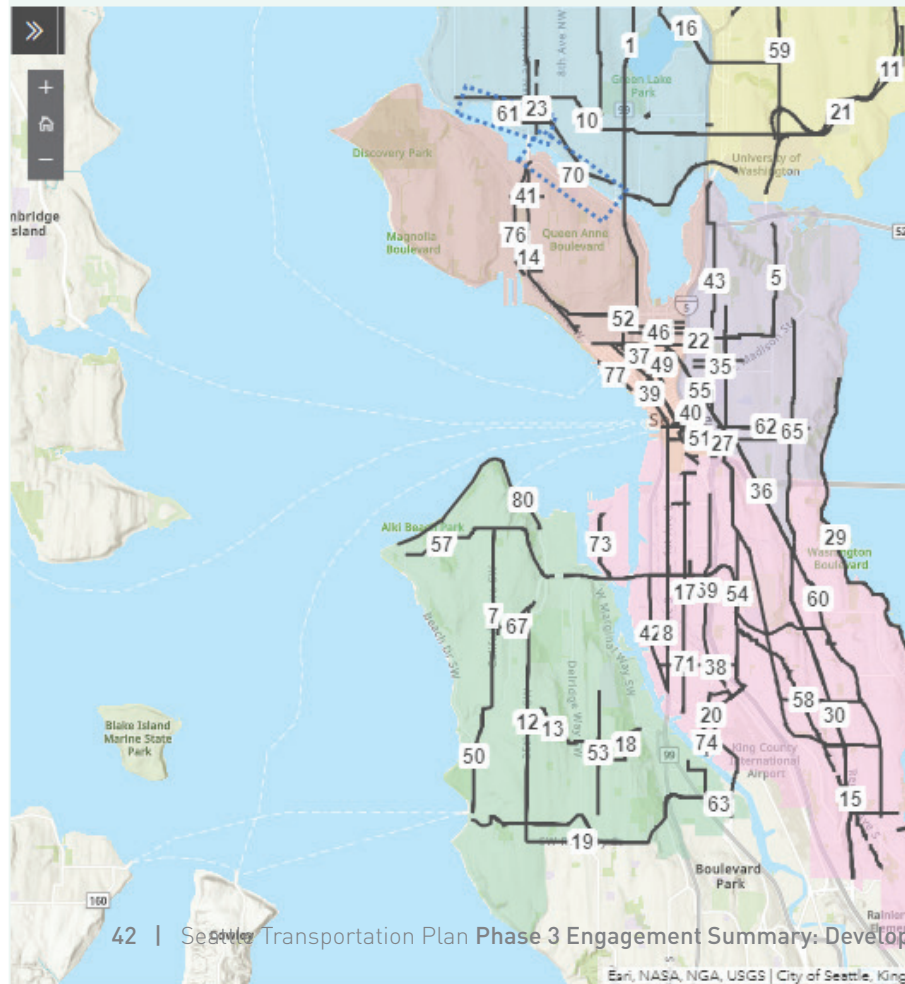
 Community Event
 Attended by STP Team



STP Transformational Projects

Below is a list of large capital projects that we could seek to fund (generally more geography). These candidate projects are aspirational and transformative. Please feedback on which projects are most important to you. You can view the citywide embedded webmap below or you can download a complete list of all the projects

- ▶ Southeast Seattle
- ▶ West Seattle and Delridge
- ▶ Magnolia and Queen Anne
- ▶ Northwest Seattle
- ▶ Northeast Seattle
- ▶ Central Seattle
- ▶ Downtown



Click on the links below for additional resources related to STP engagement and Phase 3 engagement results, and see next page for a summary table of Phase 3 engagement:

Phase 3 Engagement Results

- [Overall STP Feedback](#)
- [STP Part I Feedback](#)
- [STP Part II Feedback](#)
- [Draft EIS Feedback](#)
- [Candidate STP Project List and Programs Feedback](#)

Digital Resources

- [Phase 1 Engagement Summary](#)
- [Phase 2 Engagement Summary](#)
- [STP Homepage](#)
- [Seattle Department of Transportation \(SDOT\) Homepage](#)

Phase 3 Engagement Summary Table

Activity	What We Learned	How We Reached Priority Audiences	How Feedback Helped Finalize the STP
Draft STP Review	<ul style="list-style-type: none"> Most of you thought the draft STP was in a good spot and headed in the right direction—but there were still more refinements to make to be sure the STP is actionable and brings us the rapid progress that the community needs 	<ul style="list-style-type: none"> Multicultural media campaign Translated materials and advertisement Print materials with QR code Community events and meetings 	<ul style="list-style-type: none"> Confirmed the high-level direction of the STP and provided guidance on needed refinements
Environmental Impact Statement Review	<ul style="list-style-type: none"> You expressed a preference for Alternative 3, which was “Rapid Progress” towards community goals 	<ul style="list-style-type: none"> Multicultural media campaign Translated materials and advertisement Print materials with QR code Community events and meetings 	<ul style="list-style-type: none"> Confirmed the direction of the draft environmental impact statement (DEIS) and the community preference towards rapid progress
Prioritization Activities	<ul style="list-style-type: none"> You said that while you want to see maintenance and upgrades to the current system, your preference would be to mostly invest in new transportation projects You said that Safety, Mobility, and Livability are the most important goals to focus on for evaluating and prioritizing transportation investments 	<ul style="list-style-type: none"> Multicultural media campaign Translated materials and advertisement Print materials with QR code Community events and meetings 	<ul style="list-style-type: none"> Provided the guidance for future prioritization of transportation resources
Candidate STP Project List Review	<ul style="list-style-type: none"> You generally preferred to see projects that focused on multimodal investment (bicycle, pedestrian, transit) in your community 	<ul style="list-style-type: none"> Multicultural media campaign Translated materials and advertisement Print materials with QR code Community events and meetings 	<ul style="list-style-type: none"> Provided guidance on the projects that we should build first
STP Programs	<ul style="list-style-type: none"> You told us the types of programs that you would most want to see implemented, as well as the types of concerns you’d like new and existing programs to address 	<ul style="list-style-type: none"> Multicultural media campaign Translated materials and advertisement Print materials with QR code Community events and meetings 	<ul style="list-style-type: none"> Provided guidance on creation of future STP programs and changes to existing ones
CLs and Focus Groups	<ul style="list-style-type: none"> You told us that the draft STP goals of safety, mobility, and equity were most important to you, and that these goals should guide future prioritization and decision-making 	<ul style="list-style-type: none"> Translated materials distribution Focus groups CL outreach program 	<ul style="list-style-type: none"> Helped tailor STP recommendations for underrepresented communities
Events and Meetings	<ul style="list-style-type: none"> You told us your thoughts on the draft STP, prioritization, programs, and the candidate project list 	<ul style="list-style-type: none"> Community events and meetings Community and business group outreach Translated materials distribution Focus groups CL outreach program 	<ul style="list-style-type: none"> Confirmed the direction of the STP and provided guidance on what we might build first and how we build it

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Seattle
Department of
Transportation

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