



# SEATTLE CITY COUNCIL

## Transportation Committee

### Agenda

**Tuesday, September 16, 2025**

**9:30 AM**

**Council Chamber, City Hall  
600 Fourth Avenue  
Seattle, WA 98104**

**Rob Saka, Chair  
Joy Hollingsworth, Vice-Chair  
Robert Kettle, Member  
Alexis Mercedes Rinck, Member  
Dan Strauss, Member**

**Chair Info: 206-684-8801; [Rob.Saka@seattle.gov](mailto:Rob.Saka@seattle.gov)**

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# SEATTLE CITY COUNCIL

## Transportation Committee

### Agenda

### September 16, 2025 - 9:30 AM

**Meeting Location:**

Council Chamber, City Hall, 600 Fourth Avenue, Seattle, WA 98104

**Committee Website:**

<https://www.seattle.gov/council/committees/transportation-x154110>

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This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business. Pursuant to Council Rule VI.C.10, members of the public providing public comment in Chambers will be broadcast via Seattle Channel.

Members of the public may register for remote or in-person Public Comment to address the Council. Speakers must be registered in order to be recognized by the Chair. Details on how to register for Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <https://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting.

In-Person Public Comment - Register to speak on the public comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting.

Please submit written comments no later than four business hours prior to the start of the meeting to ensure that they are distributed to Councilmembers prior to the meeting. Comments may be submitted at [Council@seattle.gov](mailto:Council@seattle.gov) or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104. Business hours are considered 8 a.m. - 5 p.m. Comments received after that time will be distributed after the meeting to Councilmembers and included as part of the public record.

*Please Note: Times listed are estimated*

**A. Call To Order**

**B. Approval of the Agenda**

**C. Public Comment**

**D. Items of Business**

1.     [Res 32179](#)     **A RESOLUTION regarding the operation of a Council District Fund/District Project Fund as provided in the 2025 Adopted Budget and 2025-2030 Capital Improvement Program through Council Budget Action SDOT 003-A-1.**

Supporting Documents:     [Summary and Fiscal Note Presentation](#)

**Briefing, Discussion, and Possible Vote**

**Presenters:** Jim Curtin, Seattle Department of Transportation (SDOT);  
Calvin Chow, Council Central Staff

2.     [CB 121058](#)     **AN ORDINANCE relating to the Seattle Department of Transportation; amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); renaming the Council District Fund CIP project to the District Project Fund CIP project; and lifting a proviso.**

Attachments:     [Att A – District Project Fund \(MC-TR-C155\) CIP Page](#)

Supporting Documents:     [Summary and Fiscal Note](#)

**Briefing, Discussion, and Possible Vote**

**Presenters:** Jim Curtin, Seattle Department of Transportation (SDOT);  
Calvin Chow, Council Central Staff

3.     [CB 121040](#)     **AN ORDINANCE relating to new vehicle types and curb allowances for e-cargo bicycle delivery; establishing a new vehicle type for e-cargo bikes; establishing rules for operations, parking, and loading for e-cargo bicycle delivery; clarifying new curb allowances for e-cargo bike delivery; and adding new Sections 11.23.430 and 11.44.300 to, and amending Sections 11.14.055, 11.23.120, 11.31.121, and 11.76.015 of, the Seattle Municipal Code.**

Supporting  
Documents:

[Summary and Fiscal Note](#)

[Presentation](#)

[Central Staff Memo](#)

[Amendment 1](#)

[Amendment 2](#)

**Briefing, Discussion, and Possible Vote**

**Presenters:** Katherine Rice, Seattle Department of Transportation (SDOT); Calvin Chow, Council Central Staff

4.                   **Seattle Transportation Plan 3-Year Implementation Plan**

Attachments:   [Seattle Transportation Plan 3-Year Implementation Plan](#)

Supporting  
Documents:

[Presentation](#)

**Briefing and Discussion**

**Presenters:** Meghan Shepard and Sarah Strand, Seattle Department of Transportation (SDOT)



5.     [CB 121023](#)     **AN ORDINANCE** relating to railroad franchises; amending Sections 1 and 3 of Ordinances 126969 and 126970 to correct an error in the name of a franchisee.

*Supporting  
Documents:*     [Summary and Fiscal Note](#)  
                          [Presentation](#)

**Briefing, Discussion, and Possible Vote**

**Presenter:** Joey Aitken, Seattle Department of Transportation (SDOT)

**E. Adjournment**



## Legislation Text

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**File #:** Res 32179, **Version:** 1

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### CITY OF SEATTLE

### RESOLUTION \_\_\_\_\_

A RESOLUTION regarding the operation of a Council District Fund/District Project Fund as provided in the 2025 Adopted Budget and 2025-2030 Capital Improvement Program through Council Budget Action SDOT 003-A-1.

WHEREAS, the Mayor's initial proposal for the 2024 Transportation Levy included a District Project Fund to provide funds to address emergent safety concerns and requests; and

WHEREAS, the final language of the 2024 Transportation Levy (Ordinance 127053) as approved by voters did not include funding for a District Project Fund; and

WHEREAS, in the 2025 Adopted Budget (Ordinance 127156), the City Council established a Council District Fund for the purpose of funding neighborhood-scale traffic safety improvements and other district transportation priorities at the direction of the City Council; and

WHEREAS, the Council District Fund provides dedicated funding to address these transportation priorities as a budgeted program, rather than rely on earmarked funding in the annual budget process; and

WHEREAS, the 2025 Adopted Budget and 2026 Endorsed Budget identify a total of \$14 million (\$7 million in 2025 and \$7 million in 2026) for the Council District Fund; and

WHEREAS, Ordinance 127156 imposed a proviso prohibiting spending on the Council District Fund until authorized by future City Council action; and

WHEREAS, the City Council has worked with the Executive on a proposal to implement the program as described in this resolution; and

WHEREAS, the City Council is considering separate legislation to lift the proviso on the Council District Fund and to rename the Council District Fund to the District Project Fund; NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR  
CONCURRING, THAT:**

Section 1. The following principles and expectations are established for the District Project Fund:

A. Program funding. Total program expenditures are intended to be equal between Council districts over the life of the program. Yearly program spending may vary based on project scale, project development cycles, construction delivery schedules, and other factors. Consistent with state law regarding budgeted capital project allocations, unspent program funding will be carried forward to support program spending in future years.

B. Project development costs. Project feasibility analysis is necessary to determine the scope and cost of the project proposals and inform whether the project should proceed to construction. The District Project Fund will cover project development costs, which may include but are not limited to traffic data collection, feasibility analysis, any required contracted services, and staff time necessary to assess, design and conduct outreach. The Seattle Department of Transportation (SDOT) will track development costs by Council district. If the project is constructed, the project development costs will be tracked with the project.

C. Project standards. Projects must adhere to standards, warrants, guidelines, and best practices, including the federally adopted Manual on Uniform Traffic Control Devices (MUTCD) warrants analysis, National Association of City Transportation Officials (NACTO) guidelines, and SDOT policies.

If a specific proposal is determined to be infeasible, not warranted under standardized warrant criteria, or has a higher than anticipated cost, SDOT engineers will strive to provide an alternate solution to address the related constituent concerns.

D. Project delivery method. SDOT will strive to deliver projects utilizing SDOT crews (within Washington State limits for public works contracting) in order to minimize cost and manage timelines for project delivery.

E. Project timing. Project construction is anticipated within one to two years after projects are identified by District-elected Councilmembers, and may be influenced by project complexity, materials or resource

availability, weather conditions, or other factors. For simple projects that respond to safety concerns and do not require significant feasibility analysis, SDOT will strive to implement on an accelerated schedule and may coordinate with other SDOT programs for faster implementation.

F. Projects will be reviewed for conformity with levy spending requirements. Projects found to be within the scope of levy funding will be included in the Transportation Levy Delivery Plan and reported to the Levy Oversight Committee.

Section 2. The following procedures and anticipated timelines are established for the District Project Fund:

A. Identification of candidate projects. District-elected Councilmembers will strive to identify candidate project proposals or areas of concern by March 1 in order to receive project development staffing in the current year. Councilmembers may submit individual project proposals or concerns, or prioritized lists of project proposals via SDOT's Council Liaison for preliminary assessment by SDOT. Councilmembers representing the City at-large are encouraged to work with District-elected Councilmembers to consider project proposals in the context of district priorities. SDOT will work directly with District-elected Councilmembers on the projects proposed for their represented districts.

For 2025, SDOT will provide the Council with a list of known unfunded community requests by district, previously identified through programs such as the Neighborhood Street Fund, Your Voice, Your Choice, and Safe Routes to School. Councilmembers may submit project requests from this list or from other Councilmember-identified district priorities. SDOT will provide the Council with general guidance on anticipated project costs in a format similar to SDOT's Home Zone Toolkit.

B. Project development. Project proposals identified by March 1 will be evaluated and a cost estimate will be prepared. SDOT will confer with District-elected Councilmembers to confirm district priorities for the submitted projects.

For projects that respond to safety concerns and do not require significant project development, SDOT

will strive to deliver such projects in the current year’s construction window and may coordinate with other SDOT programs for implementation.

C. Program reporting. By September 30 of each year, SDOT will report to Council the total program resources spent to date and anticipated to be expended the following year. The report will identify spending by project and Council district, including project development and construction costs.

D. Project delivery. Most projects approved for construction will be scheduled for delivery during the following year’s construction window. More complex projects may require additional time and resources.

Section 3. Nothing in this resolution is meant to preclude the department from incorporating Councilmember-proposed projects as departmental priorities within existing levy or non-levy SDOT programs, provided that any Councilmember-proposed projects that would use 2024 Seattle Transportation Levy funds must be within the project scope of the transportation levy and included within the subsequent Annual Delivery Plan for the work funded by the levy. Additionally, SDOT may recommend, as appropriate, potential funding partnerships with levy or other SDOT programs, or with non-SDOT funding sources.

Adopted by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

The Mayor concurred the \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
  
Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
  
Scheereen Dedman, City Clerk

(Seal)

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
Legislative	Chow, x4-4652	n/a

### **1. BILL SUMMARY**

**Legislation Title:**

A RESOLUTION regarding the operation of a Council District Fund/District Project Fund as provided in the 2025 Adopted Budget and 2025-2030 Capital Improvement Program through Council Budget Action SDOT 003-A-1.

**Summary and Background of the Legislation:**

This legislation adopts procedures for the City Council and the Seattle Department of Transportation (SDOT) to implement the Council District Fund/District Project Fund. The 2025 Adopted Budget and the 2026 Endorsed Budget identified a total of \$14 million for this purpose and imposed a proviso prohibiting spending until authorized by future City Council action. The City Council is considering separate legislation to lift the proviso and to rename the program the District Project Fund.

This legislation establishes that program funding will be tracked and reported by Council district and that SDOT will work directly with district-elected Councilmembers on the projects proposed for their represented districts. Project delivery will require sufficient time for evaluation, feasibility, and other project development costs.

This legislation includes a reporting requirement that by September 30 of each year, SDOT report to the Council the total program resources spent to date and anticipated to be expended the following year. The report will identify spending by project and Council district.

### **2. CAPITAL IMPROVEMENT PROGRAM**

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

<b>Project Name:</b>	<b>Master Project I.D.:</b>	<b>Project Location:</b>	<b>Start Date:</b>	<b>End Date:</b>	<b>Total Project Cost Through 2030:</b>

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

<b>Expenditure Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>					

Expenditure Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.

Revenue Change (\$); General Fund	2025	2026 est.	2027 est.	2028 est.	2029 est.

Revenue Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.

Total FTE Change	2025	2026 est.	2027 est.	2028 est.	2029 est.

### 3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
TOTAL				

Appropriations Notes: None

### 3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
TOTAL				

Revenue/Reimbursement Notes: None



### 3.c. Positions

☐ This legislation adds, changes, or deletes positions.

**Total Regular Positions Created, Modified, or Abrogated through This Legislation, Including FTE Impact:**

Position # for Existing Positions	Position Title & Department*	Fund Name & Number	Program & BCL	PT/FT	2025 Positions	2025 FTE	Does it sunset? (If yes, explain below in Position Notes)
<b>TOTAL</b>							

\* List each position separately.

**Position Notes: None**

### 3.d. Other Impacts

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

This legislation establishes procedures and expectations for implementation of budgeted program established in the 2025 Adopted Budget.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

This program will be managed by SDOT within the budget established by the Council.

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

The program budget was established in SDOT's CIP. If the program is not implemented, appropriations would automatically carryforward unless reallocated or abandoned by future Council action.

**Please describe how this legislation may affect any City departments other than the originating department.**

The program procedures were developed in consultation with SDOT staff, who would be responsible for implementing the program.

#### 4. OTHER IMPLICATIONS

- a. **Is a public hearing required for this legislation?**  
No.
- b. **Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**  
No.
- c. **Does this legislation affect a piece of property?**  
No.
- d. **Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**
- i. **How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**  
The program responds to district priorities identified by Councilmembers.
  - ii. **Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**  
None.
  - iii. **What is the Language Access Plan for any communications to the public?**  
None.
- e. **Climate Change Implications**
- i. **Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**  
No impact anticipated.
  - ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**  
No impact anticipated.
- f. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**  
This program is intended to meet Council district transportation priorities.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**  
No.

## **5. ATTACHMENTS**

**Summary Attachments:**

None.



# District Project Fund Program Overview and Operational Procedures

Seattle City Council  
Transportation Committee

September 2, 2025

# Council District Fund Overview

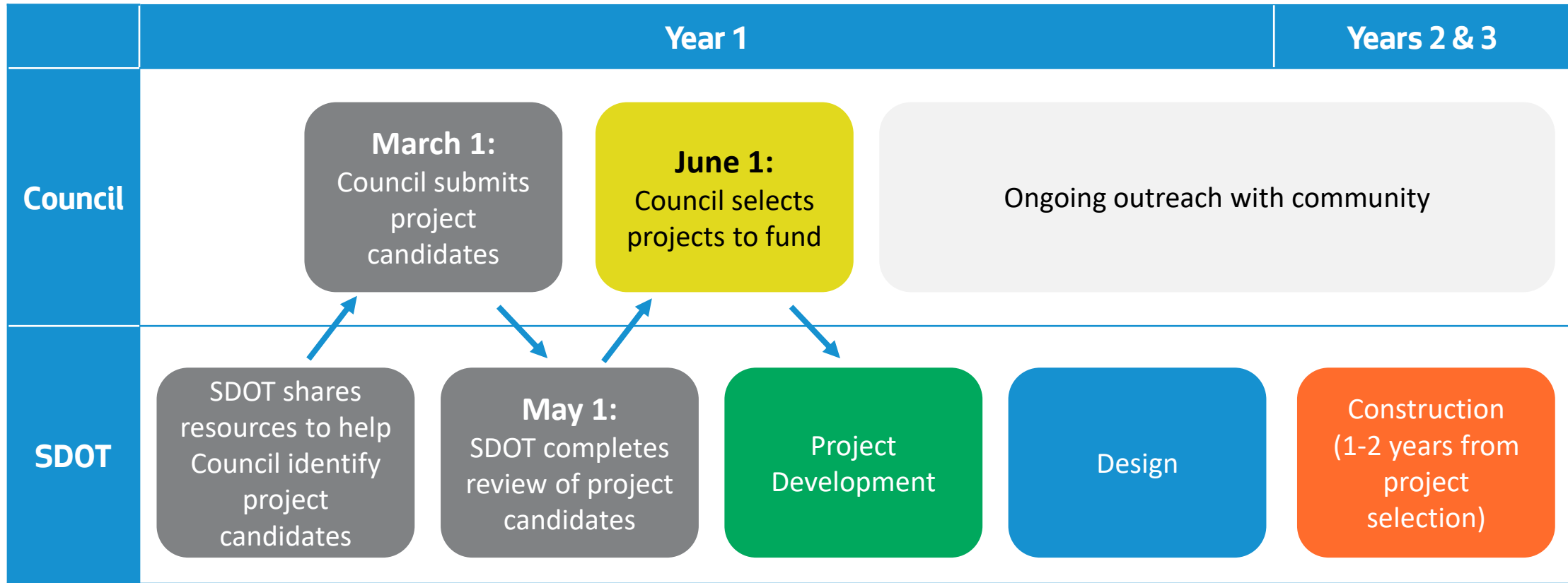
## **Council District Fund established in the 2025 Adopted Budget and CIP:**

- Funds neighborhood-scale traffic safety improvements and other district priorities at the direction of the City Council
- Budget and CIP identified \$7 million in 2025 and \$7 million in 2026
- Any unspent funding automatically carries forward to future years
- No secured funding for 2027 or beyond

## **Today, we will share proposed operational procedures including:**

- Project selection process
- Project selection considerations
- Project implementation schedule and considerations

# Annual Program Schedule



- This is the proposed schedule for typical project selection and delivery
- Simple projects may be completed sooner, and complex projects may take longer



# How to Submit Project Candidates

**Councilmembers should submit project candidates to SDOT annually by March 1**

## **Project criteria:**

- Neighborhood-scale traffic safety projects that address emerging safety concerns and requests
- Must adhere to City and federal standards, guidelines, and best practices
- \$1 million max annual project cost per district
- Can fund one larger improvement or multiple smaller improvements



# How to Submit Project Candidates

**SDOT will provide a form for Councilmembers to submit project ideas, requesting the following information:**

- Project location
  - Project goals
  - Description of existing issues
  - Design solution(s) to address issues
  - Background on prior outreach and other community considerations
- We highly encourage Councilmembers to submit multiple projects in the event that specific projects are later determined to be infeasible





# How to Submit Project Candidates




SDOT created resources to help Councilmembers identify project candidates:

## Project Idea Toolbox

- A list of improvements used to address common transportation safety issues such as crossing improvements and traffic calming
- Includes conceptual cost estimates

### Crossing Improvements

A range of options to help people walking and rolling safely cross busy streets

Improvement	Description	Typical Cost Range	Photo
Marked Crosswalk	<ul style="list-style-type: none"><li>• A marked crosswalk alerts drivers to frequent crossing locations</li><li>• Often combined with other crossing improvements</li></ul>	\$10,000-\$20,000 per crossing	
Rapid Flashing Beacon	<ul style="list-style-type: none"><li>• Blinking lights that turn on when pedestrians or bicyclists push a button to cross the roadway</li><li>• Alerts drivers to pedestrians or bikes crossing the street</li></ul>	\$200,000-\$250,000 per crossing	
Pedestrian/Half Signal	<ul style="list-style-type: none"><li>• A signal that stops vehicle traffic on the busier streets to allow pedestrians to cross</li><li>• Note that complex intersections</li></ul>	\$900,000-\$1,000,000 per crossing	

## Unfunded Community Requests

- A list of unfunded community requests for safety improvements received through other SDOT programs including the Neighborhood Street Fund, Your Voice Your Choice, and Safe Routes to School



# How SDOT will Review Project Candidates

## After Councilmembers submit project candidates, SDOT will:

- Review project candidate feasibility based on City and federal standards, guidelines, and best practices
- Collect necessary data such as vehicle speeds and pedestrian and bike counts
- Identify potential risks and opportunities
- Develop cost estimates

## Reporting back:

- SDOT will share its review and cost estimates with each District Councilmember by May 1
- Councilmembers will have one month to consider SDOT's feedback and make final project selection by June 1



# How SDOT will Review Project Candidates

## Many factors go into determining project feasibility and cost:

- Street characteristics
  - Existing conditions
  - Local and federal standards and guidelines
  - Additional required work
  - Agency approval
- If a project candidate is determined to be infeasible or higher than anticipated cost, SDOT will work with Councilmembers to reduce scope or find an alternate solution to help address the issue.





# After Projects are Selected for Funding

- SDOT will start design for selected projects
- Construction will occur 1-2 years after project selection – simple projects may be completed sooner, and complex projects may take longer
- SDOT will provide ongoing updates to Councilmembers and community:
  - Quarterly updates on the progress of projects
  - Annual program update by September 30
  - Ongoing communication, such as updates on construction schedules



# Next Steps

- **Council action on Resolution 32179 and Council Bill 121058 to guide program and lift budget proviso**
- **SDOT to share program resources with Councilmembers:**
  - Project Idea Toolbox
  - List of Unfunded Community Requests
  - Project Request Form
- **Councilmembers to consider and submit project candidates by March 1, 2026**





# Questions?



## Legislation Text

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**File #:** CB 121058, **Version:** 1

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### CITY OF SEATTLE

#### ORDINANCE \_\_\_\_\_

#### COUNCIL BILL \_\_\_\_\_

AN ORDINANCE relating to the Seattle Department of Transportation; amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); renaming the Council District Fund CIP project to the District Project Fund CIP project; and lifting a proviso.

WHEREAS, in Ordinance 127156, adopting the 2025 Budget, the City Council established a new Council

District Fund and imposed a proviso prohibiting spending until authorized by future Council action; and

WHEREAS, the City Council is considering legislation to establish the operating principles and expectation of

the Council District Fund by resolution; and

WHEREAS, the City Council intends to lift the proviso on spending for the Council District Fund; and

WHEREAS, the City Council intends to rename the Council District Fund to the District Project Fund; NOW,

THEREFORE,

#### BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The restrictions imposed by the following budget proviso are removed and they are no longer restrictions for any purpose, including those set forth in subsection 1.B of Ordinance 127156:

Item	Department	Council Budget Action	Proviso	Fund
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1.1	Seattle Department of Transportation	SDOT-003-A	"In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2025 budget and any other restrictions imposed by law, none of the money appropriated in the 2025 budget for the Seattle Department of Transportation for the Council District Fund project, Project ID MC-TR-C155, in the 2025-2030 Capital Improvement Program may be spent until authorized by future Council action."	Transportation Fund (13000) and Transportation Levy Fund (10399)
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Section 2. The Council District Fund (MC-TR-C155) project in the Seattle Department of Transportation is amended, as shown in Attachment A to this ordinance, to rename the project to the District Project Fund.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved /      returned unsigned /      vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_



Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Scheereen Dedman, City Clerk

(Seal)

Attachments:

Attachment A - District Project Fund (MC-TR-C155) CIP Page

**Council District Fund District Project Fund**

<b>Project No:</b>	MC-TR-C155	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Ongoing	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Citywide
<b>Current Project Stage:</b>	N/A	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	N/A	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	N/A	<b>Urban Village:</b>	Multiple

This program implements neighborhood-scale traffic safety improvements and other district transportation priorities at the direction of the City Council.

<b>Resources</b>	<b>LTD Actuals</b>	<b>2024 Revised</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Total</b>
Street Use Fees	-	-	4,941	4,970	-	-	-	-	9,911
Transportation Funding Package - Lid Lift	-	-	2,038	2,038	-	-	-	-	4,076
<b>Total:</b>	-	-	<b>6,979</b>	<b>7,008</b>	-	-	-	-	<b>13,987</b>
<b>Fund Appropriations / Allocations *</b>	<b>LTD Actuals</b>	<b>2024 Revised</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Total</b>
Transportation Levy Fund	-	-	2,038	2,038	-	-	-	-	4,076
Transportation Fund	-	-	4,941	4,970	-	-	-	-	9,911
<b>Total:</b>	-	-	<b>6,979</b>	<b>7,008</b>	-	-	-	-	<b>13,987</b>
<b>Unsecured Funding</b>	<b>LTD Actuals</b>	<b>2024 Revised</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Total</b>
To Be Determined	-	-	-	-	7,000	7,000	7,000	7,000	28,000
<b>Total:</b>	-	-	-	-	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>28,000</b>

**Unsecured Funding Strategy:** To be determined.

**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (<https://www.seattle.gov/transportation/about-sdot/asset-management>) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

\* Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
Legislative	Chow, x4-4652	n/a

### **1. BILL SUMMARY**

**Legislation Title:**

AN ORDINANCE relating to the Seattle Department of Transportation; amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); renaming the Council District Fund CIP project to the District Project Fund CIP project; and lifting a proviso.

**Summary and Background of the Legislation:**

This legislation removes the spending proviso on the Seattle Department of Transportation's (SDOT's) Council District Fund CIP project established in the 2025 Adopted Budget. The legislation would also rename the Council District Fund to the District Project Fund. A revised CIP page is attached to the legislation.

The City Council is considering separate legislation to adopt procedures for the City Council and SDOT to implement the Council District Fund/District Project Fund.

### **2. CAPITAL IMPROVEMENT PROGRAM**

**Does this legislation create, fund, or amend a CIP Project?** ☐ Yes ☒ No

<b>Project Name:</b>	<b>Master Project I.D.:</b>	<b>Project Location:</b>	<b>Start Date:</b>	<b>End Date:</b>	<b>Total Project Cost Through 2030:</b>

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

**Does this legislation have financial impacts to the City?** ☐ Yes ☒ No

<b>Expenditure Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>					
<b>Expenditure Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>Other Funds</b>					

<b>Revenue Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>					

Revenue Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.
Total FTE Change	2025	2026 est.	2027 est.	2028 est.	2029 est.

### 3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
TOTAL				

Appropriations Notes: None

### 3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
TOTAL				

Revenue/Reimbursement Notes: None

### 3.c. Positions

☐ This legislation adds, changes, or deletes positions.

Total Regular Positions Created, Modified, or Abrogated through This Legislation,  
Including FTE Impact:

Position # for Existing Positions	Position Title & Department*	Fund Name & Number	Program & BCL	PT/FT	2025 Positions	2025 FTE	Does it sunset? (If yes, explain below in Position Notes)

Position # for Existing Positions	Position Title & Department*	Fund Name & Number	Program & BCL	PT/FT	2025 Positions	2025 FTE	Does it sunset? (If yes, explain below in Position Notes)
<b>TOTAL</b>							

\* List each position separately.

**Position Notes: None**

### 3.d. Other Impacts

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

This legislation authorizes SDOT to begin spending on this program.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

This program will be managed by SDOT within the budget established by the Council.

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

The program budget was established in SDOT's CIP. If the program is not implemented, appropriations would automatically carryforward unless reallocated or abandoned by future Council action.

**Please describe how this legislation may affect any City departments other than the originating department.**

This legislation authorizes SDOT to implement this program.

### 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No.

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No.

**c. Does this legislation affect a piece of property?**

No.

**d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

The program responds to district priorities identified by Councilmembers.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

None.

- iii. What is the Language Access Plan for any communications to the public?**

None.

**e. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

No impact anticipated.

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

No impact anticipated.

- f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

This program is intended to meet Council district transportation priorities.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

## 5. ATTACHMENTS

### Summary Attachments:

None.



## Legislation Text

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**File #:** CB 121040, **Version:** 1

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### CITY OF SEATTLE

#### ORDINANCE \_\_\_\_\_

#### COUNCIL BILL \_\_\_\_\_

AN ORDINANCE relating to new vehicle types and curb allowances for e-cargo bicycle delivery; establishing a new vehicle type for e-cargo bikes; establishing rules for operations, parking, and loading for e-cargo bicycle delivery; clarifying new curb allowances for e-cargo bike delivery; and adding new Sections 11.23.430 and 11.44.300 to, and amending Sections 11.14.055, 11.23.120, 11.31.121, and 11.76.015 of, the Seattle Municipal Code.

WHEREAS, in 2021, the City Council adopted Ordinance 126517, which integrated vehicle definitions for bicycles and electric-assisted bicycles, distinguishing the two types as independent operating use cases and specifying vehicle requirements, and clarified bicycle rules when riding on roadways; and

WHEREAS, the Seattle Department of Transportation, in partnership with the Office of Sustainability and Environment, Seattle City Light, and other departments is focused on addressing the climate crisis through the Transportation Electrification Blueprint and 2022 and 2025 Climate Executive Orders, including working with private-sector partners and others to explore ways to incentivize zero-emissions freight options at the curb, including support for new e-cargo bike freight delivery programs; and

WHEREAS, the Seattle Department of Transportation recently completed a Zero Emission Freight Project with C40, a global network of mayors working to confront the climate crisis, demonstrating community interest in e-cargo bike programming from businesses and freight partners and proven success in other municipalities; and

WHEREAS, Seattle Municipal Code Title 11 does not include a designated bicycle type for the delivery of goods and services, though delivery activity via bicycle and electric-assisted bicycle is rapidly growing in Seattle and there is a need to clarify approved standards for electric-cargo bicycles and outline rules



of operation to ensure safety of riders and other users of the public right of way; NOW, THEREFORE,  
**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. Section 11.14.055 of the Seattle Municipal Code, last amended by Ordinance 126517, is amended as follows:

**11.14.055 Bicycle and electric-assisted bicycle**

A. "Bicycle" means every device propelled solely by human power, or an electric-assisted bicycle, upon which a person or persons may ride, having two tandem wheels either of which is 16 inches or more in diameter, or three wheels, any one of which is 20 inches or more in diameter.

B. "Electric-assisted bicycle" means a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor shall have a power output of no more than 750 watts. The electric-assisted bicycle must meet the requirements of one of the following ~~((three))~~ four classifications:

1. "Class 1 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour;

2. "Class 2 electric-assisted bicycle" means an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour; ~~((or))~~

3. "Class 3 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour and is equipped with a speedometer~~((-))~~ ; or

4. "Electric-assisted commercial cargo bicycle" (e-cargo bicycle or e-cargo bike) means an electric-assisted bicycle with fully operable pedals and an electric motor with a maximum continuous rated power of less than or equal to 750 watts, designed for the distribution of commercial freight, goods, parcels,

food, or services, and that has two, three, or four wheels.

Section 2. A new Section 11.23.430 is added to the Seattle Municipal Code as follows:

**11.23.430 E-cargo bicycle permit requirements and fees**

A. To operate a permitted e-cargo bicycle on City rights-of-way and lawfully utilize the portions of the right of way specified in subsection 11.44.300.A not otherwise allowed by unpermitted e-cargo bicycles, the permittee shall meet the requirements in this subsection 11.23.430.A and comply with the terms in this Section 11.23.430.

1. The applicant shall obtain a commercial e-cargo bicycle permit for each e-cargo bicycle and pay any associated fees to the Seattle Department of Transportation.
2. Permitted e-cargo bicycles may be no wider than 48 inches.
3. Permitted e-cargo bicycles must comply with the manufacturer's weight rating specifications.
4. Each permitted e-cargo bicycle shall display a unique identification number up to six digits, generated by the Seattle Department of Transportation when permit applications are processed. The number will be associated with the operating business and the unique number for each permitted bicycle. If the e-cargo bicycle includes a trailer, the unique identification number shall be affixed to the back of the trailer.
5. The permittee shall comply with the terms of the commercial e-cargo bicycle permit.
6. When using on-street parking within City rights-of-way as referenced in Section 11.44.300, the permittee shall comply with all applicable federal, state, county, and City laws and regulations.

B. The permittee must possess a valid City of Seattle business license to acquire a commercial e-cargo bicycle permit, except if not required by ordinance. The permittee is required to provide data surrounding number of packages delivered by cargo bike, vehicle miles traveled by cargo bike, and operating ZIP codes.

C. The Director of Transportation may administer a system for issuing commercial e-cargo bicycle permits and collecting fees. This system may include consideration of potential effects on existing curb space loading, vehicle and bicycle traffic usage and safety effects on neighborhood business districts, program

participation, and other considerations that may affect the public's use of the right-of-way and travel behavior.

D. The Director of Transportation may deny issuance of subsequent permits to a permittee for noncompliance with any permit condition.

E. E-cargo bicycles shall not park in the following zones or areas:

1. Zones designated as bus zones;
2. Car share vehicle zones;
3. Commercial vehicle load zones;
4. Pedestrian zones;
5. Roadway construction zones;
6. School loading zones;
7. Taxicab, pedicab, and other for-hire car stands;
8. Tow-away zones;
9. Truck load zones;
10. Passenger load zones
11. Vending zones;
12. Parking areas adjacent to Temporary No Parking Zones;
13. Zones temporarily restricted from parking by legally marked and placed temporary traffic

control devices; and

14. Any other zone prohibited by the Traffic Engineer.

F. E-cargo bicycles shall not park in a parking space or stall reserved for a person with a disability.

G. The Director of Transportation may establish permit conditions and limitations to address neighborhood impacts, business district impacts, equitable access, peak right-of-way usage, or other considerations that may affect the public's use of the public right-of-way.

H. An e-cargo bicycle permit shall be valid for one calendar year, and permits are nontransferable

between bikes. Seattle Department of Transportation permitting fees shall be waived for commercial e-cargo bicycle permits for the first six months of the active program. Following the first six months, the Director of Transportation shall collect a fee to be deposited into the Transportation Fund and established annually by a fee schedule for each permit issued to an applicant.

Section 3. Section 11.23.120 of the Seattle Municipal Code, last amended by Ordinance 127102, is amended as follows:

### **11.23.120 Truck and parking permit fees**

The fees to be collected annually by the Seattle Department of Transportation for trucking and parking permits are as follows:

Type of Permit	Fee
Commercial E-cargo Bicycle Permit	\$100 per bike
* * *	

Section 4. Section 11.31.121 of the Seattle Municipal Code, last amended by Ordinance 127213, is amended as follows:

### **11.31.121 Monetary penalties-Parking infractions**

The base monetary penalty for violation of each of the numbered provisions of the Seattle Municipal Code listed in the following table is as shown, unless and until the penalty shown below for a particular parking infraction is modified by Local Rule of the Seattle Municipal Court adopted pursuant to the Infraction Rules for Courts of Limited Jurisdiction (“IRLJ”) or successor rules to the IRLJ:

Municipal Code Reference	Parking infraction short description	Base penalty amount
* * *		
11.23.415	CARPOOL PERMIT	\$69
<u>11.23.430</u>	<u>E-CARGO BICYCLE</u>	<u>\$69</u>
	* * *	

Section 5. A new Section 11.44.300 is added to the Seattle Municipal Code as follows:

**11.44.300 E-cargo bicycle regulations**

A. E-cargo bicycles may park at the curb in load/unload zones, paid parking areas, restricted parking zones, time limited parking areas, any unrestricted parking areas (subject otherwise to the parking restrictions listed in Section 11.23.430), on-street bike corrals, or spaces signed to allow e-cargo bike parking, and shall be permitted by the Director of Transportation to use the parking zones listed in this subsection 11.44.300.A. E-cargo bicycles are not subject to payment at parking payment devices in listed zones as long as permits are properly displayed.

B. E-cargo bicycle riding on the sidewalk is unlawful unless there is no alternative to travel over a sidewalk as part of a bicycle or pedestrian path.

C. E-cargo bicycles may travel in the roadway and protected bicycle lanes at a maximum speed of 15 miles per hour. The motor must not assist pedaling above 15 miles per hour.

D. E-cargo bicycles may park in the furniture zone of the sidewalk if no viable permitted on-street parking space is available.

E. E-cargo bicycles are subject to all other electric-assisted bicycle rules in this Chapter 11.44.

Section 6. Section 11.76.015 of the Seattle Municipal Code, last amended by Ordinance 126399, is amended as follows:

**11.76.015 Parking violations on blockfaces, or portions thereof, requiring payment to park**

A. No person shall stop, stand, or permit a vehicle within the person's control to be parked on any blockface, or portions thereof, controlled by pay-to-park signage without properly making payment for parking under Section 11.76.005.

B. The prohibitions in this Section 11.76.015 shall not apply to:

1. The act of parking;

2. The necessary time required to activate the time on a parking payment device;

3. As indicated by signposting, the parking of a vehicle in a restricted parking zone in accordance with Section 11.16.315, or of certified carpool vehicles in accordance with Section 11.23.410, or of free-floating car sharing vehicles in accordance with Section 11.23.160, or of permitted e-cargo bicycles in accordance with Section 11.44.300.

\* \* \*

Section 7. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved /    returned unsigned /    vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Scheereen Dedman, City Clerk

(Seal)



## SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Katherine Rice	Aaron Blumenthal

### 1. BILL SUMMARY

**Legislation Title:** AN ORDINANCE relating to new vehicle types and curb allowances for e-cargo bicycle delivery; establishing a new vehicle type for e-cargo bikes; establishing rules for operations, parking, and loading for e-cargo bicycle delivery; clarifying new curb allowances for e-cargo bike delivery; and adding new Sections 11.23.430 and 11.44.300 to, and amending Sections 11.14.055, 11.23.120, 11.31.121, and 11.76.015 of, the Seattle Municipal Code.

**Summary and Background of the Legislation:** The Seattle Department of Transportation (SDOT), in partnership with the Office of Sustainability and Environment, Seattle City Light, and other departments is focused on addressing the climate crisis through the Transportation Electrification Blueprint and 2022 and 2025 Climate Executive Orders, working with private-sector partners and others to explore ways to incentivize zero-emissions freight options at the curb, including support for new e-cargo bike freight delivery. SDOT recently completed a Zero Emission Freight Project with C40, a global network of mayors (including Seattle's) working to confront the climate crisis, demonstrating community interest in e-cargo bike programming from businesses and freight partners and proven success in other municipalities. The Seattle Municipal Code does not currently include a designated bicycle type for the delivery of commercial goods and services, though delivery activity via bicycle and electric-assisted bicycle is growing in Seattle and there is a need to clarify approved standards for commercial electric-cargo bicycles and outline rules of operation to ensure safety of riders and other drivers.

### 2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

### 3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☒ Yes ☐ No

Expenditure Change (\$); General Fund	2025	2026 est.	2027 est.	2028 est.	2029 est.
Expenditure Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.
	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000

Revenue Change (\$); General Fund	2025	2026 est.	2027 est.	2028 est.	2029 est.

Revenue Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.
	-	\$20,000	\$30,000	\$50,000	\$50,000

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.
	0	0	0	0	0
Total FTE Change	2025	2026 est.	2027 est.	2028 est.	2029 est.
	0	0	0	0	0

### 3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
Transportation Fund (Fund 13000)	SDOT	Mobility Operations/BO-TR- 17003	-	-
<b>TOTAL</b>			-	-

**Appropriations Notes:** No permit fee will be charged for the first six months of the program to operate commercial e-cargo bikes. This is in part due to the time it will take to get the permit system established. We estimate in the first year (2025/2026) that around 100 bikes are expected to be permitted in the program, based on a per bike permit allotment and interest from local businesses. By 2027, we are estimating growth to 200 bikes, 300 bikes by 2028, and 500 by 2030 and out years. This seems a cautious growth pattern compared to other cities. We expect the program to grow year by year, as more businesses are engaged and join the program.

### 3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

**Anticipated Revenue/Reimbursement Resulting from This Legislation:** Future permit revenue anticipated to be directed to SDOT.

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
Transportation Fund (Fund 13000)	SDOT	TBD	-	-
<b>TOTAL</b>			-	-

### 3.d. Other Impacts

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

None.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

This legislation does not propose to change SDOT appropriations amounts. The relatively minimal first year costs will be absorbed by SDOT within its existing budget authority in the Transportation Fund Mobility Operations Budget Control Level, prior to permit fee revenue generation that would be available to cover program costs.

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

Not implementing this legislation could slow Seattle's ability to meet its climate goal of 30% zero emissions delivery by 2030, by limiting the effective use of one of the potential tools identified in the C40 report to help transition urban goods delivery to zero emissions. This legislation makes more efficient the mechanism for cargo bikes to legally park in curb spaces in downtown and other dense business districts. This legislation, with commercial e-bikes potentially using paid parking spaces, is anticipated to have minimal impact on paid parking revenues given the bikes' size and maneuverability to fit amongst motor vehicles, in addition to their very short duration at the curb per trip to pick up or drop off deliveries.

**Please describe how this legislation may affect any City departments other than the originating department.**

This legislation supports city climate goals shared by the Office of Sustainability and Environment (OSE) and Seattle City Light (SCL). Successful implementation of this legislation will allow for further expansion of zero emission transportation options, creating new programmatic opportunities for SDOT, OSE, and SCL and support our business and freight community in the transition to zero emission delivery.

### 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No

**c. Does this legislation affect a piece of property?**

No

**d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

This legislation allows for commercial e-cargo bikes to deliver food and other goods/services to residential areas and between businesses. This legislation does not impact vulnerable or historically disadvantaged communities, and SDOT plans to provide outreach and educational materials to small and medium-sized businesses interested in switching to zero emission options for delivery.

For general public communications, SDOT will work with our Communications staff and the Office of Economic Development to ensure we are reaching broadly to business communities around the city. Outreach materials will be translated into multiple languages as outreach plans require.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

This program has the potential to positively impact disadvantaged communities, in assisting BIPOC and low-income residents with more options for delivery transportation that are zero emission. Also, as most freight delivery pathways pass through our Justice 40 communities, moving more freight to zero emission modes may improve air quality and lower pollution in adjacent communities.

- iii. What is the Language Access Plan for any communications to the public?**

We follow SDOT Communication rules and approach for community outreach and engagement.

**e. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

This legislation is intended to decrease carbon emissions from freight transportation to the extent that bicycle trips replace internal combustion engine powered vehicles, according to our recently completed [Zero Emission Freight Grant Project](#).

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

This legislation will help increase Seattle's resiliency to climate change by expanding zero emission delivery options for freight partners and businesses.

- f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

This legislation will support a new permit in SDOT for commercial e-cargo bikes, by permitting e-cargo bike usage and parking at the curb, as well as instituting a business liaison approach to ensure our freight partners and local businesses are supported in the transition to zero emission delivery. The goals of the commercial e-cargo bike program include:

- Support City strategic plans and decarbonization goals, including the Transportation Electrification Blueprint (TEB), 2022 Climate Executive Order, Freight Master Plan, Seattle Transportation Plan, and Curbside Management Climate Plan.
- Build lasting partnerships with the Seattle business community, including both large freight entities and small and medium-sized businesses.
- Reduce emissions from freight activity and contribute to TEB goal of 30% zero emission delivery by 2030.

Provide education and training on delivery options that encourage businesses to ‘right size and then electrify’ fleet resources.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

## 5. ATTACHMENTS

**Summary Attachments:** None.



# Commercial E-Cargo Bike Legislation and Program

Council Transportation Committee

September 2, 2025



**Seattle**  
Department of  
Transportation



# Presentation Outline

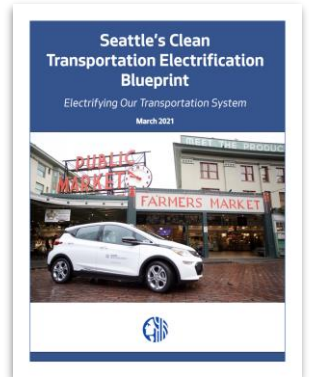
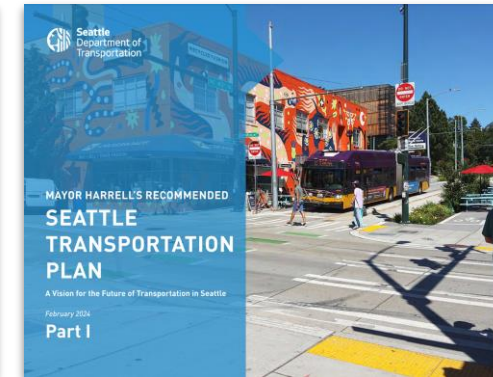
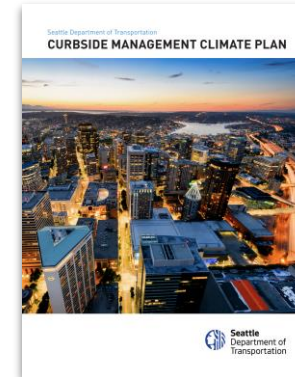
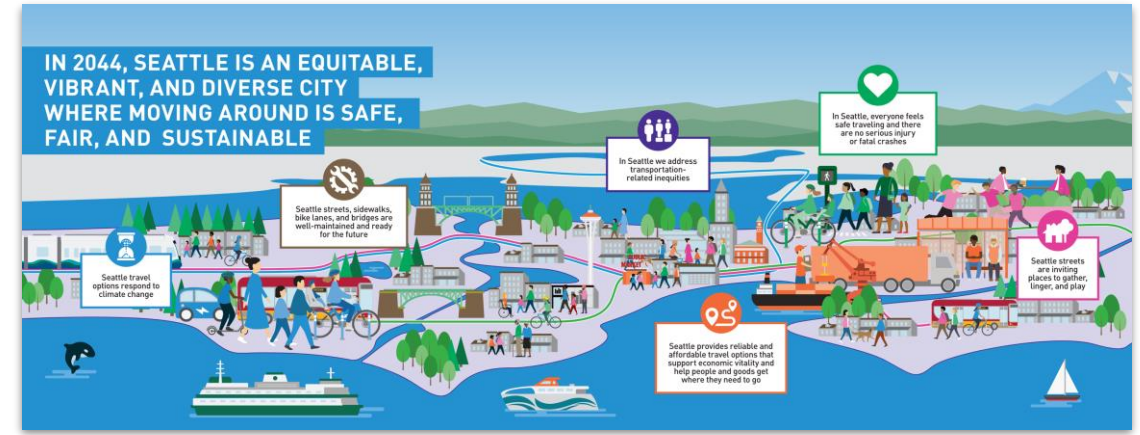
- Connection to citywide goals
- Draft legislation and permit overview
- Partnership opportunities
- Next steps





# Establishing Commercial E-Cargo Bike program supports achieving zero-emission delivery targets + advancing City climate agenda - aligns with

- Priorities in 2022 and 2025 Climate Executive Orders
- SDOT Climate Change Response Framework strategy and tool in Low Pollution Neighborhoods



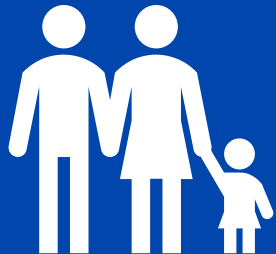
THE TRANSPORTATION  
ELECTRIFICATION BLUEPRINT  
**30%** zero-emission  
delivery by 2030

# Why E-Cargo Bikes?



Decrease emissions and enable growth of zero emission freight modes

Decrease congestion from commercial vehicle circling and traffic



Create safer streets and support our Vision Zero goals

Opportunity to build partnerships with Seattle business community



# What will this program address?



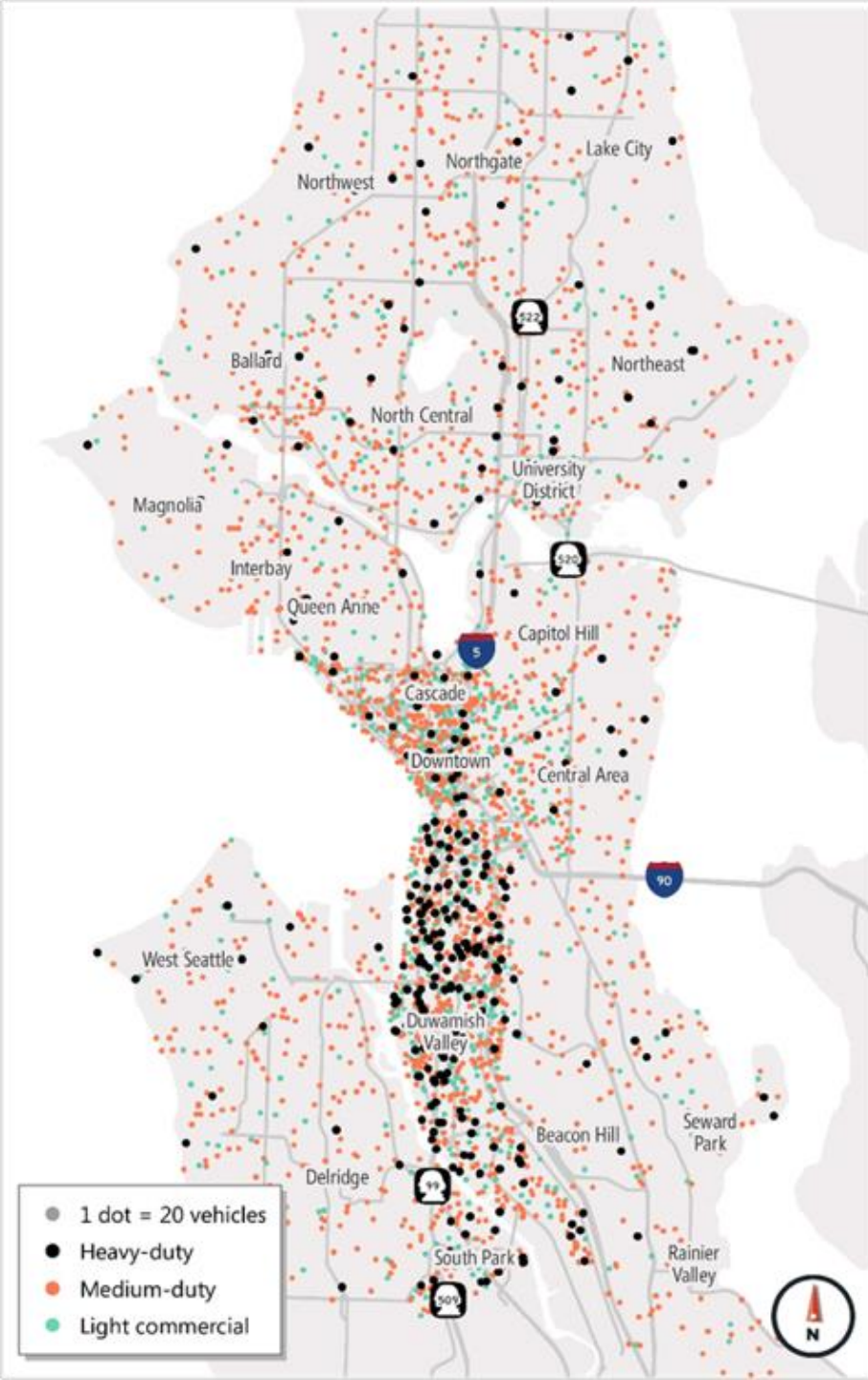
- Delivery activity continues to grow in Seattle
- Businesses and freight partners are interested in using e-cargo bikes



- E-cargo bikes offer efficiency and cost benefits for operating businesses
- Potential to improve curb management experience



- Provides legal framework to guide and encourage interested delivery operators



## PROPOSED LEGISLATION

# E-Cargo Bike Program - Key Elements

SDOT's proposed legislation takes three actions to help catalyze the City's commercial e-cargo bike ecosystem



Establish a legal **vehicle definition**



Open up **curbside access**



Create a formal **permit structure**

# Establishing e-cargo bike form factors

Legislation will set a definition for e-cargo bikes while keeping things flexible for continued vehicle innovation

Vehicle definition informed by peer city collaboration among New York City, Washington D.C., and Boston

## PROPOSED VEHICLE DEFINITION



### Format & Dimensions

- Two, three, or four wheels
- MAX bike width: 48" (no max length)

### Powertrain

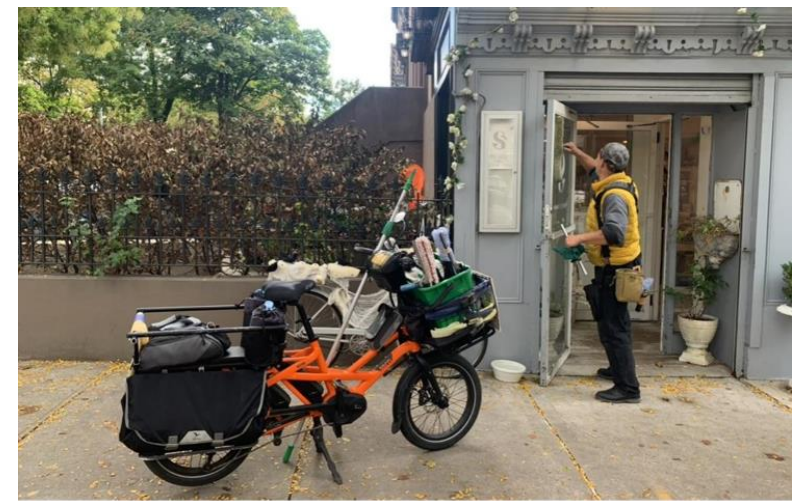
- Operable pedals
- Electric assistance or electric drive
- MAX power output: 750 watts

### Operating Parameters

- Can operate in roadway or bike lane
- MAX speed: 15 MPH



# Examples



# Expanding curb access for e-cargo bikes

Quick access to the curb is essential for keeping e-cargo bikes moving while avoiding conflicts with other road users

Permitted e-cargo bikes would be able to park and load along curbspace in business/residential areas

PROPOSED CURB ZONE  
ACCESS



**With a valid permit, Commercial E-cargo Bikes can load without additional cost in:**

- Time limit signs and most load zones
- Paid parking areas
- Restricted Parking Zones (RPZs)
- Unrestricted parking areas



# Streamlined permit program

Permits available through SDOT's Traffic Permit Counter

Permitted businesses will be required to provide quarterly data:

- Packages delivered
- Vehicle Miles Traveled
- Zip code specific operation areas served by e-cargo bikes

## PROPOSED PERMIT QUALIFICATIONS



### Permittees must:

- Have valid Seattle business license
- Place permit plate on back of bike/trailer displaying unique permit #
- Pay fee of \$100/bike starting after 6 months

### Permit will provide SDOT:

- Data from participating companies
- Coverage of some administrative program costs

## OPPORTUNITIES

### Stakeholders are ready to work with SDOT and move forward with e-cargo bike programming

- Working with SDOT Safety Team to develop e-cargo bike program for incident response
- Ready to uplift local ambassadors and early adopters such as:
  - Large freight partners
  - Small logistic businesses
- Reducing adoption barriers for small and medium-sized businesses - SDOT exploring e-cargo bike lending library concepts



# What's Next?

Timeline	Task
Now	Transportation Committee review and adoption of <u><a href="#">Commercial E-cargo Bike Legislation</a></u>
Now-October	Accela permitting development
Fall 2025	Outreach and engagement with partners to confirm participating businesses
Q4 2025	Launch program (pending legislation)



# Thank you!

13



**Seattle**  
Department of  
Transportation

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# Questions?

Katherine Rice, Electric Vehicle Charging Senior Planner,  
Levy Electrification Program



[katherine.rice@seattle.gov](mailto:katherine.rice@seattle.gov)



206.256.5495



2022 - 2025

# Path of Program Development

Two Zero Emission Freight grants from C40 Cities supported program design and launch campaign creation.

Peer city and freight operator interviews conducted to learn where pilots have been successful and incorporate learnings.

Outreach conducted to local Seattle business community to gain support and inform program design.

**Pedal your business forward**  
E-cargo bikes can help Seattle businesses:

- Boost your brand
- Cut through congestion
- Reduce delivery costs

Electric cargo bikes are sustainable vehicles that can replace cars, vans, and trucks for goods movement

**Key Features**

- Advertising space to showcase your brand
- Travel in the bike lane
- Hold up to 1,000 lbs of cargo
- Charge using a standard wall outlet
- Pedal with electric assist or throttle
- Zero tailpipe emissions

Add custom branding & vehicle wraps to your e-cargo bike

Seattle Department of Transportation

With many models to choose from, e-cargo bikes are a great solution for businesses of all types

Small Capacity Medium Capacity High Capacity

**The Seattle Department of Transportation is launching a program to promote e-cargo bikes**

**Here's Why**  
Seattle has set ambitious goals to reduce transportation emissions and make streets safer

- 30% City goal for share of zero-emissions delivery by 2030
- 70% 1% of Seattle's medium-duty delivery trips that are 10 miles or less

STAY TUNED!

Reach out to learn more!  
katherine.rice@seattle.gov  
Katherine Rice, SOOT Carshare Management Division

Seattle Department of Transportation





September 8, 2025

## MEMORANDUM

**To:** Transportation Committee  
**From:** Calvin Chow, Analyst  
**Subject:** CB 121040 – E-Cargo Bicycle Delivery Permit

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On September 16, the Transportation Committee will discuss and possibly vote on [Council Bill \(CB\) 121040](#) which would establish a new permit program in the Seattle Department of Transportation (SDOT) to allow electric-assisted bicycles delivering cargo (e-cargo bikes) to utilize parking spaces and dedicated e-cargo bike loading spaces to conduct business deliveries.

This proposal is intended to support zero-emission delivery of goods and services, decrease congestion from larger commercial delivery vehicles, improve traffic safety, and respond to the needs of the business community. The permit program focuses specifically on urban freight delivery; it does not address other potential commercial or business uses of electric bicycles (such as pedicabs). The proposal was previously discussed at the September 2 Transportation Committee meeting.

### **Proposed Legislation**

The legislation would establish an e-cargo permit to allow permittees to utilize timed load/unload zones, paid parking areas, restricted parking zones, time-limited parking areas, and on-street bike corrals without payment for parking. E-cargo bikes would be prohibited from parking in bus zones, pedestrian zones, specially-designated loading zones (e.g., commercial vehicle load zones, truck load zones, school load zones), spaces reserved for persons with disabilities, and other spaces with designated curb uses.

The permit program would apply to e-cargo bikes with a maximum motor rating of 750 watts and a maximum width of 48 inches. Permit holders would be required to possess a City of Seattle business license, operate at a maximum of 15 miles per hour, and to display a unique permit number on the bicycle (and trailer, if used). The program also requires that the permit holder provide data to SDOT on the number of packages delivered, bicycle miles travelled, and ZIP codes of operation.

The legislation would establish a permit fee of \$100 per e-cargo bike and a \$69 parking infraction penalty for e-cargo bikes. The legislation allows SDOT to waive the permit fee for the first six months of the permit program to incentivize participation. SDOT estimates administrative program costs of \$30,000 per year, which is equivalent to permit fees for 300 e-

cargo bicycles. SDOT projects first year participation at 100 permitted e-cargo bikes, with program participation growing to 500 bikes by 2030.

SDOT developed this permit proposal with grant support from the C40 Cities Climate Leadership Group and in consultation with peer cities with similar e-cargo bike programs in development (New York City, Washington DC, and Boston). Additional legislative changes may be necessary in the future to refine the permit program as SDOT gains more experience with e-cargo bike deployment in Seattle.

cc: Ben Noble, Director

## Amendment 1 to CB 121040 – E-Cargo Bike Permit

**Sponsor:** Councilmember Saka

Extend the permit fee waiver period

**Effect:** This amendment would extend the permit fee waiver period to cover the first 12 months of the active permit program. The original legislation proposed a fee waiver for the first six months of the active permit program.

Revise Section 2 as follows:

Section 2. A new Section 11.23.430 is added to the Seattle Municipal Code as follows:

### **11.23.430 E-cargo bicycle permit requirements and fees**

A. To operate a permitted e-cargo bicycle on City rights-of-way and lawfully utilize the portions of the right of way specified in subsection 11.44.300.A not otherwise allowed by unpermitted e-cargo bicycles, the permittee shall meet the requirements in this subsection 11.23.430.A and comply with the terms in this Section 11.23.430.

1. The applicant shall obtain a commercial e-cargo bicycle permit for each e-cargo bicycle and pay any associated fees to the Seattle Department of Transportation.
2. Permitted e-cargo bicycles may be no wider than 48 inches.
3. Permitted e-cargo bicycles must comply with the manufacturer's weight rating specifications.
4. Each permitted e-cargo bicycle shall display a unique identification number up to six digits, generated by the Seattle Department of Transportation when permit applications are processed. The number will be associated with the operating business and the unique number for each permitted bicycle. If the e-cargo bicycle includes a trailer, the unique identification number shall be affixed to the back of the trailer.
5. The permittee shall comply with the terms of the commercial e-cargo bicycle permit.
6. When using on-street parking within City rights-of-way as referenced in Section 11.44.300, the permittee shall comply with all applicable federal, state, county, and City laws and regulations.

B. The permittee must possess a valid City of Seattle business license to acquire a commercial e-cargo bicycle permit, except if not required by ordinance. The permittee is required to provide data surrounding number of packages delivered by cargo bike, vehicle miles traveled by cargo bike, and operating ZIP codes.

C. The Director of Transportation may administer a system for issuing commercial e-cargo bicycle permits and collecting fees. This system may include consideration of potential effects on existing curb space loading, vehicle and bicycle traffic usage and safety effects on neighborhood business districts, program participation, and other considerations that may affect the public's use of the right-of-way and travel behavior.

D. The Director of Transportation may deny issuance of subsequent permits to a permittee for noncompliance with any permit condition.

E. E-cargo bicycles shall not park in the following zones or areas:

1. Zones designated as bus zones;
2. Car share vehicle zones;
3. Commercial vehicle load zones;
4. Pedestrian zones;
5. Roadway construction zones;
6. School loading zones;
7. Taxicab, pedicab, and other for-hire car stands;
8. Tow-away zones;
9. Truck load zones;
10. Passenger load zones
11. Vending zones;
12. Parking areas adjacent to Temporary No Parking Zones;
13. Zones temporarily restricted from parking by legally marked and placed temporary traffic control devices; and
14. Any other zone prohibited by the Traffic Engineer.

F. E-cargo bicycles shall not park in a parking space or stall reserved for a person with a disability.

G. The Director of Transportation may establish permit conditions and limitations to address neighborhood impacts, business district impacts, equitable access, peak right-of-way usage, or other considerations that may affect the public's use of the public right-of-way.

H. An e-cargo bicycle permit shall be valid for one calendar year, and permits are nontransferable between bikes. Seattle Department of Transportation permitting fees shall be waived for commercial e-cargo bicycle permits for the first ~~12 six~~ months of the active program. Following the first ~~12 six~~ months, the Director of Transportation shall collect a fee to be deposited into the Transportation Fund and established annually by a fee schedule for each permit issued to an applicant.

## Amendment 2 to CB 121040 – E-Cargo Bike Permit

**Sponsor:** Councilmember Saka

Add Consideration of Liability Insurance

**Effect:** This amendment would add operator liability insurance as a permit condition at the discretion of the Director of Transportation.

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## Legislation Text

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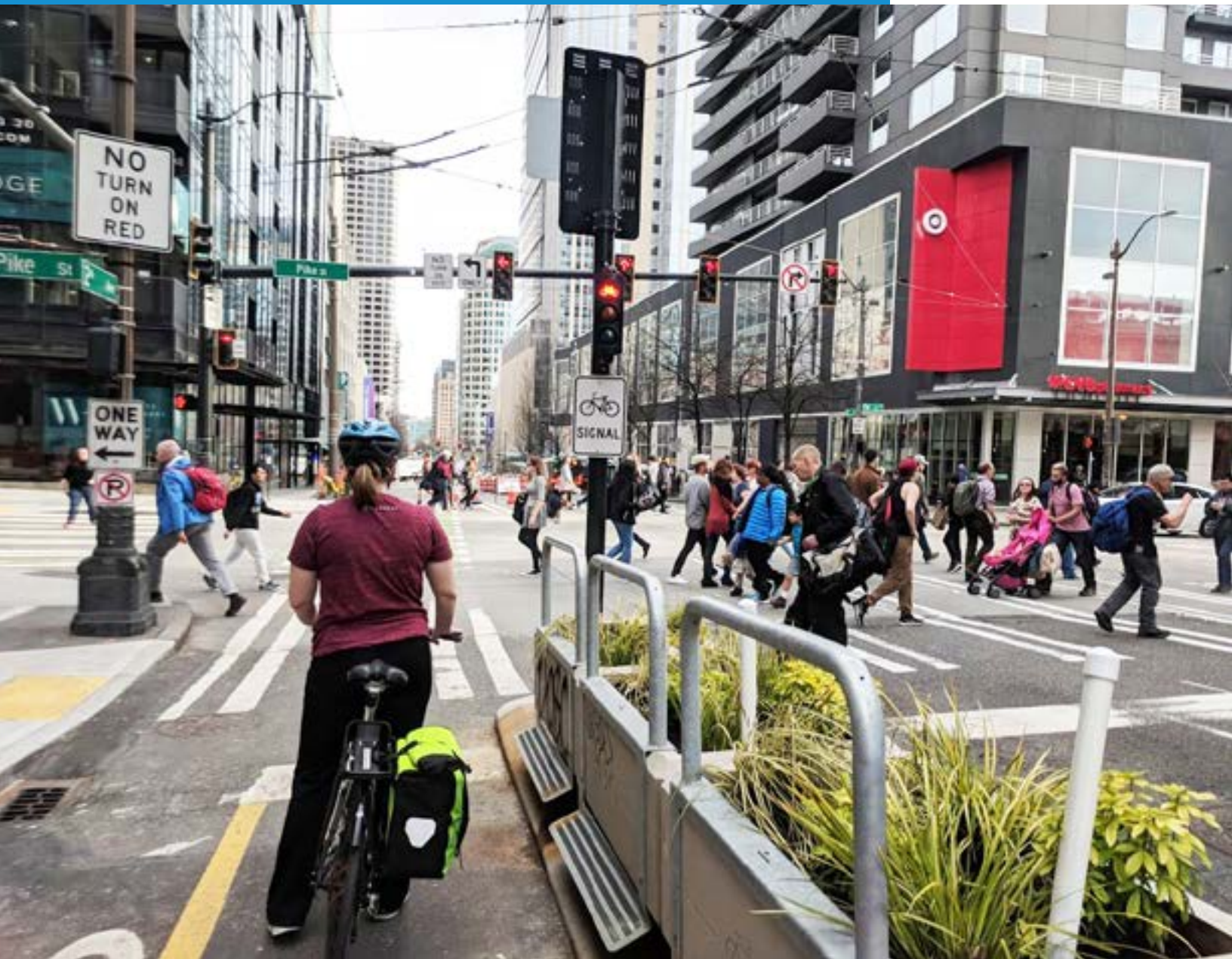
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Seattle Transportation Plan 3-Year Implementation Plan

Seattle Department of Transportation

# Seattle Transportation Plan

## 3-YEAR IMPLEMENTATION



SEPTEMBER 2025



**Seattle**  
Department of  
Transportation

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## What is the Seattle Transportation Plan (STP)?

The *Seattle Transportation Plan (STP)* provides a guiding vision for how Seattle's transportation system will grow and improve over the next 20 years. In the past, we had different plans for walking and rolling, biking, transit, and freight mobility. The STP brings these together in one plan to better coordinate across different needs and travel options. As our guiding plan, it supports investments in safer, more equitable, reliable, sustainable, and affordable travel options.

To create the plan, we worked with thousands of community members to gather ideas and feedback through over 2 years of meetings, surveys, and other forums. Our plan focuses on improving streets, sidewalks, bike lanes and transit systems while planning for future needs,

including spaces for people to gather, emerging technologies, freight and goods movement, curbspace and parking. The STP is consistent with our One Seattle Comprehensive Plan and our other guiding plans.

Each person at SDOT plays a critical role in making our 20-year vision a reality—whether they develop funding strategies, hire safety-conscious employees from communities we serve, meet with local businesses, or design and analyze potential project impacts. From operations teams who make traffic signals run smoothly, to data analysts tracking performance, to crews on the ground who build and maintain our system. At SDOT, we're all doing our part to deliver the STP.

**Our Transportation Vision:** *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.*

## By the Numbers: What's in the Seattle Transportation Plan (STP)?



6

Guiding Goals



26

Key Moves



173

Implementing Actions



8

Functional Elements



4

Priority Investment  
Networks



81

Large Capital Projects



3

Tiers of Performance  
Metrics

### STP Guiding Goals, Key Moves, and Implementation Actions

The STP is framed by 6 goals, each supported by 3-5 “Key Moves” that were co-created through community engagement. Across a total of 26 Key Moves, 173 actionable steps explain how we’ll make them happen, covering a range of efforts to:

- Prioritize safety improvements on high-injury corridors, especially connecting schools, transit, and parks
- Use smart strategies to maintain and extend the life of our transportation system, and make the most of resources by investing in the right projects at the right time for the best results
- Build trust through long-term authentic relationships with people in our communities
- Address systemic inequities and racial biases in both the decision-making processes and outcomes of our work
- Expand sidewalks, bike lanes, Electric Vehicle (EV) charging, and curb management programs
- Enhance transit service and support freight reliability
- Increase access to transit, e-bikes, and bike or scooter share, especially for people with low incomes
- Manage risks and opportunities from emerging technologies like autonomous vehicles and delivery devices
- Reduce air pollution, emissions, and other negative impacts from transportation



## SAFETY

### *Lead with Safety (S)*

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



1. Reduce vehicle speeding to increase safety.
2. Focus safety investments on high-collision areas.
3. Make all journeys safer from start to finish.
4. Provide safer routes to schools, parks, transit, and community spaces.
5. Maintain critical access routes and plan for a climate resilient network.

## EQUITY

### *Transportation Justice is Central (TJ)*

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



1. Center the voices of underrepresented communities in planning.
2. Prioritize investments in disproportionately impacted communities.
3. Remove cost barriers so everyone can travel as needed.
4. Support shifts toward non-punitive transportation enforcement.

## SUSTAINABILITY

### *Climate Action (CA)*

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



1. Improve air quality by promoting clean transportation options.
2. Green city streets with landscaping and trees.
3. Foster neighborhood vitality and health.
4. Support the transition to electric vehicles.
5. Encourage walking, biking, and transit trips.

## MOBILITY & ECONOMIC VITALITY

### *Connect People and Goods (PG)*

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



1. Create seamless travel connections.
2. Make walking, biking, and rolling more convenient and enjoyable.
3. Improve access to frequent and reliable transit.
4. Support employment access, freight movement and delivery growth.
5. Manage curbspace to reflect city priorities.

## LIVABILITY

### *Streets for People, Places We Love (PP)*

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



1. Reallocate street space to prioritize people while maintaining access for goods and emergency services.
2. Create welcoming community and mobility hubs.
3. Co-create and enhance public spaces for play and gathering.
4. Activate and maintain welcoming, age-friendly public spaces.

## MAINTENANCE & MODERNIZATION

### *Streets that Work, Today and in the Future (MM)*

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



1. Maintain and modernize our transportation infrastructure.
2. Equitably provide neighborhoods with good-quality streets, sidewalks, public spaces, and bridges.
3. Prepare for emerging technologies and new mobility options.



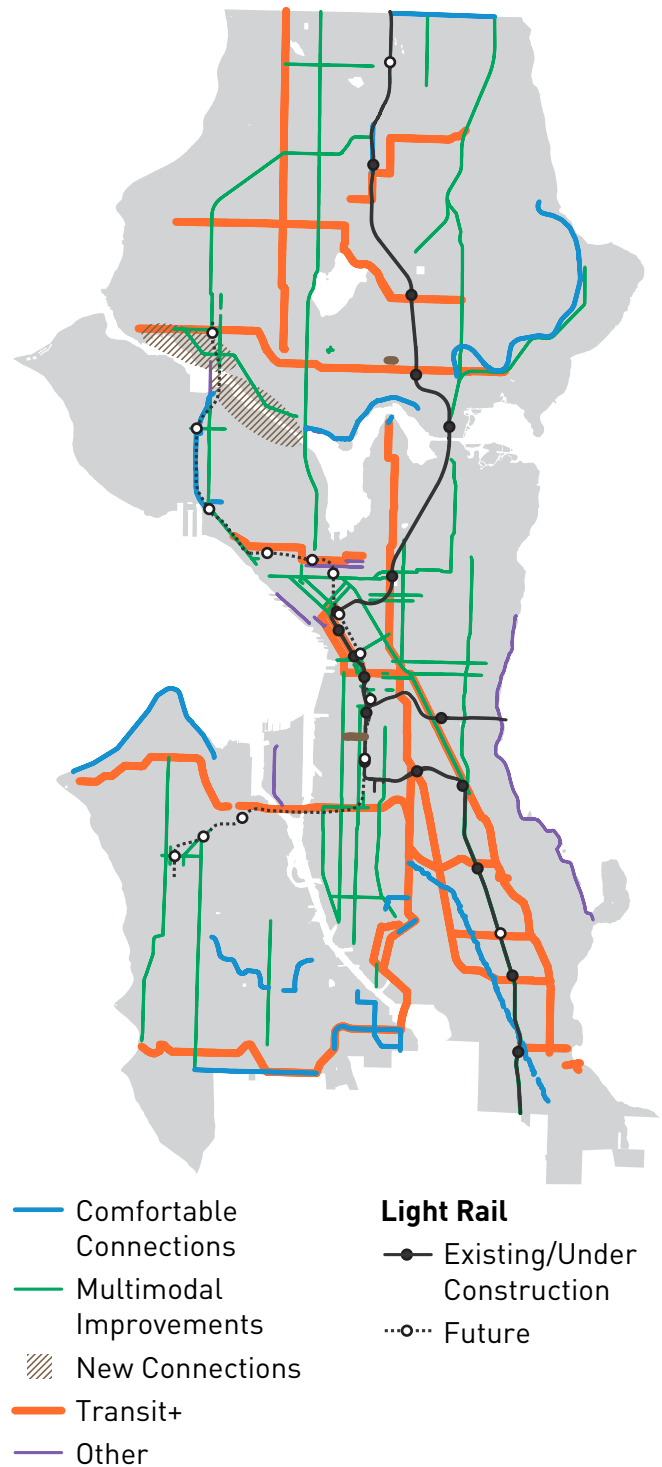
## STP Functional Elements, Priority Investment Networks, and Large Capital Projects

The STP combines previously separate plans for biking, walking, freight, and transit into one coordinated strategy to improve planning. Each mode—bicycles, pedestrians, transit, and freight—still has its own chapter in the STP called a “*Functional Element*,” that includes “Priority Investment Networks” based on data and community input to identify areas of greatest need. There are also functional elements focused on vehicles, people streets and public spaces, new mobility options, and curbside management, though they don’t outline specific investment networks.

The *Large Capital Project* list is ambitious and expansive, featuring transformational projects over \$10 million aimed at implementing the STP. Due to funding constraints, projects will be prioritized over the 20-year plan based on need and impact. STP Large Capital Projects fall into five categories: Comfortable Connections improve walking, rolling, and biking; Multimodal Improvements rebuild corridors for various travel modes; New Connections add missing links; Transit+ enhances reliability with bus lanes and stop upgrades; and Other special projects.

These parts of the STP provide a menu of specific projects and networks—along with programmatic activities and service needs identified in each Functional Element—that we can focus investment in to advance our guiding goals and key moves.

STP Large Capital Projects (See STP Appendix A for details)



# STP Implementation Plan Purpose

The STP Implementation Plan bridges the present with our long-term vision. It demonstrates how our planned work in the near term will build toward progress on our overall goals and major projects.

## Charting a Course to Guide Our Work

While the STP provides our 20-year vision, this Implementation Plan outlines immediate steps we'll take toward that vision in the next 3 years. Emphasizing the implementation focus areas we'll tackle first, this approach helps us make progress toward our goals while adapting to changing conditions, technology, and community needs. Project-level details will remain available in resources like our program webpages, annual budget, or the Seattle Transportation Levy Annual Delivery Plans.

## Accountable to Community

The STP was developed in collaboration with community, reflecting a shared vision for the future of transportation in our city. This implementation plan is designed to provide transparency and accountability, outlining how we plan to take early action on the commitments in the STP. By sharing our key focus areas to drive progress, we'll empower community members to stay informed and involved as we work together to bring this vision to life.

## City Council Resolution #32131

In April 2024, City Council passed a resolution to adopt the Seattle Transportation plan. The adopting resolution also directed SDOT to develop an STP implementation strategy for the STP, pending the successful renewal of the Seattle Transportation Levy later that year.

Per City Council Resolution #32131, the STP Implementation Plan is required to:

- Identify near-term priorities (3-5 years)
- Be informed by the City's adopted 6-year Capital Improvement Plan (CIP)
- Include information on specific programs, like new sidewalks, transit passenger safety, and bridge maintenance
- Engage Bicycle, Pedestrian, Freight, and Transit Advisory Boards
- Update at least every 4 years to adjust to available resources and community input

The City Council separately directs SDOT to provide Progress Reports every 2 years starting in 2026. These reports will track STP performance outcomes and measure progress toward our goals.

## ALIGNMENT WITH CITY PLANS

This STP Implementation Plan aligns with broader City initiatives, while offering a unified framework that integrates SDOT's plans and strategies under a single umbrella. As implementation advances, key plans will continue to guide our work:

- The One Seattle Plan is a 20-year vision and roadmap for building a thriving city through equity, sustainability, and livability, focusing on housing, transportation, climate strategies, and more. As the City's foundational framework, it ensures all policies and projects work together. The STP aligns with the One Seattle Plan's Transportation Element.
- Seattle's Downtown Activation Plan (DAP) outlines near-term initiatives planned over the next three years to revitalize Downtown by enhancing safety and fostering a vibrant community. DAP transportation tactics include improving transit, pedestrian, and bike infrastructure, placemaking and managing traffic to boost economic vitality and livability, while integrating community input.
- Our Vision Zero Action Plan supports our goal to eliminate traffic deaths and serious injuries in Seattle by 2030. It adopts the Safe System Approach, focusing on safer streets, speeds, vehicles, and post-crash care. The plan has 22 strategies and over 80 actions for 2024–2026, emphasizing data-driven safety improvements and community input.
- Our Transportation Equity Framework (TEF) seeks to create a just transportation system by addressing historic inequities. Co-developed with the Transportation Equity Workgroup, it emphasizes community engagement and accountability. The TEF Implementation Plan is a dynamic 2022–2028 plan with 200+ equity-focused actions.
- Climate Change Response Framework (CCRF) aims to reduce transportation emissions, Seattle's largest source of greenhouse gases, by promoting zero-emission short trips, climate-friendly travel, freight efficiency, and vehicle electrification, with a focus on climate justice and community collaboration.
- Our Seattle Transportation Demand Management (TDM) 5-Year Strategic Plan outlines ways to reduce reliance on single-occupancy vehicles by promoting sustainable travel options like walking, biking, transit, and telework.
- Asset management strategies provide a framework for maintaining and preserving Seattle's \$40 billion worth of transportation assets, including bridges, streets, sidewalks, and more. These strategies guides data-driven decision-making to help us make the right investment at the right time to extend the life of assets and optimize uses of funding.
- Subarea planning efforts develop transportation strategies for specific Seattle districts, transit station areas, and neighborhoods, using extensive community engagement to ensure solutions reflect local priorities.

## SEATTLE TRANSIT MEASURE

Seattle voters approved the *Seattle Transit Measure* (STM) in 2020 to ensure continued investment in frequent, reliable, and equitable public transit service across the city. The STM is a 0.15% sales tax in effect until April 2027 to fund transit investments that play a critical role in advancing the STP.

STM investments are building a more connected, resilient city—making transit more affordable, improving access to jobs and businesses, and supporting public health. They're also reducing emissions, enhancing safety at and

around transit, and creating welcoming, well-maintained spaces where people can move confidently and comfortably.

Together, benefits from STM investments are bringing the STP vision to life by creating a transportation system that's more connected, sustainable, and equitable for everyone. The current STM is set to expire on April 1, 2027. As that date approaches, we're working closely with community partners to evaluate future transit needs and explore options for renewal to ensure uninterrupted service and continued progress toward our STP vision.

### WE



**Invest** in more transit service in Seattle, focused on equity-priority areas



**Provide** ORCA cards to low-income residents



**Lead** transit education programs for youth and aging adults



**Fund** transit capital projects focused on efficient transit operations and safe access to transit



**Respond** to emerging transit needs, such as from the COVID-19 pandemic and West Seattle bridge closure



**Support** Seattle Streetcar service delivery

### Which means that



More people choose to take transit because it is safe, frequent, and reliable, particularly for those who depend on it the most



Low-income residents, youth, and older adults can save money on transit, leaving more for other essential needs



People feel more confident, comfortable, and secure using transit, especially those who rely on it regularly



More people can access their work and daily needs using transit



People in Seattle can adapt to changes in travel patterns caused by unexpected issues

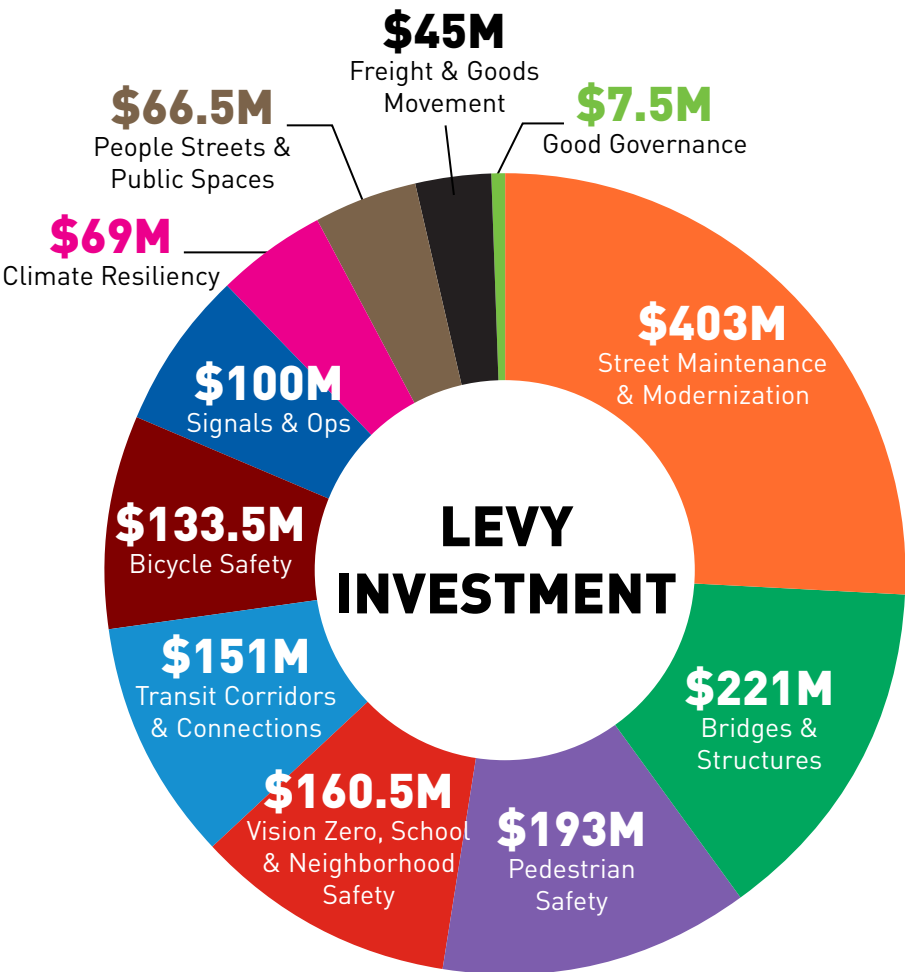
**SEATTLE TRANSPORTATION LEVY**

On November 5, 2024 Seattle voters approved the *Seattle Transportation Levy* (the Levy). The eight-year, \$1.55 billion Levy provides funding to maintain and modernize the city’s transportation infrastructure including building sidewalks, paving streets, repairing bridges, and improving transit connections.

The Levy provides a reliable funding source to sustain transportation projects and services that are critical to implementing the STP 20-year vision. While property tax collection lasts eight years, Levy investments commonly extend beyond that period and will continue to support STP implementation well into the future.

The Levy is organized into 11 program areas, with a planned level of investment for each program area. To determine which projects are funded by the Levy, we used a framework provided by the STP—a data-driven prioritization process, *Seattle’s Racial and Social Equity (RSE) Index* and *community input*.

Each January, we’ll release an *Annual Levy Delivery Plan* detailing the levy-funded work advancing that year. We’ll also report progress on our Levy goals, while working with our Levy Oversight Committee to ensure transparency and accountability to the Seattle community. The STP Implementation Plan incorporates projects from the 2025 Levy Annual Delivery Plan while aligning with future transportation priorities, ensuring a seamless approach to both fulfilling Levy commitments and progressing our long-term STP goals.



### ANNUAL WORK PLANS, SEATTLE CITY BUDGET AND 6-YEAR CAPITAL IMPROVEMENT PLAN (CIP)

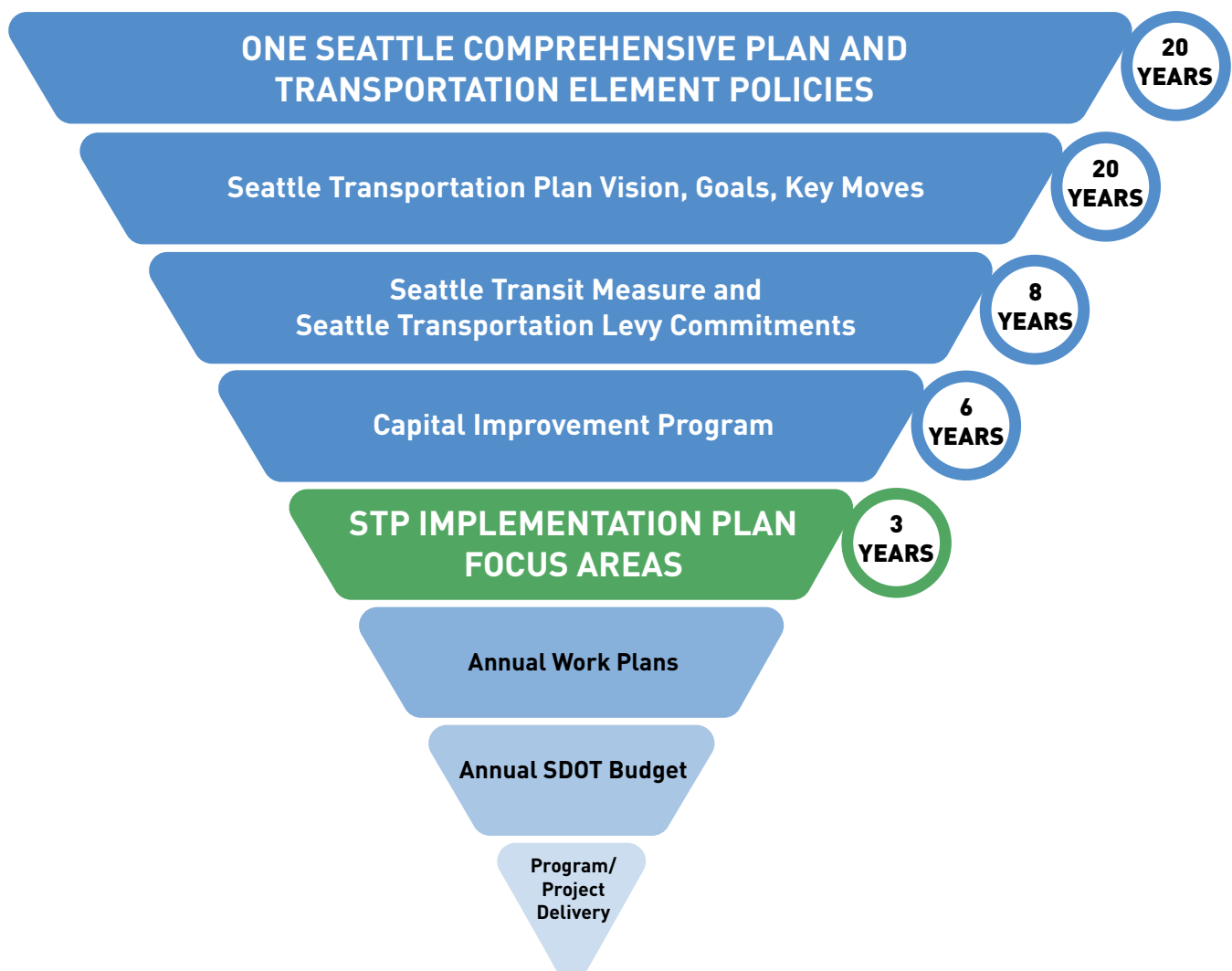
We create annual work plans across SDOT to guide key projects, shape the *6-year Capital Improvement Program (CIP)*, and inform the *City's budget*. These plans reflect transportation needs, community input, STP goals, funding opportunities, and urgent priorities. The two-year budget process allocates resources to support this work, with our CIP and Budget Management teams ensuring projects are well-planned, funded, and coordinated to deliver citywide improvements.

### CONNECTING IT ALL, FROM PLAN TO ACTION

The STP aligns with the citywide Comprehensive Plan and its Transportation Element, setting a long-term vision for how we move around the city. Implementation is made possible through major investments from the voter-approved Seattle Transportation Levy and Seattle Transit Measure.

This report sets our strategic direction, linking that long-term vision to annual work plans and budgets. It outlines key focus areas that show how we're advancing STP goals.

All work featured in this report aligns with the city's adopted Capital Improvement Program (CIP) and budget. Future implementation plans will be updated to reflect changes in available funding or other budget decisions.





# Delivering the Seattle Transportation Plan

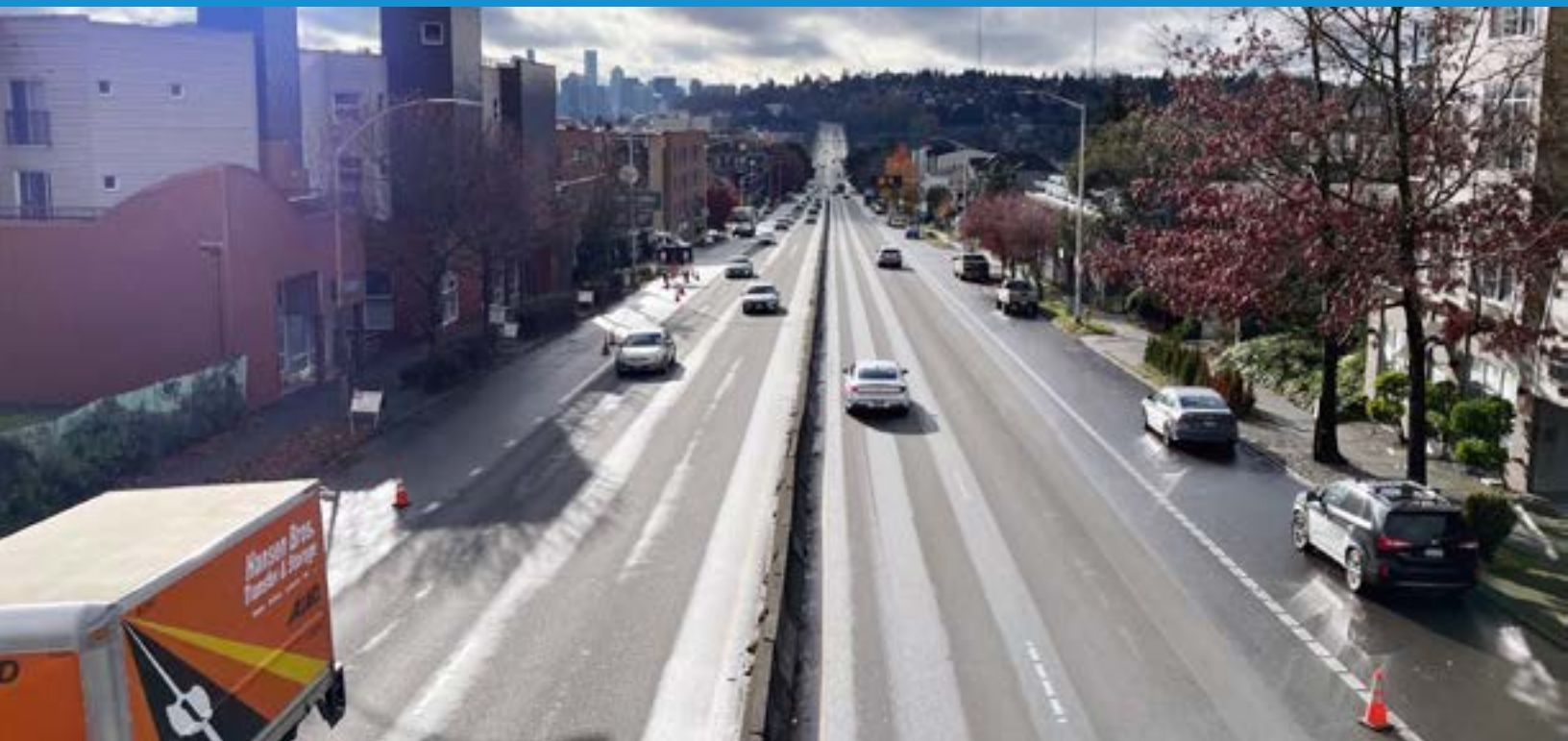
The following pages highlight our top implementation priorities for the next three years. These are areas where we expect the greatest impact in advancing the 26 STP Key Moves and delivering on our long-term vision.

**All our work is interconnected—supporting multiple goals and advancing a variety of Key Moves.** While we’ve organized our work into goal-driven implementation focus areas, most investments are cross-cutting and contribute to progress on many—or even all—of our STP goals.

**This is just the first chapter of a 20-year journey to transform Seattle’s transportation future.** We’ll continue to refine our approach over time, applying lessons learned and incorporating community feedback to strengthen how we plan, prioritize, and communicate our work.

**This plan aligns with the 2024 Seattle Transportation Levy and Seattle Transit Measure**—two voter-approved funding sources make critical commitments to the public that help maintain momentum toward our long-term vision—from increased bus service and affordable fares to, freight mobility, bike lanes and street repairs.

We begin with our Spotlight Initiatives—cross-cutting themes that organize our high-impact work across the city. Following that, we provide a goal-by-goal overview of how we’re advancing each of the 26 STP Key Moves through specific plans, projects, programs, policies, and partnerships.





## 2025-2027 SPOTLIGHT INITIATIVES

### RESPONSIBLE STEWARDSHIP

As stewards of public assets and taxpayer dollars, we'll continue to focus on extending the life of our system and delivering lasting value, whether through everyday maintenance or major new projects funded by voter-approved initiatives. Proactive stewardship isn't just about preservation; it's also about safety. Well-maintained streets, signals, and sidewalks reduce crash risks, support emergency response, and help ensure everyone can move through the city safely and reliably.

- **Implement our Vision Zero Action Plan.**

We're committed to eliminating traffic deaths and serious injuries on Seattle streets. Through our Vision Zero work, we'll use crash data, equity analysis, and proven safety strategies to redesign high-injury streets, slow speeds, and expand safe access for people walking, rolling, and biking, especially in the communities most impacted.

- **Cultivate Equitable Climate Solutions:**

We're invested in reducing greenhouse gas emissions and enhancing system resilience so our city can better withstand and recover from events like heatwaves, floods, or storms. We're developing low-pollution neighborhoods to support cleaner air and healthier communities, expanding electric vehicle charging infrastructure, and strategically planting and managing trees to bolster the city's canopy and mitigate urban heat effects.

- **Deliver the 2024 Seattle Transportation**

**Levy.** We're committed to the voter-approved 2024 Seattle Transportation Levy—an eight-year, \$1.55 billion investment in maintenance and modernization to advance the STP. We'll use data, community input, and an equity lens to guide high-impact work and transparent, accountable delivery. Investments in proactive maintenance will prevent costly repairs (every \$1 spent today can save \$6–\$10 tomorrow) helping us save money while keeping the system safe and reliable.





## 2025-2027 SPOTLIGHT INITIATIVES

### COORDINATED OPERATIONS

Effective coordination is the backbone of safety and preparedness when it comes to managing our transportation system. Seamless communication, resource planning, and risk mitigation are essential, whether it's rush hour commute, major construction, or an event drawing hundreds of thousands.

- **Keep the City Moving 24/7:** This includes adjusting signals, coordinating with partners, and responding to incidents day or night. Our teams keep people and goods moving safely and efficiently. Through proactive planning, smart technology, and cross-agency coordination, we minimize disruptions from construction and major events while preparing our system for growth.
- **Prepare for the 2026 FIFA Men's World Cup™:** Along with our partner agencies, we're aiming for 80% of attendees to use transit, bikes, or scooters, implementing temporary street closures near key areas for pedestrian

zones, and upgrading roads, transit hubs, and pathways to meet FIFA standards. We're also partnering with community organizations to create inclusive fan zones, improving accessible transportation, and strengthening emergency preparedness with evacuation plans, cybersecurity, and unified Incident Command training.

- **Minimize *Revive I-5* disruptions and support travel alternatives:** We're supporting WSDOT's multi-year effort to preserve the aging I-5 corridor, which is a vital regional route for people and our economy. We are managing increased local traffic by optimizing signal timing and updating bus lanes on Aurora Ave N to offer reliable transit alternatives. We are making contingency plans for major closures, coordinating our maintenance activities within construction zones alongside WSDOT, and providing clear, coordinated public communication to keep travelers informed.



## 2025-2027 SPOTLIGHT INITIATIVES

### TRANSFORMATIVE IMPACT

We're making major investments in key corridors and infrastructure that will have a multiplier effect: expanding transportation options, improving safety, and supporting climate goals. These long-term projects align with our STP vision to create a connected network that serves everyone.

- Advance Aurora Avenue:** One of Seattle's busiest corridors, we're planning for improvements on the Aurora Avenue North corridor to improve safety and mobility by addressing high crash rates, limited accessibility, and aging systems. Key goals include upgrading crossings and lighting, enhancing transit reliability, modernizing infrastructure, addressing drainage needs and prioritizing access for underserved communities. The project is shaped by extensive community engagement,
- Support Sound Transit 3 (ST3).** This voter-approved initiative is expanding our region's high-capacity transit network to improve connectivity, reduce congestion, and support sustainable growth across Puget Sound. Over the next few years, we'll continue working with Sound Transit to advance light rail design, improve station access, promote transit-oriented development, streamline permitting, engage communities, manage construction impacts, and protect local trees and vegetation.



## ADVANCING THE STP KEY MOVES



### SAFETY

#### LEAD WITH SAFETY

Safety is prioritized across all of our work, and our *Vision Zero* program specializes in implementing critical safety measures needed to achieve our goal of eliminating traffic fatalities and serious injuries on city streets by 2030. By leveraging a Safe System Approach, Vision Zero focuses on creating safer streets and managing speeds.

This includes scaling up proven safety treatments, such as redesigned intersections, protected bike lanes, and pedestrian-friendly infrastructure, to reduce the likelihood and severity of collisions. Our Vision Zero initiatives will play a pivotal role in implementing our Safety Key Moves over the next three years.



## ***Reduce vehicle speeding to increase safety.***

The 2024 Vision Zero Action Plan outlines three years of specific actions we'll take to advance our safety goals and key moves, ranging from data-driven safety investments to community engagement initiatives, all aimed at fostering a culture of care and dignity on Seattle's streets.

Slower speeds save lives. Nine out of ten pedestrians survive when hit by a vehicle traveling at 20 mph, but only five out of ten survive at 30 mph, and only one out of ten survives at 40 mph. To advance this key move, we'll continue to invest in traffic calming and work on adjusting roadway designs to encourage people to drive at safer speeds.

Our *Neighborhood Traffic Calming Program* addresses speeding concerns in residential areas with treatments like speed humps and lane narrowing.

Our *Arterial Traffic Calming Program* will continue its focus on improving safety by reducing vehicle speeds on busier streets. This program makes safety improvements using tools like intersection upgrades, lane narrowing, hardened centerlines, or roundabouts to create safer environments.

*Automated traffic safety cameras* are proven measures to reduce dangerous driving behaviors, leading to fewer crashes and injuries. While cameras can provide immediate benefits, we treat them as temporary and strive to provide lasting solutions through infrastructure and design improvements, which can naturally encourage safe driving and reduce the need for enforcement.





## ***Concentrate safety investments where fatal and serious injury collisions occur most or are at high risk of occurring.***

We've built tools to match safety investments to places with the most need. Crash data guides safety interventions by identifying high-risk locations and patterns. Analyzing factors like traffic volumes, road design, and past crashes allows us to invest in both preventative and responsive measures.

*Our High Injury Network (HIN)* helps us understand where the most severe crashes happen in Seattle, particularly where people have lost their lives or have been seriously hurt. Each year, we update the HIN tool, as well as our High Collision Locations, using crash data to prioritize safety upgrade investments. investments.

We also use our *Bicycle and Pedestrian Safety Analysis (BPSA)* to make streets safer. By studying crash reports and other key details, we can identify high-risk areas and find opportunities to add safety features into planned projects. safety features into planned projects.

Reports from community members can also help daylight “under-the-radar” safety concerns that haven’t yet shown up in crash statistics. As we learn about emergent safety issues, whether through residents’ reports or claims, we assess and prioritize locations for further study or immediate fixes.



## ***Make all journeys safer, from departure to destination, especially for people traveling outside the protection of a vehicle.***

We work every day to try to make each trip as safe as possible. We're expanding the bike network with projects like Beacon Ave S, designing the 14th Ave S link to South Park and the Green River Trail, and closing the Chief Sealth Trail gap. The Highland Park Way SW project will provide a walking and biking connection from the Highland Park neighborhood to Duwamish River Trail. Protected bike lanes make cycling safer and more accessible. We're also improving pedestrian safety by enhancing crossings, increasing visibility, and upgrading lighting at crosswalks and sidewalks, especially at night.

Transit passenger safety is a priority. We're investing in more Transit Ambassadors and Transit Security Officers (TSOs) staffed by King County Metro, to support wayfinding, fare info, and a welcoming presence in key hubs like Rainier Ave S and the U District. Through public safety education campaigns, we'll share important information to help people navigate streets safely. This includes education on safe scooter use, encouraging helmet use, responsible parking, and safe riding behaviors.

Balancing freight and heavy rail needs with public safety, our freight programs work to support goods movement while keeping streets safe for people. This includes partnering with Operation Lifesaver to raise awareness about rail safety, helping pedestrians, cyclists, and drivers understand the importance of caution around railroad crossings.



Our traffic signal and design teams work hand-in-hand with first responders to ensure emergency vehicles can navigate quickly and safely, supporting transportation when every second counts. To help keep streets, sidewalks, and public spaces safe, coordinated, and accessible, we issue permits for construction and other activity in public right-of-way. In years ahead, we'll modernize our permitting systems to improve safety oversight, streamline reviews, and contribute to the City's overall effort to make permitting simpler, faster, and more transparent.



## ***Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations.***

Our *Safe Routes to School* program enhances infrastructure around schools to make walking and biking routes inclusive for all ages and abilities by repairing and building sidewalks around schools, adding crosswalks or flashing beacons, and calming traffic with speed cushions or curb extensions. Improvements will be complemented by education and encouragement programs, like funding Seattle Public Schools to teach kids how to bike during P.E., as well as in-class workshops or events like Walk to School Day.

Our *School Streets* program improves safety and encourages active transportation by managing traffic near schools to reduce congestion, prioritize kids walking or rolling, and create welcoming spaces for communities. We collaborate closely with schools, Parent-Teacher Student Associations (PTSA), and local communities to identify needs.

School Streets at Emerson Elementary, Whittier Elementary, and Genesee Hill Elementary (above) feature community-designed pavement art that reflects each school's identity and adds a sense of place. Applications are open to schools citywide.



## ***Support public safety through maintenance of critical access routes and planning for a climate resilient network.***

Our emergency response teams are ready to address transportation disruptions from crises like extreme weather, accidents, or infrastructure damage. With nearly 5000 calls in 2025, our Seattle Response Team (SRT) and Emergency Service Crews provide 24/7 services to clear hazards like fallen trees, or damaged infrastructure, keeping roads safe. They collaborate with first responders to manage incidents efficiently and minimize disruptions. SRT is part of a multi-agency Traffic Incident Management (TIM) Program, working with our Police Department (SPD) and Fire Department (SFD) to clear accidents as quickly and safely as possible, while coordinating with our Traffic Operations Center (TOC) to share information with the public about traffic incidents and detours.

To keep people moving safely during emergencies or disruptions, we work closely with Seattle's Office of Emergency Management and maintain a Continuity of Operations Plan (COOP) focused on critical transportation infrastructure, timely and effective communication with the public, and coordination with regional and city departments—including utilities and public works providing essential services like water and power. This work emphasizes emergency preparedness training exercises and coordinated protocols.

In winter, our Snow and Ice Team plays a critical role in maintaining safety and supporting emergency preparedness, including coordination with WSDOT, King County Metro, King County Roads and Sound Transit on regional mobility and winter weather lifelines. They work proactively by pre-treating roads with de-icing materials and prioritizing key arterials for emergency responders and essential workers.





## SAFETY FOCUS AREAS

Over the next three years, we will...



### PROGRAMS AND PROJECTS

- Expand bike buffer hardening & maintenance to upgrade protected bike lane treatments and build our Even Better Bike Lanes program
- Provide pedestrian head starts at all feasible traffic signals to make people walking more visible
- Enhance intersections to prevent parked vehicles from blocking visibility
- Expand “no turn on red” throughout the city to reduce potential for right-turn pedestrian collisions
- Install new protected left turns at key signalized intersections to reduce conflicts between people driving, biking, walking and rolling
- Make improvements at street crossings, including upgraded crosswalks, visibility improvements, pedestrian crossing signals and more
- Invest in freight programs and activities and activities that support safety for all users, including Operation Lifesaver campaigns

### POLICIES

- Develop procedures for establishing shared streets
- Explore and, where feasible, implement new automated speed safety cameras in alignment with new policy
- Develop guidelines for implementing intersection daylighting and update policies on protected left turn phasing and all way stop control installation
- Develop a strategy to enhance safety for all users in Manufacturing and Industrial Centers
- Update Pedestrian Crossing Treatment design guidance

- Update roadway and intersection lighting guidelines working in partnership with Seattle City Light
- Update the Traffic Control Manual with a focus on pedestrian and bicycle access around work zones
- Explore how to advance Transit Passenger Safety investments in alignment with our Equity goals

### CONDUCT STUDIES AND PILOTS

- Conduct a study about S Holgate St railroad crossing to understand options for improving safety and access.
- Continue piloting delineation-enhanced railroad crossings to reduce vehicle turns onto mainline railroad tracks and improve safety for people driving vehicles and people operating trains

### PARTNER WITH

- Seattle City Light to review and upgrade lighting, especially along High Injury Network corridors to improve visibility during hours of darkness
- Scooter and bike share vendors to encourage riders to use helmets, park and ride safely, and people driving to be aware of e-scooters and bikes sharing street space
- Our freight, passenger, and light rail partners to upgrade rail crossings to improve safety for people walking, rolling, biking, and driving as well as train operators and passengers
- Sound Transit to implement Rainier Valley Safe SMART grant pilot, using AI and smart-sensing technology to improve safety along Martin Luther King Jr. Way South Link light rail corridor
- King County Regional Transit Safety Task Force on transit passenger safety investments

### PARTNER WITH (CONTINUED)

- WSDOT on the SR 520 Bridge Program, including resilient bridges designed to withstand severe weather and earthquakes, intelligent transportation systems for improved traffic safety, and key bicycle-pedestrian features such as a 14-foot-wide trail between Seattle and Bellevue, a “land bridge” in Montlake, new ADA-accessible facilities, and a 30-foot-wide I-5 crossing
- WSDOT and City of Shoreline on the 145th Street Corridor project to enhance safety, mobility, and multimodal access with traffic calming, roundabouts at I-5, lane reconfigurations, and better connections to Shoreline South/148th Light Rail Station
- Virtual Coordination Center (VCC), a regional multi-agency platform, led by WSDOT and managed by University of Washington, includes emergency responders, Metro, Sound Transit, Washington State Patrol, and Port of Seattle, to streamline real-time interagency response to major incidents and emergencies





## ADVANCING THE STP KEY MOVES



### EQUITY

#### TRANSPORTATION JUSTICE IS CENTRAL

In 2023, Seattle made *Race and Social Justice (RSJ)* an official City policy, setting a compass to guide all of our work, budgets, and workplace culture. This work underscores the importance of capacity building, education and personal accountability.

Working with our community-led Transportation Equity Workgroup (TEW), we developed a Transportation Equity Framework (TEF) to provide a strategy for creating a fair and just

transportation system. Since 2022, we've been working to advance over 200 tactics detailed in the TEF Implementation Plan, with over 60 percent of tactics reinforced by STP key moves.

Over the next few years, we'll be focused on building trust and long-term relationships in neighborhoods by working to elevate voices early in project planning, keeping them informed, and prioritizing investments using collaborative approaches.

## ***Center the voices of communities of color and underrepresented groups in our planning and decision-making processes.***

Our Communications and Public Engagement Team leads community outreach for transportation project large and small, from initial planning stages through detailed design and construction.

Our Pedestrian, Bicycle, Transit and Freight Mobility Advisory Boards also play a role in advancing equity. Modal board and Transportation Equity Working Group (TEW) members are often deeply connected to local organizations representing underserved populations, including people with low-incomes, tribal or indigenous communities, people of color, or people with disabilities. These forums bring community voices to the forefront of our decision-making by:

- Co-designing transportation solutions
- Advocating for systemic changes and accountability
- Building community trust and leadership
- Using data and analytics to prioritize transportation justice

We also prioritize investments by listening to the communities we serve. Our Neighborhood Scale Traffic Safety Program builds community-prioritized residential traffic calming projects and we're also launching our Neighborhood Initiated Safety Partnership program focused on Seattle's highest-need neighborhoods. This program can also improve safety on residential streets in complement to nearby major corridor projects, taking a holistic approach that considers how neighborhood travel patterns might change.







## FORTSON SQUARE REDESIGN AND RENAMING

Following Chief Seattle Club’s recently completed *ǷǷlǷl* building, this project celebrates the enduring legacy of Coast Salish peoples and aspires to honor the location’s historical importance as a gathering place while providing a renewed opportunity for cultural exchange and community pride. Redesign efforts will complement a planned 25-foot Grandmother Frog Welcome Figure by Andrea Wilbur Sigo of the Squaxin Island Tribe and celebrates Coast Salish heritage, inspired by their art, music, stories, food, native plants, and animals. In honor of the Upper Skagit elder who preserved Lushootseed culture and language, the space will be renamed the *Vi taqʷšəblu Hilbert Commons*.

*Vi taqʷšəblu Hilbert Commons* is emblematic of our approach to transportation justice, recognizing deep ties between place, identity, and mobility. By honoring local heritage and investing in public spaces that reflect community narratives, we will actively center voices historically excluded from planning processes. This project, along with ongoing commitments from the Tribal Nations Summit, reflects our growing framework of inclusive engagement, transparency, and equitable investment. Through collaborative design, storytelling, and cultural restoration, we reaffirm that transportation planning is not just about infrastructure—it’s about people, histories, and shared futures.

*Seattle’s 2023 Tribal Nations Summit was the first government-to-government meeting between leaders from 11 Tribal Nations and the City of Seattle. This summit laid groundwork for stronger, accountable partnerships between Seattle, Tribal Nations, and urban Indian organizations by identifying 23 initial actions that seek to uphold sovereignty and fulfill trust and treaty obligations to Tribal and urban Native communities.*

## ***Address inequities in the transportation system by prioritizing investments for impacted communities.***

When considering where investments need to be made, we examine specific characteristics of neighborhoods where people live and where people are employed, including the unique needs of people driving trucks and other workers in our manufacturing and industrial centers (MICs). Both the Seattle Transportation Plan and 2024 Seattle Transportation Levy used the City's Race and Social Equity (RSE) Index to assess key factors such as age, ability, income, racial disparities, and health disparities. By identifying communities facing greater barriers and burdens, this helps tailor transportation solutions that respond to specific local challenges to achieve universal outcomes for all.

With support from our Office of Equity and Inclusion's RSJ office, we use a racial equity toolkit to consider how our programs, projects, policies, and investments could impact communities of color, Indigenous people, seniors, and people with disabilities or low incomes. By regularly considering racial equity, we are developing a deeper understanding of historic and current systemic inequities and how these manifest within our transportation system. Through workshops, community engagement sessions, and data-driven analyses, our teams learn to integrate equity principles into every aspect of their work—from project prioritization and funding allocations to public communication and infrastructure design. Over time, this capacity-building process can help us embody transportation justice in all of our work.

Our Americans with Disabilities Act (ADA) program improves accessibility in public spaces by installing curb ramps and accessible signals, ensuring compliance and prioritizing community needs. Updated every five years, our ADA Transition Plan guides efforts to provide equal access for all. Individuals living with disabilities can also make an ADA request for curb ramps, accessible pedestrian signals (APS) and new technology evaluations.

We'll also support an Anti-Displacement Work Group (per Executive Order 2025-01), led by Seattle's Office of Planning and Community Development, in collaboration with the Innovation and Performance Team, providing transportation expertise to develop solutions that help residents and businesses remain in their communities as Seattle grows.

All of this work represents how we're actively advancing STP key move to address inequities in our transportation system and making investments guided by the lived experiences of our residents, centered in justice, cultural recognition, and place-based planning.

# EQUITY STARTS WITH US

By ensuring anti-discriminatory hiring practices and providing strategic leadership, our Equal Employment Opportunity (EEO) program fosters a workplace that reflects Seattle’s diverse communities and promotes fairness and inclusion. A workforce that reflects the communities we serve is vital to fostering trust, universal outcomes, and effective service delivery. In 2024, SDOT’s workforce was composed of 48.1% white employees and 48.8% employees that identified as black, indigenous, or a person of color. These numbers reflect progress toward aligning our workforce with Seattle’s diverse population. Our People and Culture team supports this work through hiring practices rooted in our anti-discrimination and safety principles, embedding these values in every SDOT employee’s duties and contributions.

As part of our broader commitment to economic inclusion and opportunities for all communities, our Women and Minority Business Enterprise (WMBE) Contracting program promotes fairness and shared prosperity in all of our contracting processes. We review and revise our WMBE goals and outreach plan annually to adapt to changes

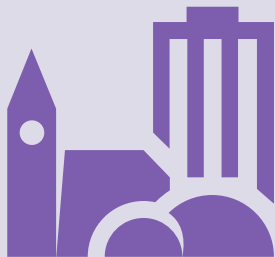
in availability of qualified WMBE firms, which may vary depending on the nature of planned work year-to-year.

Our Commute Trip Reduction (CTR) program collaborates with major employers to meet state CTR laws, encouraging them to offer employees subsidized transit passes, carpool incentives, and bike commuting benefits. We also work with building managers and private developers to consider strategies to provide tenants’ with a full range of travel options through Transportation Management Programs (TMPs) that provide transit use incentives, promote active commutes, and include parking management strategies.

As a major employer, the City of Seattle leads by example with our MyTrips Program, offering employees subsidized transit passes, carpool and vanpool matching to so they can choose sustainable travel options. CTR programs not only eliminate cost barriers, supporting equitable access to essential trips, but also play a vital role in reducing transportation emissions, contributing to a more sustainable future.

## City Employees Choosing Not to Drive Alone

Source: 2024 CTR Survey



**87%**

City’s downtown campus



**68%**

Average of All City Employees (7 work sites)



## ***Remove cost as a barrier so everyone can take the trips they need to make.***

As we advance this key move, we'll focus on programs that provide free or reduced travel fares for low-income households through our Transportation Access Programs (TAP), funded by the voter-approved Seattle Transit Measure (STM).

Combined, TAP provides ORCA cards for over 10,000 Seattle residents annually. Our fare subsidy programs:

- Provide fully subsidized transit passes to Seattle Housing Authority residents, low-income families in the Seattle Preschool Program, and students in the Seattle Promise Scholar program
- Engage seniors and youth with transit-centered initiatives to promote affordable and accessible transportation and remove additional barriers to access
- Offer a free shuttle service (Solid Ground Downtown Circulator) connecting riders to essential services in downtown

Led by Sound Transit with support from King County Metro, we'll continue participating in a 2025 Regional Fare Forum, which brings together leaders from agencies across the region to shape fare policies for the next decade. This work will explore a range of actions that would directly advance our key moves, including simplifying reduced fare programs, fare capping, and expansion of ORCA card accessibility.





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

Self-enforcing streets are designed to encourage safe travel behaviors and reduce severe crashes by shaping the environment to promote safer choices. Projects like traffic calming, lane narrowing, and protected bike lanes reduce speeding and conflicts while increasing separation and visibility for pedestrians and cyclists. These passive designs help minimize reliance on enforcement, aligning with our goal to improve citywide safety and implement anti-discriminatory enforcement policies.

In April 2025, King County Metro's Transit Police became the designated first responders on Seattle's Streetcar lines. Through Metro's

Transit Resource Access Unit, officers provide law enforcement and help connect riders to wraparound community services—including referrals to housing, behavioral health, and recovery programs via community-based organizations. This approach aligns Seattle Streetcar operations with the broader response system already in place across King County Metro bus services and Sound Transit Link light rail. While King County Metro leads deployment and response, SDOT continues to manage the Seattle Streetcar system and works in partnership and through investment to ensure coordinated service delivery and support transit passenger safety across the network.



## EQUITY FOCUS AREAS

Over the next three years, we will...



### PROGRAMS AND PROJECTS

- Provide more Plain Language Training for all SDOT staff so everyone in the community can easily understand and participate in transportation projects
- Launch the levy-funded Neighborhood Initiated Safety Partnership Projects program
- Expand public engagement and strengthen processes that build trust and lasting community relationships
- Expand automated traffic safety camera program in alignment with new policies, including a doubling in the number of school safety zone cameras in 2025-2026

### POLICIES

- Propose an ordinance for Seattle City Council to rename Fortson Square as Vi taq<sup>w</sup>šəblu Hilbert Commons, commemorating the Upper Skagit elder who safeguarded Lushootseed culture and language
- Continue equity assessments at the program level
- Assess how new policies for Automatic Traffic Safety Cameras are being implemented and evaluated

### PLANS

- Update the Transportation Equity Framework (TEF) and Implementation Plan
- Advance Americans with Disabilities Act (ADA) Transition Plan
- Annual Women and Minority Business Enterprise (WMBE) Work and Outreach Plan
- Pilot the TEW Youth Mentorship Program

### CONDUCT STUDIES AND PILOTS

- Conduct the Safe Access to Transportation research project to better understand the safety needs of the housing insecure community around transportation and identify community-centered interventions

### PARTNER WITH

- Sound Transit, King County Metro, and other regional transit agencies to support the 2025 Regional Fare Forum
- Metro Transit Police to serve the Seattle Streetcar, aligning with Metro's comprehensive transit safety approach
- Seattle's Office of Planning and Community Development, in collaboration with the Innovation and Performance Team as a member of the Anti-Displacement Work Group
- Seattle's Office of Intergovernmental Relations to participate in and support the next Tribal Nations Summit
- Carshare companies to ensure electric carshare resources are prioritized in our Environmental Justice areas
- Community-based organizations to better understand and address barriers to transit for all
- Manufacturing Maritime Industrial Association (MMIA) to enhance representation for the businesses and 95k+ people who work in Seattle's industrial areas





## ADVANCING THE STP KEY MOVES

Seattle has been a member of C40 Cities since 2006, aligning itself with other leading cities worldwide taking action for a sustainable future.



### SUSTAINABILITY

#### CLIMATE JUSTICE

Transportation is the biggest source of greenhouse gas emissions in Seattle, at around 60% of the city's total. Our work to advance Sustainability focuses our 2023 *Climate Change Response Framework* strategies: making short trips safe, affordable and zero-emission; making transit convenient and reliable, enabling clean travel options, improving freight efficiency, and encouraging use of electric vehicles.

Our major focus areas are laid out in *Executive Order 2025-04: Advancing Climate Resilience and Reducing Transportation Emissions* signed by Mayor Bruce Harrell on Earth Day 2025, including:

- **Climate Action Plan Update:** Provide transportation support on this inclusive,

citywide effort to update, engage communities, and release new strategies in 2026.

- **Sustainable Mobility Initiatives:** Work to reduce transportation emissions during the 2026 FIFA Men's World Cup 26™ through transit, micromobility options, and vehicle-free zones.
- **Electrification Efforts:** Expand Electric Vehicle (EV) charging in underserved areas, promote e-cargo bikes and electric carshares, and work on electrification with regional partners.
- **Low-Emission Trips:** Expand Transportation Demand Management (TDM) strategies like our Flip Your Trip program to encourage cleaner, healthier travel choices—while exploring equitable approaches to shift demand and support reinvestment in sustainable transportation.
- **Monitoring Progress:** Support development of a monitoring framework to track and share climate progress every two years.

## ***Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options.***

To improve air quality and health outcomes, we're expanding clean, sustainable travel options through travel demand management (TDM) programs, transit enhancements, and community-centered programs. We'll expand TDM programs beyond commuters to support all types of trips—using real-time travel info, neighborhood-based campaigns, and incentive programs like Flip Your Trip.

Our Employer Shuttles – Access to Transit Stops Program, now a permanent offering since its 2017 pilot, allows employer-provided shuttles to use public transit stops while minimizing impacts to public transit operations.

Complementing these efforts, our Transit Spot Improvement program makes targeted upgrades that reduce idling, improve safety, and enhance the rider experience. These include bus-only

lanes, transit signal priority, safer crossings, and amenities like expanded waiting areas.

To keep people moving during major construction and big events, we're making it easier to choose sustainable ways to travel. For projects like Revive I-5, we'll support outreach and offer tools to reduce car trips and support transit use. For events like the 2026 FIFA Men's World Cup™, we'll plan ahead to improve access to transit, walking routes, and shared bike and scooters. These efforts help reduce traffic, lower emissions, and reduce disruptions for neighborhoods.

We'll also continue partnering with community-based organizations to shape these strategies, ensuring they meet the unique needs of neighborhoods disproportionately impacted by pollution, traffic, or limited mobility options.





## Green city streets through landscaping and street trees to better handle a changing climate.

Our Urban Forestry Program manages Seattle's street trees and landscapes to enhance environmental and community benefits. We maintain and expand our urban canopy to improve air quality, provide shade, and support biodiversity, while integrating stormwater management strategies to reduce runoff, filter pollutants, and protect water quality. Arborists and landscape architects create street tree plans, develop citywide urban forestry standards, approve permits, design streetscapes, and oversee street tree planting and public landscaping in the right-



of-way. Over the next three years, we'll focus on the One Seattle Tree Plan to:

- **Expand Canopy Cover:** Make room for large canopy trees in project designs; expand tree canopy in priority areas building on SDOT Street Tree Planning Study findings
- **Manage Stormwater:** Using trees and landscaping to reduce runoff and filter pollutants sustainably
- **Collaborate Across Departments and agencies:** To align tree initiatives with broader urban forestry strategies
- **Engage Community:** Encouraging public participation in tree planting and care

We'll also track stormwater policy changes focused on clean water, reduced pollution, and safeguarding ecosystems:

- **Construction Stormwater General Permit (CSGP) Updates:** Expanding stormwater coverage for construction sites
- **Washington State's Municipal Stormwater Discharge Permit Revisions (effective July 2024):** Enhanced treatment systems and updated landscaping for runoff control
- **City of Seattle Stormwater Code and Manual (effective July 2026):** bring the City's Stormwater Code and Manual up to date with the City's 2024 Municipal Stormwater Discharge Permit.

Additionally, we're advancing sustainable practices by integrating permeable surfaces into our projects, like the Aurora-Licton Springs Healthy Street, which combined permeable pavements and landscaping with traffic calming features like medians and cut-throughs to make walking and biking safer. Our Shoreline Street Ends program also supports climate resilience by enhancing public access to waterfronts while prioritizing ecological benefits through native plantings, green stormwater infrastructure, and sustainable landscaping.



## ***Foster neighborhood vitality and improved community health.***

When more people walk, bike, and take transit in their own neighborhoods, it does more than cut emissions—it brings life to the street. Cleaner air, safer travel, and small moments of connection help build community, boost local business, and create places where people want to spend time.

To advance this key move, we're creating Low-Pollution Neighborhoods (LPNs) that will focus on cleaner transportation options—like walking, biking, and public transit—and place-based emissions reductions. LPNs could be designated areas or streets where the City can deploy a variety of pilot, policy, program, and physical improvements to improve air and water quality, mobility, and community health. We'll work with departments across the city to implement three LPNs by 2028. We'll seek neighborhood partners in areas affected by pollution and extreme weather, areas with higher rates of serious traffic collisions, and places where many people rely on public transit or don't own cars.

We'll co-create these areas through conversations with community members and local businesses to build a toolkit that includes a menu of investments, incentives, and policies to draw from. For example, we could explore policies that incentivize zero-emission mobility options like e-bikes, scooters, and electric delivery vehicles. Insights from our ongoing pilot at Pike Place Market—co-creating ways of balancing business needs with pedestrian safety at the market—can help inform LPN concepts as we continue to learn more about unique community needs.

Our Healthy Streets program will expand safe, low-stress corridors that invite people to walk, bike, roll, and gather—fostering stronger community ties. We'll continue to support events, parklets, and neighborhood-led projects that transform streets into vibrant, people-centered spaces that reflect and celebrate each community's identity.



## ***Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips.***

To advance this key move, we're focused on expanding public charging infrastructure and advancing electrification programs to support sustainable transportation and delivery, in partnership with Seattle City Light (SCL) and the Office of Sustainability & Environment (OSE) to:

- **Advance transportation electrification plans:** Support our Transportation Electrification Blueprint and Transportation Electrification Strategic Investment Plan (TESIP).
- **Expand Curbside Charging:** Complete the evaluation of the curbside EV charging pilot by 2026 and launch a Phase 2 of the program; develop a right-of-way permitting program to guide future installations.
- **Increase Charging Access:** Collaborate across City departments to install EV chargers at parks, community centers, and libraries, prioritizing underserved areas.
- **Electrify Carshare Resources:** Partner with carshare companies to deliver 10 dedicated carshare curbside charging spots.
- **Launch Commercial E-Cargo Bike Program:** Work with the Mayor's Office and City Council to adopt legislation that establishes cargo bikes as a vehicle type for commercial delivery, allow curb zone access, and develop a formal permitting structure.





## ***Advance mobility management strategies to encourage walking, biking, and transit trips.***

We're exploring a mix of strategies that make sustainable travel more convenient and appealing—while helping manage demand on our streets. One of our efforts includes expanding our *Paid Street Parking* Program. By adjusting parking rates based on demand through Performance-Based Pricing, we can make parking more available. This approach also discourages unnecessary driving and idling, helping to reduce emissions while encouraging people to use transit, biking, or walking—especially in areas where parking is limited, or costs are high.

We're also collaborating with cities and other regional partners through the Puget Sound Regional Council (PSRC) work to explore future-oriented usage fee strategies that could help reduce congestion and support cleaner travel.

Other efforts include:

- Curb space management to prioritize transit, loading, and active travel
- Transit subsidies and fare simplification efforts
- Shared mobility programs that connect people to transit and reduce the need for personal vehicles
- Behavioral incentives and trip planning tools through programs like Flip Your Trip and MyTrips, which help people make informed, low-emission travel choices



## SUSTAINABILITY FOCUS AREAS

Over the next 3 years, we will...



### PROGRAMS AND PROJECTS

- Work with business districts to assess expanding curb management tools such as paid parking, load zones and time limit management
- Expand permanent Healthy Streets to offer low-stress connections for people walking, biking, and rolling
- Launch Commercial E-Cargo Bike program
- Develop and provide Transportation Demand Management (TDM) strategies for stadiums, venues and event organizers, including for major events like the FIFA World Cup 26™
- Adopt and expand Flip Your Trip as SDOT's public-facing brand for regular, ongoing communications across all TDM programs
- Integrate TDM Engagement with SDOT Capital Projects Communications
- Develop Transportation Demand Management (TDM) Solutions for Off-Peak Commuters

### POLICIES

- Develop policy and permitting program for curbside EV charging
- Continue to monitor evolving local and state stormwater policies to support clean water, pollution reduction, and ecosystem protection
- Propose ordinance to adopt cargo bikes as a new vehicle type and add curb zone access, and a formal permit structure
- Update bicycle parking requirements and introduce new minimum parking standards for shared scooters and bike share at future light rail stations
- Support changes to state regulations to expand the Commute Trip Reduction program, define Transportation Demand Management more broadly, and align performance metrics with local and state reporting practices

- Pursue on- and off-street parking policy reforms to support cleaner, low-carbon transportation options like walking, biking, and transit by reducing reliance on single-occupancy vehicles

### PLANS

- Update Seattle's Climate Action Plan (led by Seattle's Office of Sustainability and Environment)
- Update the Climate Change Calculator Tool, developed as part of our Climate Change Response Framework
- Advance Seattle's Transportation Electrification Blueprint and Transportation Electrification Strategic Investment Plan (TESIP)

### CONDUCT STUDIES AND PILOTS

- Evaluate Curbside EV Charging Pilot (Phase 1) in partnership with Seattle City Light and set targets for Phase 2

### PARTNER WITH

- Communities to have conversations about their priorities and co-create visions for Low-Pollution Neighborhoods
- Seattle's Office of Sustainability and Environment (OSE), alongside partner departments, to establish a framework and process to monitor, evaluate, and report on climate
- WSDOT to promote their e-bike incentive program and lending library as commute and non-commute options
- Business Improvement Areas (BIAs) to expand TDM services for small businesses

## ADVANCING THE STP KEY MOVES



### MOBILITY & ECONOMIC VITALITY

#### CONNECTING PEOPLE AND GOODS

Over the next three years, we will boost investments to keep people and goods moving smoothly across Seattle. By coordinating with WSDOT, Sound Transit, Metro, and the Port of Seattle, we are targeting enhancements in sidewalks, bike lanes, transit, and freight infrastructure.

We'll engage communities directly—hosting walking events in seven neighborhoods to gather input on sidewalk and walkway needs. In coordination with Department of Construction and Inspections and Sound Transit, we'll support planning and permitting for future light-rail stations. And we're working with the Port of Seattle, rail agencies, freight and maritime partners to keep goods moving. We also work with

other cities through partnerships like the [\*SMART, Curb Collaborative\*](#) to modernize load-zone design and digital curb management.

We're building 250 blocks of new sidewalks and walkways via the Transportation Levy to close critical network gaps in areas like schools, parks, and transit hubs. [\*Protected bike lanes and barriers\*](#) will expand, and we'll optimize five major travel corridors each year to improve traffic flow and safety.

Our [\*Freight Programs\*](#) will focus on maintaining and upgrading freight corridors, staging zones, and crossings—developed in partnership with industrial communities, rail operators, funding partners, and the Port. We'll also continue partnering with Metro on [\*RapidRide corridors\*](#)—refining street design, enhancing transit priority features, and improving coordination to elevate rider experience.





## CELEBRATING SUCCESS: EAST MARGINAL WAY CORRIDOR IMPROVEMENTS

The *East Marginal Way Corridor Improvement Project* exemplifies our commitment to balancing the needs of all users within a constrained right-of-way. As a critical freight corridor that also serves cyclists, and pedestrians, the project highlights the complexity of designing infrastructure that accommodates diverse transportation modes safely and effectively.

Collaboration is central to this effort—we worked closely with community members, freight operators, funding partners, and other stakeholders to understand their needs and identify solutions that work for everyone to explore protected bike lanes, improved pedestrian crossings, Heavy Haul standards for freight vehicles, and other ways of making a safer and more usable space for all.

Through thoughtful design and stakeholder engagement, this project underscores our dedication to creating inclusive and safe transportation networks that reflect the shared values of our community members.

- **North Segment** (Under Construction) - S Atlantic St to S Spokane St
- **Central Segment** - S Spokane St to Diagonal Ave S
- **South Segment** - Diagonal Ave S to 1st Ave S
- **Repaving** - (Starting Design) 1st Ave Bridge to just south of 16th

## Create seamless travel connections.

Reliable travel starts with a well-maintained and thoughtfully connected transportation network. Our [Technology program](#) helps our teams work together to keep people moving safely and efficiently in Seattle.

Our traffic signal coordination team works on timing signals to reduce wait times at intersections and make crossings safer for everyone. Intelligent Transportation Systems (ITS) use technology to monitor and manage movement in real time, helping prevent backups and improve flow. Meanwhile, the Traffic Operations Center oversees traffic patterns, handles incidents on the road, and makes adjustments to keep things running smoothly.

The first and last mile of trips connects hubs to homes, workplaces, and destinations, supporting smoother journeys. We work with Metro and Sound Transit on connecting transit stops with shared bikes, scooters, affordable fares, safe sidewalks,

and bike lanes. Over the next three years, we're especially focused on planning and building access projects around transit stations. For example, we're working on improvements near places like Pinehurst Station, formerly called the NE 130th Street Infill Station, and planning for the future West Seattle and Ballard light rail stations.

We're also supporting [Regional Center Plans](#) for Seattle's seven designated hubs—Downtown, First Hill/Capitol Hill, Northgate, Ballard, Uptown, South Lake Union, and the University District. These plans will guide future investments that improve multimodal access, enhance public spaces, and support jobs and housing in our fastest-growing neighborhoods.

Our [Seamless Seattle Pedestrian Wayfinding Program](#) is expanding, with 67 new signs across key areas like Chinatown-International District and the Waterfront, helping people navigate to places like Pike Place Market and the Seattle Center.







## KEEPING SEATTLE MOVING 24/7

We operate our Transportation Operations Center (TOC) as Seattle's traffic nerve center—monitoring roads 24/7 with a comprehensive system of CCTV cameras, traffic detectors, Dynamic Message Signs (DMS), and portable changeable message signs (PCMS). When incidents like crashes or traffic backups occur, our TOC team can instantly adjust signal timing, update traveler information displays, post alerts to social media, and coordinate with field crews and emergency responders to address the issue quickly and safely.

As part of our broader ITS modernization strategy, we are upgrading the TOC's physical and digital infrastructure to better support situational awareness and multi-modal operations. Upgraded displays and conferencing capabilities will enable operators to simultaneously

monitor live camera feeds, collaborate during emergencies, and streamline response efforts.

One of our smart signal tools is an adaptive system that adjusts traffic light timing in real time based on current conditions. On Mercer Street, this technology manages 32 intersections and has helped reduce travel times by approximately 20%, while also improving reliability and supporting more efficient transit operations. We're now piloting next-generation adaptive signal control technologies along 15th Ave NE in the University District to enhance signal responsiveness and prioritize safety and mobility for people walking and biking. These efforts intentionally move beyond traditional auto-focused approaches to support a more balanced, multimodal network.

## ***Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips.***

Our Sidewalk Development Program is set to bring improvements to several neighborhoods across Seattle. We've committed to building 250 blocks of new sidewalks and sidewalk alternatives in the next four years alone. In 2025, we plan to build up to 40 blocks of sidewalk or walkway blocks. In 2026, we're aiming to begin construction of 7.5 blocks of new sidewalk on Greenwood Avenue North between N 112th Street and N 137th Street, including sidewalks, curbs, a new pedestrian signal at N 134th St, and ADA-compliant curb ramps. And neighborhoods like Pinehurst, Northgate, Highland Park, and Hillman City are part of ongoing efforts to expand sidewalk and walkway infrastructure, with community input shaping the design and prioritization of projects through "Walkshops" and other events.

We bring art and community identity to Seattle's streets by transforming crosswalks into vibrant, meaningful designs through our Community Crosswalks Program. These crosswalks showcase neighborhood culture, history, or values, adding color and creativity to intersections while maintaining safety standards. This program not only enhances the visual appeal of our streets but also fosters a sense of community pride and connection.



We're also focused on upgrading existing protected bike lanes by replacing flexible plastic posts with sturdier materials like concrete and hardened barriers. Our Even Better Bike Lanes program is all about making Seattle's bike lanes safer, more durable, and easier to use. These improvements reduce maintenance needs, enhance separation between bike and vehicle traffic, improve maintenance conditions, and strengthen the overall bike network. Guided by community feedback and data, the program focuses on areas with high ridership and safety concerns. Upgrades are already completed on NE 40th Street, S Dearborn Street, S Columbian Way, 4th Ave, and the Swift/Myrtle/Othello corridor, with more planned for locations like SW Andover St, Gilman Ave W, Ravenna Blvd, Banner Way, and E Union St. Projects like the Georgetown to South Park Trail Connection or the Beacon Ave S Protected Bike Lane help close gaps in the bike network, while expanded bike and scooter share ensure more people can ride safely and comfortably.



## **Create world-class access to transit and support making service more frequent and reliable.**

The voter-approved Seattle Transit Measure (STM) delivers essential transit services that thousands of riders rely on every day. It funds more frequent bus trips, expanded access to ORCA programs, and capital improvements that make transit faster and more reliable across the city. For example, STM funds more frequent mid-day service on select routes and recently helped boost weekend service on Route 8, one of Seattle's most delay-prone routes, while we continue working with Metro on options for service and capital adjustments that could improve reliability.

We're also using STM funding to upgrade key corridors like S Jackson Street, where safety and transit improvements are being planned as part of our Vision Zero program. This work will support safer access to the First Hill Streetcar, Link light rail, and King Street Station, while also improving comfort for people walking, biking, and taking transit through the Chinatown-International District and Little Saigon.

To guide future investments, we're drafting a new Transit Performance Policy (TPP), which is a tool that helps us identify where transit improvements are most needed. As we've been developing the policy, we're testing the TPP metrics and data to prioritize upgrades like red bus-only lanes and signal improvements. A recent example is the Beacon Ave S project which improves reliability for riders traveling between the Downtown, Beacon Hill, and Rainier Beach areas.

We're also coordinating closely with Sound Transit to support the planning for major light rail projects like the West Seattle and Ballard Link Extensions. Our focus includes design review, permitting, and construction coordination to ensure new stations are well-integrated into surrounding neighborhoods. We'll also be planning improvements for streets around future stations to enhance walking and biking facilities, transit connections, public spaces, and overall safety for everyone traveling through these areas.



## ***Support access to jobs, freight movement, and growth in deliveries.***

Our freight programs support important commitments in the 2024 Transportation Levy, which allocates \$45 million over eight years to improve freight mobility and support Seattle's economy. Funding will expand our freight program and invest in enhanced safety, reduced delays, and stronger connections between industrial areas, ports, railroads, and highways.

Over the next three years, we'll focus on projects to support access to jobs, improve freight movement, and accommodate growth in deliveries. Construction projects like rail crossing removals at Airport Way S and Diagonal Way S, alongside our Industrial Zone Design Guide, will eliminate barriers and streamline movement. The Holgate Rail Crossing Study will explore solutions to reduce conflicts in a high-traffic freight corridor.

Freight Spot Improvements focus on addressing specific problem areas, such as tight turning radii, signage clarity, or pavement issues, to

ensure smoother and safer freight movement. Additionally, we're investing in the Heavy Haul Network, which supports oversized and heavy cargo by upgrading key routes like East Marginal Way to Heavy Haul standards, in partnership with the Port of Seattle. These improvements include thicker pavement, better traffic signals, and safer crossings to accommodate the unique needs of freight vehicles.

Signal upgrades, such as the 4th Ave S/S Forest St Signal Concept and S Manning St rail crossing improvements, will optimize movement and reduce delays. We're also starting work on stronger port connections to I-90 and I-5 and making safety upgrades to Leary Way in the industrial zone. In partnership with the University of Washington's Urban Freight Lab, we'll study the pilot Freight-and-Bus (FAB) lanes being installed as part of the Route 40 project to improve efficiency for freight and transit.



## Manage curbspace to reflect city goals and priorities.

Streets serve many purposes—moving people and goods via buses, cars, bikes, trucks, and streetcars— while sidewalks provide space for pedestrians. In between these areas is the curb lane, supporting uses such as loading zones, bus stops, parking, or street cafes.

Over the next three years, we're focused on making curb space work better for people, goods, and services, especially as demand grows and the city evolves. Our curbside strategies are designed to support climate goals, improve access, and ensure that limited space serves the greatest public benefit. We'll be working to:

- **Support Neighborhood and Business District Access.** We'll expand the Community Access and Parking Program and partner with more neighborhood business districts to balance curb uses by introducing or adjusting load zones, time-limited parking, or paid spaces where appropriate to improve turnover and support small businesses.
- **Enhance Curb Access for Transit and Goods Movement.** We'll make changes to support transit layover operations and commercial loading, especially in areas seeing increased ridership, freight activity, or redevelopment. This also includes addressing competing demands such as waste collection and pedestrian safety.



- **Modernizing Residential Parking Tools.** We plan to update Restricted Parking Zones (RPZs) near major institutions and high-demand areas to better align with changing land use, travel patterns, and community feedback—helping manage commuter parking pressure while maintaining residential and visitor access.
- **Expanding Digital Tools for Dynamic Curb Management.** Building on the Digital Conflict Area Awareness Management Program (dCAAMP) pilot, we'll explore wider deployment of curb data tools that can support commercial deliveries, passenger pick-up/drop-off, and dynamic pricing, which will ultimately improve curb availability and reduce conflicts.
- **Delivering Spot Improvements.** Through responsive programs, we'll continue addressing curbside requests from residents, businesses, and city partners. This includes installing features like load zones, ADA access, and short-term parking to support local access and safety.



## MOBILITY AND ECONOMIC VITALITY FOCUS AREAS

Over the next three years, we will...



### PROGRAMS AND PROJECTS

- Build new Sidewalks, including 250 blocks of new sidewalks and walkways over the next four years
- Expand Better Bike Barriers to more locations
- Expand and update protected bike lanes and gap closures
- Continue developing freight programs including maintenance and upgrades, project development, and spot improvements
- Optimize signal timing on 5 corridors each year
- Better address curb access challenges in neighborhoods business districts through our Community Access and Parking Program

### POLICIES

- Explore Seattle Transit Measure renewal for voter approval
- Implement a new Transit Performance Policy

### PLANS

- Prepare Station Area Plans around the Graham St Infill Station, the West Seattle stations, and in partnership with Sound Transit, around the CID/South Downtown Hub
- Plans for Seattle's seven designated Regional Centers

### STUDIES AND PILOTS

- Expand the current Digital Conflict Area Awareness Management Program (dCAAMP) pilot beyond 911 alerting to include curb data
- Study the pilot Freight and Bus (FAB) lane installed with the Route 40 project, in partnership with the University of Washington's Urban Freight Lab

### PARTNER WITH

- Communities at 7 planned neighborhoods walk events to hear ideas new sidewalk and walkway ideas and desired improvements in their neighborhoods
- Seattle Department of Construction & Inspections (SDCI) and Sound Transit to update the Land Use Code to streamline the permit review process and define clear and consistent regulations for the construction of future light rail stations (ST3)
- Freight, rail, industry, and goods movement stakeholders such as the Port of Seattle, Northwest Seaport Alliance (NWSA), and SODO Business Improvement Area (BIA), as we develop approaches for new freight programs
- Metro on RapidRide corridors on street designs, transit priority, and traffic coordination improvements that support reliability and rider experience





## ADVANCING THE STP KEY MOVES



### LIVABILITY

#### STREETS FOR PEOPLE, PLACES WE LOVE

We invest in a range of programs that bring our Livability goals to life by making it easier for people to enjoy public spaces—like plazas, streets, and sidewalks—for gathering, play, and community events.

Our Urban Design team recently launched the People Streets and Public Spaces program, a newly funded effort that transforms underused areas in the public right-of-way—like alleys, curbside zones, and quiet streets—into places where people can connect, enjoy public space, and build a sense of community. This work is done in close collaboration with neighborhoods, businesses, and community groups.

We also support neighbors in bringing their communities together by offering permits for festival streets, and free permits for play streets and block parties. These simple tools help people activate their public spaces and create joyful local events.

Our Street Use teams plays a key role in helping public spaces and streets work well for everyone. They provide permits for community uses that activate places—and help manage public spaces, making sure sidewalks, plazas, bike lanes, and curb areas stay safe, accessible, and welcoming. By coordinating these everyday uses, we'll help reduce disruptions, support local businesses, and keep our public spaces vibrant and functional.

## ***Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility.***

Approximately 35% of the city's land area is allocated to public rights-of-way, much of which is used for general-purpose vehicle lanes and parking. Programs like our shared streets, Neighborhood Greenways, and Healthy Streets aim to reclaim street space for people, creating safer environments for all travelers and reducing reliance on single-occupancy vehicles.

Neighborhood Greenways create calmer streets with features like speed humps, safer crossings, and wayfinding signs, connecting neighborhoods to schools, parks, and transit. Examples include the 39th Avenue NE Greenway in Wedgwood and the S Kenyon Street Greenway in Rainier Valley. Upcoming projects include the 12th Ave NE – Roosevelt Connection and the Georgetown Loop Healthy Street, which will provide safer routes for walking and biking.

Healthy Streets, like the Alki Point and Othello Healthy Streets, further expand these efforts by prioritizing low-traffic, pedestrian-friendly environments that support community health and connectivity. At the iconic Pike Place Market (PPM), we'll continue partnering with the PPM Preservation and Development Association (PDA) to pilot an approach to explore limited vehicle access that meets the needs of businesses while improving safety and accessibility for people of all ages and abilities.

Our Streets Illustrated manual outlines design standards for Seattle's public right-of-way, promoting safe, accessible streets for all users. It supports vibrant public spaces and aligns with city policies like the Complete Streets ordinance. An upcoming update will ensure alignment with STP priorities.





## Create welcoming community and mobility hubs.

To advance this key move, we're playing an orchestrating role in shaping *Community and Mobility Hubs* at key transit locations. These hubs will bring together our wide range of services and programs to create seamless, people-centered connections. We're aligning initiatives like People Streets and Public Spaces, Safe Routes to School, Vision Zero, right-of-way activation, public spaces, low-pollution neighborhoods, shared mobility, and curbside management to better serve communities.

In close collaboration with Sound Transit and Metro, we're working to ensure new and existing transit stations are integrated with the surrounding

neighborhoods through accessible *station area planning and design*, that includes safe walking, rolling, and biking connections, clear wayfinding, lighting, curbspace planning, and community-centered public space improvements. A cross-disciplinary SDOT team comprised of staff from Transit and Mobility, Urban Design, ADA, Public Space Management, and others will continue to work together on these strategic locations.

As new light rail stations open and neighborhoods grow, we'll continue coordinating with agency partners, ensuring that local access needs, public safety, and community input are baked into every phase of implementation.



## Co-create and enhance public spaces for playing and gathering to improve community health.

Our Public Space Management programs work with residents, businesses, and organizations to enhance neighborhoods, promote economic vitality, and create vibrant public spaces.

Neighborhood and Community permits support activities like block parties, play streets, parklets, streateries, food truck zones and other events or installations that activate public spaces. These permits allow communities to use streets, sidewalks, and other public areas for gatherings, socializing, or business purposes, fostering vibrant and connected neighborhoods.

The Occidental Promenade is one of our key People Streets and Public Spaces capital projects, designed in partnership with the community. We're collaborating with nonprofit organizations like the Seattle Parks Foundation and the Alliance for Pioneer Square to reimagine Occidental Ave S as a safe, welcoming promenade where people of all ages and abilities can walk, roll, bike, and gather—whether it's before a game, after a concert, or on a quiet afternoon.

Planned street improvements, including new seating, landscaping, lighting, and public art, will create a vibrant space that encourages connection, supports neighborhood vitality, and strengthens links to nearby transit. This project will help set the stage for international events like the FIFA World Cup™, while delivering lasting benefits well into the future.



**Streateries**, like this one in Wallingford, are outdoor dining areas located in the public right-of-way, typically curbside parking spaces or sidewalks, where restaurants and cafés can serve customers.

Seasonal street closures typically support community-focused events that enhance public spaces and bring people together. These include farmers markets, street fairs, cultural festivals, and block parties. For example, closures may occur for events like the Ballard Farmers Market or the Capitol Hill Block Party. Additionally, some streets are closed for recreational activities, such as Summer Streets events, which encourage walking, biking, and gathering in car-free spaces.



## ***Activate and maintain public spaces to create a welcoming and age-friendly public realm.***

We collaborate with communities to activate and maintain public spaces through art, cultural events, and street activations that foster connection and creativity. People Streets and Shoreline Street Ends are examples of how we enhance shared spaces, while partnerships with community organizations, Business Improvement Districts, and property owners ensure upkeep through landscaping and stewardship efforts, keeping these spaces vibrant and welcoming.

With features like seating, lighting, and landscaping, we design streets and public areas to make them comfortable and safe for people of all ages. We also support programming for activities like parklets and community events to encourage social interaction and vibrancy in public spaces.

By prioritizing accessibility and inclusivity, these spaces can meet the needs of everyone, from children to older adults, fostering a sense of community and connection. Food trucks, sidewalk merchandise displays, sidewalk cafés, and other uses of the right-of-way can enhance a business. We also provide free, long-term permits to install public amenities on streets or sidewalks, such as pole banners, signal box art, street murals, tables and chairs, benches, planters, and other street furniture that makes places feel welcoming.





## DOWNTOWN ACTIVATION: SPARK BLOCK

As we continue implementing Seattle’s *Downtown Activation Plan (DAP)* aimed at revitalizing our city center and surrounding areas, we’ll upgrade key transit corridors, while expanding protected bike lanes and pedestrian-friendly streetscapes. Additionally, the DAP calls for transforming underused spaces into vibrant community hubs through strategic placemaking, including pop-up plazas, public art installations, and expanded sidewalk dining.

As part of our broader Downtown Activation and climate-justice goals, our long-term plan for *3rd Avenue* will aim to enhance the corridor for transit riders, pedestrians, and cyclists by extending the bus-priority zone, repaving streets, upgrading bus stops, and improving sidewalks, lighting, and utilities. A key interim measure—the “*SPARK Block*” at 3rd & Yesler—started with temporary paint and flex-posts in 2022, then transitioned to permanent concrete curb bulbs, protected bike lanes, pedestrian lighting, and bike signals by early 2025 to enhance safety and transit reliability.



## LIVABILITY FOCUS AREAS

Over the next three years, we will...



### PROGRAMS AND PROJECTS

- Develop People Streets & Public Spaces to co-create walkable, welcoming public spaces and streets with community
- Develop Low-Pollution Neighborhoods to cut emissions and improve local air quality
- Expand Neighborhood Greenways to provide calm, safe routes for walking and biking
- Expand Healthy Streets to support active travel on low-traffic streets
- Expand Residential Parking Zones to manage curb space and improve neighborhood access
- Continue Street Cleaning and Debris Clearance to help keep public spaces clean, accessible, and safe

### POLICIES

- Update Street Illustrated (Seattle's Right-of-Way Improvements Manual), including enhanced PSPS design standards and guidelines, to better align with One Seattle Comprehensive Plan
- Update our policies to make sure transportation infrastructure and new development is coordinated, and in alignment with the One Seattle Comprehensive Plan

### PLANS

- Continue efforts to revitalize Downtown and surroundings as outlined in our Downtown Activation Plan (DAP)
- Conduct Street Tree Planning Study to identify new planting opportunities and gather community input in neighborhoods like South Park, SODO, Roxhill, and Capitol Hill

### CONDUCT STUDIES AND PILOTS

- Public Life studies gathering data on how people use public spaces to inform design decisions that support vibrant, inclusive streets

### PARTNER WITH

- Communities to activate public spaces through seasonal street closure events or gatherings like block parties, play streets, and farmer's markets
- Businesses to continue offering seating and gathering spaces in curbside areas, like parklets and streateries
- Volunteers and organizations on landscaping and stewardship efforts to keep People Streets and Shoreline Street Ends vibrant and welcoming
- Pike Place Market (PPM) Preservation and Development Association to study and evaluate Pike Place Market pilot pedestrian access and safety improvements



## ADVANCING THE STP KEY MOVES



### MAINTENANCE & MODERNIZATION

#### STREETS THAT WORK, TODAY AND IN THE FUTURE

Maintaining and preserving our transportation assets is the foundation of our work. Over the next three years, we'll invest in repaving streets, repairing bridges, and enhancing pedestrian and bike infrastructure to ensure the system remains reliable.

Our asset management strategies help us take care of city infrastructure by using condition data to guide smart investments and by applying preventive maintenance when appropriate to extend the life of our assets. This helps us avoid expensive replacements and reduces risk of infrastructure failure. Our strategy also promotes equity by prioritizing underserved neighborhoods and supports citywide goals for safety, mobility, and sustainability. By combining regular maintenance with strategic upgrades, we can protect public investments, make infrastructure last longer, and cut down on emergency repairs.

Our Bridge Preservation Program is a proactive initiative managing 134 city-owned bridges and nearly 1,500 related structures through scheduled inspections, corrosion protection (including repainting every 10–20 years), deck repairs, expansion-joint replacement, and enforcement of weight limits. The program also includes capital improvements, such as seismic retrofits, which reinforce bridges against earthquake risks.

Planning and design of major arterial roadway maintenance projects will result in improved pavement conditions on our busiest streets while also addressing the needs of all travelers in the corridors. This might include repaving the road surface, rebuilding ADA-compliant curb ramps, repairing sidewalks, upgrading drainage, and enhancing crossings. These improvements will collectively boost safety, smoothness, and accessibility for drivers, cyclists, pedestrians, and transit users.



## ***Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work.***

Dedicated teams oversee a range of programs to preserve existing assets while integrating planned upgrades and safety improvements into routine maintenance. Through these programs, we incorporate planned improvements into maintenance work whenever possible. For example, upgrades to traffic signals and intersections align with citywide safety priorities, while street resurfacing may include enhancements to bike and pedestrian infrastructure.

Our Construction Hub Coordinators collaborate with contractors and public utilities to proactively coordinate construction work on our streets and sidewalks to minimize disruptions to travelers, businesses and residents. We help builders on construction projects that may require street access for staging vehicles, that work on underground utilities like pipes and sewers, or that upgrade the street itself. This coordination keeps sidewalks and streets open for travelers and deliveries.

Maintenance and Operations addresses critical roadway needs such as pothole repairs, resurfacing, and overall pavement maintenance to keep streets smooth and safe for drivers, cyclists, and pedestrians. In addition to managing Seattle's 134 bridges, Bridge Maintenance and Operations perform regular inspections, repairs, and retrofits to extend their service life. We also operate movable bridges, such as the Fremont and Ballard Bridges, to accommodate marine traffic alongside vehicular mobility.



Our Stairway Maintenance team ensures public stairways remain safe and accessible, while the Retaining Wall and Slope Stabilization program works to prevent erosion and maintain structural integrity across the city. Our Traffic Signal Maintenance team ensures signals are operational and optimized, while our Street Cleaning and Debris Removal efforts keep roads clear of hazards and litter. Our Urban Forestry teams also maintain street trees and vegetation, enhancing both aesthetics and safety. Meanwhile, our Right-of-Way Maintenance program focuses on sidewalks, curbs, and other public spaces to keep them accessible and functional for all users.



## MAINTENANCE & MODERNIZATION: MAJOR REPAVING FOCUS AREAS

The Seattle Transportation Levy designates \$330 million for major arterial roadway maintenance. Projects focus on infrastructure for buses, trucks, and cars, while also improving facilities for pedestrians, cyclists, and transit riders.

Corridors to be evaluated as part of the 8-year 2024 Levy include:

- **15th Ave NE:** Pinehurst Way NE to NE 145th St
- **Pinehurst Way NE:** Roosevelt Way NE to 15th Ave NE
- **NE 65th St:** 2nd Ave NE to 35th Ave NE
- **NW Market St:** 15th Ave NW to 24th Ave NW
- **23rd Ave E/24th Ave E:** E John St to Lake Washington Blvd
- **Elliott Ave/Western Ave:** Bell St to Thomas St
- **James St:** 3rd Ave to Broadway
- Beacon Ave S to support Route 36 improvements
- **35 Ave SW:** SW Alaska St to SW Morgan St
- **S Albro Pl, Corson Ave S, and Ellis Ave S:** E Marginal Way S to I-5
- **Olson Pl SW/1st Ave S:** 2nd Ave SW to SW Cloverdale St
- **S Henderson St:** MLK Jr Way S to Seward Park Ave S
- **Fauntleroy Way SW:** 35th Ave SW to SW Alaska St, to keep roadway functional during light rail construction by making street repairs and spot improvements

**Initial Corridors Advancing:** The 2025 Annual Delivery Plan outlines the first set of projects funded by the 2024 levy, emphasizing safety, infrastructure, and community-driven initiatives, including:

- **Roosevelt Way NE:** NE 92nd St to Pinehurst Way NE
- **E Marginal Way S:** 1st Ave S to 16th Ave S
- **Rainier Ave S:** S Walden St to S Jackson St



## ***Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges.***

We use data-driven approaches to understand where repairs and improvements are needed most, especially in areas that haven't received as much investment in the past.

To keep our streets in good shape, our Paving Management team repaves roads that are in poor condition and does smaller treatments, like sealing cracks, to help existing streets last longer. Major paving projects focus on areas with significant wear and tear or where repaving now can avoid rebuilding in the future.

Throughout the year, our Street Maintenance and Repair team fixes potholes, resurfaces streets, and responds quickly to winter weather with snow and ice removal. We also manage our stormwater system to reduce flooding, especially in areas that are most at risk.

To help everyone get around safely, our Striping and Markings teams repaint all 560 miles of lane markings and refresh over 1,500 crosswalks across the city every year.

Managing Seattle's 134 bridges and nearly 1,500 other structures like stairways, retaining walls, and historic spaces under sidewalks (called areaways), our Bridge and Roadway Structures teams regularly inspect, repair, and retrofit these structures to keep them safe and accessible.



And when community members report urgent problems, like downed trees, sidewalk damage, or dangerous potholes, our Community Response Dispatch team acts fast to get things cleaned up and working again, clearing disruptions so people can get where they need to go.

In the coming years, planned upgrades to our asset management and work order systems will allow us to track conditions more accurately, prioritize repairs, and ensure that maintenance investments address long-standing disparities across neighborhoods.



## MEET THE CREWS: ON-THE-GROUND IMPACT AND DEDICATION

Seattle's transportation vision doesn't build itself: it's made real by the hands-on expertise of our crews. Every repair, inspection, and improvement is powered by our skilled tradespeople whose collective craft is advancing the STP.

These teams also address *Find It, Fix It* requests, handling issues such as broken signs, malfunctioning traffic signals, and other street-related problems promptly. The STP becomes real with the work of frontline teams—each with their own specialty that maintain and modernize our city every day.

### **CONCRETE & ASPHALT CREWS**

Concrete crews are responsible for constructing and repairing sidewalks, ADA ramps, curbs, driveways, bus pads, and street panels. They also handle the repair of utility cuts and the installation of decorative pavement. Utilizing equipment such as mini-excavators, pavers,

and rollers, these crews perform tasks ranging from bike path installations to major street resurfacing, including base repairs in residential neighborhoods. The team includes Concrete Finishers, Crew Chiefs, Maintenance Laborers, Truck Drivers, Equipment Operators, and Administrative Assistants & Analysts.

Skilled crews of Asphalt Rakers, Equipment Operators, Maintenance Laborers, Truck Drivers, and Crew Chiefs support construction and repair of asphalt surfaces, including streets, bike paths, and speed cushions for traffic calming. They perform work such as grinding and paving main arterials, base repair in residential neighborhoods, and utility restorations. Equipped with tools like asphalt grinders, pavers, rollers, mini-excavators, large excavators, motor-graders, and backhoes, these crews ensure the smooth and durable resurfacing of roadways.



### **EMERGENCY RESPONSE TEAM (SRT)**

Operating 24/7, the SDOT Response Team is among the few city-based units in the U.S. dedicated to clearing city streets of incidents. Equipped with tools like tow ropes, jump starters, and traffic cones, they manage crash sites, assist stranded motorists, and coordinate with the Traffic Operations Center to inform the public about detours and incidents. Their rapid response minimizes delays and supports first responders. The team includes Emergency Laborers, Radio Dispatchers, and Customer Service Representatives.



### **PARKING CREWS**

The Parking Shop crews keep Seattle's curbspace safe, accessible, and well-managed. They install, repair, and maintain pay stations and parking-related signs to support a range of uses, from access to loading zones to reliable short-term customer parking. Crews respond to service requests, troubleshoot pay station issues, and update signage as curbside regulations evolve. Staffed by Parking Pay Station Technicians, Maintenance Laborers, and Administrative and Dispatch staff, this teams helps manage reliable access businesses and neighborhood destinations.

### **ROADWAY STRUCTURES CREWS**

In 2025 alone, our teams will complete preservation work on five key bridges, clean 60 bridges, and conduct hundreds of inspections and structural repairs. Electricians keep everything from movable bridges to stormwater systems energized and functional. Mechanics perform complex component replacements like lift cylinders, pumps, and motors. Concrete and timber specialists reinforce and restore critical infrastructure, from joints and decks to stairways and areaways.

### **URBAN FORESTRY**

Urban Forestry crews consisting of Gardeners, Irrigation Specialists, and Maintenance Laborers manage more than 40,000 street trees, focusing on planting, pruning, and maintaining Seattle's urban canopy. They play a vital role during storms by removing fallen trees, clearing debris from roads, and salting sidewalks. Year-round, they ensure vegetation doesn't block signs or signals and water all new street trees planted as part of our projects.

### SIGNS & MARKINGS

These teams of Crew Chiefs, Traffic Marking Leads, Sr. Maintenance Laborers, Sign Painters, and Warehouse Material Controllers are responsible for the design, fabrication, and installation of traffic signs, centerline striping, and crosswalks. Their work supports safe and efficient movement for vehicles, pedestrians, and cyclists throughout the city. Each year, they refresh striping on more than 560 lane miles of arterial streets and inspect and repaint as needed more than 1,500 crosswalks, supporting visibility and safety in all conditions.

### SIGNALS FIELD OPERATIONS

These crews inspect, repair, and upgrade traffic signals, pedestrian crossings, and intelligent transportation systems (ITS). Signal Electricians, Crew Chiefs, and Maintenance Laborers respond quickly to outages and damage, restoring safe traffic flow during emergencies. Regular maintenance helps prevent breakdowns, while system upgrades include installing new signals,

accessible pedestrian signals (APS), and countdown timers. From keeping beacons and flashers functioning properly at school crossings to maintaining ITS equipment like radar sensors, cameras, and Bluetooth devices that support real-time traffic management, their work keeps Seattle moving safely and smoothly.

### STREET MAINTENANCE


Street Maintenance crews are tasked with filling potholes, sweeping streets, and performing preventive maintenance to extend the life of city streets by Microsurfacing and Crack Sealing. They also handle emergency repairs and collaborate with other departments to address issues like vegetation overgrowth that may obstruct visibility or safety. The team comprises Crew Chiefs, Maintenance Laborers, Truck Drivers, and Grounds Equipment Mechanics. Their work not only keeps streets safe for transportation but also helps maintain a high quality of life for the communities we serve.





## ***Ready city streets for new travel options and emerging trends and technologies.***

We're embracing new mobility trends, including micromobility, autonomous vehicles, and innovative partnerships, and reinforcing them with a strong foundation in technology including our Transportation Technology Plan (TTP). In the next three years, our focus will be on:

- **Enterprise Asset & Work Order Management System (EAWOMS) Upgrade.** Consolidating asset management and maintenance under a modern, automated platform will link asset records, work orders, inspections, and customer requests—supporting proactive maintenance and smarter capital decisions.
  - **ITS (Intelligent Transportation Systems) Modernization.** Upgrading traffic signals and roadside equipment to support real-time management, adaptive signal timing, and signal priority for emergency and transit vehicles. This lays the groundwork for connected vehicle technologies, while improving safety for all travelers.
  - **Digitizing Asset Management.** We're also advancing digital tools like commercial vehicle permitting, curb inventory mapping, and collecting pavement condition data using fleet sensors.
  - **Cloud Data Warehouse & Impact Analysis Tool.** Establishing a centralized, scalable data hub that brings transparency and cross-department coordination. We're also building tools to support data-driven investment decisions, which includes evaluating equity, performance, and STP outcomes, by leveraging GIS and AI capabilities.
  - **New Mobility Options.** Expanding shared bike and scooter programs by adding parking zones and protected lanes, promoting safer, equitable access across neighborhoods.
- 
- The photograph shows a city street scene. In the foreground, a traffic light is visible with a green light. To the left of the traffic light is a white sign that reads 'NO TURN ON RED'. To the right of the traffic light is a white sign that reads 'ONE WAY' with an arrow pointing left. A red bus is stopped at the traffic light. In the background, there are tall buildings and trees with yellow leaves. A white van is also visible in the background.
- **Autonomous Vehicles (AVs).** Working with AV companies, promoting safety and transparency, and engaging communities through initiatives like the AV Inclusive Planning Cohort. We're also developing tools such as the Digital Conflict Area Awareness Management Program so AVs can detect emergency zones in near real time.
  - **Innovative Partnerships.** Teaming up with universities and private partners (like UW Urban Freight Lab) to pilot sustainable delivery methods, including e-cargo bikes for urban freight.

## MAINTENANCE AND MODERNIZATION FOCUS AREAS

Over the next three years, we will...



### PROGRAMS AND PROJECTS

- Scale Digital Commercial Vehicle Permitting citywide, implementing vehicle sensor technology, digitizing curb inventory, and modernizing commercial vehicle permitting with a new digital permit, if federal funding is secured
- Continue to advance strategic bridge preservation program and a more robust sidewalk repair strategy in response to prior bridge and sidewalk audit findings

### POLICIES

- Support capital project development and delivery with capacity-building tools, templates, tutorials, and trainings for staff
- Coordinate to incorporate safety and network upgrades into planned street maintenance

- Upgrade Enterprise Asset Management System & Enterprise Work Order Management System to enhance data collection, streamline operations, and support better decision-making and workplan development
- Work toward operationalizing asset management strategies into workplan development using data, risk, and equity to proactively guide maintenance, upgrades, and investments that deliver long-term performance and public value
- Continue to engage with regional partners and the State on development of an Autonomous Vehicle Framework to guide safe testing and deployment





## PLANS

- Asset Status & Condition Report
- Intelligent Transportation System (ITS) Strategic Roadmap
- Street Tree Management Plan guiding inventorying, maintenance and replacement of trees in the right of way
- Lid I-5 studies to explore the technical and financial feasibility of reconnecting communities by capping portions of the interstate
- Publish an Annual Levy Delivery Plan by January each year, detailing planned investments and commitments in system maintenance and modernization
- Update and strengthen our protocols for responding to major cybersecurity incidents, so we can keep essential transportation services running even if our technology systems go down



## CONDUCT STUDIES AND PILOTS

- Pilot Pavement Condition Index data collection on fleet vehicles
- Continue exploring the application of AI-powered cameras to gather anonymized safety data alongside strong privacy safeguards—like near misses and travel modes—that helps us understand risks and make smarter, more proactive design decisions
- Conduct Bridge Planning Studies to evaluate aging infrastructure, guide future repairs or replacements, and support safe, multimodal investments
- Complete the prototyping and evaluation of digital permit technologies in the north side of Downtown Seattle, establish a standardized curb regulations inventory using the Curb Data Specification (CDS), and resolve curb access challenges in collaboration with stakeholders, which includes businesses and delivery services

## PARTNER WITH

- Local businesses to continue coordination to manage construction impacts and align upgrades with economic development goals
- Private developers and utilities to coordinate construction schedules and reduce disruptions for communities.
- Transportation Funding Task Force members to develop long-term policy and funding recommendations for improving Seattle's transportation system
- Open Mobility Foundation (OMF) to update Shared Mobility Data Guidelines and integrate other emerging mobility developments
- University of Washington's Mobility Innovation Center (MIC) to advance research-driven, tech-forward solutions



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Seattle, WA 98124-4996  
(206) 684-ROAD (7623)  
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**Seattle**  
Department of  
Transportation

8.2025

# SEATTLE TRANSPORTATION PLAN

## 3-YEAR IMPLEMENTATION

TRANSPORTATION COMMITTEE  
SEPTEMBER 16, 2025





# Seattle Transportation Plan

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



Seattle travel  
options respond to  
climate change

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

In Seattle we address  
transportation-  
related inequities

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

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

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

# Purpose

Present the STP implementation report by September 2025 in compliance with Resolution #32131, which directed SDOT to:

- Identify near-term priorities (3-5 years)
- Be informed by adopted 6-year Capital Improvement Plan (CIP)
- Include information on programs like new sidewalks, transit passenger safety, and bridge maintenance
- Engage Bicycle, Pedestrian, Freight, and Transit Advisory Boards
- Update at least every 4 years to adjust to available resources and community input
- Continue to engage community and partners on STP planned progress



## Long-Term Vision

- Set citywide goals and values
- Defines modal priorities, key moves, and system-wide strategies

## Levy Commitments & CIP

- Voter-approved funding obligations
- Specifies projects, timelines, funding sources

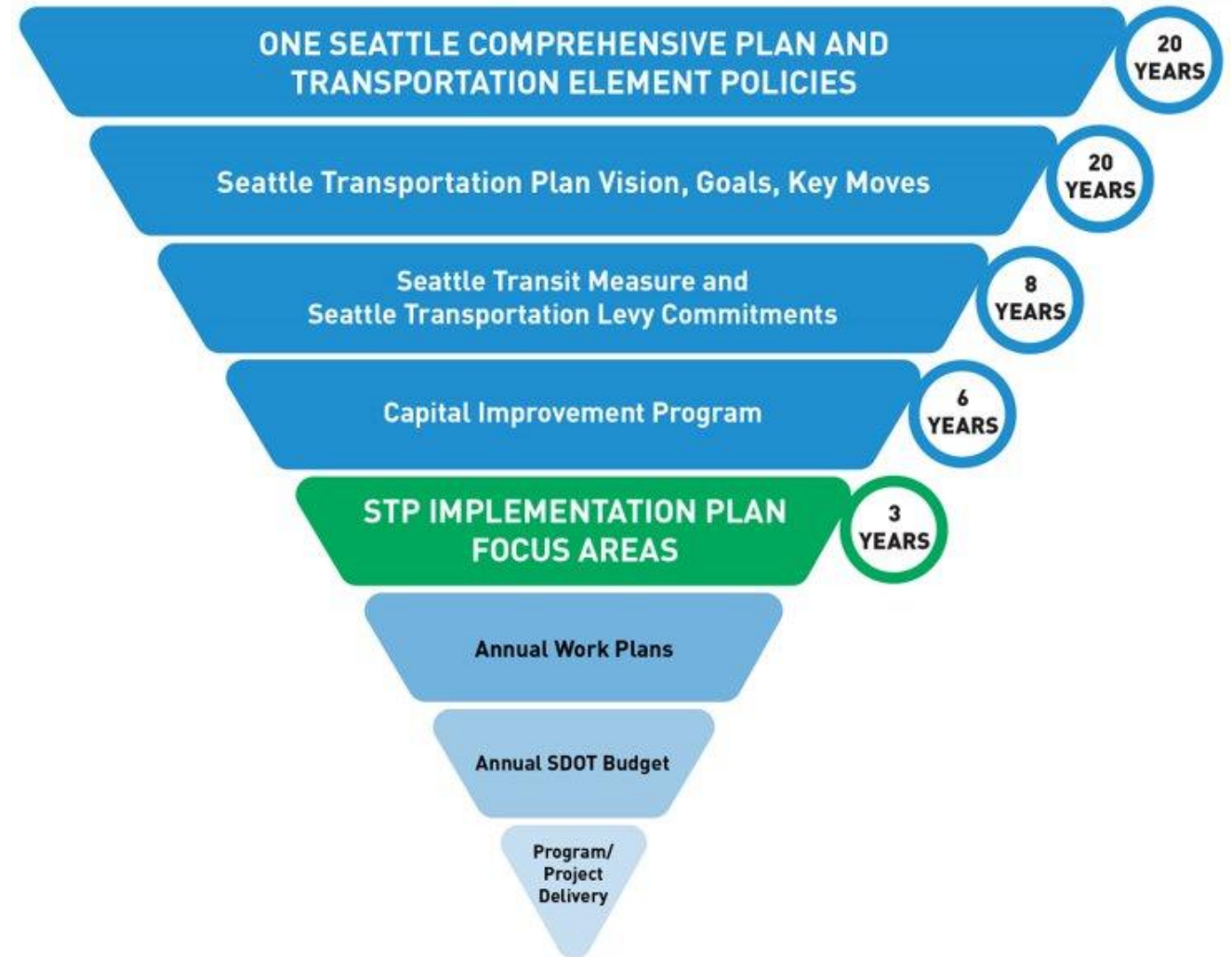
## Implementation Focus Areas

- Bridges vision to near-term investments
- **Conveys programmatic emphasis, not capital delivery (no project lists)**

## Work Plans, Budget, Project Delivery

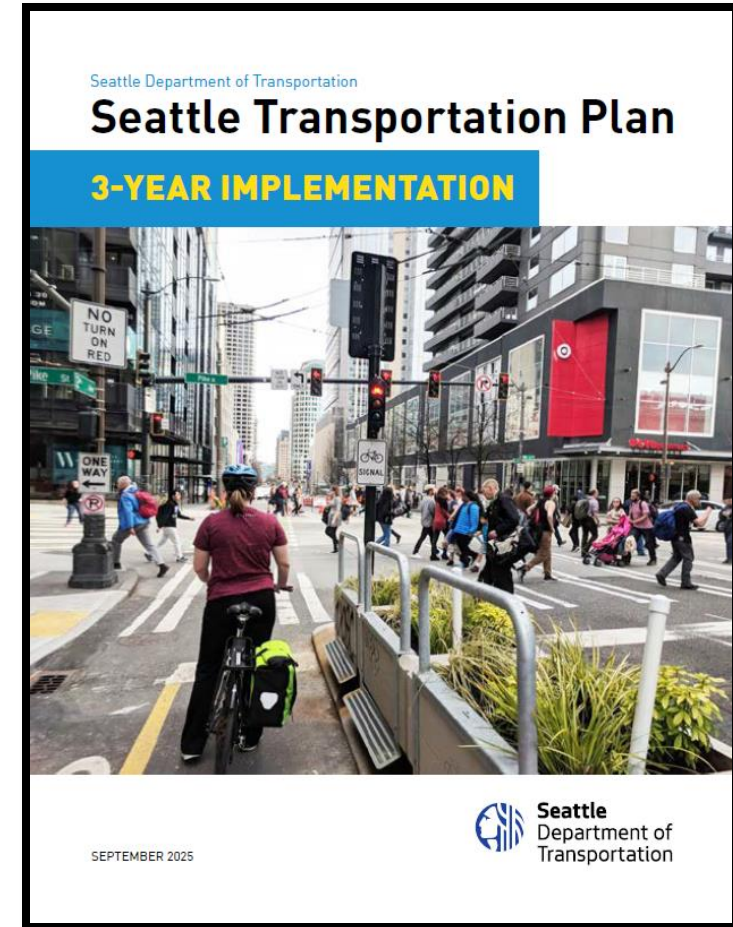
- Reflects upstream policy, funding, and implementation priorities
  - E.G. Annual Levy Delivery Plan

# From Plan to Implementation





# From Plan to Implementation





# Seattle Transportation Plan

## By the Numbers: What's in the Seattle Transportation Plan (STP)?



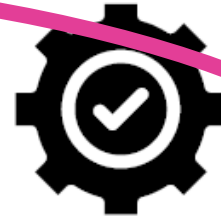
**6**

Guiding Goals



**26**

Key Moves



**173**

Implementing Actions



**8**

Functional Elements



**4**

Priority Investment  
Networks



**81**

Large Capital Projects



**3**

Tiers of Performance  
Metrics

# STP Goals & Key Moves 🔑

## SAFETY

### *Lead with Safety (S)*

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



1. Reduce vehicle speeding to increase safety.
2. Focus safety investments on high-collision areas.
3. Make all journeys safer from start to finish.
4. Provide safer routes to schools, parks, transit, and community spaces.
5. Maintain critical access routes and plan for a climate resilient network.

## EQUITY

### *Transportation Justice is Central (TJ)*

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



1. Center the voices of underrepresented communities in planning.
2. Prioritize investments in disproportionately impacted communities.
3. Remove cost barriers so everyone can travel as needed.
4. Support shifts toward non-punitive transportation enforcement.

## MOBILITY & ECONOMIC VITALITY

### *Connect People and Goods (PG)*

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



1. Create seamless travel connections.
2. Make walking, biking, and rolling more convenient and enjoyable.
3. Improve access to frequent and reliable transit.
4. Support employment access, freight movement and delivery growth.
5. Manage curbspace to reflect city priorities.

## LIVABILITY

### *Streets for People, Places We Love (PP)*

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



1. Reallocate street space to prioritize people while maintaining access for goods and emergency services.
2. Create welcoming community and mobility hubs.
3. Co-create and enhance public spaces for play and gathering.
4. Activate and maintain welcoming, age-friendly public spaces.

## SUSTAINABILITY

### *Climate Action (CA)*

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



1. Improve air quality by promoting clean transportation options.
2. Green city streets with landscaping and trees.
3. Foster neighborhood vitality and health.
4. Support the transition to electric vehicles.
5. Encourage walking, biking, and transit trips.

## MAINTENANCE & MODERNIZATION

### *Streets that Work, Today and in the Future (MM)*

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



1. Maintain and modernize our transportation infrastructure.
2. Equitably provide neighborhoods with good-quality streets, sidewalks, public spaces, and bridges.
3. Prepare for emerging technologies and new mobility options.

# Approach & Process


- 3-year Focus Areas framed by STP Goals & Key Moves
- Applies across all SDOT programs
- Non-exhaustive; showcases strategic priorities
- Aligns with Levy and adopted CIP (no new investments)



## STP Implementation Focus Areas

### Spotlight Initiatives

SDOT's cross-cutting, citywide priorities to advance the STP

 **Advancing STP Key Moves**  
Demonstrating accountability and action on specific commitments

### Celebrating Successes

Features on teams and initiatives that exemplify how we're implementing the key moves

## *Spotlight Initiatives*

### Responsible Stewardship

- Implement our Vision Zero Action Plan
- Cultivate Equitable Climate Solutions
- Deliver the 2024 Seattle Transportation Levy

### Coordinated Operations

- Keep the City Moving 24/7
- Prepare for the 2026 FIFA Men's World Cup
- Minimize Revive I-5 disruptions and support travel alternatives

### Transformative Impact

- Advance Aurora Avenue N
- Support Sound Transit 3 (ST3)





## SAFETY

- Vision Zero Action Plan Update
- Safety policy and design guidance
- Automated Traffic Safety Cameras
- Data Tools (HIN/BPSA)
- Protected Bike Lanes, Better Bike Barriers
- Transit Passenger Safety
- Freight & Rail partnerships (e.g. Op Lifesaver)
- Street Use Permitting
- SRTS, School Streets
- SDOT Response Team, Snow & Ice Team, Traffic Operation Center





## EQUITY

- Transportation Equity Framework
- TEF Implementation Plan Update
- Non-transactional Community Relationships
- Modal Advisory Boards & Transportation Equity Working Group
- TEW Youth Mentorship Pilot
- Neighborhood Initiated Safety Partnership Program
- ADA Program
- OPCD-led Anti-Displacement Work Group
- Transportation Access Programs (STM-funded)
- Metro Tra

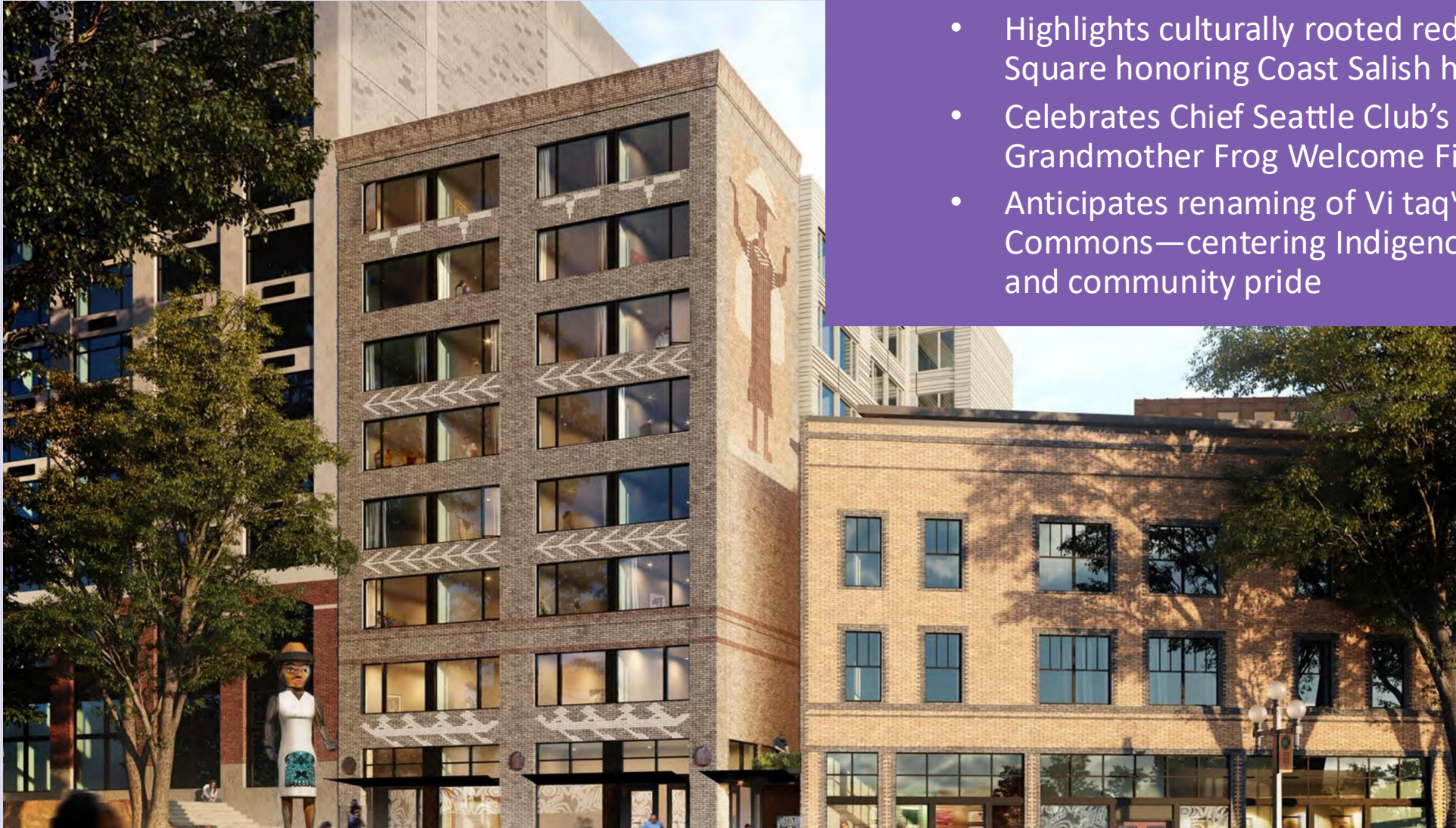






## Showcasing Projects & Programs

- Highlights culturally rooted redesign of Fortson Square honoring Coast Salish heritage
- Celebrates Chief Seattle Club's ʔálʔal building, Grandmother Frog Welcome Figure
- Anticipates renaming of Vi taqʷšəblu Hilbert Commons—centering Indigenous art, language, and community pride



*Center the voices of communities of color and underrepresented groups in our planning and decision-making processes.*





## SUSTAINABILITY

- Advance Climate Change Response Framework
- Support Climate Action Plan Update (OSE-led)
- Low-Pollutions Neighborhoods
- Expanding tree canopy and manage stormwater
- Expand EV Charging Access
- Commercial E-Cargo Bike Program
- Transportation Demand Management programs
- Transit Spot Improvements
- Major events and construction coordination
- Healthy Streets, Shoreline Street Ends
- Paid Street Parking Program







## Showcasing Key Partnerships



*Foster neighborhood vitality and improved community health.*



**Low-Pollution  
Neighborhoods**



**3 LPNs by  
2028**



**Community  
Conversations**



**Learning  
from  
Partners**

## Expanding EV Charging

**Carshare Vendors**



**Office of Sustainability  
& Environment**



**Seattle City Light**



**E-Cargo Bikes**



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





## MOBILITY & ECONOMIC VITALITY

- Delivering on Levy Investments
- Support West Seattle and Ballard Link Extensions
- Metro RapidRide Corridors
- Sidewalks and Crossings
- Bike Lanes and Even Better Bike Barriers
- Heavy Haul Network
- Freight-and-Bus (FAB) Lanes
- Port connections to I-90 and I-5
- Technology Programs (ITS, signals & optimization)
- Regional Center Plans
- Seamless Seattle Pedestrian Wayfinding
- Update Restricted Parking Zones
- Digital Tools for Dynamic Curb Management







## LIVABILITY

- People Streets and Public Spaces program
- Seasonal street closures
- Neighborhoods Greenways
- Occidental Promenade
- Pike Place Market Pilot
- Downtown Activation Plan (DAP)
- SPARK Block and 3<sup>rd</sup> Avenue Activation
- Neighborhood and Community permits
- Public space management
- Streets Illustrated Update
- Community and Mobility Hubs
- Link station area planning and design







## MAINTENANCE & MODERNIZATION

- Enterprise asset management and work order system upgrade
- ITS Modernization
- Digital Curb Asset Management
- New Mobility Options
- Autonomous Vehicles
- Bridge Preservation program
- Major Arterial Roadway Maintenance
- Construction Hub Coordination
- Community Response Dispatch
- Maintenance & Operations Programs





## Showcasing Key Programs

- Maintenance & Operations
- Celebrates varied craft skills across SDOT crews turning plans into reality



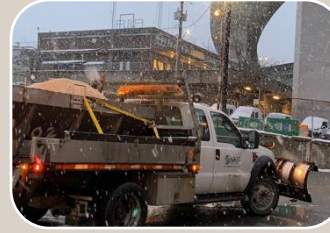
Bridges



Signs & Markings



Community Crossings



Snow and Ice Response



Bike Lanes



Parking



Urban Forestry



Signals & ITS



Public Space Mgmt



Paving



Concrete & Asphalt



Areaways



Street Maintenance



SDOT Response Team



*Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work.*



# What's Next

- **September 30: Target to Publish to Webpage**
- **Fall-Winter: Re-engaging with STP Partners**
- **January 2026 Annual Levy Delivery Plan**
- **Spring 2026 STP Performance Report**
- **2028 STP Implementation Plan & Performance Report (Combined)**



# Questions & Comments





## Legislation Text

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**File #:** CB 121023, **Version:** 1

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### CITY OF SEATTLE

### ORDINANCE \_\_\_\_\_

### COUNCIL BILL \_\_\_\_\_

AN ORDINANCE relating to railroad franchises; amending Sections 1 and 3 of Ordinances 126969 and 126970 to correct an error in the name of a franchisee.

WHEREAS, Ordinances 126969 and 126970 amended descriptions of railroad franchises held in and around

Whatcom Yard; and

WHEREAS, Burlington Northern Railroad Holdings, Inc., was described as one of the two owners of the

franchise rights at issue in the two ordinances; and

WHEREAS, Burlington Northern Railroad Holdings, Inc. is referred to in the rest of the ordinances as BNSF;

and

WHEREAS, Burlington Northern Railroad Holdings, Inc. is one of several “Consolidated Subsidiaries” of

BNSF Railway Company; and

WHEREAS, BNSF Railway Company is the owner of the franchise rights rather than any of its subsidiaries,

and the City’s granting of those rights should be amended to list the correct owner; NOW,

THEREFORE,

### **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. Section 1 of Ordinance 126969 is amended as follows:

Section 1. The City Council finds and declares that Union Pacific Railroad Company, a Foreign ((Profit)) Corporation (Union Pacific), and ((Burlington Northern Railroad Holdings, Inc.)) BNSF Railway Company (BNSF), a ((Foreign Profit)) Delaware Corporation, are the current owners of the

railroad franchise rights at Whatcom Yard and the adjoining areas. Both companies have rights to operate trains along East Marginal Way and within Whatcom Yard.

Section 2. Section 3 of Ordinance 126969 is amended as follows:

Section 3. In order to claim the benefits of this ordinance and to acquire the rights, privileges and authorities hereby granted, Union Pacific and BNSF, on behalf of itself, its successors and assigns, shall ~~((within six (6) months after the effective date of this ordinance))~~ by August 31, 2025, file in the office of the City Clerk written acceptance of the ordinance, duly certified and attested to by its Secretary, under its corporate Seal; or a resolution adopted by its Board of Directors or by the Executive Committee, or Finance Committee of said Board, thereunto duly authorized, accepting the benefits of this ordinance and the rights, privileges and authorities hereby granted, subject to all the conditions, restrictions, specifications, and requirements herein expressed.

Section 3. Section 1 of Ordinance 126970 is amended as follows:

Section 1. The City Council finds and declares that Union Pacific Railroad Company, a Foreign ~~((Profit))~~ Corporation (Union Pacific), and ~~((Burlington Northern Railroad Holdings, Inc., a Foreign Profit Corporation))~~ BNSF Railway Company, a ~~((Foreign Profit))~~ Delaware Corporation (BNSF), are the current owners of the railroad franchise rights at Whatcom Yard and the adjoining areas. Both companies have rights to and are authorized by this ordinance to own the tracks of standard gauge railway, to lay down, construct, maintain, and operate trains along East Marginal Way and within Whatcom Yard.

Section 4. Section 3 of Ordinance 126970 is amended as follows:

Section 3. In order to claim the benefits of this ordinance and to acquire the rights, privileges and authorities hereby granted, Union Pacific and BNSF, on behalf of itself, its successors and assigns, shall ~~((within six (6) months after the effective date of this ordinance))~~ by August 31, 2025, file in the office of the City Clerk written acceptance of the ordinance, duly certified and attested to by its

Secretary, under its corporate Seal; or a resolution adopted by its Board of Directors or by the Executive Committee, or Finance Committee of said Board, thereunto duly authorized, accepting the benefits of this ordinance and the rights, privileges and authorities hereby granted, subject to all the conditions, restrictions, specifications and requirements herein expressed.

Section 5. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by  
me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved /    returned unsigned /    vetoed this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_



Scheereen Dedman, City Clerk

(Seal)

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
SDOT	Bill LaBorde	Aaron Blumenthal

### **1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to railroad franchises; amending Sections 1 and 3 of Ordinances 126969 and 126970 to correct an error in the name of a franchisee.

**Summary and Background of the Legislation:** In December 2023, Council passed two ordinances, Ordinances 126969 and 126970, which amended the legal descriptions of railroad franchises held in and around Whatcom Yard by Burlington Northern Sante Fe Railroad (BNSF) and the Chicago, Milwaukee and St Paul Railway. Whatcom Yard is located along E Marginal Way in the blocks to the north and south of Hanford St. The 2023 legislation was necessary to reflect historic removal of tracks by the railroads, along with designation of future track locations in Whatcom Yard in advance of construction commencing on the North Segment of the E Marginal Corridor Improvement Project in early 2024. Since passage of these Council Bills in 2023, BNSF has informed SDOT that the bill should have read “BNSF Railway Company (BNSF), a Delaware Corporation” rather than “Burlington Northern Railroad Holdings, Inc,” as stated in Ordinance 126969. This legislation would correct the ordinance to reflect the proper “consolidated subsidiary” of BNSF.

### **2. CAPITAL IMPROVEMENT PROGRAM**

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

#### **3.d. Other Impacts**

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

No, it simply corrects the name of the subsidiary entity that holds the railroad franchise rights on behalf of BNSF.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

N/A

**Please describe any financial costs or other impacts of *not* implementing the legislation.**  
This legislation will need to be adopted and in effect to certify the reconfigured right-of-way with WSDOT once the Northern Segment of the E Marginal Corridor Improvement Project, which is scheduled for completion in early 2026.

**Please describe how this legislation may affect any City departments other than the originating department.**  
N/A

#### **4. OTHER IMPLICATIONS**

**a. Is a public hearing required for this legislation?**

No

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No

**c. Does this legislation affect a piece of property?**

Yes, it would correct the legal designation of the subsidiary that holds the franchise right on behalf of BNSF at Whatcom Yard in SODO.

**d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

**i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

N/A

**ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

N/A

**iii. What is the Language Access Plan for any communications to the public?**

N/A

**e. Climate Change Implications**

**i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

N/A



- ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

- f. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

- g. **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No

## 5. ATTACHMENTS

**Summary Attachments:** None.

# East Marginal Way S North Segment

Transportation Committee

September 16, 2025



# Council Bill 121023

- Proposed legislation

- Corrects an error in Ordinances 126969 and 126970 regarding the name of the BNSF subsidiary that legally holds the railroad franchise for the Whatcom Yard intermodal facility in SODO
- Necessary to certify right-of-way reconfigured by the North Segment of the E Marginal Way Corridor Improvement project

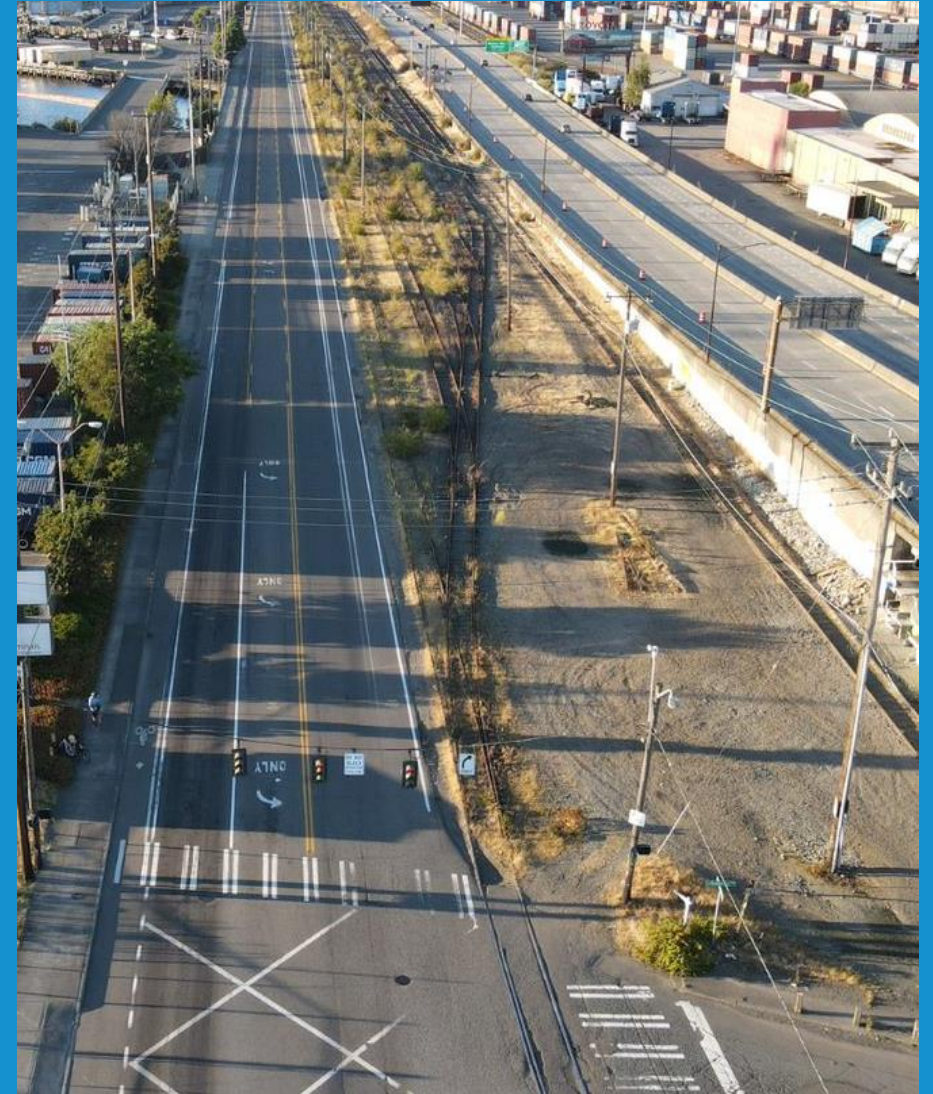




# Whatcom Yard Franchise Agreements & Ordinances 126969 and 126970

Ordinances 126969 and 126970 amended the legal descriptions of the BNSF franchise agreement to:

- Removes area that no longer has railroad track
- Revises areas being reconfigured by the E Marginal Way project



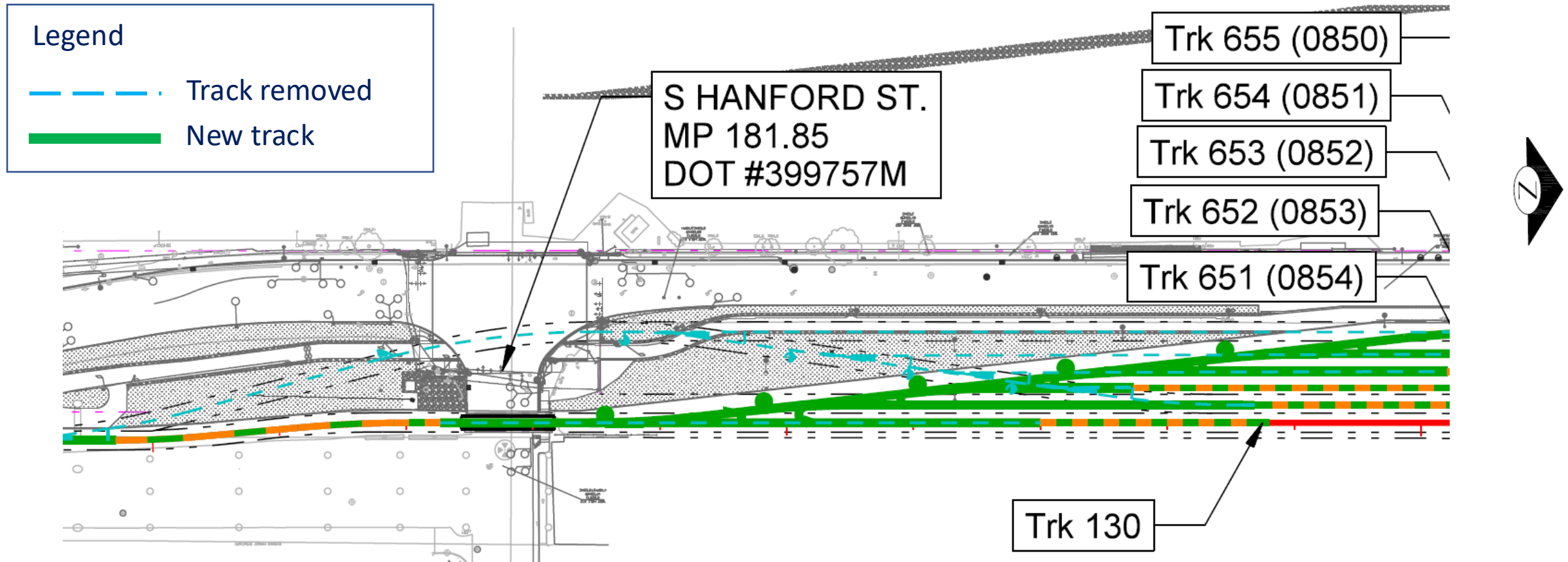




Franchise agreement limits amended to match future track locations  
Franchise rights removed because track has been removed



# Whatcom Yard reconfiguration

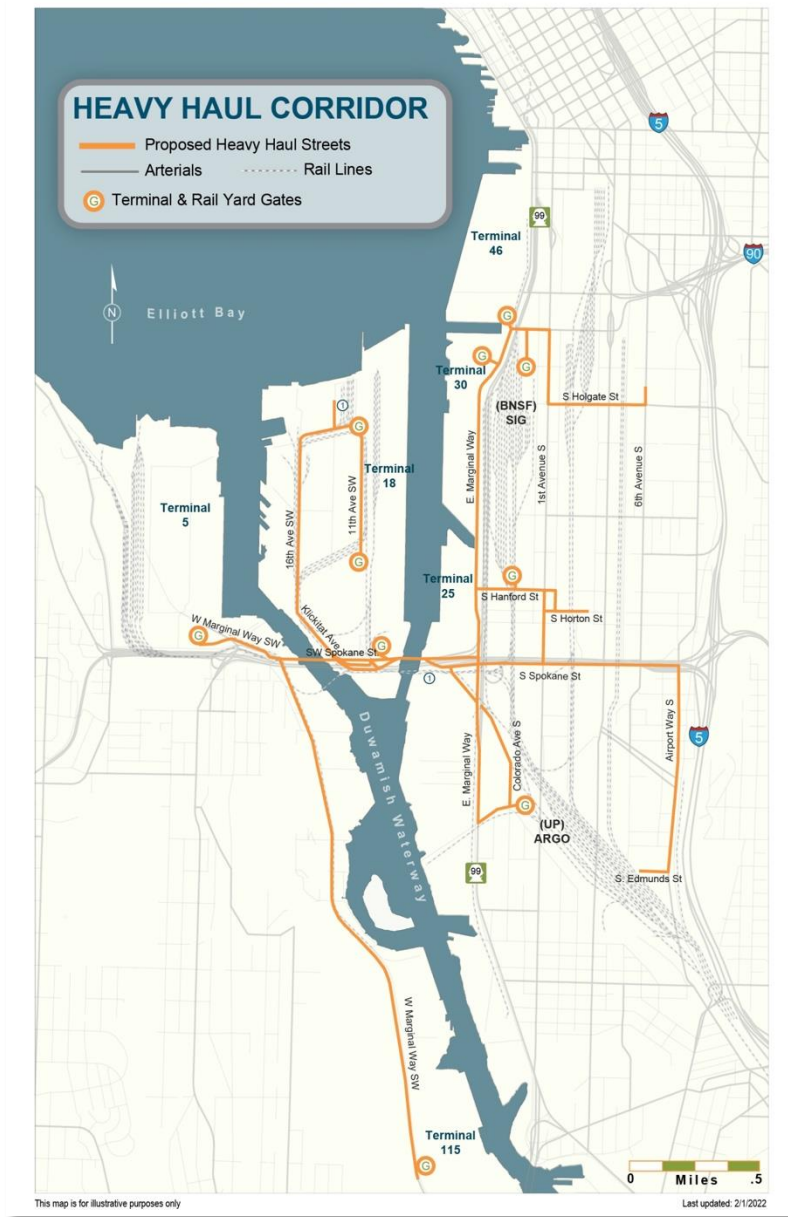


Whatcom Yard redesign triggered by safety improvements at S Hanford St



# Effect of legislation

- No substantive change to underlying Ordinances 126969 and 126970
- Corrects name of BNSF subsidiary with franchise right
  - “Burlington Northern Railroad Holdings, Inc.” to “BNSF Railway Company (BNSF), a Delaware Corporation”







From the entire SDOT Team:  
**Thank you!**