

Seattle Transportation Plan

SEPA Scoping Report

November 2022

Prepared by
City of Seattle
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Contents

- Introduction 3
 - Project Overview 3
 - Environmental Impact Statement (EIS) Scoping Process 3
 - How We Gathered Comments on the Alternatives 4
- Written Comments 4
 - Commenters by Last Name 5
 - Summary of Written Comments 5
 - Environmental Topics 5
 - Vision Zero and Safety 5
 - 15-minute City Concept 6
 - Equity 7
 - Freight 7
 - Electrification 8
 - Plan Topics 9
 - Conceptual Alternatives 10
 - Process 12
 - Property Requests 11
- Online Engagement Hub Comments 12
 - Summary of Engagement Hub Comments 12
 - Vision Zero and Safety 12
 - Infrastructure and Investment 13
 - Alternatives 13
 - Growth and Housing 13
 - Property Requests 15
- Public Meeting Comments 14
 - Summary of Scoping Meeting Comments 14

Introduction

Project Overview

The Seattle Transportation Plan (STP) will guide transportation investments for the next 20 years. The STP is the City’s commitment to building a transportation system that provides everyone with access to safe, efficient, and affordable options to reach places and opportunities.

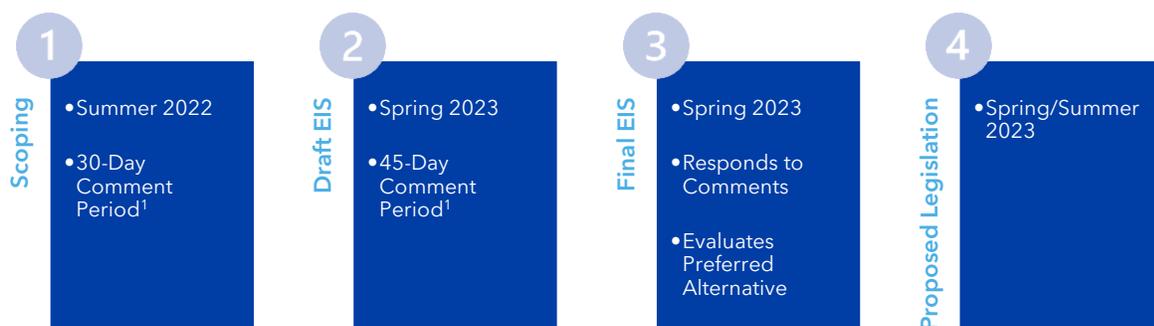
Seattle’s transportation system includes roads, sidewalks, bridges, stairways, transit, paths and trails, bike lanes, crosswalks, public spaces, and much more. COVID-19, climate change, and rapid population growth make it hard to keep this system running smoothly. The STP will help the City create a sustainable system that works now and in the future. The STP will comply with the State Environmental Policy Act (SEPA), and the City is evaluating STP alternatives in an Environmental Impact Statement (EIS). Through the EIS, the City will identify potential adverse impacts and possible mitigations.

The STP may also include analysis of topics outside the scope of this EIS. The findings of the EIS will inform the policies, programs, and projects in the Transportation Plan. However, that decision-making process is part of the larger STP planning process, not the EIS process.

Environmental Impact Statement (EIS) Process

“Scoping” is the first step of the Environmental Impact Statement (EIS) process. The “scoping period” is an opportunity for the public to review and provide feedback on the proposed alternatives and to tell the City what elements of the built and natural environment should be studied. The diagram below shows the steps in the EIS process, from scoping to a Final EIS prior to the proposed legislation. This report summarizes comments received during the scoping period and the City’s response to issues raised.

Exhibit 1. EIS Process



¹ The scoping comment period was extended by two weeks to July 29.
Source: BERK, 2022.

How We Gathered Comments on the Alternatives

To gather public and agency input on the alternatives, the City issued a scoping notice on June 16, 2022 and accepted comments through July 29. The notice was published in the Daily Journal of Commerce, the Seattle Department of Construction and Inspections Land Use Information Bulletin, emailed to agencies and interested parties, posted to the State Environmental Protection Act (SEPA) Register, and broadly disseminated through the project website. The notice and environmental checklist indicating likely environmental impacts was made available for review at the project website: www.seattle.gov/transportation/SeattleTransportationPlan and at the main branch of the Seattle Public Library at 1000 Fourth Ave.

The City held a virtual Scoping Meeting on June 21 as well as additional informational meetings with stakeholder groups and organizations. In addition to the opportunity to submit written comments, the City took comments through the Engagement Hub linked on the City's website.

Comments received during the scoping period include:

- Written Comments: 175 commenters
- Online Engagement Hub Comments: 111 comments
- Virtual meeting participants: 8 participants

Coordination between the Seattle Transportation Plan and the Comprehensive Plan

The STP and One Seattle Plan Comprehensive Plan Update processes are happening at the same time. Staff from both projects are working closely to ensure coordination across the plans. The STP planning process is informing the Comprehensive Plan; and the Comprehensive Plan process is informing the STP.

The Seattle Transportation Plan EIS will hold the land use pattern constant across all of its alternatives and analyze changes to transportation networks. The STP EIS alternatives will all assume that housing and job growth over 20 years will be consistent with the Comprehensive Plan's Alternative 5 which studies the highest level of housing and job of all the alternatives studied.

The Comprehensive Plan will hold the transportation network constant and analyze different land use scenarios. The alternatives in the Comprehensive Plan EIS will use the existing transportation network with modifications to include any projects that are currently funded (such as Sound Transit 3 investments or City projects that have secured funding).

Written Comments

The City received 175 written scoping comments. Most commenters were individuals, and some represented governmental agencies, community groups, or property and business owners. A summary of comments consolidates overlapping comments into themes. See Appendix A for a list of commenters.

Summary of Written Comments

Commenters included individuals and organizations including Seattle Greenways, Seattle Freight Advisory Board, Seattle Mobility Council, Alliance for Pioneer Square, Port of Seattle, Northwest Seaport Alliance, and the Seattle Planning Commission. Written comments are summarized in thematic and topical areas, followed by a brief response for how the City has considered the comment theme and how it will be addressed in the EIS.

Environmental Topics

Commenters suggested environmental topics that should be analyzed in the EIS, including:

- **Noise pollution, particulate pollution, and heat island effects.** Comments suggested that the study of the environmental impacts of automobiles be expanded to include noise pollution, particulate pollution, and the heat island effects of car-based infrastructure.
- **Power and utilities.** With the introduction of zero-emissions vehicles, some commenters requested the EIS study energy, public service, and utilities. They also asked the EIS to identify potential impacts on energy demand, power sources, utility upgrades needed to meet increased demand, and upgrades Metro and Sound Transit will need to make to provide the new services.

Response - Noise pollution, particulate pollution, and heat island effects: The EIS scope includes air quality and greenhouse gas emissions comparisons due to the differences in transportation networks and vehicle miles traveled. Available state or regional inventories, programs, and policies can be referenced and included in the analysis to the extent feasible. The mitigation measures section could identify actions or programs that the City could pursue to address potential greenhouse gas and air quality impacts.

Response - Power and Utilities: In response to this area of comment the City will analyze the availability of power. Upgrades that King County Metro and Sound Transit will need to make to provide the new services are beyond the scope of this EIS.

Vision Zero and Safety

Suggestions related to Vision Zero and safety were largely for features that commenters wished to see prioritized or emphasized, including:

- **Additional safety metrics.** Comments recommended adding safety metrics for evaluating scenarios and selecting a preferred alternative, including the number, location, and severity of crashes; the presence of vehicles; and vehicle speeds.

- **Safety for cyclists and pedestrians.** Comments requested the EIS prioritize the safety of pedestrians and cyclists, primarily by implementing street designs that separate infrastructure and facilities used by cars, bikes, and transit.
- **Safety for all ages and abilities.** Comments requested that the Plan prioritize the safety needs of children, older adults, and those with disabilities.

Response - Additional safety metrics, safety to cyclists and pedestrians, and safety for all ages and abilities: In alignment with Vision Zero, the STP aims to eliminate traffic deaths and serious injuries on Seattle streets by 2030. The EIS alternatives will include a range of ideas that can improve safety for cyclists and pedestrians of all ages and limitations.

15-minute City Concept

Suggestions supported future infrastructure investments that support a “15-minute city” including:

- **Investment in complete streets.** Several commenters desired increased investment in infrastructure for walking, rolling, cycling, and public transit. Desired investments focused on removing street parking, building new and expanding existing sidewalks, adding protected bike lanes, and investing in more dedicated transit routes. Some commenters suggested deemphasizing automobile usage and investments in automobile infrastructure.
- **Expanded multimodal connections.** Some comments focused on increasing connections for walking, cycling, and public transit through investments in expanding sidewalk networks, protected bike paths, and dedicated transit routes. These included both intra- and inter-neighborhood connections, specifically for east-west corridors.
- **Align transportation strategies with land use plans.** Many commenters requested integrated planning for a “15-minute city” and aligning transportation strategies with land use and housing plans.

Response – Investment in complete streets: The STP’s goals include improving travel conditions for bicyclists, pedestrians, transit, and freight in a way that supports surrounding communities, also known as “Complete Streets,” as well as prioritizing investment in transportation that supports social equity, safety, environment, and public health. Alternatives in the EIS will study the deemphasis of automobile usage and investments through varying degrees of “mode shift,” which refers to a shift from driving to walking, biking, or riding transit.

Response – Expanded multimodal connections: The STP aims to increase travel choices and connections; improve conditions for bicyclists, pedestrians, transit, and freight; and prioritize transportation investments that support social equity, safety, environment, and public health. Alternatives in the EIS will study a range of potential improvements to walking and cycling connections to transit stops and improvements to transit links between neighborhoods. This may include ideas such as reducing speeds and right-sizing space dedicated to cars; making streets more accessible, safe, and pleasant for pedestrians and cyclists by widening sidewalks, adding crossings and bike infrastructure, and prioritizing pedestrians and cyclists at traffic lights; closing some streets to cars; and enabling walking and cycling in every neighborhood through new and adapted initiatives.

Response – Align transportation strategies with land use plans: The STP aims to accommodate growth by expanding transit, walking, biking, and other transportation infrastructure. The STP EIS land use scenarios will reflect the Comprehensive Plan’s No Action alternative and Alternative 5—the highest intensity land use scenario. The Comprehensive Plan EIS will reflect the STP’s No Action Alternative for its transportation network. This will ensure that transportation strategies are aligned with land use plans.

Equity

Several commenters made equity-related suggestions for topics studied in the EIS, including:

- **Measuring equity impacts.** Some commenters requested that equity impacts be measured and documented in all relevant chapters of the EIS. This includes incorporating the Transportation Equity Framework (TEF) and evaluating additional equity measures to offer populations with low incomes access to multiple transportation options that are speedy, reliable, and safe.
- **Including all ages and abilities.** Some commenters suggested adding a Plan theme to acknowledge the needs of non-drivers, children, older adults, and people with disabilities, including revising the “universal” theme to address the needs of non-drivers and people with disabilities.
- **Affordability.** Some commenters requested an assessment of the degree to which the availability of safe, frequent, convenient, and accessible travel options reduces the cost burden for households with middle- and lower-incomes.

Response – Equity impacts, universal accessibility, and affordable travel will be addressed and evaluated as part of the technical work in the STP integrated network development process. State requirements for the environmental analysis—the SEPA checklist components—do not include equity measures.

Equity metrics will be assessed as part of the technical planning process. Evaluation metrics may include, but are not limited to, safe and affordable access to reliable transit in equity-designated areas; universal access and enhanced mobility opportunities for non-drivers, children, older adults, and people with disabilities; and increase of affordable mobility options and programs.

Freight

Commenters suggested how freight should be considered in the Plan and the EIS, including:

- **Add freight mode shares.** Some commenters would like trucks and freight to be added as mode shares and for the Plan to embrace strategies to protect, preserve, and enhance freight. Commenters suggested that different kinds of freight (i.e., international trade, maritime, manufacturing, urban goods delivery) should be recognized when identifying key issues within the Plan.
- **Freight- and cargo-related growth.** Some commenters requested expanding the “growth” theme to address current projections in trips for cargo movement and the rise in delivery and service vehicles outpacing projections for growth of passenger vehicle trips.
- **Expanded freight facilities and last-mile connections for freight.** Some commenters requested that the Plan expand and enhance the freight network in the city. This includes improving last-mile

connections for active transportation, transit, and freight—including large truck access to shoreline and railroad uses—and maintaining full capacity of the Major Truck Streets Network to protect freight movement.

- **Freight and complete streets.** Some commenters support separated roadways for urban freight to reduce interaction with pedestrians and cyclists for safety. However, freight advocates do not want to remove necessary freight capacity or reduce design standards for freight in the process.
- **Freight and curbside convenience.** Some commenters requested that the transportation network support the movement of goods to accessible locations, including small retail locations. They requested that the curbside needs of commercial vehicles be considered, including limited parking, access to curb lanes and commercial parking garages, and off-street loading.

Response – Freight mode shares, growth, freight and complete streets, freight and curbside convenience: The STP will address the movement of goods and services in addition to the movement of people. The team is analyzing the performance and reliability along the designated freight network along. And will also look at with how the gig economy (e.g., e-commerce deliveries in personal vehicles) is impacting the transportation system. The STP EIS Alternatives will address freight mode shares, growth, freight and complete streets, and freight and curbside convenience.

Electrification

Some commenters noted the limits of electrification as strategy to reduce emissions. These include:

- **Limited control.** Several commenters advocated for a reduction in the emphasis on vehicle electrification, citing that SDOT has limited control in the conversion of private vehicles to electric vehicles. Comments requested that the City focus on evaluating opportunities over which it has more influence.
- **Equity concerns.** Several commenters shared concerns that electrification is not an equitable solution due to its cost and limited access, specifically for non-drivers, children, individuals with lower incomes, and older adults. Commenters noted that vulnerable communities may have less ability to switch to an electric vehicle and may not be able to increase use of transit, pedestrian, and bicycle options for commuting needs.
- **Vision Zero and safety.** Comments expressed that a focus on electrification does not adequately address Vision Zero or safety concerns.
- **Climate effect.** Comments suggested that electrification is not a climate-friendly solution.
- **Maintenance.** Some commenters requested that the Plan add adequate maintenance and charging infrastructure to support electric vehicles, noting that electric vehicles will be heavier and increase wear on arterials.

Response – Electrification and limited control, equity concerns, vision zero and safety, climate effect and maintenance: The STP EIS alternatives will address additional pedestrian and bicycle connections, increased access to transit and electrification as ways to meet the city’s climate goals. The focus of these investments is to reduce carbon emissions through increased and enhanced multi-modal mobility options. Electrification is just one of the strategies that are part of the alternatives tested in the EIS.

Testing these strategies in the EIS will help identify mitigation measures that can address equity concerns, vision zero and safety concerns, climate effect and the need for maintenance and charging infrastructure.

Plan Topics

Commenters made several suggestions related to topics and priorities for the Plan, including:

- **Emphasis on climate-related goals.** Some commenters desired a stronger focus on climate, requesting investment in public transportation and non-vehicle transit to achieve climate goals.
- **Choice and convenience.** Comments requested using travel time (how investments and policies affect the duration of transit trips and the length of walking and biking trips) as a metric to assess if and whether investments in non-automobile options are meeting needs.
- **Growth.** Comments requested adding a goal to reduce vehicle miles traveled, both in total and per capita, to balance growth with climate goals.
- **Maintenance and sustainability.** Some commenters requested expanding the alternatives to include explicit themes and goals related to infrastructure maintenance and preservation, as well as outcomes that reduce the backlog of failing infrastructure.
- **Transit investment.** Some comments requested that transit be considered its own category due to the significantly different infrastructure and investment required.

Response – Emphasis on climate-related goals: The STP alternatives will address additional pedestrian and bicycle connections, increased access to transit and electrification as ways to meet the city’s climate goals. The focus of these investments is to reduce carbon emissions and address climate change through diverse activities.

Response – Choice and convenience: The impacts of the different alternatives in the STP EIS will be analyzed using selected threshold metrics. Travel time is one that can be considered for analysis.

Response – Growth: The City Council recently passed [*Resolution 32059*](#) directing staff to study and develop new and revised goals and policies to reduce vehicles miles traveled—both in total and per capita. This will be carried out in partnership with the Office of Planning and Community Development as part of the update to the One Seattle Comprehensive Plan.

The STP team is coordinating closely with the comprehensive plan effort to ensure that transportation investments align with the City’s eventual adopted growth strategy. And can set us on an updated course to achieve our climate goals.

Response – Maintenance and sustainability: The STP goals address the need to maintain and preserve infrastructure—including the backlog of failing infrastructure.

Response – Transit investment: Within each of the STP EIS alternatives, investment in transit will at a minimum include anticipated major transit investments (Sound Transit 3 and King County Metro Connects). Alternative 2 will include a moderate level of additional transit investments. Alternative 3 will include a more robust set of transit investments as part of the analysis. It isn’t necessary to separate out transit investments as part of the each alternative.

Conceptual Alternatives

Commenters made several suggestions related to the conceptual alternatives, including:

- **Range.** Commenters described the alternatives as too narrow to satisfy SEPA’s requirements to consider a reasonable range of alternatives since other policy goals included in the STP (Safety, Equity, Stewardship, Mobility, Livability) are not addressed.
- **Broad policy objectives.** Comments noted that the conceptual alternatives focused on identifying preferred solutions and ignored possibilities that address objectives broadly.
- **Disconnect with Comprehensive Plan Update.** Some commenters noted that the two alternative scenarios appear to be disconnected from the growth scenarios being developed by the Office of Planning and Development for the Comprehensive Plan Update EIS. Some commenters noted that the STP alternatives assume a high rate of trip-making by privately owned vehicles, while the Comprehensive Plan acknowledges that the current rates of car use and storage cannot be sustained with future space constraints.
- **Development of a bold Alternative 4.** Some commenters requested an Alternative 4 that prioritizes walking, biking, and transit. This includes bike-friendly streets throughout, prioritization of frequent transit, recognition of streets as public spaces, and an accessible city with sidewalks and crosswalks throughout.
- **Development of new alternatives.** Some commenters recommended developing two replacement alternatives focused on the scale and nature of future “mode shift” and associated vehicle miles traveled estimates per scenario. One scenario could be based on the continuation of the current growth strategy and land-use/development trends, but with transportation investments focused on faster and more frequent transit routes (using electric propulsion) and walking and biking connections to transit. A second scenario could be based on development patterns with many more complete, walkable neighborhoods around rail stations and throughout the city—akin to scenarios being developed for the update to the City’s Comprehensive Plan. Investment for that scenario would be focused on local and non-motorized trips.
- **Remove Alternative 2.** Some commenters requested that Alternative 2 be removed as it does not meet climate goals.
- **Alternative 3 Feedback.** Some commenters requested that Alternative 3 be revised to include a realistic account of the emissions of car trips, commenting that it is unrealistic that 100% of car trips would be electrified in our lifetime.
- **Applying an equity lens.** Some commenters requested that the alternative analysis consider all impacts, benefits, and appropriate mitigation measures through an equity lens.
- **Anti-displacement efforts.** Some commenters requested the alternatives study how to repair harm related to past, ongoing, and future displacement. This includes evaluating whether future investment and policies promote or reverse displacement, and the degree to which current and proposed facilities serve at-risk communities and improve accessibility.
- **Study “lidding” I-5.** Some commenters recommended including lidding I-5 in the scope of the EIS.

- **Funding and Impact fees.** Some commenters requested that the City not implement transportation impact fees. If included, they requested that the EIS should analyze the environmental impacts of the funding methods selected for the Plan.

Response – Range: STP EIS Alternatives will address different ways to meet all of the STP’s goals. The preliminary concepts shared during scoping will be refined with more detail for testing in the Draft EIS.

Response – Broad policy objectives: STP EIS Alternatives will address different ways to meet all of the STP’s goals. The preliminary concepts shared during scoping will be refined with more detail for testing in the Draft EIS. When taken as a whole, the three alternatives represent the full and broader range of possible solutions that the STP could consider.

Response – Disconnect with Comprehensive Plan Update: The STP aims to accommodate growth by expanding transit, walking, biking, and investing in other transportation opportunities and programs that move us toward a more multi-modal mobility culture. The STP EIS land use scenarios will reflect the No Action alternative and Alternative 5, which are currently being developed by the Office of Planning and Development for the Comprehensive Plan Update EIS. The Comprehensive Plan EIS will reflect the STP’s No Action Alternative for its transportation network. It is anticipated that the Comprehensive Plan’s preferred Alternative will reflect the final adopted STP. This will ensure that transportation strategies are aligned with land use plans and there is no disconnect.

Response – Development of a bold Alternative 4: Both Action Alternatives emphasize “mode shift” including walking, biking, and transit. This can include bike-friendly streets, prioritization of frequent transit, recognition of streets as public spaces, and an accessible city with sidewalks and crosswalks. This captures a reasonable range of options that will be considered in the STP.

Response – Development of new alternatives: The three Alternatives that will be tested in the EIS focus on the scale and nature of future “mode shift” and associated vehicle miles traveled estimates. The No Action will test the continuation of existing trends and the implementation of funded projects.

Response – Alternative 2: The EIS will analyze Alternative 2 using selected threshold metrics to determine whether it meets climate goals. The EIS Alternatives are intended to represent a range of options. Decision about policies, projects and investments will be made in the STP.

Response – Alternative 3 feedback: The EIS will analyze Alternative 3 with the horizon year, 2044, in mind. By 2050, the City’s goal is to be carbon neutral. We’re modeling a full transition to EVs by the horizon year as one bookend to potential future scenarios. A scenario that includes less than 100% adoption would fit within the bounds of Alternative 2 and Alternative 3.

Response – Equity lens: The STP EIS will analyze impacts of Alternatives and identify mitigation measures using metrics identified at the outset. Some of these metrics will address equity.

Response – Anti-displacement efforts: The STP acknowledges transportation’s role in the displacement of vulnerable communities and will work with the community to develop displacement-mitigation policies. The STP EIS will include metrics that analyze the degree to which current and proposed facilities serve communities and improve accessibility.

Response – Lidding of I-5: Lidding I-5 is beyond the scope of what the EIS can study. The STP will likely include the I-5 project as an aspirational concept. The project will need a separate environmental process should the project move forward.

Response – Funding and impact fees: SEPA does not require cost-benefit or economic analysis (WAC 197-11-448 and 450). Separate from the EIS, the City will consider economic feasibility information of funding options.

Process

Some commenters made suggestions related to the EIS process. These include:

- **Timing of the scoping period.** Some commenters requested that the Plan wait for the Seattle Comprehensive Plan to be developed and/or be closely aligned to ensure mutual supportive policies related to growth alternatives, housing and job projections, and transportation investments that serve future land use development.

Response – Timing of the scoping period: City staff are coordinating internally to ensure the Seattle Transportation Plan (STP) and the Comprehensive Plan are aligned. The STP EIS land use scenarios will reflect the No Action alternative and Alternative 5 being developed by the Office of Planning and Development for the Comprehensive Plan Update EIS. The Comprehensive Plan EIS will reflect the STP's No Action Alternative for its transportation network. It is anticipated that the Comprehensive Plan's preferred Alternative will reflect the final adopted STP. This will ensure that transportation strategies are aligned with land use plans and there is no disconnect

Online Engagement Hub Comments

During the scoping period a comment form was available on the project's Engagement Hub platform.

Summary of Engagement Hub Comments

111 comments received through Engagement Hub are summarized by theme below.

Vision Zero and Safety

- **Safety for pedestrians.** Comments requested adding lighting in secluded places, adding trees to reduce heat, elevating crossings or adding islands on busy roads, and adding painted markings to the street to indicate hazardous pedestrian crossing points.
- **Safety for cyclists of all ages.** Comments suggested adding bike racks to prevent theft and adding protected bike lanes on as many streets as possible to enable people of all ages to bike. Some comments suggested expanding the Greenways bike route plan that removes bike lanes from arterial streets to increase safety. One comment cautioned, however, that cyclists on bike lanes separated from traffic by parked cars are not visible to drivers making right-hand turns into driveways and business parking lots.

- **Mitigating conflict between cyclists and pedestrians.** Comments suggested adding signage to remind cyclists to use bells often, guiding pedestrians to stay on the proper foot paths instead of veering into bike paths, and creating more separation between bike lanes and pedestrians.
- **Infrastructure to improve safety and traffic flow.** One commenter suggested building roundabout intersections instead of signaled intersections to improve safety for those in and out of cars as well as alleviate traffic congestion for cars.

Infrastructure and Investment

- **Public transit.** Many commenters advocated for reliable bus service to all parts of the city as well as a helpful, up-to-date app for trip planning.
- **Co-locating transit with bike and pedestrian infrastructure.** Many commenters expressed interest in funding bike and pedestrian infrastructure along frequent transit arterials that lack them and/or fund public transportation along bike- and pedestrian-friendly routes, especially where it connects existing routes.
- **Street and trail maintenance.** Commenters expressed interest in ensuring existing streets and trails were well maintained to make it safer for cyclists, particularly along greenways and the Burke Gilman Trail.
- **Street sweeping.** Several commenters suggested removing dividers and other barriers that prevent street sweepers from reaching the full extent of the area.
- **Street painting.** Some commenters requested that roads be clearly marked so lanes and other markings are clearly visible in all weather and lighting conditions.

Alternatives

- **Strong support for mode shift.** Many comments reflected strong support of a wide range of measures to increase safety and reduce GHG emissions by encouraging people to bike, walk, and ride transit instead of drive.
- **Some support for electrification.** Some comments reflected some support for additional infrastructure for electric cars and a transition away from cars powered by fossil fuels.

Growth and Housing

- **Housing crisis.** Several comments noted that adequate affordable, supportive, and transitional housing is needed to reduce encampments that can make transit stops, sidewalks, trails, and bike lanes uncomfortable and potentially unsafe to use.
- **Equity.** Several comments noted that as Seattle grows, so does the need for safe, affordable, convenient ways for all residents to move through the City.

Public Meeting Comments

The City held a public Scoping Meeting virtually on June 21 to educate the community about the Transportation Plan and EIS and solicit scoping comments about potential impacts and mitigation measures to be considered in the EIS.

Summary of Scoping Meeting Comments

Comments and questions heard during the discussion portion of the meeting are summarized below in bold. Where available, project team responses follow in an indented bullet.

- **Why do we need an environmental impact study for a vision document?**

Response: Under the State Environmental Policy Act (SEPA), environmental review is required for decisions such as the Seattle Transportation Plan (STP) where the City will adopt a plan. SDOT has determined that an Environmental Impact Statement (EIS) is an appropriate SEPA document for the STP. An EIS provides the City, the public, and other agencies with environmental information to be considered in the decision-making process. The findings of the EIS will help support the policies, programs, and projects in the Transportation Plan. However, that decision-making process is part of the larger STP planning process, not the EIS process.

- **Why has the lead agency not identified racial and social justice inequities in the areas for discussion under the EIS?**

Response: Race and social justice are not elements of the environment under SEPA and are therefore not included in the STP EIS analysis. However, race and social justice as well as equity are key considerations and elements in the STP process.

- **Where will this meeting recording be located?**

Response: The virtual meeting will be posted on our online engagement hub and on the project website.

- **How will city residents with limited or no access to technology participate in this process?**

Response: Reaching people that have limited or no access to technology is a key goal of our engagement process. To support achieving this goal, we are implementing the following strategies:

- Attending in-person community events with opportunities to engage in-person that mirror our online tools
- Posting materials, including yard signs, posters, and flyers throughout Seattle that include a multi-language phone number that people can call to ask questions and talk directly with the project team
- Being available to meet with people in-person, as requested, to discuss their transportation challenges and needs
- Working with community-based organizations and community liaisons to engage people through trusted networks and channels

- **What type of community outreach will the STP team undertake?**

Response: The STP planning process will be a collaboration with the community through a closely coordinated combination of city-wide and focused engagement opportunities, with an emphasis on

reaching and involving people who have been historically underrepresented in the planning process. SDOT is working with Seattle's Department of Neighborhoods to partner with community-based organizations and Community Liaisons, who have existing relationships with community members, to ensure the STP reflects the values and needs of communities of color and people of all incomes, abilities, and ages.

- Engagement efforts for the STP will align with the City of Seattle's Race and Social Justice Initiative and the Inclusive Outreach and Public Engagement policy. Specifically, the STP public engagement strategy will help fulfill the community engagement-related tactics of the Transportation Equity Framework (TEF) that SDOT has co-developed in partnership with the Transportation Equity Workgroup (TEW) as well as the equity guiding principles and the Racial Equity Toolkit (RET) developed for the project.

Our engagement strategies include the following:

- Hosting a multi-language public engagement platform
- Workshop(s) with modal boards, advocates, and public
- City-wide engagement, including:
 - Map-based interactive surveys
 - Virtual and in-person events
 - SDOT Blog and social media post(s)
 - Email updates
 - Surveys and intercept surveys
 - Mailing, postering, and flyering
 - Advertising, media, and multi-cultural media

Community based organization-led engagement, which could include:

- Focus groups and meetings
- Social media outreach
- One-on-one conversations
- Surveys
- Location based outreach at:
 - Community festivals or gatherings
 - Regularly occurring meetings or groups
 - Existing community gathering places

Community Liaison-led engagement, which could include:

- Focus groups and meetings
- Virtual and in-person events
- One-on-one conversations
- Location based outreach at:

- Community festivals or gatherings
 - Regularly occurring meetings or groups
 - Existing community gathering places
- **I'm a retired land use planner, so I'm familiar with every EIS term that you have just referenced. However, I'm concerned that your presentation was at such a high level that ordinary folks who want to partake in this important transportation related discussion would be unable to figure out what the heck you were talking about. I bring up this point as an ST3 SAG and CAG member for the past 4 years, and transportation changes impact everyone. I'm interested to learn what you are doing to reach the community at large this summer.**

Response: As part of SDOT's goal to engage with people who experience greater barriers to public participation and take steps to reduce those barriers, the team is combining engagement efforts with the SEPA process to reduce barriers to contributing to the environmental review process. As part of those efforts, city-wide and focused engagement phases will align with SEPA comment periods. Comments and input shared during those periods will be incorporated into both the planning and environmental processes.

- Our engagement strategies include the following:
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- **How are trips defined? Is a trip from south Beacon Hill to Rainier Beach the same as trip from Southeast Seattle to Northeast Seattle?**

Response: Trips can be defined by mode (walk, bike, transit, car, shared mobility) and distance. Trips also have different purposes (e.g., work, school, social, service). The STP team is analyzing trips using various data sources, including the PSRC Regional Travel model to understand how our transportation system serves the various modes, trips purposes, and distances that characterize how people travel in Seattle. A short trip from south Beacon Hill to Rainer Beach is different from a longer trip between SE and SE Seattle and can include multiple modes and trip purposes.

- **So far, the plan only addresses the movement of people not goods and services. Urban freight deliveries and rideshare vehicles are growing by double digits. We should be addressing this in the STP.**

Response: The STP will address the movement of goods and services in addition to the movement of people. The team is analyzing the performance and reliability along the designated freight network along with how the gig economy (e.g., ridehail, e-commerce deliveries) are impacting the transportation system.

Appendix A

Commenters by Last Name

Alliance for Pioneer Square	Epstein, iLan	Lucero, Rochelle	Rumiantseva, Elena
Northwest Seaport Alliance	Ervin, Cynthia	Ludwick, Rachael	Russell, Mary Ellen
Port of Seattle	Felice, Laura	Macy, Robin	Sakson, Donna
Seattle Freight Advisory Board	Fink, Jameson	Madden, Michael	Sallomi, Megan
Seattle Greenways	Foley, Betsy	Maginnis, Sean	Sattele, Nicholas
Seattle Mobility Coalition	Follender, Emma	Marshall, Tom	Scavezze, Barbara
Seattle Planning Commission	Ford, Corey	Martinez, Priscilla	Schwinberg, Jean
Ajitkumar, Rohit	Frauenglass, Blue	Marvel, Joshua	Sethi, Meera
Andrew, Eli	Freeman, Polly	Maryman, Brice	Sharp, Douglas
Appelmans, Claire	Galdo, Querido	Mason, Bryant	Shook, Gregory
Archambault, Elizabeth	Gardner, Luke	May, Damon	Simpson, Jesse
Arntson, David	Gibbons, Laura	McCarthy, Andrea	Sliter, Rebecca
B, Shary	Gloor, Isaac	McKenna, Caephren	Smith, Gary Baxter
Bagshaw, Sally	Goodwin, Daniel	Merenda, Frances	Stark, Dina
Balter, Zach	Greene, Philip	Millard, Keegan	Steinbrenner, Adam
Barnes, Lisa	Guilmette, Corey	Miller, Krystal	Strader, Meg
Berman, Anna	Gyncild, Brie	Moskowitz, Jessica	Stuke, Nigel
Blair, Neel	Hansen, Elizabeth	Nichols, Kelsey	Swingle, Jesse
Boguske, Matthew	Hoey, John	Nilsson, Spencer	Szechy, Colin
Bonjukian, Scott	Horn, Diane	Nuun, Eric	T, Lisa
Boyd, Scott	Howard, Lisa	Ogunmola, Kinsley	Thomas, Rick
Bradshaw, Liam	Howe, Jared	Hartman, Peri	Toyama, Daigoro
Breseman, Kelsey	Jatul, Cynthia	Henry, Nathaniel	Toyama, Daigoro
Brost, Brittany	John, Mark	Hensley, Max	Turner, Ben
Brown, Kyle	Johnson, Markus	O'Keefe, Sean	Valentine, Jennifer
Brown, Mitchell	Johnson, Lorraine	Osmonson, Bry	Valinoti, Raymond
Brown, Rachel	Johnston, Lloyd	Pagel, Martin	van den Heuvel, Nick
Bruch, Lee	Josberger, Mary	Palacios, Isabella	Van Deynze, Braeden
Bubelis, Wally	Joslin, Robert	Pendergrass, Luke	Vershon, Sarah
Buck, Julia	Juhl, Brandon	Petrie, Evan	Velasco, Stephanie
Byers, Sharon	Keller, Andy	Pfeiffer, Lisa	Villarreal, Conor
Cain, Cooper	Kidder, Ariaiah	Pohl, Chris	Wagner, Nick
Chang, Jefferey	Kinchen, Kimberly	Pratt, Harold	Wells, Kate
Claxton, Joanne	King, Alex	Prescott, Louise	West, Deborah
Cochran, Stacy	Kirzhner, Ben	Pritchard, Julian	Whisner, Jack
Collins, Randall	Kroger, Frank	Richards, Amy	Wilder, Robin
Comforto, Nicole	Krowiak, Laila	Rivera, Isaac	Wilding, Neele
Commarford, David	Kruse, Megan	Robertson, Jason	Wilson, Jeff
Coutts, Owen	Laborde-zank, Cameron	Rock, Jason	Wu, James
Creswell, Joel	LaRue, Erik	Roesijadi, Tanya	Yin, Jonathan
Cunningham Adams, Robbie	Lichtner, Aaron	Rogers, Benjamin	Young, Ryan
Davis, Michael	Link-New, Virgene		Youngstrom, Brett
Dee, Eric	Logsdon, Shelby		
Dhoot, Ankur			
Dombrowski, Shane			
Donnelly, Owen			
Eftenie, Adrian			
Elliott, Ingrid			
Enlund, Jesse			