



Seattle
Department of
Transportation

DRAFT
**SEATTLE
TRANSPORTATION
PLAN**

A Vision for the Future of Transportation in Seattle

August 2023

Part I



IN 2044, SEATTLE IS AN EQUITABLE, VIBRANT, AND DIVERSE CITY WHERE MOVING AROUND IS SAFE, FAIR, AND SUSTAINABLE



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



Seattle travel options respond to climate change





In Seattle we address transportation-related inequities



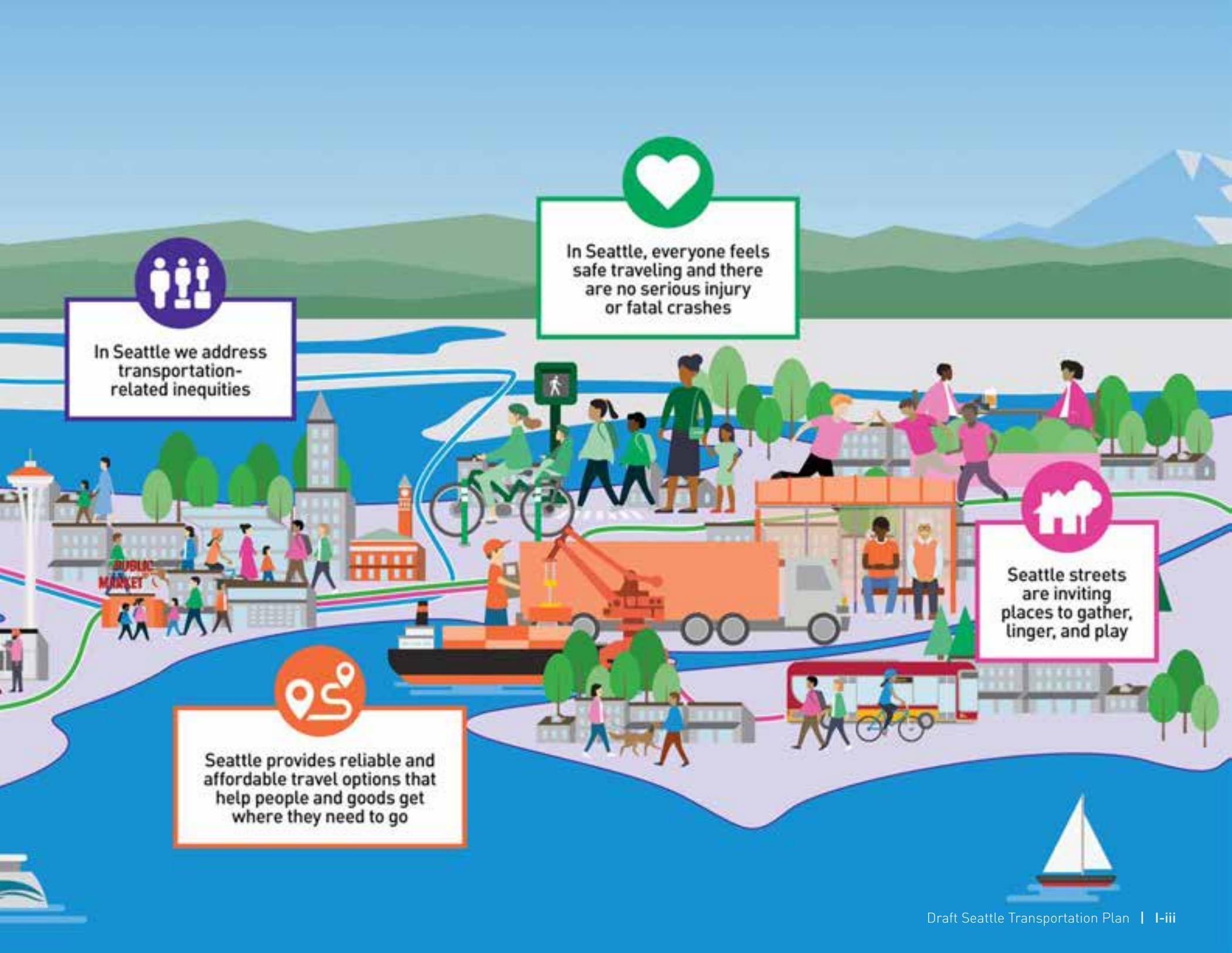
In Seattle, everyone feels safe traveling and there are no serious injury or fatal crashes



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



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





Seattle Transportation Plan
A Roadmap for the Future of Transportation

Get involved with the Our Seattle Comprehensive Plan Update!

WE WANT TO HEAR FROM YOU!

Community Emergency Hubs

VISION ZERO
SAFER. SMOOTHER. GREENER.

Lime



Greg Spotts
SDOT Director

Seattle,

The Seattle Transportation Plan sets forth an integrated vision for the future of our transportation system, informed by a variety of interactions with thousands of people who live, work, and play here. It represents the first time we, as a city, have comprehensively addressed the needs of all people who use our streets.

Many government processes take place at a table—whether in-person or online. Creating the STP was different because our staff was determined to bring the conversation to a diverse set of residents and stakeholders who hadn't previously been involved in such a process. I am deeply impressed by our work to elevate the voices of our neighbors who did not even know there was a table, much less have a seat at it. We met with incredible community members across social identities, languages, and cultural experiences.

Altogether, the STP builds upon the foundation of our existing plans and initiatives, including numerous community-led neighborhood plans. The STP identifies new ways to improve safety, equity, and sustainability, bringing forward a more walkable, bikeable and transit-friendly Seattle. The plan identifies important updates to pedestrian, bicycle, transit, and freight networks; potential investments to transform how we move and gather; and ways to improve how travel modes work together. This plan works hand-in-hand with the One Seattle Plan to guide city decisions about where we locate housing and jobs, and where and how we invest in transportation, utilities, parks, and other public assets.

So, I invite you now to the table again to interact with this draft plan. Tell us if you see community voices reflected in this plan. Hold us accountable to making Seattle a safe, equitable, and sustainable place to live, and know that you have more than 1,000 people at SDOT who will work each day to make that happen.

Thank you for helping us to develop a plan that will transform the way we travel, and shape Seattle for generations to come.



GOALS FOR SEATTLE

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



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.

The STP describes our collective vision for Seattle's transportation system. It includes key moves we'll make to achieve the vision, how we'll prioritize needs and seek funding to implement the plan, and the way we'll track our progress.



What we heard

These quotes represent the most common themes we heard. More detailed summaries of what we heard can be found in Part II of this plan.

“The time for action is long overdue.”

“[Transportation] should be affordable to everyone, in that everyone should be able to use transit, walk, or bike cheaply.”

“We need fast, safe, affordable transit that doesn’t require walking more than a few blocks to a hub.”

“Improve our public transit network and, more importantly, prioritize non-motorists with our street space. Create more bike and transit lanes on our main corridors, removing general travel lanes and on-street parking when necessary to do so. It must be safe and convenient to use these services”

“The streets belong to the people, and we should be optimizing them for people to enjoy! On some streets, this certainly means prioritizing throughput, but that doesn’t make sense for all streets.”

“Pay attention to the majority who want safer, more equitable, more climate resilient ways to move around Seattle.”

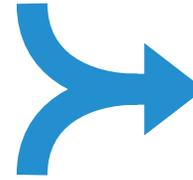
“Maintenance is the unglamorous but incredibly important job that makes our city tick.”

“People-scale, diverse, and livable communities provide equity by default. More housing, employment, recreation, and business opportunities for all!”

“[Accommodate] freight and commercial traffic, especially north of the ship canal. [Have] sufficient alternate traffic corridors in case of an emergency, i.e., earthquake and/or tsunami.”

“When good planning and engagement is done, there should be a fast track to change.”

“Equity should be at the center of every initiative. Improving transportation options/safety in neighborhoods that have adequate transportation/safety is great, but it should come after improving areas that have been historically ignored.”



How we used your feedback



Policy direction that reflects city values
Policies



Maps that show us where to make improvements
Investment Networks



Projects and programs to improve the transportation system
Program and Project Needs



Information on how we will conduct future community outreach
Engagement



Guide for where and what we invest in first
Prioritization



Strategy for how we pay for and implement the plan
Implementation Strategy



Targets that track progress
Performance Measures





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PART II: TECHNICAL REPORT

Part II of the Seattle Transportation Plan is compiled as a separate document and includes detail to support Part I. Building on the Key Moves, Part II includes chapters for 8 functional elements: Transit, Bicycle and E-Mobility, Freight and Urban Goods, Pedestrian, People Streets and Public Spaces, Curbside Management, New and Emerging Mobility, and Vehicle elements. As well, Part II includes more detailed community engagement reports for each phase of our engagement process.





1

VISION



VISION STATEMENT

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.

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



INTRODUCTION

The City of Seattle is re-envisioning the next 20 years of transportation in Seattle: a future where thoughtful investments make travel safer, equitable, reliable, sustainable, and affordable for everyone who visits, works, and calls Seattle home. City streets provide the essential functions of mobility, access, places for people, greening and landscaping, and storage for vehicles, bicycles, and more. The Seattle Transportation Plan (STP) represents the first time that we as a city have tackled these functions 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.

We developed the STP in close collaboration with the One Seattle Comprehensive Plan update (2024)—our city's 20-year growth strategy. It will guide the growth of housing and jobs, and where and how we invest in transportation, utilities, parks, and other public assets. The STP provides more detailed direction for how we will align transportation system investments to support broader city goals for equity, housing affordability, access to economic opportunity and education, climate change, and more.

The Vision Statement on the previous page is informed by the One Seattle Comprehensive Plan's vision. Concepts of investing in community while creating a more equitable, livable, sustainable, and resilient city as we grow are core to the One Seattle vision. Together, the STP and the One Seattle Plan provide an integrated transportation, land use, and growth strategy for Seattle's future.

The STP is a plan to connect us to nature, people, and opportunity, a plan to provide reliable travel options, a plan to reimagine streets as welcoming for people, and an opportunity to come together as One Seattle.



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 in many more places. Your ideas shaped the STP. You will 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.

Working with communities, we identified 6 plan goals organized around the themes of safety, equity, sustainability, mobility, livability, and maintenance and modernization. Collectively, they support the long-range vision of a city that is equitable, vibrant, and diverse; a city where moving around is safe, just, and sustainable; and a city where people and businesses can access their daily needs and feel connected to their community. "Key Moves" are cross-cutting strategies designed to advance one or more of the plan's 6 goals.

New policies defined in the One Seattle Comprehensive Plan will guide how we implement the Key Moves. These policies relate to how we allocate space on streets as we improve them, how we'll strive to reduce vehicle miles traveled, and how we'll deliver projects that maximize the number of people who are served by city streets and sidewalks.

At the Seattle Department of Transportation (SDOT), we will organize our work around the STP's vision and goals to design, operate, and maintain city streets. We are proud to steward your transportation system, so it meets the challenges of today and tomorrow.





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

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 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:** 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 & MODERNAIZATION



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



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
- invest in equity
- cultivate green transportation
- connect jobs and housing
- expand affordable access
- evolve and innovate with emerging trends
- reflect community priorities

There is nothing wrong with driving, but building and maintaining an entire city to encourage, subsidize, and expedite its mass use is ... inequitable, unsafe, and a massive strain to the city's budget."

Anonymous Contributor Online Engagement Hub

We need this plan to...

PROTECT PEOPLE

Through our engagement process, you told us making safe journeys is your top priority. This includes a sense of personal safety and the identification of opportunities for automated enforcement programs to address unintended consequences and work towards creating non-financial, restorative-based alternatives enforcement. We see nearly 10,000 crashes a year, resulting in an average of 28 people dying and nearly 180 people seriously injured between 2020 and 2022. These are friends, neighbors, and family members.

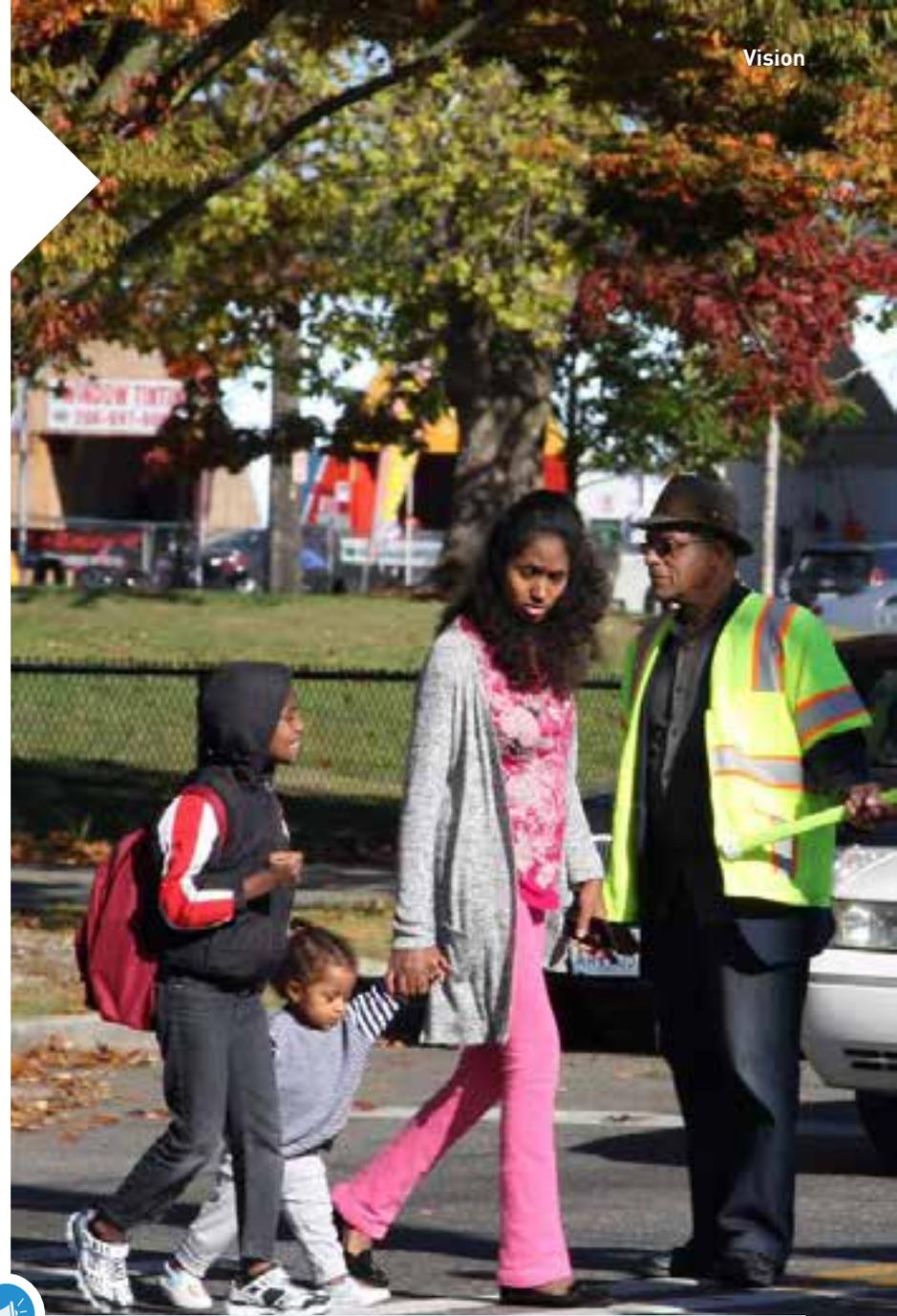
Together, we can make the changes necessary to protect people traveling on city streets, paths, and sidewalks. This plan will help prioritize investments to reduce these outcomes.

We will focus on delivering safety interventions with demonstrated effectiveness in locations where they are most needed.

In 2015, we set a shared goal to end traffic deaths and serious injuries. Traffic deaths for people walking, rolling, and biking have been increasing. It is people in our most vulnerable communities—traveling without multi-ton vehicles for protection—who are bearing a disproportionate burden. Unsafe travel speeds, multiple lanes of traffic, and a lack of bike lanes have been identified as common characteristics of high-crash streets.

This plan will guide us to redesign streets with targeted solutions that support safe behaviors by all travelers. In some cases, this could look like narrower streets, slower speed limits, and traffic signal improvements. In others, it means more frequent and visible crossings and adding protected bike lanes on the busiest streets. We'll also need to partner with community members to design solutions that reflect city values and prioritize the most vulnerable communities.

I am a single parent and my kids are often responsible for their own transportation to and from activities. It would be better and safer for them if there was more traffic calming and protected bike lanes.” Survey Participant *Transportation Challenges Survey*



Community Voices

- Over 60% of people surveyed said that **safety is one of their top two challenges** while getting around Seattle.

We need this plan to...

INVEST IN EQUITY

City priorities are directly reflected in the way we design streets and invest resources. We believe transportation must meet the needs of communities of color and those of all incomes, ages, and abilities. We want to partner with communities to build a racially equitable and socially just transportation system. This is the basis of SDOT's Transportation Equity Framework that was co-created with community.

This plan seeks to remedy disenfranchisement of underserved communities as well as elderly, low-income, and limited-mobility individuals who use our transportation system. Many of these harms have come from a century of car-focused street design related to land use planning decisions and redlining. We will use this plan to help us apply an equity-centered approach lens to everything we do. When considering geographic priorities for programs, planning efforts, and investments, the city's Race and Social Equity index provides a starting point to identify equity priority areas.

We'll make sure the people who have been underserved have a voice and a seat at the table. And we'll move at the speed of trust by demonstrating a commitment to equity through meaningful engagement and intentional investments.



Rising costs have cascading effects on low-income and underserved communities, many of whom are dependent on the transit network.



As housing costs continue to rise, many low-income residents are moving farther outside the city in search of affordable housing.



More often than not, affordable housing is lacking near transit-rich areas, and low-income populations are more likely to be transit-dependent.



Transit does not run late enough into the night to meet the needs of late-shift workers, many of whom are low-income people of color.



Living far from high-quality transit leads to increased auto dependence and increased commute times.



Longer trips mean higher costs to commute—for fuel, insurance, maintenance, and in terms of time lost.



Mismatches between where people want to work and where they can afford to live make it difficult to find jobs and for employers to find much-needed workers.

More transit options and more affordable housing near community and mobility hubs will improve the lives of many in our city's most vulnerable populations.

We need this plan to...

CULTIVATE GREEN TRANSPORTATION

Seattle embraces its natural beauty and values community health. Transportation emissions make up 61% of the city’s harmful greenhouse gas emissions, and we can do better.

61%
of emissions come from transportation (in 2020)

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

As Seattle continues to grow, the city’s climate response must also grow to meet the challenge and make progress towards ambitious emissions reduction goals.

9 of 10 personal trips will be zero-emission by 2030 (3 out of 10 for freight trips) **By 2050** we plan to have an entirely carbon-free transportation system

Making progress means making it safe, easy, and affordable for people to get where they need to go without relying on a car. It means electrifying city fleets, making transit convenient and reliable, and supporting other ways of sharing a ride. And it also means expanding the tree canopy and designing streets to handle bigger storms and protect water quality.

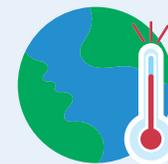
When we invest in an equitable and resilient transportation system, the benefits go far beyond reducing emissions. Seattle’s Green New Deal aims to create jobs and advance an equitable transition from fossil fuels by prioritizing investments in communities historically underserved and impacted by economic, racial, and environmental injustices. This plan helps us invest in climate actions today, so we can improve the health and vitality of communities and Seattle’s natural environment for generations to come.

We protect future generations as we rapidly accelerate response to climate change.

Seattle has always been a leader in climate action.

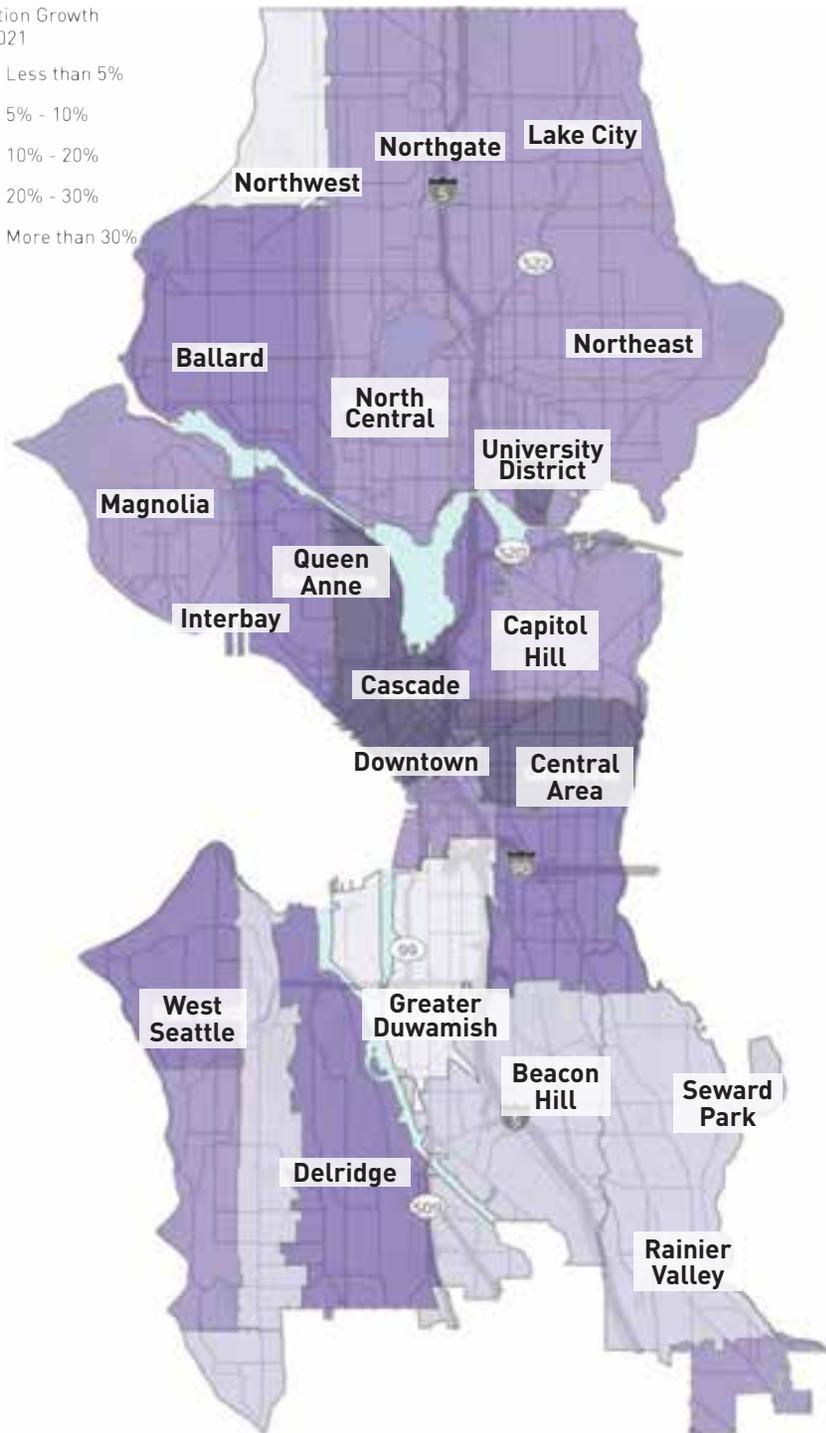
And we still have more to do.

- **2013** Seattle adopts its first Climate Action Plan
- **2017** A New Mobility Playbook is developed to promote new mobility options
- **2018** The Seattle Climate Strategy serves as an update to the 2013 Climate Action Plan
- **2021** Transportation Electrification Blueprint is released to help us achieve our goal of a decarbonized transportation system
- **2022** A Transportation Equity Framework (TEF) is created to guide us toward an equitable transportation system
- **2022** Seattle’s Green New Deal sets aside millions to advance an equitable clean energy transition
- **2023** The city’s Climate Change Response Framework (CCRF) is developed to describe a climate action agenda for transportation



Since 2008, transportation emissions have remained flat, even though we added more than 250,000 new residents. While this is a positive trend, the city remains very vulnerable to the impacts of climate change, and we are committed to doing more.

Population Growth
2011-2021



We need this plan to...

CONNECT JOBS AND HOUSING

By 2050, Seattle is expected to be a city of nearly 1 million people, an increase from around 750,000 today. As we welcome new neighbors, we'll have to think about how and where all of us travel, and make sure we can do so safely and affordably. We'll also have to make sure the benefits and burdens of additional growth are equitably shared, while we work to avoid further displacement.

How we plan the city's transportation system is directly linked to how land use and the built environment change. In turn, these changes are linked to climate response, transportation justice, and safety outcomes. The One Seattle Comprehensive Plan's vision of Seattleites being able to access jobs and daily needs close to where they live can foster the livability of neighborhoods—how convenient it is to walk, roll, bike, take transit, make deliveries, or engage with in social activities in streets and public spaces. In this way, designing a transportation network that supports how and where growth is planned to occur will also be critical to climate response and our work to reconcile inequities in the transportation system.

To achieve our shared transportation vision, we'll need to be strategic about how we move the growing number of people who live, work, play, and deliver goods on city streets—both locally and regionally. Alongside bold climate and equity goals, we'll need to sustainably accommodate growth by investing in improvements that enable people to increasingly choose low-emission mobility options, like walking, biking, and using transit. This will complement state and regional efforts to encourage denser housing options adjacent to transit centers and connecting sustainable mobility options.

112,000

new homes are expected to be built in Seattle by 2044

83%

of all new homes planned to be built in urban centers/villages (in next 10 years)

169,500

new jobs are forecasted for Seattle by 2044

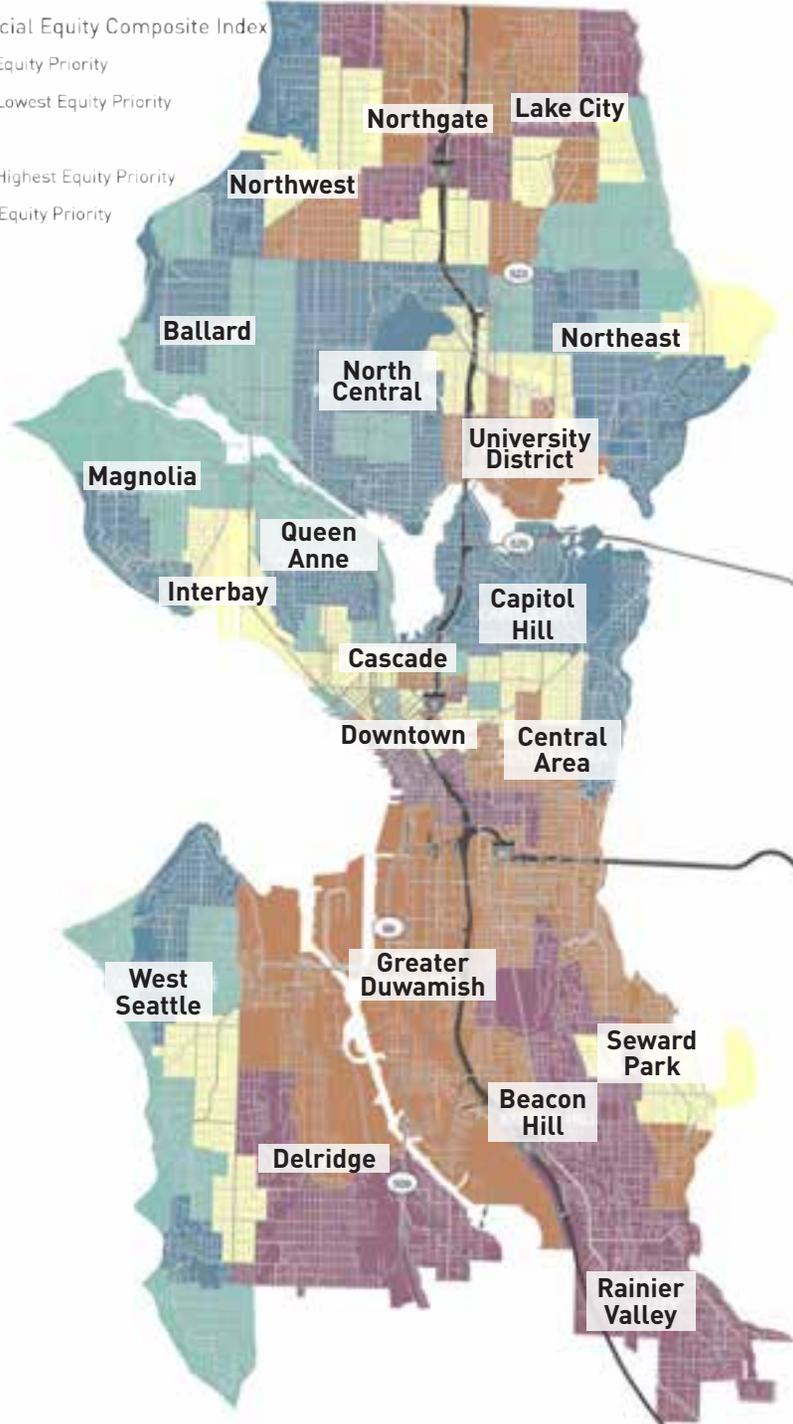
71%

of expected job growth in King County will be in Seattle (by 2044)

Decisions today will shape the transportation choice, reliability, and access of people living in Seattle now and those moving here over the next 20 years.

Racial and Social Equity Composite Index

- Lowest Equity Priority
- Second Lowest Equity Priority
- Middle
- Second Highest Equity Priority
- Highest Equity Priority



We need this plan to...

EXPAND AFFORDABLE ACCESS

This plan is needed to enable people to get to where they need to go, regardless of how much money they have in their pocket. Cars are expensive to own and operate, requiring fuel and maintenance that not everyone can afford. And while they often save people time, cars also have significant costs to the environment through pollution and emissions, along with external costs to our health and safety. Walking, rolling, biking, and taking transit are the most affordable ways to move in Seattle, both as a portion of peoples' incomes, as well as their cost to the environment.

We can make it more affordable and time-competitive to access everyday services and activities by expanding travel options, improving availability, and reducing costs for our neighbors who need it most. Removing barriers to life without a car will also leave people with more money to afford housing and other opportunities. By investing in actions that enhance and expand the most affordable ways to move around—and that make them more convenient—we can provide more low-cost options for people to make the trips that matter to them.

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)

Community Voices



- 16% of Black respondents and 17% of Native Hawaiian/Pacific Islander respondents in our Phase 1 survey said **cost** was a challenge, compared with only 8% of respondents citywide
- While tabling at the annual Boo bash community event in Rainier Beach, we heard from multiple parents who said they would like to **make sure cost is not a barrier** to getting around in Seattle.

The Racial and Social Equity Index combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations live.

Healthy Streets help support changing travel behaviors and priorities.

We introduced Healthy Streets in 2020 during the COVID-19 pandemic as a way for people to get outside safely, access essential services like grocery stores and pharmacies, and stay active in neighborhoods throughout the city. Healthy Streets are open for people walking, rolling, biking, playing, and accessing their homes, and closed to passthrough traffic.

The goal of this program is to open up more space for people rather than cars—improving community and individual health. Healthy Streets can include:

- Traffic safety features like easier crossings at busy streets, speed humps to slow down people driving, and sign and pavement markings to help people find their way
- Neighborhood activities like hopscotch and basketball (that would otherwise require a street closure permit)
- Intersections with traffic circles and street murals to discourage people from driving on Healthy Streets, unless they have to (for example, if they live on that street)



We need this plan to...

EVOLVE AND INNOVATE WITH EMERGING TRENDS

Seattle has always been a center of innovation. From private industry to major institutions to local community organizations, we work together on solutions to solve all manner of challenges. When it comes to transportation, we have a unique opportunity to tap into the innovative spirit of the Puget Sound region and pursue smart, co-created, and affordable mobility solutions.

Travel patterns can change quickly. On a day-to-day basis, people adapt in real-time to traffic collisions or construction closures by choosing alternate routes. Similarly, we must be agile and adapt to changing travel behaviors and emerging trends, whether that means new electric scooter share services, autonomous vehicles, a sudden shift to remote work, or increased demands for e-commerce deliveries.

This plan will help make our transportation system dynamic and account for these types of changes, whether anticipated or not. When we innovate with programs, like **Healthy Streets** in neighborhoods, we embrace innovation by using our streets as a testing ground to see what works, collaborating with local communities along the way. An innovative approach will also help us prepare for new realities, as more people work from home, travel at alternate times, transition to cleaner vehicles and embrace electric mobility devices, or have deliveries made to their doorstep. As more innovative transportation options continue to emerge, this plan will guide our preparation and reactions to emerging mobility and technology trends, so we can shape them to be solutions that are equitable and in alignment with our shared goals.

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)

I'm excited to see a plan that transforms our streets to prioritize people ... and creates new funding streams for innovations in mobility that help people get where they need to go efficiently."

Survey Participant STP Vision Survey

We need this plan to...

REFLECT COMMUNITY PRIORITIES

City streets are a constant buzz of activity. They accommodate most travel needs, create places for people to gather, and support local businesses.

The space streets occupy is called the public right-of-way. It is the area where sidewalks, curbs, on-street parking, and travel-ways exist.

Stewarding this space is SDOT’s primary job, and we are constantly seeking to incorporate more travel options and enhance public space. Space is limited, so if we want to add something new—like wider sidewalks, a protected bike lane, a loading zone, or a transit lane—it often requires something else be compressed or moved.

You’ve made it clear that rights-of-way should reflect community values and priorities. In response, this plan includes an integration strategy to support consistent decisions that advance shared, long-term goals and objectives.

...please prioritize people walking, people on bikes, and transit ... [This makes] a cleaner, quieter, more pleasant city.

Anonymous Contributor *Online Engagement Hub*



MOBILITY



ACCESS FOR PEOPLE



ACCESS FOR COMMERCE & EMERGENCY RESPONSE



ACTIVATION



GREENING



STORAGE

Public right-of-way serves many different functions.

The right-of-way has a big job, and it doesn’t just move cars and trucks! Seattle’s right-of-way serves 6 primary functions:

Function	Definition	Examples
MOBILITY	Movement for people, goods, and emergency response	Sidewalks, bus or streetcar lanes, bike lanes, general purpose travel lanes (includes freight), right- or left-turn lanes
ACCESS FOR PEOPLE	People arrive at their destination, or transfer between different ways of getting around	Bus or rail stops, bike parking, curb bulbs, passenger load zones, short-term parking, taxi and ride-share zones, accessible parking spaces
ACCESS FOR COMMERCE & EMERGENCY RESPONSE	Goods and services reach their customers and markets and emergency responders access buildings and people	Commercial, truck and general load/unload zones, utilities, and emergency responder staging
ACTIVATION	Offers vibrant social spaces	Food trucks, public art, street festivals, outdoor dining, street furniture, block parties
GREENING	Enhances aesthetics and environment health	Plantings (boulevards, street trees, planter boxes), rain gardens, and bioswales
STORAGE	Provides storage for vehicles or equipment	Bus layover, vehicle and bicycle parking, reserved spaces (e.g., for police or other government use), construction

WHO IS THIS PLAN FOR?

Seattle is made up of people from all walks of life. The diversity of communities, industries, and the natural environment are among the city's greatest assets and should be celebrated. Diversity makes Seattle more innovative and productive, makes life more interesting and vibrant, and can build empathy and connection with others.

Diversity also challenges SDOT to be responsive to a vast array of transportation needs, as each year millions of people with their own unique mobility patterns and nuanced preferences live, work, and visit the city. Reaching consensus can be hard, and finding transportation solutions that make everyone happy can be even harder. That's why we need this plan.

Transportation is a universal need but is not one-size-fits-all.

How a person experiences the transportation system is determined by a variety of factors and can differ starkly from others sharing the same streets. Social identity—including age, race, ethnicity, social class, income, gender,

and physical or cognitive abilities—shapes the transportation experience. Factors like whether a person is a caregiver for family members, the nature of their occupation and employment status, and which travel options they use to get around all can heavily influence their experiences.

Interactions with other people and the built environment vary greatly depending on whether a person is walking, biking, rolling, traveling by bus, train, car or truck, or enjoying a public place. This can affect one's exposure to safety risks, or conversely, the risk they may pose to others.

Streets provide vital connections. Even someone who never leaves home still needs emergency responders to reach them in times of crisis, for utility workers to access their location, the courier to reach their mailbox, or freight deliveries to be made at nearby stores that serve them. The complex logistical operations and needs of businesses and service providers are immensely different from the needs of individuals. A robust transportation plan considers this range of users to ensure access to daily goods and services and supports the vitality of neighborhoods, business districts, and the economy.



To build a transportation system that truly works for all, this plan gives special consideration to people who are more susceptible to transportation’s negative impacts.

While this plan is built to serve everyone, we often focus on the experiences of the most vulnerable users and communities. But who exactly are we referring to when we use these terms?

“**Vulnerable Communities**” are defined by SDOT’s Transportation Equity Framework (TEF) to mean people who have experienced a greater share of negative impacts from the transportation system.

Data shows Seattle’s most vulnerable transportation users tend to be people who are unhoused, communities of color, low-income communities, children, older adults, and people with disabilities. In terms of crash risk, vulnerable users are more physically exposed to risk while traveling outside the protection of a motor vehicle, such as people walking or biking.

The TEF definition of vulnerable communities expands to further include groups of people that have been excluded and/or underinvested in by government institutions, including people with low-incomes, immigrants and refugees, LGBTQIA+ people, women, formerly incarcerated individuals, and people at risk of displacement.

For both vulnerable users and communities, factors such as monetary cost, threats to personal safety (whether real or perceived), or caretaking duties can significantly alter how or when they travel, what routes they take, and whether their journey is convenient or enjoyable. These differences have been, and in many cases continue to be, poorly accounted for in the design of the city’s transportation system due to historic investments and street designs that tend to favor cars, commuters, and male travel patterns.

Inclusivity results in better transportation experiences for everyone.

This plan serves everyone. Data and community input provide a deeper understanding of the spectrum of user needs and obstacles that people need SDOT’s help to overcome. While developing the Seattle Transportation Plan, we heard about the transportation experiences of thousands of individuals and community groups, employers and retailers, couriers and deliverers, emergency responders, and countless others.

The STP reflects diverse needs, challenges, and vulnerabilities, alongside SDOT’s responsive actions in the form of “Key Moves” (strategies), policies, projects, and programs. Ultimately, implementation of the STP will address the needs of vulnerable users and communities through the prioritization and allocation of resources to high-need communities and the thoughtful design and configuration of Seattle’s streets.

We all face obstacles getting around the city, from traffic and fender benders to icy sidewalks, delayed buses, or crowded trains. However, it’s important to recognize the magnitude of challenges that people face are not equal. SDOT has an obligation to respond equitably and balance the unique and disparate needs of the incredible range of travelers we serve.





BUILDING ON A STRONG FOUNDATION

SDOT'S ROLE

How you get around is of the utmost importance to us. Nearly 27% of Seattle's land is made up of streets, curbs, sidewalks, and public spaces in the right-of-way. It's a limited amount of space to move a rapidly growing city of people and goods.

Beyond filling potholes and helping buses and freight deliveries run on time, we also pave streets, adjust traffic signals, create enjoyable public spaces, operate and maintain bridges, and build a network of bike lanes and sidewalks to serve people of all ages and abilities. It is SDOT's role to regulate, permit, and manage this complex system in concert with our goals. During emergencies, we focus on our mission-essential functions, which are to maintain operations, mitigate hazards, issue permits, and disseminate critical information.

Our work is centered on a transportation system that provides safe and affordable access to places and opportunities for all.

We do this best when we partner with community to better understand your needs and priorities.

Nothing would make me happier than SDOT ... listening to that public commentary by people who are desperate for Seattle to be and do better."

Anonymous Contributor *Online Engagement Hub*

City transportation goals can't be accomplished without many partners.

We must partner with other agencies and private transportation service providers to help us create a more complete and effective travel experience. SDOT partners include, but are not limited to:

- Washington Department of Transportation (WSDOT)
- Port of Seattle
- Northwest Seaport Alliance
- King County Metro
- Sound Transit
- Community Transit
- Kitsap Transit
- Pierce Transit
- Neighboring jurisdictions
- Access Transportation
- Railway operators
- Amtrak
- Washington State Ferries
- King County Marine Division
- Seattle Lake Union Seaplane Base
- King County International Airport (Boeing Field)
- USDOT and federal partners

The range of transportation services operated by these partners include buses, light rail, commuter rail, ferries, water taxis, planes, trains, cargo terminals, and more. The City is responsible for the Seattle Streetcar and Seattle Monorail systems, along with the city's street network.



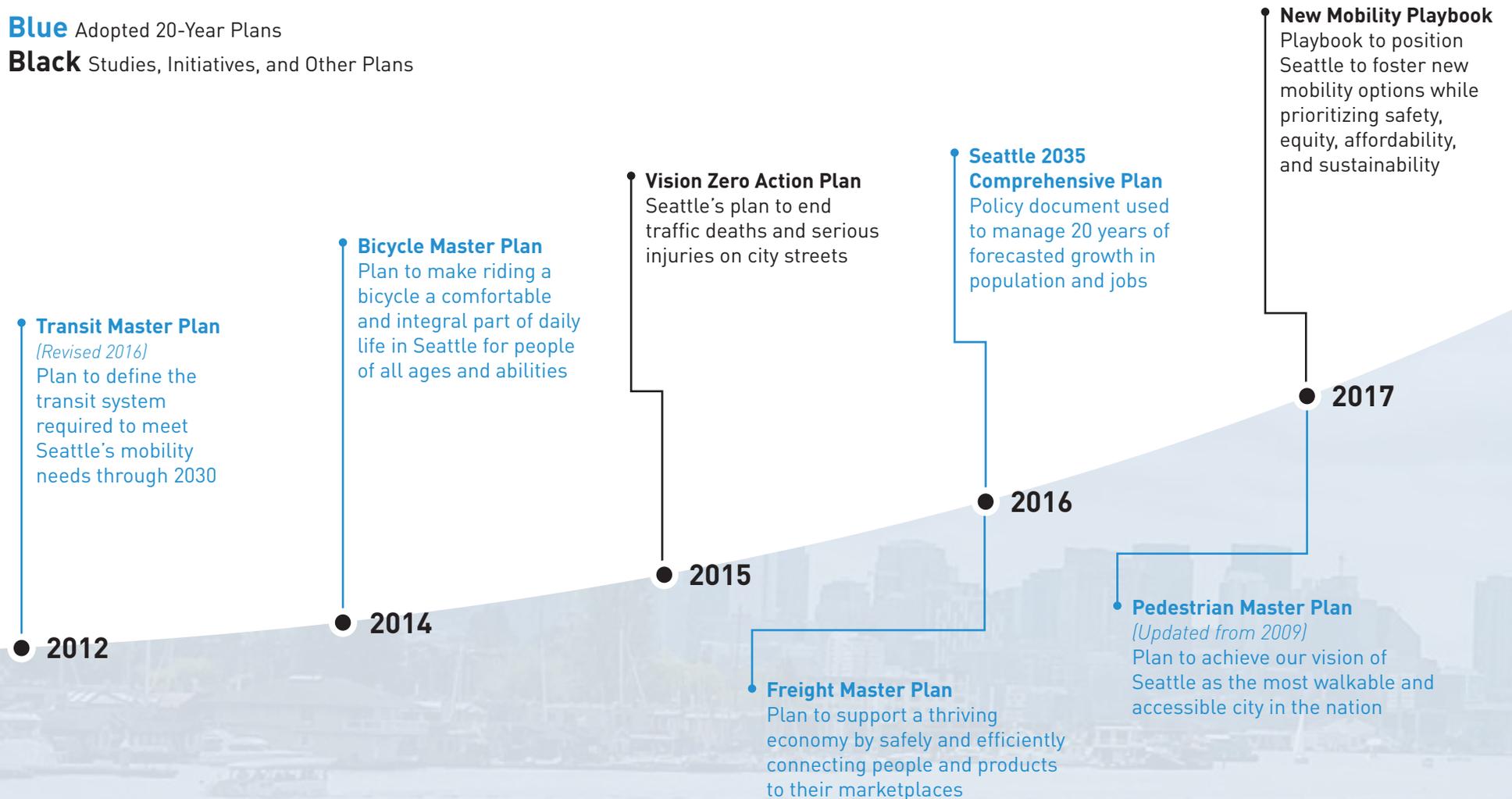
A FOUNDATION OF TRANSPORTATION PLANS AND INITIATIVES

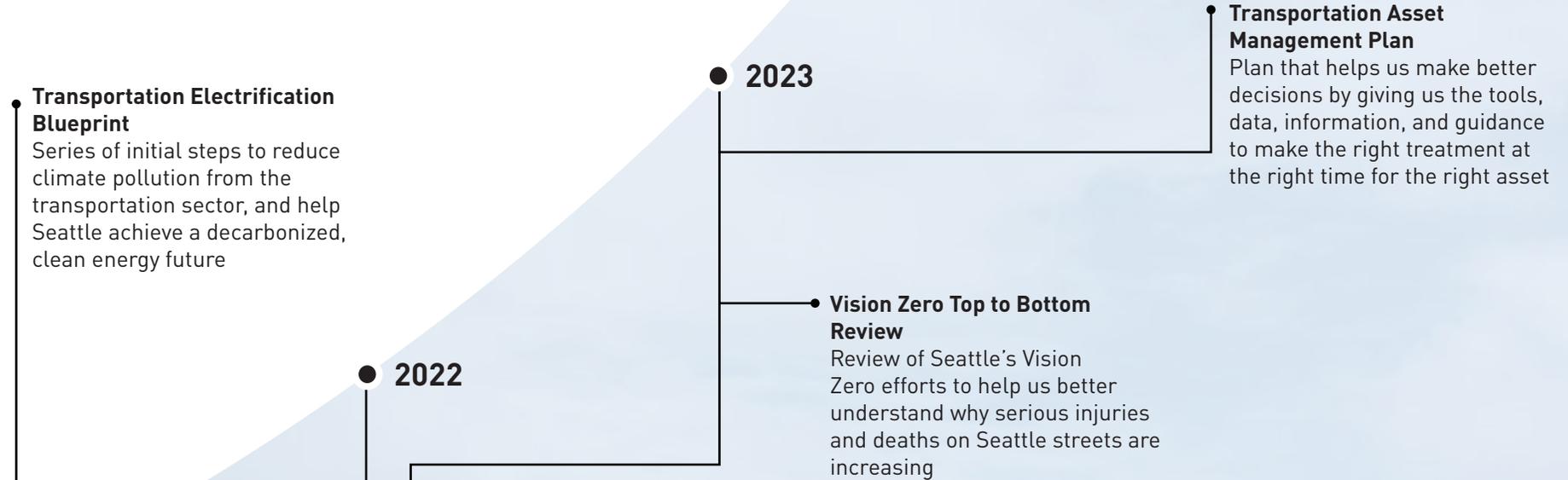
The STP addresses mobility, access, and public space needs in a single document. The plan builds upon existing citywide modal plans, which address individual forms of travel like walking, biking, transit, and freight movement and have been formally adopted by Seattle City Council. It also advances other studies, initiatives, and multimodal neighborhood and subarea plans we have developed to guide Seattle's transportation system.

The timeline below shows many of these adopted plans and initiatives:

Blue Adopted 20-Year Plans

Black Studies, Initiatives, and Other Plans





The STP includes new ways to accelerate progress on the things that matter most.

The STP identifies important updates to modal plans, potential investments to transform how we move and gather, and integration strategies to improve how travel options work together. It also introduces new topics to address ongoing and emerging needs, including:

- **New Mobility:** Encourage mobility services like taxi/ride-hail and bike and scooter sharing services that are shared, electric, and driven by real-time data and describe approaches to permitting and management of automated vehicles.
- **People Streets and Public Spaces:** Identify places where we can make improvements to encourage people to gather, play, rest, walk, roll, and connect
- **Vehicle Travel:** Create a dedicated functional element that addresses driving in Seattle, how we can reduce reliance on vehicles for many types of trips, and the importance of the vehicle network for emergency response and goods movement
- **Curbside Management:** Identify opportunities to further integrate curbside management policies and programs into broader SDOT mobility and goods movement initiatives. Create successful outcomes at the curb to improve safety and quality of life and reduce climate pollution.

HOW WE WILL USE THIS PLAN

The STP is comprehensive. It is an aspirational, vision-based document that will guide SDOT's 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. The STP has allowed us to build better relationships with people in Seattle and opened doors for people to contribute to city planning. The Key Moves in Chapter 3 are strategies that you helped us refine. We will implement these strategies to realize the STP vision, which you also helped create. For years to come, we will closely reference what we've heard from you and your neighbors about transportation needs to plan our work.



Evaluate how programs and projects support our shared vision and track progress. The STP values provide a framework to guide big decisions. The values are supported by goals, objectives, and performance measures. We will use these measures to track progress towards realizing our collective transportation vision.

Develop a plan to fund transportation in the future. As of 2023, SDOT's annual budget is over \$700 million. About one-third of that is funded by the Levy to Move Seattle, which Seattle voters approved in 2015. This levy expires in 2024, but the city's transportation needs do not. We will always need to maintain the streets, bridges, sidewalks, and public spaces we have now.

However, we know—and you've also told us—that we need to make new investments so travel is safer, more reliable, and more affordable, and so public spaces are more welcoming places where you can build connections with your neighbors. The STP provides a menu of potential transportation system investments for the next 20 years. We will use it to create a long-term funding strategy so we build the projects, implement the programs, and maintain the transportation assets that Seattle needs.

The ultimate goal should be to invest in infrastructure that provides people the options to get out of cars and into buses, trains, bikes, and sidewalks."

Engagement Hub Comment Fall 2022







2

SHAPED BY COMMUNITY

ENGAGEMENT AT A GLANCE

Throughout STP engagement, we reached thousands of people—to build awareness, hear feedback, and co-create the future vision of transportation in Seattle.

76,000+

Individual data points collected through STP engagement

7,000+

People engaged at outreach events for the STP

80+

Community events that the STP team attended

54

Meetings and briefings

29,000+

Total visits to the online engagement hub

8,000+

Comments placed on the interactive maps

9,000+

Responses to surveys

100+

Social media posts

CO-CREATING WITH COMMUNITY

APPROACH AND PHILOSOPHY OF CO-CREATION

To create the Seattle Transportation Plan, we sought to include the voices of all types of community members, particularly underrepresented people who are Black, Indigenous, or people of color (BIPOC); people who are LGBTQ+, intersex, or asexual; people living in poverty; immigrant and refugee communities and people who do not speak English at home; young people; older adults; and people with disabilities. We believe everyone's voice should be heard.

We committed to listening, meeting people where they are, and working to address the needs of those who have historically been left out of planning processes and decision-making about the city's transportation system. We built upon traditional public engagement tools and partnered with community-based organizations with existing relationships in communities to listen and create a plan that reflects the values and needs of everyone. We continuously adjusted how we engaged with community during the STP process to create a seat at the table for everyone, alongside communities and organizations already familiar with city planning processes.

We will continue to invest in transformational relationships with community as we strive to work at the speed of trust. We will do this through meaningful engagement as a demonstration of our commitment to equity.

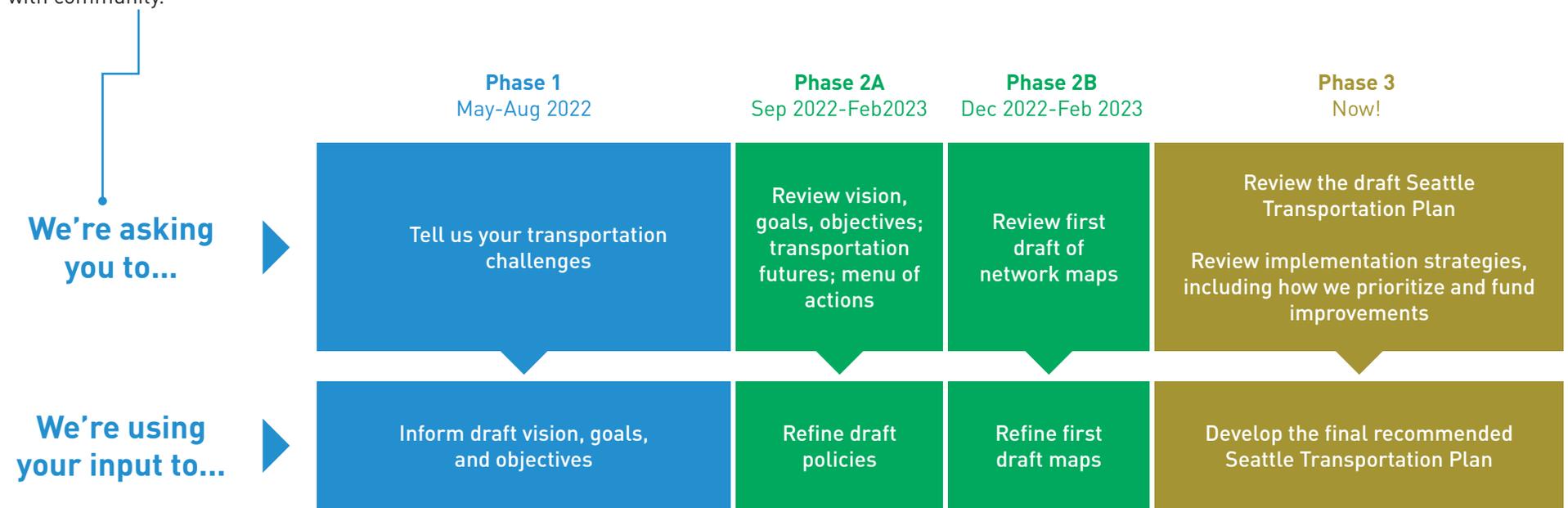
Listening to communities is the most important part of defining the vision for the future of transportation in Seattle. We focused on co-creating the STP with them and designed engagement opportunities to make that happen.

The community needs to feel like it's a priority and that engagement leads to meaningful change."

Anonymous Contributor *Online Engagement Hub*

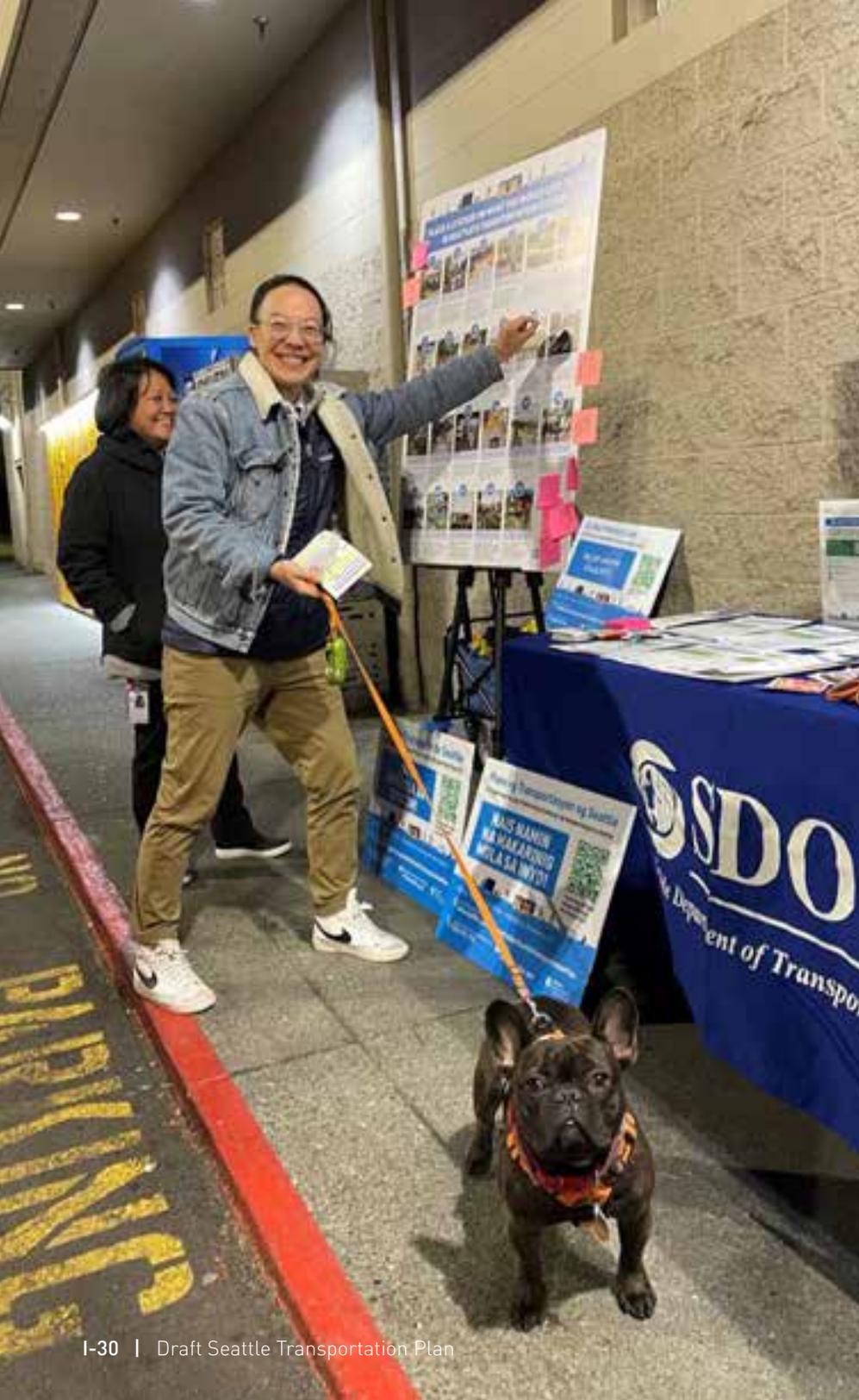
The STP launched in May 2022 and has had 2 phases of engagement already, with a third occurring now. This engagement is helping us **co-create** the plan with community.

We have designed the engagement approach so people can participate at any point in the process, know how to provide feedback, understand how it is used in the STP, and have confidence their voices will be heard.



STP engagement focuses on 5 equitable strategies for connecting with the community, as seen below. The following pages provide more details about each one.

- 1. Building Awareness
- 2. Community-Led Engagement
- 3. Citywide Engagement
- 4. Events and Meetings
- 5. Joint Workshops



EQUITABLE ENGAGEMENT

BUILDING AWARENESS

We used many tools to build awareness about the STP. We wanted everyone to have the opportunity to learn about the plan and know how and when to share their feedback with us. We used a variety of digital and printed tools to spread the word.

Digital

Digital awareness tools helped us reach larger audiences across Seattle. These include:

- English and translated ads in media outlets, including the South Seattle Emerald, Seattle Chinese Post, Seattle Chinese Times, El Siete Dias, Tu Decides/You Decide, Seattle Viet Times, NW Vietnamese News, Runta News, Maleda Media, Korea Times Seattle
- Social media (Facebook, Twitter, and Instagram)
- Articles and blog posts from SDOT

In addition to these channels, there were opportunities to learn about the STP from other local media sources, such as blog posts and social media from The Urbanist, The Stranger, MyNorthwest, Seattle Bike Blog, Seattle Transit Blog, and more.

100+

Social media posts

11

Local news outlets independently covered the STP

2,000+

Clicks via ads published in a variety of media sources

42

Media articles and outside blog posts about the STP

Please make sure you're reaching out in languages other than English. This is important to so many of my neighbors and community members."

Survey Participant STP Vision Survey

STP engagement materials were available in 16 languages so we could reach as many people as possible.

Languages include: Amharic, Arabic, English, Japanese, Khmer, Korean, Lao, Oromo, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, Traditional Chinese, and Vietnamese.

Print

Not everyone is able to access or use the internet, and some people notice a sign or poster more than a Tweet or post on Facebook. We distributed these materials across Seattle, especially within equity priority neighborhoods and community gathering places. Printed tools used to build awareness about the STP included:

- Business cards with scannable codes to access online engagement
- Posters
- Fact sheets, flyers, and flipbooks
- Yard signs
- Print ads

2,000+
Flyers distributed

25+
Posters displayed

170+
Yard signs distributed
(in 8 languages)



COMMUNITY-LED ENGAGEMENT

We want to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. We worked with community-based organizations and our compensated Community Liaisons to broaden and deepen the reach of our engagement. These organizations and individuals helped us create a plan that advances the goal of a racially equitable and socially just transportation system.



Community-Based Organizations

Community-based organizations (CBOs) are trusted community builders and leaders who already serve the communities we most hope to engage. Staff from these organizations often come from the same ethnic, racial, cultural, or religious backgrounds or speak the languages typically spoken in those communities.

CBOs work closely with the communities they serve, often providing educational services and gathering spaces, fostering community connections, and advocating on their behalf. These organizations were paid by SDOT and worked directly with the STP team to engage their communities throughout this plan. Groups that we partnered with include:

- Khmer Community of Seattle King County (KCSKC), in partnership with NOIO Pathways and KIMYUNITY
- Asian Pacific American Labor Alliance
- Central Area Collaborative
- Duwamish Valley Sustainability Association
- Smash the Box
- Estelita's Library
- Legacy of Equality Leadership and Organizing

The need for reliable and affordable public transportation is crucial in ensuring our community can access the means to get to their livelihoods at any given hour.”

Eunice How *The Asian Pacific American Labor Alliance*

Community Liaisons

The Department of Neighborhoods Community Liaison (CL) program began in 2009 to help the city do a better job engaging and serving historically underrepresented communities, such as refugee communities, seniors, youth, and people with disabilities. Liaisons are independent contractors who engage with their communities and give the city advice based on what they hear from their communities. They are trusted advisors, and we rely on them to help guide engagement for projects like the STP.

Liaisons working on the STP represent many communities, including Somali, Filipino, Spanish, Mandarin Chinese, Vietnamese Cham, the unhoused, and people with disabilities. They have represented the STP at many events throughout the project process, helping us communicate with their communities—especially with people whose primary language is not English.

Many liaisons have engaged with their communities on the STP in customized, creative ways. These methods have included listening sessions focused on specific transportation topics; one-on-one interviews; giving out flyers and culturally appropriate swag; and connecting via social media, radio, video, and other media.

Through culturally- and community-appropriate outreach strategies, CBOs and CLs helped us elevate the voices that have been traditionally left out of the planning process.



VIEW THIS SITE IN:

English | Español | አማርኛ | العربية | 繁體中文 | 日本語 | ភាសាខ្មែរ | 한국어 | ລາວ | Oromoo |
Русский | Soomaali | Tagalog | ไทย | ብሔር | Tiếng Việt

ADDITIONAL LANG
Select Language

- TAKE A SURVEY TO HELP GUIDE OUR WORK
- SHARE YOUR CHALLENGES AND OPPORTUNITIES ON OUR INTERACTIVE MAP
- JOIN US AT AN UPCOMING EVENT
- SEND US AN EMAIL OR CALL OUR VOICEMAIL LINE
- LEAVE A GENERAL COMMENT



WELCOME

GET INVOLVED

NEXT STEPS

Welcome to the online engagement hub for the Seattle Transportation Plan

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle.

The STP is our commitment to building a transportation system that provides everyone with access to safe, efficient, and affordable options to reach places and opportunities. The STP will guide local transportation investments for the next 20 years – so we want to hear from you!

Our transportation system is more than just roads. It includes sidewalks, bridges, stairways, transit, paths and trails, bike lanes, crosswalks, public spaces like street cafes and benches, and much more. The transportation system is how everyone moves around the city, connecting us to places and opportunities. But COVID-19, climate change, and rapid population growth make it hard to keep this system running smoothly. That's why we want to create a sustainable system that works now and in the future.

Visit the [Seattle Transportation Plan website](#) to learn more about what the plan is, find project resources frequently asked questions, and stay up to date on the planning process.

Stay Connected

Sign up for Seattle Transportation Plan email updates:

SUBSCRIBE NOW

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. In addition to activities to provide feedback on the STP, the online engagement hub included opportunities to:

- View an events calendar with opportunities to engage with the STP team
- Send an email or voicemail to the STP team
- Leave a general comment about the plan
- Sign up for email updates on the STP
- Request an STP team member to attend an event for another organization

The hub included various interactive maps and activities, multiple surveys, and several ways to leave open-ended comments and feedback for SDOT.

8,000+

Comments placed on the interactive maps

29,000+

Total visits to the STP online engagement hub

STP's online engagement hub is distinctive in the breadth of possibilities it presents for engagement. Residents can complete a survey, use a mapping tool to identify areas of concern or for improvement, request that the engagement team meet with their organization, contact the engagement team using email or voicemail, or leave a general comment."

The Urbanist

We provided digital and in-person engagement activities so that everyone could have their voice heard no matter how they wanted to engage with us.

Transportation Challenges Survey (March – May 2022)

This survey asked about the most pressing transportation issues people face. Importantly, the survey also asked how they wanted to receive and share information about the STP.

STP Vision Survey (May – August 2022)

This survey gave people a chance to co-create a shared vision, goals, and objectives for the STP by asking about their transportation needs, experiences, and priorities.

Transportation Challenges Interactive Map (May – August 2022)

To better understand where transportation challenges and opportunities exist, we created an interactive online mapping tool that allowed people to drop pins, trace routes, and draw areas where they want to see improvement.

Vision, Goals, and Objectives Activity (September 2022 – February 2023)

We asked people to provide their feedback on the draft vision statements, goals, and objectives.

Transportation Future Activity (September 2022 – February 2023)

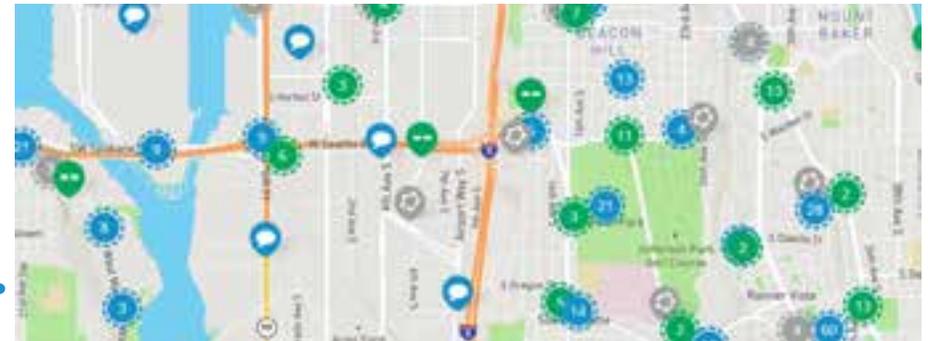
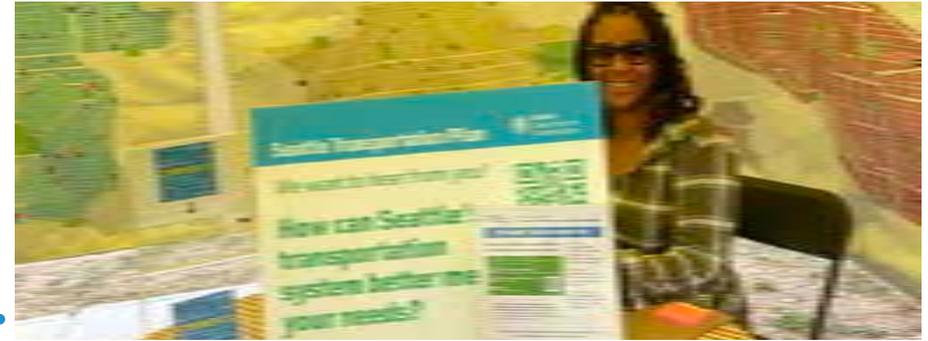
We asked participants to consider 3 different futures to determine how quickly the community wants to see changes to the transportation system that help us achieve plan goals.

Menu of Actions Activity (September 2022 – February 2023)

We asked people to provide their feedback on a draft set of actions that we created based on previous engagement feedback

STP Elements Interactive Map (December 2022 – February 2023)

This interactive map showcased the draft STP elements and allowed people to place pins and comments on the map to provide feedback.



EVENTS AND MEETINGS

To achieve the STP engagement goals, we wanted to “meet people where they are.” This meant visiting local grocery stores, farmers markets, community meetings, festivals, and more. We monitored who we were hearing from in our outreach efforts and pivoted our approach numerous times to make sure we were hearing from as many people as possible and from groups that are representative of the populations we serve. We prioritized attending events and meetings in neighborhoods that typically have lower participation and underrepresented voices. The STP team attended over 80 events and participated in over 54 meetings with different groups in the community, including:

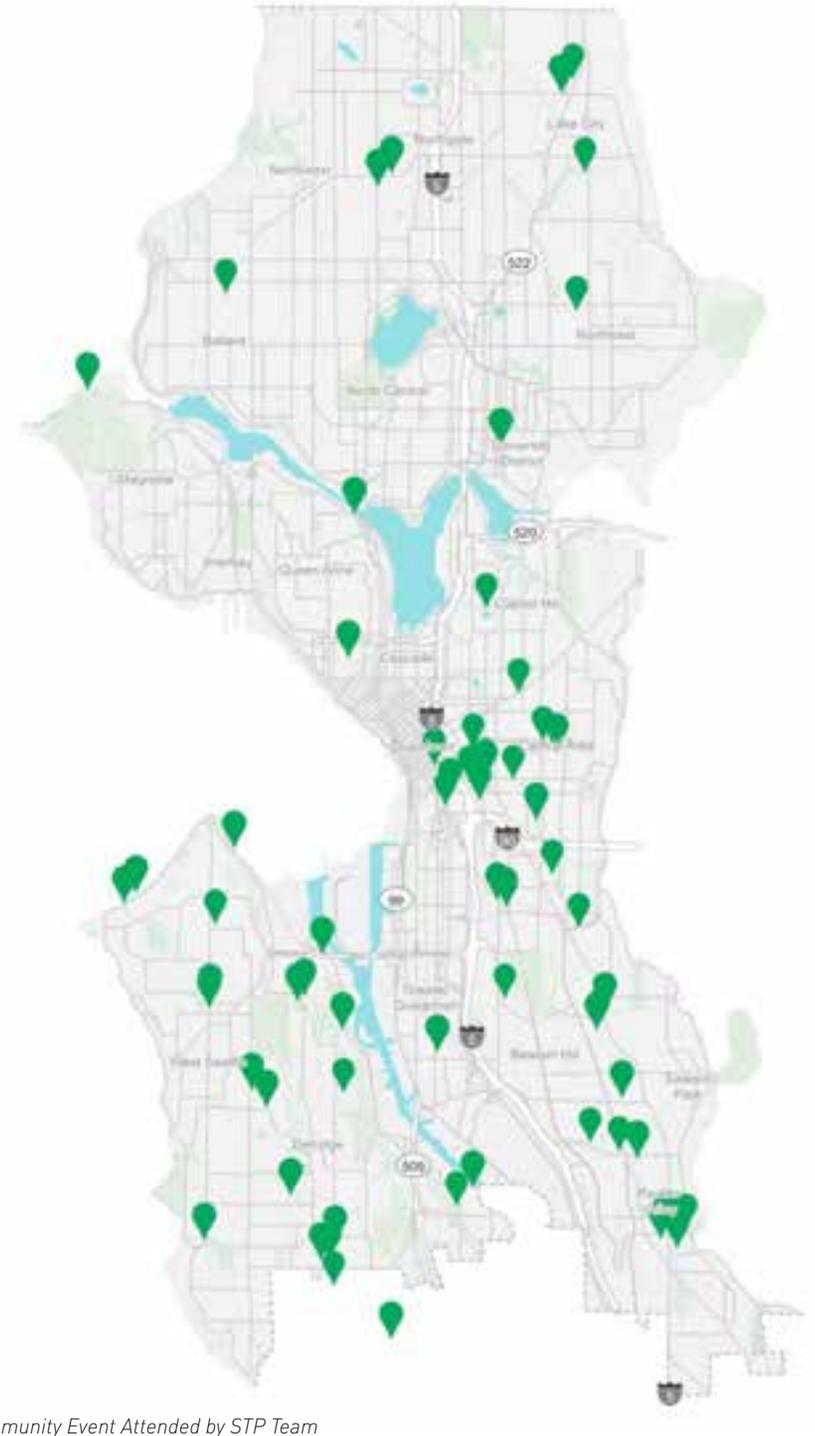
- Community groups
- City boards and advisory committees
- Partner agencies
- Transportation Equity Workgroup
- Pop-up engagement at festivals, community events, resource fairs, and farmers markets
- Other typically underrepresented and underserved communities

80+
Community events that the STP team attended

54
Meetings held with various groups in the community

What this project helps us realize is that—yes, we can speak our mind and we are entitled to enjoy those kinds of beautiful spaces in our neighborhoods too”

Resident Khmer Community of Seattle King County (KCSKC) Celebration Event



 Community Event Attended by STP Team

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 modal and planning boards to discuss how the city could achieve its goals. In addition to members of the public—who were able to attend and observe the workshops—participants included members of the:

- Seattle Bicycle Advisory Board
- Seattle Pedestrian Advisory Board
- Seattle Freight Advisory Board
- Seattle Transit Advisory Board
- Seattle Planning Commission
- Transportation Equity Workgroup
- Seattle School Traffic Safety Committee
- Levy Oversight Committee
- Pedestrian Access Advisory Committee (PAAC)

Transportation investment is particularly needed in underserved areas most at risk for displacement. We need to pair anti-displacement strategies with the implementation of safe streets everywhere.”

Participant *Joint Workshop*







3

KEY MOVES

THE KEY MOVES

Key Moves are strategies that advance the STP's 6 goals. Each goal describes desired long-term aims of this plan organized around a set of central themes: safety, equity, sustainability, mobility, livability, and maintenance and modernization. The acceleration of positive change requires that Seattle continues to employ tried-and-true strategies and invest in new strategies that align with community goals and expectations. Transformational change also requires successful collaboration with other city departments, transportation agencies, industry, businesses, non-profits, neighborhoods, advocates, 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 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

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 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:** 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

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

SAFETY

We launched Vision Zero in 2015, an initiative to eliminate traffic deaths and serious injuries. It aims to focus on the most effective ways to reduce harm while creating a culture of care and dignity for all travelers. However, serious injuries and deaths on Seattle streets are on the rise. We must respond and do more to protect people traveling on city streets.

We need to rethink and even undo historic street design to achieve Vision Zero. We're working to encourage slower speeds, reduce conflict points between travelers, and center the safety of people walking, biking, and rolling. People should be able to safely get anywhere they need to go, including but not limited to schools, transit stops, parks, and other common destinations. The Seattle Transportation Plan builds on existing efforts and identifies actions that will enable us to make more vigorous progress toward Vision Zero through a "Safe System" framework.

Other safety considerations include the need for emergency response vehicles to readily navigate city streets so that emergency responders can reach and serve people in crisis. Safety is woven into every aspect of this plan.

To lead with safety, we will:

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



What We Heard from You

We heard your thoughts on how best to enhance safety in Seattle. We **used this feedback (and more) to craft the key moves on the following pages.**

- Asian and Latinx communities emphasized **prioritizing safety** for all people, especially people **walking and rolling** (92%+ compared to 84% citywide)
- Students at Franklin High School cited **safety as key** to STP success
- In the Central District, nearly a quarter of comments mentioned **Rainier Ave as being unsafe and difficult to cross** on foot or bike (24% of comments in the area)
- 91% of people surveyed support giving people **more options** for getting where they need to go **safely** and on time
- People in the LGBTQIA+ community at Trans Pride Seattle frequently mentioned they would feel safer in public spaces if there was **better lighting** at transit stops and **more separation between vehicles** and people walking or biking
- Several seniors in the Vietnamese community expressed feeling unsafe on buses and light rail and while waiting for transit.

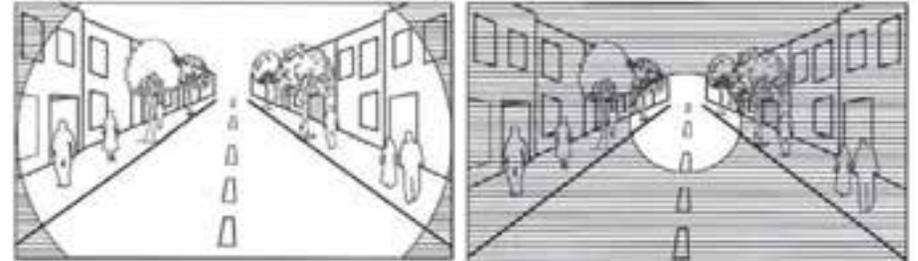
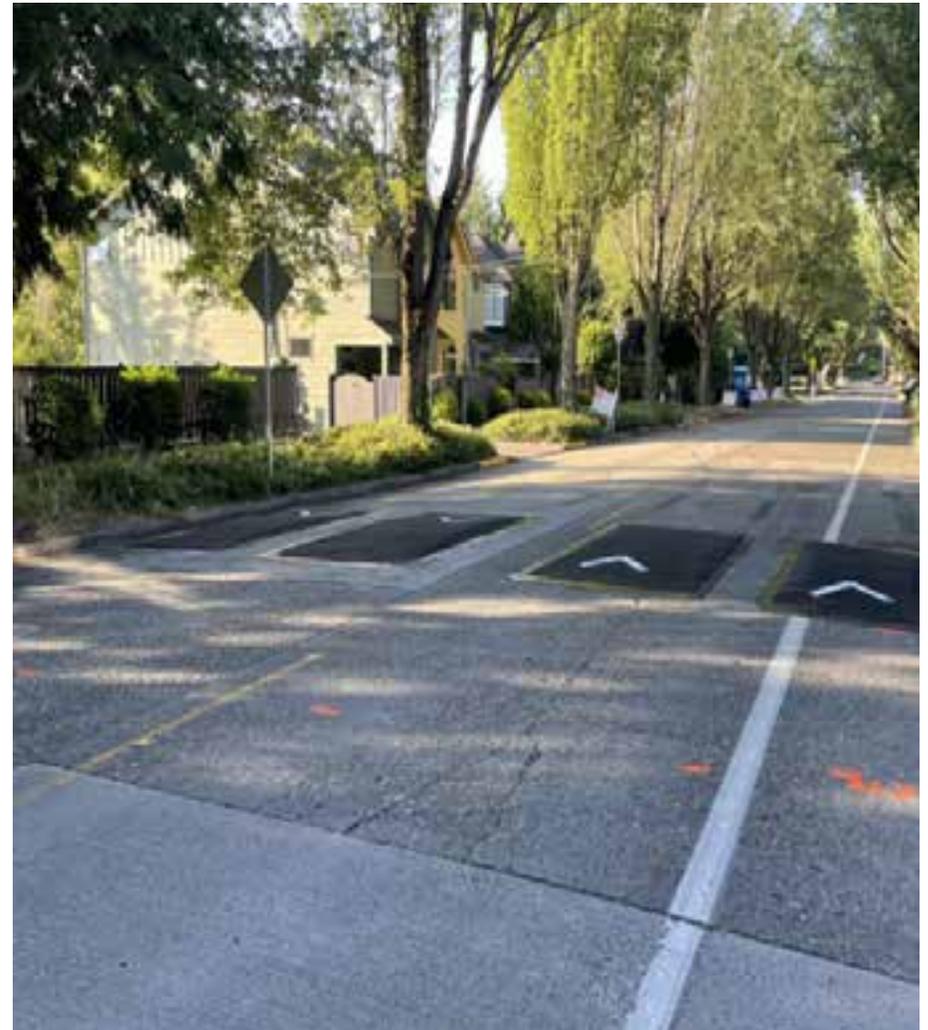
Lead with Safety

S1: Reduce vehicle speeds to increase safety

Slow streets save lives. Nine out of 10 pedestrians survive when hit by a vehicle traveling at 20 mph, but only 5 out of 10 survive at 30 mph, and only 1 out of 10 survive at 40 mph. Reducing vehicle speeds will make city streets safer and more vibrant, and it will advance transportation justice by making safety improvements in communities that continue to endure the legacy of discriminatory practices. While reducing speed limits does reduce overall speeds, we need a multifaceted approach for people driving to change their habits and travel more slowly in the city. We are committed to pursuing additional reliable travel choices to help minimize travel impacts from increased delay.

**To Make this Move We Will:**

- Design all streets using context-appropriate traffic calming treatments that are proven to reduce speeds and encourage people driving to travel at the posted speed limit. This should include strategies to narrow the street, coordinate traffic signals, and plant street trees.
- Implement traffic calming strategies, such as traffic circles, speed humps, cushions, and tables, and leverage them with programs that deliver educational campaigns to reduce speeding.
- Continue to reduce posted speed limits where possible and appropriate, consistent with national guidance and best practices.
- Continue collecting travel speed data and use it to measure progress in reducing speeds.
- Coordinate with the Washington State Department of Transportation to address safety challenges where their roadways impact the city street network.
- Develop a policy for automated speed enforcement and potential expansions, to be informed through community engagement to address equity concerns.
- Promote street designs that support mobility for emergency response and enable responders to serve people in crisis throughout the city.

Field of Vision...*...at 15 MPH**...at 30 to 40 MPH*

Speed cushions on 15th Ave S between Atlantic & Massachusetts help to slow traffic.

Lead with Safety

S2: Concentrate safety investments at the most collision-prone locations

More crashes occur on arterials, which are major streets that carry large volumes of traffic than on neighborhood streets. These crashes are more likely to be serious and even fatal. In fact, 93% of pedestrian deaths in Seattle occur on arterials, and 80% are on arterials with more than one lane in each direction. To achieve the STP safety goal, we need to make proactive safety enhancements across the city.

Based on analyses of collisions that have already occurred, we have a solid, data-backed understanding of conditions that may contribute to higher crash risks. We will focus safety investments on collision-prone locations, using strategies proven to effectively address specific risk-factors and collision causes. And we'll continue to innovate, such as using sensors at intersections to predict where crashes are most likely to happen. These tools capture "near-misses" that frighten people—even when it's just a close call. By employing a proactive and innovative approach, we will reduce collisions at locations where people may be most at risk.

Goals addressed by this move:



To Make this Move We Will:

- Incorporate Vision Zero and Safe System approaches into every project and program.
- Prioritize safety improvements at locations that are on the high-injury network, have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis.
- Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues.

“There needs to be a holistic solution if we really want to make an impactful change for street safety.”

Anonymous Contributor *Online Engagement Hub*



Crews painting a green bicycle lane

*Lead with Safety***S3: Make all journeys safer, from departure to destination**

Safety is an important contributor to quality of life: from stepping out the door to arriving at a destination, and the journey in between. This means feeling safe on all streets and sidewalks, waiting comfortably at transit stops, having a safe journey both inside and outside of a personal vehicle, and safely reaching any destination, whether it's home, work, school, or elsewhere.

We will seek to make the journey safer for all people traveling in Seattle, from beginning to end. In addition to encouraging slower speeds and focusing on high-crash locations (see Key Moves S1 and S2), we will reduce conflicts between travelers, use maintenance opportunities to deliver safety improvements, and particularly prioritize the safety of people walking, biking, rolling, and taking transit. This includes feeling safe and secure when making travel connections, especially when outside of a personal vehicle.

Goals addressed by this move:

**To Make this Move We Will:**

- Construct new sidewalks, crosswalks, bike lanes, and multi-use trails where there are gaps or opportunities for new connections, prioritizing places with the greatest safety concerns.
- Harness funding and opportunities when private development occurs to build planned new network facilities and prioritize mobility for people walking, biking, and rolling when construction occurs.
- Upgrade existing facilities for people walking, biking, and rolling to be safer and accessible for people of all ages and abilities. (Supports TEF 7.1 and 43.4)
- Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, such as hardened centerlines, leading pedestrian intervals (LPIs) at signals, No Turn on Red signs at signalized intersections, and road diets.
- Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, No Parking signs, improved lighting, and refuge islands with a focus on High Injury Corridors.

- Expand opportunities to more safely cross busy arterials by installing enhanced crossings, improved lighting, and other treatments. (Supports TEF 40.6)
- Coordinate with freight, passenger rail, and light rail partners on safety improvements at rail crossings.
- Expand safety education for all travelers.

A Safe System approach incorporates the following principles:

- Humans make mistakes:** People will inevitably make mistakes and decisions that contribute to crashes, but the transportation system can be designed and operated to accommodate human mistakes and avoid death and serious injuries when a crash occurs.
- Humans are vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; it is critical to design and operate a transportation system that accommodates physical human vulnerabilities.
- Responsibility is shared:** All people are vital to preventing fatalities and serious injuries on city streets, including governments at all levels, industry, non-profit/advocacy, researchers, and the traveling public (except children). Those designing the system hold greater responsibility.
- Safety is proactive:** We should proactively identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- Redundancy is crucial:** All parts of the transportation system need to be strengthened, so that if one part fails, the other parts still protect people.

Lead with Safety

S4: Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations

Seattle is home to many destinations that enrich people's lives, including schools, parks, local businesses, and cultural destinations. Travel to these places should be a safe and comfortable experience for everyone, but particularly for people walking, biking, and rolling. Throughout the development of this plan, we heard about the challenges people face in accessing these destinations. Improvements that make it easier and safer to reach these destinations using sustainable travel options will bolster physical and mental health, improve air quality, enable local businesses to thrive, and strengthen sense of place.

Goals addressed by this move:



To Make this Move We Will:

- Construct the networks for walking, biking, transit, and People Streets and Public Spaces as outlined in this Plan
- Make investments near light rail stations and busy transit stops that make it safer to walk and bike to transit.
- 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. (Supports TEF 40.2)
- Serve every public school with an all ages and abilities bicycle facility. (Supports TEF 43.4 and Executive Order 2022-07)
- Expand permanent Healthy Streets to all neighborhoods as a way of providing low stress connections to common destinations for people walking, biking, and rolling, regardless of age or and ability. (Supports TEF 43.4 and Executive Order 2022-07)
- Provide pedestrian-scale lighting to make people walking more visible to people driving vehicles and to increase personal safety.



Enhanced pedestrian crossing location and protected bike facility along Linden Ave



Safe Streets to School routes prioritize safe connections for young people





Transportation Justice is Central

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

SDOT's work is guided by our Transportation Equity Framework (TEF), which was developed in partnership with community. It calls for amplifying the voices of community members through inclusive decision-making and co-creation, and by prioritizing investments that make it safer, easier, and more affordable to get around in the places that have traditionally received fewer resources.

Our transportation system today does not serve everyone equally. Black, Indigenous, and People of Color (BIPOC) communities, people with disabilities, and people with lower incomes often pay a higher price to get where they need to go—whether that means absolute or relative monetary costs, time spent on long commutes, or costs to the health and welfare of themselves, their families, and their neighborhoods. These costs are further compounded by displacement due to high costs of living and limited access to affordable housing and high-quality transit.

To affirm that transportation justice is central, we will:

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



What We Heard from You

We heard your thoughts on how best to center transportation justice in Seattle. **We used this feedback (and more) to craft the key moves on the following pages.**

- 86% of people surveyed prioritized a racially equitable and socially just transportation system
- 81% of people surveyed prioritized preventing displacement of people who have been underserved or who have lower incomes
- 93% of people surveyed prioritized creating a transportation system that is affordable for everyone
- South Park and Greater Duwamish residents are more likely to prioritize affordability for travel *(94% compared to 75% citywide)*

Meet them where they are, go to their communities, talk to them, and find out what they want, need.”

Anonymous Contributor *Online Engagement Hub*

*Transportation Justice is Central***TJ1: Center the voices of communities of color and underrepresented groups in planning and decision-making processes**

One Seattle means everyone touched by the transportation system has a hand in shaping the future of our city and how we get around it. The people most affected by transportation investments are entitled to participate in the decision-making processes that determine what, when, and where those investments are made. Given the challenges for various members of our underserved communities, we must continue to repair damaged relationships by making sure their participation directly informs transportation plans, policies, programs, and investments. We achieve this through close collaboration and partnerships with people living and working in the most impacted communities, as well as the community-based organizations (CBOs) representing them. We must also coordinate across City departments to be efficient, intentional, and respectful when asking community members to share their valuable time and energy to participate in policy decisions.

Goals addressed by this move:

**To Make this Move We Will:**

- Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members.
- Feature community voices in planning documents.
- Continue to build and maintain relationships with vulnerable communities and underrepresented groups. (Supports TEF 29.1 and 41.6)
- Meet early and often to provide opportunities to influence projects before they are fully developed. (Supports TEF 3.4)
- Build trust and capacity within organizations prioritizing our vulnerable communities focused on increasing walking, biking, and rolling and learn from the leaders active in these spaces. (Supports TEF 31.4)
- Normalize the practice of making decisions about policies and right-of-way (ROW) allocations with input from vulnerable communities. (Supports TEF 19.1 and 25.4)

- Partner with communities to identify opportunities for People Streets and Public Spaces in their neighborhoods. (Supports TEF 17.4)
- Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. (Supports TEF 17.1, 21.2 and 16.1)
- Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. (Supports TEF 1.1, 13.4, 31.4, and 37.1)



Members of the community share feedback with SDOT staff about their vision for transportation.

Transportation Justice is Central

TJ2: Address inequities in the transportation system by prioritizing investments for impacted communities

How we choose to invest limited resources says a lot about our values. When we commit to repairing the damage done to communities by the transportation system, it requires prioritizing transportation investments that alleviate the inequities still felt today. In some neighborhoods, this means restoring connections where places were divided by freeways, rail, and industry. In others, it can mean subsidizing services such as free or low-cost transit passes, or funding safety improvements where the highest number of preventable traffic injuries and deaths are occurring.

Through a combination of community engagement and data analysis, we can identify where the most severe impacts are occurring and focus resources where they're most urgently needed. By demonstrating action with on-the-ground transportation solutions, we will work together to repair trust and build safe connections to opportunities for the most affected communities.

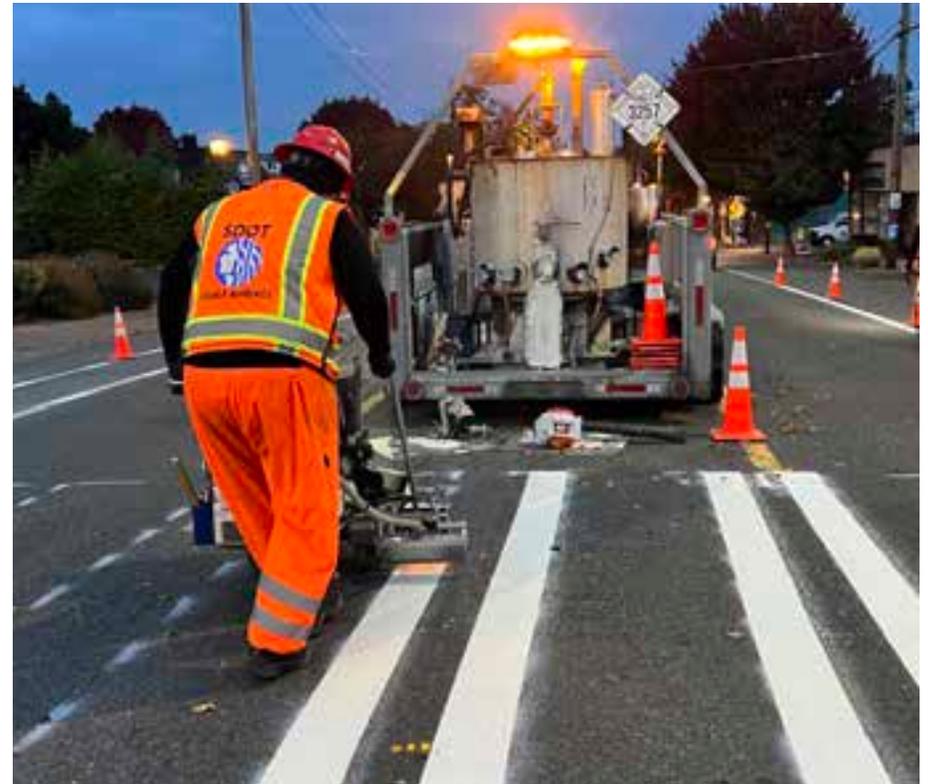
Goals addressed by this move:



To Make this Move We Will:

- Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement.
- Collaborate with municipal, county, regional, and state transportation partners to consider the transportation needs of people who have been displaced from Seattle.
- Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. (Supports TEF 14.3 and 15.2)
- 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. (Supports TEF 31.4)

- Develop policies to prevent and mitigate transportation projects, both past and present, from contributing to future displacement.
- Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops.
- Partner with other departments and agencies to deploy anti-displacement programs, investments, tools, and mitigation efforts.
- Conduct and implement racial equity assessments at the program level.



Prioritizing investments like new crosswalks can help address past inequities in transportation

My neighborhood is bounded by dangerous arterials with high speeds, which divide our community and make it hard to get around without a car.”

Anonymous Contributor *Online Engagement Hub*

*Transportation Justice is Central***TJ3: Remove cost as a barrier so everyone can take the trips they need to make**

Mobility is a human right and critical to a healthy economy. People living with the impacts of poverty and housing displacement are often burdened with longer commutes, fewer mobility options, and fewer nearby opportunities to enhance their quality of life. When cost is removed as an obstacle to accessing things like good paying jobs, education, medical services, local businesses, parks, cultural events, or even friends and family, people can benefit from more equal footing. We need to invest in transportation cost-burdened communities to expand the menu of low-cost mobility options like walking, biking, and taking the bus or light rail.

**To Make this Move We Will:**

- Construct the walking, biking, and transit networks outlined in this plan. Expanding access to these affordable mobility options makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefitting people who need to travel outside 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation.
- When a capital project is underway in a community, incorporate supplemental programs to help community members transition to sustainable travel options like walking, biking, and taking transit. For example, when installing a bike lane, consider partnering with a local bike shop on helmet distribution.
- Enhance programs that provide free or reduced travel fares and fees for low-income households. (Supports TEF 32.1, 46.2, 46.3, and 52.4)

The free ORCA card allow[s] me to go to doctor appointments, shopping, school, and training programs without worrying about how I will get there.”

Yesler Terrace Resident



The City of Seattle is partnering with the Seattle Housing Authority (SHA) to provide free unlimited-use ORCA cards to all residents who are living in SHA-owned and managed housing through December 2026



Climate Action

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

Over the past decade, investments in sustainable mobility options like transit service, walking, biking, and scooter share have paid dividends. On a per capita basis, greenhouse gas (GHG) emissions from transportation fell by 24% from 2008 to 2018. However, as Seattle has grown, we are a long way from meeting our climate goals: reducing transportation emissions by 82% between 2008 and 2030 and having an emissions-free transportation system by 2050. Bold improvements through innovative approaches are needed to reach climate targets.

Through community engagement, we heard demands to accelerate SDOT's climate response. We are prepared for this moment and have set a strong foundation already. Much of the necessary work is an expansion or acceleration of what we're already doing. When coupled with new, innovative strategies like creating low-pollution neighborhoods and expanding a growing mix of zero-emissions travel options, we can meet the moment and do our part in preserving the Seattle we love.

Our climate response is multi-faceted and will advance other STP goals. Executing the strategies in this plan can rapidly reduce GHG emissions and vehicle miles traveled, make walking, biking, and taking transit the norm, reduce the number and severity of traffic crashes, and realize concurrent benefits with cleaner, healthier, safer, and more economically vibrant neighborhoods.

Now is the time to mobilize and accelerate climate response.

To respond to climate change, we will:

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



What We Heard from You

We heard your thoughts on how best to take climate action in Seattle. **We used this feedback (and more) to craft the key moves on the following pages.**

- 94% of people surveyed prioritized creating a transportation system that **reduces pollution** and **improves air quality**
- 81% of people surveyed wanted to improve the transportation system so Seattle is **prepared for disasters** and times of crisis
- 55% of people surveyed prioritized helping more people use **electric vehicles**, such as adding public charging stations
- Students in the West Seattle High School Earth Club recommended **promoting low-emission delivery vehicles**

Climate Action

CA1: Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options

Emissions from cars and trucks burning fossil fuels have severe effects on local air quality and people's health. Historically disadvantaged neighborhoods bear the biggest brunt of unhealthy air. We can make neighborhoods healthier places—especially historically disadvantaged neighborhoods—by making it easier to take fewer trips by car. As Seattle becomes more walkable, bikeable, and transit-friendly, we can realize better individual and community health outcomes through use of active transportation options, cleaner air, less noise pollution, and reduced traffic deaths and serious injuries. With increasingly people-friendly neighborhoods, we will re-balance the transportation system so low-emission choices are available and attractive.



To Make this Move We Will:

- Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies that encourage non-driving travel choices for all trips.
- Expand public education campaigns to encourage biking, using e-mobility, walking, rolling, and taking transit
- Develop and expand programs that incentivize sustainable alternatives to driving for large events and as a primary congestion mitigation tool during major construction projects.
- Support increased transit service through co-investments with agency partners so the transit network takes people where they want to go.
- Encourage transit-oriented development through alignment of land use policies with other City departments.
- Pursue programs and code changes to reduce and manage the supply of off-street parking in more areas of the city and for more land uses beyond residential development.
- Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods).



People riding a streetcar in Seattle



An electric trolley bus at the Jackson St transit hub

Climate Action

CA2: Green city streets with landscaping and street trees to better handle changing climate

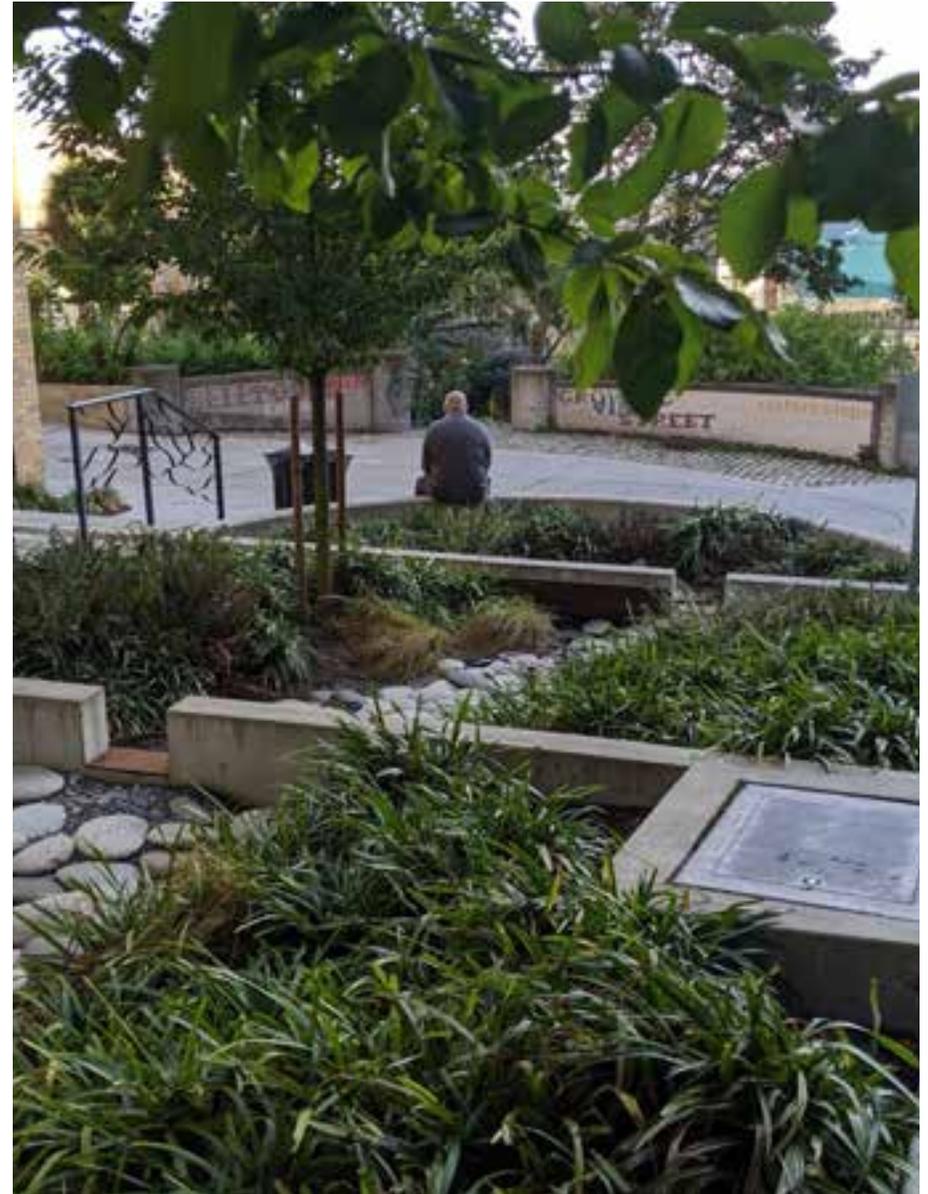
The benefits of planting trees, landscaping with natural elements, and installing permeable materials in and along streets go beyond visual appeal—they are a core strategy for climate resiliency in cities worldwide. Street trees are proven to combat the heat island effect of cities that are otherwise covered in concrete and asphalt. They also help absorb GHG emissions, keeping them out of the atmosphere and lessening their devastating effects on climate. Native vegetation protects water quality through stormwater management, lessens urban flooding, and also improves air quality. Enhanced greenspace improves the look and feel of neighborhoods, and green curb extensions and medians improve safety for those driving, walking, biking, and rolling. We will continue to focus on greening streets as part of SDOT's climate response, with regular and timely maintenance of these important assets so we continue experiencing their positive impacts and resiliency benefits for decades to come.



To Make this Move We Will:

- a. Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way. (Supports TEF 56.4)
- b. Seek opportunities to install green infrastructure in new public spaces and People Streets as streets are redesigned.
- c. Prioritize tree planting and maintenance in historically under-invested communities, as we strive to increase tree canopy coverage citywide. (Supports TEF 56.6)
- d. Partner with local communities to co-create green landscape and urban forest improvements that increase resilience to climate impacts. (Supports TEF 56.4)

- e. Install green stormwater infrastructure on streets that already and will continue to flood frequently. Consider locations for de-paving projects that will expand green spaces and improve climate resiliency.
- f. Explore use of different pavement types, including lighter colors, to reduce urban heat island effects.



Green infrastructure on Vine Street

Climate Action

CA3: Foster neighborhood vitality and improved community health

Economically and socially vibrant neighborhoods can uplift the health of people who live, work, and play in them. We can improve health through climate response by making areas of the city low- or zero-emission zones. We'll reduce the presence of vehicles in these areas and promote walking, biking, electrified transit, and zero-emission goods delivery trips, co-creating innovative and workable solutions with communities. Benefits of these neighborhoods will include improved air quality, reduced noise pollution, fewer traffic crashes, deaths, and injuries, improved physical health through more comfortable walking and biking, more social activity in public spaces, and better conditions for local businesses and vibrant economies.

Goals addressed by this move:

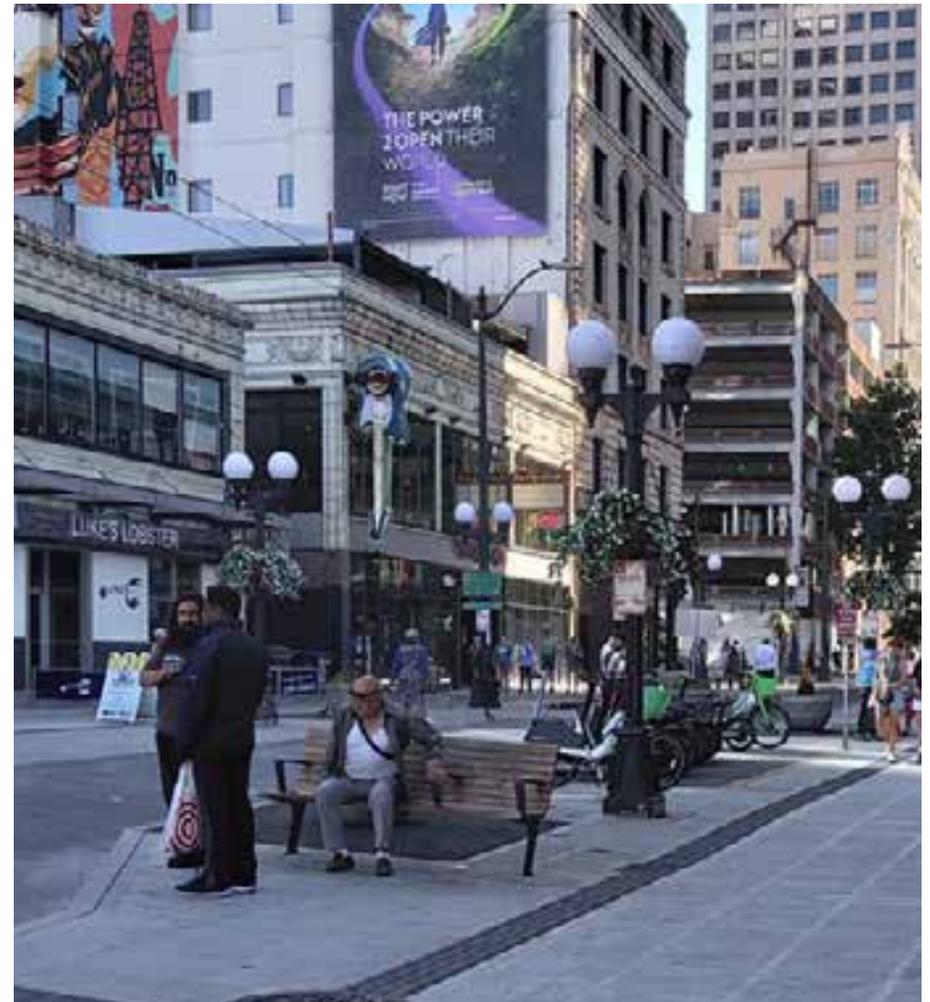


To Make this Move We Will:

- Co-create low-emission neighborhoods with communities so the benefits of cleaner air and safer streets are shared equitably.
- Work with local businesses in future low-emission neighborhoods to address delivery and access needs.
- Update code requirements to support creation of low-emission neighborhoods.
- Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity.
- Incentivize mobility options that do not use fossil fuels for transit, personal and urban goods delivery vehicles, and shared mobility (such as e-bikes and scooters).
- Launch neighborhood delivery hubs in partnership with local businesses to create central drop-off/pick-up locations for goods and services used by multiple delivery companies, retailers, and consumers.

Car-free zones would encourage me to walk around more and would make me feel safer on my bike.”

Anonymous Contributor *Online Engagement Hub*



Pike Street prioritized for people near Pike Place Market.

Climate Action

CA4: Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips

The transition to electric vehicles (EVs) will play a vital role in reducing GHG emissions, and we're committed to enabling this market shift through innovative pilots, partnerships, encouragement, and regulation. We'll support the rightsizing and electrification of personal, commercial, and delivery trips—and the vehicles that make those trips. We'll also need to install more public charging stations to fuel the growing number of EVs. And we don't just expect others to make this change; we'll lead by example by electrifying the City's vehicle fleets, too.

Vehicle electrification complements primary strategies to make city streets great places to walk, bike, and play. As such, projects, programs, and initiatives that deliver multimodal improvements will remain at the center of a climate response strategy. This advances co-benefits of safety that are so needed in Seattle—especially in historically disadvantaged neighborhoods. In the future, we'll make fewer trips by car or truck, but we'll make sure the ones we still need to make are electric.

Goals addressed by this move:



To Make this Move We Will:

- Support the transition to electric vehicles (EVs) for all segments of transportation, including personal mobility, goods movement and services, and fleets and transportation network companies, through equitable incentives, grant opportunities, partnerships, and pilot programming. (Supports TEF 36.2)
- Establish a comprehensive policy for EV charging in the right-of-way, outlining preferred locations, standards, and requirements.
- Lead by example and transition to a 100% zero-emissions City fleet by 2030.
- Support city and transit agency partners as they pursue zero-emissions fleets, including through infrastructure that supports non-diesel buses, collaborative planning and streamlined permitting processes.

- Locate EV supportive infrastructure and charging facilities so they are safe, well-sited, and do not interfere with mobility or access for people traveling outside of personal vehicles.
- Support electrification of shared mobility and freight vehicles through programs that install charging infrastructure, offer focused incentives, and reduce reliance on large vehicles.



City of Seattle, King County, and Tukwila officials at Metro's South Base charging facility grand opening event

Climate Action

CA5: Advance mobility management strategies to encourage walking, biking, and transit trips

Driving generates air, water, and noise pollution, collisions, and slower trips for people riding transit and for everyone during periods of heavy congestion. Using market mechanisms such as paid parking and vehicle pricing can improve air quality and public health, encourage low-emission travel options, and increase revenue available for transit, walking, and biking. And this move can provide a win-win: revenue generation to fund other Key Moves and improved health for individuals and communities using active transportation options, while prioritizing racial and social equity and climate benefits. More comfortable opportunities for walking and biking can further lead to local community and neighborhood benefits with vibrant public spaces, thriving local businesses, and better air quality. These strategies also represent a continuation of commitments by the city and region made over the last decade to explore a variety of equitable pricing mechanisms.

Goals addressed by this move:



To Make this Move We Will:

- Expand the geography of and increase rates for paid on-street parking to encourage the use of less expensive and lower-pollution travel options.
- Continue to apply performance-based parking pricing rates and time limits to regulate on-street parking demand.
- Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation.
- Work with regional partners as they explore pricing options that are equitable and do not put the city at a competitive economic disadvantage.

Tolls are a great way to nudge people to change their established decision-making patterns.”

Anonymous Contributor *Online Engagement Hub*



Paid on-street parking in a commercial business district



Connect People and Goods

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

Connecting people and goods where they need to go is a primary function of the transportation system, and it is a priority to make each and every trip as reliable, affordable, and safe as possible. Given the limited amount of street, sidewalk, and public space in a rapidly growing city and region, this is not always easy to accomplish. People's lives are complex, and getting from point a to point b should be predictable and efficient. In addition to moving people, the movement of goods and services keeps Seattle's local economy vibrant and connects us to the region and beyond.

For almost 100 years, cars and trucks have been the primary way that people and goods move around Seattle. While we recognize a continuing need for cars and trucks for many trip purposes, we will take advantage of efficient, shared, and sustainable travel options to increasingly meet more of the city's growing travel demands. We will do this by repurposing streets and public spaces to create a more balanced transportation system while supporting critical movement and access needs of large vehicles for transit, freight, and emergency response. The aim is to provide a seamless and reliable travel experience to connect people and goods within the city and the region.

To better connect people and goods, we will:

- Create seamless travel connections
- Make walking, biking, and rolling easy and enjoyable travel choices
- Create world-class access to transit and make service more frequent and reliable
- Enhance economic vitality by supporting freight movement and growth in deliveries
- Manage curbspace to reflect city goals and priorities



What We Heard from You

We heard your thoughts on how best to move people and goods in and around Seattle. **We used this feedback (and more) to craft the key moves on the following pages.**

- 93% of people surveyed supported putting money toward transit to make it more convenient and reliable
- More than 90% of people surveyed wanted to take transit for longer trips across the city in the future
- Indigenous people (American Indian/Native Alaskan) referenced transit at a much higher percentage than citywide comments (21% compared to 7% citywide)
- Elders from the Vietnamese Senior Association were frustrated by inadequate bus frequency, and they often worry for their safety when waiting for and riding buses and trains
- Representatives from the North Seattle Industrial Association told us that maintaining a connected network of freight corridors was critical for the movement of goods throughout the city
- Black and Indigenous people were more likely to have prioritized a transportation system that supports a strong economy (over 80% compared to 70% citywide)
- 64% of people surveyed prioritized helping trucks deliver goods on time with less pollution
- Members of the Khmer community told us that their elders faced difficult language barriers that make getting around Seattle a challenge. Some were afraid to leave home for fear of getting lost.

Connect People and Goods

PG1: Create seamless travel connections

Longer trips, especially when transferring between different transportation options, can be challenging to navigate due to a range of obstacles. From the complexities of coordinating schedules, waiting for connecting services, finding vehicle parking, or navigating that first or last mile by walking, biking or rolling, there are many physical and logistical reasons that make connections a challenge. Having access to real-time information about schedules, travel times, pricing, and availability are critical for a smooth travel experience, whether it be on a bus, driving a car, reserving a shared scooter, or requesting a rideshare vehicle. When travelers must wait for transportation services, personal safety and security play a vital role in making comfortable trips.

To enable a more seamless and interconnected travel experience, we'll partner with other agencies and the private sector to make payments for travel easier and more affordable. When cost is a barrier, we'll support groups that need extra assistance. We'll also develop programs and build infrastructure to make connections easy at high-volume transportation hubs for people of all ages and abilities. As we make investments with an eye toward seamlessness, we will align this work with climate and equity goals. Through seamless connections, we'll enable a transportation system that is more balanced and multimodal.

Goals addressed by this move:



To Make this Move We Will:

- 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. (Supports TEF 19.6 and TEF 43.4).
- Improve the experience of making travel connections, especially between transit and travel options—such as personal and shared bikes and scooters—used for first-/last-mile trips. (Supports TEF 35.2 and 45.3)
- Improve east-west mobility between neighborhoods and destinations, especially as additional north-south oriented light rail service launches and existing bus services are redeployed.
- Coordinate with regional partners to simplify trip planning, booking, and mobility payment options across public and private mobility services.

- Provide equitable transportation access through direct subsidies and tailored mobility services for disadvantaged populations, including people with mobility impairment or low income. (Supports TEF 32.1 and 32.3).
- Expand the pedestrian wayfinding program, including at transit stations and stops, in collaboration with community and regional partners. (Supports TEF 48.1)
- Work with transit agencies and private partners so real-time data can help travelers make informed decisions.



Seamless transfers from bus to light rail at the Beacon Hill transit hub

Connect People and Goods

PG2: Make walking, biking, and rolling easy and enjoyable travel choices

For short trips of a few blocks or a few miles, it should be easiest to bike, walk, or roll to neighborhood destinations. Getting around by walking, biking, and rolling provides many benefits. These are zero-emissions and climate-friendly travel choices that allow us to experience neighborhoods at a human-scale, save money on transportation costs, stay physically and mentally healthy, and be mobile whether we're young, old, or in between.

We will continue to invest in pedestrian and bicycle networks, including physical infrastructure, supportive development requirements, and decisions that boldly reallocate right-of-way to create a more balanced, people-friendly, and equitable transportation system—one that prioritizes access for people of all ages and abilities. Whether walking or rolling to schools, parks, local businesses, neighborhood centers, or beyond, we will strive to make these sustainable travel options the default choice for short neighborhood trips in Seattle.

Goals addressed by this move:



To Make this Move We Will:

- 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.
- Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made. (Supports TEF 45.1)
- Grow the bike network and employ designs that reflect the needs and comfort level of people of all ages and abilities.

- Launch a citywide parking program for bicycles, scooters, and e-mobility devices, with a focus on community and mobility hubs, curbspace, and other locations.
- Update private development bike parking guidelines and code requirements for charging and storage to support and grow the use of e-bikes, larger cargo bikes, and scooters.

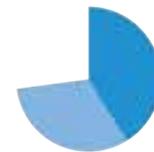
This is my closest grocery store and I drive because the walking and biking conditions are so terrible with so much car traffic right next to me."

Anonymous Contributor *Transportation Challenges Interactive Map*

Most trips within Seattle are relatively short, but we rely on cars for a large share of these short trips.



The average trip within Seattle is **2.2 miles**.



41% of trips in Seattle are **less than 1 mile**.

73% of trips in Seattle are **less than 3 miles**.



2 out of 3 car trips within Seattle are **less than 3 miles**.

Source: SDOT's Climate Change Response Framework

Connect People and Goods

PG3: Create world-class access to transit and make service more frequent and reliable

The transit system in Seattle and the region has grown significantly and will continue to do so over the horizon of this plan, especially as we recover from the COVID-19 pandemic. Increasing the number of people who use transit as a primary choice for travel is critical to reach climate goals, reduce dependence on driving, and improve safety for all travelers. To be a world-class transit city, we need to provide world-class access to transit by providing supportive infrastructure like sidewalks, crosswalks, lighting, real-time information, wayfinding, and easy transfers to and from transit.

One way we'll increase connectivity to transit stops and reliability of transit service—especially high-volume bus stops and light rail stations—is by prioritizing transit vehicle movement on city streets. We'll also continue to partner with regional transit providers to equitably expand transit service, with special attention to serving late-night and non-traditional travel hours and adapting routes and connections to reflect changing travel patterns. Through a major acceleration of transit lane installations and other travel time and reliability improvements, we will make transit the workhorse of the transportation system and the preferred choice for trips.

Goals addressed by this move:



To Make this Move We Will:

- Partner with King County Metro to deliver SDOT's Frequent Transit Network target levels of bus service and service area coverage.
- Leverage planned light rail investments to serve more people traveling by transit through system expansions, redeployment of existing bus services to connect passengers to light rail, and expansion of bus services to new areas and markets to serve more riders, including those in underserved areas and travelers who would benefit from more east-west transit connections.

- Partner with Sound Transit to support delivery of future Link light rail expansions and improvements to Sounder commuter rail, including improved service frequency, construction of infill stations, and station access improvements.
- Create a continuous streetcar connection by linking the First Hill and South Lake Union streetcar lines through Downtown.
- 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.
- Apply a transit performance policy to improve transit travel time and reliability through expanded use of transit lanes, queue jumps, transit signal priority, and other treatments to make transit a competitive travel choice for most trips.
- Improve transit access to underserved neighborhoods and populations through expansion of existing transit services, programs that reduce transit fares, and new private sector partnerships to provide first- and last-mile services. (Supports TEF 35.1)
- Enhance existing and create new community and mobility hubs, with connections to high-capacity transit services.
- Prioritize low-carbon travel options through seamless, direct walking and rolling connections to community and mobility hubs.
- Enhance transit stops and the experience of waiting at them in all types of weather and at all times of day through stop improvements implemented by transit partners and leveraged via private development.



Boarding a bus at a high-quality transit stop

Connect People and Goods

PG4: Enhance economic vitality by supporting freight movement and growth in deliveries

As the largest city in the most trade-dependent state, Seattle has long recognized the importance of freight and urban goods movement. City streets allow valuable goods and services to be distributed throughout the city and the region and for local businesses to thrive. To support continued economic vitality for large and small businesses alike, we need to provide reliable access for these trips throughout the transportation system. With exponential growth in the number of delivery trips due to post-pandemic consumer preferences and a growing regional population, it's more critical than ever to make sure these vital trips that keep the cogs of Seattle's economy turning continue to occur safely and equitably as we adapt streets for the 21st century.

We'll work to provide freight mobility and access in Seattle's regionally designated manufacturing/industrial centers (MICs) and between the MICs and intermodal hubs, the port, and the interstate system. We'll also identify consistent, predictable space at the curb for loading and unloading, and direct deliveries to off-street locations whenever safe and possible. Private sector partners will play a role too, innovating alongside us on more climate-friendly and efficient goods delivery approaches, especially for the first- and last-mile of freight trips in dense locations. Most importantly, we'll continue to co-create goods movement and delivery solutions with local partners and communities so that economic health supports—and does not interfere with—social and physical health.

Goals addressed by this move:



To Make this Move We Will:

- a. Design the street network for safe and predictable movement of trucks and delivery vehicles, integration with other travel options, and in support of safety, equity, and sustainability goals.
- b. Provide for critical access needs (mail and goods deliveries, solid waste pick-up, etc.) on-street when they cannot be accommodated off-street.
- c. Implement dedicated freight lanes and freight-and-bus lanes, pending successful results of a pilot project.
- d. Prioritize improvements in the freight network and safety improvements to freight vehicles to accommodate their interactions with other functions of the street and curb, particularly with people who are walking, biking, and rolling.
- e. Address the unique mobility and access needs of freight in manufacturing/industrial centers (MICs) through planning, design, and operations activities, and through coordination with freight and passenger rail partners.
- f. Collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more sustainable low- and zero-emissions vehicles, such as electric cargo bikes to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas.
- g. Pilot and expand use of technologies that can improve predictability and accessibility for vehicle loading/unloading.
- h. Explore programs and incentives that encourage rightsizing of freight vehicles for an urban environment.
- i. Work with other agencies and private partners to provide real-time information to minimize travel time and optimize access for freight and urban goods vehicles.
- j. Provide low-tech and language-accessible information to businesses and communities about curbspace uses and how to make requests for load zones, parking, or other uses to improve health of local neighborhood economies. [Supports TEF 17.3].



Goods delivery on Pike St in Downtown Seattle

Connect People and Goods

PG5: Manage curbspace to reflect city goals and priorities

Curbspace represents a significant portion of street space, and as Seattle has grown, we have seen demands for use of the curb grow and expand to a wider variety of uses like food vending, restaurant and café seating, passenger vehicle and on-demand ride loading, and bike and micromobility device parking. With a need to reduce miles driven to address climate change and increase safety outcomes, the view of the curb is changing in concert with city goals and priorities.

We will continue to actively manage valuable curbspace, especially in areas of high demand, through a combination of updated technology, data analysis, and regulations that prioritize reliable access for critical uses. We will identify opportunities to integrate curbside management policies and programs into wider initiatives so that curb uses are aligned with safety, equity, and sustainability goals. We will pursue programs and pilots that manage curb access and focus on uses desired by local communities and businesses, along with regulations and permitting to enhance critical building access needs and support thriving local neighborhood economies.

Goals addressed by this move:



To Make this Move We Will:

- 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.
- Develop strategies and new tools to accommodate more types of curb uses, including parking for bikes and other small devices, parking for shared micromobility, dedicated car share space, transit layover space, employer shuttle stops, and other curb uses that support low-emission travel options.
- Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more.

- Support local businesses and cultural activities through designated curb access zones such as passenger load zones to support cultural centers, venues, and events and loading zones for unique needs such as musician loading.
- Continue to use pricing mechanisms to manage on-street parking demands and improve access to adjacent uses (by turning over spaces) while exploring programs to support parking needs of people with low-incomes. (Supports TEF 32.1)
- Increase the number of commercial vehicle loading zones to decrease the time freight and delivery drivers spend searching for parking.



Evolving uses of the curb include food pick-up zones and cafe seating



Streets For People, Places We Love

Reimagine city streets as inviting places to linger and play

A vibrant city is one where the streets, sidewalks, and public spaces hum with social and economic activity, and where people meet, linger, shop, and enjoy the beautiful city we live in. They are essential for circulation and access and also provide people opportunities to connect with each other and experience their city. They provide spaces for local businesses to grow through street activations and direct community connections. Investments in the public realm contribute to physical, social, environmental, and economic well-being, and when implemented equitably, can create intergenerational prosperity for historically underserved communities.

In response to the COVID-19 pandemic, several new programs were developed that created much needed public spaces, such as Café Streets and Healthy Streets. We will build on that momentum to create more places in the public realm for people of all ages and abilities to enjoy, including more shared, car-light and car-free streets that preserve access for goods delivery and emergency response, while allowing local businesses to thrive.

Currently, public spaces are not equitably distributed in Seattle, with some neighborhoods having far fewer than others. This plan will make it easier to create public spaces in the right-of-way by establishing a bigger and more inclusive structure for delivering these opportunities.

To create streets for people and places we love, we will:

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



What We Heard from You

We heard your thoughts on how best to create great spaces for people in Seattle. **We used this feedback (and more) to craft the key moves on the following pages.**

- 83% of people surveyed prioritized street space to make more room for public spaces like outdoor dining, street markets, plazas, and more
- 91% of people surveyed supported moving as many people as possible in the least amount of space using buses, walking, biking, carpools, and more
- At the Lake City farmers market, “increase people-friendly streets” was the top choice among a draft list of Key Moves
- Participants with Sound Steps, a walking program for older adults, wanted to see more space for pedestrians and more people-friendly streets
- 80% of people surveyed prioritized creating a transportation system that **improves health and wellness**
- 90% of people surveyed wanted a transportation system that **promotes livability** by providing spaces for communities to **gather and connect** on city streets
- 96% of people surveyed prioritized creating a transportation system that people of all ages and abilities can use

Streets For People, Places We Love

PP1: Boldly reallocate street space to prioritize people while preserving access for goods delivery and emergency response

Seattle is a growing city. As neighborhoods attract more people and businesses, we have an ever-expanding need and desire for spaces where people can gather, connect, and enjoy their built and natural environments. At the same time, street space is limited, so adding more public spaces and creating more people-focused streets with wider sidewalks, plazas, spaces for outdoor dining, street trees, and protected bike lanes requires that something be, compressed or moved.

Repurposing street space can provide much needed open space in Seattle's denser neighborhoods and places for people to linger and interact with neighbors. They can also be places that prosper when activated and contribute to the health of local businesses and economy. We heard hundreds of requests for us to reallocate street space for these types of uses, as well as the importance of ensuring that goods can still be delivered to businesses and residences.

Goals addressed by this move:



To Make this Move We Will:

- Reallocate street space currently used for vehicle storage and general-purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. (See PG3 and PG4 for transit and freight uses.)
- Implement care-free and car-light streets, such as Café Streets and Neighborhood Greenways, to reclaim public space for communities.
- Design streets and public spaces so that goods and emergency responders can still reliably get where they need to go, while adjacent businesses prosper from an activated public realm.
- Update Seattle's Right-of-Way Improvements Manual (Streets Illustrated) to implement actions and strategies outlined in this Plan.



Space for people at Occidental Park in Pioneer Square



Goods delivery space is designated on Ballard Ave

PP2: Transform community and mobility hubs into welcoming places

By creating community and mobility hubs at light rail stations and where frequent transit services intersect, we will make accessing transit and connecting to a robust menu of other travel choices a seamless experience for all. Community and mobility hubs will be welcoming places for social interaction and human connection, especially at light rail stations. Hubs will include vibrant public spaces for gathering, shared streets when suitable, child-friendly activities, vending by local businesses, and public art. Over time, community and mobility hubs will grow to be more than just places where people connect to transit, but will become destinations in their own right, offering a unique sense of place and supporting economic vitality.

Goals addressed by this move:



To Make this Move We Will:

- a. Create a vibrant and welcoming public realm at community and mobility hubs to support community-oriented programming, such as markets, vending, performances, and recurring events.
- b. Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping.
- c. Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more.
- d. Create age-friendly public spaces at community and mobility hubs that work for older adults, children and their caregivers, including play-based learning activities that allow children to engage with the city and support their development.
- e. Partner with communities, other city departments, agencies such as Sound Transit and King County Metro, and local neighborhood groups such as Business Improvement Areas and other organizations and institutions, to design, construct, activate, and maintain community and mobility hubs.

Add spaces that make it comfortable to wait around the hubs. Parklets, benches, outdoor cafes, etc.”

Anonymous Contributor Online Engagement Hub



Community space in Pioneer Square

*Streets For People, Places We Love***PP3: Co-create and enhance public spaces for playing and gathering to improve community health**

Public spaces, such as plazas and park-like streets, have the potential to improve physical health, community health, mental health, and happiness. People of all ages, races, income levels, and abilities should have access to these spaces. However, public spaces are not currently distributed equitably, with some neighborhoods having far fewer than others.

We envision a major shift in how community public spaces are developed. Communities should be the ones to shape spaces in their neighborhoods. As such, People Streets and Public Spaces will be planned and implemented in close collaboration with communities. Efforts will be concentrated in equity-priority areas, high-density areas (as defined in the Comprehensive Plan), and areas with concentrations of multifamily housing.

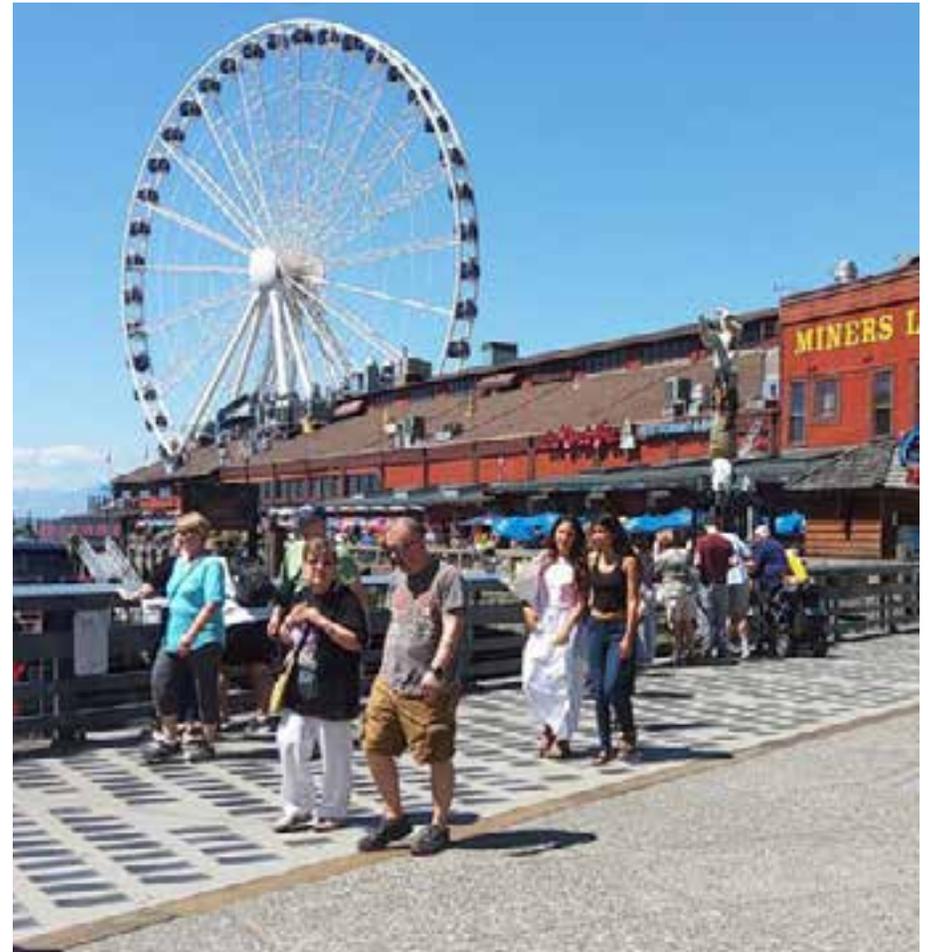
Goals addressed by this move:

**To Make this Move We Will:**

- Work with communities throughout Seattle, prioritizing underinvested and equity focus areas, to create public life action plans; collaboratively identify, design, and implement People Streets and Public Spaces, including opportunities to connect with each other and nature, support local businesses, and more. (Supports TEF 17.4)
- Create Destination Streets to support walkable local business districts and economic development.
- Develop a network of park-like Strolling Streets that serve as “lungs” to protect air quality in denser communities and support climate resiliency in vulnerable neighborhoods through strategies such as installing green stormwater infrastructure, removing paving, adding trees, installing climate resilient landscaping, and more.
- Implement shared, car-light streets, such as Café Streets and Neighborhood Greenways, and car-free streets to support the transition to a low-carbon transportation system and reduce chronic health disparities.

Also, it's not just about going to a destination, it's about being somewhere. Columbia City had a temporary public square during the pandemic (The Patio). It was a thriving, community filled space all last summer. Now it parks 3 cars. Every urban village in Seattle should have a public square that rivals the best you see in Europe.”

Anonymous Contributor Online Engagement Hub



People walking along the enhanced waterfront promenade

PP4: Activate and maintain public spaces to create a welcoming and age-friendly public realm

Successful public spaces are defined by many characteristics, but a crucial one is that they are teeming with life and activity. This could include people eating at a street café, reading on a bench, talking to others while waiting for a bus, interacting with street vendors, participating in a fitness class, and more. Active public spaces help people feel safe and secure when they're out and about, and they naturally compel people to gather. Active public spaces are also fun, playful, and welcoming to our youngest and oldest community members, and can also be supportive of local businesses and neighborhood vitality. Proactive maintenance is critical so public spaces remain welcoming, high-quality, and fun locations to gather and socialize for people of all ages and abilities.

Goals addressed by this move:



To Make this Move We Will:

- Better maintain public spaces through dedicated resources and continued partnerships with local communities and businesses, to reduce the burden of public space maintenance on historically underinvested communities.
- Activate public spaces with art in collaboration with community organizations.
- Implement seasonal street closures, recurring closures, night-time closures, or limited-time closures to vehicles.
- Reduce barriers to enable communities to program, activate, and manage their public spaces with uses that are authentic and meaningful to them.
- Partner with other City departments and agencies to better achieve public realm goals.



Dancing on Bell Street during an activation event





Streets That Work, Today and in the Future

Improve and maintain city transportation infrastructure and ready it for the future

Intentional care for the condition of the transportation system brings many co-benefits. Street pavement that serves cars and trucks is the same surface that supports smooth transit operations, predictable biking conditions, and even surfaces for stable street crossings by people walking or rolling. Well-maintained streets, sidewalks, bridges, and other infrastructure make conditions safer for all travelers—especially those with limited mobility due to age and/or a disability.

By repairing the infrastructure we have today, we lower the cost of future maintenance and extend the life of current assets. This is especially true for our bridges, many of which are in need of major maintenance or even replacement. When we prevent infrastructure from falling into disrepair, we can even influence travel choices and encourage people to spend time in public spaces, meet neighbors, and shop at local businesses.

As we take care of the transportation system we have today, we must also look to the future. The technologies and systems we use to safely and efficiently operate streets—such as signals, cameras, and sensors—are constantly evolving. They can help us better monitor the structural health of infrastructure in real-time, enabling asset and system preservation of things like bridges, retaining walls, areaways, and more.

Mobility is also changing, and with each passing year people and companies adopt innovative methods of personal and commercial transportation to get around more efficiently, sustainably, and enjoyably. We must prepare city streets for these new and emerging mobility options and technologies, while ensuring their equitable deployment. We must also enable adoption in a way that minimizes risks to people who use emerging technology and does not duplicate or largely divert people from existing public transit options.

To make sure streets work today, and in the future, we will:

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



What We Heard from You

We heard your thoughts on how best to take care of streets and get Seattle ready for the future. **We used this feedback (and more) to craft the key moves on the following pages.**

- 97% of people surveyed prioritized a well-maintained transportation system
- 74% of people surveyed supported **upgrading technology** to help City staff **save time and make decisions** informed by good data
- 60% of people surveyed prioritized creating a transportation system that supports technological innovation

The quality of city streets, sidewalks, bridges, public spaces, and more impacts the everyday travel experience for all of us.

Streets That Work, Today and in the Future

MM1: Transform city streets for safety and sustainable travel choices through optimal timing of asset maintenance and replacement

Maintaining the condition of streets, public spaces, sidewalks, bridges, stairs, areaways (retaining walls holding up sidewalks), curb ramps and other transportation infrastructure is always front and center. If we are thoughtful in how we schedule and coordinate our work, we can not only maintain, but improve assets to achieve shared goals in more efficient ways. This means leveraging routine maintenance and replacement projects to incorporate other upgrades or design considerations that will make the transportation system safer, more accessible, and more sustainable. For example, paving a street shouldn't only be about smoothing out the asphalt—it is an opportunity to add bus, freight, or bike lanes, street trees, and pedestrian-friendly treatments to make the street more welcoming and safer for all travelers. We can use maintenance and replacement functions to co-create future transportation solutions with communities. This way, proactive and routine care of transportation infrastructure will continually improve the quality of city streets.

Goals addressed by this move:



To Make this Move We Will:

- Use asset maintenance and replacement opportunities to not only improve the condition of transportation infrastructure and equipment, but to also enhance safety, reduce dependence on driving, promote sustainable travel options, and support economic vitality.
- Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help determine when it's time for upgrades.
- Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation.
- Conduct asset maintenance in accordance with the priority investment and emergency response route networks, especially when investment supports walking, biking, transit, and freight.



Construction crew at work in West Seattle

Streets That Work, Today and in the Future

MM2: Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges

Every neighborhood in Seattle deserves a well-maintained transportation system. Historic disinvestment has created inequities in the quality of these resources across neighborhoods, including those that are residential, and those that are commercial/industrial. Going forward, we will prioritize maintenance projects and programs where they were neglected in the past, causing disrepair and deficiencies that are perpetuated today. When we improve assets in neighborhoods that have experienced historic neglect, the people who live and work there also benefit from increased safety, more comfortable travel, reduced air and noise pollution, a healthier environment for local businesses, and better access to local resources and services. Taking steps to balance benefits of the transportation system more fairly is pivotal to building an equitable system for all.

Goals addressed by this move:



To Make this Move We Will:

- Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. (Supports TEF 19.3)
- Equitably distribute resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. (Supports TEF 19.4)
- Identify, and permit where necessary, public spaces that can be activated, programmed, and maintained in collaboration with local communities. (Supports TEF 24.1)
- Study the potential for an income-based, cost-sharing sidewalk repair program for low-income property owners. (Supports TEF 38.2 and 38.6)



SDOT's Pothole Rangers are well-equipped to maintain streets in every neighborhood.



South Park street art along 8th Ave S embraces the colorful memorials and expressive costumes that are part of Day of the Dead

Streets That Work, Today and in the Future

MM3: Ready city streets for new travel options and emerging trends and technologies

The transportation landscape is changing quickly, and we will continue to see an evolution in travel choices and supportive technologies influenced by the market and changing consumer preferences. To prepare for new mobility options or device types, we must make sure streets are well positioned to accommodate new technologies, advance transportation goals, and serve the needs of communities. It is also our responsibility to mitigate potential negative impacts from these changes and to prioritize safety, equity, and climate response.

We will work with providers, partners, and community members to position sustainable personal and shared mobility, goods movement, and supportive technologies so they promote safe, affordable, and accessible mobility to all. We will continue to operate and engage within a shifting legislative and regulatory environment so we can understand, collaborate with, and manage many forms of new and emerging mobility.

Goals addressed by this move:



To Make this Move We Will:

- Collect, monitor, and use data to inform changes to the transportation system.
- Anticipate and leverage innovative transportation technologies so they are shaped to meet community values and goals, including safety, equity, and climate response.
- Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future.
- 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. (Supports TEF 19.2).
- Develop and maintain up-to-date asset data, including digital inventories of physical assets like curbspace, load zones, bike and scooter parking locations.

- 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.



Shared mobility options lined up along Occidental Ave S

Streets serve many functions. They provide for mobility, access for people and commerce, activation, landscaping and street trees, and storage.



Streets enable goods and services to reach local businesses and people.

Streets provide a place to park your bike and explore a new neighborhood.

Sidewalks offer a place to rest and catch up with a friend.

Streets provide access for people to arrive at their destinations.

Streets offer shade in the summer and help make Seattle climate-resilient.

Streets move a lot of people and goods from point A to point B every day.

THE STP ELEMENTS

INTEGRATED TRANSPORTATION

While Seattle continues to grow with new residents and jobs, the city's street space is relatively finite. We need to be smart about how this limited space keeps us moving, allows access to destinations, and enhances spaces for people. Seattle's streets must serve multiple essential functions, including: mobility, access for people and commerce, activation, landscaping and street trees, and storage.

To realize the transportation vision expressed in this plan, all 6 essential street functions must work together—and do so in a manner that is safe, equitable, and climate-friendly. The STP establishes a consistent policy approach for how we prioritize the use of limited street space and aligns those decisions to support plan goals. It builds on previous plans that address multimodal transportation needs within various neighborhoods and subareas, as well as specific plans for pedestrian, bicycle, transit, and freight systems. Significantly, the STP encompasses additional mobility, access, and place elements to guide the city's transportation future.

The STP is based on fundamental commitments that:

- Put safety first on every street and at every intersection.
- Prioritize streets differently than in the past. While personal vehicles have a place, we will prioritize space-efficient travel options for moving people (transit, biking, walking, and rolling).
- Support the essential access and community health functions streets provide, such as delivery of goods and services, curb access, people streets, and public spaces.
- Accelerate implementation of critical network connections, especially for people walking and biking.
- Manage the transportation system's capacity and reliability to meet climate targets, encouraging more people to ride transit, walk, and bike.
- Consider the unique needs of local communities when making decisions about streets.
- Allocate needed functions across a corridor composed of several streets or alleys.

New Policy Guidance Will Influence the STP

Several policies detailed in the One Seattle Comprehensive Plan (2024) have relevance for how we will make the Key Moves and meet the 6 essential street functions of an integrated transportation system. These policies include:

- 1) When new projects are installed, consider how the right-of-way can be allocated to provide necessary space for walking, rolling, biking, transit, and people streets and public spaces, while maintaining vehicular (including freight) mobility and critical access needs.
- 2) Deliver projects and programs that accelerate and scale reductions in vehicle miles traveled in line with sustainability goals.
- 3) Consider and measure project impacts and benefits on all travelers, not just those in vehicles, through a "multimodal level of service" concept that considers impacts on transit, active transportation facilities, and all people using a corridor.

I want to be able to move quickly from one neighborhood to another without driving. We need complete networks of safe bike routes, accessible sidewalks and trails, and convenient, safe, and reliable mass transit."

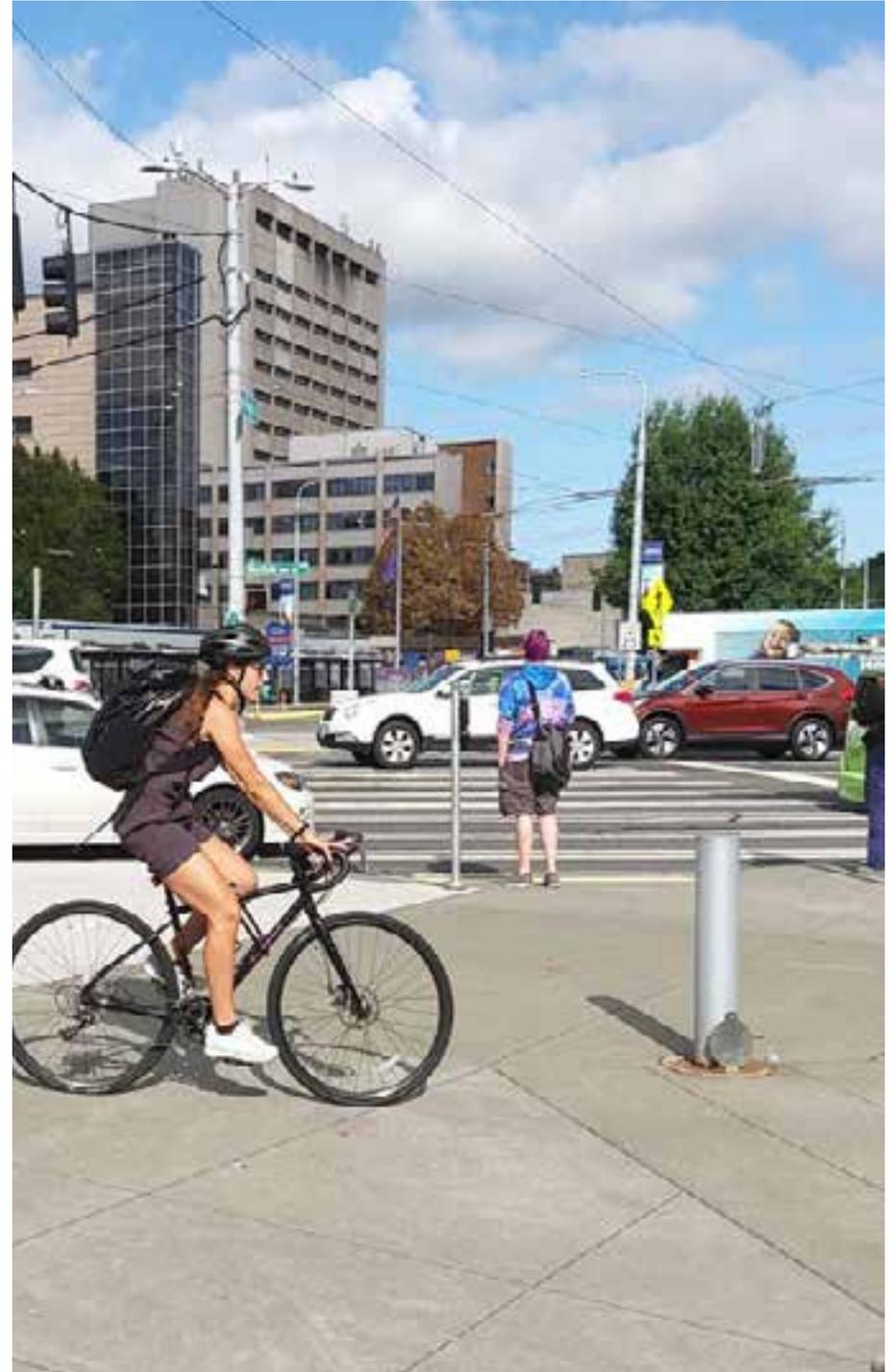
Anonymous Contributor *Online Engagement Hub*

To continue to improve the travel experience for everyone, we need to be organized to deliver projects and programs that make sustainable travel options an easy choice. We need safe streets with connected sidewalks and crossings. We need public spaces for people to linger and socialize. We need a system of bike lanes for people of all ages and abilities that connect us to the places we want to go. We need frequent, reliable transit that has priority on congested streets. And we need freight, urban goods, and service providers to get to their destinations reliably. We need an integrated system that works for everyone. The STP provides the basis for determining how we integrate, prioritize, and balance transportation system needs to meet the challenges of today and tomorrow.

While Part I of the STP focuses on integration and the cross-cutting nature of the Key Moves to achieve plan goals, Part II contains a dedicated chapter, or “element,” for discrete mobility options and essential street functions. The STP elements are long-term visions of what we aspire to achieve to support the plan’s overarching goals and Key Moves. Several of the functional elements contain maps that provide element-specific information on locations we will prioritize to implement the STP.

The 8 elements are:

- Pedestrian
- Bicycle and E-Mobility
- Transit
- Freight and Urban Goods
- People Streets and Public Spaces
- Curbside Management
- New and Emerging Mobility
- Vehicle







PEDESTRIAN

Walkability and accessibility are at the core of strong, healthy communities. When people walk because it is a convenient and fun choice, it has the added benefits of improved individual physical health, community social health, environmental health, and neighborhood economic health. A walkable city provides a connected, age-friendly network of sidewalks, walkways, paths, staircases, and pedestrian crossings. It includes:

- Direct connections to key destinations, including convenient and safe ways for people of all ages and abilities to cross the street
- Clear and inviting spaces for people walking to move along every street at all hours of the day and night, including safe and barrier-free sidewalks or walkways on streets with low vehicle volumes and speeds at or below 25 mph
- Compact neighborhoods with transit, schools, jobs, and services within walking distance
- Streetscapes that include amenities for people, including benches, sidewalk cafes, pedestrian lighting, trees, vegetation, and public art
- Places of respite that invite conversation, encourage connection with nature, and provide places to play
- Proactive maintenance to ensure accessibility for all, including people using wheelchairs and other mobility devices

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

A bikeable city is one where people ride bikes because it's a convenient, affordable, fun, safe, and healthy choice. In a bikeable city, people biking and using e-mobility (electric-powered bicycles and other devices, such as trikes, scooters, and mopeds) experience a Seattle where:

- People of all ages and abilities ride bicycles and use e-mobility as part of daily life
- A network of connected and well-maintained bike facilities get people from where they live to the places they need to go
- Everyday destinations such as parks, schools, transit, and shops are easily accessible by bicycles and e-mobility devices
- There are enjoyable and safe places to ride a bicycle or use an e-mobility device
- There is secure bike parking at destinations for a variety of bike and e-mobility device sizes
- Intuitive and inviting design makes people feel comfortable and confident navigating the network
- Biking is accepted and supported as a viable and attractive way to travel

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*





TRANSIT

A transit-friendly city provides residents, workers, and visitors a network of frequent, accessible, understandable, and secure services. It has reliable connections between other transit services and travel options, neighborhoods, major job centers, and key destinations around the city and region. The ability for more people to use transit for more trips is critical to achieve the STP vision. A transit-friendly city has:

- Frequent service that allows people to use transit for most trips
- Reliable service that allows people to plan their trip with certainty
- A connected system with safe and secure transfers between transit lines and services
- Reliable first- and last-mile connections, so people can get to/from their transit stop and their final destination
- Accessibility for all, including fare programs that make it so cost is not a barrier to transit use and facilities are fully accessible for people of all abilities
- Readily available information to plan journeys
- Safe, secure, and connected stops and stations
- Clear and inviting spaces for pedestrians to access transit stops and stations

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

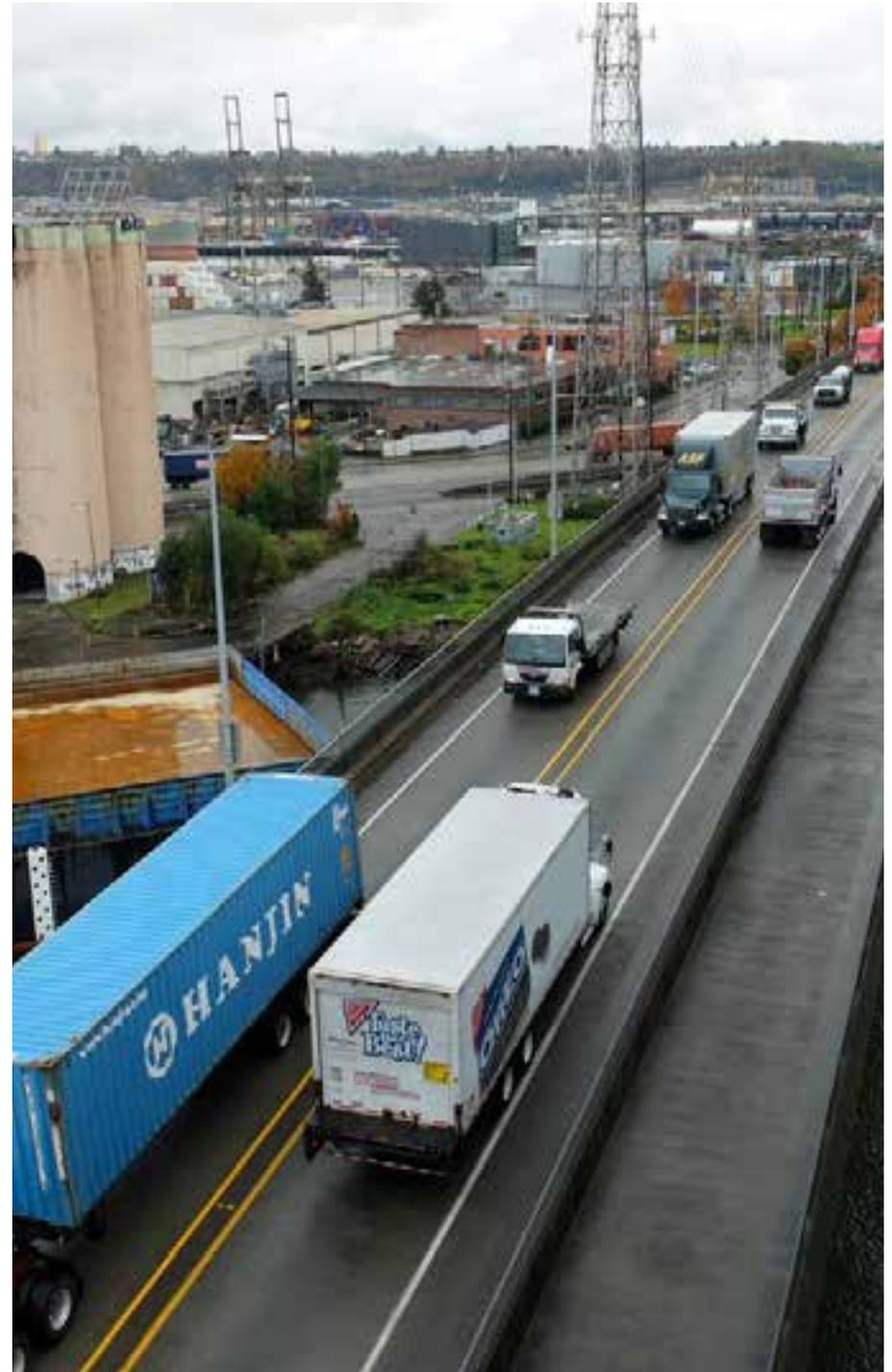
FREIGHT AND URBAN GOODS

The Freight and Urban Goods Element establishes a blueprint to guide freight mobility investments intended to increase reliability and safety, support economic vitality, and address freight-related impacts on the local residential and business communities. The STP thinks broadly about how goods move to, from, and within the city. Freight transportation is essential for the health of city's economy and quality of life for its residents, workers, and visitors. A Seattle where freight and urban goods are managed effectively includes:

- Streets that allow safe, efficient, and predictable transport of goods
- Reliable connections between manufacturing and industrial centers, local business districts, the port, intermodal transfer facilities, and regional rail and highways
- Reductions in environmental impacts (especially emissions and noise) on communities adjacent to industrial lands that historically have been underserved
- Major Truck Streets maintained and designed to allow for safe truck movements and integration with other travel options
- The ability to adapt to changing trends and increased demands for urban goods and e-commerce parcel deliveries in neighborhoods
- Electrification of freight vehicles and increased use of small vehicles for urban goods delivery, where effective
- A safe and hospitable environment for the many workers who support local and regional goods movement

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

City streets are not just for mobility—they are also places for people to enjoy a leisurely stroll, take a brisk walk to a local business or bus stop, connect with a friend or neighbor, or grab a coffee and people-watch. Streets are for children and older adults, for interacting with people from other walks of life, for watching birds and enjoying the fresh air, or for voicing opinions and exercising first amendment rights. The People Streets and Public Spaces element presents a framework for how we can better and more equitably use streets to strengthen places and communities. People Streets include Destination Streets, Strolling Streets, and Shared Streets, while Public Spaces include Plazas and Shoreline Street Ends. The network helps create:

- Human-scale spaces that heighten people’s experience as they move through the city
- Spaces to gather, play, linger, connect with each other, support local commerce, and experience community life
- More equitable distribution of high-quality people streets and public spaces across the city
- Green streets and public spaces with trees, shade, greenery, and resilient landscaping
- Support for healthy business districts, physical health for individuals, and social health for communities
- Car-light or car-free spaces that reclaim auto-oriented street space for people while preserving access for goods delivery and emergency response

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

Anonymous Contributor Online Engagement Hub

CURBSIDE MANAGEMENT

The curb is a finite, valuable public resource and a necessary element of the transportation system, especially in Seattle's busiest neighborhoods. For decades, what was once often car storage via on-street parking is now a flexible space for a variety of essential street functions. It is the place where people often transfer between mobility options, such as at a bus stop or a passenger load zone, to then walk to their destination. The curb is also where loading/unloading of goods occurs to support local businesses; where critical building services needs like trash pick-up are addressed; and where emergency responders stage their vehicles. Along with increased curbside loading demands associated with e-commerce growth, so too has demand increased for curbspace uses for people, such as outdoor dining and more street trees and landscaping to improve the beauty and environmental functions of streets. In a high-demand, urban environment, the curb is one of the most dynamic public spaces. If managed well, the curb can provide:

- Reliable access for delivery services to drop goods and parcels and for critical building access needs
- Demand management for curb use in business districts (e.g., time limits, pricing, restricted uses) while encouraging people to consider transit, walking and biking instead
- Leveraging of new technologies to aid prioritization, pricing, and enforcement of curbspace
- Support for electrification (vehicle charging) and smaller vehicles in denser neighborhoods
- Space to support public life and local businesses, including food vending and outdoor dining
- Secure parking and loading access for people with limited mobility consistent with the Americans with Disabilities Act

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





NEW AND EMERGING MOBILITY

With each passing year, we see new forms of transportation emerge and gain momentum. People are adopting innovative technology to travel more quickly, efficiently, and sustainably and using app-based systems to make decisions about travel. New and emerging mobility is a blanket term that describes forms of transportation that use technology to improve efficiency, access, and user experience. New and emerging mobility includes on-demand and shared passenger vehicles, e-bikes, and scooters of all sizes, as well as digital infrastructure and technology to support passenger movement and urban goods delivery.

The STP's approach for new and emerging mobility is to facilitate a seamless network of sustainable transportation and urban delivery options that provide safe, affordable, and accessible mobility and access to all. To accomplish this, we will work collaboratively with providers, regional partners, and community members.

The New and Emerging Mobility element of the Seattle Transportation Plan presents a foundation for how we can leverage technology, innovation, and partnerships to support city and community goals. The element outlines how new and emerging mobility should be incorporated into the city's transportation ecosystem. It includes the supportive policies and programs that are needed to make new and emerging mobility deployment successful, sustainable, and beneficial to communities across Seattle.

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

Anonymous Contributor Online Engagement Hub

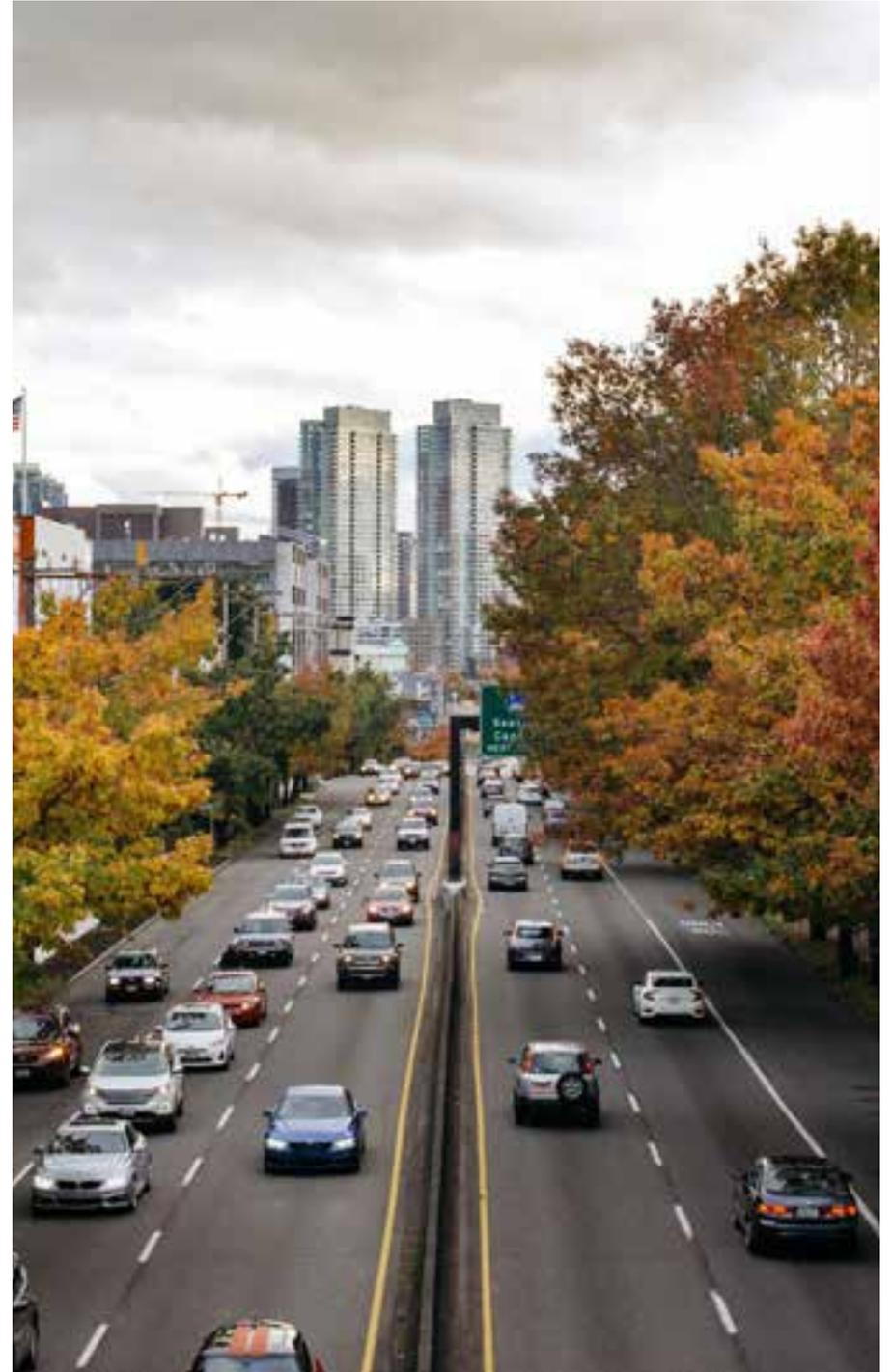
VEHICLE

Driving a vehicle in Seattle is an important travel option for a variety of trips and circumstances. For decades, Seattle was designed around the automobile, and many people drive because of this legacy. While achievement of the STP's goals calls for a lower percentage of trips taken in private automobiles, it is critical that we provide safe and steady travel for people who need to drive, including those with limited alternatives, emergency responders, utility service providers, freight and goods delivery, and more. The STP's vision for the vehicle system is one that finds balance with other street functions. In the context of this plan's goals, a coordinated vehicle strategy will:

- Support effective regional travel and maintain critical connections to concentrations of regional employment, medical, and other regional centers
- Prioritize safety of all people on city streets—particularly the most vulnerable travelers outside of vehicles—in street design and operations, including reduced vehicle travel speeds
- Rebalance street space to support multiple essential function priorities (including mobility, access, and placemaking) and to achieve safety and climate goals
- Support the city's growth strategy and reduce climate impacts through fewer vehicle miles traveled and electrification of cars and trucks
- Promote effective movement of goods and transit that share general purpose space on streets
- Minimize impacts to emergency response mobility and critical building access needs as other modal priorities are advanced

The streets and side streets in my neighborhood are in poor condition and repair, although I live near 2 busy arterials. My first priority is for streets and sidewalks to be maintained in good condition and repair.”

Anonymous Contributor *Online Engagement Hub*







4

IMPLEMENTATION STRATEGY



INTRODUCTION

The Seattle Transportation Plan is a 20-year blueprint to improve conditions for all people who use city streets for mobility through the city, access to places, and social opportunities in public plazas and other street spaces. This chapter discusses how we will incrementally deliver the STP in coming years.

The STP implementation strategy consists of several core elements:

- **Project and program identification** – a list of large stand-alone capital projects that advance STP goals and that will require significant funding and potential agency partnerships, along with a list of programs and programmatic actions that will help to deliver on STP goals
- **Prioritization framework** – a method to identify project and program investments that best advance the STP vision, goals, and Key Moves
- **Potential funding opportunities** – an assessment of a variety of funding opportunities to inform how well they align with various projects and program needs
- **Performance measures** – to track our progress towards STP goals

The community expressed a desire for quick and transformational change to transportation in Seattle. We will ask for input on the proposed implementation strategy approach to identify, prioritize, and fund investments that make the most progress toward the STP vision—delivering the changes communities told us they want to see. Stay tuned to the [STP Engagement Hub](#) to weigh in on these important components of the plan and learn about upcoming events to attend throughout the next phase of engagement.

As time goes on, we'll need to update the STP to reflect changing conditions and evolving needs. We will commit to updating the STP periodically in alignment with Comprehensive Plan updates, future funding measures and related requirements, and other updates to capital and transportation facilities plans required by the State of Washington. Our approach for updates will remain centered on community input in concert with our core values.

PROJECT AND PROGRAM IDENTIFICATION

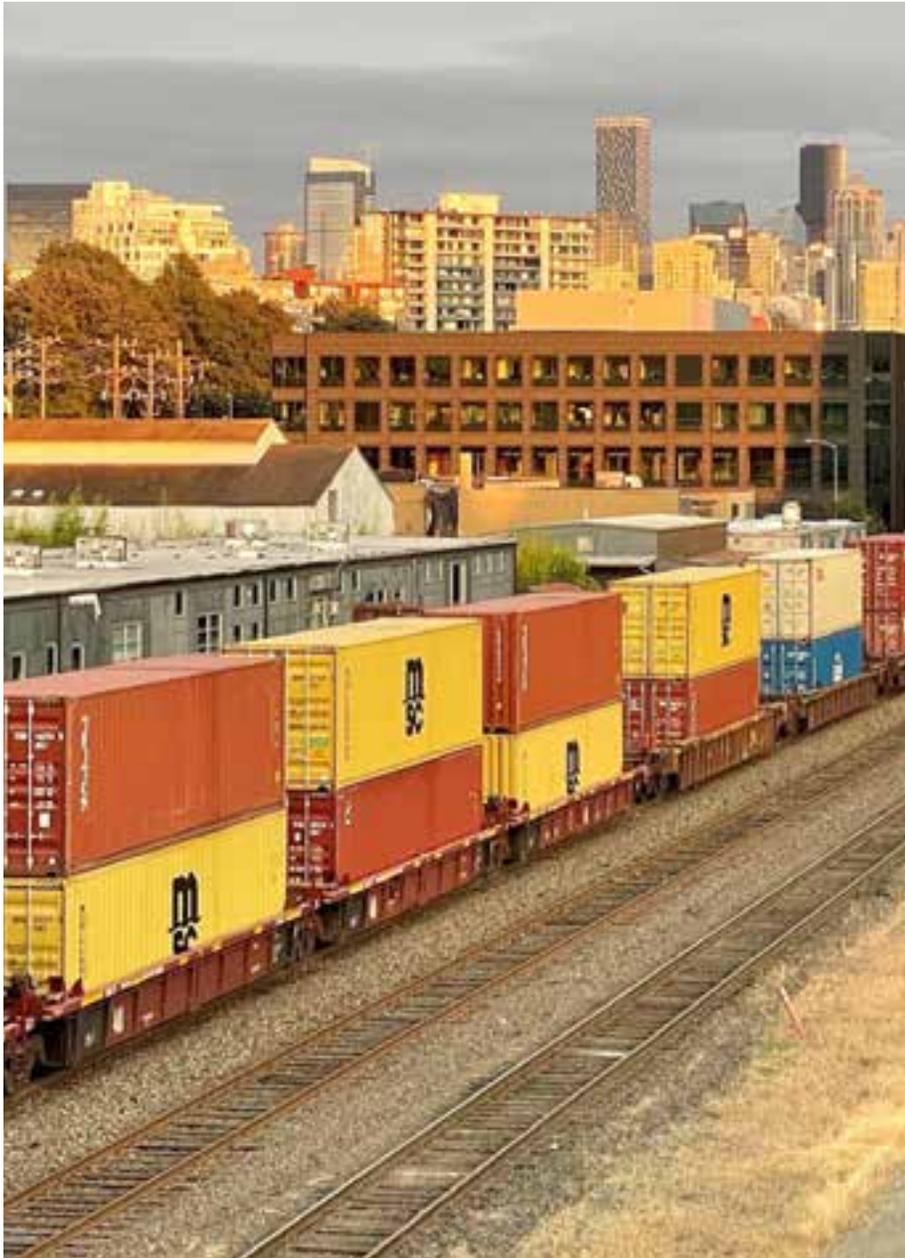
The STP project list includes large capital projects that are transformative in nature and that will be delivered as discrete projects (i.e., not through a program), and cost approximately \$10 million or more. Many of these projects are multi-modal in nature and would create “Complete Street” corridors 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 will require extensive coordination with our regional partners, such as WSDOT, Sound Transit, and King County Metro.

STP projects were identified through an evaluation of data inputs (e.g., corridors with high vehicle speeds and 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; and the updated modal networks presented in the element chapters in Part II of the STP.

A project list will be shared following publication of the draft STP for public review and comment on the [STP Engagement Hub](#). Each project will be summarized with information about its scope of work and how it will help achieve STP goals.

In addition to projects, STP functional elements identify programs that address emergent issues and STP goals; community input gathered during STP engagement efforts; and internal discussions with SDOT program managers. Program components include existing programs, expansion of existing programs to include new functions, and entirely new programs. As needs evolve over the life of this plan, programs too will evolve.





PRIORITIZATION FRAMEWORK

Full implementation of all STP-identified projects and programs across the city will require more funding than is currently available. Consequently, project completion will take many years, likely extending beyond the STP's 20-year horizon. A prioritization framework is needed to narrow the focus of city investments to a limited and realistic set of projects and programs that are most impactful.

A prioritization framework outlines a method to evaluate transportation projects and programs for their potential to achieve the STP vision. This important plan element typically relies on a combination of quantitative and qualitative data to assess how well potential investments advance plan goals.

As presented previously, the STP goals address safety, equity, sustainability, mobility, livability, and maintenance and modernization outcomes. A critical decision in the prioritization framework is to determine whether all goals should be weighted equally or if specific goals should be weighted more than others. For instance, is it more important to prioritize investments that improve safety along high-collision corridors than it is to consider prioritizing projects that support climate goals by making it easier for people to get around using low- or no-emission travel options like walking, biking, or taking transit?

During public engagement to review this draft plan, we will seek community input on how much emphasis should be placed on different goals and criteria when evaluating potential project and program investments. In this way we will identify investments that are best aligned with community priorities and should be prioritized first.

POTENTIAL FUNDING OPPORTUNITIES

As the STP is a 20-year plan, it is not possible to identify all potential future implementation funding sources across this time horizon. However, there are many known existing funding sources the city uses, and there are a range of currently known additional or new sources that could supplement and maximize the benefits of limited local dollars.

Existing transportation fundings sources 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
- Partnerships
- City General Fund
- Bond proceeds
- Real estate excise taxes
- Motor vehicle excise taxes
- Vehicle license fees
- Street use and occupation, permit review, and other developer fees

In addition to existing funding sources, there are a range of additional transportation funding options the city could consider pursuing. Currently, the State collects bridge tolls and charges people driving alone who want to use freeway high-occupancy vehicle (HOV) and express toll lanes. With the



impending reduction in gas tax revenues due to adoption of electric vehicles, the State Legislature is considering a road user charge based on vehicle miles traveled as a replacement fund source.

Each existing and potential transportation funding source has its advantages and disadvantages. These are tied to suitability based on how stable the revenues are through economic ups and downs; how flexible they are in terms of the types of projects and programs that they can be used for (for example gas tax revenues generally cannot be used for transit); the total amount of revenue they generate; whether they are an ongoing fund source or one-time, such as a grant; and how equitable they are in terms of the amount people pay relative to their income.

Following publication of the Draft STP, we will solicit community input on the types and ranges of funding sources people would like to see. This feedback will be used to shape the recommended STP implementation strategy.

PLAN 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, livability, and maintenance and modernization.

Table 1 presents draft performance measures proposed for the STP.

Ideally, plan performance measures are outcome focused, such as zero traffic fatalities, and contribute towards more than one goal. For example, a reduction in greenhouse gas emissions can reduce health disparities due to air pollution, make it more enjoyable to gather outdoors in public spaces, and improve safety outcomes through fewer vehicle crashes as more people choose walking, biking, and taking transit rather than driving.

Additionally, each of the 8 elements in Part II of this plan contains performance measures to monitor how well investments are advancing specific STP goals and Key Moves. These measures may be more focused on a single element and not as cross-cutting. Also, they may be more output-based (rather than outcome-based), such as “increase the amount of tree canopy within our rights-of-way” and “reducing vehicle speeds to at or below the speed limit.”

Together, the outcome-based and output-based performance measures provide transparency and accountability to measure progress in plan implementation and achievement of its goals. During review of the Draft STP, community members will have the chance to weigh in on proposed performance measures.

While all metrics in the table on the next page 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 Index¹ (RSEI) and/or race. 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.

Table 1: Draft STP Performance Measures

Measure	Desired Trend (Targets TBD)	Track measure by RSEI ¹ and/or Race	Baseline	Alignment with STP Goals					
				Safety	Equity	Sustainability	Mobility	Livability	Maintenance & Modernization
Number of traffic-related deaths	Towards zero	Yes	30 deaths (2022)						
Number of traffic-related serious injuries	Towards zero	Yes	210 serious injuries (2022)						
Greenhouse gas emissions from passenger vehicles	Towards zero	No	2,177 mtCO2e (estimated, 2022)						
Vehicle miles traveled (VMT)	Decrease	No	6.254 billion (estimated, 2022)						
Percent of people walking, cycling, or riding transit relative to car trips (by commute trips)	Increase	Yes	Commuter Mode Split (2021) 13% - walk 4% - bike 12% - transit 61% - car - drive alone 8% - car - carpool 2% - other						
Households with 10-minute access (via a sidewalk or AAA ² bikeway) to very frequent transit (10 minutes or less headways)	Increase	Yes	51% (2021)						
Percent of household income dedicated to transportation	Maintain or decrease	Yes	13% for a typical household in the region (2022)						
Key infrastructure in state of good repair - good to fair condition	Maintain or increase	Yes	Good and Fair Condition (2020) Bridges - 84% Arterial Pavement - 65% Non-Arterial Pavement - 68% Sidewalks - 90% Traffic Signal Assemblies - 60%						

¹ Race and Social Equity Index

² All ages and abilities

IMPLEMENTATION STRATEGY CO-CREATION



As we prepare a final plan implementation strategy, we'll rely on the same model of co-creation with community that was used to define the STP goals, assess transportation needs across the city, and identify specific projects or programs to meet those needs. We'll invite everyone who uses city streets to participate. This includes individuals, people representing various communities and user groups, neighborhoods, businesses, transportation agency partners, and others. We'll ask the relevant questions around what the plan's priorities should be to build, operate, and maintain Seattle's transportation system, what combination of funding sources should be pursued to diversify and stabilize long-term funding, and how to best measure progress to achieve the plan's vision.

... many of my neighbors are low income, learning English, and/or offline and may not be able to advocate for themselves. I'd suggest looking at the least developed/most historically underfunded areas for investment."

Anonymous Contributor Online Engagement Hub



GLOSSARY

- **ADA:** Americans with Disabilities Act
- **All Ages and Abilities (AAA):** Bicycle and e-mobility facilities that people of all ages and abilities feel comfortable using. They provide low-stress biking conditions and focus on safety.
- **BIPOC:** Stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.
- **Built environment:** Human-made structures such as buildings, streets, and infrastructure that make up the physical spaces where we live and work.
- **Business improvement area (BIA):** Districts where stakeholders control and fund the maintenance, improvement, and promotion of their commercial district. All stakeholders are required to pay a share that goes toward funding for the entire district.
- **Climate Action Plan:** The Seattle Climate Action Plan, originally adopted in 2013, is coordinated strategy for reducing citywide greenhouse gas emissions while supporting vibrant neighborhoods, economic prosperity, and racial and social equity.
- **Climate Change Response Framework (CCRF):** Released in 2023, the CCRF is SDOT's approach toward addressing climate change through a lens of reducing emissions from vehicle tailpipes. The CCRF primarily focuses on strategies that make it easier to walk, roll, bike and take transit, while also acknowledging the need to electrify personal and commercial vehicle trips at scale.
- **Community and mobility hubs:** Places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.
- **Community Liaison:** The Community Liaison (CL) program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as BIPOC communities, refugee communities, seniors, youth, and people with disabilities.
- **Community-based organizations:** These are trusted community builders and leaders.
- **Comprehensive Plan:** A 20-year vision and roadmap that guides city decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.
- **E-mobility:** Personal and shared electric-powered bicycles, scooters, and other electric-powered devices.
- **EV:** Electric vehicle
- **Frequent Transit Network (FTN):** Buses, trains, and other forms of transit that arrive every 15 minutes or less. The FTN sets aspirational frequency targets alongside a transit corridor map illustrating how frequency targets are proposed to be distributed throughout the city. The FTN enables people to travel with confidence in a timely arrival every day of the week.
- **GHG:** Greenhouse gas emissions

- **Healthy Streets:** Streets for people walking, rolling, biking, and playing. They are closed 24/7 to pass-through traffic. People driving who need to get to homes and destinations along Healthy Streets retain access and can still drive on these streets.
- **Key Moves:** A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.
- **Levy to Move Seattle:** Approved by voters in 2015, the Levy provides \$930 million in funding—roughly 30% of the City’s transportation budget—over 9 years to maintain and improve the transportation system.
- **LGBTQIA+:** LGBTQIA+ refers to the lesbian, gay, bisexual, transgender, queer, intersex, and asexual communities, as well as other non-heterosexual and non-cisgender identities.
- **Low-emission neighborhood:** Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.
- **Micromobility:** Small, low-speed transportation devices. They are convenient for traveling short distances or the beginning or end of trips. They include bikes and scooters.
- **Multimodal:** Refers to the various ways people use the transportation system, such as walking, riding a bike, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.
- **New mobility:** New forms of transportation that use technology to improve efficiency, access, and experience. Examples of new mobility include shared bikes and scooters, rideshare apps like Uber and Lyft, and microtransit.
- **New Mobility Playbook:** A plan adopted by SDOT in 2017 that provides policies and strategies for the city to adopt new transportation technologies and forms of mobility while prioritizing safety, equity, affordability, and sustainability.
- **OPCD:** Office of Planning and Community Development
- **Public space:** Places that are open and accessible to all people, including the public right-of-way (e.g., streets, sidewalks, squares, parks, and plazas that are not privately owned).
- **Race and Social Equity (RSE) Index:** A tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities.
- **Right-of-way (ROW):** A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles.
- **Road diet:** Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.
- **Rolling:** A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.
- **SDOT:** Seattle Department of Transportation
- **Seattle’s Green New Deal:** The Green New Deal is a City Council resolution with goals to make Seattle pollution-free by 2030; prioritize investments in communities historically harmed by economic, racial, and environmental injustice; promote economic opportunity and access to stable, well-paying jobs; and transition to a clean energy economy.

- **STP:** Seattle Transportation Plan
- **TNC:** Transportation network company (e.g., Uber and Lyft)
- **Transportation Electrification Blueprint:** Adopted in 2021, the Transportation Electrification Blueprint is a framework for Seattle to reduce its transportation-related greenhouse gas emissions, with a primary focus on electrification of personal trips, shared mobility, goods delivery, travel by the city fleet, and the installation of electrical charging infrastructure.
- **Transportation Equity Framework:** A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.
- **Underrepresented groups:** Folks whose identities and lived experiences are not proportionately represented in planning and policy decisions.
- **VMT:** Vehicle miles traveled
- **Vulnerable communities:** Communities that have historically and currently been erased, intentionally excluded, and/or underinvested in by government institutions. SDOT’s Transportation Equity Program and Transportation Equity Workgroup include:
 - BIPOC communities
 - Low-income communities
 - Immigrant and refugee populations
 - Native communities
 - People living with disabilities
 - LGBTQIA+ people
 - People experiencing homelessness or housing insecurity
 - Women and female-identifying populations
 - Youth
 - Aging adults
 - Individuals who were formerly incarcerated
 - Displaced and/or high-risk displacement neighborhoods
- **Vulnerable traveler:** As defined in City Code, “a pedestrian, a person riding an animal, or a person operating or riding any of the following on a public way: a farm tractor or implement of husbandry, without an enclosed shell, a bicycle, an electric-assisted bicycle, an electric personal assistive mobility device, a moped, a motor-driven cycle, a motorized foot scooter, or a motorcycle.” The STP intentionally uses the term “vulnerable traveler” instead of “vulnerable user” to better reflect that people travel in the public way.
- **WSDOT:** Washington State Department of Transportation



PARK

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Breakfast All Day

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