

(Date)

Greg Spotts, Director  
Seattle Department of Transportation  
*via e-mail*

RE: Seattle Planning Commission comments on the draft Seattle Transportation Plan

Dear Director Spotts,

The Seattle Planning Commission appreciates the opportunity to provide our comments and recommendations on the draft Seattle Transportation Plan (STP). We offer our comments on this very important citywide transportation plan to ensure that the City is planning for a transportation system that provides everyone with access to safe, efficient, and affordable options to reach places and opportunities throughout Seattle and the region and responds to the imperatives of a changing climate. The STP is intended to guide the City toward meeting its goal of zero traffic deaths and serious injuries (Vision Zero), while also considering new mobility opportunities, people-oriented streets, use of the public right-of-way as shared spaces for public life, and emerging trends such as connected and autonomous vehicles. In addition, and perhaps most notably, the STP is intended to form the basis of the next multi-year transportation levy after the current nine-year levy expires in 2024. The projects identified in that levy will be of vital importance in the implementation of the STP. The Planning Commission has also provided comments on the STP Draft Environmental Impact Statement, which can be found [here].

### ***Overarching Comments***

- **Commend an unprecedented community engagement and outreach effort.**

The Planning Commission appreciates the following statement from the document: “The draft STP is a 20-year vision for the future of Seattle’s streets, sidewalks, and public spaces informed by thousands of people who live, work, and play in Seattle.” We commend the Seattle Department of Transportation (SDOT) for an unprecedented community engagement and outreach effort. The vision set forth by the Plan is clearly one built upon public input:

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

The draft Plan connects what SDOT heard to the Vision and Key Moves, providing an important throughline and feedback loop to the many stakeholders that engaged in the process.

- **Encourage ongoing community engagement.**

The Planning Commission appreciates that SDOT recognizes equity as a key value and explicitly states that the transportation system must meet the needs of communities of color and those of all incomes,

abilities, and ages. The draft STP states "Our approach for updates will remain centered on community input in concert with our core values" (page I-88) and establishes SDOT's "Implementation Strategy Co-Creation" approach (page I-94). The Commission encourages SDOT in their ongoing community engagement to build a racially equitable and socially just transportation system. We would like to see explicit mention in the final Plan of continued partnership and clear accountability with community throughout the implementation phase.

- **Praise for goals and priorities that the Planning Commission can support.**

The Planning Commission recognizes the significant effort made in the draft STP to establish a very ambitious vision for a transportation system to serve the needs of our growing community. We also commend the general goal of ensuring this plan addresses all modes as part of the same effort, rather than in separate exercises. The draft STP generally considers the priorities the Commission has identified in our previous comments to SDOT, including but not limited to equity, safety, and climate change. Seattle needs an explicit paradigm shift and transformational change to deprioritize cars, reduce vehicle miles traveled (VMT), and meet the City's climate and Vision Zero goals. The draft Plan includes a significant amount of aspirational language that the Planning Commission can support. The Key Moves align with what the Commission has called for and indicate a big step forward for SDOT.

- **Draft STP appears to be a compilation of plans, rather than an integrated strategy.**

From our initial briefings on this project, the Planning Commission has understood that the STP will serve as an update to previous transportation master plans, as well as a replacement for the individual modal plans. Upon reviewing the draft, we are disappointed that the Plan does not articulate and demonstrate how the plans are integrated. While this Plan was intended to create an integrated vision, the draft STP appears to be a compilation of modal plans into one document, rather than an integrated strategy with clarity of prioritization criteria for decision-making where modal plans still overlap. Interconnections across modes are not easy to follow and it is not apparent how layering the various sections of the STP results in a comprehensive "One Seattle Transportation Strategy" with clarity of priority. The draft STP's network integration guidance process graphic (page II-15) is a useful first step. We will look for additional guidance in the final STP on how critical decisions are to be made with multiple demands on the right-of-way.

- **Include more explicit goals, performance measures, targets, and an implementation dashboard.**

The Planning Commission would like to see more explicit goals in the STP and a final plan that clearly states a prioritization framework and implementation strategy. Ambiguous goal language can hinder bold and ambitious policy development. For example, Part I, page 17 includes the following sentence: "...this plan includes an integration strategy to support consistent decisions that advance shared, long-term goals and objectives." What are those shared long-term goals and objectives? What is the baseline that those goals will be measured against? The Planning Commission would like to see some improvements to the performance measures, targets, and a dashboard to track implementation

progress. Table 1 (page I-93) is a useful first step in establishing the baseline target for the City, but it lacks clarity of the methodology, assumptions, and cadence of updating these numbers and trends for this and all Performance Measures tables.

The Commission is disappointed that performance targets in the draft STP are listed as “TBD” and are concerned that the details to replace these TBDs will not be revealed until the final Plan. The Commission would encourage an explicit commitment to public updates on these performance measures, particularly for safety and VMT, as well as an appendix with the anticipated methodology for deriving the metrics. Specifically, the performance measure associated with “Percent of household income dedicated to transportation” provides a limited measure if this does not capture how transportation costs affect disadvantaged populations, which could be provided by characterizing income dedicated to transportation by income level or at least by those households at and below the Area Median Income.

- **Clarify the prioritization framework and implementation strategy.**

The Plan does not provide readers with a simple way to look at the existing and proposed miles of infrastructure improvements by type. One suggestion would be to define incremental change from baseline conditions to a target network in five years, ten years, and then full buildout in twenty years. For example, several separate graphics could show how SDOT proposes the multimodal network to be built out, as follows: Today (baseline map), 5 years (target incremental changes), 10 years (additional target incremental changes), and 20 years (full buildout). The Commission understands the Plan needs to be adaptable to changes we cannot anticipate now. However, the “Implementation Strategy Co-Creation” process described in the STP does not make it clear if the strategy will be developed before or after the final STP draft is published. The Planning Commission looks forward to seeing the prioritization framework and an implementation strategy, either as part of the final Plan or as a companion document.

### ***Integration with the Comprehensive Plan***

- **Coordinate transportation planning with the Comprehensive Plan.**

As stewards of the City’s Comprehensive Plan, the Planning Commission is especially interested in seeing that development of the STP is closely aligned with the upcoming One Seattle Comprehensive Plan. Transportation investments to serve future land use development patterns will depend on the selected growth strategy and housing and jobs projections in the Comprehensive Plan. The STP must consider coordination between transportation planning and the One Seattle Comprehensive Plan to support population and job growth, housing affordability, mobility access, and public facilities. Policy direction in the upcoming Comprehensive Plan should be driving much of what the STP proposes. A considerable amount of policy direction and programmatic strategies’ language is established in Part I of the STP. To an extent, Part II attempted to outline the Plan’s actions. The Commission recommends scrutiny in aligning terms and objectives in the Comprehensive Plan with the final STP. We encourage ongoing coordination between SDOT and the Office of Planning and Community Development (OPCD) in the development of these two plans.

- **Align STP with the final growth strategy selected for the Comprehensive Plan.**

The STP would ideally be aligned with the final growth strategy selected for the Comprehensive Plan and the resulting Future Land Use Map. The STP implementation plan will need to align with the anticipated travel demand generated by the selected growth strategy and associated land use patterns. The delayed public release of the draft One Seattle Comprehensive Plan has created an unfortunate challenge; it is not known at this point which land use growth strategy alternative will be selected. It is difficult to fully evaluate the compatibility of the STP with future land use without the Comprehensive Plan major update draft available to the public. Since the timing of the two documents will not align, we recommend an update to the STP to match transportation investment strategies with the preferred growth strategy in the Comprehensive Plan, through the “Implementation Strategy Co-Creation” process described in the STP.

- **Integrate the STP with the Comprehensive Plan to help create great places.**

The STP will inform the Transportation element of the upcoming Comprehensive Plan. We will be looking to the Comprehensive Plan to support STP strategies to reduce vehicle miles traveled and traffic fatalities, new Vision Zero tools, and mode shift as an overall target. The STP should recognize that the pandemic fundamentally shifted our commuting patterns. It will be necessary to answer the question “Is our transportation network complete enough to support the future number of people in each neighborhood as we grow?” The Planning Commission would like to see how STP investments can help to create great walkable neighborhoods. Integration of the STP with the Comprehensive Plan growth strategy that shows how Vision Zero, transit, and zoning make places that are economically viable and very livable is essential. As housing and infrastructure develop, the City will need to take pressure off the arterials. The 15-minute city model and dense development will provide opportunities for transit-oriented development, multimodal infrastructure, transportation hubs, neighborhood bikeways, and charging infrastructure for electric vehicles.

- **Concern about alignment between the Corridors alternative in the upcoming Comprehensive Plan and arterials in the STP.**

The Planning Commission is concerned about alignment between the Corridors alternative in the upcoming Comprehensive Plan and use of high traffic volume arterials in the STP. The City has encouraged the placement of multifamily housing along major arterials like SR-99 and Rainier Avenue South for decades and appears poised to further invest in this strategy with the upcoming growth strategy. There are many unknowns about the Corridors concept prior to release of the draft Comprehensive Plan. We would like to see an explicit connection between the Corridors concept and the STP. The City will likely continue co-locating car traffic and freight with transit in ways that push out other modes. We encourage SDOT and OPCD to show how the Corridors concept uses other modes to support economic growth and future housing locations. See the Multilane Arterials section below for further discussion on creating an integrated strategy for arterials.

### ***Prioritization Framework***

- **Recommend an equity-based prioritization framework focusing on disproportionately impacted, vulnerable, and underserved communities.**

The Planning Commission is concerned about pragmatic implementation of the STP over the life of the planning period. We would like to understand how SDOT is intending to implement the STP vision in an incremental fashion and would like to see a clear framework for prioritization and a decision tree for various criteria that centers equity. Building a racially equitable and socially just transportation system includes a results-based decision-making process to ensure not just those with access to power are heard when tradeoffs are made. The draft STP provides an important context of the adverse impacts that major planning and transportation projects have had and continue to have on racial equity in Seattle. We hope this context continues to be highlighted during implementation of the Plan. The Commission recommends an equity-based prioritization framework focusing on disproportionately impacted, vulnerable, and underserved communities.

- **Support reprioritization of the right-of-way for active transportation and transit investments over private vehicles.**

The Planning Commission strongly supports reprioritization of the right-of-way for active transportation and transit investments over the movement of private vehicles. We appreciate that the Plan highlights the need to increase the mobility throughput of people and goods and decrease vehicle miles traveled. The Commission applauds SDOT for focusing on people and their use of the right-of-way in the STP rather than focusing on vehicle level of service as in the past. We recognize that many multimodal investments, transit-priority or combined freight/bus lanes, and green infrastructure will require reprioritization of general travel lanes. This may be considered by many to have an impact on drivers but should be seen as a benefit for more efficient means of travel. SDOT should acknowledge that some of the STP strategies will make travel time worse for vehicles but focus on the benefits from other modes. We encourage SDOT to continue to tell this story through additional data and modeling that shows how redistribution of the right-of-way will create a more reliable and convenient travel experience for all modes in the long run.

- **Address multi-modal transportation in underserved, low income, and BIPOC communities.**

The Planning Commission commends SDOT's commitment to implementation of projects related to the Plan in accordance with the department's existing Transportation Equity Program. The STP must address and facilitate multi-modal transportation in underserved, low income, and BIPOC communities. One of the key moves of the STP aims to "Provide reliable and affordable travel options that help people and goods get where they need to go" (page I-10). One of the goals in the Lead with Transportation Justice section is to "ensure everyone can afford to take the trips they need to make" (page I-9). The Commission wholly supports these goals and recommends incorporating affordability as a prioritization criterion for implementation of the STP.

Language in the Plan about “co-creating with community” should include vulnerable communities that are typically left out of decision-making. In places where transit, walking, and biking are not accessible, SDOT should prioritize those areas for new investments. For example, Table 6: Innovative Transit Streets in the Transit chapter (page T-49) recognizes potential streets that could shift to a different mode. The Planning Commission recommends layering in equity and environmental justice as an integrated approach to provide a clear picture of what areas are receiving investments. Every citywide map of transit networks should include the Racial and Social Equity (RSE) composite index as the background and include clear symbology between existing and proposed connections so we can see clearly where investments are proposed to be made relative to the RSE index.

### ***Multilane Arterials***

- **Articulate and illustrate a comprehensive, integrated strategy for multilane arterials.**

The Planning Commission strongly recommends that the STP articulate and illustrate a comprehensive strategy for multilane arterials to address integration of multiple modes. According to the draft Plan, multilane arterials are:

- Where most crashes occur, with a disproportionate number of people of color experiencing serious injuries or death. Crashes on arterials are more likely to be serious and fatal.
- The source of delay for high-frequency transit.
- The areas that have absorbed the most growth over the last 25 years.
- The corridors where not everything “fits”, with the strongest implications for bike access and safety.

The Commission suggests that the overall strategy for multilane arterials should:

- Draw from each STP chapter to show how multilane arterials will be transformed.
- Show how modes will be integrated to increase transit speed and reliability; eliminate deaths and serious injuries; expand People Streets and Public Spaces (PSPS) for high-population areas; ensure a complete and safe bike network; and allow for safe passage of freight.
- Describe how parking policies will change to allow these to occur.
- Illustrate the integration with adjacent private land use and how the right-of-way supports nearby housing and economic activity.
- Use maps to show and prioritize the “collision-prone locations” (according to the Transportation Equity Framework and safety ranking) and identify speed reduction strategies for individual corridors.
- Identify and prioritize opportunities for PSPS, stormwater infrastructure, and increased vegetation that are critical for safety, equity, climate action, and livability in high-population areas with limited green space.
- Show the modal integration moves for each corridor.
- Accommodate electric vehicle charging if there is also parking.

- Provide additional tree canopy.
- Prioritize investments based on their ability to reduce negative health impacts.

- **Concerns about the negative environmental and health consequences of arterials.**

The Commission has raised concerns in the past about the negative environmental and health consequences of arterials, especially with regards to housing adjacent to busy arterial corridors. We recommend SDOT refer to research on the health implications of arterial roads, health equity considerations associated with arterials, and design characteristics of arterials that promote or hinder health (*Understanding and Improving Arterial Roads to Support Public Health and Transportation Goals*, American Journal of Public Health, June 2017, <https://pubmed.ncbi.nlm.nih.gov/28640685/>).

### ***Safety/Vision Zero***

- **Include priority projects to meet the urgency of the City’s Vision Zero goals.**

The Planning Commission strongly recommends that the STP establish clear accountability for the achievement of Vision Zero and the promotion of safe and comfortable transportation options. The City needs a very focused, resourced, accountability-driven Vision Zero program to increase safety for all transportation systems. The Commission has concerns about how aspirational safety goals will be translated into actual plans and projects. The STP should include priority projects to meet the urgency of the City’s Vision Zero goals. Prioritization focused on safety along with racial and social equity should drive implementation across all modes.

- **Recommend making Vision Zero a standalone chapter.**

The Planning Commission appreciates inclusion of Key Move S1: “Reduce vehicle speeds to increase safety” (page I-8). We recommend building on this policy direction by making Vision Zero a standalone chapter with a comprehensive strategy, performance measures, and priority projects for getting to zero deaths by 2030 (or an updated target date with express moves to get there). This Vision Zero chapter should include specific program details to implement speed-reduction measures and track progress on investments in safety infrastructure including speed humps, curb bulbs, and speed limits; effectiveness of enforcement; elimination of slip lanes and high-speed turns; leading pedestrian intervals; no right on red signage; and other innovative tactics.

- **Address equity concerns related to safety in low-income and BIPOC communities.**

The STP must address equity concerns in its efforts to end traffic deaths and serious injuries in low-income and BIPOC communities. SDOT should explicitly acknowledge that the Transportation Equity Framework should be applied to repair past transportation planning decisions resulting in ongoing harm, including prioritizing safety and maintenance projects in underserved neighborhoods. We encourage SDOT to work with communities to identify opportunities for low-cost safety measures such as closing streets to cars and opening neighborhood streets to walking and cycling.

## *Climate Change/Resilience*

- **Include programs and projects that address critical environmental sustainability issues.**

The Planning Commission recommends elevating and emphasizing the STP's strategies to address the ongoing climate crisis. We support the City coordinating with the region, other neighboring cities, and the Washington State Department of Transportation (WSDOT) to determine an appropriate planning framework for meeting the intent of House Bill 1181, requiring local governments to plan for climate change. The STP must include not only strategies but programs and projects that address critical environmental sustainability issues including air quality, emissions, heat island, sea level rise, tree canopy, and green infrastructure to address increasing stormwater flows and flooding.

- **Use an equity lens to focus on the most affected and vulnerable communities.**

The STP should use an equity lens to focus on communities that have been most affected and continue to be vulnerable to these issues. We recommend integrating capital project maps with the RSE index to identify priority investment areas for green infrastructure and street tree planting locations. SDOT can partner with Seattle Public Utilities to prioritize green infrastructure projects not only where development is already planned but in parts of the city that have been underserved and underinvested.

- **Identify policies and projects to mitigate extreme heat across all modes and systems.**

The draft STP's climate actions do not sufficiently address the impacts of extreme heat such as urban heat island effects caused by paved roads and rights-of-way. Extreme heat disproportionately affects vulnerable populations such as elderly residents seeking shade at transit stops. The STP should identify policies and projects to mitigate extreme heat across all transportation modes and systems. Climate Action Key Move CA2 could be reworded to "...to better handle extreme heat and increased storm event intensity in a changing climate."

- **De-emphasize transition to electrification of the citywide transportation network.**

The Planning Commission looks forward to learning more about the development of a low-emissions neighborhoods pilot program to improve air quality, mobility, and community health. We recommend de-emphasizing Climate Action Key Move CA4 about transitioning to electric vehicles and instead emphasize CA5 about advancing mobility management strategies to encourage walking, biking, and transit trips. The concept of electrification of the citywide transportation network is intriguing but should not be prioritized. At the least, strategies for electrification of the transportation network should prioritize charging for underserved, low income, and BIPOC communities.

## *Access to Daily Essential Needs*

- **Prioritize increasing access to daily essential needs, jobs, and recreational opportunities, including strategies for those without access to cars.**



The Planning Commission recommends the STP prioritize increasing access to daily essential needs, jobs, and recreational opportunities, including strategies for those without access to cars. SDOT can partner with OPCD in development and implementation of the 15-minute city concept in which most daily necessities and services, such as work, shopping, education, healthcare, and leisure can be accessed by relatively short non-vehicle trips. This approach aims to reduce car dependency, promote healthy and sustainable living, and improve wellbeing and quality of life by providing residents the opportunity to select alternative travel modes.

SDOT should expand use of strategies such as Seattle Transportation Access Programs that provide affordable, safe, and equitable access to public transportation by providing transit resources such as the youth ORCA and Metro Flex to diverse Seattle communities. SDOT should also increase coordination with private employers to expand the supply and availability of more sustainable transportation alternatives such as Microsoft's Connector commuter bus service.

The STP should add a section on emergency preparedness and response that describes the work needed to ensure that SDOT and regional transportation agencies are prepared to respond to a major natural disaster, especially a large-scale earthquake that could damage or destroy highway and rail infrastructure.

### ***Economic Development***

- **Include economic development as a goal and emphasize how the STP can help to build wealth and improve quality of life.**

The Planning Commission recommends that the STP include economic development as a goal. An integrated transportation system supports a thriving economy by providing access to opportunity, easy commutes for workers, and timely delivery of goods and services. Small businesses depend on convenient transportation and will thrive if mobility choices are based on both efficiency and convenience. We would like to see an emphasis on how the STP can help to build wealth and improve quality of life for those who have been most marginalized and significantly impacted by the current transportation system. The draft STP mentions more than 80% of Black and Indigenous survey responders want to prioritize a transportation system that supports a strong economy. An economic development focus can assist SDOT in measuring performance and equitably directing transportation investments across all communities citywide.

### ***Freight Mobility***

- **Include strategies to integrate freight with other modes and address conflicts.**

Freight mobility is an issue of critical importance for successful economic development. The Planning Commission commented during the City's recent Industrial and Maritime Strategy that traffic volumes and travel times for both cars and freight are likely to increase due to anticipated growth within Seattle's industrial zones. As a result, the Planning Commission recommended a comprehensive review of transportation policies related to freight mobility and logistics. We will be paying attention to how

freight mobility projects are advanced and prioritized, how to integrate other modes in industrial areas, and the City's focus on major maintenance. The STP must include strategies that integrate freight with other modes and address conflicts with pedestrians and bikes, especially in industrial areas and future light rail station areas in SODO, Interbay, and Ballard.

- **Prioritize corridors for combined freight and transit and include strategies that allow for innovation in urban freight mobility.**

The Planning Commission recommends that SDOT work with private industry stakeholders and organizations such as the University of Washington's Urban Freight Lab to address issues related to the proliferation of smaller delivery vehicles and the need for dedicated loading zones, curb space, and/or parking. The STP should prioritize corridors for combined freight and transit and include strategies that allow for innovation in urban freight mobility. Key Move PG2 aimed at curb space management should include integration with freight to reflect the increasing amount of urban goods delivery. The STP should consider encouraging freight companies to increase their use of electric cargo bikes for last mile delivery of small packages rather than delivery vans.

### ***Repurposing the Right-of-Way***

- **Prioritize repurposing of the right-of-way for people-oriented streets.**

The Planning Commission appreciates the STP recognizing our *Repurposing the Right-of-Way: Mobility Options and People-Oriented Streets in an Equitable City* issue brief (November 2022). The right-of-way as public space is an essential component of livability as Seattle continues to grow. An increasing population and future concentration of multi-family housing calls for active, lively, vibrant public spaces throughout the city. The STP should prioritize repurposing of the right-of-way for people-oriented streets and community spaces. The People Streets section of the draft STP does not reflect the shift towards the desire for neighborhood walkability and Stay Healthy Streets that we experienced during the pandemic. As a first step in prioritizing repurposing rights-of-way for public use, the Commission would like to see inclusion of a map identifying "streets that should be closed to cars."

- **Continue to explore the benefits of additional parking management strategies.**

While there is a lot of verbiage in the "curbside management" section of the draft STP about techniques for regulating parking, there does not appear to be similar policy guidance for parking in relation to other parts of the Plan. For example, parking is not addressed in the Transit chapter, although preserving on-street parking in the public right-of-way has consistently been noted by SDOT as a barrier to expanding access for other modes such as adding transit only lanes or bike lanes. We encourage SDOT to continue to explore the benefits of additional parking management strategies.

### ***Anti-Displacement***

- **Include proactive strategies to prevent and mitigate the impacts of displacement.**

The Planning Commission recommends that the STP include proactive strategies to prevent and mitigate the impacts of displacement from transportation investments. We are especially concerned with the increases in Seattle residents, including a high BIPOC percentage, who have been displaced to auto-dependent locations. Fast and reliable transit is a proven equity strategy for providing all citizens with a way to get to work and access their cultural community centers. However, we recognize that building out transit networks takes time and people will continue to need to drive in the meantime. The Commission will be looking for strategies in the STP to address both preventing displacement and managing the effects of displacement. SDOT should consider ways to prevent displacement through community-specific transportation investments and clarify how they will commit to partnering with other departments focusing on displacement.

### ***Regional Coordination***

- **Align with the Puget Sound Regional Council’s VISION 2050 and continue ongoing coordination with regional transit agencies.**

The STP must consider the regional nature of transportation networks, choices, and mobility, and encourage a regional approach to transportation planning. The Planning Commission would like more information on how the Plan will align the City’s transportation strategies with the Puget Sound Regional Council’s VISION 2050 planning framework and targets. Successful implementation of the STP will depend on consistent coordination and integration with both King County Metro and Sound Transit. Voters approved a Seattle Transportation Benefit District in 2014 to expand Metro service in Seattle. This successful ballot measure demonstrated that Seattle voters value fast and reliable transit. Unfortunately, ridership was significantly affected by the COVID-19 pandemic and Metro continues to struggle with driver shortages and maintenance issues that have led to service reductions on several commuter routes. The Commission commends SDOT for ongoing coordination with our regional transit agencies and encourages this important coordination to continue throughout the STP planning and implementation process. The Commission suggests that SDOT consider increasing this coordination by designating a specific staff member as the interagency coordinator and that this person spend part of their time physically in each of the transit agencies on a regular basis.

### ***Readability and User Experience***

- **Improve readability with searchable formatting, intuitive maps, and representative photographs.**

The Planning Commission applauds SDOT’s very significant achievement in publishing the draft STP. We offer the following minor comments to help improve the document’s readability and the reader’s experience navigating the document. We have found that digesting the information in this Plan is very challenging, as its length is daunting for the public, the file is not searchable, and the formatting does not contain hyperlinks. The STP should include a glossary for the overall document, not each individual chapter. There are many new and vague terms introduced in the document. The online maps should be more easily distinguishable, using additional line types, weights, and colors, and be tagged with data to help users understand how the plan might affect their block and when. Lastly, almost all

the photographs included in the draft STP are of beautiful, sunny, dry days in Seattle. The Plan should include more representative photography that highlights the realities of our unique weather patterns, the existing problems of our transportation system, and what needs to change, especially on rainy, snowy, extreme heat, or smoky days.

The Planning Commission appreciates the opportunity to provide our comments on the draft STP. We look forward to hearing more as the final Plan is developed. With the final growth strategy for the Comprehensive Plan update unclear at this time, the City should pursue the most aggressive implementation of the STP to avoid the transportation plan becoming a limiting factor in the growth strategy selected for the Comprehensive Plan. Given the climate crisis we all face and the City's anticipated growth, a robust transportation plan is the only reasonable option to pursue. The Planning Commission understands that the STP is intended to serve as a policy document to guide future transportation investments. We look forward to any additional companion documents or analysis to determine the financial feasibility of those investments.

If you have any questions, please do not hesitate to contact Vanessa Murdock, Seattle Planning Commission Executive Director.

Sincerely,

McCaela Daffern and David Goldberg  
Co-Chairs, Seattle Planning Commission