

A vibrant, stylized illustration of a city street scene. In the background, there are various buildings, including one labeled 'ELEMENTARY SCHOOL'. The street is filled with diverse transportation modes: a blue car, a yellow bus, a blue van, a person on a scooter, a person on a bicycle, and a person walking. There are also trees, a crosswalk, and a traffic light. The overall scene depicts a multi-modal, active, and accessible urban environment.

Seattle Transportation Plan

A Vision for the Future of Transportation

Welcome!

Agenda for our meeting:

- STP status update + themes heard
- Review specific feedback from Pedestrian Advisory Board (PAB) letter
- Review specific feedback from Bicycle Advisory Board (BAB) letter
- Seattle Transportation Plan (STP) next steps
- Questions on comment incorporation + discussion



Background

Q4 2023- PAB and BAB letters delivered to SDOT

November 20th, 2023- End of final stage of public outreach

November to Present- Reviewing all input received and determining STP edits

February 2024- anticipated transmittal of Mayor's recommended STP to Council

Background

Part I – overarching plan with vision, goals, key moves, and implementation strategy

Part II –

- Intro: network integration and addressing modal conflicts
- Functional elements:
 - Transit
 - Bicycle and E-Mobility
 - Freight and Urban Goods
 - Pedestrian
 - People Streets and Public Spaces
 - Curbside Management
 - New and Emerging Mobility
 - Vehicle

Background: Aligning Performance Measures



Top Tier

- Outcomes, aspirational
- Publicly accessible
- SDOT may or may not control
- **Live in STP Part 1**
- Example: Zero CO2 emissions by 2050

Middle Tier

- Mix of outcomes and output
- Moderately publicly accessible
- SDOT controls
- **Live in the STP elements**
- Examples: 100% of households live near AAA bikeway

Bottom Tier

- Only outputs, widget counting
- What programs organize around
- SDOT controls
- Attached to funding commitments, at a min.
- **Propose to be tracked by individual programs and not live in the STP**
- Examples: Miles of Healthy Street/year; # bike racks installed/year; miles of PBL/year

Phase 3 outreach themes heard and approach to incorporation

STP phase 3 outreach summary

- Public review and comments on the Draft STP and lists of project and program activities
- Over 1,400 draft plan comments
- Long form letters from industry and advocacy organizations
- Feedback received from Seattle's modal boards

Notable themes heard in phase 3 outreach

- STP headed in right direction
- Be bold, be actionable, be fast!
- Elevate safety, equity (including accessibility) and sustainability goals, in particular
- Elevate freight and economic vitality concerns
- Unpack implementation in further detail
- Finalize the performance metrics

How we're responding (high-level)

- Developed and expanded **implementation strategy** chapter
- Added **two new key move** to address safety and equity comments
- Increased number of **implementing actions** to support all key moves
- Revised narrative sections to highlight the importance of **economic vitality**

Pedestrian Advisory Board (PAB) Feedback

Feedback:

De-center and de-prioritize personal vehicles

- PAB recommends explicit naming of mode prioritization that emphasizes more equitable and sustainable modes, including walking, rolling, and transit, above personal vehicles.
- PAB recommends lighter vehicle or non-vehicular mode call-outs in safety key moves.

Incorporating feedback:

- Enhanced Key Move S3 to include "especially for people traveling outside the protection of a vehicle"
- New action on vehicle weights under S3

Feedback:

Enhance intermodal connectivity

- PAB recommends explicit policies and strategies for strengthening intermodal connectivity

Incorporating feedback:

- Broad coverage of this concept in *PG1: Create seamless travel connections*
- Enhancements to network integration discussion (STP Part 2)

Feedback:

Recognize and adapt to micromobility growth

- PAB would like to see dedicated policies for how Seattle can adapt to recent changes in the ways we get around
- PAB would like to prioritize and protect these active modes of transport

Incorporating feedback:

- Enhancements to network integration discussion (STP Part 2)
- Fortified by variety of edits made related to safety and sustainability themes

Feedback:

Advance street deconstructions and conversions

- PAB recommends the plan speak to the reconfiguration of the city's current road infrastructure
- Includes converting former street space to green areas; priority bus and freight lanes, and expanding car-free zones

Incorporating feedback:

- Topics covered in several key moves, especially CA2 and PP1
 - *CA2: Green city streets with landscaping and street trees to better handle changing climate*
 - *PP1: Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility*

Feedback:

Highlight people-centric street types

- PAB recommends an emphasis on truly people-centric transportation models, rather than relegating walking and rolling to the periphery.
- PAB would like to see areas where walking or rolling is the primary mode of transportation

Incorporating feedback:

- Theme is central in the STP (including in PSPS Element)
- Enhancements to sections on a) linkage to Comprehensive Plan (Part 1, new Ch. 4) and b) network integration (Part 2) further emphasize a people-first approach in evolving our streets

Feedback:

Need for time-based milestones and project integration

- PAB requests clear, time-based milestones for achieving the goals of the STP, to be used as a mechanism of accountability to this plan
- PAB would like to see connections between the proposed initiatives and ongoing, upcoming, or potential projects and actions the city is considering

Incorporating feedback:

- Implementation Strategy chapter updates outline process for short-term implementation planning and tracking
- Enhanced program and project identification section with examples of proposed work and connection to current (e.g. Rainier Ave S improvements)

Feedback:

Plan is challenging to review and absorb

- PAB requests clearer and more consumable versions in the future to aid in public engagement

Incorporating feedback:

- In addition to updates to short (4-page) "At A Glance" material, developing a ~20-page public facing summary of the STP, which will be translated into multiple languages

Bicycle Advisory Board (BAB) Feedback

Key Bike Policy Advances

- Expanding AAA network from what was in 2014 BMP
- Expanding who uses the bike network (e-bikes, e-scooters, people in wheelchairs, trikes, etc.)
- More bike parking for wider range of people
- Better connections to and at light rail stations
- Enabling more People Streets and Public Spaces
- Streets Illustrated Update & Develop Bicycle Facility Design Guide
- Bike facilities not prohibited if not on STP maps



Bike Performance Measures (“Middle Tier”)

1

2

Desired Outcome	Performance Measure (Source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people biking and rolling (Seattle Police Department (SPD) collision report data)	33 (2022)	Zero Sub-measure: track by age, gender, and housing status as data is available.	Yes	Safety Equity Mobility Livability Maintenance & Modernization
Increase trips made by people bicycling	Increase in the share of bicycle and micromobility trips (SDOT)	3% (2019)	8% of total trips will be made by bike or micromobility by 2044 Sub-measure: Track bike ridership by race, gender, and age	Yes	Sustainability Mobility

Changed to be bike specific, not “share of active mode”, per feedback from SNG/CBC

Bike Performance Measures (“Middle Tier”)

3

4

Desired Outcome	Performance Measure (Source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase access to all ages and abilities network	Percentage of households within ¼ mile to the Bike+ or multi-use trail networks (Census Bureau, SDOT)	64% of households 42% of schools (2023)	100% by 2044 Sub-measure: Percentage of public schools directly served by a Bike+ route or multi-use trail. 100% by 2044	Yes	Safety Sustainability Mobility
Support a well-maintained bike network	Percentage of bikeways with fair or better pavement condition (SDOT)	63% (2023)	Achieve and maintain a higher percentage of bike segments with fair or better pavement conditions than streets as a whole	Yes	Mobility Maintenance & Modernization

Feedback: Emission reduction metrics must be core pillar of transportation investments

- BAB requests that the CCRF goals serve as the core pillar for evaluating and prioritizing transportation investments
- Request that specific metrics be tied to climate goals with interim targets

Incorporating feedback:

- STP keeps prioritization metrics equal since all our goals are important
- Managing interim targets:
 - Keep high-level metrics simple
 - We can track progress against both the trendline to achieve our 2044 goal and the "desired trend"
 - For accountability on the levy, we will have Tier 3/Foundational performance measures for outputs connected to the levy (e.g., #bike racks installed, miles PBL built)
 - Interim targets connected to the levy or other funding measure

Feedback: Evaluate projects using VMT & have policy on modal conflict

- BAB requests that SDOT evaluate projects based on how much they reduce VMT
- Introduce policy for how modal conflicts are resolved on a corridor

Incorporating feedback:

- We evaluated sustainability impacts of potential STP large projects
- As part of the STP process, we did the work to identify and resolve conflicts between modes on arterials. We beefed up our description of this process **in the Part II Introduction.** (see next slide)
- As part of future project development, when doing future year traffic analysis, we will model VMT reduction as part of that. Include it in decision making process.
 - Our VMT target is new – we're exploring how to operationalize VMT changes in PDD process

Feedback: Provide clearer policy direction on how we'll prioritize people walking, biking, and taking transit

- BAB requests clearer policy direction on how we'll create space for people walking, biking, and taking transit. Focus on efficient people movement rather than vehicle delay.

Incorporating feedback:

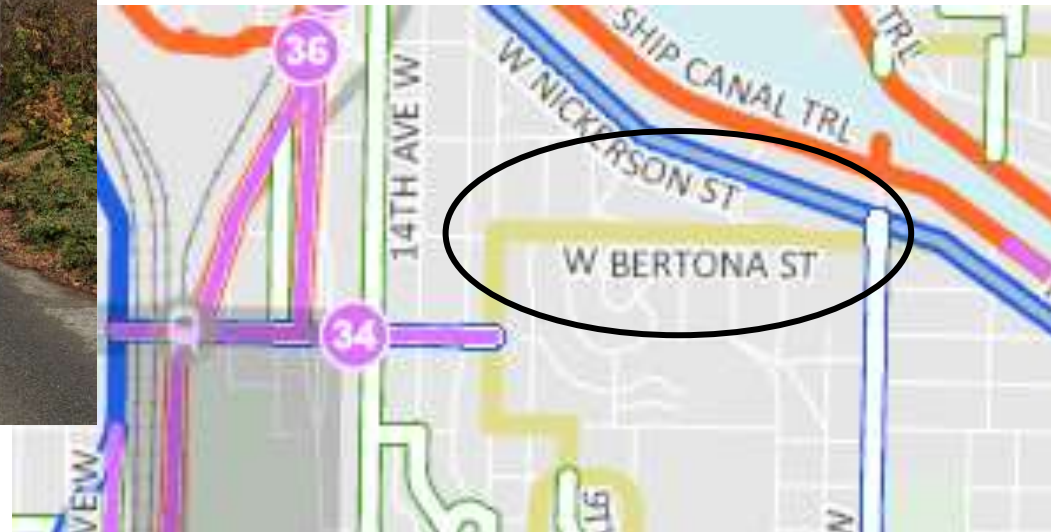
- Coordinating with the Comp Plan on policies for making space for people and goods
- Key Moves in Part I speak to this
- Updates to Part II Introduction and the Vehicle Element address this

Modal Integration Process (in Part 2 Intro)

As part of Step 3, we identified bike network conflicts. Some were strictly geometry conflicts. Some were modal conflicts (mostly with transit).

INPUT	PROCESS	OUTPUTS
Technical studies	Step 1. Define Needs <ul style="list-style-type: none"> Shape roles and priorities for 8 elements to achieve Identify new network connections needed 	Key moves
Community engagement		
Community engagement	Step 2. Identify Critical Networks & Functions <ul style="list-style-type: none"> Draft network integration principles Develop potential new integration guidance and strategies Update maps to reflect current network completion 	7 network integration principles
STP vision, goals and key moves		
Comprehensive Plan alternatives		
Neighborhood and modal transportation plans		
Transportation Equity Framework		
Climate action plans		
Curbside management policies		
Streets Illustrated design guidance and standards	Step 3. Overlay Networks <ul style="list-style-type: none"> Overlay and compare networks against street dimensions and constraints 	
Street dimensions, conditions, and functions		
Community engagement	Step 4. Refine Network Maps, Strategies, and Actions <ul style="list-style-type: none"> Craft set of recommended networks, strategies, and program activities 	Priority network investment maps and guidance
Potential new program activities		Actions to support key moves and element strategies
		Program activities
		Large capital project list
	Step 5. Identify Next Steps <ul style="list-style-type: none"> Inform transportation funding plan Finalize One Seattle Comprehensive Plan policies Create STP Implementation Plan Update Streets Illustrated Update Complete Streets project evaluation process Advance projects and programs 	

Modal Integration Process: Geometry Conflicts



Existing and Proposed Network

- Bike+ Arterial, Proposed
- Bike+ Arterial, Proposed Upgrade
- Bike+ Arterial, Existing
- Bike+ Non-Arterial, Proposed*
- Bike+ Non-Arterial, Existing
- Multi-Use Trail, Proposed
- Multi-Use Trail, Existing
- Non-Bike+
- Needs Further Study

Bertona St example:

Just not enough ROW for AAA facility → Non-Bike+

Widening street too cost prohibitive. In some examples (e.g. Graham), could have AAA on one side, but that's still Non-Bike+ since not both directions

Modal Integration Process: Modal Conflicts

We had considered AAA facilities in some new places that are not shown on the map and were not in the 2014 BMP, which were not possible because of modal conflicts. Examples:

- N 85th St
- NE 45th St
- 15th Ave NW
- Rainier Ave S, south of MLK
- 1st north of Spokane St and 4th Ave S in SODO

Modal Integration Process: ADDITIONS

We want to highlight some new connections we identified. Examples:

- Sand Point Way as Bike+ ("In street, minor separation" in 2014 BMP)
- California Ave as Bike+ ("Shared street" aka sharrows in 2014 BMP)
- N 80th St as Bike+ (not in 2014 BMP at all)
- 12th Ave as Bike+ ("In street, minor separation" in 2014 BMP)
- 15th Ave NE as Bike+ ("In street, minor separation" in 2014 BMP)
- Expanded Catalyst Project List (e.g. connection through Woodland Park in collaboration with Parks)
- And more

Feedback: Funding for maintenance is essential

- Include budget dollars for ongoing maintenance of existing and new transportation assets

Incorporating feedback:

- We agree!
 - Maintenance funding is a key component of the Transportation Funding Plan / future levy
 - Maintenance & Modernization is one of the goals in the STP and identifies a variety of actions

Feedback:

EVs aren't a panacea for congestion & infrastructure costs

- SOVs will do nothing to reduce congestion, reduce parking demand, or ease infrastructure costs. Let's put our effort where it matters – developing a more equitable allocation of streets and ROW

Incorporating feedback:

- All the actions identified in the Elements to support the Key Move PP1 "Reallocate street space to prioritize people"
- All the Bike+ line segments in the Bike Element (arterials and non-arterials)
- The entire People Streets and Public Spaces Element
- More Healthy Streets, Café Streets, Pedestrianized Streets, etc.

Seattle Transportation Plan Next Steps

Next steps

Continue to finalize plan edits to be responsive to public comment

February 2024- anticipated transmittal of Mayor's recommended STP to Council, and publish SEPA FEIS

Thereafter (tbd)- Council to decide when to bring STP forward for adoption vote with accompanying resolution (includes public hearing)

Late 2024- More clarity on transportation funding landscape

In 2025- develop first of several STP Implementation Plans

Questions + Discussion

A blue-tinted photograph of a city street scene. In the foreground, a group of pedestrians is walking on a sidewalk. A tram with a colorful mural is moving along the street. In the background, there are modern buildings and a construction crane.

From the entire SDOT Team: **Thank you!**