



Seattle
Department of
Transportation

Access the project website and complete plan

<https://www.seattle.gov/transportation/projects-and-programs/programs/seattle-transportation-plan>



SEATTLE TRANSPORTATION PLAN

A Vision for the Future of Transportation in Seattle

May 2024

Executive Summary







INTRODUCTION

Our Transportation Blueprint

The City of Seattle is re-envisioning the next 20 years of transportation: a future where thoughtful investments make travel safer, equitable, reliable, sustainable, and affordable for everyone who visits, works, and calls Seattle home. This 20-year blueprint is the Seattle Transportation Plan (STP).

The STP represents the first time that we as a city have tackled all travel options simultaneously, comprehensively, and at a citywide scale. Through the STP, we will build on a foundation of prior plans to harmonize and balance the needs of all people, addressing today's challenges and preparing for those of tomorrow.

Created with You

We want the STP to meet the needs of communities of color and those of all incomes, ages, and abilities. To broaden and deepen the reach of our engagement, we worked with community-based organizations to invite more people to the table and help form this plan.

We heard from thousands of people in community meetings, through online forums, in one-on-one conversations, on our multilingual phone line, and at community events across the city. Your ideas shaped the STP. We hope you'll see your voice and your neighbors' voices reflected in this plan. By taking part in the creation of this plan, you have helped us envision a transportation system that will work better for everyone.

STP Structure

The STP is divided into 2 parts. Part I of the STP provides the vision and goals with a higher-level overview of how we will achieve them. Part II provides the details.

How We Will Use This Plan

The STP is comprehensive. It is an aspirational, vision-based document that will guide the Seattle Department of Transportation's (SDOT) daily work. We will use it to design, operate, and maintain Seattle's transportation system, in alignment with our core values and available resources.

We at SDOT will use the STP to:

- Identify future transportation improvements, remaining nimble and responsive to your needs
- Evaluate how programs and projects support our shared vision and track progress
- Develop a plan to fund transportation in the future

VISION AND GOALS

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



Sustainability
Seattle's clean travel options help us fight climate change



Maintenance & Modernization
Seattle streets, sidewalks, bike lanes, and bridges are well-maintained and ready for the future





Equity

In Seattle we address transportation-related inequities



Safety

In Seattle, everyone feels safe traveling and there are no serious injury or fatal crashes



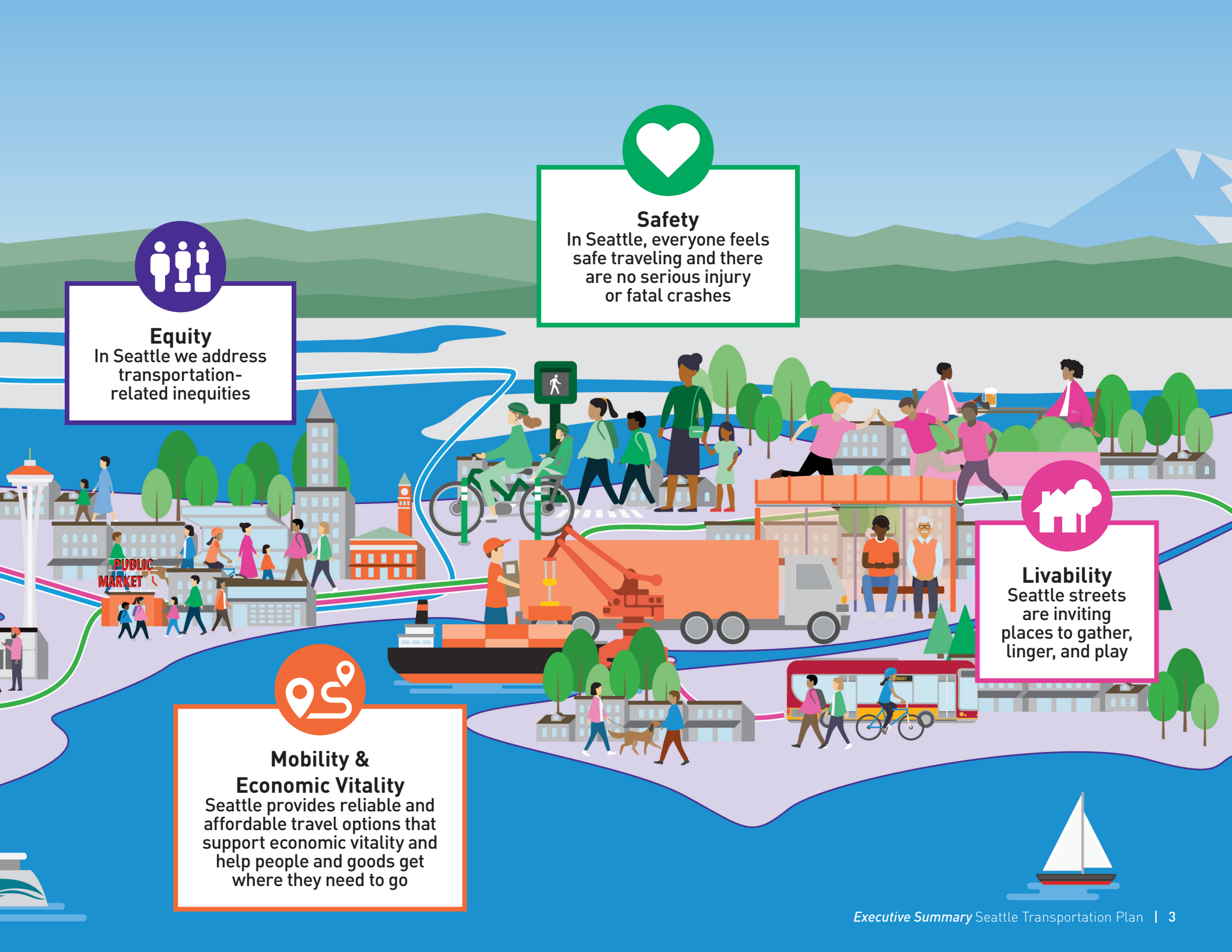
Mobility & Economic Vitality

Seattle provides reliable and affordable travel options that support economic vitality and help people and goods get where they need to go



Livability

Seattle streets are inviting places to gather, linger, and play



We need this plan because...

~10,000
crashes a year in Seattle

30
deaths and 226 serious injuries
from crashes in Seattle (2022)

61%
of Seattle's emissions came from
transportation (in 2020)

90%
of our transportation emissions
come from gasoline (2008 - 2020)

100,000
new homes expected to be built in
Seattle by 2044

158,500
new jobs forecasted for Seattle by
2044

14%
of the average Seattle household
budget is spent on transportation
(2021)

94%
of average transportation
costs are spent on buying and
maintaining private vehicles (2021)

47%
of people in Seattle worked from
home in 2021
(2nd among large cities)

+\$390 billion
additional dollars were spent on
national e-commerce sales from
2019 to 2021 (+60% change)

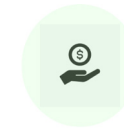
WHY WE NEED THIS PLAN

While solving the most urgent challenges today, we must also consider how the transportation system will evolve to meet the growing demands of tomorrow. We need a roadmap to guide actions and investments into cross-cutting transportation solutions that align with city values and achieve our shared vision for the future.

This plan will help us:



Protect people



Support economic vitality



Invest in equity



Expand affordable access



Cultivate green transportation



Evolve and innovate with emerging trends



Integrate our land use and transportation strategies



Reflect community priorities



SHAPED BY COMMUNITY

Engagement at a Glance

78,000+

Individual data points collected through STP engagement

9,000+

People engaged at outreach events for the STP

95

Meetings and briefings

9,000+

Responses to surveys

170+

Social media posts

60,000+

Total visits to the online engagement hub

8,000+

Comments placed on the interactive maps

129+

Community events that the STP team attended

We asked you to co-create the STP with us, and thousands of you stepped forward to provide your input!

Through engagement, you provided a lot of feedback on the future of transportation in Seattle, which allowed for co-creation of the STP. What we heard from you directly influenced the plan.

Key feedback we heard from you involved the need for bold language in the STP and specific measures of progress toward the vision and goals. Additionally, many people in our historically unrepresented communities vocalized the need for safety, equity, and mobility to guide prioritization.

Access the project website and complete plan



<https://www.seattle.gov/transportation/projects-and-programs/programs/seattle-transportation-plan>

EQUITABLE ENGAGEMENT

Community engagement was a crucial part in the development of the plan. STP engagement focused on 5 equitable strategies for connecting with the community:

Building Awareness

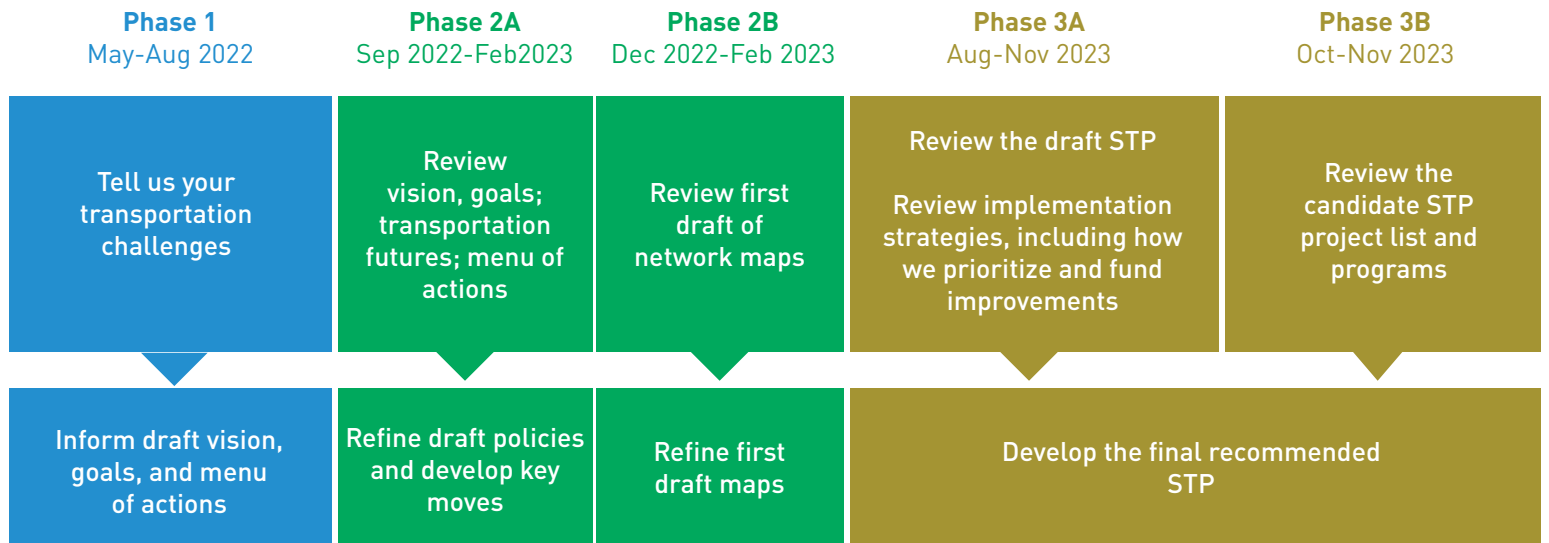
We wanted everyone to have the opportunity to learn about the plan and know how and when to share their feedback with us. To accomplish this, we used a variety of digital and printed tools to spread the word.

Community-Led Engagement

We worked with compensated community-based organizations (CBOs) and Community Liaisons (CLs) to broaden and deepen the reach of our engagement with people who have traditionally been left out of city planning processes.

The STP launched in May 2022 and had three phases of engagement. This engagement helped us **co-create** the plan with the community.

We asked you to...



Citywide Engagement

To connect with people across Seattle, we used the STP online engagement hub, which provided a variety of ways to engage. The hub was the portal to access all digital engagement activities for the STP.

Events and Meetings

To achieve the STP engagement goals, we wanted to “meet people where they are” in addition to holding more traditional events like Open Houses. This meant visiting local grocery stores, farmers markets, community meetings, festivals, libraries, and more.

Joint Workshops

The STP team gathered members of boards, commissions, workgroups, and advisory committees to discuss and contribute to the STP. These joint workshops brought together representatives from different advisory and planning boards to discuss how the city could achieve its goals.

THE KEY MOVES

We worked with community to identify the “Key Moves,” or strategies, we’ll prioritize toward making the STP vision and goals a reality. For each key move, the plan identifies a menu of tools and actions we’ll use to support progress, maintaining our tried-and-true strategies while also investing in new approaches to further align with community goals and expectations. We can’t do this work alone. Transformational change requires continued collaboration and partnership across city departments, transportation agencies and operators, industries, businesses, non-profits, community-based organizations, advocates, neighborhood groups and residents to realize the STP vision.

SAFETY



Lead with Safety

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

- **S1:** Reduce vehicle speeding to increase safety
- **S2:** Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring
- **S3:** Make all journeys safer, from departure to destination, especially for people traveling outside the protection of a vehicle
- **S4:** Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations
- **S5:** Support public safety through maintenance of critical access routes and planning for a climate resilient network

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
- **TJ4:** Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets

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

MOBILITY & ECONOMIC VITALITY



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 more convenient and enjoyable travel choices, especially for short trips
- **PG3:** Create world-class access to transit and support making service more frequent and reliable
- **PG4:** Support access to jobs, freight movement, and growth in deliveries
- **PG5:** Manage curbspace 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:** Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility
- **PP2:** Create welcoming community and mobility hubs
- **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:** Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work
- **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

Connecting Transportation to Our Growth Strategy and the Comprehensive Plan

The One Seattle Comprehensive Plan helps the city decide how it will grow and change over the next 20 years. The Plan delineates where people can build homes and businesses, how to help the economy, how to protect our environment, and how to provide different options for people to get around. The Comprehensive Plan establishes high level policies to guide our transportation network. The Seattle Transportation Plan takes these high-level policies and connects them to a vision for the future of transportation, a roadmap for how we can get there, including specific projects and programs that align with how we expect Seattle to grow and change over the next 20 years.

By aligning the STP to the Comprehensive Plan policies, this coordinated approach helps make sure that as the city grows, everyone has what they need and can get around easily. When we do this, we can make better choices about where to spend money on things like roads, bus routes, and bike paths. For instance, we can plan transportation options like light rail and RapidRide near where lots of people will live and work in the future. By doing all of this, we can help the city grow in a smart way.

One Seattle Comprehensive Plan:
<https://www.seattle.gov/opcd/one-seattle-plan>

One Seattle Comprehensive Plan

Establishes policies and guiding principles, including the Transportation Element, to support the City's 20-year vision and growth strategy

Seattle Transportation Plan

Identifies key moves (strategies) to advance our 20-year transportation vision and operationalize the policies set forth by One Seattle

STP Implementation Plan

Bounded by fiscal constraints, will identify priority programs and projects for investment

TRANSIT

Transit is an affordable and sustainable travel option that connects people where they need to go and empowers them to do so without needing a car of their own. The Transit Element plays a vital role in delivering our key move actions, including:

- Partner with King County Metro to deliver SDOT's Frequent Transit Network target levels of bus service and service area coverage
- Aggressively prioritize transit capital investments to create a connected, reliable network of transit priority lanes with service that operates 24/7, making connections to Link light rail and other regional services
- Enhance existing and create new community and mobility hubs, with connections to high-capacity transit services
- Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking, biking, and rolling along and across major transit corridors
- Improve east-west mobility between neighborhoods and destinations, especially as additional north-south oriented light rail service launches and existing bus services are redeployed



FREIGHT AND URBAN GOODS

Freight transportation is essential for Seattle's economic health and quality of life for residents, workers, and visitors. Key move actions for this element include:

- In coordination with freight and rail partners, address the unique mobility and access needs of industrial freight in manufacturing and industrial centers (MICs) through planning, design, infrastructure investments, and operations activities that support efficient and reliable goods movement
- Preserve and enhance access to employment and mobility for freight and goods movement—especially east-west connections—between MICs, neighborhoods, accessing ports and working waterfronts, inter-modal facilities, and other key destinations
- Implement dedicated freight lanes and freight-and-bus lanes, pending successful results of a pilot project
- Support safe, reliable access to and through employment centers and MICs for BIPOC, low-income and displaced workers, such as increased or late-night transit services or well-lit overnight parking for truck drivers
- Increase the number of commercial vehicle loading zones to decrease the time freight and delivery drivers spend searching for parking



BICYCLE AND E-MOBILITY

The STP envisions a Seattle where people of all ages and abilities can choose to ride bicycles and e-mobility (electric-powered bikes, scooters, or other devices) as part of their daily life. Important key move actions this element will help advance include:

- Grow the bike network and employ designs that reflect the needs and comfort level of people of all ages and abilities
- Serve every public school with an all ages and abilities bicycle facility
- Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation
- Launch a citywide parking program for bicycles, scooters, and e-mobility devices, with a focus on community and mobility hubs, curbspace, and other locations
- Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options



PEDESTRIAN

A city that is walkable can improve the health of people, communities, our environment and our local economy. Key move actions that are important for this element include:

- Add, enhance, and maintain dedicated pedestrian spaces in the form of sidewalks, walkways, and shared streets with appropriate traffic calming to provide a safe and accessible pedestrian environment
- Create new street crossing opportunities and enhance existing crossings to improve safety and access for people walking and rolling. Minimize the amount of time people wait to cross
- Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops
- Study the potential for an income-based, cost-sharing sidewalk repair program for low-income property owners



PEOPLE STREETS AND PUBLIC SPACES

Streets aren't just for mobility—they're also places for people to enjoy and explore—to drop by a local business, connect with a friend or neighbor, or just grab a coffee and people-watch. This element explores how we can use streets to strengthen places and communities, including important key move actions such as:



- Work with communities to create People Streets and Public Spaces plans that identify projects, prioritizing underinvested and equity focus areas
- Co-create low-emission neighborhoods with communities so the benefits of cleaner air and safer streets are shared equitably
- Expand the pedestrian wayfinding program, including at transit stations and stops, in collaboration with community and regional partners
- Prioritize tree planting and maintenance in historically under-invested communities, as we strive to increase tree canopy coverage citywide

VEHICLE

The STP envisions a transportation system that empowers people to take more trips by foot, bike, and transit, while continuing to improve safety for people who otherwise need to drive a vehicle. Key move actions for this element will help advance include:



- Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality
- Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curbspace to maximize comfort, convenience, and directness for walking, biking, rolling, and transit
- Lead by example and transition to a 100% zero-emissions City fleet by 2030
- Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement
- Update the complete streets project evaluation process around goals to reduce drive-alone rates, reduce vehicle-miles traveled, and grow trips made by healthy and sustainable travel options

CURBSIDE MANAGEMENT

In a high-demand urban environment, the curbside is a dynamic public space. The curb can serve many functions, from bike parking and bus stops to vehicle parking or loading for people, deliveries, garbage and recycle services, emergency vehicles, and more. Key move actions to highlight for this element include:



- Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs
- Prioritize uses of the curb to address demands stemming from changes to more sustainable and efficient personal travel options and the evolving landscape of goods and service delivery over use as private car storage
- Expand the geography of and increase rates for paid on-street parking to encourage the use of less expensive and lower-pollution travel options
- Develop and maintain up-to-date asset data, including digital inventories of physical assets like curbspace, load zones, and bike and scooter parking locations

NEW AND EMERGING MOBILITY

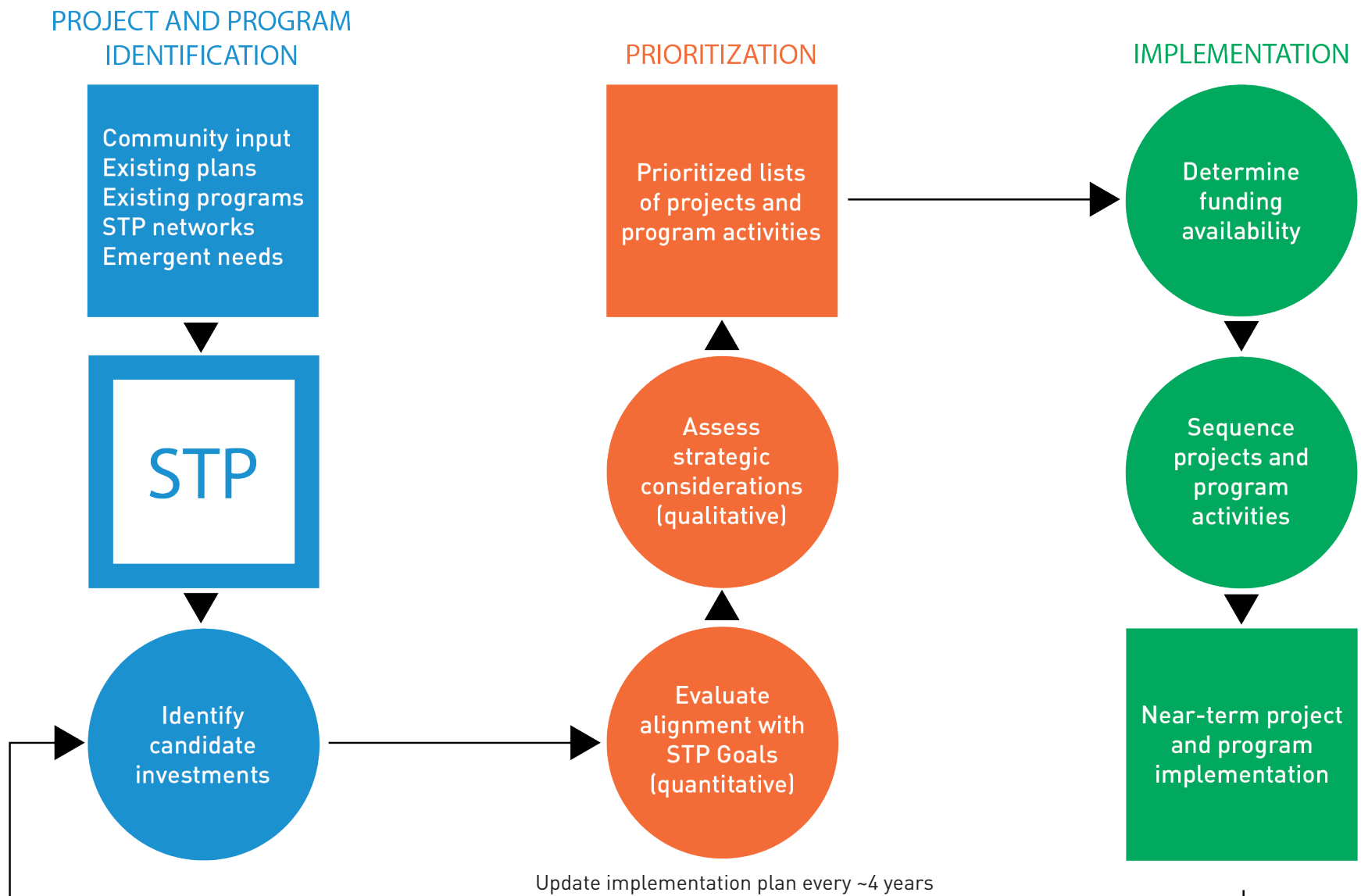
New and emerging mobility includes travel options like on-demand transit and carshare, e-bikes, and shared scooters of all sizes. Transportation technologies can make moving people and goods safer, seamless, and more sustainable. Key move actions for this element include:



- Anticipate and leverage innovative transportation technologies so they are shaped to meet community values and goals, including safety, equity, and climate response
- Use information infrastructure (e.g., data from sensors and traffic control systems) to manage travel flows, inform the traveling public, monitor the conditions of streets and bridges, and promote use of more efficient and sustainable travel options
- Research and develop policies to manage the evolution toward connected and autonomous vehicles, recognizing that government and industry must partner to deliver their anticipated benefits safely
- Support electrification of shared mobility and freight vehicles through programs that install charging infrastructure, offer focused incentives, and reduce reliance on large vehicles
- Improve the experience of making travel connections, especially when connecting to transit

IMPLEMENTATION STRATEGY

The STP identifies projects and programs to achieve our vision; how we prioritize them through a set of criteria; and how available funding dictates which of the prioritized projects and programs can be implemented in any given time period. The graphic below provides an overview of STP implementation steps.



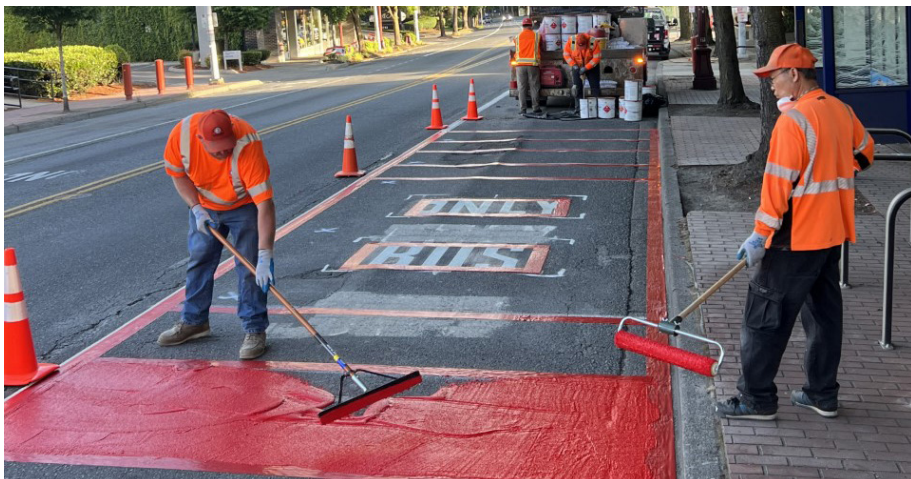
PROGRAM AND PROJECT IDENTIFICATION

PROGRAMS

While one-time large capital projects typically have an extended life of 20 years or more, ongoing annual programs invest in spot improvements, other small capital projects, and a variety of activities to maintain infrastructure, improve safety, and provide sustainable travel options. The level of program investments over the 20-year STP planning horizon will be contingent on available resources and funding and will align with our values-based prioritization framework.

How we organize our program activities will be based on several factors:

- Type of program: capital programs, encouragement and education programs, services or subsidy programs, maintenance and operations programs
- Programs by STP value: re-framing our program activities to organize around our key moves and core values of safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization
- Programs by purpose: safe routes to school, transit spot improvements, freight efficiency improvements, and others



PROJECTS

In addition to programs, the STP project list presents a companion to our core work in the form of large capital projects that would be transformative in nature and that would be delivered as discrete projects (i.e., not through a program). These projects are defined as large because they would likely cost approximately \$10 million or more. Many of these projects would create “Complete Streets” that seek to meet the needs of all travelers across a series of streets within a corridor, rather than on a single street. Several projects would require extensive coordination with our City and regional partners, such as Seattle Public Utilities, Seattle City Light, WSDOT, Sound Transit, and King County Metro.

We identified STP projects by evaluating:

- A variety of data inputs, such as corridors with high instances of vehicle speeding and on the High Injury Network
- Existing project lists, such as projects previously identified in neighborhood and small area studies and the Move Seattle Strategic Plan
- Community input heard during STP engagement activities
- Interviews with a wide variety of SDOT subject matter experts
- Road and paving conditions
- Opportunities to leverage other transportation investments, such as light rail expansion and future bus investments
- Updated modal networks presented in the element chapters in Part II of the STP

Access the project website and complete plan

<https://www.seattle.gov/transportation/projects-and-programs/programs/seattle-transportation-plan>



FUNDING OPPORTUNITIES

Achieving our community’s vision by delivering priority projects and programs depends on available funding. We rely on many funding sources to pay for operating, maintaining, replacing, expanding, and modernizing our transportation system. These funding sources have varying degrees of restrictions on how they can be used. While a few funding sources are flexible, most have at least a few restrictions or are highly restricted. It is important to note that the restricted nature of the funding reflects the legislature or voter intent for those funds.

The STP is a 20-year plan, making it difficult to identify all potential future implementation funding sources across this time horizon. However, the City already uses many known funding sources, and there is a universe of currently known additional sources (or entirely new sources) that could supplement the currently available funding.

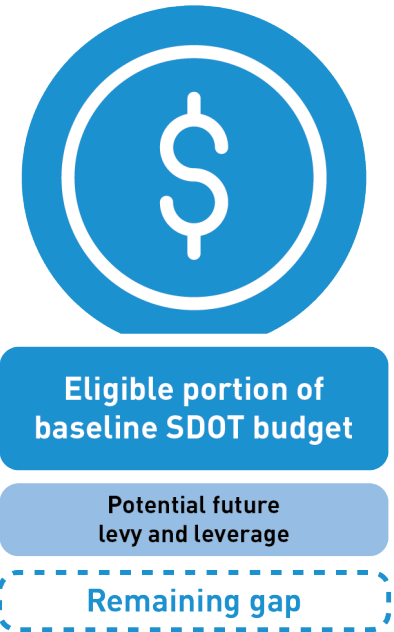
The most significant city funding sources that currently support transportation include:

- Property tax levies
- Sales tax revenues
- Commercial parking tax revenues
- Automated traffic enforcement camera revenues
- Transportation network company tax revenues
- Federal and State grants
- City General Fund
- Bond proceeds
- Partnerships with key stakeholders like Sound Transit, King County, and the Port of Seattle
- Real estate excise taxes
- Motor vehicle excise taxes
- Vehicle license fees
- Street use and occupation, permit review, and other developer fees

COST TO FULLY IMPLEMENT STP



AVAILABLE FUNDS TO IMPLEMENT STP



PERFORMANCE MEASURES

Performance measures are a tool to track whether project and program investments are effectively helping to achieve STP goals around safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization. They provide transparency and accountability to measure progress in plan implementation and achievement of its goals.

While all metrics in the table will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city’s Race and Social Equity Index (RSEI). RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.

The desired outcomes and recommended performance measures described in the STP are divided into 3 tiers:

- Tier 1: Overarching outcome-based measures identified in the STP implementation strategy. Examples include a reduction in vehicle-miles traveled. These measures are listed in the adjacent chart.
- Tier 2: These measurements are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Examples include a target to increase the share of people taking active trips.
- Tier 3: Typically tracked by individual programs and are not compiled within the STP. Examples may include the number of secure bike parking spaces installed each year in public right-of-way.



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Measure	Baseline	Target
Number of traffic-related deaths	30 deaths (2022)	Zero traffic-related fatalities by 2030
Number of traffic-related serious injuries	226 serious injuries (2022)	Zero traffic-related serious injuries by 2030
Greenhouse gas emissions from vehicle trips	2.169 mtCO ₂ e ¹ (estimated, 2018)	Net-zero by 2050
Vehicle miles traveled (VMT)	6.170 billion (2018)	37% reduction in VMT by 2044 relative to baseline
Percent of people walking, biking, or riding transit (all trips)	34% of all trips by walk, bike, or transit (estimated, 2019)	63% of all trips by walk, bike, transit by 2044
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ² bikeway of frequent transit ³	34% (2023)	68% of households by 2044
Percent of household income dedicated to transportation	13% for a typical household in the region (2022)	Below 15% through 2044
Key infrastructure in state of good repair - good to fair condition	Good and Fair Condition (2020) Bridges - 84% Arterial Pavement - 65% Non-Arterial Pavement - 68% Sidewalks - 53% ⁴ Traffic Signal Assemblies - 60%	<i>Individual asset condition trends and targets to be set based on forthcoming Transportation Asset Management Plan</i>

1. Metric tons of carbon dioxide equivalent

2. All ages and abilities

3. Frequent transit service defined as any transit service with 10-minute or better headways available every day. For bikeway access, this measure only considers Link light rail service.

4. Percentage reflects sidewalks in good or better condition. Sidewalks rated on a scale of very poor, poor, fair, good, excellent.

NEXT STEPS

By the end of 2025, SDOT will create the first of several STP Implementation Plans that identify near-term priorities over the next several years. It will be informed by anticipated available funding and will align with our 6-year Capital Improvement Plan (CIP) that is adopted by the City Council as part of the budget process.

The STP Implementation Plan will be updated every 4 years, which will allow us to make adjustments contingent on our financial position, emergent needs, and continued engagement with the community.

- 1st Quarter 2024** • *Mayor's Recommended STP released*
- November 2024** • *Likely levy renewal ballot measure*
- 4th Quarter 2025** • *First STP Implementation Plan released*
- Every 4 Years** • *Subsequent STP Implementation Plan Updates*
- Every 10 Years** • *STP major updates in conjunction with One Seattle Comprehensive Plan major updates*





MEET THE PRODUCER

PIKE MARKET

ENTRANCE

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May 2024



Seattle
Department of
Transportation