

A group of cyclists is riding on a paved street lined with trees. The cyclists are wearing helmets and various clothing, including a white jersey with 'ONE WA' and a yellow t-shirt with 'SEATTLE WA BIGGEST RELIEF RIDE'. The scene is bright and sunny, with shadows cast on the pavement. In the background, there are spectators and a white tent.

Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle

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



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

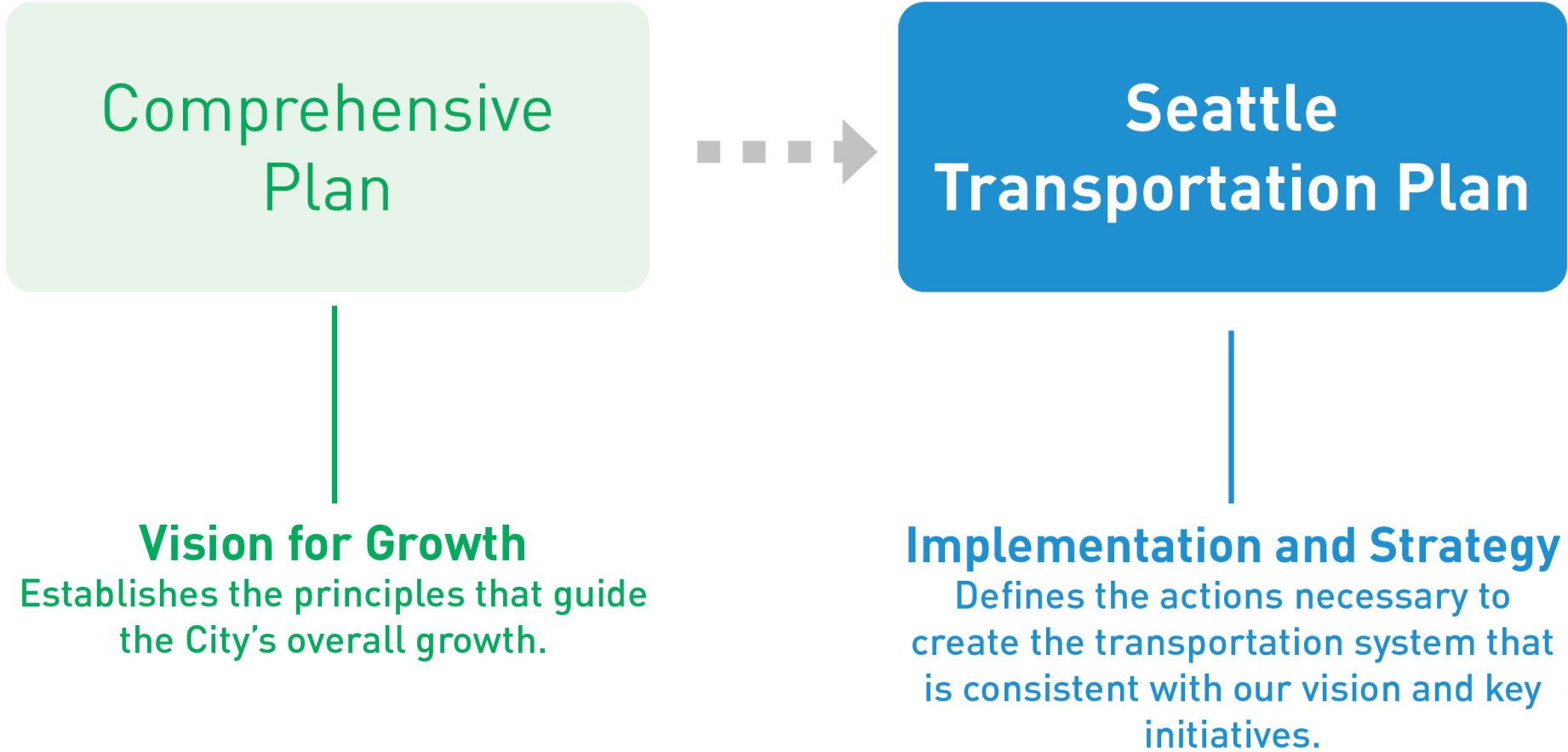


Reflect Community Priorities

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.

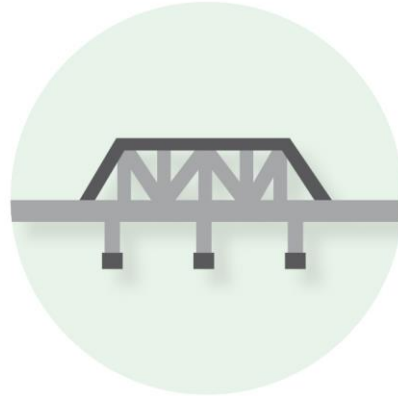
Right-of-way is public property in which paved streets, alleys and public stairways are located. Rights-of-way often include sidewalks, medians landscaped areas, and retaining walls.



What is our transportation system?



3,900 lane miles of streets



125 bridges



502 stairways



191,000+ signs

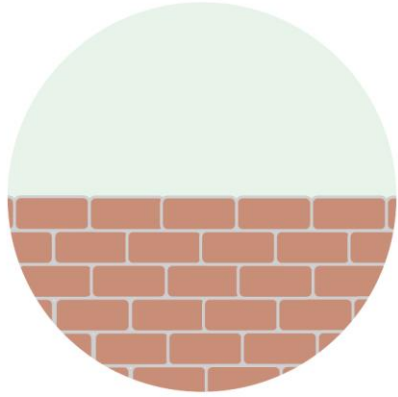


2,300 miles of sidewalk and medians

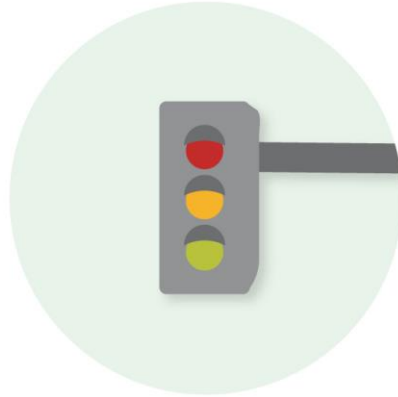


32,000+ curb ramps

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

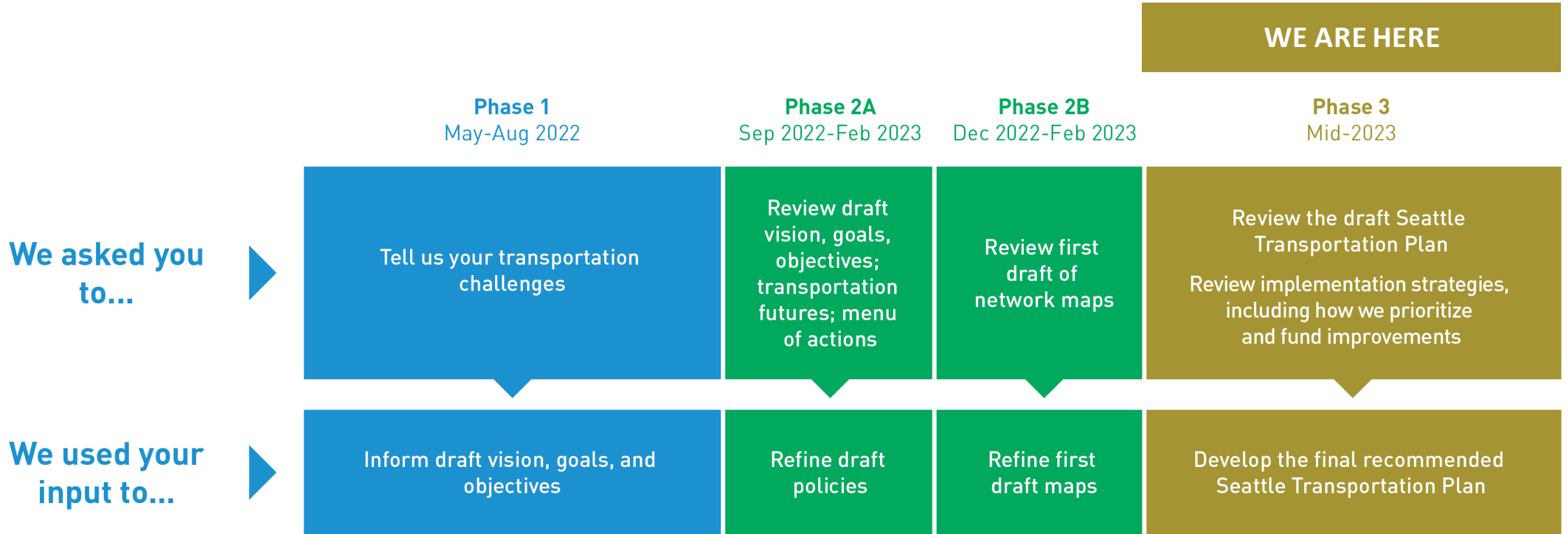


How is the public involved?

- 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*

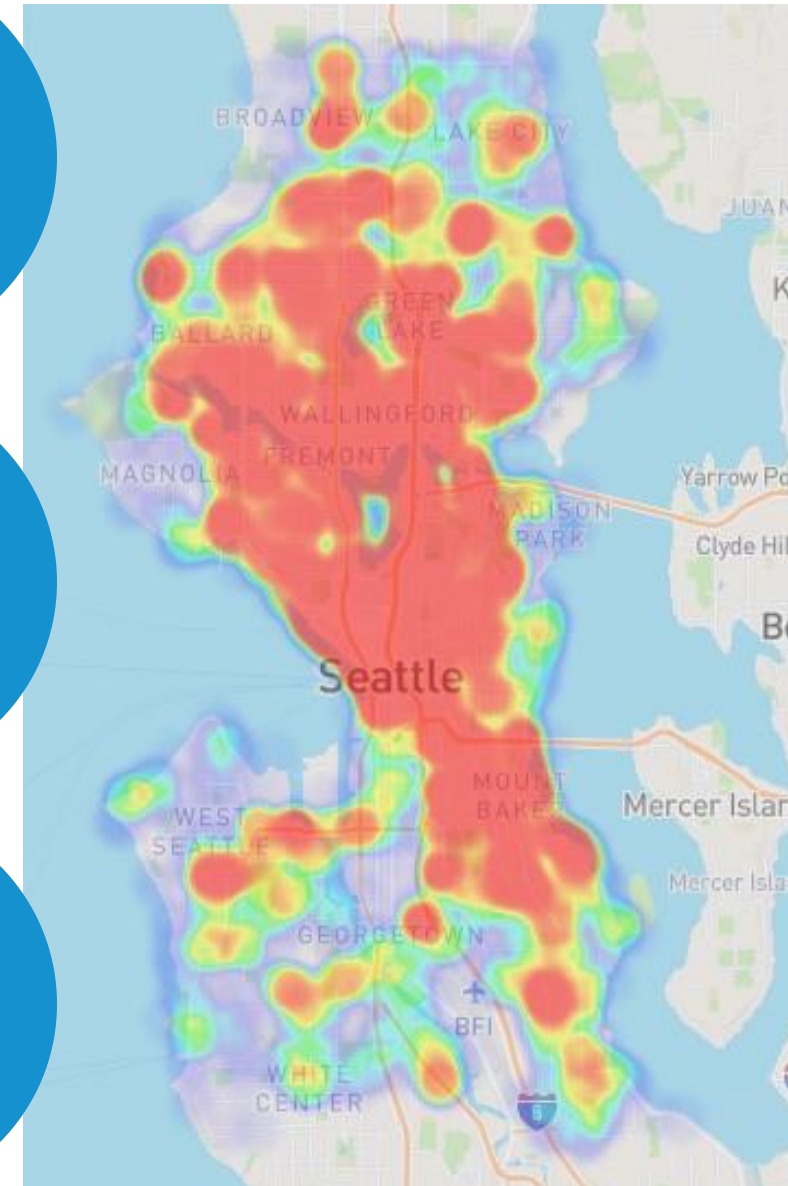
6,317

Interactive map comments*

1,752

Interactive map participants*

Interactive Map Comments



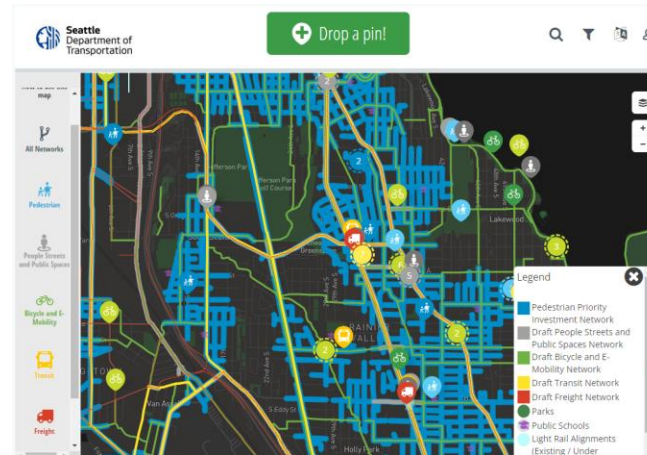
*as of September 1, 2022

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

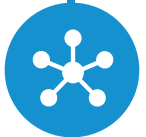
Meetings/briefings*



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



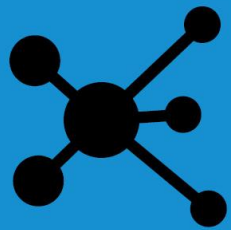
12 Listening Sessions

*Sept 1, 2022 - Jan 18, 2023



Engagement Snapshot

Seattle Transportation Plan Engagement



76K+

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



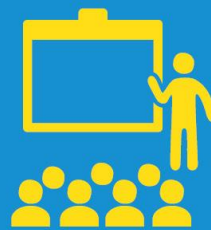
29K+

Total visits to the STP online engagement hub



8K+

Comments on interactive maps



7K+

People engaged at outreach events



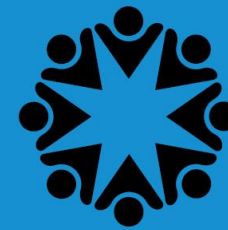
9K+

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



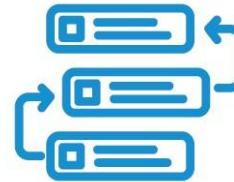
Performance Measures

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

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Livability

Streets for People, Places We Love

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Maintenance & Modernization

Streets that Work, Today and in 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

Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN


Transit Element



Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN


Freight and Urban Goods Element



Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN


Curbside Management Element



Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN


Vehicle Element




Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN

Bicycle and E-Mobility Element




August 2023




Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN

Pedestrian Element




August 2023




Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN

People Streets and Public Spaces Element



August 2023



Seattle Department of Transportation

DRAFT SEATTLE TRANSPORTATION PLAN

New and Emerging Mobility Element



August 2023



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



Figure 4: Frequent Transit Network Targets



Figure 5: Transit Capital Investment Corridors



Figure 6: Center City Transit Capital Projects



Figure 10: Community and Mobility Hubs Under Study and Future Study Priority

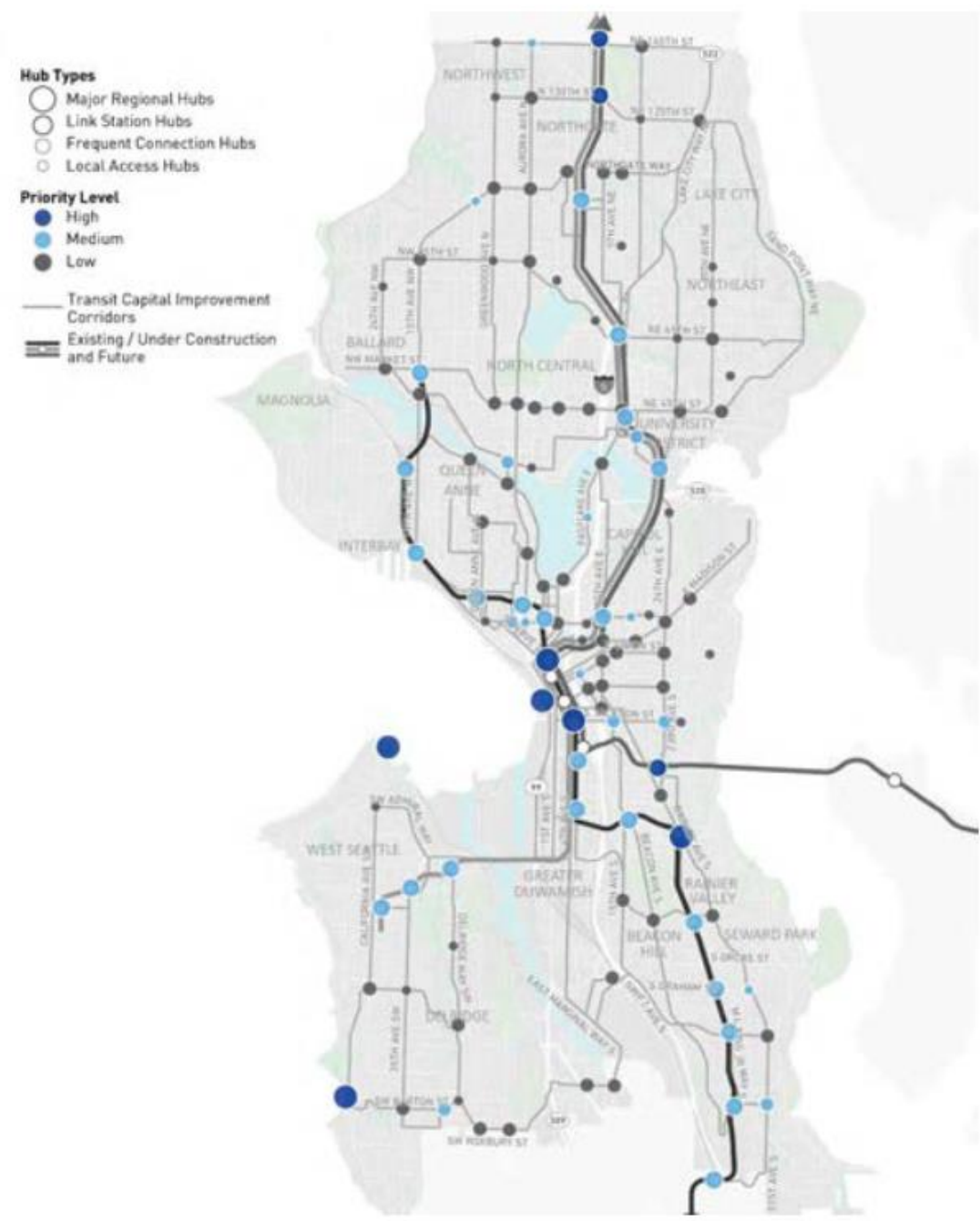






Figure 7: Link Light Rail Expansions and Planned RapidRide Corridors







Figure 8: Potential Link Light Rail and Sounder Commuter Rail Expansion Opportunities



Table 6: Innovative Transit Streets

Category	Opportunity	Potential Application in Seattle	Example
Downtown Transit and Destination Streets	<ul style="list-style-type: none"> Create street space focused on people and public space (for more information see PSPS element) Move high volumes of people with frequent bus or rail Maintain or reduce transit travel times and improve connections to the urban core Support street life and retail Address critical building access needs (e.g., deliveries, solid waste management, street activation) 	<ul style="list-style-type: none"> Third Ave Transit Corridor Virginia Two-Way Transit Street Broadway 1st Ave 	 <p>Photo Credit: Downtown Denver Partnership</p> <p>Denver's 16th Street Mall is a pedestrian mall that spans Denver's Downtown, connecting two key transit hubs and providing very frequent electric bus service along the length of the mall.</p>
Transit on People Streets	<ul style="list-style-type: none"> Support street life and retail Prioritize transit while allowing certain priority vehicles access for delivery or parking garage access. Move high volumes of people on foot, by bike, and with frequent bus. See more information on People Streets in the PSPS element 	<ul style="list-style-type: none"> Virginia Two-Way Transit Street Broadway S Jackson St Harrison St 15th Ave NE NE 43rd St 	 <p>Credit: Photo by John Muggenberg ©2019</p> <p>Nicollet Mall is a transit and pedestrian street in downtown Minneapolis. The street is primarily used for bus travel and bicycles and allows limited vehicular access.</p>
Freight and Bus Shared Lanes	<ul style="list-style-type: none"> Provide priority for multiple modes Consider where: <ul style="list-style-type: none"> Operational conflicts with bus stopping and turn movements can be resolved Transit stops are widely spaced (or buses do not stop in lane), limiting delay for trucks Transit and freight volumes are compatible Separate parallel bike facility available 	<ul style="list-style-type: none"> Westlake Ave N 15th Ave NW 	 <p>14th Street in New York City has a busway element that allows trucks and buses to share a lane. The project has showed benefits for transit and trucks since opening in 2020.</p>
Bus and Bike Shared Lanes	<ul style="list-style-type: none"> Provide priority for multiple modes Consider: <ul style="list-style-type: none"> Short segments with constrained street space Where speeds are compatible Where grades are appropriate (not on uphill segments) 	<ul style="list-style-type: none"> Downtown Streets Bridge approaches Light rail station area approaches 	 <p>Southwest Madison Street in Portland allows bus and bikes to share a lane on a downhill approach to a key bridgehead.</p>

Category	Opportunity	Potential Application in Seattle	Example
Transit priority on Destination Streets	<ul style="list-style-type: none"> Where streets are a space for socializing Streets with high pedestrian traffic Retail streets with frequent transit See more about Destination Streets in the <i>People Streets and Public Spaces (PSPS) Element</i> 	<ul style="list-style-type: none"> Broadway S Jackson St NW Market St SW Alaska St Terry Ave N 	 <p>Toronto's King Street project used auto restrictions to enhance transit service (i.e., the street tram) and dedicated auto storage at the curb to activate pedestrian space and parklets.</p>
Streets with Surface Rail and Bus	<ul style="list-style-type: none"> Share street space dedicated to transit where high volume bus corridors and rail overlap Reduce priority for private vehicles, particularly for through movements where alternative routes exist Create high-quality pedestrian and waiting environments 	<ul style="list-style-type: none"> Westlake Ave N Broadway S Jackson St 1st Ave 	 <p>Kungsgatan in Gothenburg, Sweden carries street trams (i.e., rail) and frequent bus service. The street changes character every two blocks, creating an interesting and vibrant passage for transit customers.</p>
Center Running Transit Ways	<ul style="list-style-type: none"> High ridership bus corridors Corridors where transit needs priority on a busy roadway Streets benefiting from narrowing, reduced pedestrian crossing distances Candidates for safety improvements from removal of unprotected left turns 	<ul style="list-style-type: none"> Madison St Aurora Ave N Lake City Way NE 	 <p>Photo Credit: SFMTA</p> <p>In 2022, San Francisco opened its first center-running busway on Van Ness Boulevard.</p>
Transit Priority on One-Way Streets	<ul style="list-style-type: none"> Effective at moving large volume of transit customers One-way streets can help improve bus throughput and reliability Allows for accommodation of other street and curb priorities such as loading, parking or bicycle facilities 	<ul style="list-style-type: none"> Downtown avenues such as 2nd or 4th Aves Pike/Pine St Spring/Madison St Belltown/Denny Triangle/Uptown One-Way Couplets Roosevelt and 11th/12th Ave NE in U District, Roosevelt 	 <p>Photo Credit: NYDOT</p> <p>1st Avenue in New York City has a single-direction bus lane, allowing a parking protected bicycle lane on the opposing curb (similar to 2nd Avenue in Seattle).</p>

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 ensure accessibility




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

Survey Participant, Transportation Challenges Survey

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."

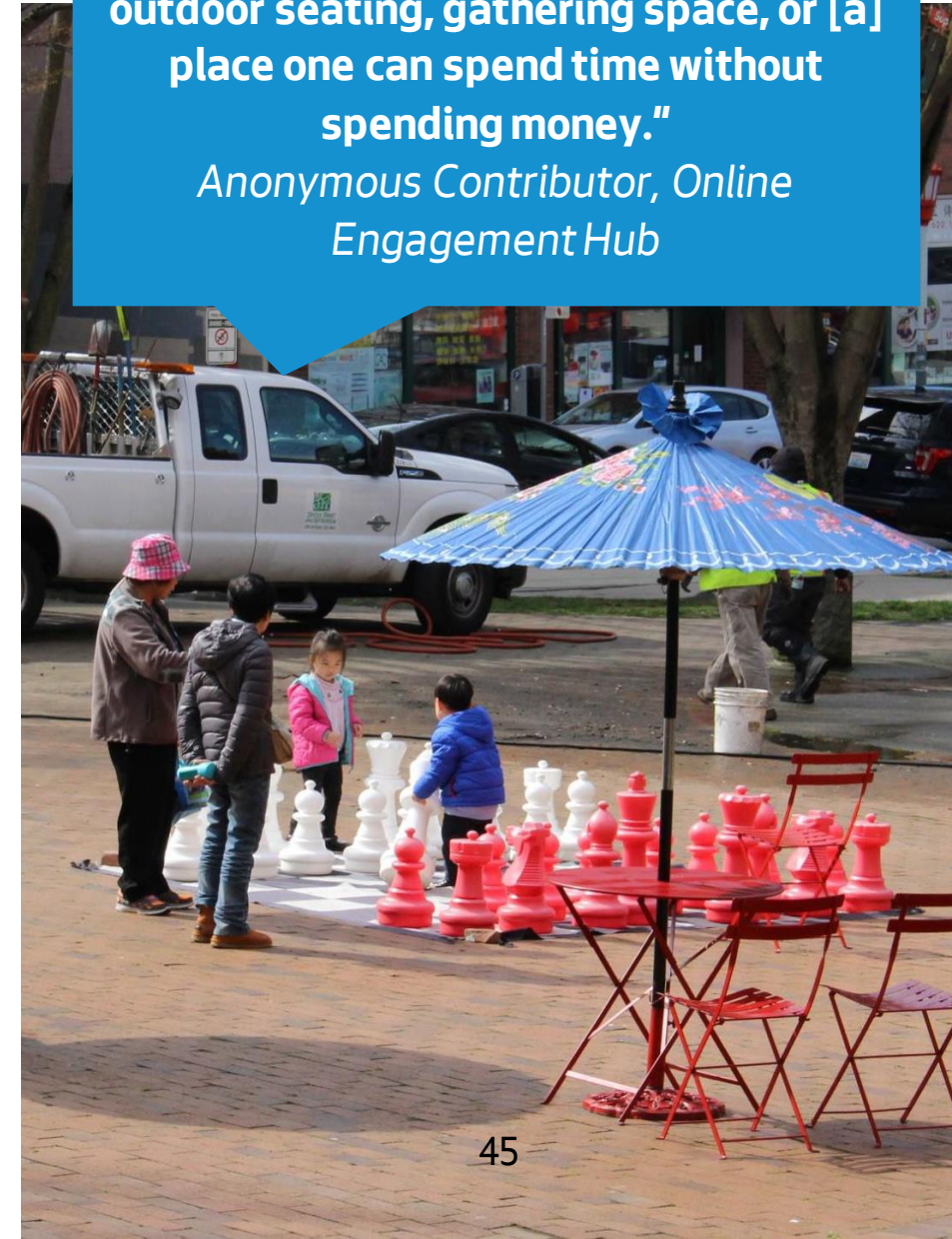
Survey Participant, Phase 2A Survey Results

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/trolleys,
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

**Comment period likely to be extended to date TBD.*

Regardless, *STP review team will welcome a TAB comment letter ASAP after the Oct 23 deadline (e.g. after TAB Oct 25 meeting)*



How Can I Get Involved?



STP@seattle.gov



[\(206\) 257-2114](tel:(206)257-2114)



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

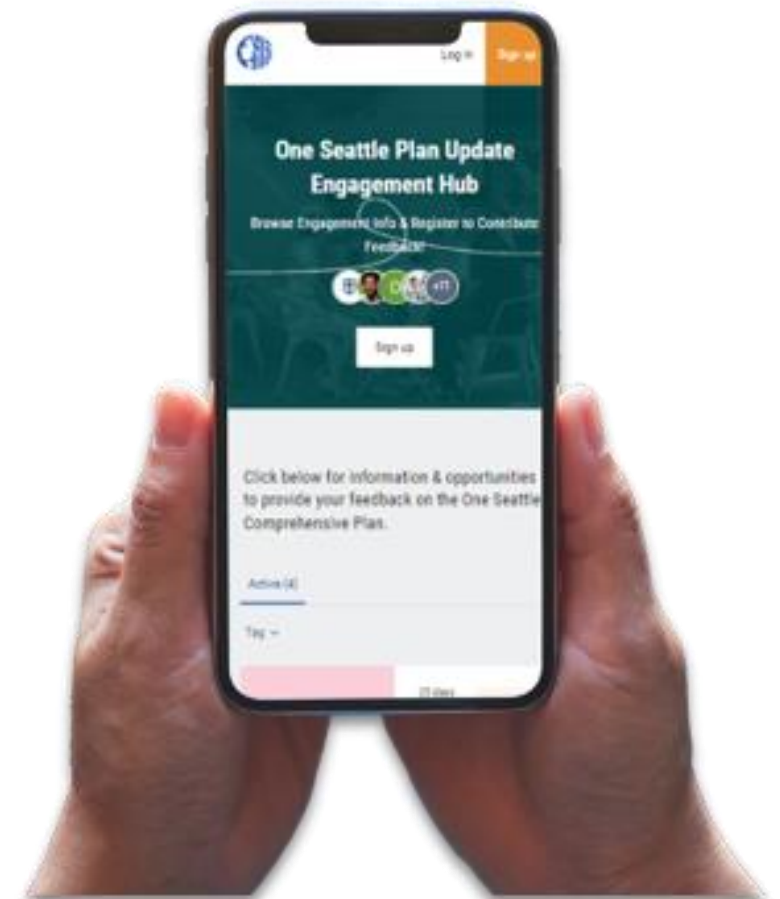


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Thank you!