



# Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle



**Seattle**  
Department of  
Transportation

# Welcome!

Agenda for our meeting:

- Provide an overview of transportation and the STP
- Highlight the need for the STP
- Share the STP planning process & how you can get involved



# Acknowledgment

*We acknowledge that the city of Seattle is on the ancestral lands of the Coast Salish people and their descendants. We honor their elders, past and present—and thank them for their ongoing stewardship of this land and surrounding waters.*

*We acknowledge the historical harm caused by local government and its policies and plans to the Indigenous community. Through our work, we will continue this legacy and join in the stewardship of the original people's land and recognize that our policy recommendations, proposed projects and programs impact the lives of all people who live, learn, and work on Indigenous land.*

*This acknowledgment only becomes meaningful when coupled with accountable relationships and informed action. We are committed to building public awareness and support of tribal sovereignty and advancing equity among tribal and urban Native communities through our actions.*



# What is the Seattle Transportation Plan?

*The plan:*

- Reimagines our collective transportation vision
- Plans for people first, connecting you to the places that matter most to you
- Is grounded in our steadfast values
- Meets the moment with inclusive engagement



**Seattle**  
Department of  
Transportation

# STP Vision

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

The STP Vision Statement is a result of a yearlong conversation with people throughout Seattle.

# Why does Seattle need this plan now?



**Invest in  
Equity**



**Protect  
People**



**Cultivate Green  
Transportation**



**Connect Jobs  
and Housing**



**Expand Affordable  
Access**



**Evolve with  
Emerging Trends**

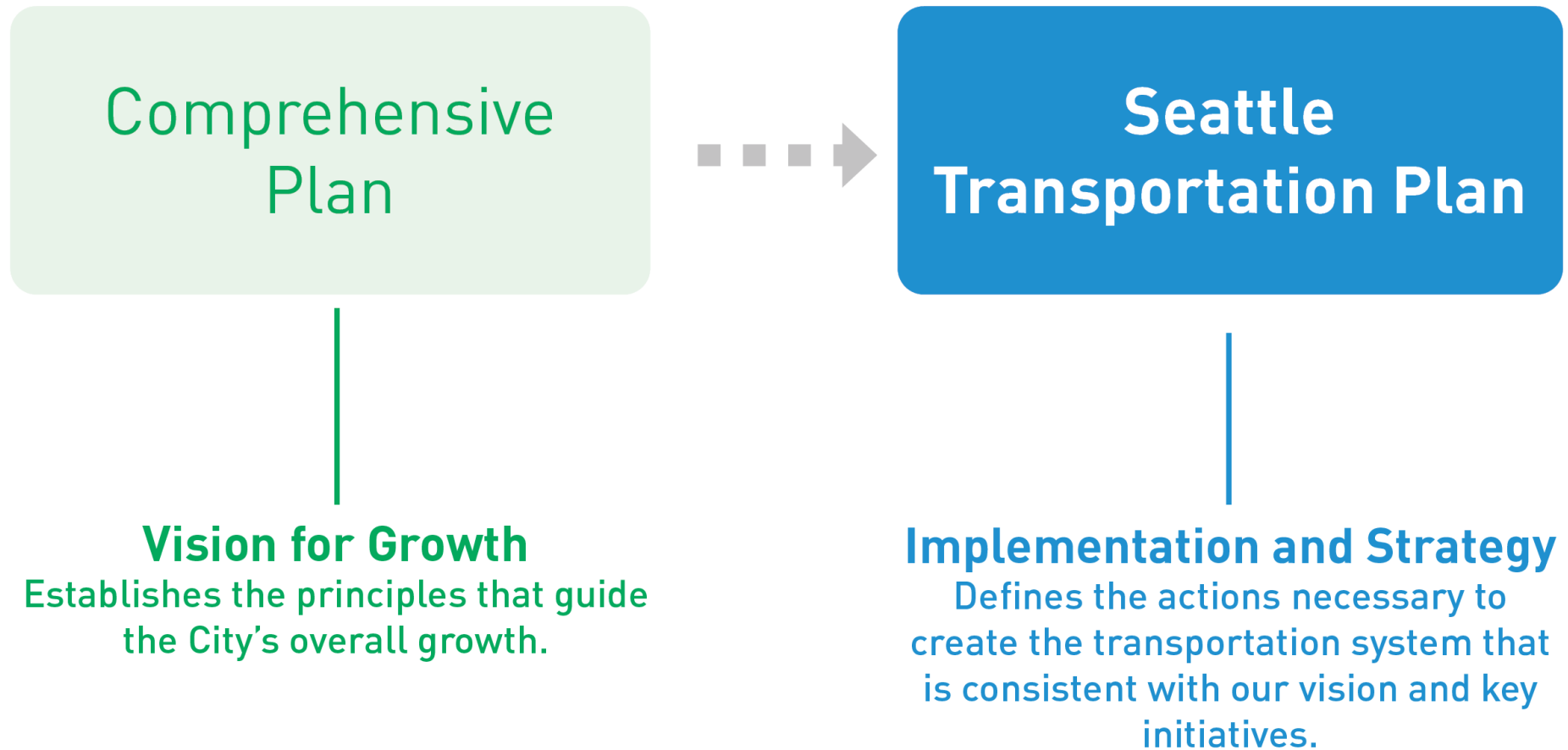


**Reflect Community  
Priorities**

# Why does Seattle need this plan now?



# How does the STP relate to other plans?



# What is our transportation system?

*SDOT is the steward of the City's street right-of-way, accounting for 27% of land in Seattle.*

**Right-of-way is public property in which paved streets, alleys and public stairways are located. Rights-of-way often include sidewalks, medians landscaped areas, and retaining walls.**

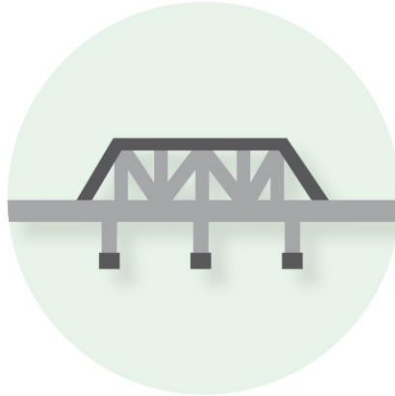


**Seattle**  
Department of  
Transportation

# What is our transportation system?



**3,900** lane  
miles of  
streets



**125** bridges



**502** stairways



**191,000+**  
signs

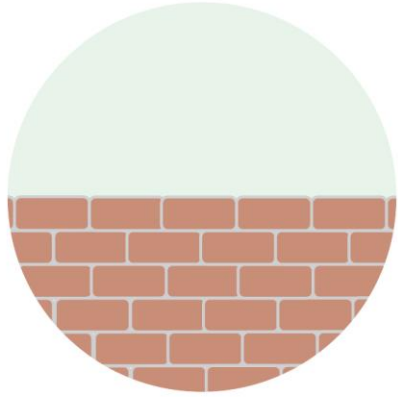


**2,300** miles  
of sidewalk  
and medians

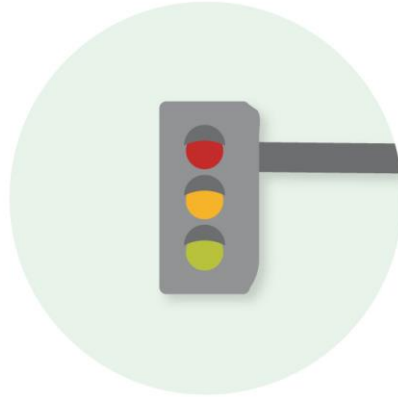


**32,000+**  
curb ramps

# What is our transportation system? (continued)



**600** retaining walls and sea walls



**1,100** traffic signals



**1,581** pay stations



**41,000** SDOT street trees  
(600,000 in City right-of-way)



**7,000,000** square feet of landscaped areas

# What goals and strategies support our transportation vision?

Feedback from community engagement helped us establish a vision and goals for the STP.

The Key Moves are strategies that advance the STP's 6 goals.

STP  
VISION

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

STP  
GOALS



Equity



Safety



Sustainability



Mobility



Livability



Stewardship

KEY  
MOVES

Key Moves

# STP Goals

*Shaped by the people of Seattle, these goals help us make decisions about our transportation future:*



## **Safety**

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



## **Mobility**

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



## **Equity**

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



## **Livability**

Reimagine city streets as inviting places to linger and play



## **Sustainability**

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



## **Maintenance & Modernization**

Improve city transportation infrastructure and ready it for the future

# Who is involved in the STP?

**Led by the Seattle Department of Transportation in partnership with:**

- City departments
- Transportation Equity Workgroup
- Community-based organizations
- Community liaisons (in the Department of Neighborhoods)
- SDOT modal advisory boards
- Stakeholders
- General public
- Agency Partners

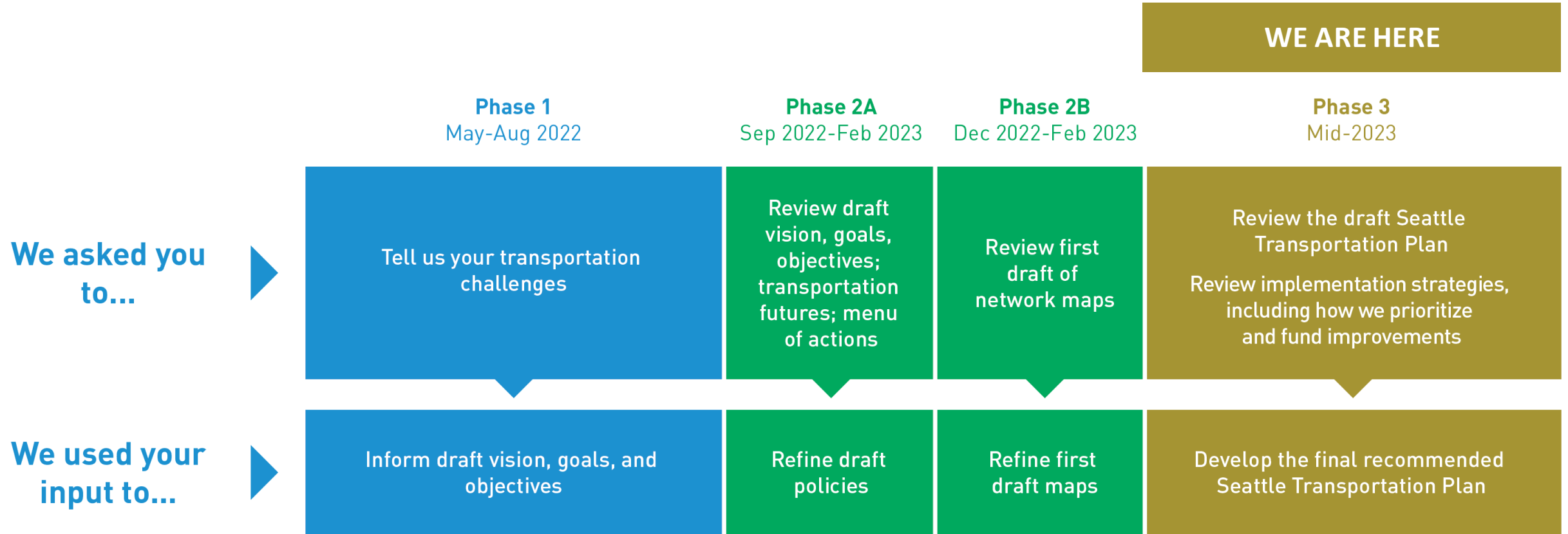


# How is the public involved?

- The STP is guided by **you** – this includes people traditionally left out of the planning process
- Citywide online engagement
- Collaboration with Community Liaisons and Community-Based Organizations
- Events in target communities
- Meetings with community groups and other agencies



# How are we creating this plan together?



# Phase 1 Outreach at-a-glance

27

Meetings/Briefings\*

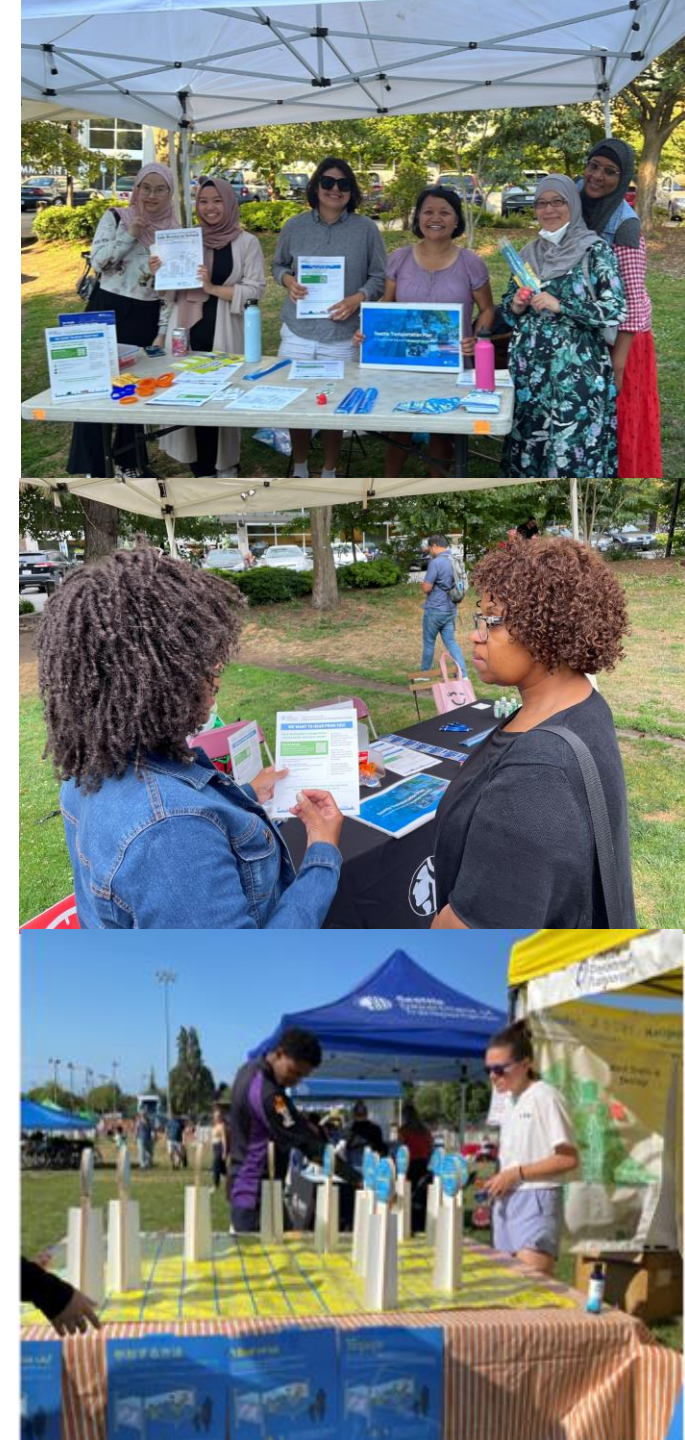
-  12 Community Meetings
-  7 Board/Commission Meetings
-  4 Interagency Meetings
-  4 Transportation Equity Workgroup Meetings

42

Events\*

-  14 Festivals
-  15 Targeted community events
-  4 Bike-specific events
-  8 Markets
-  1 Listening Session

\*Project Launch through August 2022



# Phase 1 outreach at-a-glance

Collaborating Community-Based Organizations (CBOs) and Community Liaisons (CLs) have included:

- Khmer Community of Seattle King County
- Asian Pacific American Labor Alliance
- Central Area Collaborative
- Duwamish Valley Sustainability Association
- Smash the Box
- Estelita's Library
- Legacy of Equality Leadership and Organizing
- Department of Neighborhood Community Liaisons

STP activities led by CBOs and CLs have included:

- Opportunities for youth and elders
- Custom surveys
- Neighborhood events with flyers and giveaways
- Interviews with community members



# Some of what we've heard

Safety and comfort for all ages and abilities

De-prioritizing the automobile

Connectivity, reliability, and ease of use

Emissions reduction

Investment in sidewalks, bike lanes, and transit

Equitable infrastructure

Traffic calming

Maintenance

2,295

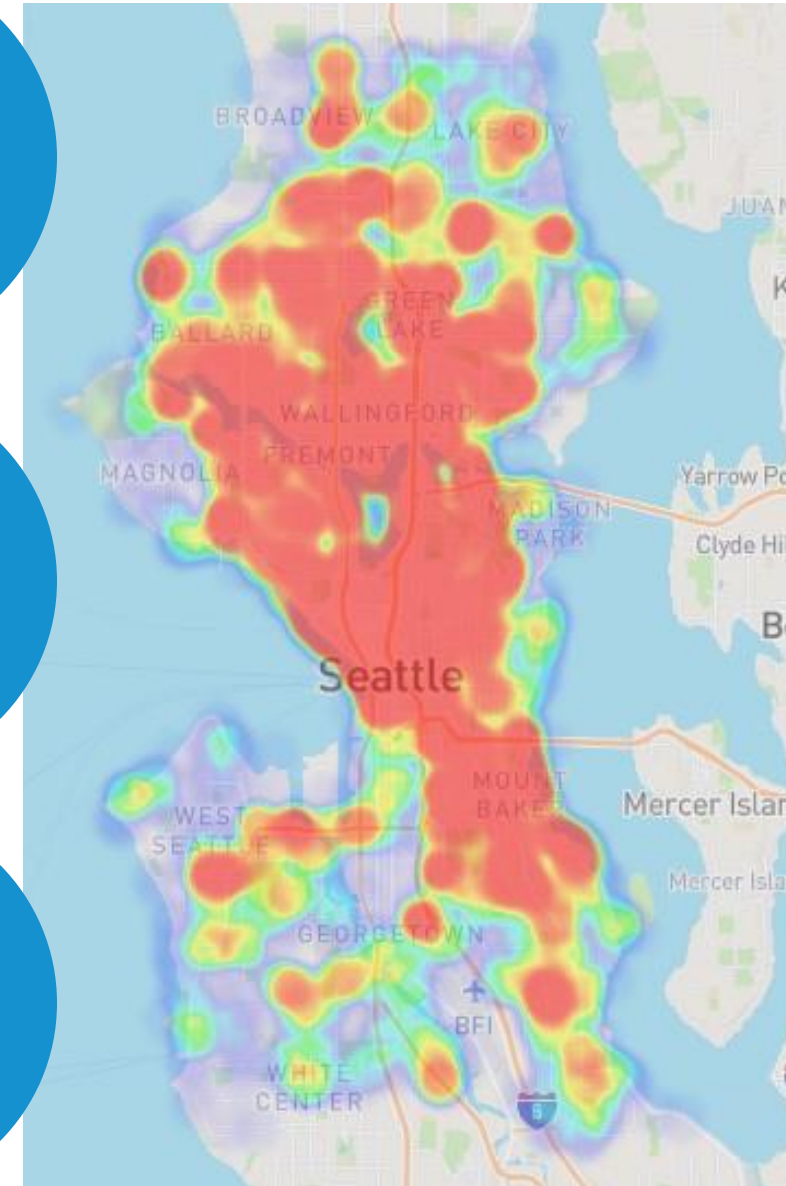
Survey participants\*

6,317

Interactive map comments\*

1,752

Interactive map participants\*



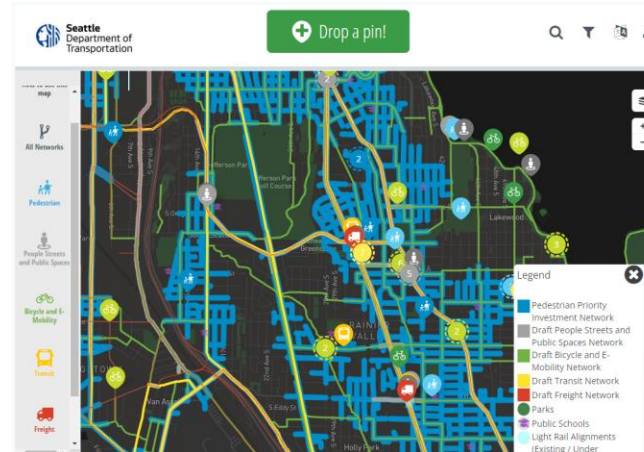
\*as of September 1, 2022

# Phase 2 engagement

## We wanted to know:

- Let's create our transportation maps together. Are we on the right track?
- Do the Seattle Transportation Plan draft vision, goals, and objectives feel right to you?
- What future of transportation in Seattle do you want to see?
- What actions should we take to achieve our goals?

## First Draft Transportation Maps



## Menu of Actions



## CONSIDER THESE THREE "FUTURES OF TRANSPORTATION" FOR SEATTLE.

### FUTURE A

#### Stay the Course



- We incrementally change our transportation system
- We make progress towards our goals, but many remain out of reach

*Is this the future you want to see?*

+43 -565

### FUTURE B

#### Moderate Pace



- We accelerate changes to our transportation system
- Some of our goals may be within reach

*Is this the future you want to see?*

+62 -442

### FUTURE C

#### Rapid Progress



- We make transformational changes to our transportation system
- We are best positioned to achieve our goals

*Is this the future you want to see?*

+739 -46

# Phase 2 Outreach at-a-glance

19

Meetings/briefings\*

|                                                                                   |   |                                          |
|-----------------------------------------------------------------------------------|---|------------------------------------------|
|   | 6 | Community Meetings                       |
|   | 7 | Board/Commission Meetings                |
|   | 2 | Interagency Meetings                     |
|  | 4 | Transportation Equity Workgroup Meetings |

31

Events\*

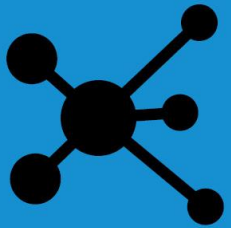
|                                                                                     |    |                           |
|-------------------------------------------------------------------------------------|----|---------------------------|
|   | 4  | Festivals                 |
|   | 12 | Targeted community events |
|   | 3  | Markets                   |
|  | 12 | Listening Sessions        |

\*Sept 1, 2022 - Jan 18, 2023



# Engagement Snapshot

## Seattle Transportation Plan Engagement



**76K+**

Total data points collected  
(Phases 1 & 2 to date)



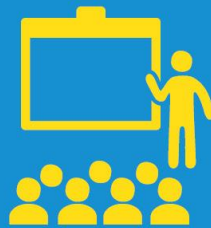
**29K+**

Total visits to the STP online engagement hub



**8K+**

Comments on interactive maps



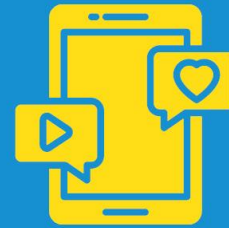
**7K+**

People engaged at outreach events



**9K+**

Responses to surveys



**100+**

Social media posts



**83**

Community events



**75**

Meetings and briefings

# What We Heard...

## Phase 1 and Phase 2 engagement

- Increase **affordable** options
- Focus on **underinvested communities**
- **Safety** is a major concern
- **Reallocate street space** while keeping essential traffic moving
- **Maintenance** is key
- Need **safer transit stops/stations** and ways to access them
- Safety and affordability are key for **BIPOC communities**
- Design our transportation system around **people**
- Desire for quick and **transformational change**
- The draft STP vision, goals, objectives resonated with **90%** of people
- Popular actions include making it easier to **walk, roll, bike, and take transit**
- **Fix the gaps** in our networks, especially in vulnerable areas
- Target our **climate goals** by increased walking, biking, and transit use

*These are just a few of the key themes we heard. For more details, see the Phase 1 and Phase 2 Engagement Summaries on the STP website.*

# What is in the STP?



## **Key Moves**

Direction that reflects city values



## **Investment Networks**

Maps that show us where to make improvements



## **Programs and Project Needs**

Projects and programs to improve the transportation system



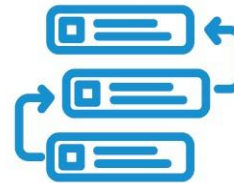
## **Performance Measures**

Targets that track progress



## **Engagement**

Information on how we will conduct future community outreach



## **Prioritization**

Guide for where and what we invest in first



## **Implementation Strategy**

Strategy for how we pay for and implement the plan

# STP Goals



## SAFETY

Prioritize safety for travelers in Seattle, with 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 & MODERNIZATION

Improve city transportation infrastructure and ready it for the future

# The Key Moves

- Strategies that help us achieve the STP Vision and Goals
- Known methods that work, and new ways to make change happen faster
- Rooted in what communities want to see in our transportation future

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



# STP Goals and Key Moves

## SAFETY



### Lead with Safety

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

- **S1:** Reduce vehicle speeds to increase safety
- **S2:** Concentrate safety investments at the most collision-prone locations
- **S3:** Make all journeys safer, from departure to destination
- **S4:** Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations

## EQUITY



### Transportation Justice is Central

**Goal:** Co-create with community and implement restorative practices to address transportation-related inequities

- **TJ1:** Center the voices of communities of color and underrepresented groups in planning and decision-making processes
- **TJ2:** Address inequities in the transportation system by prioritizing investments for impacted communities
- **TJ3:** Remove cost as a barrier so everyone can take the trips they need to make

## SUSTAINABILITY



### Climate Action

**Goal:** Respond to climate change through innovation and a lens of climate justice

- **CA1:** Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options
- **CA2:** Green city streets with landscaping and street trees to better handle changing climate
- **CA3:** Foster neighborhood vitality and improved community health
- **CA4:** Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips
- **CA5:** Advance mobility management strategies to encourage walking, biking, and transit trips

# STP Goals and Key Moves (cont.)

## MOBILITY



### Connect People and Goods

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

- **PG1:** Create seamless travel connections
- **PG2:** Make walking, biking, and rolling easy and enjoyable travel choices
- **PG3:** Create world-class access to transit and make service more frequent and reliable
- **PG4:** Enhance economic vitality by supporting freight movement and growth in deliveries
- **PG5:** Manage curb space to reflect city goals and priorities

## LIVABILITY



### Streets for People, Places We Love

**Goal:** Reimagine city streets as inviting places to linger and play

- **PP1:** Boldly reallocate street space to prioritize people while preserving access for goods delivery and emergency response
- **PP2:** Transform community and mobility hubs into welcoming places
- **PP3:** Co-create and enhance public spaces for playing and gathering to improve community health
- **PP4:** Activate and maintain public spaces to create a welcoming and age-friendly public realm

## MAINTENANCE & MODERNIZATION



### Streets that Work, Today and in the Future

**Goal: Improve** city transportation infrastructure and ready it for the future

- **MM1:** Transform city streets for safety and sustainable travel choices through optimal timing of asset maintenance and replacement
- **MM2:** Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges
- **MM3:** Ready city streets for new travel options and emerging trends and technologies



# Lead with Safety

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

- **S1:** Reduce vehicle speeds to increase safety
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**Sustainability**

# Climate Action

*Goal: Respond to climate change through innovation and a lens of climate justice*

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# Connect People and Goods

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

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# Streets for People, Places We Love

*Goal: Reimagine city streets as inviting places to linger and play*

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## Maintenance & Modernization

# Streets that Work, Today and in the Future

*Goal: Improve city transportation infrastructure and ready it for the future*

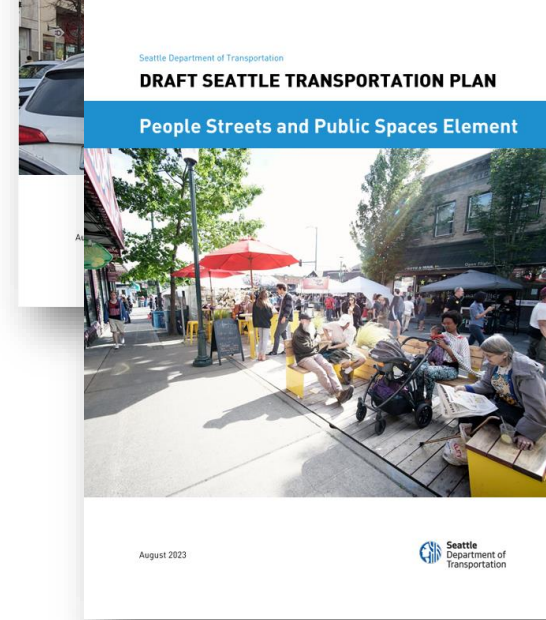
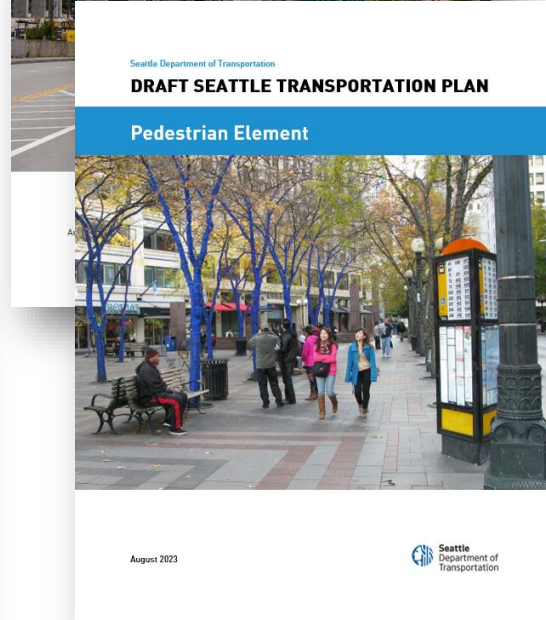
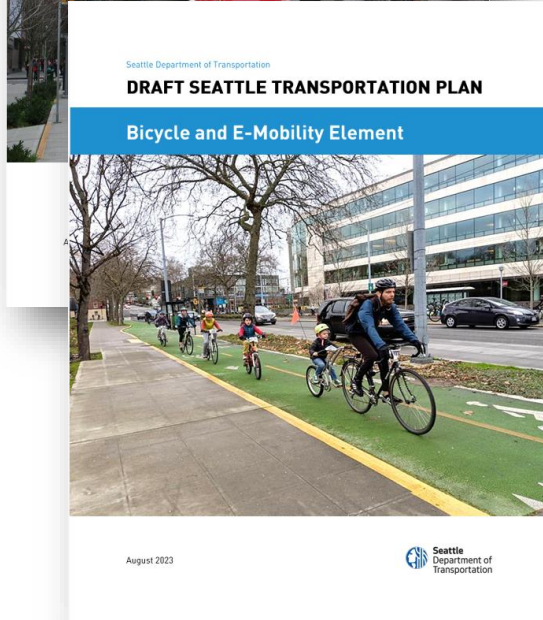
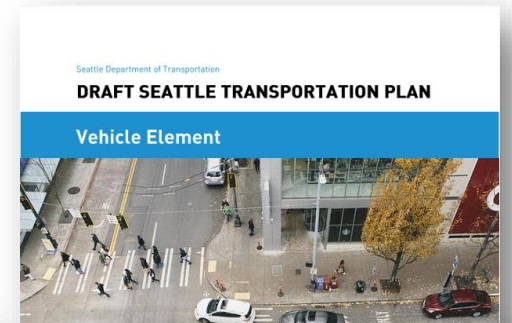
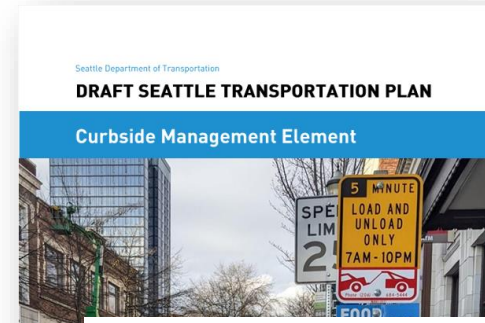
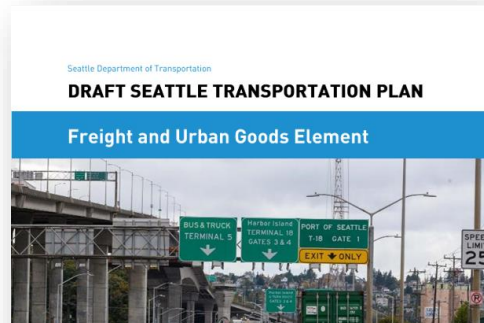
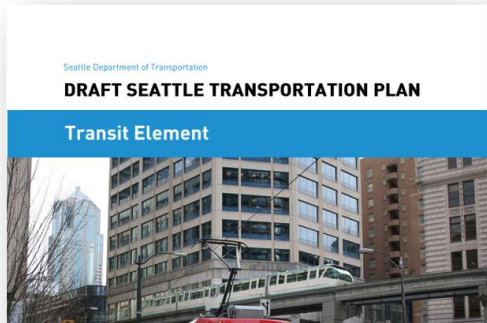
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# The STP Elements

- 8 elements for mobility options and essential street functions
  - Long-term visions of what we aspire to achieve to support STP Goals and Key Moves
- Transit
  - Bicycle and E-Mobility
  - Freight and Urban Goods
  - Pedestrian
  - People Streets and Public Spaces
  - New and Emerging Mobility
  - Curbside Management
  - Vehicle



# 8 Elements



# Transit

- Frequent, reliable service which allows people to use transit for most trips
- Connected system with safe and secure transfers between lines and services
- Reliable first- and last-mile connections
- Accessibility for all, including programs to ensure cost is not a barrier
- Readily available information to plan trips
- Safe, secure, connected stops/stations
- Clear, inviting nearby pedestrian spaces

**"Remember local access is extremely important to serve the transit dependent and to persuade those who drive to use transit and leave their vehicles at home."**

*Survey Participant, Transportation Challenges Survey*



# Pedestrian

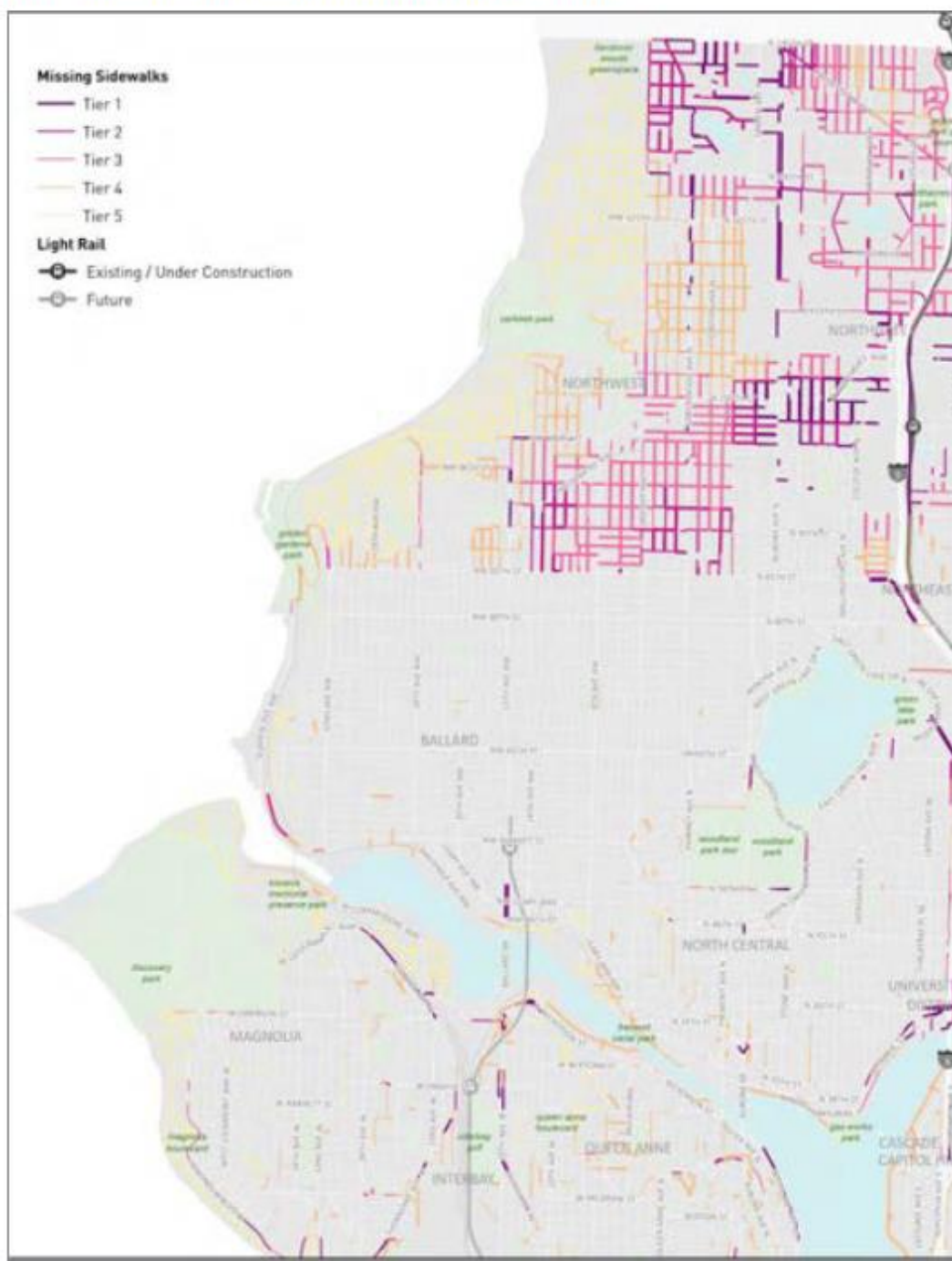
- Direct connections to key destinations that are convenient and safe for people of all ages and abilities
- Clear, inviting spaces for people walking
- Compact, walkable neighborhoods
- People-oriented streetscapes
- Places of respite that encourage connection and conversation
- Proactive maintenance to improve accessibility



**"My neighborhood has no sidewalks and I am near NW 85<sup>th</sup> St with few crosswalks/lighted intersections that would encourage cars to slow down."**

*Survey Participant, Transportation Challenges Survey*

Figure 4: Missing Sidewalks Priority Investment Network (Northwest)



Missing Sidewalks  
(slide 1 of 3)

Figure 5: Missing Sidewalks Priority Investment Network (Northeast)

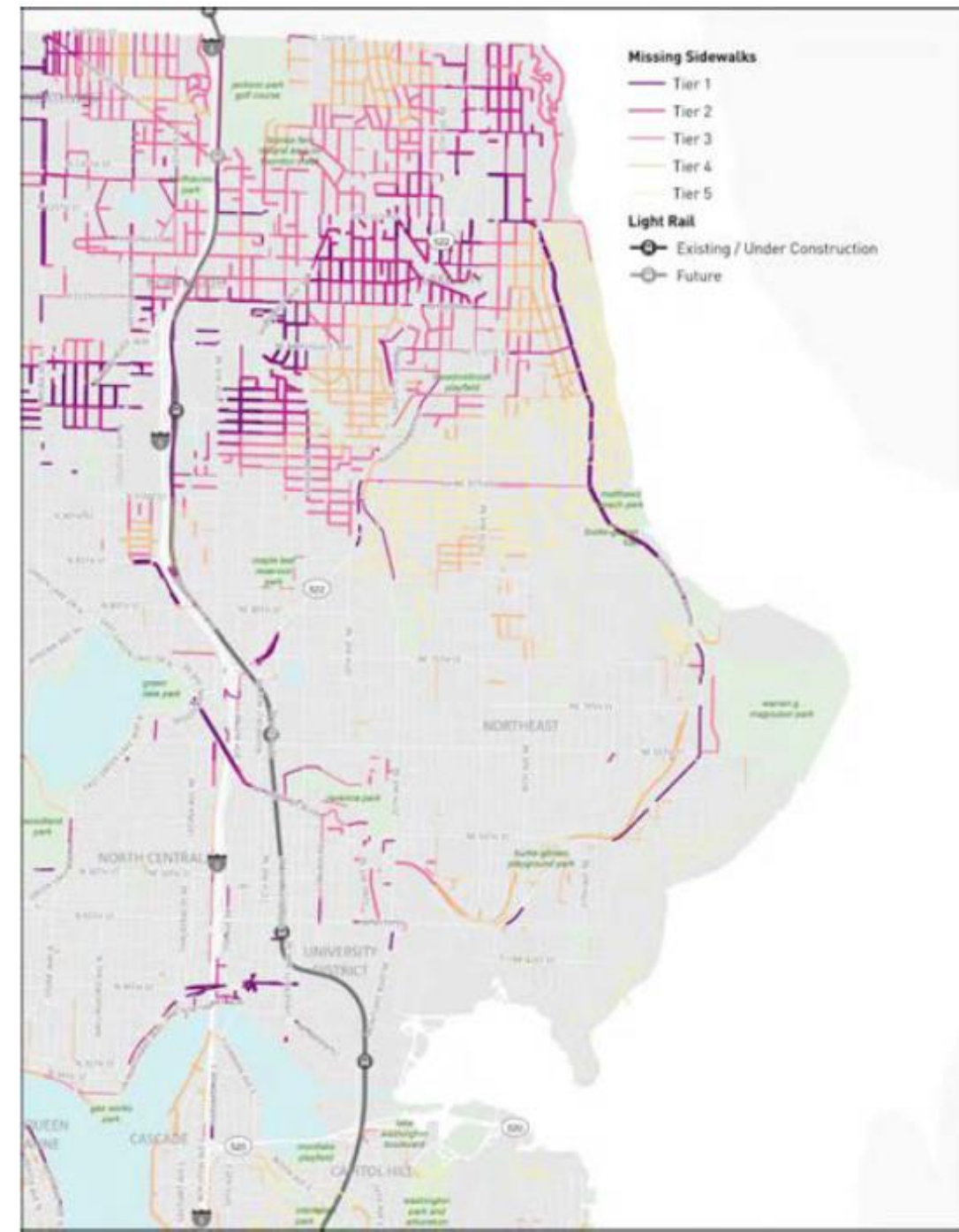
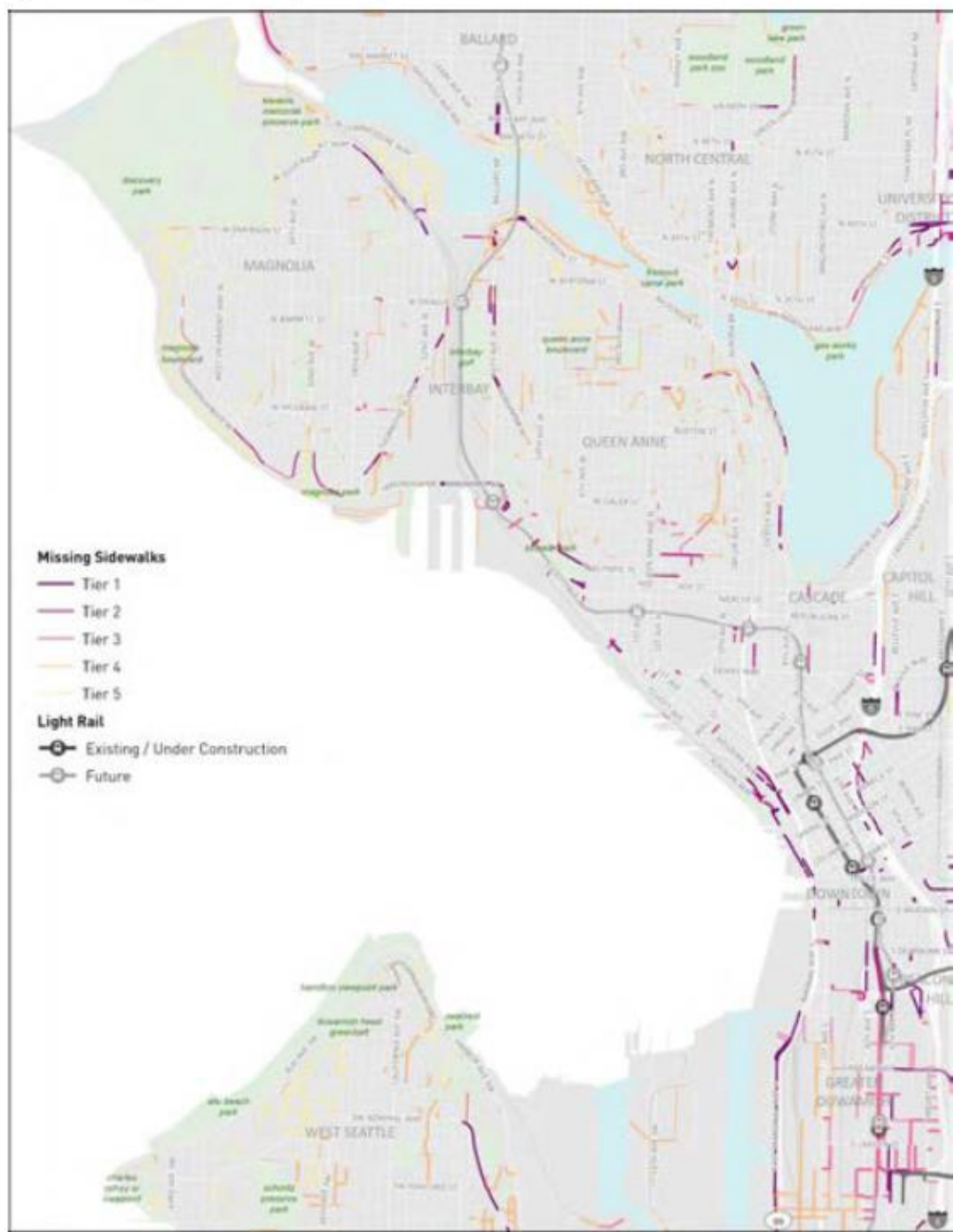


Figure 6: Missing Sidewalks Priority Investment Network (West)



Missing Sidewalks  
(slide 2 of 3)

Figure 7: Missing Sidewalks Priority Investment Network (East)



Figure 8: Missing Sidewalks Priority Investment Network (Southwest)



Missing Sidewalks  
(slide 3 of 3)

Figure 9: Missing Sidewalks Priority Investment Network (Southeast)

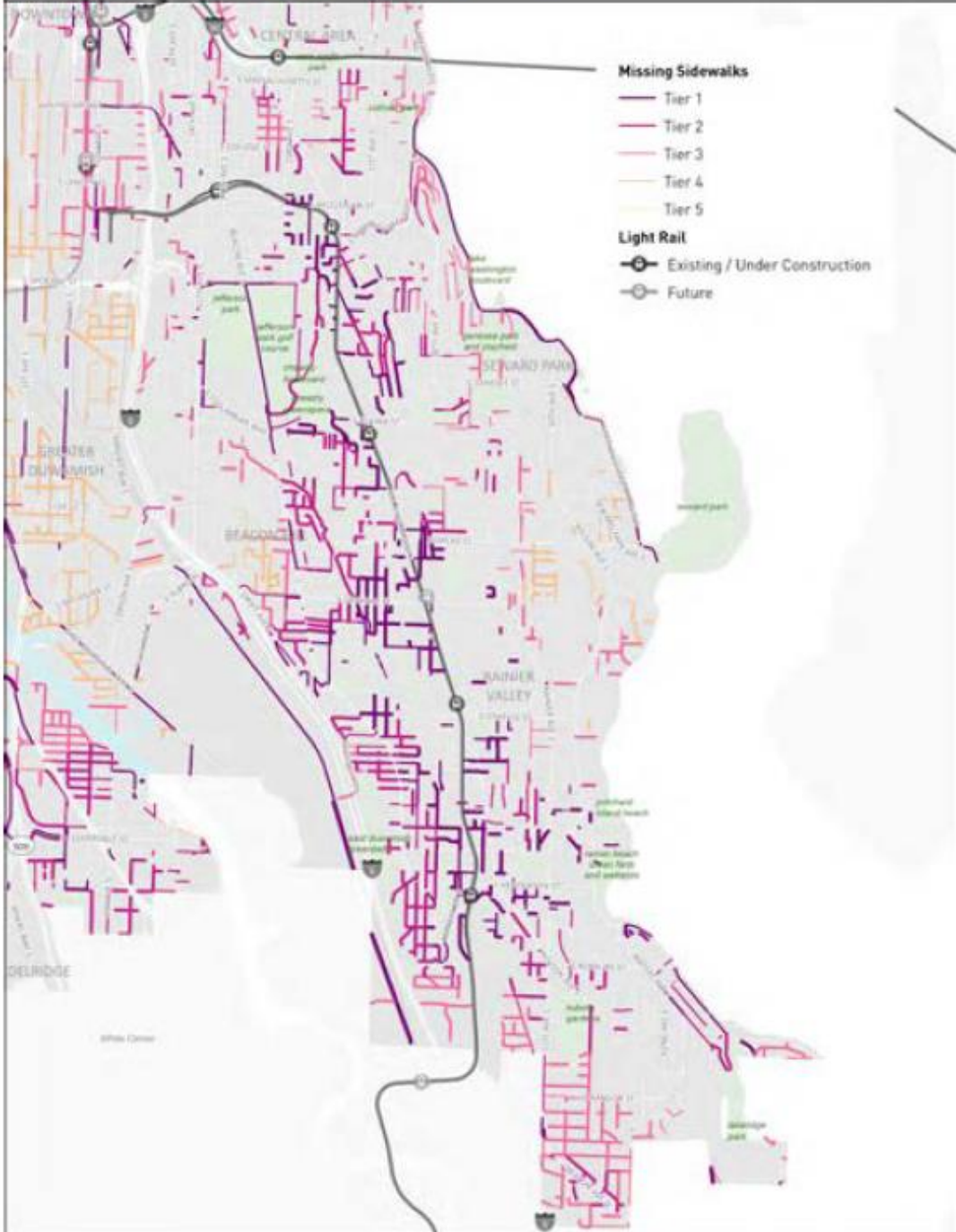


Figure 10: Sidewalks with Substandard Widths Priority Investment Network (Northwest)



Sidewalks w/  
Substandard Width  
(slide 1 of 3)

Figure 11: Sidewalks with Substandard Widths Priority Investment Network (Northeast)

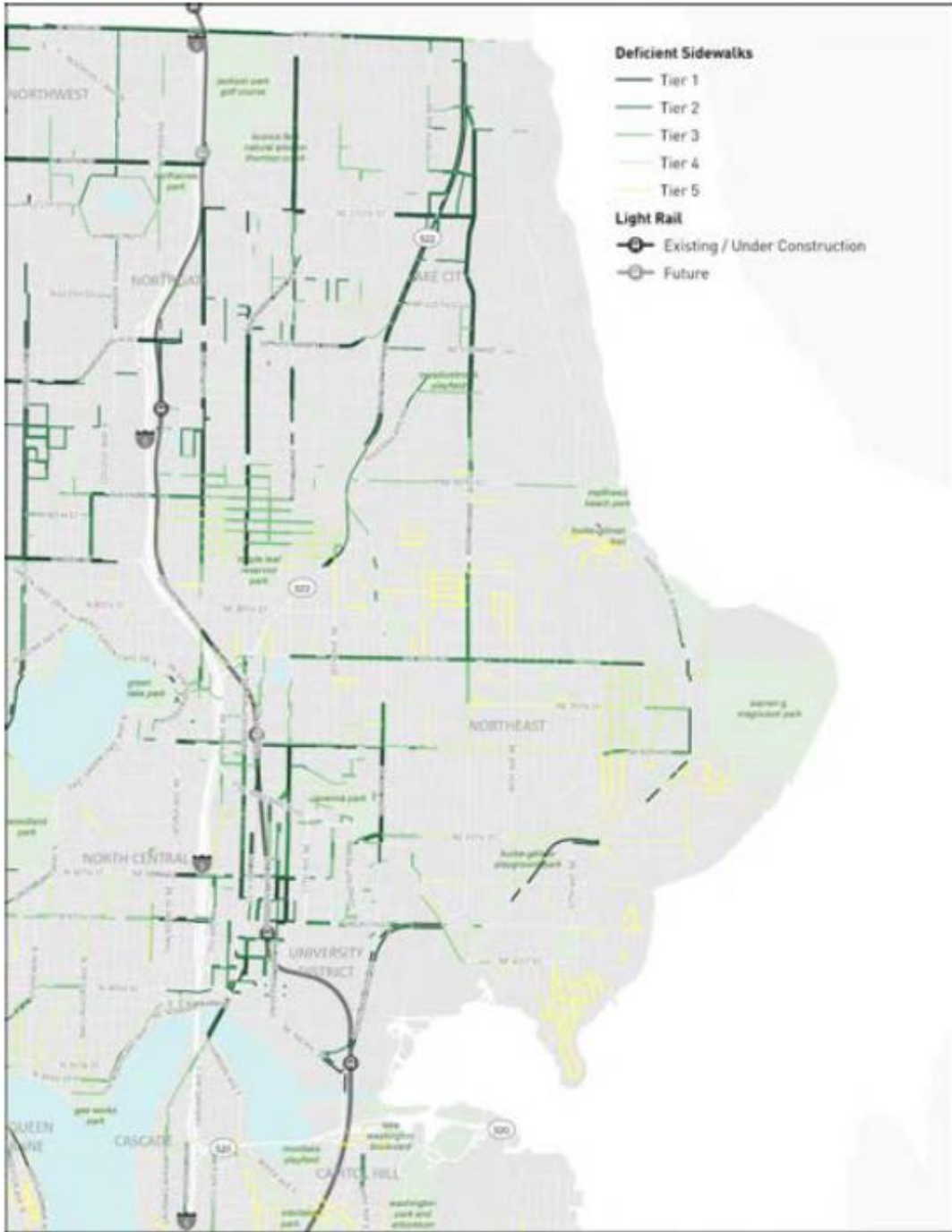
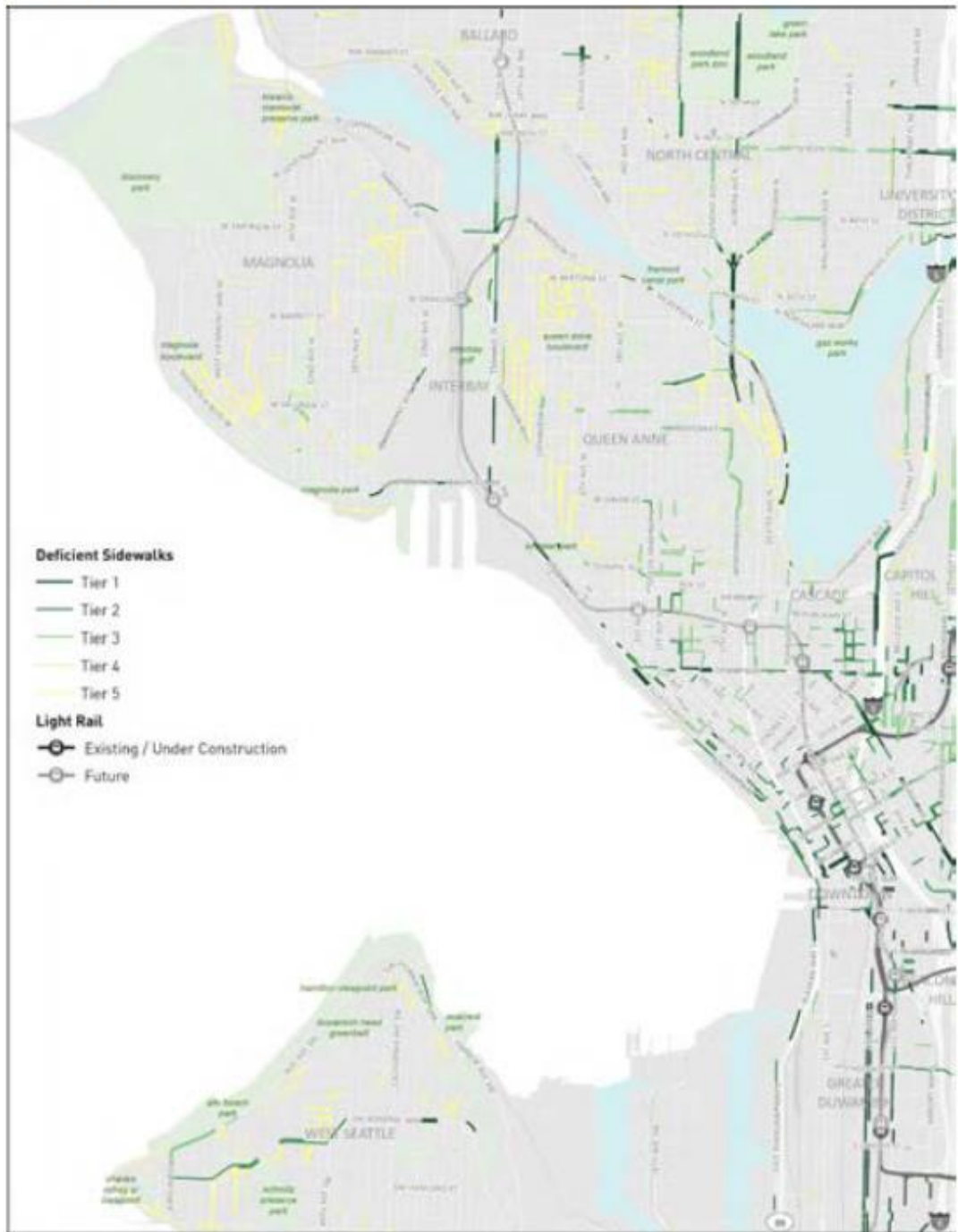


Figure 12: Sidewalks with Substandard Widths Priority Investment Network (West)



Sidewalks w/  
Substandard Width  
(slide 2 of 3)

Figure 13: Sidewalks with Substandard Widths Priority Investment Network (East)

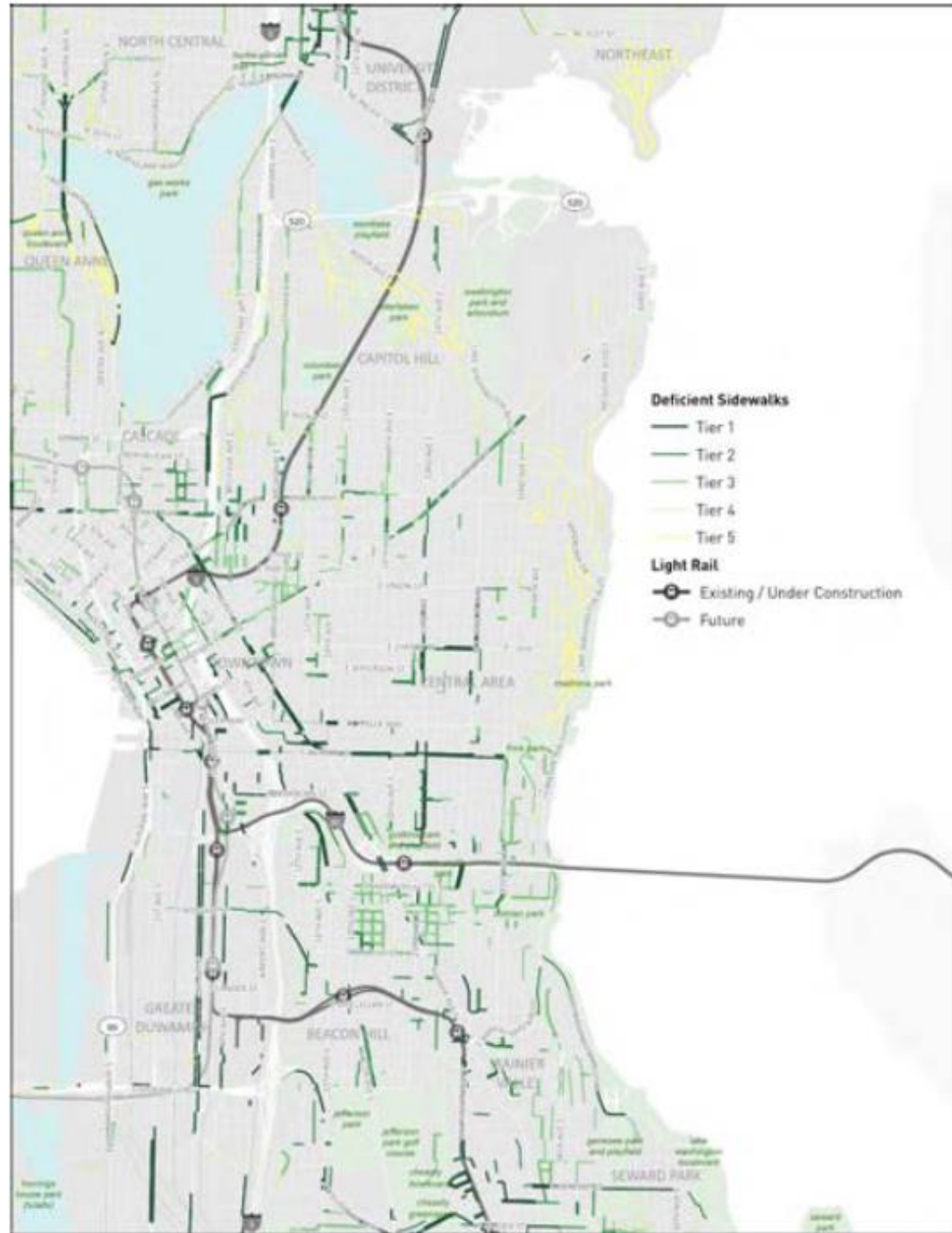


Figure 14: Sidewalks with Substandard Widths Priority Investment Network (Southwest)



Sidewalks w/  
Substandard Width  
(slide 3 of 3)

Figure 15: Sidewalks with Substandard Widths Priority Investment Network (Southeast)

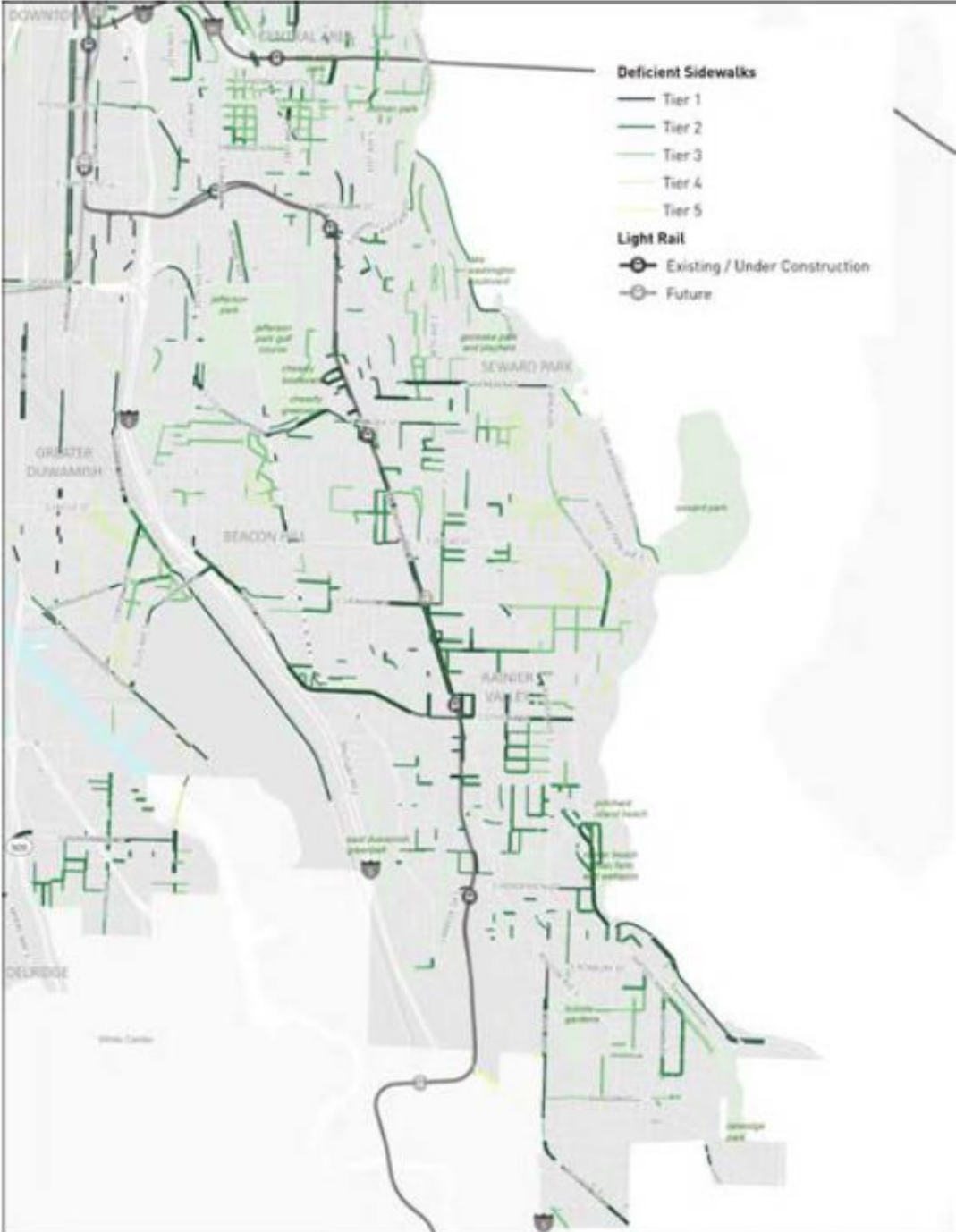
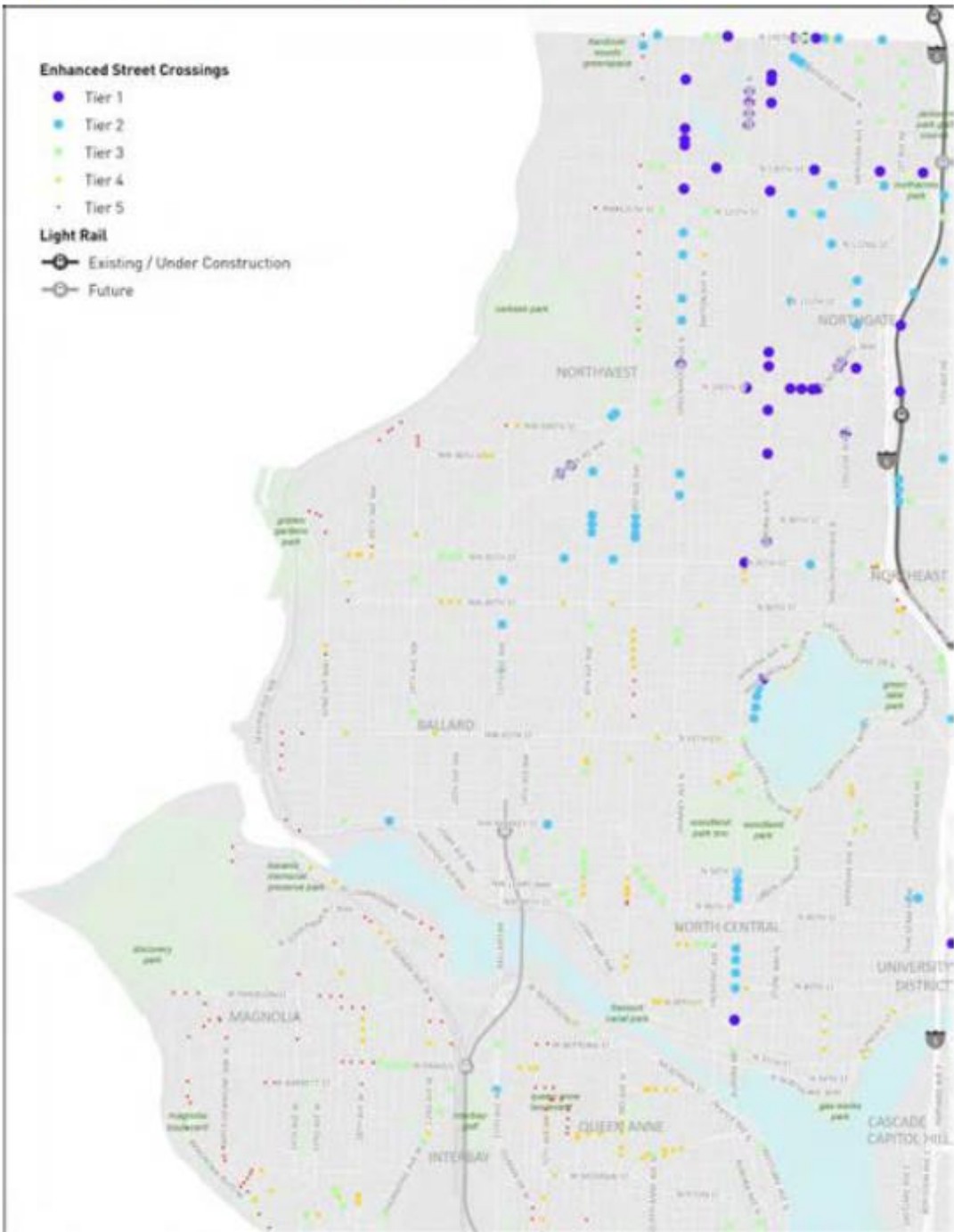


Figure 16: Enhanced Street Crossings Priority Investment Network (Northwest)



Enhanced Crossings  
(slide 1 of 3)

Figure 17: Enhanced Street Crossings Priority Investment Network (Northeast)

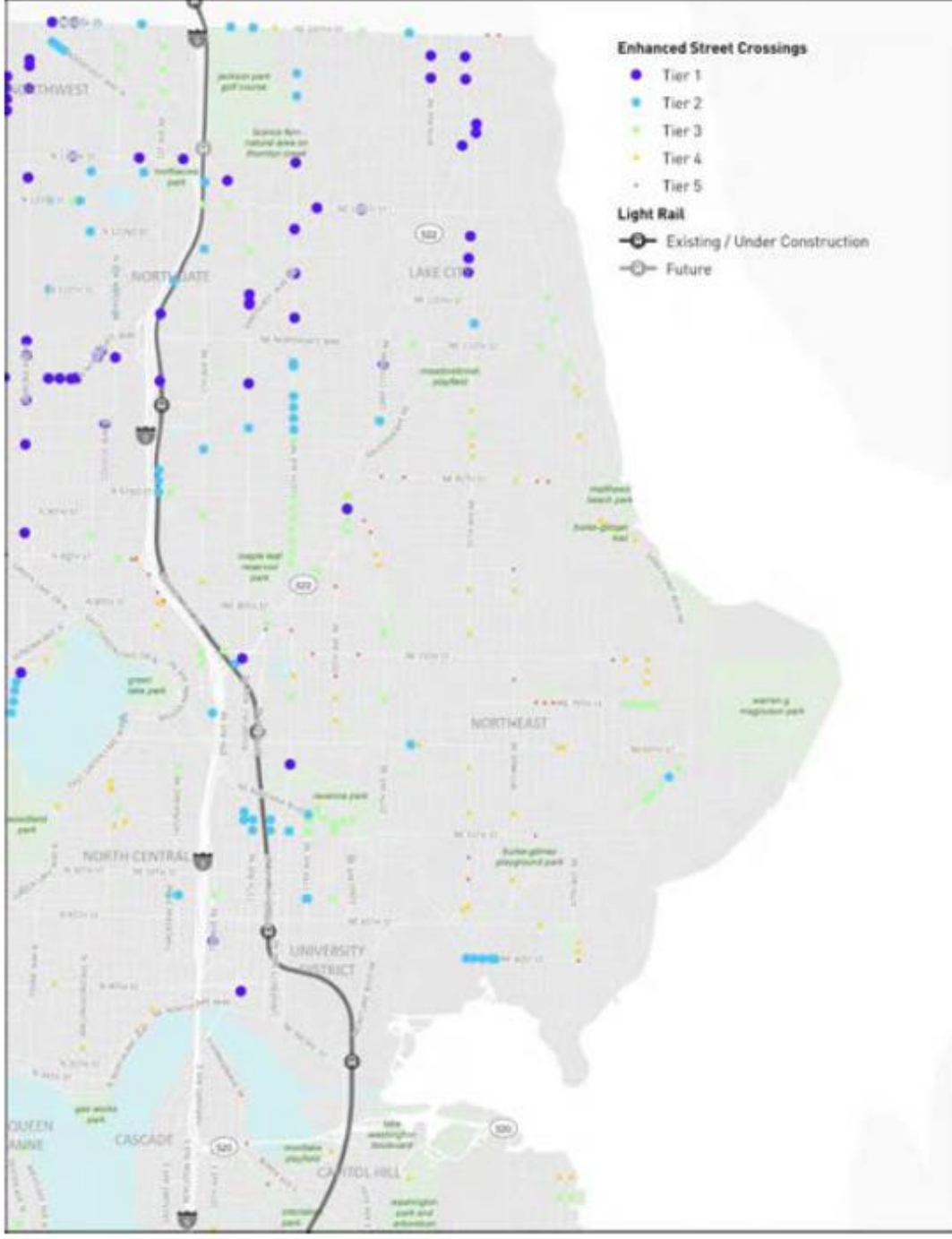
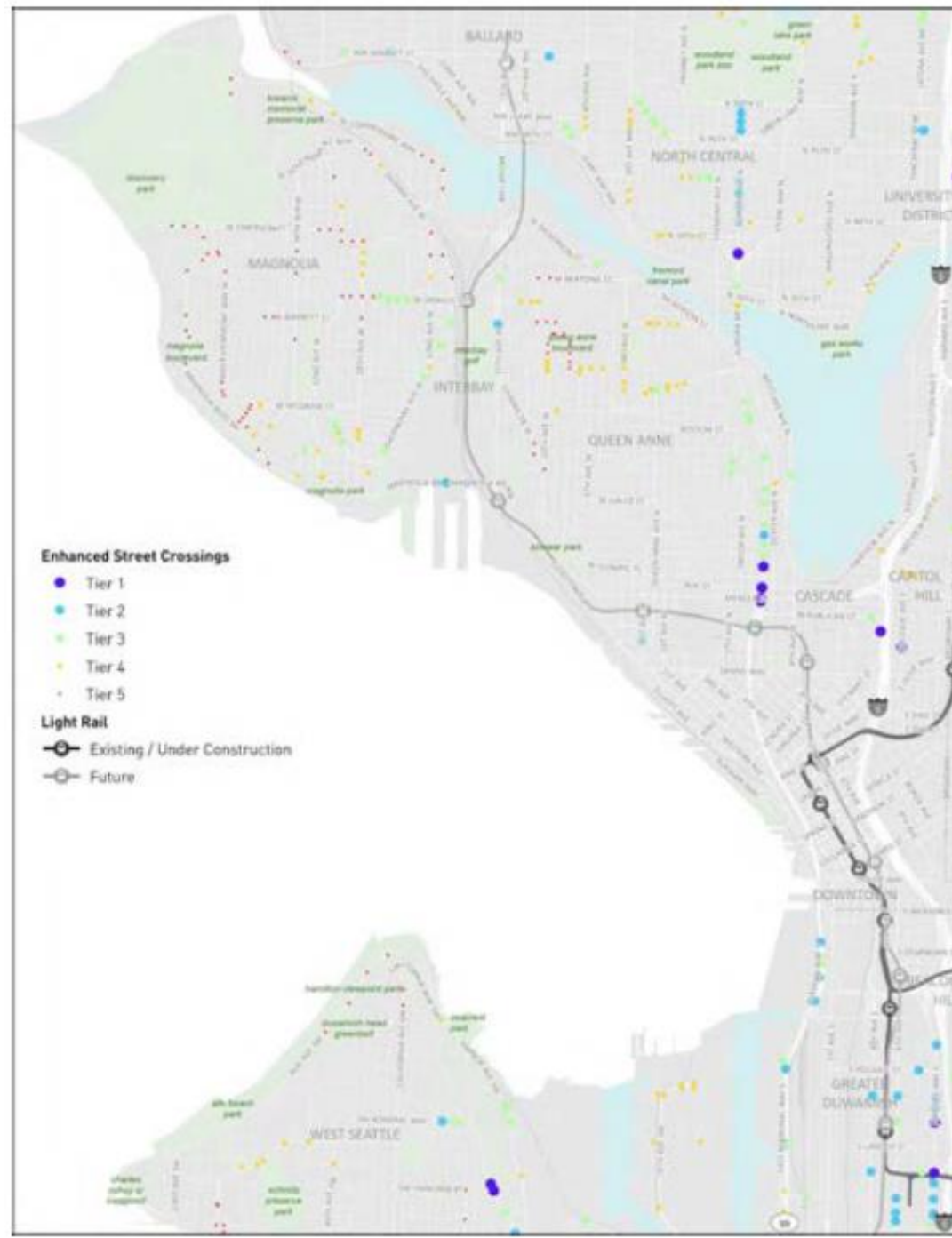


Figure 18: Enhanced Street Crossings Priority Investment Network (West)



Enhanced Crossings  
(slide 2 of 3)

Figure 19: Enhanced Street Crossings Priority Investment Network (East)

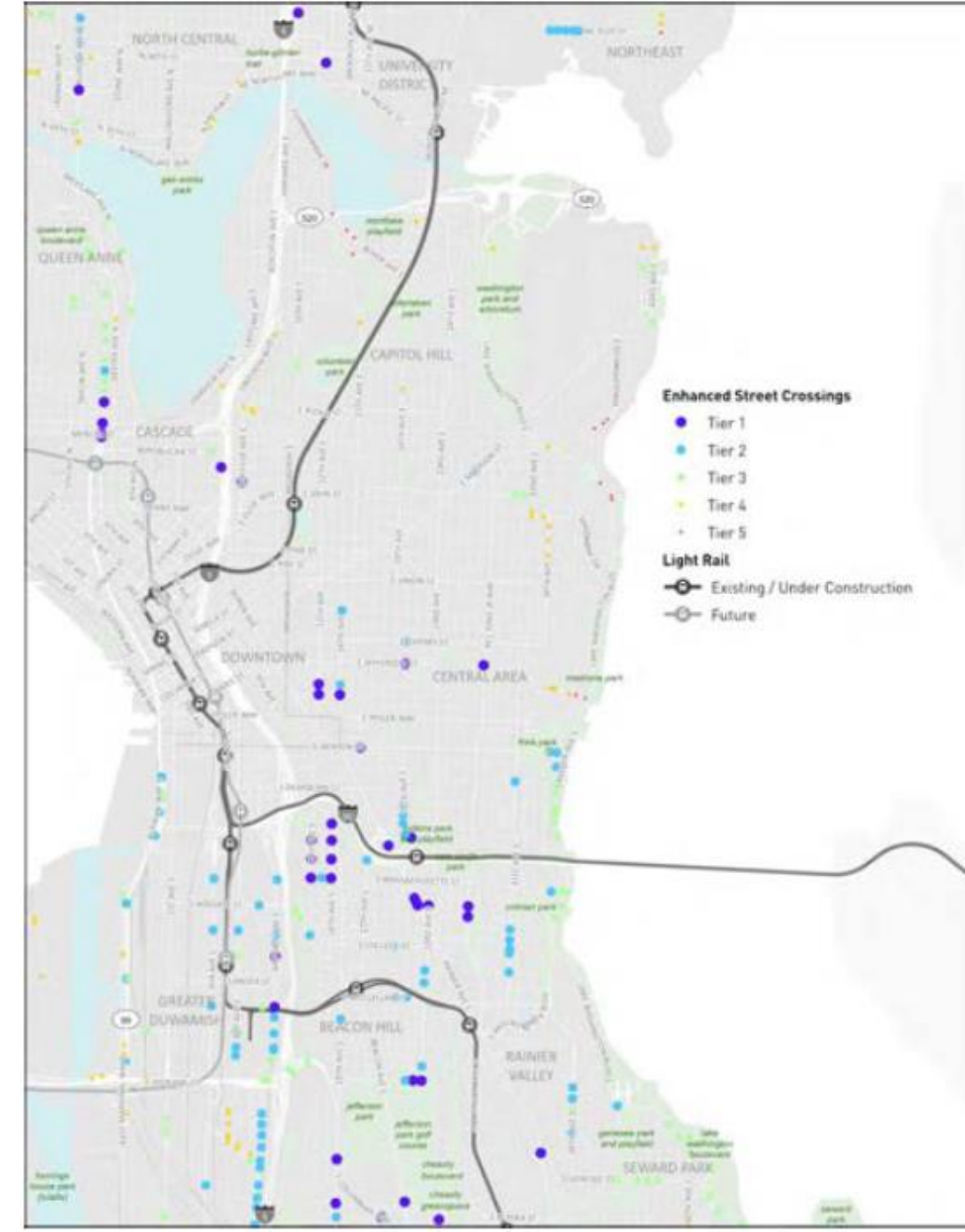
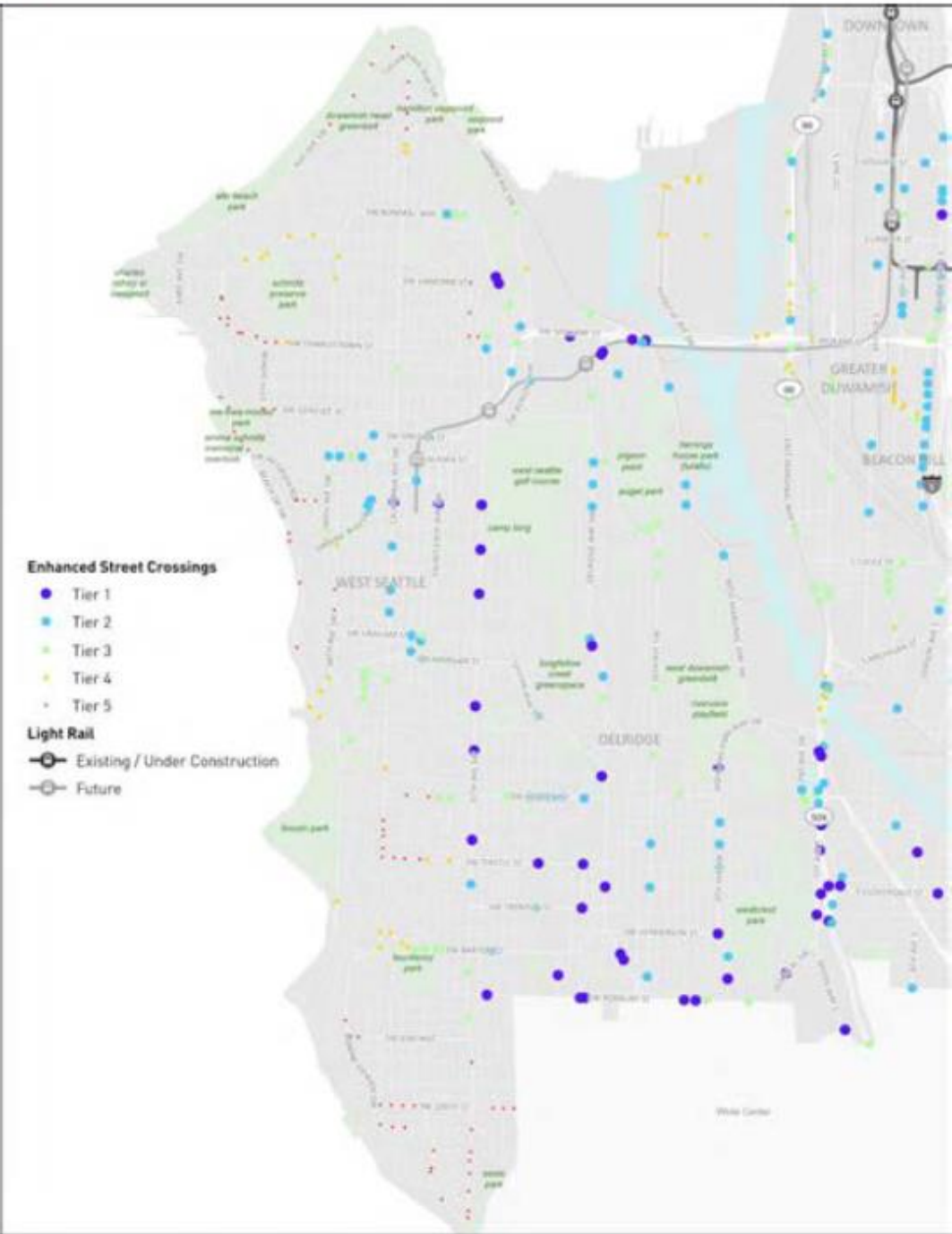


Figure 20: Enhanced Street Crossings Priority Investment Network (Southwest)



Enhanced Crossings  
(slide 3 of 3)

Figure 21: Enhanced Street Crossings Priority Investment Network (Southeast)

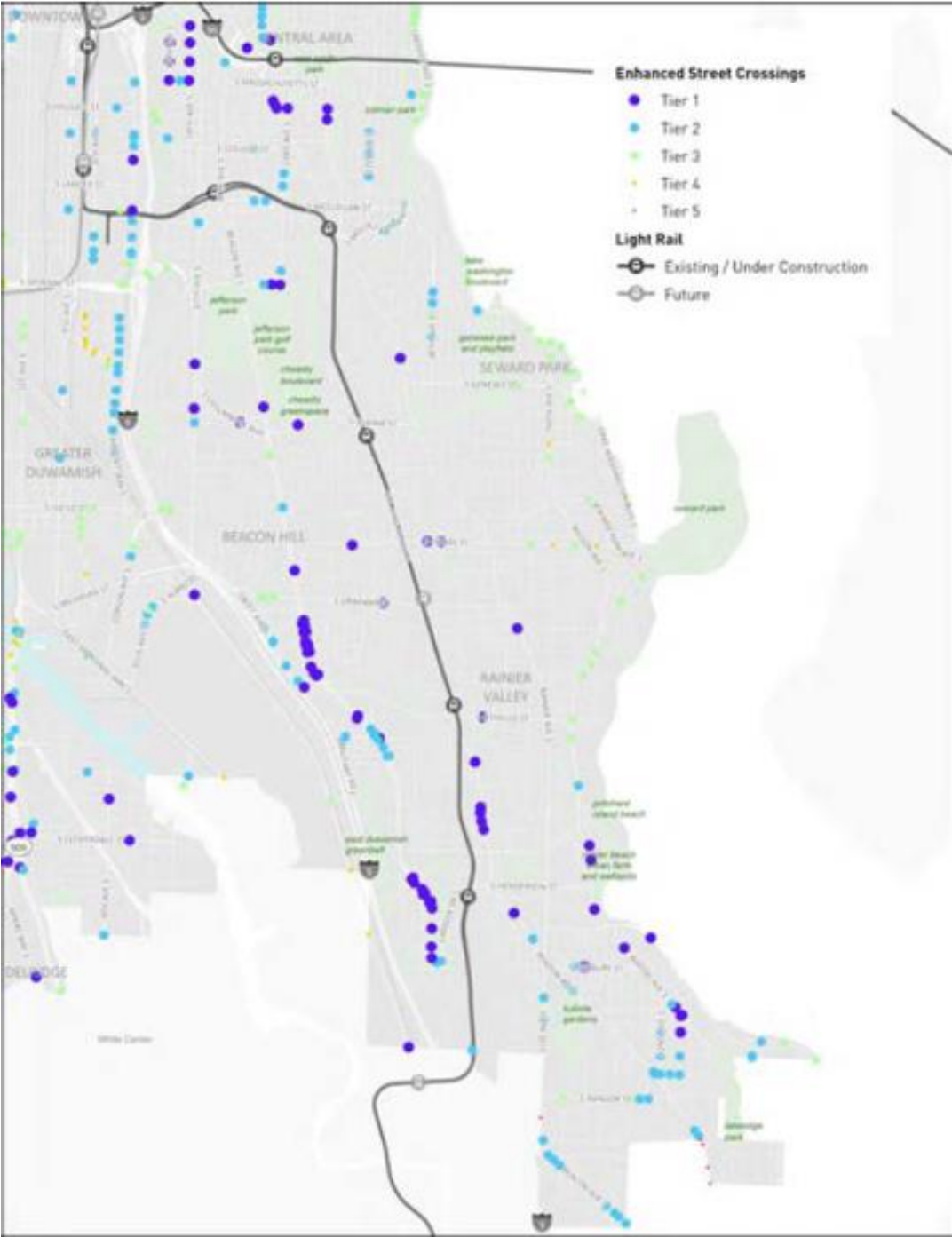


Figure 22: Transit Connection Corridors



← Transit Connection Corridors

Methodologies →



## MISSING AND SUBSTANDARD SIDEWALK MAP METHODOLOGY

| Category                    | Weighting | Measure                      | Score    |                                                                                                      |
|-----------------------------|-----------|------------------------------|----------|------------------------------------------------------------------------------------------------------|
| Proximity to land use areas | 30%       | Public K-12 Schools          | High     | 1/4-mile walkshed                                                                                    |
|                             |           |                              | Medium   | 1/2-mile walkshed                                                                                    |
|                             |           |                              | Low      | 1-mile walkshed                                                                                      |
|                             |           | Transit                      | High     | Along Frequent Transit Network                                                                       |
|                             |           |                              | High     | 1/2-mile walkshed of light rail                                                                      |
|                             |           |                              | Medium   | 1/4-mile walkshed of RapidRide or Streetcar                                                          |
|                             |           |                              | Low      | 1/8-mile walkshed of FTN bus stops                                                                   |
|                             |           | Parks                        | High     | 1/8-mile walkshed                                                                                    |
|                             |           |                              | Medium   | 1/4-mile walkshed                                                                                    |
| Land Use                    |           |                              | Low      | 1/2-mile walkshed                                                                                    |
|                             |           |                              | High     | Inside of and within an 1/8-mile walkshed of pedestrian P-zones, Urban Centers, Urban Villages, etc. |
|                             |           |                              | Medium   | Within an 1/4-mile walkshed of pedestrian P-zones, Urban Centers, Urban Villages, etc.               |
|                             |           |                              | Low      | Within an 1/2-mile walkshed of pedestrian P-zones, Urban Centers, Urban Villages, etc.               |
|                             |           |                              |          |                                                                                                      |
|                             |           |                              |          |                                                                                                      |
| Safety                      | 40%       | Speeds                       | High     | 85% Speeds >35MPH                                                                                    |
|                             |           |                              | Medium   | 85% Speeds 30-35                                                                                     |
|                             |           |                              | Low      | 85% Speeds 25-30                                                                                     |
| Equity                      | 30%       | Race and Social Equity Index | High     | Highest quintile                                                                                     |
|                             |           |                              | Med-High | Second highest quintile                                                                              |
|                             |           |                              | Medium   | Middle quintile                                                                                      |
|                             |           |                              | Zero     | Lowest two quintiles                                                                                 |

## ENHANCED STREET CROSSINGS MAP METHODOLOGY

| Category | Weighting | Measure | Score  |                                   |
|----------|-----------|---------|--------|-----------------------------------|
| Safety   | 40%       |         | High   | BPSA Ped location                 |
|          |           |         | Medium | 3+ ped collisions in past 5 years |
|          |           |         | Low    | 3+ lanes for crossing             |

\*\* Land use and Equity categories are same as sidewalk map methodology shown above



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# Bicycle and E-Mobility

- People of all ages and abilities can use bicycles and e-mobility as part of daily life
- Network of connected and well-maintained bike facilities
- Everyday destinations easily accessible
- Enjoyable and safe places to ride
- Secure bike parking at destinations
- Intuitive, inviting design
- Bicycling is accepted and supported
- Community education to share the road



**"I get around primarily via bicycle and walking. Our basic bike network has improved but there are significant gaps and most bike lanes in the city are unprotected and unbuffered."**

*Survey Participant, Transportation Challenges Survey*

# Freight and Urban Goods

- Streets allow safe, efficient, predictable transport of goods
- Reliable connections to important areas (port, industrial areas, businesses)
- Reductions in environmental impacts
- Streets maintained to accommodate trucks where traffic is expected
- Adapt to trends and increased demand
- Electrification and use of smaller freight vehicles
- Safe, hospitable environment for workers



**"Reduce the use of private vehicles and there will be more roadway for deliveries. Create public squares that can be accessed for delivery via retractable bollards. Create delivery times when the transportation network is less under load."**

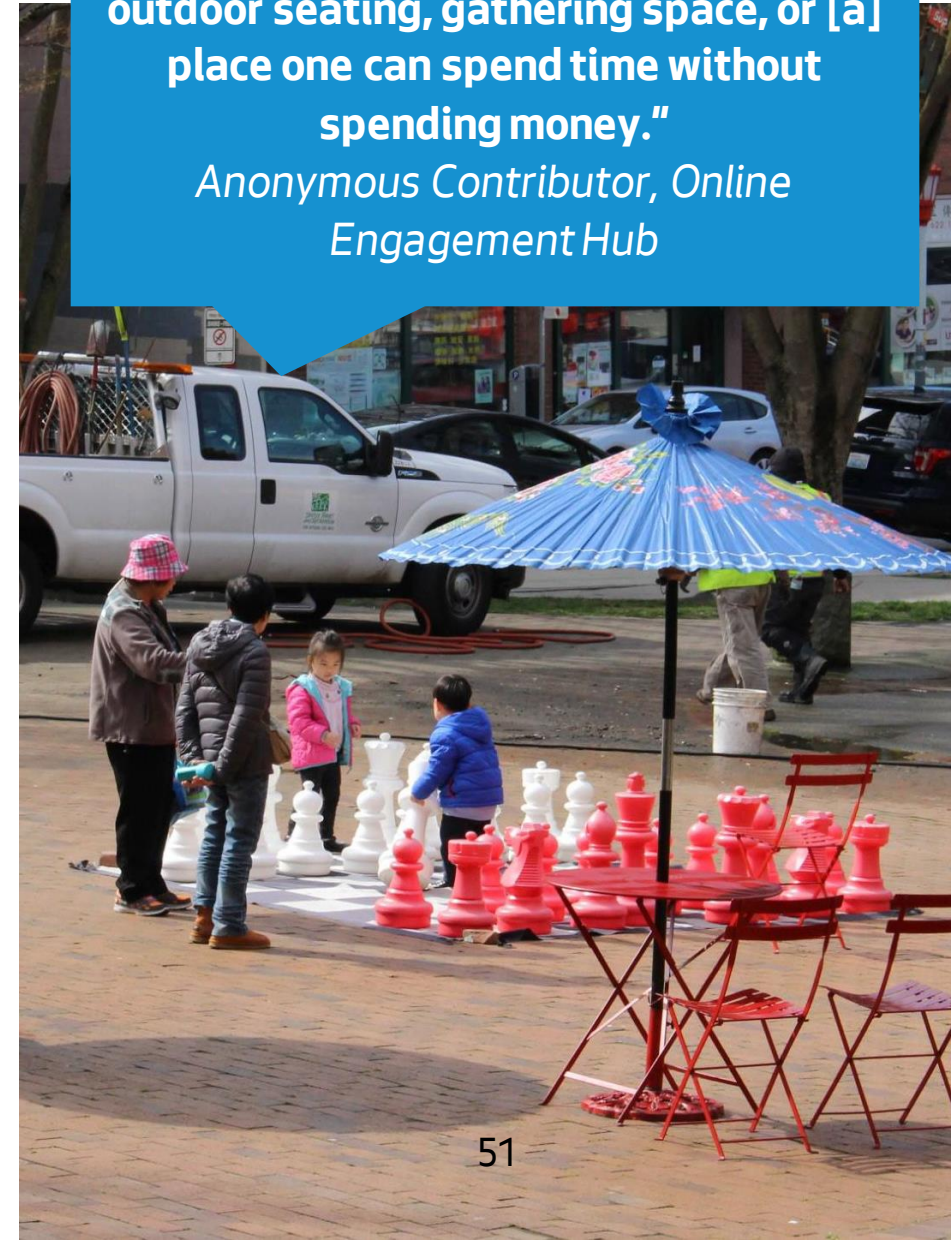
*Survey Participant, Phase 2A Survey Results*

# People Streets and Public Spaces

- Human-scale spaces that encourage people to gather, play, connect, support local commerce, and form community
- More equitable distribution of high-quality people streets and public spaces
- Green streets and public spaces
- Support healthy business districts, physical health for individuals, and social health for communities
- Car-light or car-free spaces that preserve delivery/emergency access

**"I want to see fully pedestrianized street space that can be used as a plaza, outdoor seating, gathering space, or [a] place one can spend time without spending money."**

*Anonymous Contributor, Online Engagement Hub*



# New and Emerging Mobility

- Facilitate a seamless network of sustainable transportation and urban delivery options
- Provide safe, affordable, and accessible mobility for all
- Work collaboratively with providers, regional partners, and the community

**"Emphasize e-bikes and smarter buses/trollies,  
rather than self-driving cars."**

*Anonymous Contributor, Online Engagement Hub*





**"Since curb space and access needs vary in neighborhood commercial districts, businesses and affected neighbors should be involved in decision-making around any access restrictions in their community."**

*Survey Participant, Phase 2A Survey Results*

## Curbside Management

- Reliable access for delivery services and for critical building access needs
- Demand management for curb use in business districts
- Leverage new technologies to prioritize, price, and enforce curbspace
- Electric and smaller delivery vehicles in denser neighborhoods
- Use curb space to support businesses and public life, such as outdoor dining
- Access for those with limited mobility

**"The streets and sidewalks in my neighborhood are in poor condition and repair, although I live near two busy arterials. My first priority is for streets and sidewalks to be maintained in good condition and repair."**

*Anonymous Contributor, Online Engagement Hub*



## Vehicle

- Support effective regional travel
- Prioritize safety of all people
- Rebalance street space to support multiple essential functions
- Support our growth strategy and climate goals through lowering vehicle miles traveled and increasing electrification
- Help freight and transit share space
- Minimize impacts to emergency response and critical access needs as other modal priorities advance

# What's Next?

## Phase 3 Public Engagement (Now to Oct 23\*)

- Visit the Online Engagement Hub to review the draft STP and help us identify how to select and pay for future work
- Community Events and CL/CBO engagement continues

*\*In the event the SPAB is not ready to adopt a comment letter this evening, the **STP review team will welcome a comment letter in final draft form by the Oct 23 deadline, assuming it is adopted by SPAB at its November meeting***



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# How Can I Get Involved?



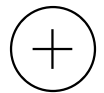
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<https://seattletransportationplan.infocommunity.org/>



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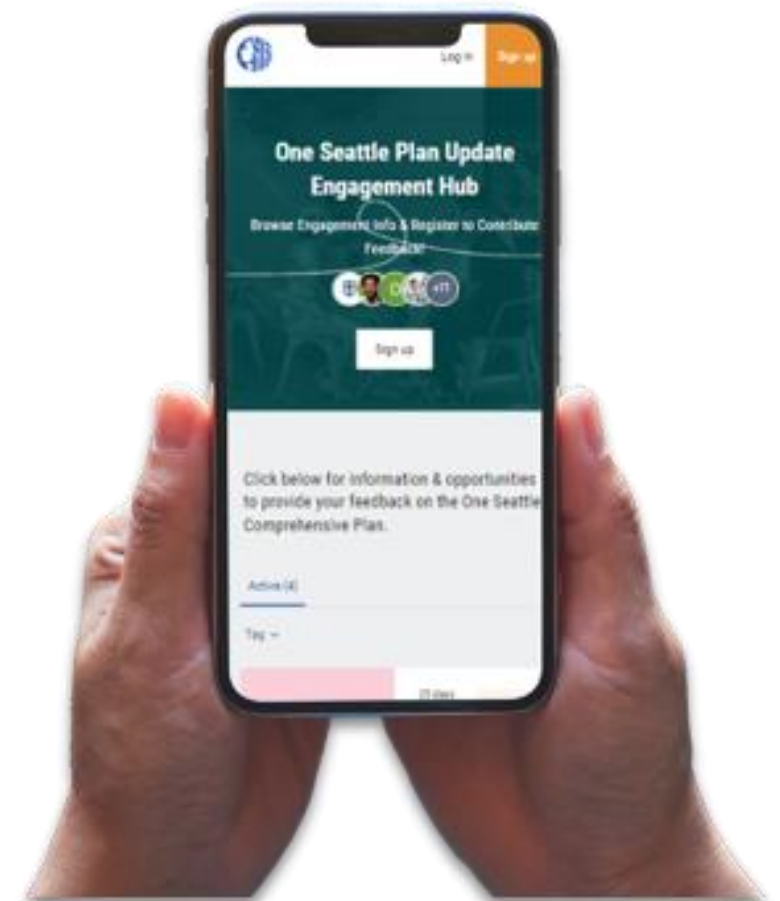
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# Thank you!