APPENDIX B

Community Organization Reports and Community Engagement Summaries

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COMMUNITY ORGANZATION REPORTS

Asian Pacific American Labor Alliance: Seattle Community Outreach Planning for the Future City of Seattle Policy Report

Duwamish Valley Sustainability Association: South Park Youth Vision Project

Estelita's Library Impact Report

Khmer Community of Seattle King County in partnership with Noio Pathways and KIMYUNITY: Envisioning a city for our community

sləpʼiləbəxʷ (Rising Tides) Indigenous Planning Group: Native and Indigenous Community Input Report - Seattle Transportation Plan

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Seattle Community Outreach:

Planning for the Future

Policy Report
February 2023

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Acknowledgements

This project is the result of partnerships with different community and labor organizations. We want to emphasize and thank our organizational partners for continuing to uplift and share our survey with their community. APALA's survey was just the tool for our communities to share and give input to help shape the future of Seattle, especially from the working people who make the city a success every single day. As a community-based organization, we recognize the changes we want to see cannot be done without trusted partners and coalitions to move the agenda of working people forward.

We would like to thank the Seattle Office of Planning & Community Development (OPCD) and Seattle Department of Transportation (SDOT) for the opportunity to hear the voices of Black, Indigenous, and People of Color (BIPOC) who are involved in the city development plan. We acknowledge their commitment to putting racial equity in the planning process of the city. We would like to express gratitude for the support to the staff for continuing to work with us to create policy from the feedback and voices of our community.

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Seattle
Office of Planning &
Community Development

Seattle
Department of
Transportation

APALA
ASIAN PACIFIC AMERICAN LABOR ALLIANCE, AFL-CIO
SEATTLE CHAPTER

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Executive Summary

Observation

Seattle has experienced significant growth and development in recent years, leading to the displacement of low-income communities. This displacement is largely due to the high cost of housing and gentrification that is a result of it. Due to the increase in displacement, the working class is being pushed out of the city and into the suburbs where there are more affordable housing options. Workers now cannot live where they work and this is what we hope to see change.

Purpose

The aim is to understand the impact of gentrification on BIPOC communities in Seattle. By conducting a survey and gathering qualitative data from residents and workers, the project seeks to learn about their experiences with access to affordable housing and transportation in the city. The findings of this study will inform policy recommendations aimed at promoting equity and addressing the needs of the communities. The ultimate goal is to ensure that these considerations are incorporated into the city's comprehensive plan and that all residents and workers, who typically are not at the planning table, have a say in the planning process.

Questions

To help our organization meet our goals, APALA Seattle formed questions that would guide our work:

1. Who is mostly impacted by gentrification in Seattle?
2. To what extent do racial and economic disparities affect BIPOC communities in housing and transportation?
3. How do the impacted communities envision Seattle in 20 years?

Methodology

To answer these questions, APALA Seattle designed an online survey structured as semi-structured interviews. The survey was divided into six sections: *Demographics, Housing, Transportation, Community, and Jobs.* To ensure a focus on BIPOC working communities, APALA Seattle partnered with multiple community and labor organizations. Additionally, 1:1 interviews were offered to provide a more in-depth understanding of the participant's experiences. The survey aims to gather both qualitative and quantitative data on the stories, perceptions, and experiences

of BIPOC residents and workers in Seattle. The quantitative data collected in the survey provides an estimate of the cost of living, type of transportation used, and demographic characteristics of the participants. The qualitative data collected through interviews provide a more comprehensive understanding of the participants' experiences in Seattle's housing and transportation systems.

Findings

Housing

1. Lack of Access to Affordable Housing
2. Inaccessible Rent Application Process
3. Gentrification pushing BIPOC community, especially those that grew up in the city
4. Income Inequality

OPCD Recommendations

1. Rent Stabilization
2. Expansion of Rent Subsidization
3. Zoning Reform
4. Improving Housing Quality and Safety
5. Workers' Protection for unionizing in the City

"IN THE LAST 20 YEARS, HOUSING PRICES HAVE SIGNIFICANTLY JUMPED, AND THE NEIGHBORHOOD HAS CHANGED, WITH MORE PEOPLE OF COLOR BEING PRICED OUT. I HAVE SEEN MORE HOUSING BEING PUT IN AT AN UNAFFORDABLE PRICE"

Transportation

1. Reducing bus routes and times & replacing it with light rail
2. Limited availability of affordable/free parking
3. Eroding roads
4. Safety/Concerns for commuters
5. Increase of Traffic

SDOT Recommendations

1. Increase Public Transportation Accessibility
2. Affordable & Free Parking
3. Better road infrastructure
4. Increase safety for public transportation

"LIGHT RAIL GOT PUT IN, BUSES GET CUT AND NOT GOING EAST AND WEST. MILES BETWEEN THE STOPS AND MAKE THINGS HARDER FOR FOLKS. WHAT LOOKS GOOD ON A MAP DOESN'T TRANSLATE TO THE REALITY OF PEOPLE'S TRANSPORTATION NEEDS. WE USED TO HAVE FREE ZONES AND THEY WENT AWAY, KEEPS FEELING THE CITY IS DESIGNED FOR TOURIST AND FUN DAY TRIPS AND NOT FOR PEOPLE WHO WANT TO BUILD COMMUNITY YEAR ROUND..."

01 Introduction and Context

Background

Seattle's 2035 Comprehensive Plan is a blueprint for the city's future, outlining a 20-year vision and roadmap for improving housing, transportation, jobs, and more. The plan sets ambitious goals for making Seattle a more livable, sustainable, and equitable city for all residents. This will guide decision-making on everything from environmental to infrastructure investment over the coming years.

Over the years, Seattle has been experiencing challenges in managing its growth while also trying to keep the diversity and inclusivity of the city. The comprehensive plan seeks to address the challenges and follow these four core values of

1. Community
2. Environmental Stewardship
3. Economic Opportunity and Security
4. Race and Social Equity

Project Overview

The city of Seattle collaborated with community-based organizations to conduct community outreach to focus on the housing and transportation experiences of BIPOC communities in the city. The Office of Planning & Community Development (OPCD) and the Seattle Department of Transportation (SDOT) have partnered with our organization, Asian Pacific American Labor Alliance (APALA) Seattle Chapter to learn more about the experience of the community we represent but also other marginalized groups that are often left out in conversation on the planning of the city. We were tasked to identify the barriers to accessing safe and affordable housing and transportation options. We also wanted to identify the root causes of these barriers and the factors to contribute to them. Finally, recommending to both the OPCD and SDOT possible policy recommendations that the city may incorporate into their respected comprehensive plan.

Who are we as an Organization?

The Asian Pacific American Labor Alliance (APALA), founded in 1992, is a labor constituency group under the AFL-CIO bridging the labor movement and broader AANHPI community. It is the first and only national organization of Asian American and Pacific Islander (AAPI) workers and community allies. APALA Seattle is dedicated to advancing the rights of workers, immigrants, and civil rights. In Washington state, our chapters have been actively advocating, training, building, and empowering AANHPI workers. We collaborate with community organizations and labor unions to support the advancement of the working people while creating a socially just movement.

We are grateful to have been able to pursue this work as a 501C3 organization due to the partnership with Legacy of Equality Leadership and Organizing (LELO) as our fiscal sponsor and long-time community partner in fighting workers' rights and empowering workers of color in Seattle.

Our vision is for a society that prioritized economic and racial justice, upholds human rights and worker dignity, and fosters a sustainable environment. We strive to create a better life for Asian Americans, Pacific Islanders, Black, Brown, and Indigenous people, and all communities fighting against oppression.

Labor Consideration

Since APALA Seattle Chapter is a labor constituency group. Our organization wanted to center the experiences of workers when considering this project with the city of Seattle. The workers surveys work in a variety of industries including; hospitality (housekeepers, cooks, dishwashers), education (teachers, professors, students, and graduate assistants), government (letter carriers, disability adjudicators), healthcare (nurses, medical assistants, homecare workers), and nonprofit. Workers are often impacted by inequities that result in disparities in affordable housing, accessing transportation, and job opportunities. Lack of affordable housing and reliable transportation can make it difficult for workers to maintain stable employment and meet their basic needs. We want to address the inequities that contribute to disparities in these critical areas and how we can uplift labor in the planning and decision-making of the city for its future.

Research Questions

1. Who are the most impacted by gentrification in Seattle?
2. To what extent do racial and economic disparities affect BIPOC communities in housing and transportation?
3. How do the impacted communities envision Seattle in 20 years?

Research Methodologies 02

Semi-Structured Interviews

We designed a semi-structured interview that is divided into six sections: *Demographics, Housing, Transportation, Community, and Jobs.* These questions are structured to be easily understood by community members so that we can get a clear understanding of their experiences. We also offered necessary translations and interpreters to community members who are in need of it. To ensure a focus on BIPOC working communities, we partnered with multiple community and labor organizations in not just King County, but Washington state. Additionally, 1:1 interviews were offered to have a more in-depth understanding of the participant's experiences. The survey's purpose was to gather both qualitative and quantitative data on the stories, perceptions, and experiences of BIPOC residents and workers in Seattle. The quantitative data collected in the survey provides an estimate of the cost of living, type of transportation used, and demographic characteristics of the participants. The qualitative data collected through semi-structured interviews provide a more comprehensive understanding of the participants' experiences in Seattle's housing and transportation systems.

Analyzing the Quantitative Data

Our organization followed the thematic framework to analyze the qualitative data gathered in the people's experiences in both housing and transportation in Seattle. We carefully analyzed the survey interview and identified certain themes that may have come from the different survey participants. We did an inductive approach where we made inferences from the data we collected and come to a specific conclusion. Our team recognizes the diverse experiences of our community members so we want to make sure that we are not generalizing their needs, so we want to pair their responses that reflect each one of our policy recommendations.

Analyzing Quantitative Data

We calculated the median income, and cost of housing. We analyzed the different housing situations by looking at the statistics of those who rent, own, and those with other situations. We also wanted to know how many people were working in and out of Seattle, and how many people living in and out of Seattle. On transportation, we were able to see the time of commute, types of transportation modes being utilized, and the barriers of travel.

03 Findings

Demographics

There were 120 people who participated in our survey. We were able to get our focus on BIPOC communities, and the results indicate that the majority of the participants were from Asian backgrounds, with East Asians being the largest subgroup at 24.4 percent and Southeast Asians at 8.4 percent. Other groups were also present in the survey like the Black/African-American, Middle Eastern, and LatinX communities.

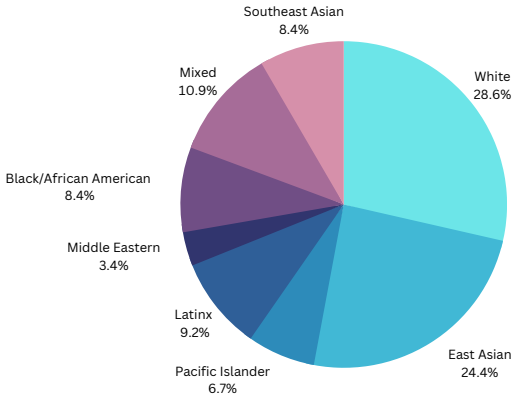

Image 1. Demographics Breakdown

The median income was $29.53 per hour or about $54,720 annually. The recommended salary to be able to be middle class in Seattle is about $73,847 and more (Haegele 2023). Our findings are that the BIPOC communities surveyed were much lower.

Housing Cost

According to our survey, the cost of housing in Seattle varies on the type of housing and a number of individuals sharing a residence. The median cost for a one-bedroom apartment is $1,136 per month. However, for those renting a single room in a shared household, the median cost is approximately $762 per month.

For homeowners, the median monthly cost of a mortgage in Seattle is $2,304. To arrive at these figures, we analyzed data on housing costs and household sizes (see image 2). Our findings indicate that the number of people living in a household has a significant impact on housing costs. For instance, the median cost of a one-bedroom apartment may be prohibitive for a single person or small family, whereas the cost of renting a room in a shared household can provide more affordable options.

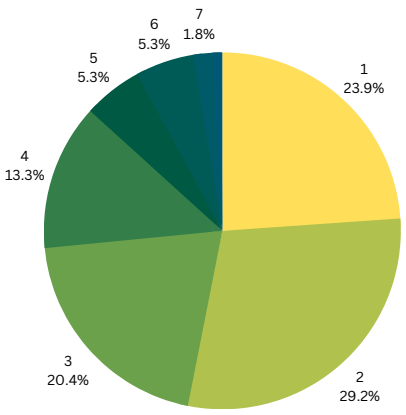

Image 2 - Number of People in a household

Based on our responses from the individuals in Seattle when asked about their experiences with housing, the patterns that emerged were predominantly negative. The words that were most commonly used to describe the experience were expensive, unaffordable, stressful, difficult, dangerous, competitive, worried, and etc.. These findings suggest that there are significant challenges and barriers to finding suitable and affordable housing in Seattle.
The issue of affordability appears to be particularly acute, with many respondents describing the cost of housing as a major source of stress and financial strain. The competitive nature of the housing market in Seattle was also mentioned frequently, with many individuals describing the difficulty of finding suitable housing due to it being in high demand and limited. Additionally, some individuals expressed frustration and worry about the lack of options available to them.

"Very hard to find affordable housing. Always had to live with roommates to afford housing. Ended up on the outskirts for cheaper rent in older buildings - more affordable to buy a house far from the city"

When asked about the housing changes they've seen over 10 to 20 years, the most commonly cited words were an increase in cost, homelessness, gentrification, income inequality, expensive, and unaffordable. The most significant change noted was the increase in housing prices. Many of them reported that the cost of living has become unaffordable, making it difficult for them to stay in their homes. This trend has led to many community members being pushed out of the city. Gentrification was definitely a concern in the displacement of long-time residents and the loss of their own community. Income inequality was another issue that many respondents mentioned, with some noting that the increase in prices had not been met with corresponding wages. This has made it difficult for working people to make ends meet.

"There have been more homes being build and changes to the neighborhood that I grew up in. Apartment buildings have replaced the once neighborhood stores and local businesses. The housing market and availability with a lens of affordability does not exist anymore. No one at my age can really purchase a home in the city where they grew up in"

The respondents were also asked about factors that would contribute to moving back to the city. The most frequently cited factors is the issue of finding durable and lasting solutions for those experiencing homelessness, which they saw an important factor in making the city a more livable place. Some addressed safety concerns due to the increase of crime in the city.

We were also able to ask about the meaning of affordable housing to people. The participants offered a variety of responses. Some individuals indicated that affordable housing should be accessible to all communities, regardless of socioeconomic status. Other emphasized importance of affordability in terms of the percentage of household income that housing costs should represent. Specifically, saying that rent should not exceed 30 percent of your income and not sacrifice necessary amenities for people.

"Accessible to all communities and not hard to get into. Individuals are not rent burden. In a good location and people aren't displaced."

What does an ideal Seattle look to you?

Many people expressed a desire for affordable housing transportation options in Seattle which includes a need for more affordable housing options, as well as public transportation that is accessible for all residents and abundant. Ability to live where you work without having to commute long distances or deal with high housing costs. Many people also expressed a desire for more diverse community spaces that are welcoming to BIPOC communities. This means more inclusive spaces and reflective of the city's diverse population while also expressing cultural area should be able to stay in the city. Housing for all with pathways to ownership, so more working people would be able able to not just be able to rent but own a home in city. And lastly, people expressed desire for a walkable, affordable, and equitable community.

"All affordable housing, nobody who is unhoused, universal healthcare, affordable healthy foods, free (for those who need it) public transportation, city-wide affordable internet, solar panels and other alternative energy sources, lots more charging stations for electric vehicles, walkable neighborhoods, More diverse neighborhoods that better represent the area"

Relationship to Seattle

Based on the available data in this survey, it appears that a significant partition of the participants have some sort of connection Seattle. Specifically, 41.9% of the participants both live and work in Seattle. Additionally, 18.9% of the participants work in Seattle, which suggests that they are commuting into the city. Finally. 12.8% of participants live in Seattle, indicating that they live in Seattle, indicating that may commute outside of Seattle or within the Seattle area (see image 3).

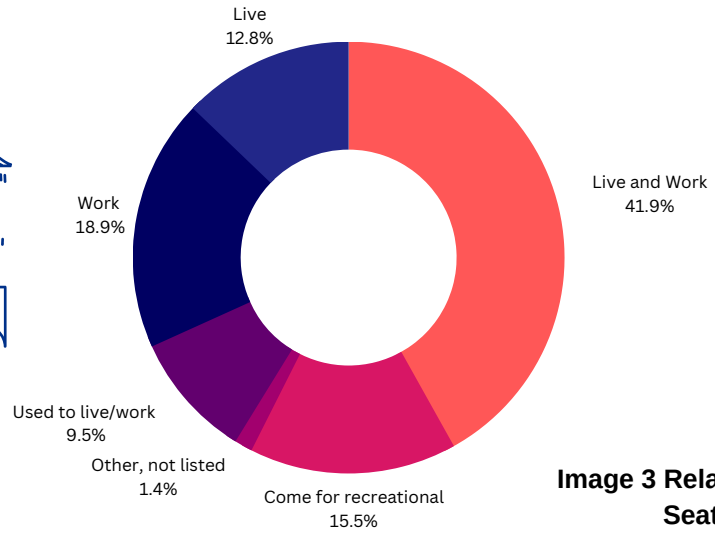

Image 3 Relationship to Seattle

Where in the Greater Seattle Area they live and work?

We were also able to see the common zip codes on where they reside. See below

Lives in Seattle	Lives outside of Seattle	Works in Seattle	Works outside of Seattle
Beacon Hill 98144	Lynnwood 98036	International District/SODO 98104	Federal Way 98023
Central District 98122	Renton 98055	Central District 98122	Edmonds 98026
Rainier Valley 98118	Kent 98031	UDistrict	SeaTac 98158

Table 1 Relationship to Seattle with Zip Codes and Area

Shift Hours

We thought it was important to know the shift hours of workers so that SDOT have the ability to know the accessibility of public transportation when maybe some busses or trains are not running. We found that 42% of our respondents work a 8 AM to 4 PM job, but there are also those who work 4 PM to 12 AM or 12 AM to 8 AM jobs. In Addition to that, 38% said "Other" in which may indicate that shifts vary day by day or they have multiple jobs (see image 4).

Commute Time

Commute time is very important to know more about accessibility of public transportation in the city. It gives us information on the average time riders either go to work. In our datasets, we found that majority of our respondents take more than 30 minutes to commute in Seattle whether for work related or other reasons.

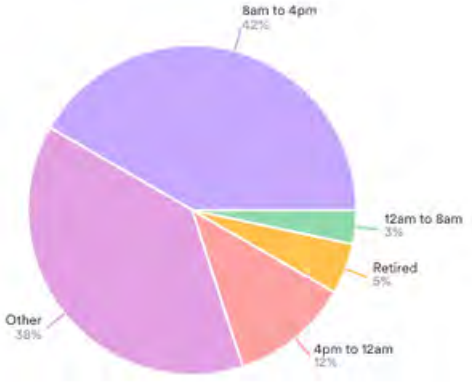

Image 4 Relationship to Seattle

Mode of Transportation

We found that that 34.1% of the respondents prefer to use a car. Though we think that this is particularly high because of the convenience for commuter to get to work. The majority of Seattle still uses public transportation with 21.1% of respondents said they used the light rail or train and the same amount of percentage for those using the busses in the city. There is also about 4.5% of people who bike in the city.

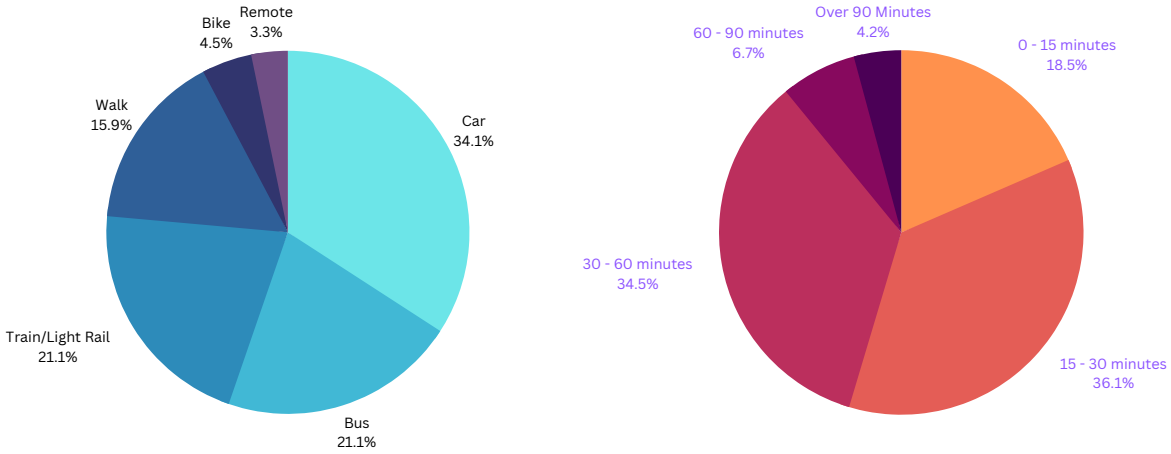

Image 5 Mode of Transportation and Commute time

Transportation Experience

Our survey regarding experience in transportation in Seattle reveals that the lack of reliable public transport for standby/call hours or night service is a significant issue. Many commuters report feeling stranded during standby/call hours or night service. The fewer bus routes and longer wait times between transfers are another issue that many commuters face. This can significantly increase the overall travel time and can make getting work or appointments a challenge. Another major concern is the heavy traffic that plagues the city, which may increase duration of commute for a lot of workers that's driving into and out for the city. Furthermore, unfixed potholes on many roads have been a persistent for decades, making driving on the streets a bumpy, increasing the risk of accidents and tear on vehicles. Lastly, we found that people were concerned about the poorly maintained sidewalks for pedestrians, making it not accessible. This is also an issue on weather conditions when they can become slippery and hazardous. This can pose a particular risk for those with mobility issues or disabilities. Safety was also expressed by some of the respondents.

"Frequently accessed roads are full of potholes - this is worse in neighborhoods that are not primarily single family homes. Most buses I take come either early or late, rarely on time with the posted schedule"

Future Transportation

The top priorities for Seattle's transportation system are affordability, promoting livability, safety and comfort, accessibility, and be racially equitable. They highlighted the specific improvement to the city's transportation infrastructure, including wider sidewalks, bike-friendly roads, shuttles to light rail, and proximity to light rail stations. Survey participants also expressed strong desire for more presence of community safety or social workers to help ensure the safety of all users of the transportation system. They emphasized that transportation is a critical component and must be designed with the needs of all residents in mind, regardless of race, income, or ability. In addition to that, affordability and promoting livability that supports sustainable lifestyle. We think that these priorities are essential to take into account in transportation planning and policy.

04 OPCD Recommendations

Rent Stabilization

Many residents struggle to find affordable housing, and the city has seen significant increases in rental prices in recent years. Rent stabilization could help ensure that tenants are not priced out of their homes and communities, and could provide more stability for renters who are often subject to sudden and dramatic increases. The city could look at rent stabilization in New York City. Rent stabilization are cover units in buildings of six or more units that were built between February 1947 an December 1973 (Parker 2019). Then there are also certain threshold for increasing rent prices. Rent stabilization is a policy that has the potential to make housing more affordable and accessible in Seattle for low- and middle-income renters.

"I used to live in West Seattle and over the past 10 years there have been new, 6-10 story apartment complexes on all main streets, new ones every few months / year. Homelessness is getting worse in areas like CID, downtown, everywhere, because the rent is rising everywhere. Black and brown families getting pushed out of South end, central district, and more white or young people moving into those areas where the rent is just cheap enough for them but too expensive for other low income families who have been there for a long time. More policing terrorizing poor neighborhoods"

"I cannot afford to save money, support my elderly parent and grandparent and pay average rental costs within the City of Seattle (and do not want to continue a shared or substandard living situation). Purchasing a condo or townhouse is out of the question expensive, and even if I could afford the downpayment would leave my cash poor to save enough to support my family. Living with my family in an aging house in a rapidly gentrifying neighborhood and helping with living expenses, utilities (which are so unreasonably high!) and taxes has been the only way to continue to live within the city limits"

"I am constantly trying to find other places to move that might be more affordable. (Out of the city) Landlords have had it too good for too long and not fixing anything in their units for the safety of their tenants"

"I have lived in 4 subsidized housing apartments before moving into this house. We have been pushed further south because of rising rent prices"

"It is very difficult to find affordable housing in Seattle in general. Affordable rent is already difficult enough to find, let alone a pathway to home ownership. Personally I was lucky that a friend referred me to the manager of the apartment building where I currently live. Trying to find an affordable one bedroom home has been extremely difficult and I have mostly stopped searching for the time being"

"I will be priced out of my apartment once it hits $2000/month, though it just increased by $100 when previously rent only went up yearly by $50. I thought I had a few more years here until I got notice my rent jumped to $1900. Now I'll probably have to search for a place within the year, and it makes me angry that my rent is now what I would've been paying had the COVID-19 rent moratorium not happened. I was able to keep paying my rent during the pandemic (as most of my other neighbors likely were), so it's frustrating to still get notice of rent increase when my landlord was not losing money in the slightest during the pandemic. I dread moving, it gives me anxiety, which is why I haven't moved from my place, and I know I'll likely have to downsize once I leave this place"

"People can pay rent at a reasonable price if they are not making too much money. People's bills to live in the house also is not too expensive. While it is easy to look for a place, we have to think about all the expenses that come with it such as rent, utilities and any emergency that comes with it. Housing must be affordable as a total package where you aren't spending your entire paycheck"

04 OPCD Recommendations

Expansion of Rent Subsidization

This can provide crucial lifeline to to those who are struggling to afford housing in Seattle. It can help to reduce the burden of housing costs for working households, making it possible for them to remain in their homes and avoid eviction or homelessness. This can help to stabilize communities and reduce the social and economic costs of homelessness. The Seattle Housing Authority already have low-income public housing programs. However, there is certain eligibility restriction such as "one household member" should at least be a citizen or have eligible immigration status. This puts burden to undocumented immigrants who maybe looking for affordable housing. Other criteria can be increasing the 30% or less of Area Median Income (AMI).

"Moving to Seattle, it was very difficult to find housing that I could afford on a PhD student salary. My partner and I were moving from abroad and inquired about dozens of subsidized apartments under the King Country MFTE program. We were finally able to secure an MFTE unit, but it required a lot of work and diligence to get one. We lived there for three years until we had saved up enough money to purchase a town home. We were only able to do so because we are a double income household and had lived extremely frugally for several years"

"Finding affordable housing options for a couple. Eventually, we were able to get into housing subsidized by UW (at Radford Court) because I am a graduate student. However, we had to sign up months in advance for the wait list. When I first moved here, I had no idea about these apartments and it was hard to find"

"Subsidize more cost effective housing".

"Subsidies for low income tenants in the form of rebates""

"Housing is a human right and everybody needs to have access to housing. I think the structure of taxes in Washington state is unfair. People who has more money has to pay more taxes. And regressive taxes doesn't help to improve the lives of low income people. Affordable housing needs to be subsidize by the state if change the structure of taxes"

"Some parts of the community do not have much and are being pushed out. Others are prosperous or have little but are secure in subsidized or section 8 senior housing. There are many inequalities in the API or CID community (and Seattle overall) and a significant that part of these communities face rising rents and displacement"

"Increase subsidies for all renters. Tax breaks and incentives for properties that have low rental costs. Market caps on costs for 1-2 bedrooms, etc."

"Subsidize housing. Increase knowledge of renter's rights. Increase burdens on landlords for increasing rent"

"...greater subsidies for housing for people who fall below the poverty line in the area, creating more regulation around new developments having more affordable housing units"

*"If the new buildings being made had subsidized housings and the light rail would expand further in all directions that would give us fewer unhoused people and
But affordable housing is important and would be nice to see in 20 years"*

"Can try to subsidizes homes or increase costs for second homes for incentives first time home buyers"

04 OPCD Recommendations

Zoning Reform

One of the main reasons for this housing crisis in Seattle is restrictive zoning laws that limit the construction of new housing units. Single-family zoning laws were used to restrict marginalized communities before. This is consistent with earlier studies in Seattle where they found that African-American were much less likely to receive multifamily zoning while Chinese-Americans tended to receive less multifamily-zoning (Twinam 2018). Additionally this has resulted in barriers of new development for affordable housing, leading to increase of homelessness in the city.

"Hell yeah! Restricting zoning Strict rules and regulations on development (# of units in apartments) and for mixed-income apartment complexes. Aggressive taxes on developers that make apartment complexes that don't develop buildings for low-income so money can go towards completely low-income housing. Slowing down the development pace for high-end and expensive apartments"

"Lift zoning restrictions in low density areas - this is the number one biggest problem"

"Take housing out of the market economy. Build more affordable housing, regulate developers, change zoning laws"

"I think so. Something I can see is zoning and what kinds of dwelling can be built in various places. How the city makes decisions about zoning. And another is closer scrutiny of developers and how they gain access and what their intended audiences are. There could be a better policy or requirement before the developer can throw their money to build in the city. There could be more oversight and analysis on who's coming in the city build. There are certain developers who specialized in being predatory to buying people's houses in the city"

"Change zoning laws to allow more multi-unit dwellings in areas zoned for single families. Create exhibits on a website for what this may look like connecting interested parties to available dwellings or contractors that specialize in adapting an existing structure into a multi-unit building"

"Generally less affordable than it should be. We need more social housing and housing in general, and we need an end to single family zoning"

"Build more dense housing and less single family zoning."

"Yes. Keep rent control. Pushing for more housing. Zoning the city safely in a better way"

"Eliminate single-family zoning"

"Single family zoning laws should be changed"

We don't have enough of it. The supply is being choked by zoning laws for a city of half its current population.

"In U-district - a lot of tearing down of single-family homes for apartments and condos
3 years in Beacon Hill: homes are being renovated and being sold for a higher price"

04 OPCD Recommendations

Improving Housing Quality and Safety

The city of Seattle can review and update its building codes and regulations to ensure that all buildings, both old and new, are up to standard in terms of safety and quality. In addition to that, the city should review rentals in Seattle if landlords are meeting the quality and standard of the city. The city can take measure to improve tenant rights and protections to ensure the renters are living in safe and healthy conditions. But also looking at food justice or food availability in the area. This can improve housing quality and safety for all residents.

"It means housing that poor people can afford -- not just using AMI, but just providing housing for everyone who needs it. Social housing in which wealthier people's rent offsets poorer people is one solution, with initiative 135, we can make this a reality. Furthermore, affordable housing does not mean dilapidated projects - it means high quality living on the same standard as everyone else, it should mean safety, having access to basic amenities, and community -- not isolation"

"Housing: Affordable, high quality, safe housing for everyone..."

"Housing that is decent quality to live in and is within a reasonable price so that I am not spending 40-50% of take home income on rent."

"No one has to sacrifice essential quality of life stuff (nutritious food, healthcare, transportation, school supplies, ability to buy a house, etc.) because of high cost of housing"

"Worst experience ever. Rat infested complex... smell of human feces.. Expensive considering the quality. Black mold.. unresponsive land lord"

"I could not survive living there now even then i could barely survive. Living in Seattle my economic opportunities would be cut in half. Reliable on having a car. In general, find space to occupy in the city. I don't know how people live in the smallest spaces with the highest cost. Feels like so many people who are landlords don't live in the city. Even the care, with more money doesn't mean the quality of the housing is better but worst than others. Seattle is general is ripe of scum lords"

"I think that housing now is too expensive for students/new grads to enter, and are very rushed and lower quality if new"

"I think that housing now is too expensive for students/new grads to enter, and are very rushed and lower quality if new"

"Extremely difficult to find housing that meets your needs, short timelines and turnarounds, usually very very expensive (I got lucky with my current home, which I was able to get only through a personal connection to a former tenant). Have had very bad experiences with housing in the past, negligent landlords, mold, expired fire extinguishers, deteriorating housing etc. One house I lived in had an outlet (under the kitchen sink) that was exposed to dripping water, & was burnt because it would frequently spark. The landlord refused to repair this, so me and roommates paid $900 to have it fixed. We then demanded our landlord cover the cost, they refused so we withheld rent, and they immediately sent out an eviction warning"

I am constantly trying to find other places to move that might be more affordable. (Out of the city)
Landlords have had it too good for too long and not fixing anything in their units for the safety of their tenants.

04 OPCD Recommendations

Worker's Protection for Unionizing in the City

It's important to rebuild the dwelling middle-class in the city and for the city to accomplish that, they must protect worker's rights because there's no future without workers. Protecting workers' right to unionize is an important step in addressing the housing issues in Seattle and other cities. By doing this, they would have the ability to negotiate fair wages, have affordable health-care, and remove financial baggages that may burden their cost of living in the city. The city can look at protecting workers against retaliation, higher labor standards, and paid sick leave. In addition to that, the city can support workers through exercise of public leadership like education and outreach, general advocacy for unionizing, and additional resources.

"ongoing concern about the underfunding of community and technical colleges. The percentages of public funding that goes to public education has continued to drop over the years. This is concerning because community and technical colleges are still the open door policies"

"$410 per month-Medicare premium+medigap+prescription drug premium"

"Understaffing. Workload increase. Paid sick leave. High cost of employer based healthcare"

"Low pay for others in my workplace. Incredibly rent burdened"

"As an internationally subsidized worker, I had to fight for my right to get employer-based healthcare. This should be the standard"

"...High cost of employer based healthcare"

"Expand the ability for workers to organize and form unions in a neutral and fair process, rent control (which would have to pass state legislature first), greater subsidies for housing for people who fall below the poverty line in the area, creating more regulation around new developments having more affordable housing units"

"Every day people would have the freedom to choose where to live no matter the market. Workers can decide where to raise their families. The government would do more to help the people - I.e provide social housing. Tax the rich!. Social welfare and healthcare - a more community-oriented government that cares for the most vulnerable. Everyone has a union"

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"Wages have not increased at the rate of the growth of the city"

"I am a short-term contractor that does not have benefits - working for a non-profit"

"Restaurant: Wage theft, breaking hippa laws, not paying over time... so many problems. Asking for doctors notes... The pink door is a labor law violator each day"

"One Job Should be Enough! Wages are too low. My hours at work vary, sometimes I don't get 40 hours a week at Westin, and my stadium job is seasonal and based if there are events"

05 SDOT Recommendations

Increase Public Transportation Accessibility

One of the key benefits of a robust public transportation system is that it provides affordable and efficient transportation options to people whose only options are to use the public transportation that is accessible to them. The city of Seattle needs to increase bus frequency and routes to ensure more residents can have access. This could mean increasing routes to areas that currently have limited service. It may also be beneficial to create new bus routes that connect underserved neighborhoods to key transit hubs. The increase in bus frequency means additional hours of services for workers who need to commute late at night or early in the morning. Accessibility doesn't only mean more frequency or routes, but also the affordability of public transportation. One key ask was bringing back the free-zone area in down or more subsidies for workers who don't have their companies subsidizing it for them.

"Light rail got put in, buses get cut and not going east and west. Miles between the stops and make things harder for folks. What looks good on a map doesnt translate to the reality of people's transportation needs. We use to have free zones and they went away, keeps feeling the city is designed for tourist and fun day trips and not for people who want to build community year round. Transit workers are high stressed. They are tense. Something about their job and safety that makes them on edge. Drug use seeing on public transit is a safety concern."

"I live between two transit station, but I live in the middle so I don't have time to go to either station because it takes 25 minutes away. It would be nice to have some kind of shuttle or busses in my area to take me to the light rail"

"Cutbacks on public transportation so it has been hard for children to get around before having drivers license Long rides and a lot of walking"

"I live in Auburn and work in Pioneer square. it's too expensive, the sounder train $4.25, a bus is $3.75 for sound transit bus. Comes to about $200 a month. It's more expensive than King County Metro but metro take 2.5 hours one way! I'm excited for the new light rail station to open in federal way. On the weekends, the train is less frequent, we need more options"

"I have to take a bus to reach the train, and the bus routes have been progressively reduced and moved further from my house over the 10 years I've lived there"

"Infrequent, not completely reliable In areas where communities can't afford their own car, there are fewer buses and lines are being cut. Bulldozing through low-income communities - traffic and lack of safety. Buses always being late and lines being cut, very isolating"

"Time management to hit public transportation - have to have cushion for time, walkable. Challenging when you have multiple jobs to have that flexibility. Worked in Seattle & bellueve. Drive car to bellevue p&r at 6am, take bus to seattle, work, bus back to bellueve and then drive home. Public transport isn't create for workers who clock out 11pm. Either get home at 2am or drive to seattle for parking."

A lot of times the commuter bus I would take to work is cancelled. Then I have to drive in and pay for parking. Sometimes the morning bus is running but then the evening bus could be cancelled at the time I need it. So sometimes that could include waiting 35 to 40 minutes or taking streetcar to the light rail to transfer to a different bus and then walk 10 minutes. It's a hassle.."

"I work at seatac and the light rail station is very close to my house. However when I worked early morning shifts, there is no light rail available that early so I have to drive myself. The roads in front of my house has parking now and streets are narrow. It is hard and scary to drive around Seattle. There are now more bike lanes which makes it scarier for me to drive around. There are also lots of potholes in the streest that have not been fixed for many years"

05 SDOT Recommendations

Affordable & Free Parking

The affordability of parking is a huge concern for those who are commuting by car into the city. The city should consider providing subsidies or other forms of assistance for workers who need to drive to work, especially in the heart of Seattle. This could take the form of discounted parking rates or even free parking in designated areas. Free parking could be in areas such as on the streets around the city (with a pass) or in parking structures/lots. It could be really helpful to utilize the current parking structures available by providing space to be used for those workers who drive. This could alleviate financial burdens for those who have to drive to work, particularly for those who don't have subsidies provided by their company and are spending their wages to pay for parking to work. This is important to create a more equitable and sustainable system for workers in the city who are forced to drive due to the lack of accessible public transportation.

"... I drive because it is easier but there is always traffic. When I am going to Chinatown to buy groceries or eat, there isn't any place to really park anymore except the streets. The parking in Chinatown is more expensive than other places. I drive because it is easier for me to get around because of my hours. I get off at midnight and it is easier for me to just drive and get home. But the roads need to be fixed. Many roads including 14th Ave S and 15th Ave S have had so many potholes for over 20 years."

"...For folks that live on low incomes in these neighborhoods, cars are still a necessity due to the lack of pedestrian safety and limited transit routes, and this is a huge issue not only because of climate change mitigation and local pollution, but also because our roads and car-based transportation infrastructure is crumbling..."

"...Driving has become more difficult within the city with the increased use of bike and bus lanes. The roads themselves are generally OK. Parking with the increased density is more difficult.."

"limited buses running east/west in northern Seattle expensive parking fees at the UW"

""Driving in Seattle is akin to inching through a parking lot; the bus service in Seattle is absurdly limited"

*"IIf driving, parking is hard to find
Workplace doesn't pay for parking and have to pay and move car every four hours"*

"The traffic - lack of parking "

"...In areas where communities can't afford their own car, there are fewer buses and lines are being cut Bulldozing through low-income communities - traffic and lack of safety Buses always being late and lines being cut, very isolating"

"So much construction, expensive parking, not enough bus routes to get to/from work"

"Difficult for parking, difficult or dangerous for walking around depending on the neighborhood"

05 SDOT Recommendations

Better road infrastructure

People's mode of transportation depends on the type of use and where they need to get to. However, it was echoed throughout the constant construction and increase of eroding potholes has created streets that are unbearable for drivers and commuters. The city should implement a more proactive approach to repairing these potholes, as they pose a significant risk to both drivers and pedestrians. Additionally, the city should use materials that do not erode quickly to reduce the frequency of potholes. The city may also re-assess the disparities in the distribution of potholes in reflection to the zoning law as more potholes are significantly in non-single family neighborhoods. And finally, they should invest in making sidewalks more accessible to all residents, especially those with disabilities as it's sometimes difficult to navigate for individuals with mobility impairments and the elderly.

There are too many construction on the roads that creats detours which causes more traffic jam on the roads that are available. And roads that have construction may be reduced which also causes more traffic. There are too many uneven roads that impacts my car. While more people are living in Seattle, the transportation hasn't caught up. If there is any minor accident on the freeway, there is a grid lock that backs up traffic for a long time.

"There needs to be more sidewalks, as someone who walks a lot there tends to be areas that sidewalks end or are poorly maintained and makes traveling difficult. The link does a great job north and south, but branching past these stations and east/west of the stations is hard. Also the escalators tend to be broken at many stations and are poorly maintained."

"Seattle is a bumpy city and I think that phrase is true. The city need to change the asphalt we use for the roads so it can prevent potholes. The traffic is increasing every time because the city does have a good design of public transportation"

"Roads - broken and need fixing but knows that it has to do with money and funding
Freeways seem small now for amount of traffic/people"

"Traffic is getting worse every day. I think it's because how the public transportation in Seattle is designed makes it harder from point A to point B. In Mexico city, we have a good subway system where you can reach places while in Seattle there's only one light rail system. I know somebody that's living in a place in Seattle in Rainier that has to walk one mile to take a bus. Before there was a shuttle that passes through his home but the City off Seattle canceled that route"

"The roads in my area have a lot of potholes. It seems like Seattle has just randomly done construction on roads and not actually fixed roads that are eroding.

The roads in my area have a lot of potholes. It seems like Seattle has just randomly done construction on roads and not actually fixed roads that are eroding. Seattle transportation is just good but it's not really the best when you're trying to get to places. It also takes longer to get around the city"

"There is a lot of traffic that is created due to construction on roads and other infrastructure for my commute to work. There are a few areas of the city that feel uncomfortable to ride my bike in due to lack of spacing or poor road conditions like potholes or other surface areas that aren't smooth"

"There is always road construction on some roads but never construction on roads that need fixing. The roads are unsafe to drive on because of the deep potholes"

"The roads are horrible. There are potholes that have been in some roads since I arrives here in Seattle 34 years ago"

T"he roads in my area have a lot of potholes. It seems like Seattle has just randomly done construction on roads and not actually fixed roads that are eroding. Seattle transportation is just good but it's not really the best when you're trying to get to places. It also takes longer to get around the city"

"Frequently accessed roads are full of potholes - this is worse in neighborhoods that are not primarily single family homes"

05 SDOT Recommendations

Increase safety for public transportation

Safety is a constant concern that was heard throughout our survey regarding the hesitation of people taking public transportation. One approach to increase safety for public transportation can include more types of tools such as direct communication devices to communicate with emergency services if an incident occurs. Drivers also need to be provided with training and resources to handle any incidents where passengers feel threatened on the bus so that they can be equipped to safely handle the range of situations that can occur. Another measure recommended is to install more lights at bus stops to increase safety during evening or nighttime hours. Proactive measures such as adequate lighting can help increase the visibility at bus stops for people to feel safe.

"Going north-south on the bus is really cumbersome. In addition to issues stated above, the experience of light rail and the bus (the stops/stations, the ride, the crowdedness, the harrassment that can happen) is not good! These things should be so obvious, but I think most City of Seattle leadership have no regular experience relying on public transportation and needing a safe and reliable walk or transit experience to get to where they neeed to go. Being an anti-racist City and making our transportation and housing policies anti-racist means that they are safe, reliable, accessible, affordable and easy to use for all people including -- anti-racism and inclusion are commitments to actions and actually moving resources to community --- not just words on a page! The city needs to stop reinforcing harmful cycles that displace people from the city and then further punish them with relying on expensive cars, traffic and pollution -- build housing and support transit now!"

"There are too many construction on the roads that creats detours which causes more traffic jam on the roads that are available. And roads that have construction may be reduced which also causes more traffic. There are too many uneven roads that impacts my car. While more people are living in Seattle, the transportation hasn't caught up. If there is any minor accident on the freeway, there is a grid lock that backs up traffic for a long time."

"Buses: Some buses in Seattle are always late and poorly maintained. A few bus stops are incredibly unsafe for women to wait for bus at (e.g. the bus stop near downtown target, since I got catcalled and harassed every time when I'm waiting for a bus there, and a lot of my friends have similar experiences). It's also difficult to go to some places through bus (e.g. cap hill to magnolia), since it takes so long for a relatively short distance (e.g. comparatively, it feels more fair if you need 45mins to go to Bellevue from cap hill instead of magnolia...)."

"the Link/bus security has been declining in the past year"

"I don't feel safe on public transportation- as a single woman it's very dangerous ."

The bus drivers in this city are absolutely amazing (shoutout to ATU metro drivers) and I wish I could take the bus more often, but the discomfort of riding the bus when it's dark out and the limited routes usually have me driving instead of using transit.

Appendix A

Cite

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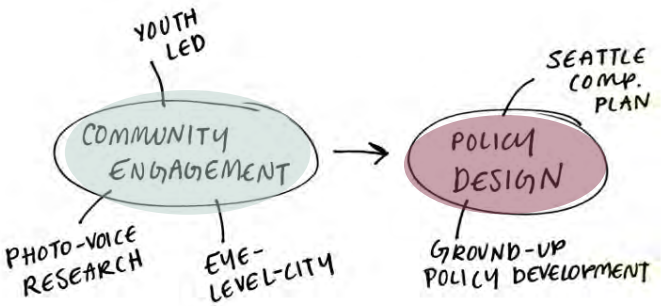
FEBRURARY
2023

SOUTH PARK YOUTH VISION PROJECT

A VISIONARY PROJECT BETWEEN THE DUWAMISH VALLEY SUSTAINABILITY ASSOCIATION + THE CITY OF SEATTLE



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1 About the Project

2 Process

3 Community Insights

4 Engagement to Policy Design

5 Policy Recommendations

6 Lessons & Takeaways

**There are no rankings in the information provided below. Any list that includes numerical order is strictly for organizational reasons.*

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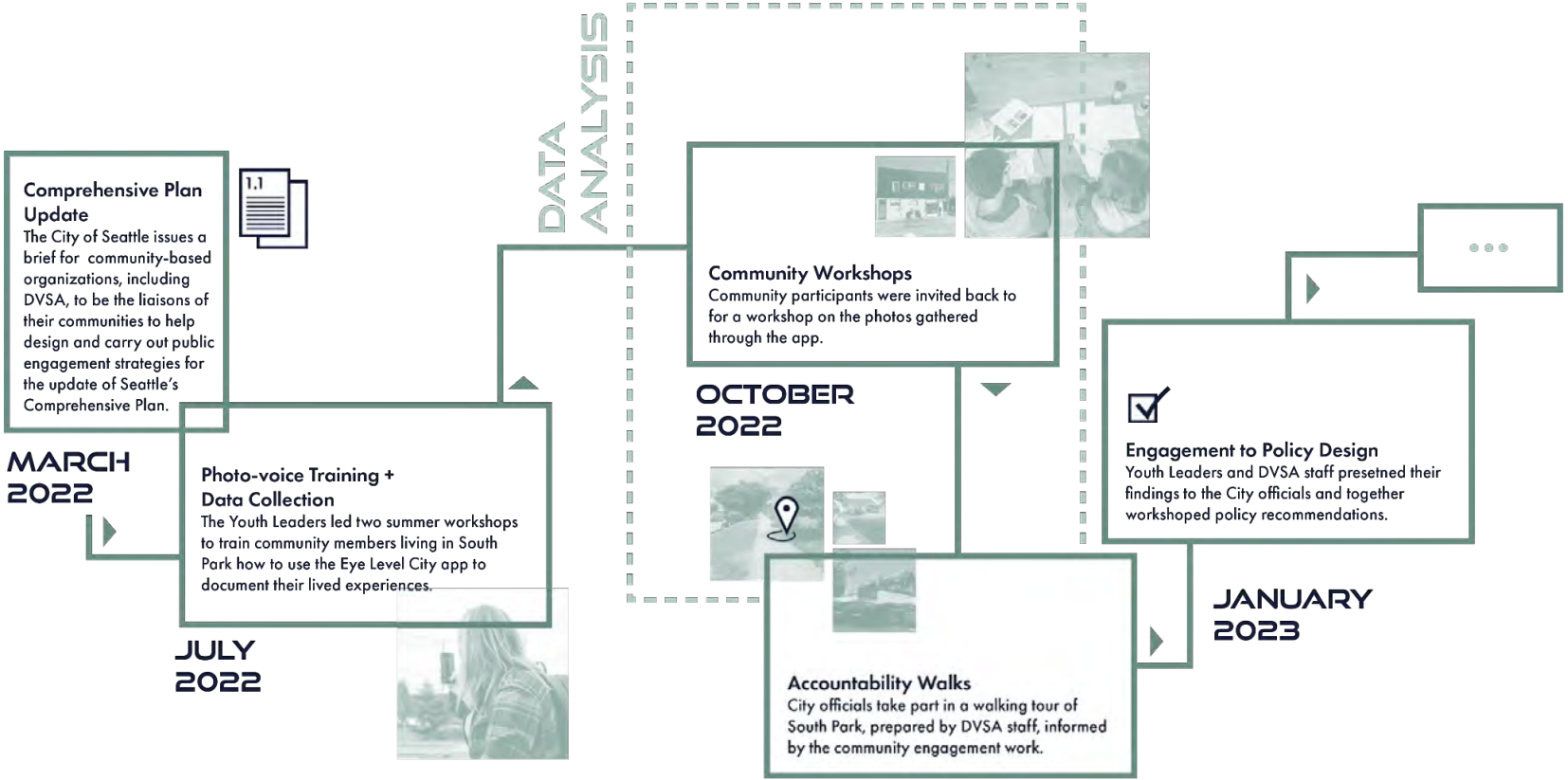
This work would not have been possible without the invaluable contributions of:

Aja Hazelhoff (Office of Planning and Community Development)
Lizzie Moll (Seattle Department of Transportation)
Adrienne Hampton (Duwamish River Community Coalition)
Clara Cheeves (Self)
Sofie Burgos-Thorsen (Gehl Architects)
Nina Cecilie Højholdt (Gehl Architects)
Cesar Lopez (Duwamish Valley Sustainability Assoctiation - DVSA)
Jackie Donovan (DVSA)
Edwin Hernandez (DVSA)
Kaleb Germinaro (Estelita's Library, UW)
Marcus Henderson (Sawhorse Revolution)
Derrick Mcdonald (Sawhorse Revolution)
Em Piro (S2)
Natalie Garcia (S2)
Nancy Rottle (Green Futures Lab)

SOUTH PARK YOUTH VISION PROJECT

The South Park Youth Vision Project is an interdisciplinary, community-based research project based in Seattle, Washington, with a focus on the neighborhood of South Park. Our goal is to understand the complexities of the South Park community's needs and challenges through the lived experience of community members, and co-create policy strategies for meaningful local change.

The project centers three POC youth as leaders of community engagement strategies and policy design efforts, with the ambition of elevating them as future community leaders. With the value of upholding the labor and visions of existing community organizations in South Park, we aim to prioritize community autonomy in our project outcomes.



Project timeline for the South Park Youth Vision Project. Image credit: Leila Jackson, Duwamish Valley Sustainability Association.

1 About the Project

About the Project

1.1 Centering South Park

1.2 Project Origins

1.3 Expanded Scope

1.4 Defining Project Values

1.1 Centering South Park

“There is a juxtaposition with a lot of what we experience in South Park, there are positives and negatives in every corner. We enjoy our community, but you see the disparity in the landscape”

South Park & the Duwamish Valley

The Duwamish Valley is the land of the first people of Seattle, the dxʷdəwʔabš (Duwamish) People, in what we now know as Seattle, Washington. Today, the Duwamish Valley is an industrial landscape that surrounds the urban neighborhood of South Park, the home of a vibrant and diverse community.

A history of environmental injustices continue to impact South Park residents, including the legacy of redlining, the pollution and contamination associated with the industrialized river valley and associated health concerns.

Grassroots efforts have been at the forefront of addressing and preparing for the ongoing impacts of climate change, in the Duwamish Valley and we hope to center and elevate this critical work in the South Park Youth Vision Project.

The Duwamish River Valley. Image retrieved from: https://www.lincolninst.edu/publications/articles/2021-04-climate-health-equity-resilience-district-concept-gathers-momentum-in-seattle

1.2 Project Origins

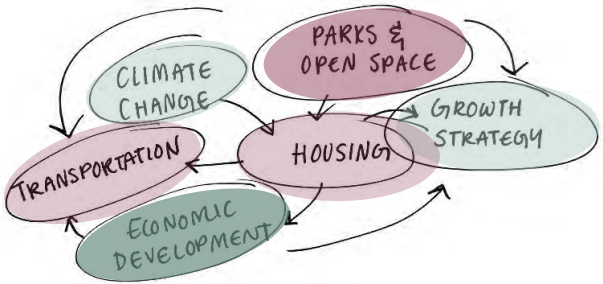
The City of Seattle's Comprehensive Plan + Transportation Plan Updates

The Duwamish Valley Sustainability Association (DVSA), was one of six community-based organizations (CBO) to be selected by the City of Seattle to help design and carry out public engagement strategies for strategies for the Seattle 2035 Comprehensive Plan Update, and the Seattle Transportation Plan – funded by OPCD and SDOT, respectively.

DVSA was chosen as a partnership for our ability and commitment to center the voices of BIPOC community members, that have been historically underrepresented.

These insights are crucial as the City updates its vision for how to invest in these communities.

The original project scope from the City was to conduct a survey based off of the six issue briefs extracted from the Comprehensive Plan: Climate Change, Transportation, Parks and Open Space, Housing, Economic Development, and Growth Strategy. However, following conversations with other CBO partners and with the Youth Leaders, it became clear that our engagement scope needed to expand beyond surveys in order to better support the South Park community, and to prioritize equitable engagement and data collection practices.



The Comprehensive Plan included policy issue briefs developed by the City of Seattle on the following topics:

Community generated data: agency + capturing nuance

Alongside other CBOs, there was a concern as to what the City would do with the potentially sensitive data gathered from community surveys. As a team, we wanted to elevate how data is political, personal, and vulnerable. We firmly believe that **communities participating in data collection engagement strategies, should have agency over the data that they generate and what information is shared with the city.**

As coordinators of the community engagement work, how would protect each community's data, but also, how do we not perpetuate more harm?

Second, one of the Youth Leaders, a resident of South Park with years of experience doing community-based work, expressed that surveys simply don't work in their neighborhood. Over recent years, the community has seen so many groups come and go with surveys and no follow through. However well intentioned, these **extractive practices have led to a lack of trust, from the community members towards outside organizations and City officials.**

We also wanted to avoid the rather binary thinking surveys often provide. South Park is a complex neighborhood, and many sentiments, good, bad, and in between, for the neighborhood can exist at once.

Through conversations with Sofie Burgos-Thorsen, an Industrial PhD at Gehl Architects discussing data equity and using storytelling as a way to capture complex data, we decided that the Eye Level City app, an open sourced app made for these very reasons, was the best platform to capture the nuances, and host community generated and analyzed data.

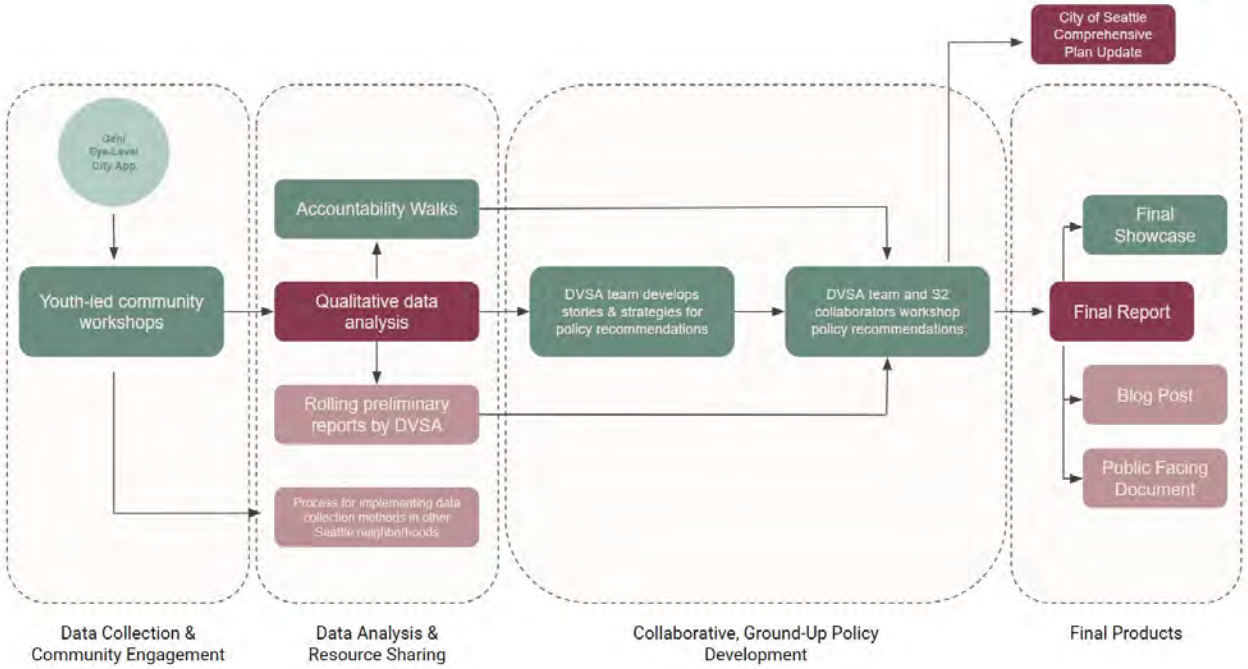
With the app and with guidance from Sofie on how to use the app's data to facilitate community workshops, we were able to decide how to share what information would be shared with the City in an equitable way, and **piece together a narrative that more accurately represents the community of South Park.**

1.3 Expanded Scope

From engagement to policy design

With these values in mind, our scope expanded to include (1) new methods for research & data analysis with the help of the Eye Level City app, (2) resource sharing with organizations doing similar work, and (3) a ground-up policy design framework.

In order to meet our goals of meaningful engagement, with accountability as a core value, we explored possibilities of inserting our engagement work into a longer-term policy-making process. This involved creating opportunities for the Youth Leaders to work more directly with City officials to communicate findings.



Overall scope of the South Park Youth Vision Project

1.4 Defining Project Values

Defining values in community engagement

As the scope of the project expanded with the use of the Eye Level City app, it became important to define our engagement values as a team.

These were the five principles that had influenced how the community engagement work had shifted up to this point, and what we hoped to center in our work moving forward: (1) Accountability at the center of the work; (2) Research as celebratory; (3) Seeking leadership from the community; (4) Taking an interdisciplinary approach; and (5) Building community and sharing resources.

Five values that influenced the community engagement strategy of the South Park Youth Vision Project.

Defining Values
in community engagement

1

Accountability at the center of the work

The Duwamish Valley has seen its fair share of advocates enter their communities and extract their knowledge with little to no accountability. This project should respect community autonomy, empower local efforts, and result in tangible action that responds to the shared knowledge.

2

Research as celebratory

This project is not about showcasing communal trauma. This project should uplift, preserve and celebrate the community in tandem with bringing to light the pressing issues of South Park.

3

Seeking leadership from the community

South Park residents are the experts and researchers. This project centers 3 youth from the neighborhood to lead community engagement efforts and act as liaisons with policy-makers.

4

Taking an interdisciplinary approach

In addition to our community participants, we center knowledge from a range of disciplines and perspectives to inform our work.

5

Building community & sharing resources

Coalition building has been an essential component of this work, as resource- and knowledge-sharing has largely shaped the direction of our scope.

Constellation of the stakeholders that have influenced our work.

2 Methodology

Process

2.1 Methodology

2.2 Data Collection

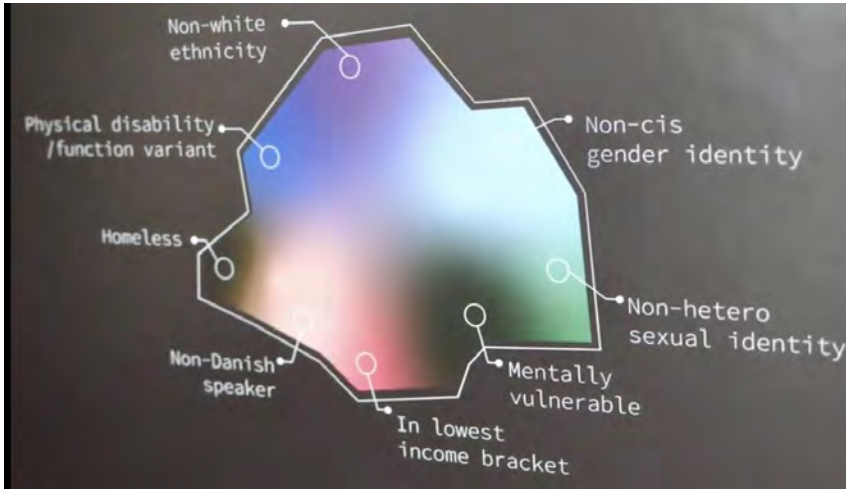
2.3 Data Analysis

2.1 Methodology

Photovoice as a powerful methodology

Photovoice is a visual research methodology that puts cameras into the participants' hands to help them to document, reflect upon and communicate issues of concern. This method allows the participants to not only generate data, but also invites them to be researches and analysts in the process.

The Eye Level City app, used in our project, builds on this methodology through the development of a digital tool, that delivers photo “tasks” to participants and collects GIS data tied to their images and walking routes.



The Urban Belonging Project that uses the same digital methods to explore place attachment for diverse groups of people in Copenhagen DK, served as a critical source of inspiration for our work.

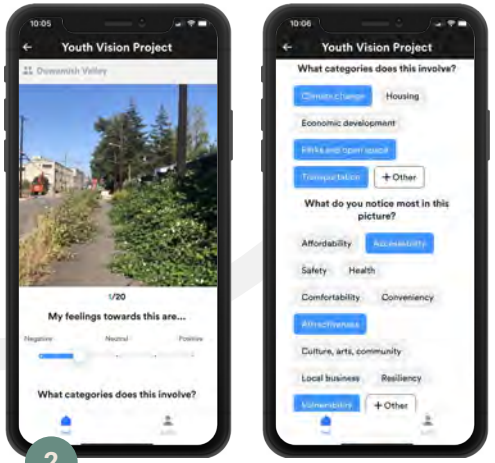
Eye level city in the Duwamish Valley

Through a collaboration with Gehl Architects, an urban design consulting firm based in Copenhagen, DK, DVSA was granted access to the Eye Level City app, an app-based, photovoice research tool that prompts users to take photos of their daily lives and routes. The app captures both image and GIS data.

The DVSA team, including the Youth Leaders developed a photo prompt, with the intent that users could share what changes they would like to see in their community, whilst still elevating and celebrating the positive aspects of the neighborhood.

1

Go on a walk in your neighborhood and take photos driven by the prompt.



2

Annotate photos you take and respond to photos taken by other community members. Annotations respond to the policy issue briefs developed by the City of Seattle: **Climate Change, Economic Development, Housing, Parks & Open Space, Transportation.**

Show us the Duwamish Valley through your lens and capture what is meaningful to you.

What would you like to *improve*, and what would you like to *preserve* in your community?

2.2 Data Collection

Photovoice for Community Engagement

After being trained by Gehl collaborator, Sofie Burgos-Thorsen, the Youth Leaders led two summer workshops to train youth and adult community members living in South Park on how to use the Eye Level City app.

The first workshop was centered around other youth in the community (ages 13-18), and the second invited adult community members. Each of the workshops was tailored with these target groups in mind, so that different engagement strategies could be applied.

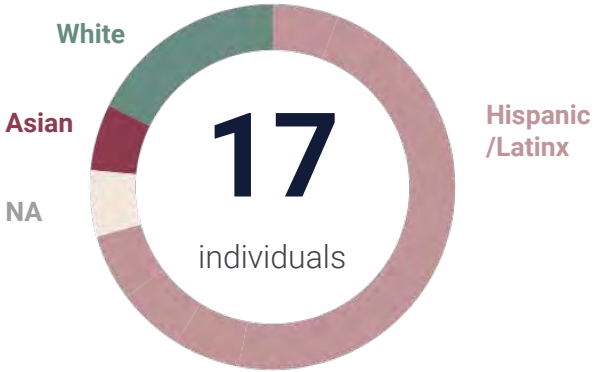
Youth Leaders & DVSA staff getting trained by Sofie on how to use the app

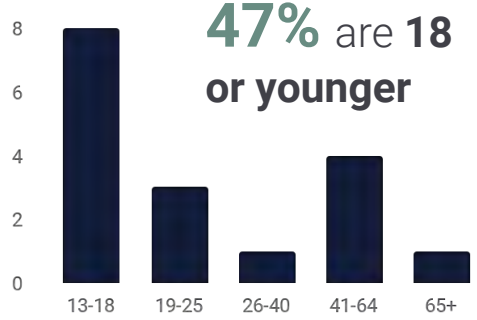
Youth Leaders teaching community members how to use the app at summer workshops

Youth participants testing the app in South Park

Summary of participants

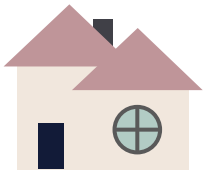
Across two summer workshops, 17 individuals participated in the South Park Youth Vision Project, including Youth Leaders who represent both facilitators and participants. Of those participants 47% are considered youth as individuals who are 18 and younger. The vast majority of participants came from underrepresented racial and ethnic backgrounds with Hispanic/Latinx communities as the most represented. The majority of participants were long-term residents of South Park with 59% having lived in South Park for over 10 years.





47% are **18 or younger**

82% come from **underrepresented racial** and **ethnic backgrounds**



59% have lived in South Park for **10+ years**

Youth Leader, Maria Perez, training other South Park Youth on how to use the Eye Level City app.

The youth mentioned how their favorite photos taken that day were the ones that showed the positive aspects of the neighborhood, rather than simply the negative.

Youth Workshop

On Saturday, July 16th, the Youth Leaders led their first workshop to train youth living in South Park on how to engage with the Eye Level City app. Seven youth between the ages of 13 and 18 attended, with an average age of 15. The vast majority of them identified themselves as Latinx and residents of South Park for a minimum of 2 years.

Together the youth leaders gave an overview of the app interface, including the walks and annotation tasks. Youth Leaders allowed time for the participants to demo the app functions, before leading a 30-minute walk guided by the Youth Leaders and DVSA staff. The youth were instructed to take a minimum of 10 photos on the work that responded to the photo prompt.

Upon returning to the library, the Youth Leaders led a reaction round session, which the youth participants completed independently, and a group discussion around the experience of the workshop and the project as a whole.

Some of the youth mentioned how their favorite photos taken that day were the ones that showed the positive aspects of the neighborhood, rather than simply the negative. They also noted how the process itself, or the “tasks” helped them notice new things within their own communities that could be improved. One question initiated a conversation on feelings and perceptions of safety throughout the neighborhood.

Youth Leader, Sebastian Hernandez, training South Park community members on how to use the Eye Level City app.

The group mentioned an **appreciation for photos that reflected the reality of community development work in South Park**

Adult Workshop

One week following the youth-centered workshop, the Youth Leaders led their second workshop centered around adult community stakeholders. Workshop participants included seven South Park residents whose ages ranged between 24 and 65 with the average age being 44. One of the seven participants who wasn't able to attend the July 23rd workshop, was trained prior by DVSA staff and was able to complete the photo tasks on their own.

All of the participants in the workshop were long-term residents of the South Park neighborhood for an average of 18 years. Four of the participants self-identified as female, and three as male. Four of the participants had self-identified as Latinx (including those of Ecuadorian, Chilean and Mexican descent). The remaining participants identified themselves as white or caucasian.

Participants included organizers who were involved with the community through their work with the Duwamish River Cleanup Coalition (DRCC) and the Duwamish Valley Sustainability Association (DVSA). Also included were educators (at a high-school level), parents, local politicians and an employee of the Port of Seattle.

The workshop took a similar format as the first with a few adaptations. Distinct from the first workshop, the participants were asked to complete their 30-minutes walks independently before returning to the HUB for a group discussion led by the Youth Leaders. Similar to the youth, the group mentioned an appreciation for photos that showed the positive aspects of the community, particularly those that reflected the reality of community development work in South Park.

Discussion questions

- What is something you would like to see in the future for the Duwamish Valley community?
- Why do you think it's important to tell the story of South Park community from different perspectives?
- What is something you saw during your walk that captured your attention?
- Do you think the Duwamish Valley and Georgetown can improve their safety?
- What's something about the app you think could be improved?

One participant shared their excitement for the project's ability to capture a common vision for a resilient neighborhood and shared it was easier to visualize that in pictures, than in words.

The conversation, often circulated around the threat of gentrification. Another participant, explained how, "many residents of the community do not have an ownership stake, and how those who do own many homes and businesses, do not have a personal stake, because they live outside of the neighborhood. This paradox", he said, "is embedded into the threat of displacement that comes with improving the neighborhood and inviting investment."

Similarly to the youth, the adults were given the task of performing 2 more independent walks on their own time using the Eye Level City app.

Participants were informed that later they would be invited back to a secondary workshop in the fall. At these community workshops, community members were welcome to view their own photos in conversation with the perspectives of other participants and expand on their insights through a series of organized activities and exercises.

"I enjoyed hearing perspectives from other participants and **finding commonalities**"

"I would just think of **future uses of the pictures for community benefit!**"

"I think **people typically understand their world through storytelling**."

"I liked talking one-on-one with a neighbor"

Feedback from Expanding Insights Workshop. Images of community members completing exercises.

Expanding Insights Workshop

In July, the Youth Leaders were trained again by Sofie Burgos-Thorsen on how to prepare workshop exercises that centered the photos captured by the Eye Level City app. Many of the exercises were inspired by those used in the Urban Belonging project which employed a similar methodology. The goal of these exercises was to use the photos to generate conversations and mapping exercises that told a more complete story of the neighborhood.

The beginning of the fall of 2022, was spent preparing materials for a workshop in early October, where the Youth Leaders led a secondary workshop for adult and youth participants together.

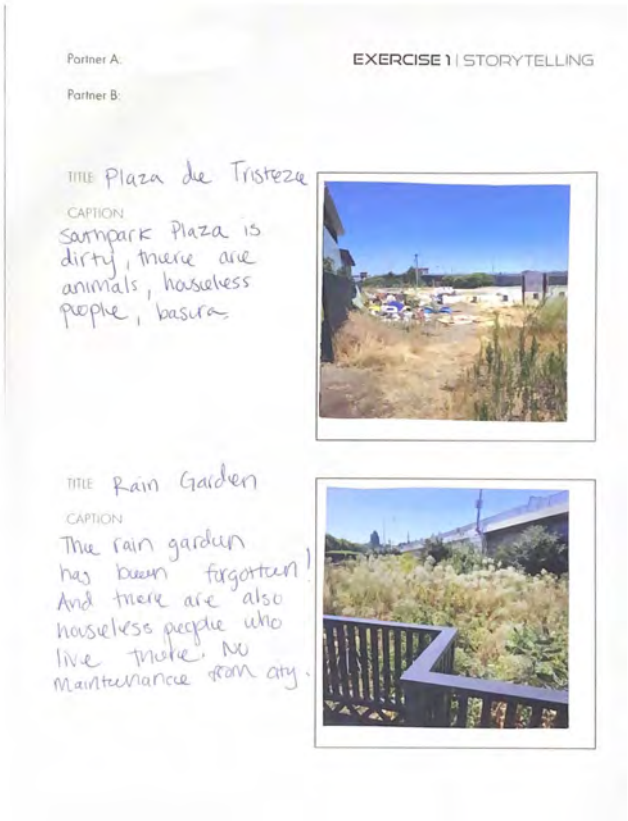
For this workshop, guest facilitators, Jackie and Cesar were invited to assist with notetaking and translating. Nine of 14 participants who attended the summer workshops attended, including four youth and five adult community members. Participants who could not attend the workshop were invited to participate in a much smaller secondary workshop held a couple weeks later, facilitated by DVSA staff.

The workshop exercises included storytelling and image captioning, spatial mapping, collaging, and intergenerational discussions between youth and adult participants.

Exercise 1: Storytelling

The first exercise of the Expanding Insights Workshop, was “Storytelling” where we asked participants to take turns verbally sharing the stories behind the photos they took with another community member. They were asked to select photos that generated positive reactions, as well as some that generated negative reactions. The other participant carefully listened to their partner and captioned the photos from them.

For this exercise adult and youth participants were paired up. Afterwards, the group came together for a larger discussion about common themes and takeaways.


Partner A:

Partner B:

EXERCISE 1 | STORYTELLING

TITLE Plaza de Tristeza

CAPTION
Sampark Plaza is dirty, there are animals, homeless people, basura

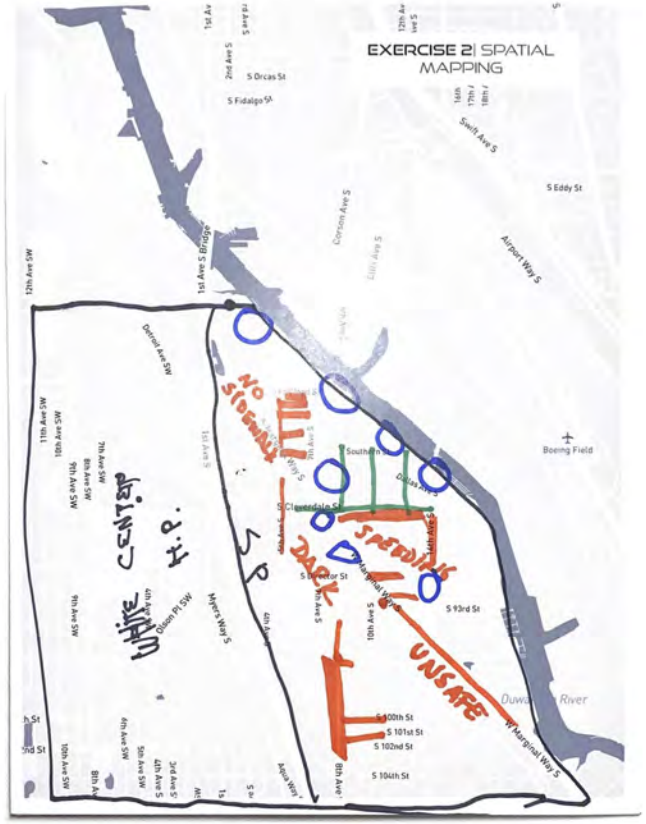
TITLE Rain Garden

CAPTION
The rain garden has been forgotten! And there are also homeless people who live there. No maintenance from city.

Exercise 2: Spatial Mapping

The next exercise the participants were asked to use different colors to annotate maps of South Park. These annotations included

- ➔ Their perception of South Park (where does it begin and end, what is included and excluded)
- ➔ Areas where they frequent or go regularly
- ➔ Areas and routes that generate a positive reaction
- ➔ Areas and routes that generate a negative reaction



Exercise 3: A Collective Vision

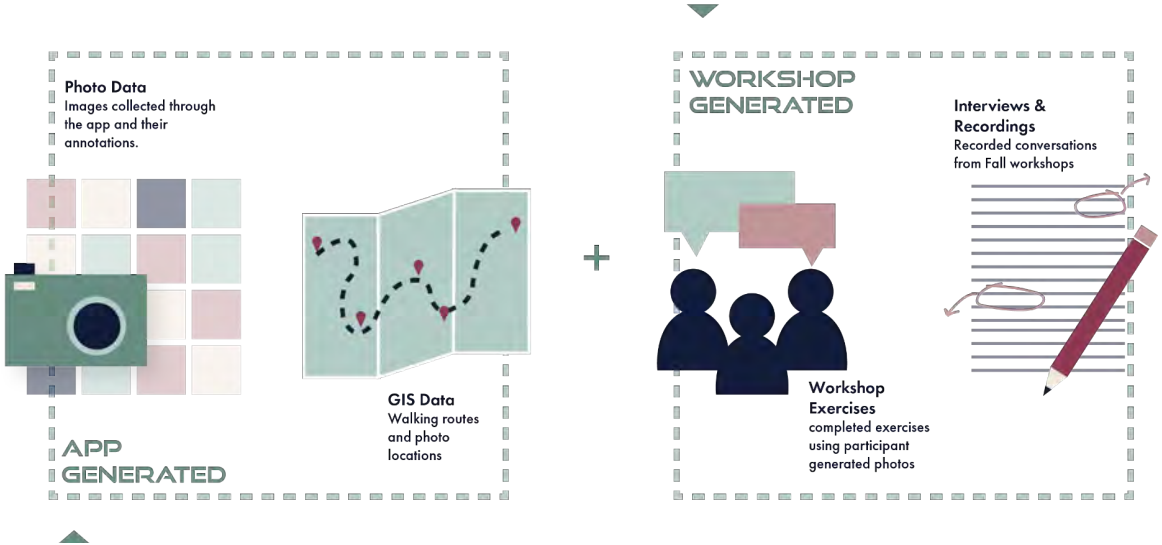
In the final exercise of the workshop, together the participants collaged their photos onto a matrix with the prompt:

"What is your vision for the future of the Duwamish Valley? What would you like to change and preserve?"

The matrix was divided into 4 quadrants (Positive, Negative, Past and Future). And the participants were asked to caption their placements with sticky notes.

What is your vision for the future of the Duwamish Valley
What would you like to *change* and *preserve*?

2.3 Data Analysis



Summary of sources for data analysis.

Interconnected approaches

Data analysis was two-fold; involving an analysis of the image and GIS data collected by the Eye Level City App, and the qualitative insights from the Expanding Insights Workshop in the fall. The workshop exercises were collected and analyzed by the DVSA staff and Youth Leaders.

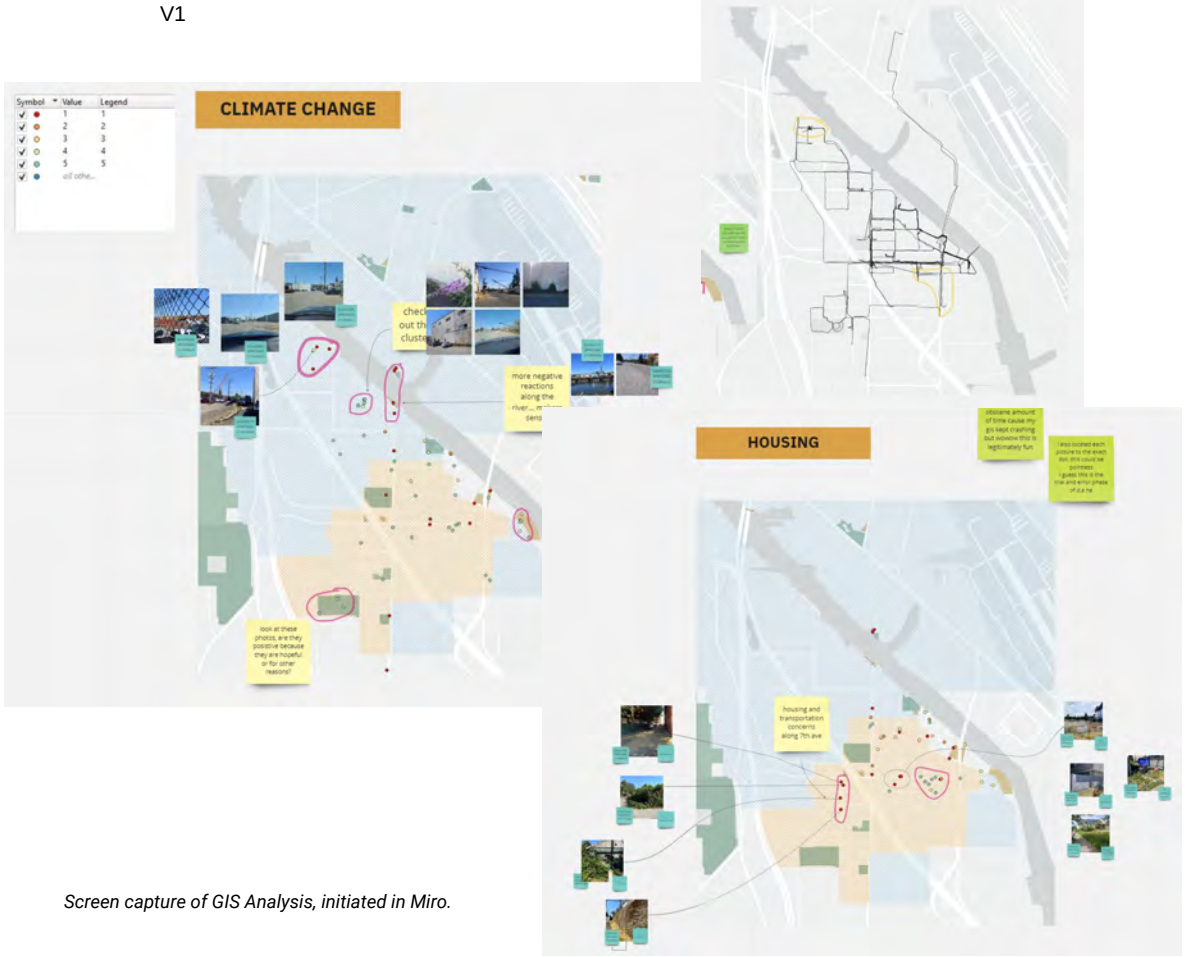
Recorded interviews and conversations at these workshops also served as a critical tool for data analysis.

Screen capture of data analysis process from DVSA team and Youth Leaders, initiated in Miro, an online collaborative platform.

Analyzing the data

Workshop Data | Miro was used as a accessible digital tool for organizing and synthesizing the workshop generated data into insights. Both DVSA staff and the Youth Leaders worked in miro to group quotes and discussion points into themes relating to the issue briefs and more. The Youth Leaders were invaluable in the data analysis process as they were able to connect their lived experiences to the collected data for a more holistic analysis.

In terms of methodology of analysis, image captioning was coded, as well as recorded conversations that were first transcribed through Otter.ai. We also drew some conclusions through the similarities and differences across the spatial mapping exercise.



Screen capture of GIS Analysis, initiated in Miro.

App Data | The data collected directly from the Eye Level City app included participant generated photographs GIS data of walking routes and image locations. Using QGIS, we analyzed the photos and their locations by annotations and positive & negative reactions. This data was essential for finding challenge and opportunity zones in South Park, as well as organizing a walking tour of South Park for City Officials.

3

Community Insights

Community Insights

3.1 Key Insights

3.2 Issue Brief Insights

3.1 Key Insights

What are **5 words that describe** South Park?

What we heard

Through the data analysis process, four key insights began to emerge representing the most recurring themes and sentiments heard throughout our community engagement process.

These themes generated key questions that helped to inform our policy strategies as we entered the next phase of collaborative, ground-up policy design. Through these insights we were able to further understand the complexities of community members to South Park and how these feelings do not exist in a binary.

1

Feelings of negligence & forgottenness

South Park residents feel forgotten by the city of Seattle, especially when compared to other Seattle communities in the north. This has resulted in distrust in the city to take care of the needs of the community.

How can we build trust within the community? ***How can we prioritize the needs of South Park residents at a larger city-wide scale?***

2

Strong social infrastructure

South Park is a community that cares, and that has cultivated meaningful social infrastructure and support where and when municipal support has lacked.

How can we uplift and protect the valuable community efforts that have emerged out of necessity? ***What role should policy play*** *in a context where hyperlocal social infrastructure is a significant community asset?*

3

Beyond the issue briefs

The issue briefs fail to illustrate the interconnectedness and diversity of issues and opportunities in South Park.

How might solutions be multi-scalar and collaborative? *- giving agency to the local community to develop and implement solutions, whilst offering impactful municipal support.*

4

Disconnectedness

South Park residents feel disconnected from the Duwamish River, almost all the participants did not consider the river part of the neighborhood. Also, because of the highway cutting through the neighborhood, there is a disconnect between N. SP and S. SP.

How can we reconnect the community to their natural surrounding *and with each other?*

3.2 Issue Brief Insights

Back to the Briefs

In addition to the key insights, we synthesized our data analysis as it responded to the issue briefs provided by the City, and a couple additional topics that emerged throughout the engagement process. These additional themes included Community Empowerment, and Health and Safety.

See the **Appendix** for a summary of what the community said through their photos and workshop insights regarding the following themes:

1. Climate Change
2. Economic Development
3. Housing
4. Parks & Open Space
5. **Transportation**
6. Community Empowerment
7. Health and Safety

4 Engagement to Policy Design

Engagement to Policy Design

4.1 Accountability Walks

4.2 Policy Workshop

4.1 Accountability Walks

Jorge (DVSA) meeting with SDOT and OPCD Walk participants to hand out walking tour guides, before they embark on their self-guided walks. Image credit: Jorge Arturo Lara

Accountability Walks

As our team prepared to move from engagement to policy design work, we wanted to share the data we collected around the lived experience of South Park with policy makers in a sensitive and authentic way. For this reason, the Accountability Walks were developed.

The Accountability Walks were intended to directly engage policy-makers with the insights gathered through community engagement work. These self-guided walks were a tool for ensuring accountability by the City of Seattle in their decision making processes. These walks were been specifically prepared for the representatives of SDOT and OPCD.

For our team, **accountability looks like**:

- ➔ Tangible municipal action that directly responds to the requests made by the local community are a results of these walks
- ➔ A desire from policy-makers to experience and thoughtfully engage with community insights first-hand
- ➔ Community partners are authentically engaged throughout the policy design process (from gathering insights in the community engagement process to drafting policy).

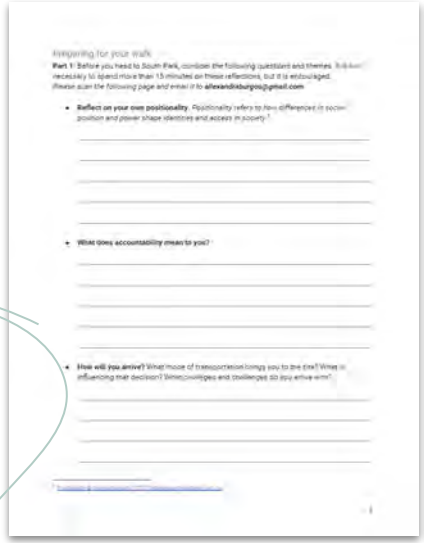
The walks were meant to prelude a policy-making workshop later that month. There, City officials would have the opportunity to reflect on this experience, and work with the Youth Leaders to ideate on where policy change and strategy could be impactful in their community.

The walk packet included:

1. A pre-walk reflection exercise
2. Walking guide with quotes, and photos from the community members
3. A map of 9 stops along the route

"There was so much thought and intentionality put into that guide, and the resulting walk was **incredibly powerful**. I've visited South Park probably more than any other neighborhood in Seattle, and **yesterday I felt like I was there for the first time**."

- Aja Hazelhoff



4.2 Policy Workshop

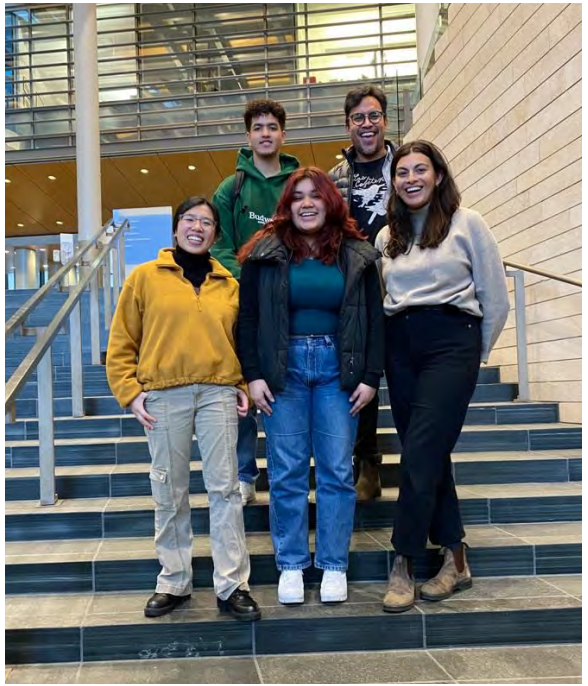
Community driven policy

On January 25th, 2023, the team members of the SP Youth Vision Project and representatives from OPCD and SDOT met at Seattle City Hall to conduct the policy workshop. The intention behind this workshop was to provide an opportunity for Youth Leaders, representing South Park residents, and policy-makers to **strategize where policy can be most impactful.**

The policy workshop was an opportunity for the Youth Leaders to present the data analysis and to center them as leaders in the generation of policy strategies. Additionally, this workshop created an environment where the folks behind decisions would be “visible” to the community members.

While unprecedented, it was crucial to our team that the Youth Leaders, on behalf of their community, challenged power dynamics, and in the name of community autonomy, had a seat at the table and spoke from not only their research, but most importantly their lived experiences.

Not only would we have agency over what data would be shared with the city, but what policies would be generated for the community. We firmly believe that policies should be generated ***with*** and ***by*** the community.

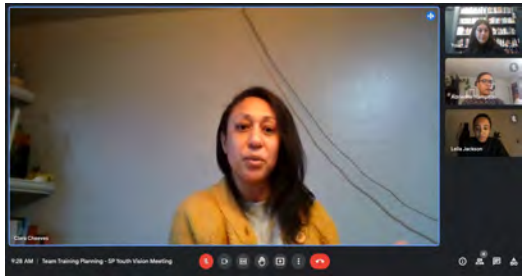


DVSA staff and Youth Leaders at City Hall for the Policy Workshop in January 2023. Image credit: Alexandra Burgos

Policy Consultants

Since no one on the team has worked with policy, we sought out the help of consultants who were experts in the area of policy and equitable community development. They led us through the different plans and had us study the Duwamish Valley Action Plan to better understand existing efforts. They helped to show up to the policy workshop as prepared and as confident as possible.

Through our community, we were SO lucky to be introduced to Adrienne and Clara. Together they trained us, prepared exercises, a guidebook, and facilitated the workshop at City Hall. With their guidance we felt prepared to speak about policy and had an incredibly successful workshop. We have the utmost gratitude to these two.



Policy consultants, Adrienne Hampton and Clara Cheeves leading policy training workshops for the SP Youth Vision Project in person and remotely.

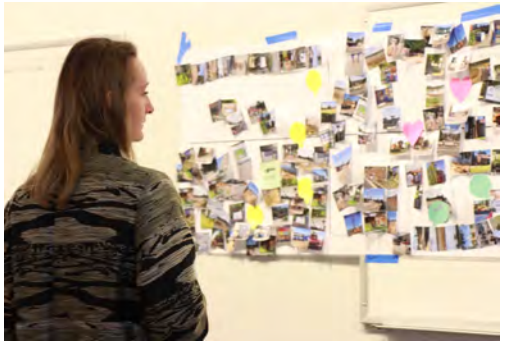
Day of the Policy Workshop

On the day of the workshop, in attendance were the three Youth Leaders, Joanne, Sebastian and Maria, DVSA staff Jorge and Alexandra, and policy consultants, Adrienne and Clara. In addition, there was a nice balance of representatives from OPCD and SDOT.

Overall, we felt that the policy workshop was successful and we left feeling energized and inspired. We started with grounding presentations from both the Youth Leaders about our project, and from Aja and Lizzie about both the Comprehensive and Transportation Plans.. Our policy consultants prepared an agenda for the day, starting with an icebreaker to get us all comfortable in the space. Before participating in the policy generation exercise prepared by Adrienne and Clara, we asked the attendants to do a gallery walk of the poster boards we had prepared.

Printed on the boards were the three exercises from the community engagement workshop (community participants were kept anonymous) as well as the data analysis we did as a team. The boards served as both a storytelling piece as well as a way for the community participants to also be in the room for the policy workshop.

After the gallery walk, we split into three groups with one Youth Leader leading each group of SDOT/OPCD representatives. After the exercise, we all participated in a final group discussion where the youth were able to further vocalize thoughts and opinions, such as emphasizing equitable data collection practices in their community and advocating for accessible language in city plans.



Photos from the Policy Workshop. Shown above are representatives from OPCD and SDOT on their gallery walk, various conversations between the teams.Image credit: Alexandra Burgos and Joanne Ly.

Workshop Attendance:

OPCD:

- Aja Hazelhoff (Outreach and Engagement Coordinator)
- Brennon Staley (Growth Strategy)
- Nick Welch (Housing)
- Patrice Carroll (Climate & Environment)
- Michael Hubner (Project Lead, Transportation)
- Phillip Carnell (Planning & Equity Data Analyst)

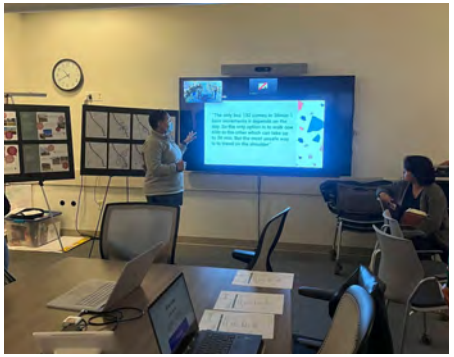
SDOT:

- Lizzie Moll (Community-based organization manager)
- Jennie Mulenberg (Seattle Transportation Plan Project Coordinator)
- Joanna Valencia (Seattle Transportation Plan co-Project Manager)
- Jenny Sai (Seattle Transportation Plan intern)
- Anna Scarbrough (Seattle Transportation Plan intern)

Photos from the Policy Workshop. Shown above are representatives from OPCD and SDOT on their gallery walk, various conversations between the teams, and the three youth leaders, Sebastian, Joanne, and Maria. Image credit: Alexandra Burgos and Joanne Ly.

Policy Generation Exercise

Adrienne and Clara had prepared an excellent exercise that made policy generation accessible to the DVSA team and help conduct productive conversations. With this exercise and everyone's openness, the youth leaders felt confident to facilitate the conversations in their small groups and were comfortable to share their lived experiences and honest feedback for what policies should be in place in their community. From the data analysis, each group was presented with a quote from a community member, and based off the values chosen by DVSA, we formed policies that could respond to the community member's sentiment.



Photos taken during the policy generation exercise. Image credit: Alexandra Burgos

5 Policy Recommendations

Policy Recommendations

5.1 Youth Led Policy

5.1 Youth Led Policy

Policy recommendations development

Post policy workshop with City of Seattle officials, the youth continued to workshop policy recommendations to address each of the issues covered in the Comprehensive Plan Update.

Our youth replicated the policy ideation process that they presented during the workshop with the City. From the data analysis, they identified subjects that community members had expressed interest in preserving or changing. and based off the values chosen by DVSA, we formulated recommendations that reflect what the community would like to preserve and what they would like to change. The guidebook developed by our policy consultants was critical for this exercise.

Guidebook developed by policy consultants Adrienne Hampton and Clara Cheeves.

Vision Statement

We envision the future of South Park being a safe community full of diversity made possible through affordable housing, safe play areas, accessible transportation, and community empowerment.

In our vision,

- ➔ Forgotten areas will be enhanced
- ➔ The community will utilize sustainable energy
- ➔ There will be improved social and cultural diversity, and housing security

*** We learned from community insights yet we do not speak on behalf of the whole community.*

Overall Strategy Policy Recommendations

1. **Never make a policy or decision without community input**

➔ We propose that in order to ensure City wide plans represent the needs of the South Park community, that no policy or decision be made without consent from community members. We recommend co-creating a permanent community engagement plan with community members for the neighborhood of South Park.

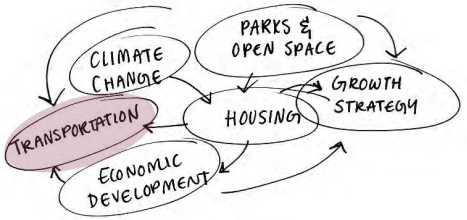
2. **Hire a community member from the South Park community to have this role**

➔ While it is important to collaborate with community based organizations to be the liaisons for their community, we want to develop a paid role for a South Park community member to continuously be the community representative. Said member will be trained in community engagement, policy making, and administrative work, and will make a living wage.

3. **Develop an accountability criteria**

➔ South Park has continuously seen projects fall through the cracks with lack of accountability from City officials. We require that each Department for the City of Seattle develop an accountability criteria for ongoing efforts in South Park. SP Residents will know who is responsible for what effort and will have clear communication with each City department. This will ensure the residents of SP projects that not only reflect their needs and desires, but also are followed through

Transportation Policy Recommendations



1. **Prioritize maintenance and explore complementary safety through sustainable measures.**

➔ Community members expressed concern for their safety due to the lack of properly lit spaces such as bus stops, and bike trails. Additionally, they shared their frustrations regarding the lack of maintenance of sidewalks and trails. Residents of South Park recommend that bus stops and transportation-related spaces are properly lit through the use of solar panels, and that funding is allocated to support neighborhood green jobs focused on maintenance and worker owned co-ops.

2. **Pursue locally serving transportation options to compliment mobility gaps within South Park, the Duwamish Valley, and the Greater Seattle Area.**

➔ Residents refer to the public transportation services around the neighborhood as inaccessible and perceive the Duwamish River as a barrier. There is a disconnect between N. South Park and S. South Park because of the highway and lack of pedestrian/cycling infrastructure. They recommend the implementation of local microtransit options such as shuttles powered by electricity to connect residents to public transit, around South Park, and the greater Duwamish Valley.

Transportation Policy Recommendations

3. Establish policy to improve public transportation infrastructure to increase connectivity to key locations.

➔ Residents of South Park feel disconnected from the rest of the city and its surroundings since there are only two bus routes that pass through the neighborhood (bus routes 60 and 132). For example: the average travel time to SEATAC International Airport from South Park using public transit is approximately 48 minutes versus 10 minutes driving or ridesharing.

4. Increase safety measures for pedestrian and bicycle/scooter mobility throughout South Park

➔ There are no protected bike lanes in South Park making it incredibly dangerous for cyclists to ride through the area.

5. Collaborate with mobility apps (Lyft, GIG etc.) to create affordable options for South Park

➔ In addition to unreliable public transportation, other transportation options are difficult to access or are pricey. Apps such as Lyft are unaffordable and rideshare options like GIG consider South Park “out of home base” so you cannot rent or leave a car in the area. We recommend working with these companies to create affordable options for South Park.

Transportation Policy Recommendations

5. Improve safety across mobility options by adding pedestrian lighting, benches, bus shelters, protected walkways, and real time information for transit.

➔ South Park infrastructure is centered around cars. Residents demand changes to create infrastructure centered around public transit.

6. Create buffers between industrial and residential areas of South Park and provide alternative freight routes outside of residential streets.

➔ South Park community members recommend the creation of green infrastructure to buffer the transition between residential and industrial areas and to reimagine the fright routes as they believe that currently these routes pose a safety issue to residents, in particular the youth.

6 Lessons and takeaways

Lessons and Takeaways

6.1 For the City

6.2 For DVSA

Lessons and Takeaways from DVSA

While we didn't invent the wheel with community engagement practices, we did do some unprecedented actions and hopefully pushed the boundaries of what it means to have community input in City plans. For some of us it was our first time working with the City, and/or working with data, and policy, so there were learning curves along the way. Most important to us throughout the entire duration of this project was to let our values drive us, and to have the community at the center of what we do.

Image credit: Joanne Ly

6.1 For the City

Working with community-based organizations, a road to Mutual Aid

We want to acknowledge and express gratitude to Aja and Lizzie, who because of their communication, support, and trust, we were given the space to let this project flourish. The openness and willingness of the folks who joined the walk + the policy workshop is a great example of how to show up for a CBO.

That aside, we wanted to share some of the challenges throughout the process and some specific opportunities for how community organizations working with City Officials could benefit greatly.

Challenges

As a team, we experienced some practical administrative challenges that could be smoother in the future. The paperwork (contracting, invoicing) for both grants (especially SDOT) was tricky and felt overwhelming. This could possibly deter CBOs from working with the City. Challenging paperwork is common in the nonprofit world when applying for funding. We highly recommend a smoother process with less complicated paperwork and invoicing processes.

Opportunities for Success

Based on our experience working on the SP Youth Vision Project, we identified some strategies that would improve working with community-based organizations in the future.

- ➔ Strict contracts is a continuation of elitist practices and problematic philanthropy. Distribute funds to CBOs with **flexible project scopes**
- ➔ **Offer administrative training to CBOs** who don't have as much experience with the administrative work it takes to run a project.

- **Offer basic urban planning knowledge to CBOs** that support local municipalities with their valuable insights and connections. Partnering with CBOs should include a basic training for the CBO in community engagement, policy, urban design and other planning processes that are relevant to the partnership.
- If the CBO doesn't have a work space, **provide work spaces**, or resources to acquire one temporarily.
- Provide the CBO with **clear documentation of what department is in charge of what effort in their communities.**
- Continue relationship with CBOs, not just during the project timeline, but **long-term support**
- We understand the policies take time, but we strongly encourage a plan for **immediate action** in the neighborhood of South Park. This could look like monthly funds to CBOs in the community to support their existing efforts
- For us, using the Eye Level City app and learning equitable data practices was an intentional way of moving past extractive methods of gathering data. We advocate to advance these **non-extractive practices and make them inherent to how you work with community's data**

6.2 For DVSA

Practicing Mutual Aid

As a team, there were many lessons and takeaways throughout this process - and many things we would've done differently.

Missing Voices

- We as DVSA and the City need to work to build and maintain more trust with the neighborhood of Georgetown. Community members were not comfortable participating because of a lack of trust. We were sad to have their input left out of the plan, but respected their decision and will work harder to build that bridge
- We wish we had more time to do extensive community outreach. We appreciate all 17 members who participated and hope to hear and learn from more community voices in the future
- There are prominent voices missing in this project: folks from the Duwamish Tribe and the Black community. We take full responsibility for this and will work to do better to include these essential voices.

Key Takeaways

- As a team there are things that we have had to reckon with during this project:
  1) When analyzing data and sharing stories to the City, it is complicated to share that there are concerns for safety from gangs and local violence in SP. We must grapple with the possibility that this will lead to more surveillance, policing, and violence but honor the trust the members have with us to share their lived experiences

  2) We are aware of the history that urban planning and blatant racist policies have had in perpetuating the oppression of BIPOC communities. South Park is a neighbourhood directly impacted by redlining, so how do we not try to make up for the wrongdoings of City officials but instead work to reclaim, remediate, and heal?

Celebrating our successes

- Our open communication and trust within our team is what was most successful with this project
- Leaving room for our humanity such as mental health, burnout, monetary needs, and other life events is integral in mutual aid work- no one can make an impact running on fumes
- We give ourselves grace with this project as for many of us it was the first of its kind. We hope to take these lessons and apply them to continue elevating the voices of South Park residents to reach full community autonomy
- It was so helpful, necessary, and crucial to hire our various consultants for data gathering/analysis and policy work
- Due to its success, we think the Policy Workshop should have been longer or a series of workshops to continue the conversations

Moving forward

- It is our goal to create an open sourced platform to host community members' data so that we are not the owners of it and they have full agency of their stories

Appendix

Appendix

i. Data Synthesis

ii. Policy Recommendations for Comprehensive Plan

Data Synthesis

In addition to the key insights, we synthesized our data analysis as it responded to the issue briefs provided by the City, and a couple additional topics that emerged throughout the engagement process. These additional themes included Community Empowerment, and Health and Safety.

See the following for a summary of what the community said through their photos and workshop insights regarding the following themes:

1. **Transportation**
2. Climate Change
3. Economic Development
4. Housing
5. Parks & Open Space
6. Community Empowerment
7. Health and Safety

Transportation

The residents of South Park have expressed that when it comes to transportation in their neighborhood they often experience it to be inaccessible, inconvenient, and unsafe for pedestrians, cyclist and public transit users.

1 There is **poor maintenance** and **lack of pedestrian infrastructure**

"We need visibility year round for safer and more comfortable transportation and accessible routes."

2 Lack of lighting and **poor visibility** is a major safety concern

Nicknamed the "scary trail"

"no sidewalks to access food lifeline and adolescence clinic"

3 It is **difficult to access essential services**

Transportation

The residents of South Park have expressed that when it comes to transportation in their neighborhood they often experience it to be inaccessible, inconvenient, and unsafe for pedestrians, cyclist and public transit users.

4

There is **poor and lacking cyclist infrastructure**.

"The only bus (132) comes in 30 min-1 hour increments, it depends on the day. So the only option is to walk one side to the other which can take up to 30 min. But t**he most unsafe way is to travel on the shoulder"**

There is **poor public transportation** getting to and from South Park as well as within SP. This makes it challenging for folks who do not have a car.

5

Climate Change

South Park residents are actively experiencing the direct effects of climate change, tied to a history of injustice leading to poor environmental conditions and a negligence from the city to take action. However the community is actively fighting towards sustainable futures.

"...to know that **in my river**, there is a full office chair while in some other rivers it's like clear, as it can be."

1

The **contamination of the Duwamish River** is affecting the neighborhood's health, quality of life, and housing.

"South Park has been **forgotten by the city**, we would never see that in the north end"

"The rain garden has been **forgotten**!"

2

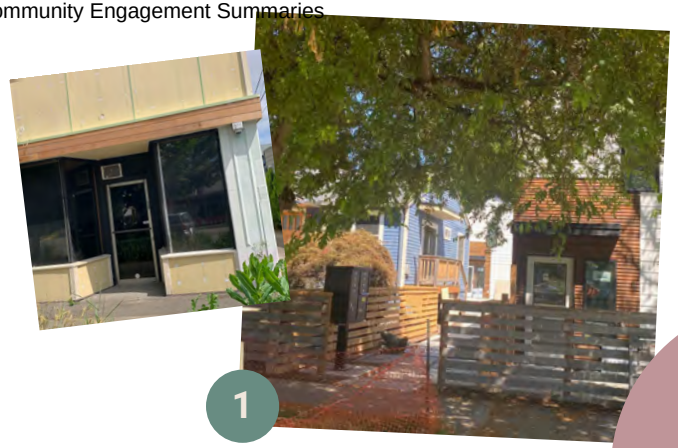
The lack of maintenance and upkeep for green infrastructure projects is resulting in **"forgotten spaces"**. This makes it so that the community is not able to enjoy existing green space including parks and the Duwamish River because of poor environmental conditions.

3

The community is interested in and has been a part of **sustainable futures** within South Park.

Economic Development

South Park finds itself at an interesting crossroads of disinvestment and concerns for rapid development from outsiders that will potentially displace residents and change the vibrant and diverse culture of the neighborhood. Residents wish to protect existing local businesses.

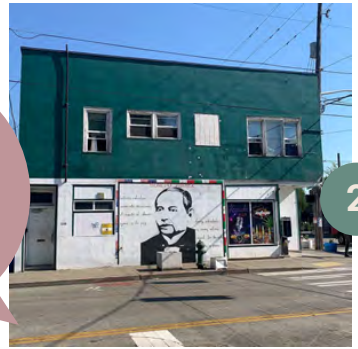


1

Gentrification is a major concern for South Park residents

"It's one of my biggest worries - that **South Park becomes a victim of our success**... all we're doing is making this space valuable to investors.

"An example of what I'm most afraid of, is the Central District. [...] **There's no model for us to follow to prevent that from happening"**



2

Social and cultural diversity, and housing security for current South Park residents should be a priority in economic development.

"this side is **still vibrant, Latin, colorful, Mexican** - so I hope it remains."

Housing

Safe and secure housing that takes into account the health of the community and the proximity to industry is needed in South Park. The threats of gentrification and climate change make housing for current residents of South Park as an even more vulnerable concern.

"Two different settings come down to the same road. **House on the left, industry on the right**"

1 **Proximity of housing to industry** is an issue, because it is affecting the health of the community

"Have you noticed that like, **our only two options** are drug houses or houses we can't afford?"

More **affordable housing is needed**, and housing insecurity is a very visible concern in SP.

2

"**We want to preserve older, historic homes** but not dangerous ones!"

3 Existing housing needs to be **salvaged and improved.**

Parks & Open Space

South Park lacks parks and open spaces especially compared to other neighborhoods in Seattle. There is a desire for more safe, healthy, and green open spaces. The existing green spaces that are reflective of the community are highly celebrated but are often under maintained by the city.

1 Parks are not well maintained and **unusable because of poor environmental conditions** and disinvestment

"Wouldn't be closed in other areas."

"The park is still closed because of the **contamination in the soil**"

"There's also a little kiddie pool that's supposed to be turned on. And **I've never seen it turned on ever**."

2 There is a **lack of safe and quality spaces for kids and young people**

3 New parks open spaces are **not always reflective of the community**

"I hate modern parks, the design is weird"

Parks & Open Space

South Park lacks parks and open spaces especially compared to other neighborhoods in Seattle. There is a desire for more safe, healthy, and green open spaces. The existing green spaces that are reflective of the community are highly celebrated but are often under maintained by the city.

Parks and open spaces are **serving multiple purposes including settlements** for people who are unhoused.

5

"one of the **few green spaces that is open, safe, clean** and maintained in South Park"

"That's like one of the places where I feel **normal**, and **valued**, and **equal** and, **cared for**, and **proud**."

6

Existing parks like **Marra Farms** are **celebrated for offering engaging, learning experiences for the community**. These spaces need financial support to continue serving the community

Community Empowerment

South Park is a community that cares, and that has cultivated meaningful social infrastructure and support where and when municipal support has lacked.

Belonging in South Park is **tied to the diversity** of the community. Participants consider their neighborhood to be "culturally rich" and this can be seen by the art around the neighborhood and community events.

1

"Why is South Park **Seattle's Landfill** ?"

2

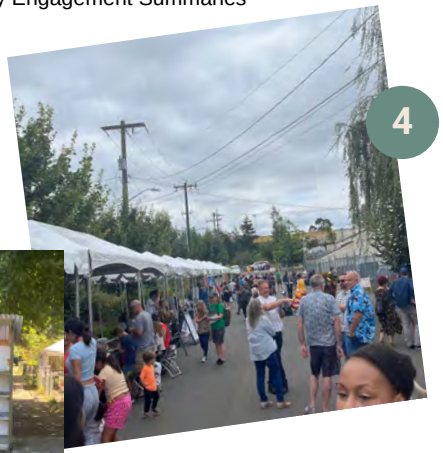
South Park residents feel **forgotten** by the city of Seattle and feel that **their lives have come second to industry priorities.**

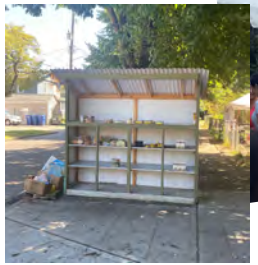
3

There was a **conflicting view on graffiti/ tagging** from the participants. Some folks found it to be a sign of lack of safe space, and others thought some of the art had a "positive theme"

Community Empowerment

South Park is a community that cares, and that has cultivated meaningful social infrastructure and support where and when municipal support has lacked.





4

Strong social infrastructure and a culture of mutual aid is a significant community asset

"... community voice is important. As a **community getting together, we can make things happen...**We can turn something bad into something good and healthy if we push enough"

"Community solves crime, not cops. The problem isn't that we don't have police, the problem is that we don't have investment, we don't have green space. **The problem is that we're not cared for...The solution is to send money and invite community into that space"**

Health & Safety

Health and safety was a major concern for South Park residents. Not only are there health concerns relating to industry and pollution, but also food access, safe walking routes and emerging local violence.

"Las veredas se vuelven inseguras para usar **pudiendo causar muchos accidentes**"

1

Environmental challenges from **industry** are **impacting the physical and mental health of the community**

The gypsum recycling plant on 8th is, "supposed to be covered... It's literally next to the river and **there isn't anybody with the power to make sure that they keep working cleanly**."

2

Health and safety are connected with the **quality of the built environment**

3

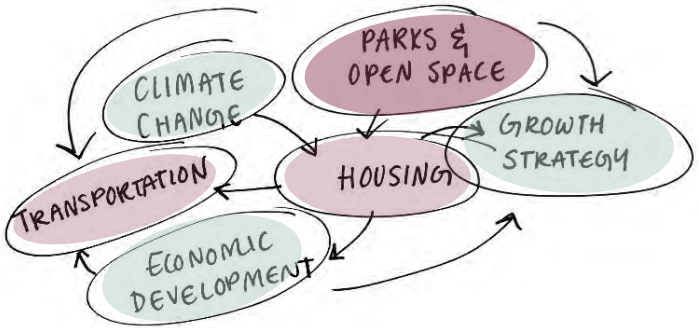
South Park is a **food desert**. It is difficult to access healthy and affordable options and services like Food Lifeline because of poor mobility in the neighborhood.

4

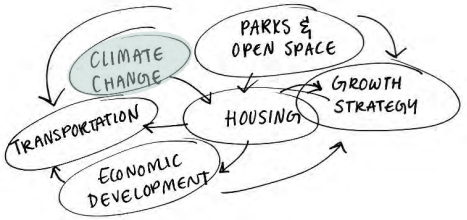
Local violence in SP is an emerging concern for some

Policy Recommendations for Comprehensive Plan Issue Briefs

As we were working with two grants for both OPCD and SDOT, our data synthesis was driven by other issue briefs included in the Comprehensive Plan such as climate change, economic development, housing, parks & open space, community empowerment, and health and safety. While this final report is focused on transportation, we recognize the intersectionality of these topics and have included them here as transportation does not exist in a silo and it's important to see the other issue briefs as well.



Climate Change Policy Recommendations



1. **Prioritize the development of equitable emergency response measures that address effects of climate change such as sea level rising.**

➔ Community members demand that the city develop policy to address the environmental injustices that the South Park neighborhood has experience for a long time. A clear example is the chaotic emergency that occurred on December of 2022.

2. **Implement sustainable infrastructure and energy sources in community spaces.**

➔ The implementation of sustainable energy sources like solar panels and green roofs.

3. **Establish policy to reduce the asthma crisis in South Park and to reduce the life expectancy gap.**

➔ With the proximity of industry and housing, residents are concerned about the health of their community and the natural environment. The gypsum plant on 8th was mentioned as being perceived as hazardous to the health of the community.

Climate Change Policy Recommendations

4. **Develop culturally relevant multigenerational educational opportunities related to climate change for community members.**

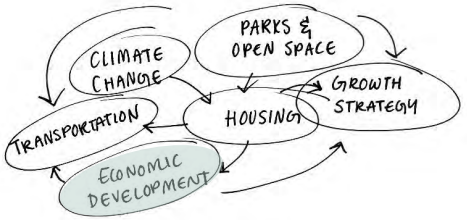
➔ Based on based on findings from the data analysis, our youth recommend that more information is made accessible to community members from different generations to have a better understanding on the effects of climate change. One of them suggested to create climate change curriculum for elementary schools.

5. **Develop policy with more stringent codes for pollutant emissions/waste disposal from industry.**

6. **Create a remediation plan for forgotten spaces.**

➔ South Park residents referred to many community spaces as “forgotten” in the sense that they were under maintained, and unusable by the community because of health and environmental concerns. These spaces include the Duwamish Waterway Park. Each existing + developed open space in South Park needs to follow the remediation Plan’s criteria to ensure that parks in SP serve the community members, combat toxins in the water, soil, and air, and provide at least one plot of land to grow edible plants.

Economic Development Policy Recommendations



1. **Provide funding to support small businesses and organizations. In particular, to those that provide food security to South Park.**

➔ South Park is considered a food desert since there are no easily accessible grocery stores nearby. Providing funding opportunities to support the current efforts of organizations like Cultivate South Park would be of great benefit to the community.

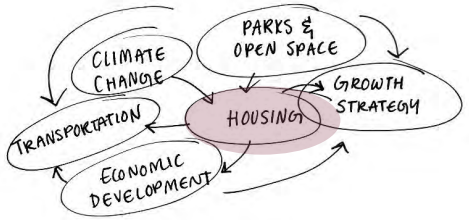
2. **Support locally-developed circular economy projects and infrastructure.**

➔ Organizations like DVSA are currently leading efforts of the implementation of a biodigester to transform local business organic waste into clean and renewable energy, and rich fertilizer for urban farming spaces like Marra Farms.

3. **Provide community spaces dedicated to arts and cultural activities.**

➔ The youth from South Park expressed the need of spaces where community gatherings can be held and art can be created and displayed. They also stressed the need to preserve murals that they have painted as the neighborhood changes.

Housing Policy Recommendations



1. **Prioritize affordable housing funding to prevent displacement of South Park residents.**

➔ South Park organizers and community members shared that affordable housing is a paramount priority. Without affordable housing, they believe that the cycle of gentrification and displacement will be perpetuated.

2. **Direct funding for building reuse projects.**

➔ Residents shared they wanted to preserve older historic buildings in the community and make them livable again, rather than solely prioritizing new housing developments that drive up costs in the area

3. **Create housing and rent support programs in collaboration with community based organizations who are currently lead the advocacy for housing security.**

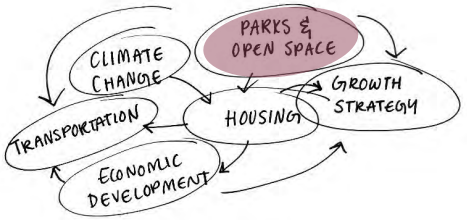
➔ South Park home owners are often prioritized on receiving support, leaving renters behind. Develop funding programs for renters.

Housing Policy Recommendations

4. Develop multigenerational educational opportunities related to housing rights to empower community members.

➔ South Park youth and adults alike, expressed that knowledge related to housing rights is not accessible.

Parks & Open Spaces Policy Recommendations



1. **Prioritize the completion of current projects to increase access to green spaces.**

➔ The restoration of the Duwamish Waterway Park, remodeling of the South Park Community Center, and South Park Plaza are spaces that remain unavailable to community members.

2. **Collaboratively develop a plan for a maintenance schedule that meets community needs and standards.**

➔ When parks in South Park are well maintained, the community feels more cared for. Ensure more long-term maintenance of these spaces so they can be enjoyed year round and years to come. Lack of maintenance leads to feelings of being forgotten.

3. **Provide opportunities for community to take ownership of spaces and give land back.**

➔ Community members should have agency over their parks and open spaces, and not have to depend on City officials to better their public spaces. With community ownership of land, they can have decide how to utilize spaces and with funding from the city, have the support to maintain them.

Parks & Open Spaces Policy Recommendations

4. **Direct funding for maintenance and upkeep of green infrastructure and ensure community involvement and consent for new projects.**

➔ Residents, youth in particular, expressed frustration due to the lack of maintenance of parks and open spaces. Some residents feel like the City considers South Park to be Seattle's dumping ground and they are concerned about the negative impacts that this have on the youth.

5. **Ensure the involvement of the community in decision making ' processes related to preservation and installation of public art.**

➔ South Park residents expressed discontent with the community engagement efforts or lack thereof related to the installation of angler fish sculpture near the South Park bridge and the lack of maintenance around it.

Thank you to the folks at OPCD and SDOT, specifically Aja and Lizzie, for your trust in us. It has been such a pleasure working with you, and we look forward for what's to come.

SOUTH PARK
YOUTH VISION
PROJECT

Estelita's LIBRARY

Justice Focused Community
Bookstore & Library

IMPACT REPORT 2022

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8 Books and Boosters: Odessa Brown Vaccines

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10 Acknowledgement

INTRODUCTION

The founders of Estelita's Library, Edwin & Estell, have had an intimate understanding of displacement. Having grown up in the Bay Area, Estell in Oakland and Edwin in the heart of the Mission District in San Francisco, CA. They witnessed the devastating effects of hyper-gentrification. What we know and witnessed of gentrification is that it not only displaces families from their homes, but it actually focuses on the cultural spaces as the first places to go. Gentrification has worked, time and time again throughout the world, to remove the cultural centers so that it is easier to evict families. It's made easier by removing the communities and culture created by these cultural institutions. If those institutions are not there, communities and families begin to ask themselves if this place is still the best place for them. The answer inevitably leads to "no", because everything they know about it has been decimated. The data tells us that there is a real phenomenon of displacement that takes a physical and psychological toll -- both emotionally and spiritually. It's called 'Root Shock'. When a community and neighborhood you grew up in has changed so dramatically that it becomes unrecognizable, it harms the psyche and body. It is when we are in a beloved community that we are the healthiest: we have neighbors and culture that care and take care of us, and resources like Estelita's that embrace us when we need it. But once you are removed from that space or that space is removed from you, research shows that your health deteriorates because you lost that community. We are here to fight back against this devastating harm.

SEATTLE URBAN LEAGUE

BLACK WELLNESS: TEENS

DISCUSSION

Mental health care was identified as a continuing and top priority for community health improvement by all community discussion groups including concerns for insufficient local capacity, particularly for higher levels of care, and increased need resulting from anxiety, stress and isolation impacts of COVID-19.

They discussed reasons why that it is hard to be a teen in Seattle:

- "There are not enough spaces for me to escape to in a healthy way"
- "Getting around the city to see friends is hard, espeically if they do not live along the Link (LightRail). I end up just staying at home in my room"
- "I feel like the City does not care about the brown kids in the community and do not want to help us out"
- "There is never anything that is my age to do in my community, it is always in the city so it is too far for my family"
- "Life costs too much and it is hard to see yourself in higher spaces"

Growing up can be hard on a young person of any generation, but today's kids and teens are facing an ever-evolving pandemic, racial inequality, social pressures online and systemic inequities that create barriers to success.

"'It took a long time for me to figure out that when I'm not feeling okay, it's okay to go and talk to other people – and now I have fun with it. "

16 OUT OF 20

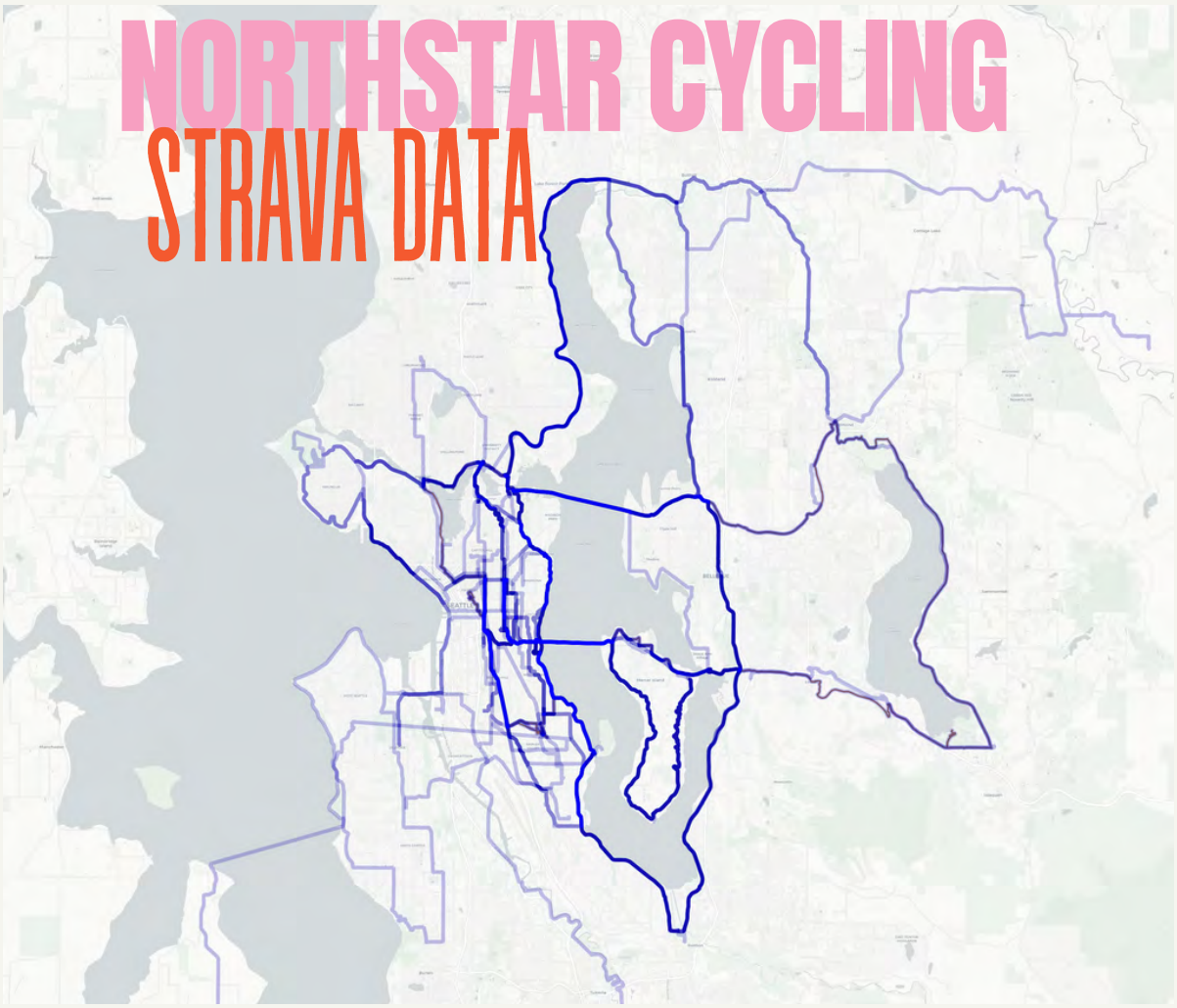
TEENS FEEL THAT THEIR

VOICES

ARE NOT HEARD

BY THE CITY

We asked our community to select and upload 3 bike routes that can highlight various topics: favorite route, safest route, least safe route, where they wish there was a route etc. This heat map of the selected routes showcase where, why, and how NorthStar uses existing spaces so we can better advocate for our spaces while cycling and being in community with one another.



98144
Where the majority of our riders reside

100%
BIPOC represenation

33
Avg Age

It is imperative that Seattle Transportation Plan use this information to guide where and how the city grows over the next 20 years and where investments in the community to meet current and future needs. Questions that were asked are below with some responses on the following page:

- In your mind, what is the most important issue regarding housing & community Development and/or Transportation? What do you believe is the greatest inequities around these issues that must be addressed?
- What are your favorite and least favorite routes?
- Where would you want routes to be located?
- What makes you feel safe while biking in the Seattle area?
- Please share what bike infrastructure you'd recommend to the city to focus on?
- If not already, what would have to happen for you to become a bike commuter?
- How do you believe Gentrification affects your Transportation experience?

NORTHSTAR CYCLING RESPONSES

"Lake Washington BLVD is mostly closed to cars and allows for walking and cycling with relative protection. A road like this along the water should be for the commons and leisure not for cars."

"Housing is incredibly inaccessible here, it's too expensive. Transportation is also pretty expensive, be it the bus fare, or the items necessary to take alternative transportation like biking. Wealth and access inequities need to be addressed."

"Interlaken is great as it is scenic within nature and there are surprisingly few cars on the road. It would be a great road to protect for cyclists, runners, and walkers similar to lake Washington blvd and only allowing local vehicles through."

"The Stay Healthy Streets have been mildly effective, but most drivers disregard the "road closed" signs, so it defeats the purpose. "

"The Burke-Gilman Trail is great, I would love to see more heavily used trails like this in other parts of the city. However the last stretch of it going west to Ballard feels really dangerous biking on Shilshole Ave NW where there are parked cars facing you on one side and on the other traffic going 40+ mph. At any moment one of those parked cars could drive forward, hitting and sending you out into the 40+ mph road. It is wild to me that the city still neglects this stretch of the Burke-Gilman and has done nothing to improve it in the past 10 years despite it being the most heavily used bike-ped trail in the city."

"Thhere is so little movement in the northern part of seattle because of safety for black and brown folks"

"There's a need to make it more accessible and safer for black and brown people to get to those areas via public transportation routes from se and south seattle which are still inaccessible everywhere below downtown."

"I feel safest when riding on dedicated bike paths, like the Burke-Gilman, because there are no cars. If I am riding in a bike lane on the road alongside cars, I feel safest when the road is paved well. If it's not, then I feel like I have to make extra maneuvers to make sure I'm avoiding potholes and whatnot, which makes me feel unsafe when riding next to cars. I also feel unsafe when riding alone and in wealthy areas, just the vibe makes me feel unwelcome. That's why it's nice to ride with other people when training"

"Perhaps subsidies for electric bikes for commuters would be helpful. "

"A safe and quick way to travel from White Center, through South Park and Georgetown, to Beacon Hill and other parts of South Seattle. Overpass pedestrian crossings like the near Mount Baker Station would be useful at several other points along Rainier Ave as well. The Rainier Valley Greenway is confusing unless you've done it plenty of times, and it crosses Rainier Ave a few times. "

BUILDING COMMUNITY TOGETHER:

SMASH THE BOX

Smash the Box is a multidisciplinary community driven Urban Planning & Design Firm based out of Seattle, WA. We cohosted conversations on how we can build an equitable community. Sharing stories that matter in shaping an affordable and accessible Seattle.

Gentrification: How does it affect you?

"Seattle's housing crisis is on full display with the number of persons who are displaced due to lack of resources. We are seeing a rise in violence that should have been curbed during the early stages of the pandemic. When offering housing, it is vital to the help those in desperate need through counsel, rehabilitation services, and a stipend. Create hoops to jump through or setting restrictions will lead to the problem overflowing onto the streets which is what we are seeing in Seattle today."

"The housing crisis in Seattle causes a hindrance to many in regards to transportation. Being pushed out forces people to commute for longer - wasting precious time in traffic. Creating affordable housing doesn't mean building apartment buildings where residents will be packed together. Expanding upon the established infrastructure by limiting home prices in various neighborhoods and not just in particular ones is necessary."

"Housing and Education is a human right and with out them you're unable to establish a life. The main barrier is the lack of access to the resources available all and until policies change equity/equality is just a buzz word."

JUNETEENTH BOOK SWAP

"I believe housing, convenient transportation, and communal spaces are universal rights that should be guaranteed by our government rather than left to private developers or public-private partnerships to create."

DISCUSSION

We celebrated liberation with community and dicussed what equity looks like when working with communities.

<u>These were the themes:</u>

- Housing Access
- Good Public Transportation
- Shared Public Spaces
- Environmental Impact
- Social Housing
- Stop Sweeps
- Affordability (housing/food/transportation)
- Youth Spaces
- Income Disparities
- Shared Resources
- Career Opportunities
- Cheaper Childcare
- More BIPOC Spaces/Representation

THE WATSONS GO TO BIRMINGHAM SHOWING YOUTH

We had an wonderful time seeing The Watsons Go To Birmingham at the Seattle Children's Theater. We were able to ask the youth how they felt about Seattle when it comes to equity.

- "Children shouldn't experience homelessness"
- "Walking to school should be easy and not a long bus ride"
- "I like to be close to the train but we have to drive in a car"
- "I wish I lived close to my school and a park, there is nothing by my apartment"
- "I wish my mom could afford to live in a house"
- "We hear planes all day/night over my place(home/school)"
- "Why do all the brown people live way out of the city?"
- "It is not safe for me to use my bike in the street"
- "I do not get to see my friends often because they live far away and I don't drive"
- "Things are too expensive to do"
- "When it gets dark outside it gets scary in my neighborhoods"
- "I wish people would care about the climate"
- "I love going to the library and to see plays"

BOOKS AND BOOSTERS

ODESSA BROWN VACCINES

TOP 3 TOPICS DISCUSSED

1 Afforadable Housing

Affordability and availability of housing was a common denominator across discussion groups addressing concerns of aging, mental health and substance use recovery, jobs and economy.

2 Livable Wages

The number of people seeking unemployment benefits increased rapidly. The largest number of employees filing unemployment claims included accommodation and
food services, manufacturing, retail, construction, and
healthcare and social assistance, which predominantly held by BIPOC folks

3 Access to Healthcare/Child Care

Community discussion participants identified health care costs and financial barriers to care as significant and ongoing concerns. It was also the most frequently mentioned topic area in an open-ended question about ‘one thing you would change to improve health

Seattle Children’s Odessa Brown Children’s Clinic (OBCC) provides medical, dental, behavioral health and nutrition services for babies, children and teens — regardless of a family’s ability to pay. They are a medical home for our families and so much more. They provide coordinated, whole-person care that addresses root causes of illness — social, economic and environmental. Our team reflects the communities we serve and advocates for their well-being.

TOP RECOMMENDATIONS

More FREE community spaces for folks to use for organizing and holding programming for the community

Make housing costs flexible and based on residents incomes, rather than being based on a flat market rate that has risen quicker than minimum wage for the past few decades; make it so residents are not required to pay more than 20% (an example percentage) of their monthly income toward rent; make it so market rates are not a standard across all income levels, make it so market value adjusts to residents incomes, so if someone can afford a significant amount with 20% of their income, then they must pay at least the (present day) market value, of you know "$,2000 for 1,000 sq. ft."...,

More health spaces in the community to get immediate attention when needed

Cheaper and safer ways to get around Seattle

More pocket park spaces like our partners Common Acre

Protect youth participants, their suggestions, as well as many others, show up in the policy recommendations

The City should be more transparent about the things they "say" they do for community and how accountability measures in place.

ACKNOWLEDGEMENTS

Estelita's Library
241 Martin Luther King Jr Way S,
Seattle, WA 98144
(415) 342-9009
https://estelitaslibrary.org/

Thank you to our community: which includes family, friends, and those we have yet to meet!

WE THANK YOU

FOR YOUR CONTINUED SUPPORT IN

OUR PROGRAMS

Khmer Community of Seattle King County
in partnership with Noio Pathways & KIMYUNITY

March 2022-March 2023

Envisioning a city for our community
បង្កើតទីក្រុងល្អបំផុតសម្រាប់សហគមន៍របស់យើង។

Perspectives and recommendations from Khmer community members for the Seattle's Comprehensive Plan update and the Seattle Transportation Plan

Prepared by

Jamie Stroble - Noio Pathways
Kim Yu, MPH - KIMYUNITY

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Introduction

This report summarizes the themes and recommendations from a year-long, immersive civic engagement project in partnership with the Khmer Community of Seattle/King County (KCSKC), Noio Pathways, and KIMYUNITY, to inform the Seattle Comprehensive Plan update and the Seattle Transportation Plan. Utilizing a trauma-informed approach, this work was centered in building trust through relationships, and community leadership through experiential learning. Our team designed multi-generational field trips, youth workshops, and celebration events that were rooted in learning about Seattle histories and current issues, and creating space and opportunity for new voices to share their opinions on what an ideal city would look like for them.

The Khmer community has experienced significant displacement - residential, commercial, and cultural, and many community members have stories about the difficulties in navigating systems and places across the city. KCSKC has a long-standing history as a community organization that provides direct services to the local Khmer community, and the staff, board, and community have lived experience of displacement and marginalization. Many of KCSKC's community members are low-income and have experienced (and continue to experience) displacement, food insecurity, and housing insecurity. KCSKC elders are primarily limited English speakers with little to no formal education, so programs are conducted primarily in the Khmer language. There have been many barriers to participating in public processes for our community members, and this project created an opportunity to support the leadership development of elders and youth within the community.

As a community that has often felt invisible in Seattle, this project was a chance to elevate Khmer voices and the voices of those in our community to inform key planning and decision-making around anti-displacement, housing, and transportation policies. We appreciate the opportunity for our community to weigh-in on a planning process that they may have never been involved in otherwise.

Who we are

Khmer Community of Seattle King County (KCSKC)
Stephanie Ung & Thyda Ros, Co-Executive Directors
KCSKC runs direct service and community programs that aim to serve the Khmer community, which includes refugees of the Khmer Rouge genocide, their children born in Thai refugee camps, and children born in the United States to these families. The Seattle area has the third highest metropolitan population of Khmer/Cambodian residents in the United States, with about 18,000 residents that identify as Khmer/Cambodian according to the 2017-2019 American Community Survey (IPUMS). KCSKC welcomes all who are curious and eager to learn about the Khmer community and culture. We encourage healing intergenerational connection, and run programs that are free to participants of all levels and experiences, and taught by volunteers in our community. Our core programs target elders/seniors and youth, and are based out of the Rainier Arts Center in Southeast Seattle, where we are an Anchor Partner, as well as the White Center/Highland Park neighborhood, from which we were displaced in fall 2019. Programs include the Khmer Amarak Performing Arts, which is a youth focused traditional Khmer dance and music program, an elders program through the King County Veterans, Seniors, and Human Services Levy known as the Khmer Senior Village, as well as COVID-19 resource navigation and community vaccination clinics.

Jamie Stroble (She/Her), Noio Pathways, Founder & President
Jamie Stroble is a passionate environmental and climate justice policy advocate, community organizer, educator, and facilitator. As a movement builder, she is always looking for ways to support new leaders, and strategize around affecting change. She founded Noio Pathways to serve as a community capacity building catalyst to support community leaders in navigating government to build community & climate resilience. Jamie has over 15 years of experience working in environmental justice-related fields, including youth programming, leadership development, intergenerational immigrants & refugee programs, affordable housing, food access, air quality & environmental health. Jamie founded and led the creation of the first-ever climate justice framework for King County's 2020 Strategic Climate Action Plan, and created the Climate Equity Community Task Force, an innovative co-creative body led by frontline communities to center Black, Indigenous, and community of color voices in community-driven climate policy-making. Jamie currently serves as on the Seattle Planning Commission, and many boards & community committees, including the Healthy King County Coalition's Built Environment workgroup, and FEEST.

Kim Yu (She/Her), KIMYUNITY, Principal
Kim Yu is a research analyst, project manager, and community organizer. She holds a Masters in Public Health and has over 10 years of experience in managing teams and consulting on various projects. She has experience working with various communities, such as people of color, youth, refugee, immigrant and low-income communities. Throughout her career, Kim has centered social justice and equity through her work and serving on committees at local community organizations; most recently, with Got Green and Social Justice Fund NW.

Our Partnership

As a growing organization with limited capacity, the Khmer Community of Seattle King County partnered with experienced community advocates Jamie Stroble of Noio Pathways, and Kim Yu of KIMYUNITY. Jamie and Kim brought additional capacity through project management support, curriculum design, the creation of policy recommendations, and other technical assistance. During this project, staff from the Khmer Community of Seattle King County, served as key community builders and navigators, recruiting, and supporting youth and elder programs. As team members, Jamie has a background in supporting communities to create strategic leadership development programming and translating community needs into policy recommendations; Kim brings experience in public health, program evaluation, community health (with a focus on refugee, immigrant and migrant communities), and community-based participatory research. Acknowledging the invaluable relationships and trust that the staff have with community members, Jamie and Kim primarily focused on providing a platform for the work that KCSKC has already done and continues to do in the Khmer community.

Our Approach

Our goal was to center the leadership and vision of Khmer community members in this work. So often traditional outreach for these sorts of plans are centered around extracting information from a community to inform a plan that they do not entirely understand. We believe that providing feedback and information to our public agencies is not enough, and that the empowerment and leadership of communities is critical to broadening and diversifying representation in planning spaces.

Thus, we took on a non-extractive approach of combining civic education and community engagement into two leadership development series that builds off of KCSKC's core programs for our elders and youth respectively. We sought to build understanding for our community participants around jurisdictions, what plans exist and why, what do these plans directly impact in your day to day life, and how to have your voice be heard. Because we believe engagement should be brought to the community, our approach was built upon existing long-standing programs that connect to our community through culture: adding to the Khmer Senior Village activities with elders, and dance and arts classes with youth. This allowed for more candid conversations, rich feedback, and create opportunities for mutual learning.

Our engagement plan was modeled after Facilitating Power's Spectrum of Community Engagement to Ownership, and our desire to move from engagement towards true ownership in this work. Our goal in using this model was to increase the opportunity for long-term involvement in this planning process that impacts so much of Seattle's future. We were aiming to move beyond just informing and consulting with communities, towards collaborating on ensuring community needs and assets are integrated into processes and inform planning, by building community capacity for leadership on these issues.

What did we do?
អ្វីដែលយើងបានធ្វើ

We ran two series of programming - one for our elders and one for our youth.

For our elders, we ran a series of field trips in Khmer language. These trips were designed to allow elders to learn about and experience different forms of transportation and areas of the city. Elders were provided with bags of culturally relevant groceries as a thank you for their participation and to help address food insecurity within the community.

For our youth, we built off of the existing Khmer Amarak Performing Arts program, which is a youth focused traditional Khmer dance and music program, based out of the Rainier Arts Center and the Garden Youth Program, which is a youth program held in the High Point P-Patch to educate youth on gardening and support food security. Youth were provided a stipend for their participation and leadership in this program.

4
Elder Field Trips

2
Youth Garden Workshops

2
Youth Dance Workshops

1
Celebration Feedback Event

1
Reportback Event

Timeline of Events

Jun 15, 2022
Elder Field Trip #1
Bus & Monorail to Seattle Center

Jul 19, 2022
Elder Field Trip #2
Light rail to Chinatown/ International District

Aug 3, 2022
Garden Youth Workshop #1
High Point P-Patch

Aug 7, 2022
Dance Youth Workshop #1
Rainier Arts Center

Aug 10, 2022
Garden Youth Workshop #2
Danny Woo Garden

Aug 24, 2022
Dance Youth Workshop #2
Union Cultural Center

Aug 25, 2022

Elder Field Trip #3
Water Taxi to Seattle Waterfront

Sep 13, 2022

Elder Field Trip #4
Woodland Park Rose Garden &
Green Lake Park

Oct 23, 2022

Celebration Event
Centilia Cultural Center

Feb 25, 2023

Reportback Event
Bethaday Community Learning Space

Elder Field Trip #1 Bus & Monorail to Seattle Center

June 15, 2022

Elder Field Trip #2 Light rail to Chinatown/ International District

July 19, 2022

Elder Field Trip #3 Water Taxi to Seattle Waterfront

August 25, 2022

GARDEN YOUTH WORKSHOPS

Workshop#1 - High Point P-Patch
August 3, 2022

Workshop #2 - Danny Woo Garden
August 10, 2022

DANCE YOUTH WORKSHOPS

Workshop #1 - Rainier Arts Center
August 7, 2022

Workshop #2 - Union Cultural Center
August 24, 2022

Elder Field Trip #4 Woodland Park Rose Garden & Green Lake Park

September 13, 2022

Transportation ការដឹកជញ្ជូន: Accessibility

Themes

Overall, it seems that there are many different factors to consider when it comes to improving public transportation in the Seattle area. Addressing these concerns could require a multi-pronged approach, including better information and communication, cost reductions or free transit, longer transfer times for older adults, increased access and availability of transportation options, and a focus on minimizing community impact while making public transportation more comfortable and appealing for riders.

Lack of information, especially in-language: Some riders feel that public transportation can be difficult to navigate and that there is a need for more signage and options for non-English speakers. Youth wanted an interactive way to ask questions about public transit and get guidance on a system that can be difficult to navigate.

Transfer times: Some riders feel that the current 2-hour transfer time is not enough and can feel stressful, particularly for older adults with mobility issues. They suggest that Senior ORCA cards could have longer transfer times. Some community members are also distrustful of the ORCA card tracking their transfer time, so prefer paper transfers.

Improve transit availability for suburbs and edges of Seattle (Access and Availability): Especially since many community members have experienced displacement, some riders report that there are limited bus routes and train stations, particularly in more suburban areas, and that this can lead to longer travel times and greater reliance on cars.

Transit access to destination Green Space: Community members, especially those without a lot of access to green space in their own neighborhoods, wanted more public transit options to the big “destination” public parks in the city, like Green Lake, Seward Park, Discovery Park, Lincoln Park.

More affordable and discounted ORCA cards: The community suggests providing more accessible and affordable options, such as free/discounted ORCA cards, to make public transportation more accessible for all.

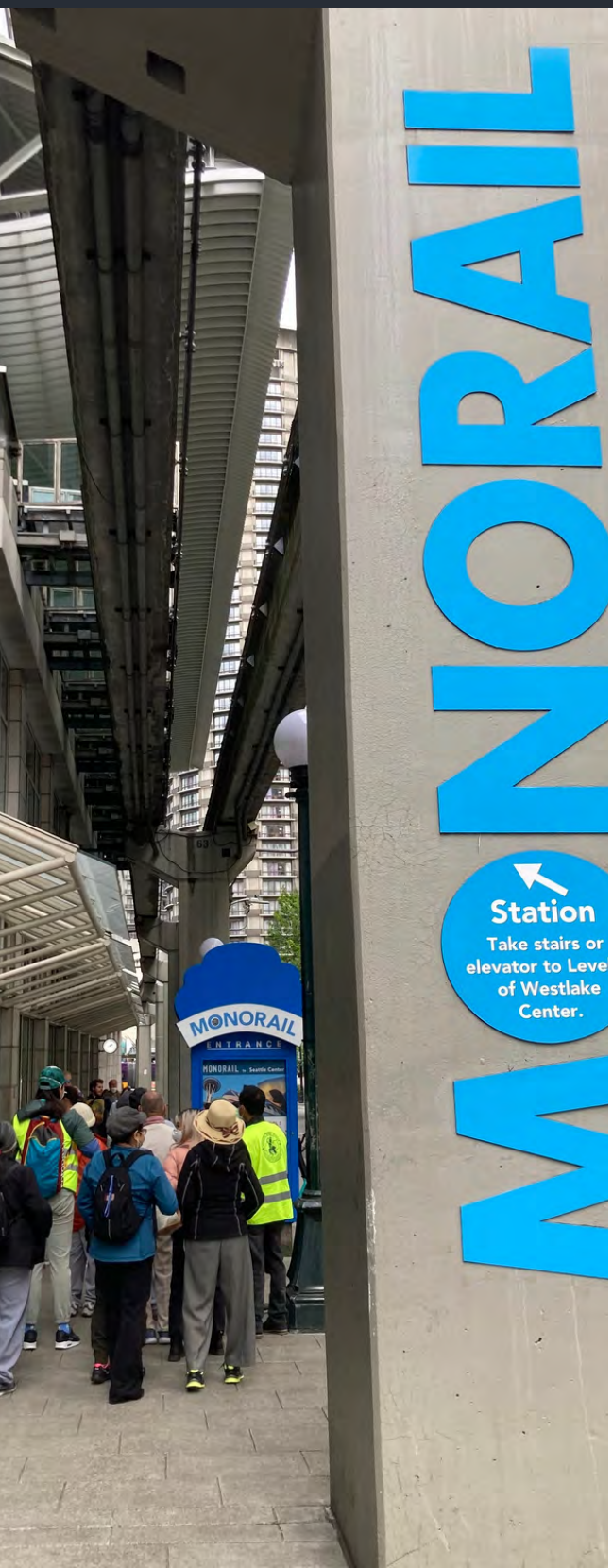
Transportation ការដឹកជញ្ជូន: Accessibility

RECOMMENDATIONS

- Integrate more signage options for limited-English speakers to get direction in their own languages.
  - City should work with Metro and Sound Transit to post interpreter helpline information at bus stops and on public transit.
  - Better graphic signage for non-English readers: Light Rail signage should include clearer graphic signage to help limited-English speakers navigate which stops they need to get off at. i.e. the icons for each station could be larger, clearer, and more easily seen on the platforms.
- Establish more transit education programs, especially for youth, limited english speaking community members, and recent immigrants, to learn how to use ORCA cards and public transit
  - Develop and implement more community-based education programs to inform recent immigrants and limited English speakers about how to use ORCA cards and public transit to improve comfort with public transit
  - Create transit navigators who speak different languages to assist riders with information about bus routes and schedules
- Extend transfer window time for Regional Reduced Fare Permit ORCA cards from 2 to 4 hours to allow for more time for those with mobility challenges.
- Improve accessibility of frequent and reliable transit in neighborhoods that are low-income, transit dependent, and/or have a high number of young people who are commuting to school and jobs.

Transportation ការដឹកជញ្ជូន: Accessibility

RECOMMENDATIONS (CONT.)



- Integrate anti-displacement policies, programs, and investments into major transportation capital project plans to preserve social cohesion, cultural anchors, connectivity, and prevent displacement of vulnerable residents.
- Expand public transit options to the big “destination” public parks in the city, like Green Lake, Seward Park, Discovery Park, Lincoln Park, especially for those in other parts of the city.
- Partner with local arts and cultural organizations to reduce transportation barriers to accessing art and cultural hubs or activities.
- Provide more van services for elderly and disabled residents to access bus and train stations.
- Improve transit availability for suburbs and edges of Seattle to address the impact of displacement
- More route options and service for those that do not work a 9am-5pm job.
- Youth would like more frequent and reliable buses to make taking public transit a more feasible option for them. They report it being accessible to get around within the city, but difficult to get out.
- Youth are often trying to get to and from neighboring suburbs to Seattle to reach cultural activities (dance practice), temple, family members, schools or jobs. One youth reported feeling isolated on the weekends due to being unable to do extracurriculars, since their bus didn’t run on Sundays.

Transportation ការដឹកជញ្ជូន: Safety

Themes

The community seeks more accessible, affordable, and safer public transportation options that are welcoming to all community members, including seniors, people with limited mobility, and non-English speakers. Improving lighting, shelter, and sidewalk conditions, providing accessible fare options, and prioritizing safety and de-escalation are some suggestions to make public transportation more inclusive and accessible.

Safety at bus stops and on public transportation: The community members expressed concerns about safety at bus stops and on public transportation, particularly around fare enforcement. The community also emphasized the importance of building relationships with bus drivers and other transportation staff. Value of transit operators that are a part of the community: Some bus drivers that are on the same route consistently get to know their riders, and the needs of their riders really well. Light rail has a very different feel, as you don't get to know the drivers.

- Safety, comfort and appeal: Some riders suggest that public transportation should be made more appealing and comfortable in order to encourage more people to take it as an option.

Improved Lighting & Sidewalks near transit: Better lighting and shelter at bus stops and sidewalks to improve safety for pedestrians, particularly for seniors and people with limited mobility. The condition of sidewalks is also a concern, as there are tripping hazards for able-bodied individuals, which can be even worse for seniors and those with limited mobility. Increase funding for sidewalks and curb cuts in neighborhoods without them to improve accessibility, particularly for elderly residents.

Transportation ការដឹកជញ្ជូន: Safety

Themes (cont.)

Alternate forms of fare enforcement and prioritizing safety besides police: Some members feel intimidated by fare enforcers on light rail and would prefer alternative ways of ensuring fare payment. Community members feel that fare enforcement can be intimidating and cause anxiety for some people, particularly elders, who may associate it with military intimidation in Cambodia. Community members reported saying that fare enforcement made them feel unsafe, and that got anxiety seeing people in uniform. Another participant shared a story about how quickly a situation escalated for a family member who was scared and ended up being held down and then arrested.

More community-based programs to build comfort with public transit: There is a need to make elders feel safe enough to ride the bus on their own or help them travel in groups where they feel more comfortable. Language barriers are also a concern for some community members, making it difficult for them to access city activities or navigate public transportation.

Safer crossings across major roads and intersections: The community members emphasized the need for safer crossing areas, particularly on busy roads like Rainier Ave.

Increase traffic calming measures near all schools and other high pedestrian areas: The community members noticed during workshops and in their neighborhoods that traffic calming could be improved near schools as well as other high pedestrian areas. One example was that parts of Rainier Avenue didn't feel safe to pedestrians as an arterial street cutting through Columbia City.

Transportation ការដឹកជញ្ជូន: Safety

RECOMMENDATIONS

- Increase funding for sidewalks and curb cuts in neighborhoods without them to improve accessibility, particularly for elderly residents.
- Improve lighting near transit and walkways
- Improve safety at crossings across major roads and intersections
- Explore alternate ways of prioritizing safety and de-escalating situations besides police, and have fare enforcement staff work to build rapport with riders by connecting people with resources to get free/reduced ORCA cards, versus giving them a fine.
- There is also concern regarding fines for fare evasion and the lack of resources available for those who cannot afford to pay for fares. The community suggests providing more accessible and affordable options, such as free/discounted ORCA cards, to make public transportation more accessible for all.

Transportation ការដឹកជញ្ជូន: Infrastructure

Themes

"Transportation is essential for my community. Many have been displaced far from where cultural hubs are meaning they have to travel farther to find community. Much of my family lives out in suburbia so transportation is a must; we all use cars.

When going to UW, public transportation was great but as I moved away, that access went away too. The bus routes near my home are few and far between. Would love investment in more bus routes and train stations that don't disturb the community."

-Khmer youth

Community has expressed a need for investment in infrastructure to improve transportation and pedestrian safety. They noted inequities and disparities in infrastructural investments from neighborhood to neighborhood, and would like to see more equitable investments across the city.

Address impact of transportation projects on community: There are concerns that transportation projects can interrupt current communities and lead to displacement. Some riders feel that transportation should not interfere with community spaces or divide neighborhoods and that it is important to avoid dividing neighborhoods and disrupting existing housing and communities.

Address the disparities in transportation infrastructure from neighborhood to neighborhood: Community members noted that not all public transit stops had seating, shelter, lighting or safety mechanisms in place. They felt that these features should be a minimum at all public transit stops.

Lack of public bathrooms: Public bathrooms are an important need for both elders and youth, with a desire for real bathrooms that are clean and accessible. Elders express a fear of traveling (especially with taking public transit) without knowing where the next public bathroom is, while youth see the availability of public bathrooms as a measure of a healthy community. It would be helpful for public bathrooms to be available at transit stops and major bus stations.

Transportation ការដឹកជញ្ជូន: Infrastructure

RECOMMENDATIONS

- Install digitized boards with bus schedules at businesses near transit stops/stations to provide easier access to information.
- Improve the cleanliness of public transportation to make it more appealing and comfortable for riders of all ages and backgrounds.
- Consider requiring housing built near heavy traffic/major air pollutant sources require advanced filtration systems for building air ventilation and heating systems.
- More public bathrooms, especially at light rail stations, transit hubs, parks and major public landmarks

Housing
លំនៅដ្ឋាន

Themes

Overall, the community desires public spaces that are welcoming, inclusive, and meet the diverse needs of different age groups and cultural backgrounds. They value access to parks and open space greatly and many have noted the disparity in quality, cleanliness, and amenities of parks from neighborhood to neighborhood.

Displacement and Housing Instability: Almost all community members, especially elders, have experienced housing instability and have been forced to move away from their cultural centers, shops, and other community resources due to rising costs and lack of support. Subsidized senior housing has been a big stabilizing factor for many elders.

Access to Housing Resources: While there are public resources available, many community members do not know how to access them, few resources are in their language, and they do not have anyone to advocate for them.

Development and Disparities: While community members recognize that there is impressive development happening in the city, they do not feel that it is development they can access. There are concerns about the impact of development on communities – including displacement & housing affordability, cultural landmarks and anchors, and social cohesion.

Housing with access to green space: As a community with strong agricultural connections, access to green spaces and space to grow vegetable and flower gardens are important both for mental health and cultural significance. As many community members are transit dependent and/or mobility limited, it is critical that these areas are easily accessible in their neighborhoods or near their homes.

Housing | លំនៅដ្ឋាន

RECOMMENDATIONS

- Continue to support and promote senior housing opportunities, and resource in-language housing navigators.
- Support anti-displacement policies and programs that help low-income and cultural communities stay in place.
- Support in-language resources and navigators to help limited-English speaking residents navigate housing and financial systems so that they can remain safely and affordably housed.
- Support more affordable multi-generational housing and family-size housing of 3+ bedrooms.
- Incentivize more housing development that incorporates access to outdoor spaces to garden, such as courtyards, side yards, balconies, rooftop gardens, etc.
- Consider requiring housing built near heavy traffic/major air pollutant sources require advanced filtration systems for building air ventilation and heating systems.

Parks & Green Space
ឧទ្យាន

Themes

More sustainable and edible landscapes: Many community members, especially elders, expressed a desire for edible and sustainable landscapes in public spaces, such as gardens and fruit trees. This would not only increase food security but also provide a source of joy and connection to the community.

Transportation and connectivity: Some community members expressed a desire for improved transportation options to public spaces, such as express buses. Additionally, having multiple parks in the neighborhood and access to a variety of public spaces was important to the community.

Improve quality of public spaces and amenities to support elders & youth: The community values access to public spaces that are safe, clean, and well-maintained. Elders in particular appreciate having benches and seating available as well as clean public restrooms, while youth want to see more parks and playgrounds with a variety of amenities like sports courts, green spaces, and areas to relax. The community also values public spaces for their mental health benefits, such as access to nature, flowers, and opportunities to exercise and socialize.

Mental health benefits of welcoming parks and green spaces: The community desires more inclusive, accessible, and culturally-relevant public spaces that cater to the needs of both elders and youth. These spaces should be designed with enjoyment in mind, and promote physical and mental wellbeing while also fostering a sense of community and cultural identity. When these spaces feel welcoming, safe, and accessible amenities, community members can benefit more from available parks and green spaces in their neighborhoods. Some community members noted the stark differences between the parks in North Seattle we visited (Green Lake, Woodland Park) versus parks near their own homes, and wondered if they were allowed to be there.

Parks & Green Space | ឧទ្យាន

RECOMMENDATIONS

- Increase availability of welcoming park spaces, and create programming and landscaping that welcomes a diversity of cultures to be highlighted.
- Expand public transit options to the big “destination” public parks in the city, like Green Lake, Seward Park, Discovery Park, Lincoln Park, especially for those in other parts of the city.
- Improve quality of public spaces and amenities to support elders & youth
- More clean public restrooms available at all parks
- More shaded benches and places to sit and rest
- Promote edible landscaping in parks across Seattle. Create an urban foraging map showcasing the different types of plants.
- the community desires more inclusive, accessible, and culturally-relevant public spaces that cater to the needs of both elders and youth. These spaces should be designed with enjoyment in mind, and promote physical and mental wellbeing while also fostering a sense of community and cultural identity.

Food Systems

Themes

Almost all community members mentioned the importance of the ability to grow their own food. With the increased need for food sovereignty among a community that has experienced food insecurity, growing food and having access to culturally appropriate food was a priority for community members.

Access to nutritious and culturally appropriate food: The community would like greater access to healthy food, particularly fresh produce, and there is a concern about the lack of healthy food options in some neighborhoods. Having access to affordable food and being in close proximity to healthy food options was important to the community. Many emphasized the importance of culturally relevant food options and the need to rebuild intergenerational knowledge about growing and using fresh foods. Many noted not having close access to a Khmer grocery store.

Community gardens and other spaces to grow food: There is a desire for more community gardens and green spaces where people can grow their own food. Even as housing gets more dense, there is a desire to utilize available outdoor space (porches, rooftops, etc) as potential growing spaces.

Sustainability: Many community members emphasized the importance of sustainable food systems, with an emphasis on shorter distances between farm and plate, equitable pricing, and access to basic ingredients.

More sustainable and edible landscapes: Many community members, especially elders, expressed a desire for edible and sustainable landscapes in public spaces, such as gardens and fruit trees. This would not only increase food security but also provide a source of joy and connection to the community.

Food Systems

RECOMMENDATIONS

- Increase access to fresh, nutritious, and culturally appropriate food. Provide support for cultural community grocery stores to remain in place and prevent displacement.
- Fund and support community-led programs to utilize shared and public space to grow food. Increase p-patch program to reduce wait-list times, and incentivize designing gardens into new developments.
- Improve utilization of public spaces to grow more food and create edible landscapes, such as parks, right-of-way, empty lots awaiting construction, community centers, rooftops of city-owned buildings, etc.
- Incentivize housing development that incorporates access to outdoor spaces to garden, such as courtyards, side yards, balconies, rooftop gardens.
- Enable affordable housing projects to provide communal outdoor space as part of the project, where residents could garden.

Climate Change & Environment
បញ្ហាជាមួយនឹងការប្រែប្រួលអាកាសធាតុ និងបរិស្ថាន:

Themes

Climate change and health of the environment was a top concern of community members. Especially since so many of them live in neighborhoods that are most vulnerable to extreme weather conditions, this is something that impacts their lives significantly and has had real consequences to their livelihood. Some Khmer community members were severely impacted by the recent South Park neighborhood flooding due to extreme rain events and sea level rise, losing their homes and many of their possessions without much recourse as renters.

Concern around lack of shade/shelter especially in extreme heat: On several occasions, elder field trips coincided with extreme heat warnings. With our trips primarily being outdoors, it was difficult to find shade or sheltered seating in public spaces. This posed a real threat to the health of those participating in the trips and generally those traveling outdoors in the heat. infrastructure to help stay cool in the heat was notably lacking on some of our field trips, especially on the downtown waterfront, in the Chinatown/International District, and along Alki - all mostly urban neighborhoods with a lack of shaded cover, heavily pavemented walkways that reflected heat, and limited tree canopy coverage and vegetation. These places also lacked public water fountains, and we were forced to buy bottled water to keep everyone hydrated during the heatwave.

Concern around cleanliness of water and air: Elders noticed at various locations that the bodies of water were not clean and had concerns about the pollutants in the water and in the air. Youth also expressed a desire for cleaner air and streets.

Lack of knowledge and community resources for extreme weather: Some community members are unaware of available resources for extreme weather and do not know where to find them in their neighborhood. Many public resources are not available in the Khmer language, or community members just didn’t know where to access information so assumed there wasn’t help. With increasing extreme weather events, it is critical that there are educational resources available before an event, communication in multiple languages and through trusted community partners during an event, and funding available for impacted low-income households following an event.

Climate Change & Environment
បញ្ហាជាមួយនឹងការប្រែប្រួលអាកាសធាតុ និងបរិស្ថាន

RECOMMENDATIONS

- Elders and small children are more vulnerable to the heat. Need to add more infrastructure to support them staying safe in the heat (i.e. more trees, shaded public seating, covered walkways on key routes, misters, etc.). Consider doing a shade assessment for the city, to determine where the biggest gaps are.
- Support and resource low-income residents impacted by flooding and sea level rise.
- Improve water & air quality, and provide resources for vulnerable community members
- Partner with King County Public Health and provide free/low cost air filters for low-income families
- Provide education around air quality & health
- Consider requiring housing built near heavy traffic/major air pollutant sources require advanced filtration systems for building air ventilation and heating systems.
- Provide educational resources before an extreme weather event, communicate in multiple languages and through trusted community partners during an event, and make funding available for impacted low-income households following an event.

Healthy & Connected Communities
សហគមន៍ដែលមានសុខភាពល្អ
(Community Well-Being)

Themes

Lack of public bathrooms: Public bathrooms are an important need for both elders and youth, with a desire for real bathrooms that are clean and accessible. Elders express a fear of traveling (especially with taking public transit) without knowing where the next public bathroom is, while youth see the availability of public bathrooms as a measure of a healthy community. It would be helpful for public bathrooms to be available at transit stops and major bus stations.

More community spaces to support well-being and connection among youth: Youth want to see people spending more time outdoors and connecting with each other, and desire peaceful places to relax both indoors and outdoors. Supporting youth who lack a sense of community and providing space for them to come together, chill, and hang out in a safe and friendly atmosphere is a recurring theme. Overall, safety and a sense of connection and community are important to both elders and youth.

Complete neighborhoods: Community members, particularly youth, see a healthy community as having lots of resources available, including libraries, community centers, cafes, stores, parks and bus/train stops. They also want affordable healthcare and insurance, good schools, and access to cultural activities. Overall, the community wants more resources and support for equitable development, including funding for community centers and public spaces. They want to preserve their cultural identity and have access to all the previously mentioned amenities. Transportation access, displacement, communication barriers, and intergenerational barriers are some of the obstacles that they face.

Healthy & Connected Communities
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(Community Well-Being)

Themes (cont.)

Lack of space for community to gather and support community well-being (building social cohesion): The Khmer community currently lacks a centralized community center, and KCSKC struggles with finding affordable space for all their programs that is accessible to community members, meets their needs (often they need access to a kitchen, and dance space independently), and is large enough to accommodate everyone.

Support community navigators: Many participants cite KCKSC as a trusted organization, and are thankful for the programs they provide in connecting them to resources, navigating complex systems (a recent example included navigating health insurance and medicare), providing education and learning opportunities, and building a community where they felt belonging and happiness. These community organizations are critical partners in ensuring city programs actually reach their communities.

Healthy & Connected Communities
សហគមន៍ដែលមានសុខភាពល្អ
(Community Well-Being)

RECOMMENDATIONS

- More public bathrooms, especially at light rail stations, transit hubs, parks and major public landmarks
- Encouraging more community spaces where youth can hang out with their friends without having to buy anything.
- Support healthy communities with lots of in-language resources and gathering spaces
- More affordable spaces for community to gather and support community well-being and build social cohesion
- Directly support and resource community organizations that provide community navigators and other community-led programs that help connect people to resources and navigate complex systems.
- This also includes supporting community engagement led by community partners and resourcing them to provide food, supplies and staffing to enable their communities to engage in public process in culturally meaningful ways.

Arts & Culture
សិល្បៈ និងវប្បធម៌

Themes

Support for a dedicated Khmer Community Center: The desire for a dedicated Khmer Community Center is also evident among the community, particularly youth. This space would serve as a cultural hub for the community to come together, showcase their culture, and learn about their heritage. However, funding and transportation remain barriers to achieving this goal, and concerns about displacement due to rising space costs are also present.

More inclusive, accessible, and culturally-relevant public spaces that cater to the needs of both elders and youth: These spaces should be designed with enjoyment in mind, and promote physical and mental wellbeing while also fostering a sense of community and cultural identity. Additionally, addressing the barriers of funding and transportation are necessary to ensure equitable access to these spaces.

Access to cultural activities: Necessary to address displacement, as many arts spaces and organizations have struggled with rising space costs. The Khmer dance program run by KCSKC for example, does not have a permanent space, and rents space from Rainier Arts Center as well as from a local restaurant in White Center. Participants often have to travel farther to participate, especially when they have been displaced themselves.

Arts & Culture | សិល្បៈ និងវប្បធម៌

RECOMMENDATIONS

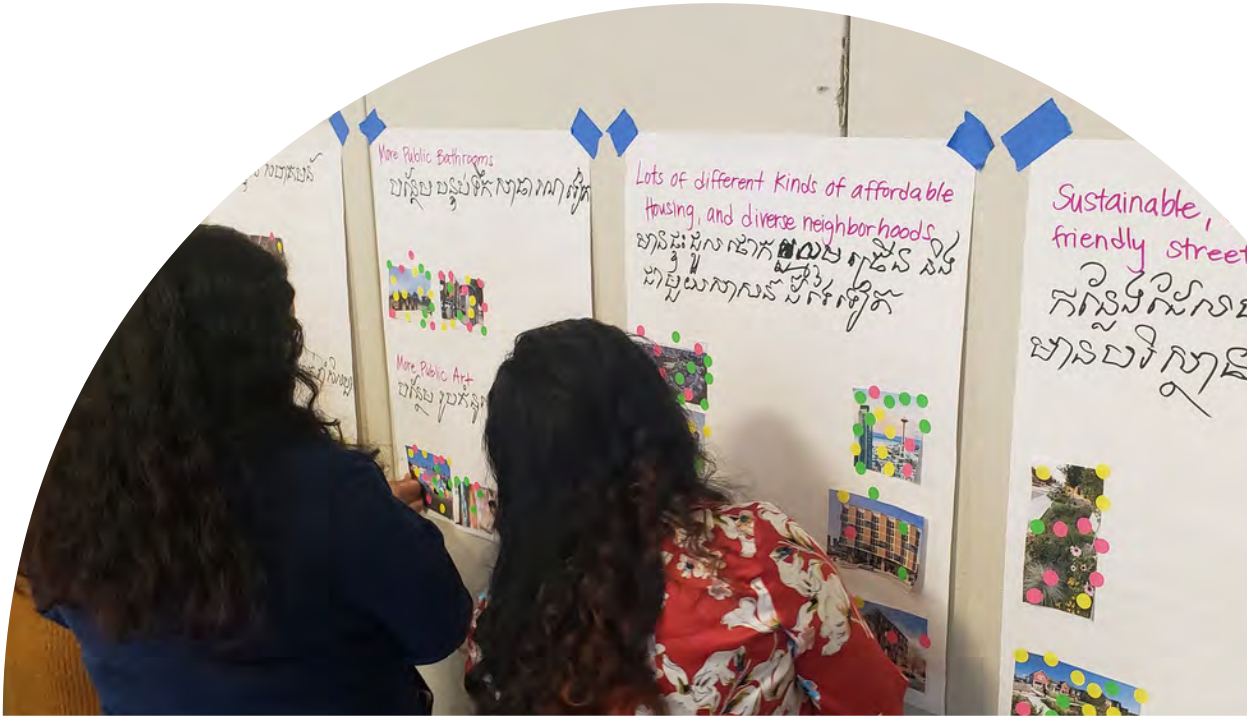
- **Resources and support for a dedicated Khmer Community Center!**
- Increase access to cultural activities by reducing barriers such as transportation, cost, and space. Consider partnering with arts organizations and programs to remove barriers for their participants.
- Support access to affordable spaces for community to gather and support community well-being and build social cohesion
- Prioritize anti-displacement policies to preserve culture, social cohesion, and community arts.

Economic Development

Themes

Valuing small businesses that provide culturally relevant goods and services: Both elders and youth appreciated neighborhoods where there is a confluence of cultural business, restaurants, grocery stores, and residents, and that these resources help create a sense of community. For the Khmer community, this was largely in the White Center area, however displacement, gentrification, and rising rents for commercial spaces have pushed out several Khmer businesses.

Concern around inequitable economic development and its impact on community members: There were concerns that with such high commercial costs, sometimes one emergency can be enough to push a small business owner out of business and impact their own housing stability.



Economic Development

RECOMMENDATIONS

- Support and incentivize affordable commercial spaces, especially in neighborhoods with high risk of displacement.
- Create supports to prevent displacement for small business owners, especially those from BIPOC, immigrant, and refugee communities, that provide culturally relevant services and goods to the community.
- Incentivize business owners that provide affordable or free gathering space for local community organizations. Many spaces serve not just as commercial spaces, but also rent or provide space for community gatherings or events, and addresses the lack of affordable non-profit space.

Displacement
ត្រូវបានបង្ខំឱ្យផ្លាស់ទីកន្លែង

Themes

Because the issue of displacement cuts across all of the topics discussed in this report, we wanted to highlight themes that were especially relevant to displacement as this was a high priority issue for the community. There are many more connections throughout the rest of the report.

Displacement and Housing Instability: Almost all community members, especially elders, have experienced housing instability and have been forced to move away from their cultural centers, shops, and other community resources due to rising costs and lack of support. Subsidized senior housing has been a big stabilizing factor for many elders. Many elders have lost their homes because no one helped them and no one was able to help them navigate financial and housing systems or help them save their home, and banks told them to move out. Some community members have lost businesses, lost jobs, or lost family members that were helping to support them due to complications with immigration or law enforcement.

Access to cultural activities: Necessary to address displacement, as many arts spaces and organizations have struggled with rising space costs. The Khmer dance program run by KCSKC for example, does not have a permanent space, and rents space from Rainier Arts Center as well as from a local restaurant in White Center. Participants often have to travel farther to participate, especially when they have been displaced themselves.

Address impact of transportation projects on community: There are concerns that transportation projects can interrupt current communities and lead to displacement. Some riders feel that transportation should not interfere with community spaces or divide neighborhoods and that it is important to avoid dividing neighborhoods and disrupting existing housing and communities.

Displacement | ត្រូវបានបង្ខំឱ្យផ្លាស់ទីកន្លែង

RECOMMENDATIONS

- Integrate anti-displacement policies, programs, and investments into major capital project plans to preserve social cohesion, cultural anchors, connectivity, and prevent displacement of vulnerable residents.
- Address impact of transportation projects on community.
- Support more affordable arts & commercial spaces: resource programs to prevent displacement of cultural spaces & businesses, and fund relocation support if they are being actively displaced.
- Improve transit availability for suburbs and edges of Seattle to address the impact of displacement
- More affordable spaces for community to gather and support community well-being and build social cohesion
- There are many more connections throughout the rest of the document - please read through! :)

Community Engagement & Process

Themes

"This [program] empowers us to express that - yes, we can and should demand these kinds of space in our neighborhood... When you're in survival mode, you live in fear, so you don't feel like you're entitled...
What this project helps us realize is that - yes, we can speak our mind and we are entitled to enjoy those kinds of beautiful spaces in our neighborhoods too."

- KCSKC staff reflecting on elders' comments

Value being included and having opinions heard: Specifically, the Khmer community has experienced historical trauma related to totalitarian governments in Cambodia, where giving feedback or advocating for community needs is not something they are familiar with or feel safe doing. Through this process, the community members valued being included in the decision-making as well as having their opinions heard. Advocating or providing feedback, however, took time for them to understand and be comfortable with doing.

Desire for accountability for input given to local leaders: Community members, especially youth, asked what is the point of providing feedback if their voices are not heard. Although this process aims to include their voices, they still want to know what will be done once they have share their feedback, and want to know how they will be included in the future. Youth were more skeptical than elders about whether their feedback would actually impact their communities, and were concerned there would be no impact.

Empowerment and advocacy: The project helped to empower elders to stand up for themselves and their community, and to understand that they are entitled to more. This understanding led to a greater desire for civic engagement and advocacy resources.

Community Engagement & Process

Themes (cont.)

Flexibility and responsiveness: The project team had to be flexible and responsive to the needs of the participants, including accommodating accessibility, bathroom access, and health/comfort needs, and community events and holidays. They also adjusted the timing and content of events to engage participants when it was most convenient for them, on topics they were interested in.

Healing: KCSKC staff reflected that the engagement process itself can be healing for participants, building their trust in local government and creating space for dreaming and hope for the future.

Inequity and past harm: Participants expressed concerns about past harm and inequity, especially between North and South areas of the city, and in communities with lots of people of color. They wanted to see communication between communities and the city/county government and action to address past harm.

Community Engagement & Process

RECOMMENDATIONS

- Offer a more diverse array of ways to engage with community that is informed by the community. Allow for flexibility to respond to community needs and changes.
- Community engagement should have long-term relationship-building at the core of its approach.
- Follow-up with the community about decisions and include them at key decision-points.
- Community-based organizations should be resourced to engage and serve the community as they see fit.
- Directly support and resource community organizations that provide community navigators and other community-led programs that help connect people to resources and navigate complex systems.
- This also includes supporting community engagement led by community partners and resourcing them to provide food, supplies and staffing to enable their communities to engage in public process in culturally meaningful ways.
- Build ample time into community engagement timelines to allow for relationship building and flexibility. The elders in the community have felt validated and included in the process for the first time. However, it takes time to build understanding and trusting relationships with elders to get feedback and understand the purpose of the project. Longer engagement timelines would be beneficial.

Key Takeaways

Invest in community-led partnerships to build trust around public processes.
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Investing in community-driven engagement activities to heal and build trust in local government.

Addressing displacement is key to cultural preservation and social cohesion.

Prioritize anti-displacement policies to preserve culture, social cohesion, and community arts.

Accessibility & Language Access

Make the city accessible for limited-English speakers, elders, youth, and low-income folks.

Trust-building takes time - Be flexible & adaptive

Short-term and surface-level engagement is not effective and can be extractive. Engagement should begin with long-term relationship building in mind and recognize that change can take time.

Context matters.

Understand past harm and inequity before engaging community. Trauma-informed community engagement can be an effective approach.

សូមអរគុណ
Thank you

This report could not be completed without the contributions of time, insight, and most importantly care for community by KCSKC program participants and staff.

We are grateful for the funding and support from the City of Seattle's Office of Planning and Community Development, and Seattle Department of Transportation to make this work possible.

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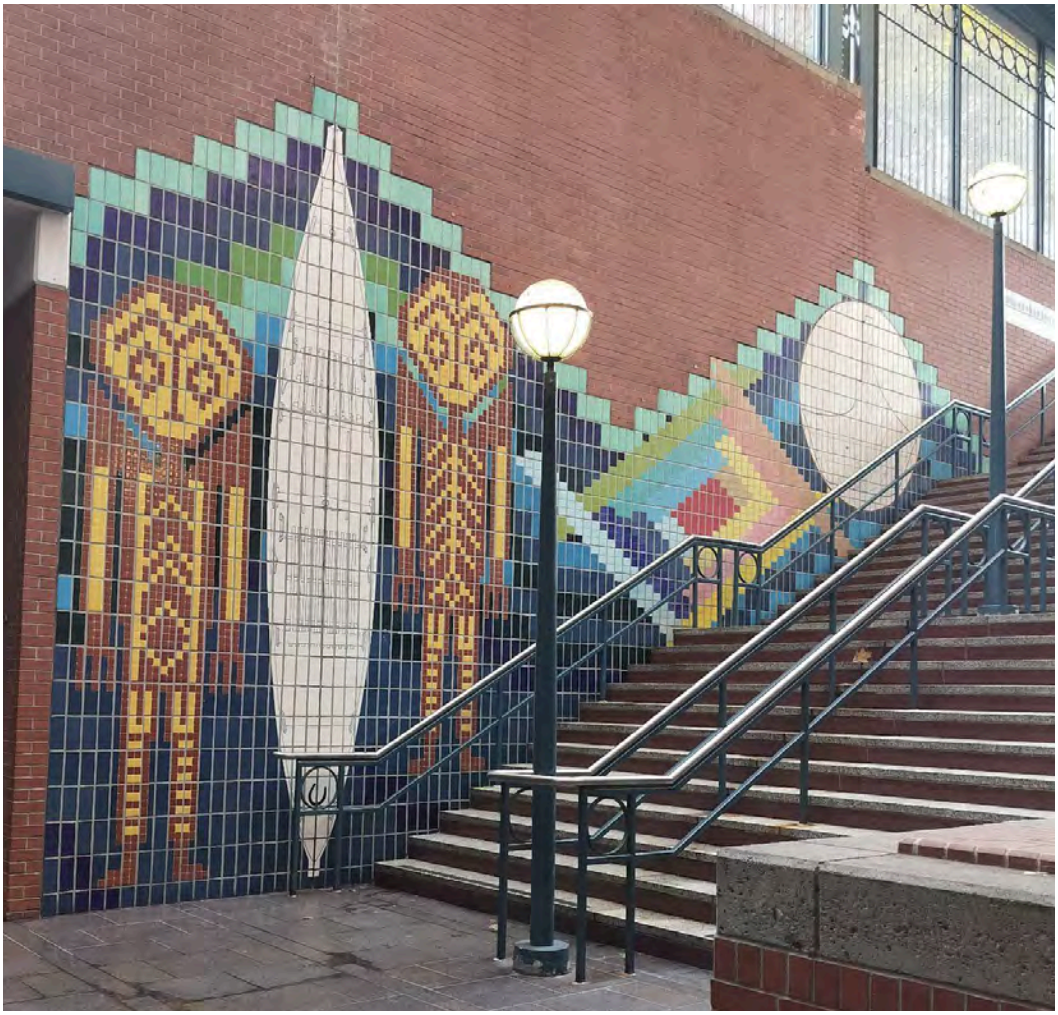
Native and Indigenous Community Input Report - Seattle Transportation Plan



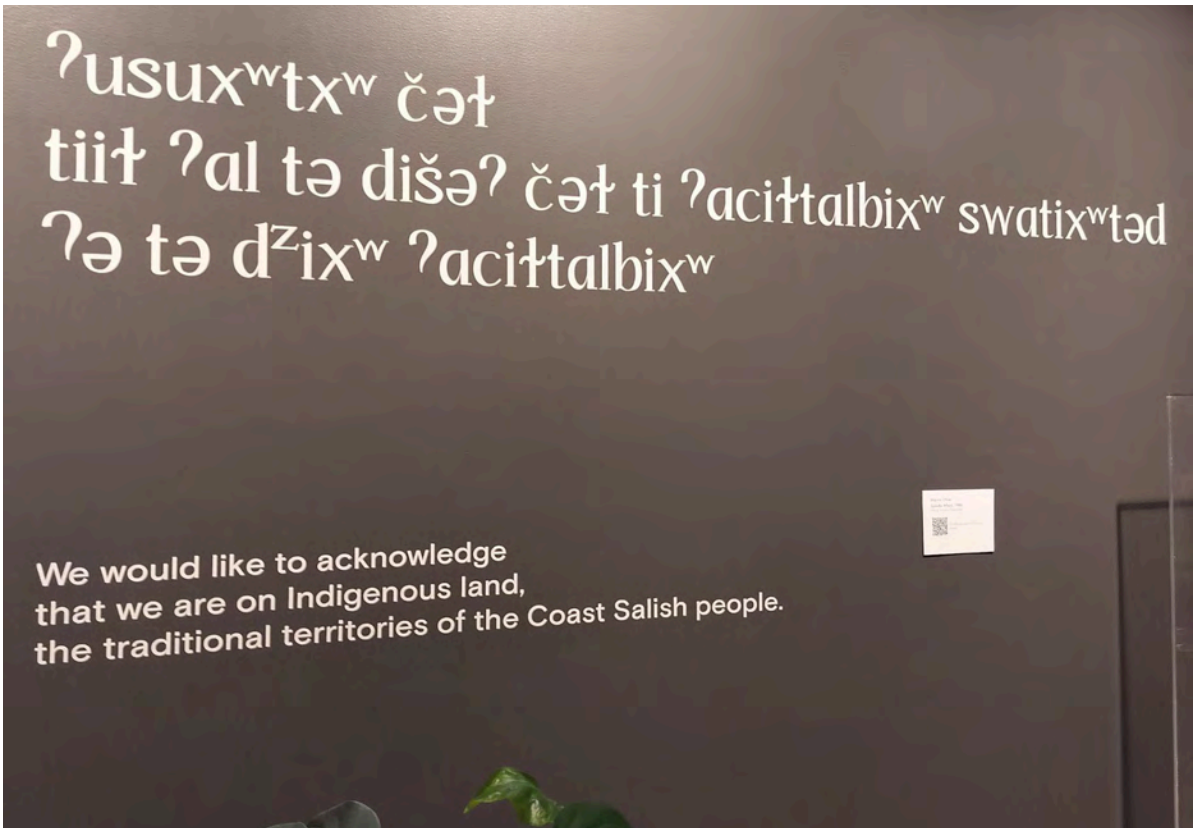
Ceramic tile mural at the Pioneer Square Station, Sounding Wall by Laura Sindell 1990.

Report produced by
sləp̓iləbəxʷ (Rising Tides) - Indigenous Planning Group:
Pah-tu Pitt (Confederated Tribes of Warm Springs member) and Demarus Tevuk (Inupiaq, Nome Eskimo Community)
With support from the Seattle Department of Transportation and Seattle Indian Services Commission

Land Acknowledgement

Suquamish | Muckleshoot | Snoqualmie | Duwamish | Tulalip

"Every part of this soil is sacred in the estimation of my people. Every hillside, every valley, every plain and grove, has been hallowed by some sad or happy event in days long vanished."
Chief Seattle 1854
We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the suq̓ʷabs̓ "People of Clear Salt Water" (Suquamish People). Expert fisherman, canoe builders and basket weavers, the suq̓ʷabs̓ live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, the suq̓ʷabs̓ live and protect the land and waters of their ancestors for future generations as promised by the Point Elliott Treaty of 1855.



Land acknowledgment in the art gallery at the King Street Station.

"I would like to express our gratitude and acknowledgement of the Federally Recognized Muckleshoot People, as we gather on their traditional lands. We recognize Muckleshoot's continued presence as a strong sovereign nation and their invaluable contributions to our state history, economy, and culture."

I acknowledge that I am on the Indigenous Land of Coast Salish peoples who have reserved treaty rights to this land, specifically the Snoqualmie Indian Tribe (sdukʷalbixʷ). I thank these caretakers of this land who have lived and continue to live here since time immemorial.

”I would like to acknowledge that we are on the traditional land of the first people of Seattle, the Duwamish People past and present and honor with gratitude the land itself and the Duwamish Tribe.”

We acknowledge the original inhabitants of this area, the Snohomish people, and their successors, the Tulalip Tribes. Since time immemorial, they have hunted, fished, gathered, and taken care of these lands. We respect their sovereignty, their right to self-determination, and honor their sacred spiritual connection with the land and water. We will strive to be honest about our past mistakes and bring about a future that includes their people, stories, and voices to form a more just and equitable society.

We also acknowledge the relationship that many different Coast Salish tribes have with the land that dᶻidᶻələlʔič (downtown Seattle) now occupies.

Washington State tribes: Seattle is one among many central meeting places and we acknowledge the following federally recognized and non-recognized tribes:

Chehalis, Chinook, Colville, Cowlitz, Hoh, Jamestown S’Klallam, Kalispel, Lower Elwha Klallam, Lummi, Makah, Nisqually, Nooksack, Port Gamble S’Klallam, Puyallup, Quileute, Quinault, Samish, Sauk-Suiattle, Shoalwater Bay, Skokomish, Spokane, Squaxin Island, Stillaguamish, Swinomish, Tulalip, Upper Skagit, Wanapum, and Yakama.

Waterlines Project Map showing the original landscape and waterways before settler environmental engineering projects.

Executive Summary

On October 4, 2023, American Indian and Alaska Native community members who live and work in Seattle participated in a listening session facilitated by sləp̓iləbəxʷ (Rising Tides) to provide their input to the draft Seattle Transportation Plan (STP). The STP is a comprehensive plan of the Seattle Department of Transportation (SDOT) and it includes a set of goals looking forward 20 years into the future.

The transportation industry historically serves capital interests and is designed to transport commodities and focuses on employee commuting routes. The industry typically uses top-down decisions based on cost-benefit analysis where projects are justified through ridership usage or fares to maximize goods and service workers moved through the system. A focus on work commutes and a reliance on maximizing ridership has created a transportation system that is inequitable where minority community groups are disinvested and move through a cycle of displacement when mass transit is finally provided to their communities. The infrastructure of freeways, roads and train rails split communities and ecosystems apart and every modern transportation method includes an environmental cost.

Native and Indigenous community members shared their criticisms of the existing Seattle transportation system and included frustrations with the urban planning of neighborhoods that do not provide for basic needs like grocery stores and pharmacies. Community members offered a future vision of transportation that is equitable, accessible, affordable, safe, and connects everyone to take care of their needs and access services.

Our community members view transportation as a service that has a goal of improving quality of life, which includes bringing people together for community events. Our report contains many recommendations and solutions:

- Utilize Indigenous community-based planning methodologies
- Plan neighborhoods that are walkable and holistically care for our needs
- Include Tribal members early in planning discussions
- Improve service to cultural community centers
- Co-create solutions to transportation issues with community groups
- Invest in historically disinvested communities with solutions that are identified by the community
- Improve communication and engagement with the urban Native and Indigenous community

Introduction

A common theme in North American history is the erasure of significant Indigenous contributions to the work of building the Canadian and American nations. The transportation sector is no different and the fact that Indigenous people created and maintained a continent-wide pre-contact trade system is often ignored and rarely mentioned. Every year, families with the right to conduct trade, earned through generations of respectful transactions, traveled from South America to communities across North America. North American tribes also traded and shared food, goods, and knowledge with each other across Turtle Island. Many traditional trade and gathering routes were built upon by European settlers to become roads, highways, freeways, and railroads.

In western Washington, transport by canoe, canoe landing sites, and villages near waterways were first utilized by traders and then displaced or destroyed by larger commerce forces to become shipping ports. dᶻidᶻəlaʔič (Little Crossing-Over Place) is the Lushootseed name for a bay where canoes would parallel their approach to the bay's sand spit, completely turn around, and enter into what is now downtown Seattle. The bay was completely filled in with soil washed away during the environmental engineering era of retrograding surrounding hills and straightening the Duwamish River. Flattening the landscape included a fundamentalist Christian notion that it would purify the lands and revitalize their usefulness for settler activities.

The City of Seattle and the Seattle Department of Transportation, with consultation from the Suquamish and Muckleshoot Tribal Councils, designated portions of Alaskan Way and Elliot Way with the honorary name Dzidzilalich. The honorary name is an effort to address the ubiquitous erasure of Indigenous cultures, but it does not utilize the Lushootseed font and it capitalizes the first letter of the word, which goes against a design rule to never capitalize Lushootseed words. Traditional knowledge of dᶻidᶻəlaʔič and the Lushootseed language were provided to sləp̓iləbəxʷ (Rising Tides) - Indigenous Planning Group members by Lushootseed language experts qəɬtəblu - Tami Hohn and qʷaʔləmu - Nancy Jo Bob.

Many Indigenous cultures view knowledge as a gift from the land and the land tells Native peoples where to create trails, launch and land canoes, build villages, and hold gatherings. Native and Indigenous community members shared their traditional knowledges, a reflection of and a gift from their ancestral homelands, with our team during a community listening session and interviews.

The intention of this report is to first, provide a service to the local American Indian and Alaska Native community and to honor the traditional knowledge systems that

have guided Native and Indigenous peoples since time immemorial. Serving the Indigenous community and centering on the community's needs and voice is a guiding value of sləp̓iləbəxʷ (Rising Tides). sləp̓iləbəxʷ is an Indigenous Planning Group, a coalition of Native and Indigenous architects, planners, artists, researchers, and community members. A secondary intention is to provide the Seattle Department of Transportation (SDOT) and the City of Seattle (the City) with a culturally accurate report on how to respectfully engage with urban Native and Indigenous community members. The Seattle Indian Services Commission and SDOT provided staff support for planning and attending the listening session. Our report's recommendations are provided with a hope that the City will implement policy, program, and infrastructure changes, while also describing the Native and Indigenous approach to community planning.

Originally, this report was a community engagement project to inform the Seattle Transportation Plan (STP), which is a comprehensive plan of SDOT. The STP will align with the transportation element of the City's comprehensive plan. Comprehensive plans are required to be updated every 10 years, the plans typically look forward 20 years, and they reflect city-wide community values and goals. Unfortunately, the timing of the final project means that the local American Indian and Alaska Native community member's input has a low chance of being fully included in the STP or in the City's next comprehensive plan called the One Seattle Plan. Other community groups were engaged in the summer of 2022 with a goal to include their input in the draft STP.

Industry Context

Our conversations were an opportunity for the local Native and Indigenous community to explore and discuss issues and recommendations related to transportation. Our report must discuss the Western, mainstream, or settler approaches to transportation infrastructure, acknowledge the harm caused by the transportation system, and offer solutions for an equitable future.

In European or Western cultures, the goal of knowledge systems is to determine methods to control the landscape. Traditional knowledge holders' goals for listening to the land are rarely honored or understood. If a transportation department seeks input from local tribal members, they must include tribal members early in the planning stages and not wait until a site feasibility study is underway. Tribal members may have concerns about the site conditions, location, health, or its cultural significance.

Mainstream transportation's ultimate goal is to simply move goods and workforce employees, viewing people as a commodity good of the services they provide. Transportation has a long history of serving capitalism and cost-benefit analyses are used to determine investments in major infrastructure projects. The driving force in modern transportation is to move as many goods and people, as workforce employees, as possible, as quickly and as cost-effectively as possible.

Modern transportation uses top-down approaches to decision-making and the past and present use of the 'right' of eminent domain causes significant harm to both community members and the land. Roads, railroads, highways, and docks have all displaced homes and split ecosystems apart. The transportation sector has only recently begun to use equity in planning as a guiding value. Traditional knowledge begins its research with equity as an intentional goal or outcome of the research and planning process.

Local Context

Seattle's geography, with a narrow land mass between the Puget Sound, the Salish Sea, and Lake Washington, directs local and state transportation departments to be very efficient in their land-use decisions. The local urban Native and Indigenous community should also be very strategic in their decisions for building and investing in community spaces and infrastructure.

A glaring example of the lack of equity in the planning process of transportation projects is the Link Light Rail managed by Sound Transit. During the line's construction, South Seattle community members voiced their concerns in television interviews and pointed out that expensive elevated rails and tunnels were used through affluent neighborhoods and street-level rails were used in disinvested or historically redlined neighborhoods. Further, some neighborhoods are lacking stations, the Line 1 kills on average one person per year (mostly in South Seattle), and Sound Transit continues to not offer basic station amenities, like seating, shelter, bathrooms, or water fountains.

The Link Light Rail stations continue to displace local residents, particularly in South Seattle neighborhoods, and cause gentrification as developers build townhomes and apartments near the new stations. The city's Office of Planning and Community Development, during an introductory webinar on the launch of their Equitable Transit-Oriented Development (ETOD) Community Advisory Group (CAG), acknowledged the cycle of mass transit infrastructure causing displacement. Light rail provides a missing service to communities, developers build new housing that is less affordable, and communities are pushed away to neighborhoods that are not

serviced by mass transit. Increased policing often accompanies gentrification and the justice system exasperates displacement through fines and incarceration.

Soil and concrete excavated during construction of the Martin Luther King Jr. Way portions of the Link Light Rail were recycled to build a pedestrian and bicycle trail under the Seattle City Light transmission line right-of-way corridor in South Seattle. The trail was named the Chief Sealth Trail and was opened in 2007. Rainier Valley also has one main road and Rainier Ave has a long history of fatal collisions, with one lane dedicated to buses and many in transit expressing disappointment.

Because of the cost-benefit analysis needed to justify the construction of mass transit, smaller and historically underserved communities like the local American Indian and Alaska Native communities will continue to see their community spaces disinvested by the transportation department. Relative's comments during the 2022 Native Neighborhood Community Study shared that they loved and valued the Duwamish Longhouse and Cultural Center and Daybreak Star Indian Cultural Center facilities, but they are very difficult to access by bus or light rail.[1]

Another local example of historical inequity in the transportation system is the 2001 lawsuit *U.S. v. Washington*, where 21 tribes and the United States, determined that Washington State had a duty under tribal treaties to protect and ensure the health of salmon. Culverts built under roads and highways were impeding fish passage to their spawning grounds and the state was ordered to replace inadequate culverts to improve salmon health. Salmon are central to Coast Salish and Plateau cultures and the state transportation department has a very real impact on the local Indigenous community's way of life.

Improving culverts for fish passage has been slow and there is uncertainty if the contracting process for culvert replacement is meaningfully involving the communities most impacted. For instance, many Tribes have Tribal Employment Rights Offices (TERO) that are involved with developing a workforce and opportunities in contracting or subcontracting and it is unclear if TEROs are being utilized for culvert replacement projects. Additionally, 6PPD-q is a chemical material in tires that is identified as a key pollutant in pre-spawn mortality for salmon and steelhead, and the pollutant is more heavily concentrated in urban areas.

[1] The Native Neighborhood Community Study chose to name survey and focus group participants as relatives instead of respondents.

Urban Native and Indigenous Community

History and context are vital in Native and Indigenous cultures, since Indigenous science is a holistic knowledge system that focuses on the health of a whole system. The Suquamish, Muckleshoot, Snoqaulmie, Tulalip, and Duwamish are Coast Salish Tribes that have maintained relationships with the land that Seattle now occupies since time immemorial.

Chief siʔaɬ was a Suquamish and Duwamish Chief, a brilliant strategist and orator who encouraged early settlers to trade with his community and the city of Seattle was named out of his alliances and friendships. Although incorporated in 1869, City Ordinance No 5 was passed by the board of trustees in 1865 and it mandated that "Indians" could not be inside city limits after dusk, unless they were provided with boarding and permission from their employers.

Local Indigenous people had a long history of visiting, trading, and working in the Seattle area and families would travel for hundreds of miles to pick hops and other crops in the Duwamish Valley. Seattle continued to attract a diverse population of American Indian and Alaska Natives, with the Klondike Gold Rush of 1896-1899 creating a boom of local jobs as ships loaded with supplies in Seattle before heading north to Alaska and Canada.

In 1953, US Congress passed the Indian Termination Act (ITA) which dissolved about 100 tribes, removing federally recognized tribal status, a legal identity, from thousands of tribal members. The Indian Termination Act was a federal assimilation policy that benefited capital interests as tribes were targeted for their land and resources. The following Indian Relocation Act (IRA) of 1956 relocated not only recently disenrolled tribal members, but federally recognized tribal members to city and urban centers. The IRA's goal was also to assimilate tribal people, with promises of job training and housing. Many of the more than 10,000 people forced into relocation were given nothing more than a one-way bus fare and cities were ill-prepared to provide housing and job training.

Separated from their extended families and homelands, often experiencing significant culture shock, and without adequate support, elders of the IRA era were at a high risk to experience homelessness. Local Native-led nonprofits continue to point to the ITA and IRA as the source of the high per capita rate of homelessness for the local American Indian and Alaska Native population. Reservation-based economies were also designed by non-Native "Indian agents" to extract resources with limited opportunities for building community wealth. Low earning potential on reservations combined with ecological devastation like dams or oil industry resulted in a continuous diaspora to urban settings.

American Indian and Alaska Native community members each have their own preference for labels for their identity and an individual's preference for naming their heritage may change over time. Our report will use terms based on their context, for instance, there are Native people living in urban areas that are living far from their Indigenous homelands and the term Indigenous refers to people who have an ancestral tie to the lands being discussed.

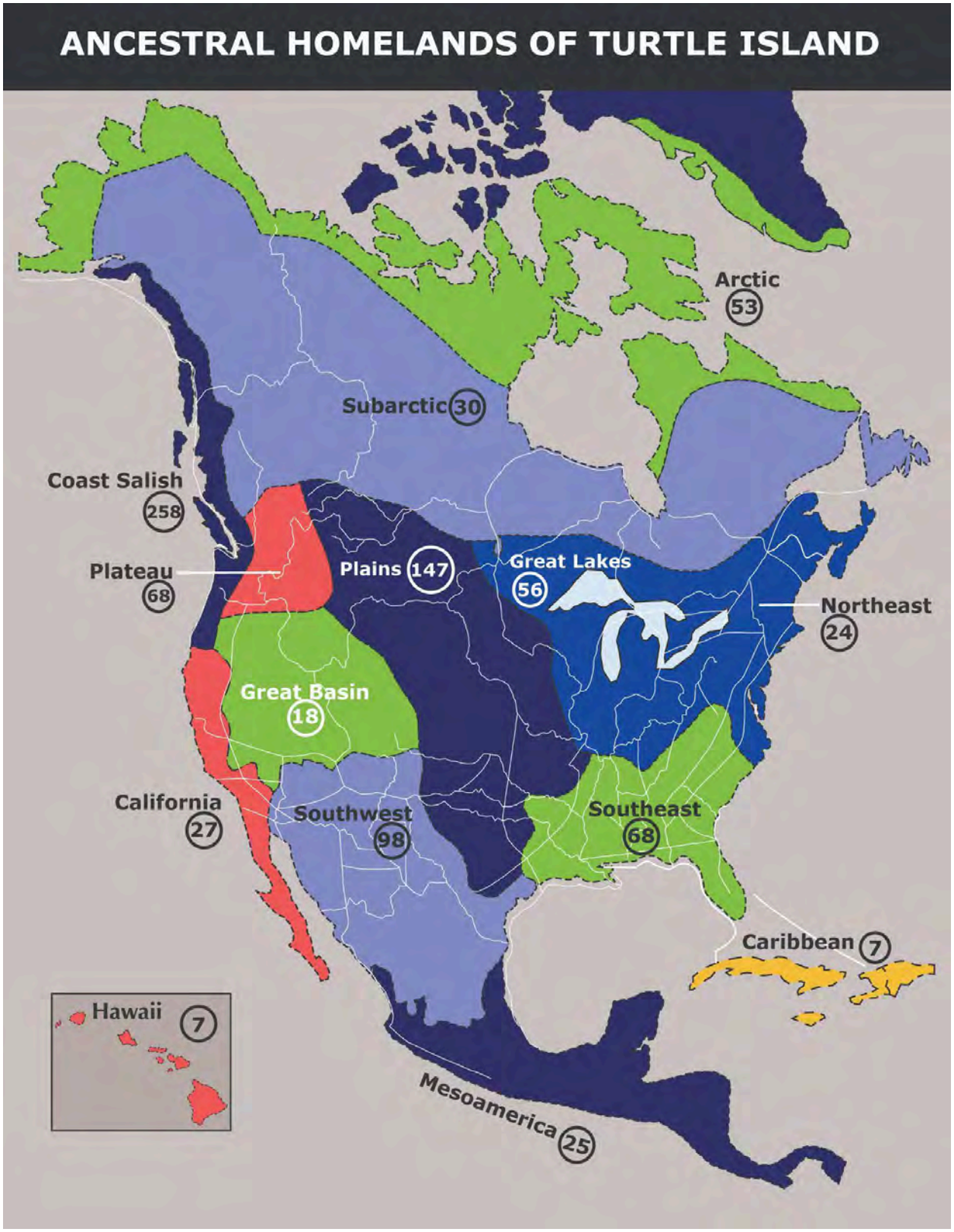
Demographics for the local Native and Indigenous population vary widely. Until recently, the US Census would only report data for people who identify as American Indian or Alaska Native (AIAN) alone, and this distinction leaves out 61% of Native Americans who identify as mixed race. In Seattle those who identify as AIAN alone are about 0.5% of the population and in King County, the AIAN alone population is 1.0%. The Urban Indian Health Institute reports that within the Seattle service area, the AIAN alone population is 0.7%, or 14,276 individuals, and that the AIAN alone or in combination (which is a more accurate representation) population is 2.2%, or 45,661 individuals.

Nationwide, the 2020 US Census reported an 86.5% increase in the American Indian and Alaska Native population, raising the Native American population to 2.9% of the total population. The reasons for the increase in self-identification as Native American are broad and may include a growth in understanding the value of data for Native communities, which can increase funding of federal programs and services, and a better trust in the census system.[2]

Demographic data is an extremely valuable tool for advocating for project and program funding and sadly, most City of Seattle resources continue to use the lower 0.5% AIAN alone data point when discussing the local Native population. sləp̓iləbəxʷ also continues to question the accuracy of current demographic data because distrust of Western data collection methods continues to be an issue for Indigenous people. Another issue with data collection is the fact that the local Native and Indigenous communities are often ignored, leaving large data gaps and hindering the ability of research projects to accurately describe changes such as displacement in the community.

In 2022, sləp̓iləbəxʷ conducted a Native Neighborhood Community Study (NNCS) for Native and Indigenous people who live, work, visit, or have a relationship with Seattle. The NNCS collected 768 survey responses and asked community members to list their tribal affiliations or tribal heritage along with a description of their ancestral homelands. Survey relatives were not required to be enrolled in a

[2] For more, see Detailed Data for Hundreds of American Indian and Alaska Native Tribes, US Census.



Ancestral Homelands of Turtle Island Map. © Denise Emerson 2022, reused with permission.

federally recognized tribe and 21.1% of relatives identified as having two or more tribal affiliations. Typically, data collection forms only allow Indigenous people to report one tribal affiliation.

The Ancestral Homelands of Turtle Island Map shows the counts of individuals who have a relationship of heritage to eco-cultural regions across North America, Hawaii, and the Caribbean. The map shows the diversity of the Native and Indigenous community who have a relationship with Seattle (98% of survey relatives live in Washington State) and also includes traditional trade routes marked in white. Please note the eco-cultural regions may not accurately convey how Native people identify themselves or their homelands and that more work is needed to improve the map's eco-regional labels.

A major issue to address is the reliance on using enrollment status in a federally or state recognized tribe for eligibility for funding or programming. Along with the Indian Termination Act there are several other causes of a Native or Indigenous person holding heritage while also not being enrolled. Requiring enrollment status leaves behind a large portion of the American Indian and Alaska Native population and the federal policy of disenrollment does not remove the legacy impacts of colonization, assimilation, and institutional racism. Some tribal governments or federal agencies continue to use blood quantum as a determinant of eligibility, however this practice is in alignment with forced assimilation, with the aim of the American federal government to relinquish its trust responsibility and erode Tribal governance.

Typically, reports on American Indian and Alaska Native communities focus on socio-economic deficits in health, education, homeownership, and financial assets. These scientific or white paper deficit narratives highlight the symptoms of institutional disinvestment in Native and Indigenous communities and while they are a great tool for advocating for funding and support, a focus on deficiencies is not an accurate reflection of Native and Indigenous communities. This type of negative framing often portrays services or advocacy saviors, while maintaining settler-colonialism, erasure, and avoiding accountability.

City, county, and state governments should instead ask themselves what knowledge and experience deficiencies their staff hold regarding understanding Indigenous culture and issues. Government policies have a huge impact on Native and Indigenous community members and government staff must take on an added responsibility to learn more if their goal is to focus on equity in transportation planning and operations.

Achieving equity in transportation means seeking diverse representation during community engagement, being responsive to communities's input and concerns, and increasing Native representation across the transportation sector. We must work to recognize that city, county, and state governments are, when compared with Indigenous government systems, relatively new governments that benefit from a harmful legacy of building wealth for their European settler constituents. Equity in transportation means genuinely building relationships with the local Native and Indigenous community, including Tribes, villages, and First Nations.

Indigenous Research Methodology

Indigenous research uses a methodology that focuses on the community first and the goal of Indigenous research methodology is to be a force of transformative good for the community we engage. Native and Indigenous community members must be involved in every step of the process, from evaluation to review, and researchers utilizing Indigenous research methodology must understand and follow traditional Indigenous values. Research on Native and Indigenous communities is best conducted by members of the community as their cultural worldviews and values will allow Indigenous researchers to better analyze and interpret their community member's responses. It is important to support Indigenous research methodology, rather than appropriate and view Indigenous leadership and participation as not necessary to the process.

Indigenous knowledge centers on relationality - the connections between subjects or data points, and the outcome of Indigenous research is action, what path will be taken with the knowledge gained during the study. When Indigenous knowledge holders are asked questions, we respond by speaking about history and context, the issue at hand, past harms that should be addressed, and solutions. Indigenous science looks at the health of an intact system and our report ends with a set of recommendations that are beneficial to both the urban Native and Indigenous communities and the Seattle Department of Transportation.

In an effort to be objective, clinical, and remove biases, Western knowledge avoids cultural values and Western scientists struggle to identify the differences between values, goals, and principles. Humanity and culture cannot be removed from the scientist though, and cultural worldviews are embedded in Western knowledge, for example the view of nature as full of competition with a scarcity of food and resources is ubiquitous in biology textbooks and is heard as the repeated narrative in nature documentaries. What is ultimately heartbreaking is that this clinical objectivity is presented as a universal fact, which normalizes European culture and worldviews, and is taught to children of all cultural backgrounds in our public

education system. Clinical objectivity has become a tool of power hoarding and forced assimilation globally by declaring itself to be the only way to conduct scientific inquiry.

Indigenous knowledge systems rely on values and protocol (ethical codes) to guide decision making and intention-setting is included in the evaluation process. With a focus on actions, the implications of what can or will be done with research is asked before a question is fully formed. Combined with a clear understanding of the consequences of humanity's actions in nature, and a strong sense of responsibility for one's actions, the Indigenous objective is to work collaboratively with and not in control of nature.

A central guiding value in many American Indian and Alaska Native cultures is to hold radical compassion for all community members, plant and animal relatives, the land and waterways, and ancestors. Ensuring that the needs of all people are met, while centering on our most vulnerable relatives, without sacrificing or harming the needs of future generations, is the definition of sustainability in many Indigenous cultures. A traditional reciprocal economy that strives to take care of each other has shared resources and nature's gifts of food and shelter across Turtle Island since time immemorial.

Native & Indigenous Listening Session on Transportation

On May 26, 2022, the Seattle Department of Transportation (SDOT) reached out to two sləp̓iləbəxʷ (Rising Tides) - Indigenous Planning Group members, Pah-tu Pitt (Confederated Tribes of Warm Springs member) and Demarus Tevuk (Inupiaq, Nome Eskimo Community). The original plan was to conduct a summertime talking circle or listening session with the Seattle urban Native and Indigenous community, gathering input for updating the Seattle Transportation Plan (STP). On June 6, 2023 the contract to proceed to work on a listening session was initiated. Instead of providing information to inform the draft STP, the relatives who attended the listening session reviewed draft documents gathered during other outreach activities that were conducted by Seattle Department of Transportation (SDOT) staff and non-governmental organizations during the summer of 2022.

The Seattle Transportation Plan (STP) looks forward to the next 20 years of transportation infrastructure. The STP will align with the transportation element, which is like a chapter, of the City of Seattle's comprehensive plan. Comprehensive plans are mandated by the state's Growth Management Act and are required to be updated every 10 years and they typically look forward 20 years with local input

that outlines goals, values, and policies. The city's last comprehensive plan was adopted in 2016 and was titled Seattle 2035 Comprehensive Plan, it did not include a land acknowledgment and first mentions Native Americans on page 65 under a section about historic preservation, placing Native people in a past-tense narrative. The updated comprehensive plan will be titled the One Seattle Plan and does not include the typical future year date in its title.

Listening session facilitators and researchers Pah-tu Pitt and Demarus Tevuk carefully selected a group of Native and Indigenous community members to attend a meeting held on Oct 4, 2023 at the Seattle Central Library. Seven community members attended the listening session and represented a range of ages and backgrounds. SDOT staff were also invited to attend to observe the researcher's session facilitation methods and better understand the analysis portion of Indigenous research methodology.

sləp̓iləbəxʷ advises that barriers for community members to attending listening sessions are addressed and removed as much as possible. Volunteering to provide input on local government and planning projects is a privilege and stipends, childcare, family friendly activities, transportation, and meals are meaningful ways to take care of listening session members, as well as the commitment to repair harm and follow the leadership of participants.

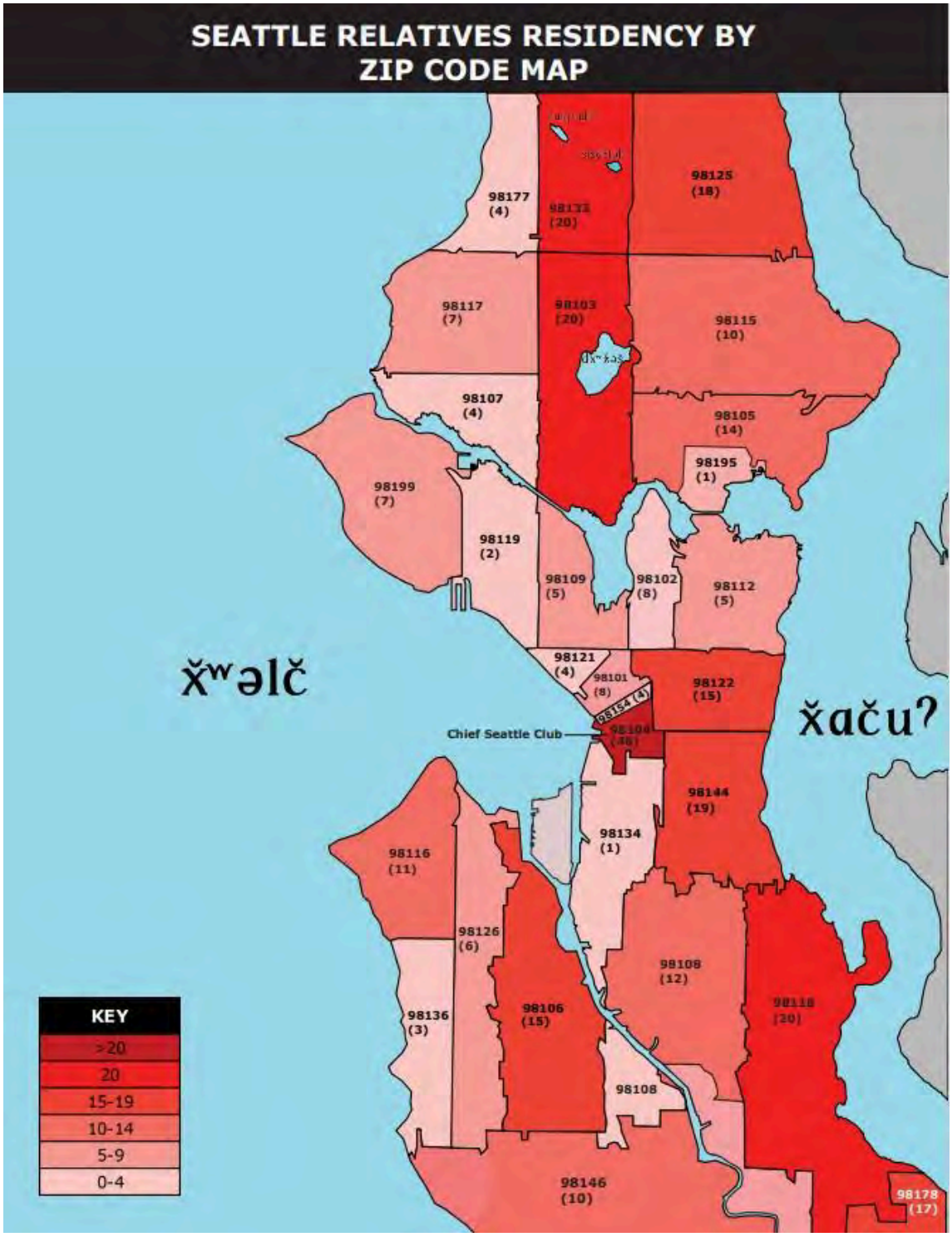
Visual aids were used to help guide the listening session conversation. SDOT provided a set of draft maps and infographics that will be included in the Seattle Transportation Plan (STP). sləp̓iləbəxʷ shared a map from the Native Neighborhood Community Study report that shows the residency of relatives who shared their current zip codes, 41.7% of survey relatives live within or near Seattle city limits.

Visual aids reviewed:

- Seattle Relatives Residency by Zip Code Map - a map showing the distribution of Native Neighborhood survey relatives in Seattle City Limits.
- Frequent Transit Network Targets - map show bus routes with service every 15 minutes or less.
- Transit Capital Investment Corridors - map showing investment need for bus and Light Rail lines.
- Community and Mobility Hubs Under Study And Future Study Priority - map showing the priority level for bus, regional, and Light Rail hubs.
- Goals and Key Moves - an infographic that shows the 6 key goals of the Seattle Transportation Plan:
    - Safety: Lead with Safety
    - Equity: Transportation Justice is Central
    - Sustainability: Climate Action

- Mobility: Connect People and Goods
- Livability: Streets for People, Places We Love
- Maintenance & Modernization: Streets that Work, Today and In the Future

The session began with an introduction to the intention of the talking circle and visual aids were displayed on the walls and on two sets of tables. Community members were asked to form two breakout groups to accompany each facilitator. Questions to guide the session discussion were broad and asked if our relatives see themselves reflected in the transportation system, what does equity in transportation mean to them, and what would they change in the system. One individual interview was also given to a community member and their responses are included in the following section.



Seattle Relatives Residency by Zip Code Map © Denise Emerson 2022, reused with permission.

Listening Session Themes

A few overarching themes emerged from the listening session for the local Native and Indigenous community members who attended. Themes discussed here are Indigenous Traditional Transportation, Themes of Values, and Critiques of Modern Transportation. The Themes of Values are related to the draft six Goals and Key Moves of the Seattle Transportation Plan and they are a reflection of Native and Indigenous cultural values. The Critiques of Modern Transportation describes issues present in today's major transportation methods and approaches. The final overarching themes are Recommendations for policy changes and planning approaches which are included throughout each theme and are potentially highlighted and repeated again within their own section. Our recommendations show the Seattle Department of Transportation the Indigenous vision for short and long term changes to the transportation system.

Indigenous Traditional Transportation

The listening session began by discussing the ways that traditional transportation is sustainable, equitable, and overall better for the environment and for people. Traditional transportation is people, current, wind, and animal-powered; and dogs are used for pulling sleds, packing, and keeping the group safe. Associated with the Great Plains is a sledge to carry goods and elderly or injured people, called a travois, that was first pulled by dogs and then by horses. On rivers and lakes canoes are pulled (paddled or moved via poles) and ocean-going canoes include sails for favorable winds.

In the Pacific Northwest, canoes carved from large cedar trees carried First Foods and other items for trade, exchange via gambling, and to share during Potlatches where wealth is shared to the community. The American and Canadian federal governments outlawed religious ceremonies and Potlatches and destroyed longhouses and canoes, which were also made illegal. Assimilation policies and boarding schools disrupted and nearly destroyed the intergenerational transfer of knowledges to build, maintain, and travel by canoes. Massive local deforestation and climate change contribute to challenges to source a tree for building a canoe by traditional dug-out methods and many carvers adapted canoe-building by using strips of wood built around a wooden frame.

The nearly annual Tribal Canoe Journeys revitalized traditional gatherings when Emmett Oliver (Quinault) created a challenge for American and Canadian Coastal Tribes to Paddle to Seattle, and 17 tribes landed their canoes at Golden Gardens in 1989. Frank Brown (Heiltsuk) announced a challenge for canoe families to paddle to Bella Bella on Vancouver Island in 1993, and the tradition for a Tribe to host a

canoe journey was created. Tribal Canoe Journeys has provided opportunities for the cultural revitalization of many facets of Coast Salish cultures such as language, food, art, regalia, song, and dance. Traditional event planning, policies, and protocols have also been reclaimed and revitalized; there are rules of behavior for guests and a responsibility to be welcoming for the host tribe.

As a gathering that is open to the public and is welcoming to Native people of all Tribal heritages, Canoe Journeys has also helped revitalize Indigenous cultures for many peoples. Notably, canoes and traditional watercraft have traveled from Hawaii, Alaska, and New Zealand and Tribal Canoe Journeys usually includes at least one canoe family that has pulled or sailed from a long distance. Thousands of people participate during each Tribal Canoe Journeys and the return of the canoe as a form of transportation and a way to bring people together is a powerful example of how transportation can be beautiful and culturally significant.

Themes of Values

Safety: Physical and Emotional Safety
Community members discussed both physical and emotional safety and community members feel a range of emotions including fear, concern, and heartache when they see drug use on buses, Light Rail, or at bus stop shelters. The emotional safety of mass transit riders should be addressed by SDOT with the same attention as physical injury or the loss of life during an accident. Traveling alone at night was also a concern, particularly for youth, elders, and women.

- A listening session elder expressed radical compassion and advocated to take care of people struggling with drug addictions.
- People using drugs need acceptance, safe spaces, support for their basic needs, earning opportunities, and opportunities to get sober.
- The centuries-long crises of Missing and Murdered Indigenous Women (MMIW) and Missing and Murdered Indigenous Relatives (MMIR) are directly connected to transportation infrastructure. People are often seeking services in urban areas or may be from a multi-generational family that has lived within an urban economy that has not benefited Native people. The connection of transportation to MMIW and MMIR is rarely discussed in reports and articles. Often, MMIW and MMIR workers drive and walk on streets and highways while looking for loved ones.

Community Care: Transportation is a Service
Transportation is viewed as a service provided to the community and equitable access is built into traditional transportation systems. Listening sessions showed that there is a significant relationship between the homelessness crisis and public transportation and we must care for our most vulnerable community members first.

The pandemic and local economic pressures are causing stress and heartache and exacerbating preexisting inequity in the economic and transportation systems.

- Taking care of community members includes taking care of the needs of nature, particularly the needs of salmon, forests, and waterways.
- Planning should include community-centered design to ensure that all needs of people are met and that transportation is easily accessible via walking or with mobility aids and strollers.
- Building trust and knowing transit drivers, with a focus on taking care of errands rather than simply getting to work, would be more effective and provide a better service than the current system.
- Better routes for transportation are needed, including connecting different regions within the system, integrating service systems, and providing missing connections to culturally important places and reservations.
- Community members spoke of a radical revisioning of the current objectives of transportation and dreamed of a system that was innovative, healthy, sustainable, equitable, and accessible.

Equity: Sovereignty, Justice & Self-Determination

Equitable investment in historically ignored communities must be addressed with care and past mass transit projects did not include actively listening and responding to the community. Equitable investment solutions should be co-created with underserved communities and could include alternatives like shuttles, rideshare, or entire transportation systems that cater to disinvested communities. Barriers to the cost of public transportation, especially for our community's most vulnerable populations, should be reduced or removed.

- Transportation is a cost of living expense and this cost should be included in low-income support programs.
- Nearly all forms of transportation (bus, water taxi, ebike, scooter, Light Rail, or personal vehicle) presents a cost burden, especially to median and low-income individuals or families.
- Equity also includes addressing the erasure of Indigenous culture that is currently present in the transportation system.
- Mass transit projects like Link Light Rail cause gentrification and displacement of historically underserved communities.
- Native and Indigenous communities have a right to self-determination. While Tribal sovereignty for the 29 Tribes of Washington is better recognized, there are other Indigenous Nations with ties to Washington. Alaska Natives, First Nations, Tribes whose traditional homelands are in Washington and many more Nations also have a right to self-determination. Self-determination does not stop at reservation or village borders as Tribal governance has an interest in their peoples.

Environment

Environmental concerns about the transportation system were brought up often. Electric vehicles cause harm to Indigenous communities through hydroelectric dams that harm salmon and solar farms are being built in First Foods locations because they are viewed as "unused" by farms, timber, and cities. Electric vehicles and solar panels also cause harm to Indigenous communities outside of North America through unethical mining practices.

- Other large scale renewable energy projects continue to be placed in culturally significant sites for Tribes already harmed by hydro power. Mining for solar panels is also occurring in places culturally significant to Tribal nations with further implications throughout the world.
- A functioning and healthy ecosystem provides First Foods, such as salmon, is essential to biodiverse ecosystems that promotes climate resiliency. Climate change and pollution are central concerns and the fact that traditional transportation is green, sustainable, equitable, and people-powered was brought up often.
- The environmental and socio-economic benefits of a shorter work week and reduced commute times should be discussed. Long work weeks and commutes are often an imposed disparity within capitalism as many community members spend more time working and traveling. For instance, many neighborhoods are disinvested and require additional travel time to meet basic needs.

Culturally Relevant Communication

Community members discussed a variety of ways that SDOT could include representations of Coast Salish, American Indian, and Alaska Native art, language, and culture in the Seattle transportation system. Due to the long history of policies that ignore and erase Indigenous culture, and the resulting lack of expertise and experience in accurately showcasing Indigenous cultures, SDOT should co-create policies and procedures with local Indigenous and Native culture experts and community members. New policies are needed to identify priority projects, determine artist selection procedures, determine budgets, and create a vetting process to include feedback from the greater Native and Indigenous community.

- Art at bus and Link Light Rail stations, wayfinding signage in Lushootseed, bus wraps designed by Native and Indigenous artists, and naming routes after Indigenous cultures are ways that SDOT could highlight Native and Indigenous cultures.
- SDOT has room to improve their outreach with the local urban American Indian and Alaska Native communities.
- Although diverse and connected to many homelands across Turtle Island, the local Native and Indigenous community members said they would feel

represented if local Coast Salish cultures were featured in SDOT activities and infrastructure.

- Native and Indigenous community members are interested in being more involved and included in policy creation and planning activities, such as siting infrastructure locations.
- Participants mentioned that Tribes should be included and given resources to be involved with regional transportation planning.

Little Earth community mural in Minneapolis, Minnesota.

Critiques of Modern Transportation

Community members discussed frustrations and criticisms of today's transportation system and also offered suggestions for improvements and changes, discussed in the next section.

The heartbreaking and centuries-long crisis of Missing and Murdered Indigenous Women (MMIW) and Missing and Murdered Indigenous Relatives (MMIR) is connected to all elements of the transportation system. Many people that go missing and murdered are targeted for walking or traveling alone, either on their way to transit or moving between transportation points.

Our relatives living unsheltered, are also living within transit infrastructure and city practices of sweeping creates uncertainty and makes locating family members and missing people more difficult. For justice and racial equity, our families and

communities need to be prioritized with adequate and better support to find our relatives and connect to culturally relevant services.

Personal Vehicles

While cars were critiqued, there was also an acknowledgment that personal vehicles like cars, trucks, and vans are needed to drive to reservations to visit friends and family and to participate in cultural activities. It was also apparent that many choose cars because there is not adequate mass transit in all neighborhoods. Living among community, or within the same neighborhood, would allow for more carpooling or shared transportation options. Frequent experiences around housing instability and displacement increase the necessity for personal vehicles. Proposed climate solutions often ignore the realities of inequities within the transportation system. Systems should be designed with extremes anticipated and center health and wellbeing, such as accessing food and medicine without increasing exposure or risks.

Parking at cultural events such as the annual Seafair Indian Days Powwow at Daybreak Star and at the Tribal Canoe Journey landing (typically held at Alki Beach) is also important, especially for the elderly, disabled, and for families with young children. The shuttle service that is provided by host Tribes during canoe journeys on reservations was discussed as an example of an innovative solution to parking spaces that are located far from event or gathering venues.

Construction of multifamily apartment buildings was discussed with a frustration of the pressure that construction sites cause on already limited street parking spaces, and the feeling that new buildings do not offer enough parking spaces, creating long-term pressure for existing residents. There was a feeling that the City has an anti-car policy and that mass transit infrastructure is not ready to provide the service needed to match the discouragement against cars that the city is hoping for.

Pollution caused by gas-powered cars and the connection with climate change was discussed and the fact that it is not healthy to sit for a long time was also mentioned. A radical proposal was given by a listening session member about potentially going back to horse transportation in addition to new technologies that may be adaptive.

Policing of personal vehicles, pedestrians, or other modalities seems to protect a status quo, rather than create a culture of safety, where fines, traffic stops, and police interactions have greater implications for BIPOC (black, Indigenous and people of color) community members. During the COVID-19 pandemic, it is unclear what Local Access Only means for closed neighborhood streets, and appears to be another way that current residents are consolidating wealth, rather than providing

an atmosphere of diversity, equity, or inclusion. Local Access Only is a modern day rendition of exclusion as it is ambiguous, creates an opportunity for profiling, and often increases the domain of affluent residents.

Link Light Rail

One positive of light rail that was mentioned often is that the pollution and emissions are much lower since Link Light Rail purchases electric energy from wind-power. Unfortunately, wind-power and hydroelectric dams are not 100% environmentally friendly, and each system has their own set of unique issues. But, as mentioned in our discussion of the local context, past planning was not done equitably and potentially ignored concerns by BIPOC community members.

Most of the collisions that have caused death and serious injury have happened in South Seattle, where the light rail line runs at street level and pedestrians, bicyclists, and vehicles are traveling on the same level as the light rail train. Sound Transit also disinvested in safety efforts like pedestrian crossing gates along the Rainier Valley, costing an average of one life per year since the Link Light Rail opened.

The Link Light Rail system stations are generally out of sync with community-based planning and design and most stations lack art, comfort features like restrooms, shelters, and places to sit. Seattle has a long history of the local population refusing to invest in mass transit and this decades-long delay has meant that construction costs for infrastructure are much higher than they could have been. The COVID-19 pandemic reduced ridership which means even less funding for transit planning. A lack of funding should not be exchanged for a lack of safety and equity in planning for future expansions.

As light rail attracted high-density housing developments, more people live near train stations, and gentrification from light rail infrastructure continues to adversely affect local residents, particularly at the stations in the Rainier Valley. New construction is typically more expensive and offers less square footage; Seattle has seen a trend of smaller and more costly apartments that are not welcoming to large families.

Listening session members pointed out that future expansion plans will not service Native and Indigenous cultural centers like the Daybreak Star Indian Cultural Center and the Duwamish Longhouse and Cultural Center. A continued reliance on cost-benefit analysis to drive decision making in planning means that historically disinvested communities will continue to experience a lack of service at their community center and facilities.

Buses
The listening session began with a passionate discussion on the rampant drug use inside buses and at bus shelters. Riders mentioned the need for emotional and cultural safety along with physical safety. Community members spoke about their frustration with Rapid Ride changing services and that many regular bus stops are no longer served. Rapid Ride bus lines have caused gentrification and it is now too costly to live along or near a Rapid Ride line or station. The size of rapid ride buses causes safety concerns and may monopolize lanes without the actual service benefit, or support from current or historic communities.

The cost of bus rides was brought up and one family highlighted a frustration with paying twice for two different bus rides, a common issue for riders without an Orca card. One community member shared that they feel that Native and Indigenous people should be able to ride mass transit for free. Riders also noted a concern for the safety of bus drivers and highlighted that emissions during rush hour are a health issue. Listening session members fondly reflected on when neighborhoods were served to a greater degree.

Community members spoke about how bus transit typically does not service American Indian and Alaska Native cultural events and highlighted the fact that Husky games and large sports arena games are provided with additional and unique bus and transportation services.

Trains
Railroad trains were originally built to transport large amounts of cargo and were a preferred method of long-distance travel before airplanes. Trains have a deep historical connection to the concept of Manifest Destiny, an American imperialist idea that White settlers will succeed in moving west and was a concept before treaties were even negotiated in the Pacific Northwest. Railroads used eminent domain in their planning, cutting through homes and ecological communities. Railroads were typically funded by capital projects connected to resource extraction, in the Northwest the resource was old-growth forests, and railroad lines continue to be owned and operated by companies located out-of-state with associated historical laws that often preference their interests.

Trains are powered by diesel, a fossil fuel, and trains carrying uncovered coal can cause forest fires, especially during hot and dry summers, and deposit dust. Long-distance travel by train is typically not much cheaper than by plane. Trains are also loud and dangerous, and recently a pedestrian died by the King Street Station.

Ferries

When asked if the local transportation system reflects Native cultures, listening session members shared that Washington State Ferries are named after local Tribes and then reflected that this was the only example they could recall of the transportation system highlighting Indigenous people. The Mukilteo ferry increased visibility for its significance in treaty signing through working with local Tribes and artists and this effort could be replicated or scaled up.

The early Indigenous and settler economy both relied upon canoes to conduct trade and transport food and furs, and boats escalated the scale of economic trade at a detriment to Indigenous participation. It doesn't appear that the City views canoes as a modern means of transportation but this view could be changed if various city departments supported the annual Tribal Canoe Journeys, a cultural gathering that attracts thousands of participants and attendees.

Ferry employee demographics seem to lack racial diversity, which may be related to a barrier to entry for training and hiring for BIPOC community members. Many of the Washington State Ferry boats are too old to be in commission, are thereby costly to maintain and to run, and need to be replaced. The state ferry system has a plan to purchase electric powered boats but they must be produced within Washington State and the pandemic has caused production delays. An old fleet of ferries and employee walkouts or strikes have been causing significant delays in service for the last few years.

The Washington State Ferry system seems to prioritize affluent communities, and is another reflection of the use of cost-benefit analysis dictating transportation infrastructure locations. Walk-on ferries also don't serve communities equitably, since they are historically related to a commuter system, and routes could be improved. Shuttles to areas underserved by transit along the water taxi should also see an improved service schedule.

Road and Rail Infrastructures

Roads, highways, and railroads cut human and biological communities apart and they dissect communities in multiple directions. Road and rail infrastructure, when planned and implemented poorly, can cause death to humans and animals as they attempt to cross. Highways, with their large sizes, particularly destroy and dissect ecosystems that are now covered in concrete. Chemicals within car tires are associated with pre-spawn mortality of salmonids and the transportation system contributes to storm water runoff. With the beauty of the Salish Sea, there is less consciousness about the ecosystems harmed by industry, transportation, and urbanization.

The building of roads, highways, and railroads have all disturbed the final resting places of Indigenous peoples. As Ken Workman, Duwamish, says "My ancestors are in the trees."

Planning

Our report has repeatedly pointed out the lack of equity in planning to provide transportation service for underserved communities. Past reliance on top-down decisions based on cost-benefit analysis where ridership justifies investment in infrastructure has created an unjust system. The decision to place Line 1 at grade without safety measures throughout Rainier Valley is a glaring example of devaluing lives that live and work in South Seattle.

Listening session members talked about a lack of investment in infrastructure for walking, especially in places with a lower population density where a reliance on walking becomes necessary due to a general lack of services. Safe walking infrastructure is missing for crossing many types of transit infrastructures. Walking safety is a huge concern on reservations where there are not enough sidewalks. Somewhat ironically, local city governments and park systems are able to invest in paved paths for leisure walking and rolling.

Community members discussed how planning should also include more emphasis on weather extremes, stormwater management, and culturally relevant landscaping. Planning efforts should be community based and include regional Tribes, Nations, and villages.

Electric Vehicles

The general public views electric vehicles (EV) as better for the environment, but Native and Indigenous community members speak about the different ways that electric vehicles and electric power sources harm the environment and harm traditional lands.

The production of electric vehicles is not emissions-free and mineral mining for EV batteries is killing Indigenous people and Indigenous environmental advocates in South America. As one community member shared, the transportation industry "contributes to the oppression of Indigenous people globally".

Hydroelectric dams have a long history of killing salmon, they are a barrier to allowing salmon to swim upriver for spawning, and dam infrastructure is associated with warming river temperatures which also kills salmon. Solar and wind farms are being built on traditional First Foods land and culturally significant places. When wind, solar, and hydroelectric power are not available, electricity is powered by coal

and fossil fuels. There are challenges of operations of the systems together, especially with peak use.

Seattle City light resisted support for salmon with regards to the Skagit River and owns aging dams elsewhere. Seattle City Light uplifted western science as a supposed authority when Tribal leaders were calling to support salmon. Dams caused salmon to spawn in places that are in contradiction to the science they were purporting.

Recommendations

Our recommendations include suggestions for updating policies and transportation services across a range of topics from specific to general solutions. The recommendations have been pulled from the listening session, interviews, and listening session planning meetings with facilitators and sləp̓ləbəxʷ group members. The order of these recommendations does not reflect their importance or value since Indigenous knowledge is holistic, focuses on interconnected relationships, and does not evaluate needs and ideas based on hierarchy or ranking.

Take Care of the Most Vulnerable First
An overarching theme that was discussed early and often is the relationship between transportation and community members who are experiencing homelessness, low-incomes, and economic and housing instability. Listening session members advocated for taking care of the needs of our most vulnerable community members as a solution that would provide emotional safety and physical security in the local transportation system. Transit hubs should be located near or in service to community centers to bring together more elements associated with services.

Build Capacity to Honor Tribal Sovereignty
The local urban Native and Indigenous community understands and advocates for honoring treaty rights and Tribal sovereignty but an understanding or familiarity with federal American Indian policy and law is not a requirement for SDOT staff or even for high school graduates. A recent culture shift has called for equity for Indigenous people but policies and procedures for upholding Tribal sovereignty and for respectfully engaging with local and regional Tribal Nations are lacking. Te Aranga Māori Design Principles is an interesting model that SDOT could explore. In Aotorea, there are more culturally relevant education opportunities in acknowledgement that government actions targeted Indigenous cultures.

Listening session relatives shared that they are frustrated with being asked to teach non-Native people about Native and Indigenous issues. SDOT staff must do the work to first educate themselves and then build relationships with local Native and

Indigenous Tribal people. Listening session members remarked that not one treaty has been upheld and that Indigenous peoples have been paying the price for the wealth of the local economy.

We recommend that SDOT and other transportation planners include Tribal members early in the planning process, before a site, route, or plan has been selected as site feasibility studies are expensive and difficult to change once they are initiated. Centering, listening to, and supporting both federally recognized Tribes and Native and Indigenous community members is important as legal status does not make someone Indigenous. Self-determination of Native and Indigenous communities should be supported regardless of recognition status.

Co-create Solutions for Underserved Communities

To fulfill the updated Seattle Transportation Plan value of Equity and Transportation Justice, SDOT should prioritize working with and listening to underserved and ignored communities. SDOT should avoid the classical method of top-down decision making, typically made by staff who have no connection to the communities impacted by results from cost-benefit analysis. New approaches to decision making should be co-designed by community members and new procedures should be reviewed and vetted often to ensure that decisions are actually equitable and just. Previous attempts to democratize decision making processes are likely based on Western or European approaches and can overlook the needs and leadership of local Tribes and Native and Indigenous peoples. It should also be noted that environmental or progressive efforts should not continue to harm BIPOC people or labor under the banner of "for the greater good."

A commitment to building relationships including deeper visioning would likely extend ideas into other areas. The connection of transportation to ecosystems was noted, likely paired with more opportunities for Indigenous land practices associated with restoration, foods, and ecosystem wellbeing.

Improve Engagement and Communication with Indigenous Communities

A discussion on transportation, particularly for Indigenous community members, must be carefully approached because of the pain caused by settler colonial policy goals to sever Indigenous relationships to ancestral homelands. Listening session facilitators, as Native and Indigenous community members themselves, ensured a baseline level of psychological safety in the meeting space and discussion topics. Psychological safety leads to community members who are empowered to authentically be themselves and speak freely on issues, historical context, and solutions.

Improving communications with the urban Indigenous community is related to self-determination, where Indigenous people can advocate for necessary changes. Removing barriers to participation in community engagement events is a vital policy SDOT should pursue. SDOT should continue to explore ways to honor the time commitments and emotional labor of community members, particularly of Indigenous people. Co-creating an engagement plan with local Native and Indigenous communities would result in a set of best-management practices for future SDOT staff to follow. Earning opportunities within SDOT should prioritize communities most impacted by unjust transportation actions and take steps to not repeat the past.

Improve Service to Cultural Events
Community members highlighted the inequality of the local bus systems as they are able to provide unique and additional services for college or professional sports events. SDOT staff should respectfully engage with community event planners to provide improved bus or shuttle services to cultural events such as the annual United Indians of All Tribes Foundation Seafair Indian Days Powwow held at Daybreak Star, which attracts thousands of visitors. Other local cultural Native and Indigenous events include powwows, Salmon Homecoming, art markets, and Tribal Canoe Journeys.

Improve Access to Native and Indigenous Cultural Centers
Daybreak Star Indian Cultural Center and Duwamish Longhouse Cultural Center are two cultural centers that are underserved by the current mass transit system. Future plans for Link Light Rail expansions do not include stops near these cultural centers. SDOT should work with facility management to determine solutions to improve bus and light rail access to these community centers.

Currently, the 33 Metro bus has the closest stop to Daybreak Star and riders must walk 0.5 miles to the building. Bus 33 is not a frequent bus and runs every 30 minutes; a community member shared that they were attending an event at Daybreak Star and a bus was canceled, forcing them to wait an hour for the next service. Bus service for the Duwamish Longhouse is even worse and forces riders to walk 1.2 miles to the cultural center. During the West Seattle bridge closure, this road was inundated with traffic, but without transportation services.

Support Tribal Canoe Journeys
The near annual Tribal Canoe Journeys is an event that is open to the public to attend, gathers hundreds of canoe families, attracting thousands of visitors, and revitalizes many cultural elements such as travel by canoe, welcoming ceremonies, food, gifts, song, and dance. Each year is hosted by a Tribe or Tribal Nation and Tribes also host canoes as they camp to rest and travel together to the host Tribe.

SDOT should explore ways to support this important event and Alki Beach is often used as a landing site and it was noted that parking is difficult in the residential areas near the park.

Reflect Indigenous Art and Culture
SDOT could improve its representation of Native and Indigenous people, art, and culture and fight a long history of Indigenous erasure in the city landscape. SDOT should work with local Native and Indigenous leaders to create a protocol for art and culture projects. Listening session members shared that seeing Coast Salish art and the Lushootseed language helps Native community members feel seen and represented, even if their heritage may not be of a Coast Salish Tribe. Art and culture projects that reflect the diversity of American Indian and Alaska Native cultures are also important and welcomed.

There are many ideas for Native and Indigenous art and cultural features including murals, statues, welcome poles, wayfinding signage, route names (of roads, highways, buses, Orca Cards, and Link Light Rail), and maps.

Free Transportation for Indigenous People
Local Indigenous Tribes have carried the ecological, economical, and emotional burdens of the harm caused by settler colonialism. Free rides on buses and light rail would be a small step toward compensation for salmon, timber, water, land, air, and hearts destroyed by capitalism and assimilation policies. Participants noted the lack of transportation leads to potentially long walks with increased safety and health risks. Listening session members often spoke of a concern for taking care of the needs of urban Native and Indigenous elders.

Support Indigenous-led Community Planning and Design
Native and Indigenous community members spoke often about a vision of a transportation system that was designed with their needs in mind. People spoke about wishing for transportation services that made it easier to go grocery shopping, visit the doctor, go to parks, and attend events. In many neighborhoods, the most basic infrastructure is often missing, such as grocery stores and pharmacies, let alone inclusive and cultural designs. Community members also want a transportation system that reflects their cultural values and drivers and operators should provide culturally-attuned service for community members to feel safe, welcomed, and understood. Philanthropic or business support for Native peoples has significant room for improvement, for example Native-led non-profits receive about 0.4% of philanthropic funding while needing to serve 2.9% of the population.

Indigenous planning centers on taking care of the needs of all community members, is forward-thinking, and is the gold standard for sustainable design. Native and Indigenous cultures have lived sustainably in their homelands since time immemorial and Indigenous cultural values are sustainable and guide decision making.

The urban Native and Indigenous community envisions a city that has safe, walkable neighborhoods with nearby grocery stores, clinics and pharmacies, schools, and parks. Walkability should also include the use of strollers and mobility devices like scooters and wheelchairs. Indigenous peoples also have a longstanding relationship with skateboarding and other innovative options to transit. Native-designed Neighborhoods would increase opportunities for shared transit and community wellbeing. Participants noted the need for creative solutions, rather than accept the absence of transportation. Our historical, contemporary, and futures should be reflected within the transportation system to stop erasure and begin to address the legacy of US genocidal policies.

Conclusion

Community engagement projects led by sləp̓iləbəxʷ offer an opportunity for urban American Indian and Alaska Native community members to explore issues and topics from their unique Indigenous perspectives. A sləp̓iləbəxʷ value is to ask our community members to share their vision for Native and Indigenous approaches to community planning. Community members expressed enjoying the short listening session experience, but felt like it should have been longer term with more participation and relationship building with each other and SDOT.

From Native perspectives, the transportation industry is a difficult subject to discuss, as transportation infrastructure is a visible reminder of significant changes to Coast Salish homelands. A long-standing history of unjust planning and implementation methods also makes discussions difficult. Participants punctuated how amazing Indigenous people are in spite of the often harmful systems and efforts that were designed without our wellbeing in mind. Empowering community members to share their experiences and expertise is vital to the engagement process.

Our community expressed a deep understanding of transportation and local transit issues and historical and policy contexts, with the desire to create a plan of action to take care of current and future generations. Community members remarked that local Tribes and Indigenous peoples survived hundreds of years of injustice and continue to hold paths to equity and justice. Community members expressed the

need to find solutions to large-scale issues such as climate change, homelessness, and the continued impact of capitalism on the livability of the region.

Traditionally, transportation is itself a force for relationship building because it connects communities and provides a service to take care of our needs. Instead of segregating landscapes and upholding economies through utilitarian design, **transportation could be a system that is full of beauty and purpose**. Achieving equity in transportation will only come from collaborative power-sharing partnerships with communities, where underserved communities can determine solutions to their own needs and wishes.

Western knowledge holders typically view sustainability as a new concept, but Indigenous knowledge holders define sustainability as ancient and enduring, as each Indigenous community protects a sustainable culture within their homelands and weaves sustainability into every aspect of their cultures. For SDOT to attain sustainability in their transportation plan, they should carefully and intentionally determine the best-management practices for working with local and regional Tribes and Indigenous community leaders.

COMMUNITY ENGAGEMENT SUMMARIES

Phase I Engagement Summary Report

Phase II Engagement Summary Report

Phase III Engagement Summary Report

Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle

Seattle Department of Transportation

STP PHASE 1 ENGAGEMENT SUMMARY

September 2022

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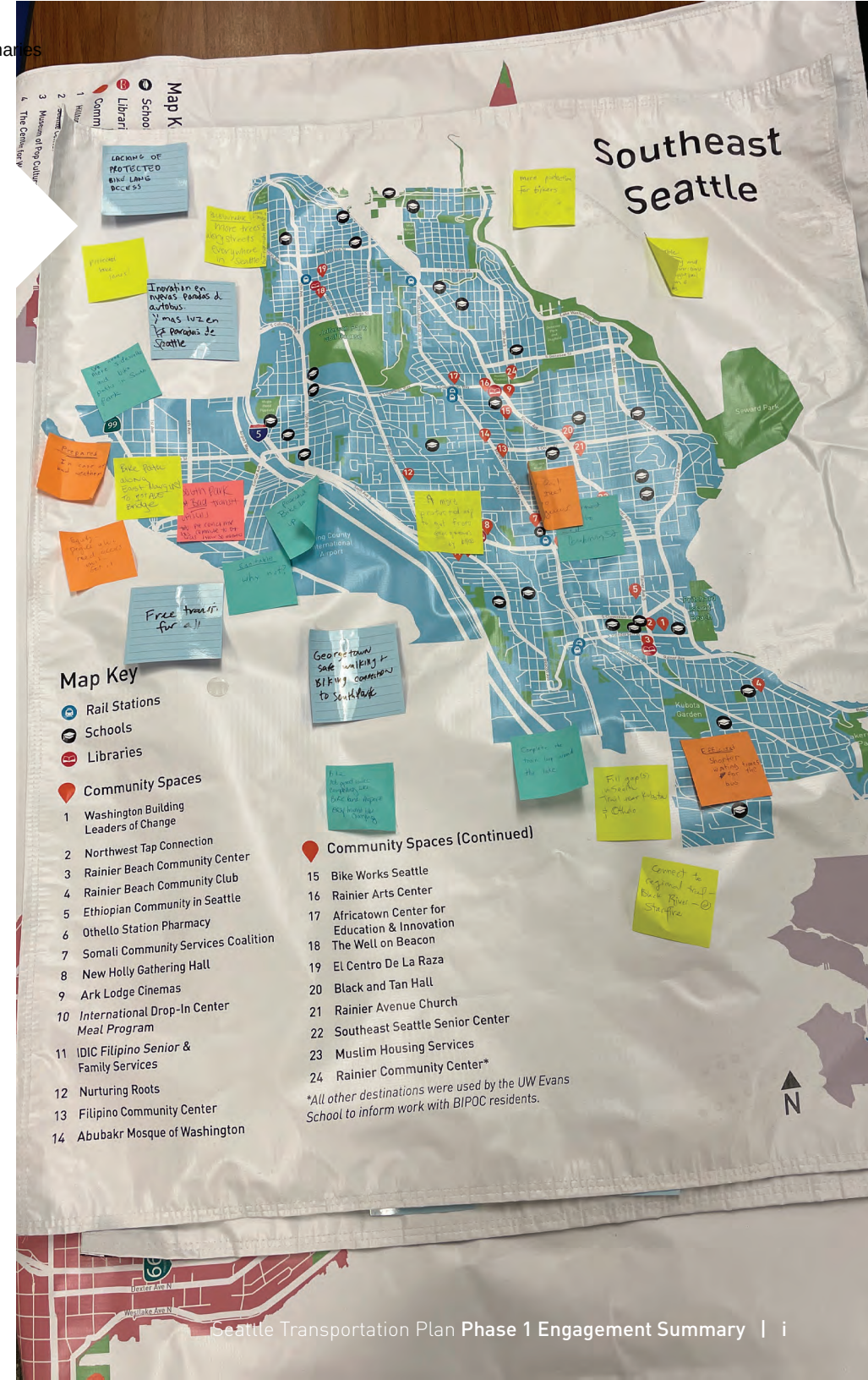
What is the Seattle Transportation Plan (STP) and the Phase 1 Engagement Summary Report?

The STP is our commitment to building a transportation system that provides everyone in Seattle with access to safe, efficient, and affordable options to reach places and opportunities. We intend to create this plan with the community, making public engagement a critical part of the process. **This summary report details Phase 1 of STP engagement that ran from May to August 2022, and the key takeaways that will help us co-create the plan with the communities of Seattle.**



EXECUTIVE SUMMARY

STP PHASE 1 ENGAGEMENT

Launched | *May 31, 2022* — Ended | *August 31, 2022*

PURPOSE AND COMMITMENT

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community engagement is a crucial part of the development of the plan. Engagement for the STP is broken into three phases. Phase 1 focused on your transportation needs and priorities, which helped us develop our collective vision for the future of Seattle's transportation system. This summary report details Phase 1 engagement and the key takeaways that will help us co-create the plan with the communities of Seattle.

Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.

BUILDING AWARENESS

We built awareness about the STP through social media, blog posts, paid media (including advertisements), and media that has covered the STP.

CITYWIDE ENGAGEMENT

We used 4 main tools to gather citywide feedback during Phase 1: survey 1: transportation challenges, survey 2: STP vision, the online engagement hub, and the Social Pinpoint interactive map.

EVENTS AND MEETINGS

To meet our STP engagement goals, we wanted to meet people where they are. By holding events and meetings in many different locations, we were able to hear many voices that will help us create the STP.

36,000+
Individual data points collected with citywide engagement tools during Phase 1

4,000+
People engaged at outreach events for the STP

75+
Posts distributed via SDOT's Facebook, Twitter, and Instagram

11
Local news outlets independently covered the STP

2,000+
Clicks via ads published in a variety of media sources

42
Media articles and outside blog posts about the STP

12,000+
Unique visitors to the online engagement hub

20,000+
Total visits to the online engagement hub

2,347
Unique users for the interactive map

6,317
Comments placed on the interactive map

709
Responses to Survey 1: Transportation Challenges

2,295
Responses to Survey 2: STP Vision

42
Community events

26
Meetings and briefings

COMMUNITY-LED ENGAGEMENT

We want to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. **We are working with community-based organizations (CBOs) and the Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes. They will help us create a plan that advances our goal of a racially equitable and socially just transportation system.**

Community-based organizations (CBOs) are trusted community builders and leaders who already serve the communities we most hope to engage in the process.

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities.

CBOs and CLs help us elevate the voices of people we have not reached in past planning processes.

LOOKING AHEAD

With Phase 1 complete, we have kicked off Phase 2 engagement. In Phase 2, we're showcasing parts of the STP that the community helped us create as a result of Phase 1 engagement—then we're asking whether or not we got it right. Phase 2 engagement focuses on:

- Vision, goals, and objectives—to guide how we build our system
- Menu of actions—to improve our transportation system
- Transportation future—to work towards a shared future

KEY TAKEAWAYS

Through our various engagement tools, people provided a wealth of feedback on the future of transportation in Seattle—and we listened. Here are some key themes we heard in Phase 1:

1. **There is a need to increase affordable transportation choices and options**
2. **Focus investment in communities which have historically seen less affordable transportation options, but would highly benefit from increased choice in transportation**
3. **Safety is a major concern and is a barrier to achieving equitable transportation**
4. **People want to reallocate street space to repurpose some of our existing traffic lanes into spaces for bikes, transit, sidewalk cafes, etc., while also keeping essential traffic moving**
5. **Maintenance of our existing transportation system is critically important to people**
6. **Improvements are needed to provide better access to transit, and safety is a big concern at transit hubs, stations, and bus stops**
7. **For our BIPOC communities, safety and access to affordable transportation were the most common themes**

SEATTLE TRANSPORTATION PLAN

INTRODUCTION

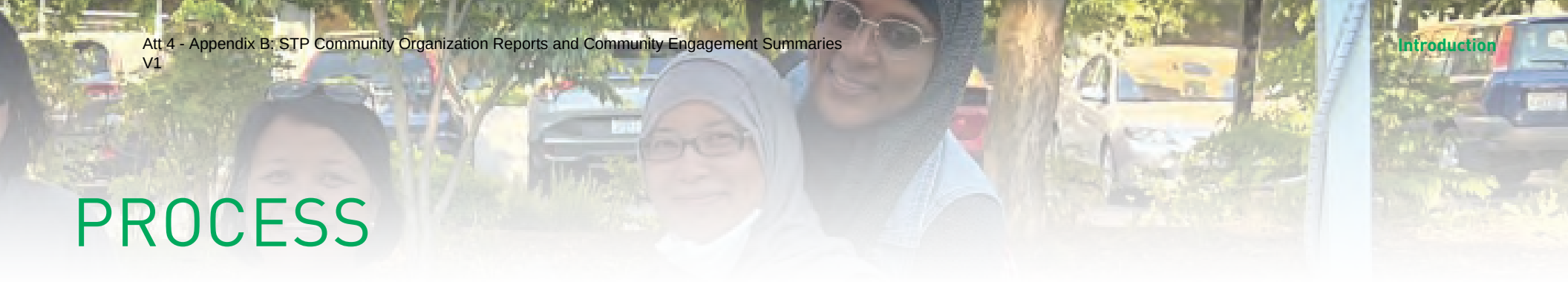
The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community involvement is a crucial part of the development of the plan. The STP will establish goals, strategies, and recommendations for a transportation system that works for our city now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

Too often, when government plans are developed, they exclude people—particularly people who are Black, Indigenous, or members of a community of color (BIPOC); people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. This has led to harm to some communities, including negative impacts to health, economic opportunity, and safety. **We believe everyone's voice should be heard to ensure their needs can be met.** We are partnering with community-based organizations, who have existing relationships with the communities they serve, to listen and ensure that the plan reflects the values and needs of everyone. Additionally, we are continuously committed to changing how we engage with the community during the STP process, to ensure that all voices are heard.

The STP is our commitment to building a transportation system that:

1. **Meets everyone's needs**
2. **Connects us all safely, efficiently, and affordably to places and opportunities**
3. **Treats everyone—regardless of race, class, gender, sexuality, nationality, age, or ability—with dignity and equity**

Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.



PROCESS

How are we creating the Seattle Transportation Plan with the people? The STP launched in May 2022. Our Public Engagement Plan allowed us to design our engagement approach so that people can participate at any point in the process, know how to provide feedback, and have confidence that their voices will be heard. Our phased engagement approach allows for technical work and the plan itself to be directly influenced by community feedback at every step.

Together we...

- **Establish our shared vision**
- **Define the future of our transportation system**
- **Prioritize our transportation network**

By defining...

- **Our values and goals**
- **How we measure progress**
- **A menu of actions for the next 20 years**
- **Where we should make changes**
- **What to invest in first**
- **How to pay for it all**

And this is when we do it

- **Phase 1** May - August 2022
- **Phase 2** September - December 2022
- **Phase 3** January - June 2023

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

PHASE 1 ENGAGEMENT

GOALS

The following goals guided the first phase of STP community engagement:

- Introduce the STP and its purpose
- Listen to people's priorities, challenges, and needs as they move around Seattle
- Work with the community to start establishing a shared vision for the future of transportation in Seattle
- Build a foundational body of community input to guide all future decisions in the process

The input collected during Phase 1 is being incorporated into all parts of the STP as it's developed. We want to ensure that the process is aligned with the community's priorities, needs, vision, and goals.

KEY QUESTIONS

We asked the following questions during Phase 1:

- What challenges do people face in getting around Seattle?
- What are people's top priorities for our city's future transportation system?
- What do people need to feel safe and comfortable when walking, rolling, biking, taking transit, or driving?
- What would help people reduce their drive-alone car trips?
- What steps can the City take to provide more equitable transportation for everyone?
- Do people have enough space for gathering with their communities on our streets? How can the City of Seattle support them?

> *"Transportation is such a vital issue to our working class peoples, especially low income, women, immigrants and refugees. Their concerns and opinions count, and they can contribute to the development of continued improvements in our city's transportation system."*
>
> Cindy Domingo, The Legacy of Equality Leadership and Organizing

Seattle
Department of
Transportation

COFFEE SHOP
1602

Let us know what challenges you currently face and what opportunities you see for the future as you travel around the city

BUILDING AWARENESS OF THE STP

We used many tools to build awareness about the STP. We wanted to ensure that everyone had the opportunity to learn about the plan and share their feedback with us.

DIGITAL

Digital tools were used to spread the word about the STP and opportunities to participate in the process. These tools included:

- Ads in media outlets, such as: *South Seattle Emerald, Seattle Chinese Post, Seattle Chinese Times, El Siete Dias, Tu Decides/You Decide, Seattle Viet Times, NW Vietnamese News, Runta News, Maleda Media, Korea Times Seattle*
- Social media (Facebook, Twitter, and Instagram)
- Articles and blog posts from SDOT and other sources, such as The Stranger, MyNorthwest, and the Seattle Bike Blog and Transit Blog

75+
Posts distributed via SDOT's Facebook, Twitter, and Instagram

11
Local news outlets independently covered the STP

2,000+
Clicks via ads published in a variety of media sources

42
Media articles and outside blog posts about the STP

STP engagement materials (digital and print) were available in 16 languages* so we could reach our growing non-English-speaking community.

PRINT

Not everyone is able to access or use the internet, and some people notice a sign or poster more than a Tweet or post on Facebook. Printed tools used to build awareness about the STP included:

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

170+
Yard signs distributed
(8 languages)

2,000+
Flyers distributed

25+
Posters displayed

CONVERSATIONS

Building awareness for the STP also involved conversations held during in-person meetings and events. Read more about these on page 24.

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

CITYWIDE ENGAGEMENT

SURVEY 1
TRANSPORTATION CHALLENGES

Launched | *March 6, 2022* — Ended | *May 23, 2022*

PURPOSE AND PARTICIPATION

The first survey asked people what the most pressing transportation issues are that the community is facing. Additionally, the survey also asked how people want to receive and share information about the STP.

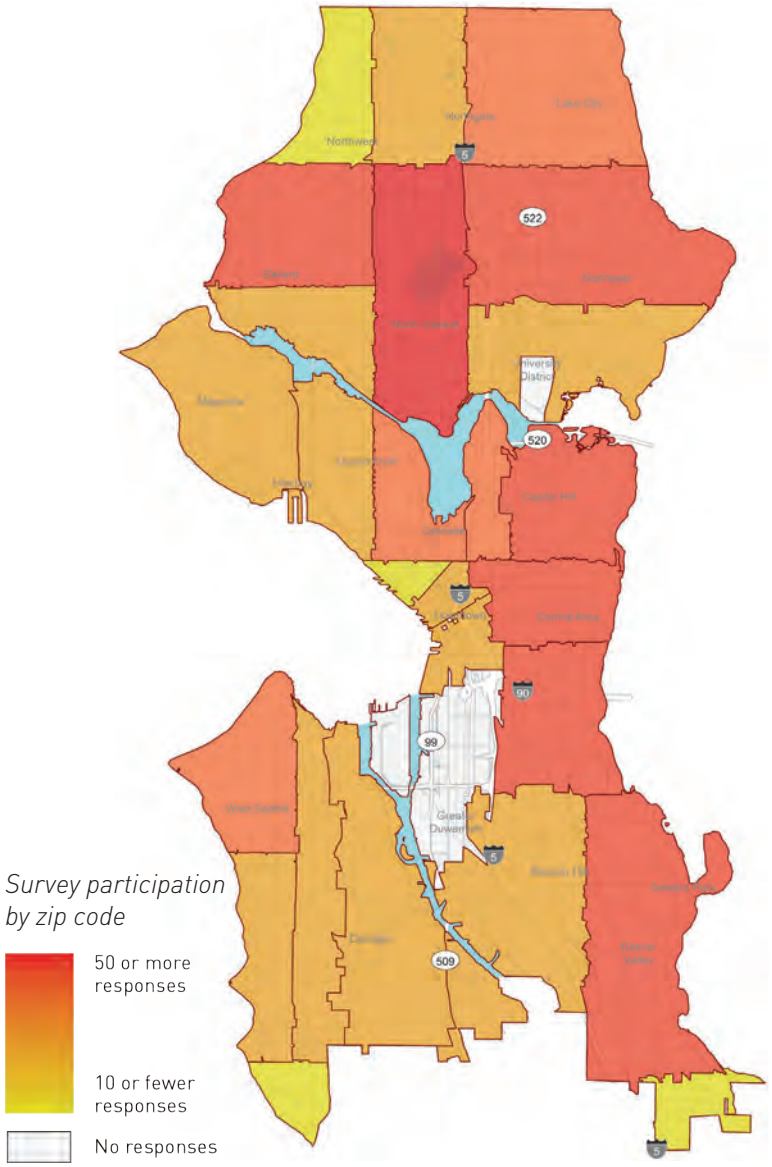
709
Total responses

Participation by race or ethnicity

Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	1.8%	2.4%
Asian	11.8%	21.1%
Black or African American	4.4%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.1%	8.2%
Native Hawaiian, Pacific Islander	1.0%	0.8%
White (of European ancestry)	78.5%	71.0%***
Middle Eastern, Arab, N. African White	1.6%	
Other	6.6%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***U.S. Census, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*

From Survey 1, we learned people's greatest transportation challenges and how they would most like to engage with the STP.



KEY TAKEAWAYS

Based on input we received from this survey, we tailored our engagement approach and learned more about what people feel are the most common transportation challenges. See below for key takeaways from the survey:

- Many of the general comments were related to **access**, listing challenges like disability access, disconnected bike lanes, and transit frequency and access
- Many general comments also mentioned **safety**, such as a mixture of traffic and unclean conditions that made people feel unsafe
- Out of social media options, **Twitter** is a more popular choice for engagement than Facebook, Instagram, or LinkedIn

65%
Selected **time/reliability** as the biggest challenge they face while getting around Seattle

60%
Selected **safety** as the biggest challenge they face while getting around Seattle

73%
Preferred **email or online websites** to learn more about the STP engagement opportunities

87%
Preferred online surveys for giving feedback to the process

Amplifying Community Voices

- Black/African Americans and Native Hawaiians/Pacific Islanders said **cost was a challenge** at a higher percentage than citywide *(16% and 17% respectively compared to 8% citywide)*.
- Asian and Middle Eastern people noted **access to transportation as a challenge** at a higher percentage than citywide *(40% and 34% respectively compared to 22% citywide).*
- Asians were the **most likely to say safety** was a challenge *(77% compared to 65% citywide).*
- In Delridge, people were **less likely to choose safety** as their top challenge, highlighting time/reliability instead *(Just 51% compared to 60% citywide).*

SURVEY 2

SEATTLE TRANSPORTATION PLAN VISION

Launched | *May 31, 2022* — Ended | *August 31, 2022*

PURPOSE AND PARTICIPATION

The second survey helped us create a shared vision, goals, and objectives for the STP by asking about people's transportation needs, experiences, and priorities. The survey was widely advertised via our awareness-building tools, including:

- QR codes at in-person events
- Paper surveys passed out at events
- Surveys were available in 16 languages for the online version of the survey (non-English paper surveys were available upon request).

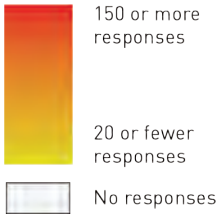
2,295
Total responses

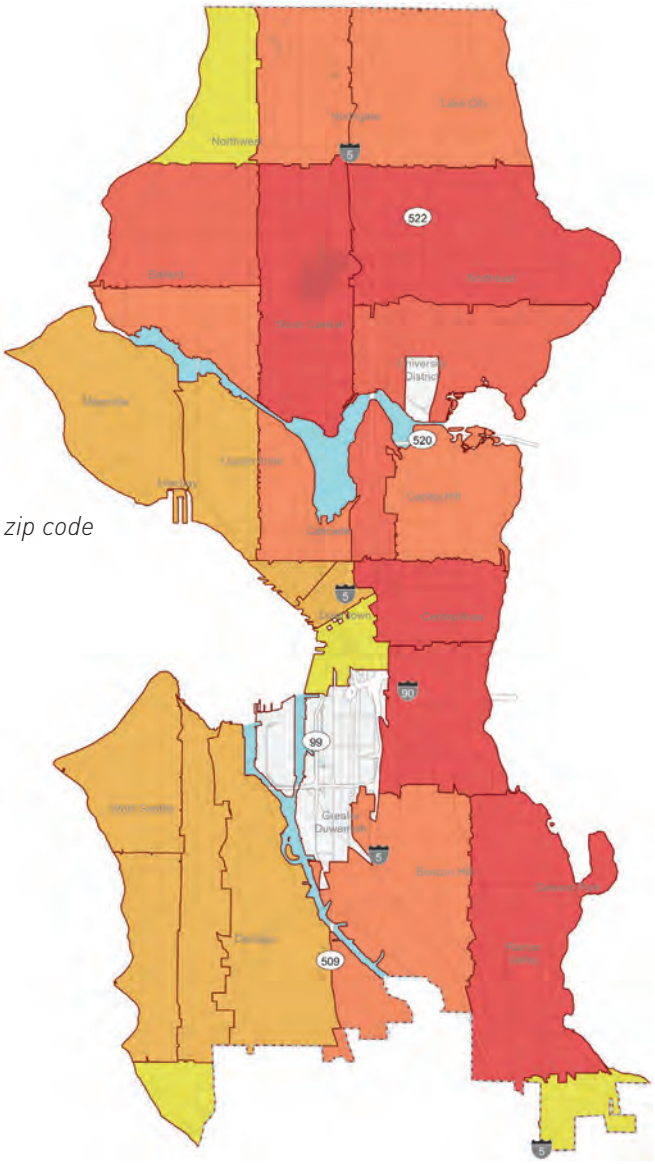
Participation by race or ethnicity

Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	4.1%	2.4%
Asian	11.7%	21.1%
Black or African American	3.7%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	6.3%	8.2%
Native Hawaiian, Pacific Islander	0.9%	0.8%
White (of European ancestry)	78.3%	71.0%***
Middle Eastern, Arab, N. African White	1.7%	
Other	3.2%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***U.S. Census, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*

Survey participation by zip code





From Survey 2, we learned what people's ideal vision for the future of transportation in Seattle would look like.

> *Seattle needs a whole new approach to transportation. One that centers the movement of people and goods, not cars and trucks. People of all ages and abilities need to be able to move around the city safely without the need [of a car]... We have no hope of meeting our climate goals or making our city safer if we don't make these big changes"*

Survey 2 Comment

KEY TAKEAWAYS

The results from this survey directly informed the STP's vision, goals, and objectives. During Phase 2, we will bring the vision, goals, and objectives to the community to see if we got it right. See below for key takeaways from Survey 2:

- We should create a **people-oriented transportation system** with reduced emphasis on automobiles
- Seattle **should be an easier place to live without a personal vehicle**, whether by choice or by necessity
- Seattle should **make targeted investments in underserved areas** to provide better transportation and avoid displacement of lower-income and marginalized communities
- Seattle's streets need to encourage people driving to travel slower and more safely, and **promote safety** for people walking, biking, and rolling
- **Maintenance is key**—sidewalks should be well-maintained and wide enough to use comfortably

Amplifying Community Voices

- In general, people of color **prioritized affordability, safety, accessibility, and travel delay** at higher percentages than citywide.
- Black and Indigenous people were more likely to say that it is a priority for our transportation system to **support a strong economy** *(80%+ compared to 70% citywide).*
- Asian and Latino communities emphasized **prioritizing safety** for all people, especially people walking rolling *(92%+ compared to 84% citywide).*
- In South Park and Greater Duwamish, people were much more likely to say that it is a priority to **make transportation affordable** for all *(94% compared to 75% citywide).*

91%
Support moving as many people as possible in the least amount of space using buses, walking, biking, carpools, and more*

83%
Support reallocating street space to make more room for public spaces like outdoor dining, street markets, plazas, and more*

93%
Support putting more money toward transit to make it more convenient and reliable*

91%
Support putting money towards sidewalks, bike lanes, etc., to help people walk, roll, and bike more*

80%
Support a system that avoids displacing underserved or lower-income people*

97%
Would prioritize creating a transportation system that is safe and comfortable for everyone*

97%
Would prioritize a well-maintained transportation system*

We heard that people support goals that invest in underserved areas, reallocate space away from cars, improve safety, and increase transportation choice.

*Includes those who ranked the statement as medium or high priority

ENGAGEMENT HUB

Launched | *May 31, 2022* — Ended | *August 31, 2022*

PURPOSE AND PARTICIPATION

The online engagement hub is the portal to access all digital engagement opportunities for the STP. In addition to activities to provide feedback on the STP process, during Phase 1, the online engagement hub included opportunities to:

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

304
General comments captured in the online engagement hub

KEY TAKEAWAYS

The general comments captured on the engagement hub directly influenced the creation of a shared vision for the future of transportation in Seattle.
See below for the key takeaways:

- Getting around Seattle **needs to feel safe for everyone**, whether they are walking, rolling, biking, driving, taking transit, scooting, or using any other mode, in every part of the city
- **More transit service is needed** throughout the city, including more frequent and available buses and light rail outside of Downtown Seattle
- While people **generally want to see more bike lanes** on major arterial roads, others have been frustrated by the impact of these projects on car travel
- **Poor road quality** is a problem for both people driving and people biking
- People often choose not to walk, bike, or take transit out of **concern for their personal safety**

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

What is the community saying about transportation?

"Please envision a future where any Seattle resident can get by without a car on a level playing field with those who can choose to drive."

"...Many folks in Seattle are [incredibly] frustrated by the continuing emphasis on cars in our rights-of-way. The future of transit is local—as climate change and deepening inequality continue, fewer of us will be taking trips to other cities, and more of us will be riding bikes and scooters around our neighborhoods."

"Please do more for pedestrian safety on streets where density is occurring. A patchwork of sidewalks, with lots of traffic in between, is unsafe."

"Please, just put more thought into the full system of bike trails! Many of the individual sections are really quite nice, but they're always in isolation, with no concern for how to get onto and off them, or how to connect to other trails even just a block or two away."

"More bus service late night; bus/transit service expanded for health care workers/hospitals; cameras on buses (if not there already)"

"Strategic consideration: do not attempt to place all ages bike infrastructure on transit arterials; it costs too much and is awkward; instead, place them on parallel streets."

"The condition of roads in Seattle is deplorable. Rough roads full of cracks and divots only push people away from small, efficient vehicles and micromobility into large, gas guzzling vehicles because they're the only kind can handle these terrible roads."

"Safety is another concern. I see plenty of people using drugs or trains to sleep in. Security needs to improve to make stations and bus stops safer."

STP Engagement Hub Comments

SOCIAL PINPOINT MAP

Launched | *May 31, 2022* — Ended | *August 31, 2022*

PURPOSE AND PARTICIPATION

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

6,317

Comments placed on the interactive map

2,347
Unique users

4,580
Pins placed

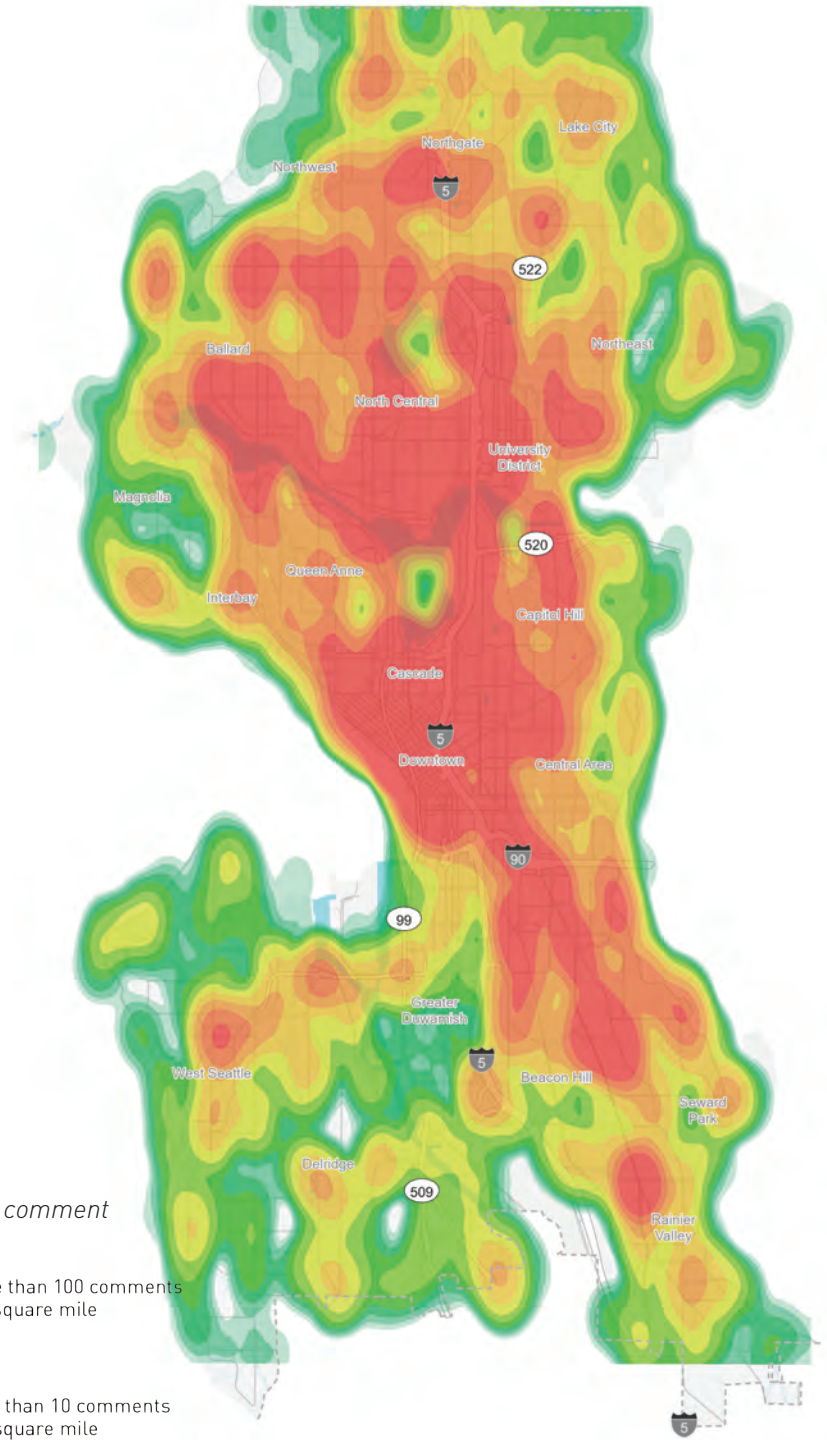
1,252
Routes drawn

485
Areas drawn

Participation by race or ethnicity

Race or Ethnicity	Share of Participation	Share of Population
American Indian or Alaska Native	2.4%	2.4%
Asian	12.9%	21.1%
Black or African American	3.5%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.6%	8.2%
Native Hawaiian, Pacific Islander	1.4%	0.8%
White (of European ancestry)	81.8%	71.0%***
Middle Eastern, Arab, N. African White	2.0%	
Other	4.0%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***U.S. Census, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*



Heatmap of comment locations

More than 100 comments per square mile

Less than 10 comments per square mile

KEY TAKEAWAYS

Responses on the Social Pinpoint map tell us what actions are most needed to improve our transportation system. During Phase 2, we will bring a draft set of actions back to the community to see if we got it right. See below for key takeaways from the Social Pinpoint Mapping activity:

- Our transportation system is mostly built for personal vehicles instead of people. **Safe, comfortable, and inexpensive transportation options are unevenly distributed in Seattle**
- We need to **make it easier to get places without a car**
- We **need to maintain** our transportation infrastructure more effectively and regularly
- Key streets, bridges, and intersections in Seattle are **unfriendly to people walking, biking, and rolling**

55%
Referenced travel by a particular mode other than cars

29%
Referenced opportunities for improved bicycle infrastructure

27%
Referenced safety concerns and/or challenges with the existing network

31%
Referenced challenges with existing intersection design (safety and accessibility concerns)

Amplifying Community Voices

- Indigenous people (American Indian/Native Alaskan) referenced **transit** at a much higher percentage than citywide comments *(21% compared to 7% citywide).*
- In the Central District, nearly a quarter of comments mentioned **Rainier Avenue** as being unsafe and difficult to cross on foot or bike *(24% of comments in the area).*

Challenges we heard

- Light rail stops in South Seattle are dangerous to access for people walking
- Neighborhoods with wide roads and multiple car lanes, but no bike lanes or sidewalks
- Existing sidewalks/bike lanes not connecting or continuing to where people want to go
- Transit not running enough times or places
- Poor maintenance, worn paint, and rough road surfaces
- Debris in bike lanes
- Uneven and inaccessible sidewalks
- Major corridors, such as freeways and waterways, are barriers to people walking, biking, and rolling
- East-to-west travel is typically the most difficult for all modes of transportation

Needs we heard

- Streets in all areas of Seattle designed to slow cars and protect more vulnerable users
- Bike lanes that are more connected and more protected
- Transit service that connects key neighborhoods and runs often and all day
- Well-maintained roads and bike lanes with clear markings
- Sidewalks kept clear, smooth, and accessible
- Bridges with wider sidewalks and bike lanes
- Intersections where people walking and people biking are visible and protected

From the map, we heard the need for actions that improve safety, transportation choice, equity, and maintenance.

REACHING OUR PRIORITY AUDIENCES

The STP Public Engagement Plan is committed to elevating the voices of people who are traditionally left out of government planning—particularly those who are Black, Indigenous, or part of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. **We believe everyone's voice should be heard so their needs can be met.**

To hear the voices of our neighbors who are members of these communities, we built relationships and tailored our engagement materials. Here is how:

Yard Signs and Flyers

To engage non-English speaking members of the community, team members distributed yard signs, poster, and flyers at or near identified community gathering places, assets, and community-based organizations. By overlaying the Social Pinpoint map with the community asset map, we identified community spaces within neighborhoods that were minimally engaged in the STP process to date. Key areas of focus were the Duwamish Valley, Lake City, Rainier Valley, White Center/Roxhill, and Lower Beacon Hill.

Community Events

Using a similar process as described above for the signs and flyers, we identified key community events in priority neighborhoods to attend. At these events, we met people where they were to share information about the STP and gather feedback via activities or conversation.

Building Relationships

We are working to strengthen relationships with community-based organizations that serve people who are traditionally left out of government planning. We began to build relationships with these organizations as they planned culturally- and community-appropriate engagement, such as listening sessions, attendance at meetings and events, field trips, one-on-one interviews, and distributing tailored STP engagement materials. This relationship-building and outreach will continue in Phase 2.

> *I would love if the goal of the Seattle Transportation Plan were to make alternatives to driving [like] public transit, biking, and walking faster and more convenient...Seriously investing in those alternatives is a win for everyone!"*

STP Engagement Hub Comment

MEASURING PROGRESS TOWARDS EQUITABLE ENGAGEMENT

In both survey 2 and the Social Pinpoint Map, our Asian, Black or African American, and Hispanic, Latina/Latino/Latinx ethnicities were all underrepresented during this phase of engagement. However, participation among these groups increased throughout Phase 1, in part due to our targeted outreach methods.

Survey 2

Participation by race or ethnicity

Race or Ethnicity	Through June	Through July	August (end of Phase 1)	Change from June - August	Share of Population
American Indian or Alaska Native	1.1%	2.8%	4.1%	3.0%	2.4%
Asian	11.2%	11.3%	11.7%	0.5%	21.1%
Black or African American	3.2%	3.5%	3.7%	0.5%	8.9%
Hispanic, Latina/Latino/ Latinx ethnicity	5.2%	5.2%	6.3%	1.1%	8.2%
Native Hawaiian, Pacific Islander	0.5%	0.7%	0.9%	0.4%	0.8%
White (of European ancestry)	82.3%	80.8%	78.3%	-4.0%	71.0%***
Middle Eastern, Arab, N. African White	2.0%	2.0%	1.7%	-0.3%	
Other	3.3%	3.1%	3.2%	-0.1%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***US Census American Community Survey, 5-Year Estimates, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*

Social Pinpoint Map

Participation by race or ethnicity

Race or Ethnicity	June	July	August (end of Phase 1)	Change from June - August	Share of Population
American Indian or Alaska Native	1.8%	2.4%	2.4%	0.6%	2.4%
Asian	13.7%	12.8%	12.9%	-0.8%	21.1%
Black or African American	3.5%	3.6%	3.5%	0.0%	8.9%
Hispanic, Latina/Latino/ Latinx ethnicity	4.9%	5.3%	5.6%	0.7%	8.2%
Native Hawaiian, Pacific Islander	1.1%	1.4%	1.4%	0.3%	0.8%
White (of European ancestry)	84.2%	84.6%	81.8%	-2.4%	71.0%***
Middle Eastern, Arab, N. African White	2.3%	2.2%	2.0%	-0.3%	
Other	2.5%	3.0%	4.0%	-0.5%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***US Census American Community Survey, 5-Year Estimates, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*

In the next phase, we will continue targeted outreach to elevate voices of those who have been left out of past planning processes.

COMMUNITY-LED ENGAGEMENT

ADVANCING EQUITABLE ENGAGEMENT

We want to make sure the Seattle Transportation Plan meets the needs of communities of color and those of all incomes, ages, and abilities. **Therefore, we are working with community-based organizations (CBOs) and Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes. This helps us create a plan that advances our goal of a racially equitable and socially just transportation system.**

COMMUNITY LIAISONS

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black and Indigenous people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities. CLs are experts in their communities' needs, concerns, and interests.

COMMUNITY-BASED ORGANIZATIONS

Community-based organizations (CBOs) are trusted community fixtures and leaders who are embedded in the lives of the communities we most hope to engage in the process. They often come from the same ethnic, cultural, or religious backgrounds and/or speak the languages typically spoken in those communities. CBOs work closely with the communities they serve, often providing educational services, gathering spaces, fostering community connections, and advocating on their behalf.

LEANING ON OUR PARTNERS

CBOs and CLs:

- Can engage with their communities and collect qualitative and quantitative data in a culturally appropriate way
- Are already serving these communities and trusted by community members, who may be more willing to engage with CBO and CL staff than with City of Seattle staff

Throughout the STP process, we support CBOs and CLs who already serve communities whose voices we want to elevate in the STP. CBOs and CLs are compensated for their time working with us and they create and implement their own engagement strategies for the STP.

CBOs and CLs help us to elevate the voices of people we have not reached in past planning processes.

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@STBOXSEA

Seattle

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COMMUNITY-BASED ORGANIZATIONS

OVERVIEW

The CBO groups that we have partnered with include:

The Khmer Community of Seattle King County (KCSKC), in partnership with Noio Pathways and KIMYUNITY, has two programs working with the STP. One is a program with Khmer elders and the other is programming with youth.

- Their methods of engagement are field-trip based and have each used different forms of transportation to move around the city and experience and comment on the transportation system
- They have also had conversations with two youth cohorts about open space, public space, and cultural space as well as displacement of cultural space

This cohort-based approach to community engagement increases trust, reveals nuances in community members' lived experiences, and over time, has generated deeper conversation that has yielded increasingly specific feedback to share with City departments.

The Asian Pacific American Labor Alliance kicked off their own version of the Seattle Transportation Plan Phase 1 survey, which includes questions on transportation as well as housing and land use (since they are also participating in the Comprehensive Plan engagement). They are asking different union memberships and workers across the city to participate and compensating with gift cards for their time invested.

The Central Area Collaborative tabled at various neighborhood celebrations and events with flyers and giveaways and leveraged partnerships with community organizations in the Central District.

The Duwamish Valley Sustainability Association has been working with their youth leaders to develop a mobile application with the Gehl Institute to catalogue what they love and what could be improved in their communities as well as to provide space for storytelling.

Smash the Box has been popping up at local events in Beacon Hill, have been participating in LGBTQIA+ events, and have been partnering with local businesses. They have also been running innovative social media campaigns with local organizations and working with little libraries around the Beacon Hill neighborhood.

Estelita's Library has been leveraging existing events to ask questions about transportation, gathering data and compensating people for their time.

The Legacy of Equality Leadership and Organizing co-hosted an event with the Asian Pacific American Labor Alliance and has done one-on-one interviews with their community in Spanish, based on our Phase 1 survey.

CBOs are helping to elevate the voices of those traditionally left out of planning processes through culturally- and community-appropriate outreach strategies.

KEY TAKEAWAYS

Through our CBOs, we learned that communities left out of prior planning efforts have often been unsure of how to engage in the STP process—unless individuals or organizations they trust are available to share how the feedback they provide will be incorporated. During Phase 1 engagement, the CBOs used a variety of methods, like holding community conversations, facilitating focus groups, hosting field trips, and developing engaging activities, to reach their communities. Several themes emerged from the CBOs' Phase 1 engagement strategies:

Safety

- Lighting and visibility at bus stops is inadequate, decreasing feelings of safety
- Many sidewalks are in poor condition, posing tripping hazards for seniors, folks with limited mobility, and able-bodied people
- Fare enforcement makes people feel unsafe. Many folks have anxiety seeing fare enforcement, even if they have paid.

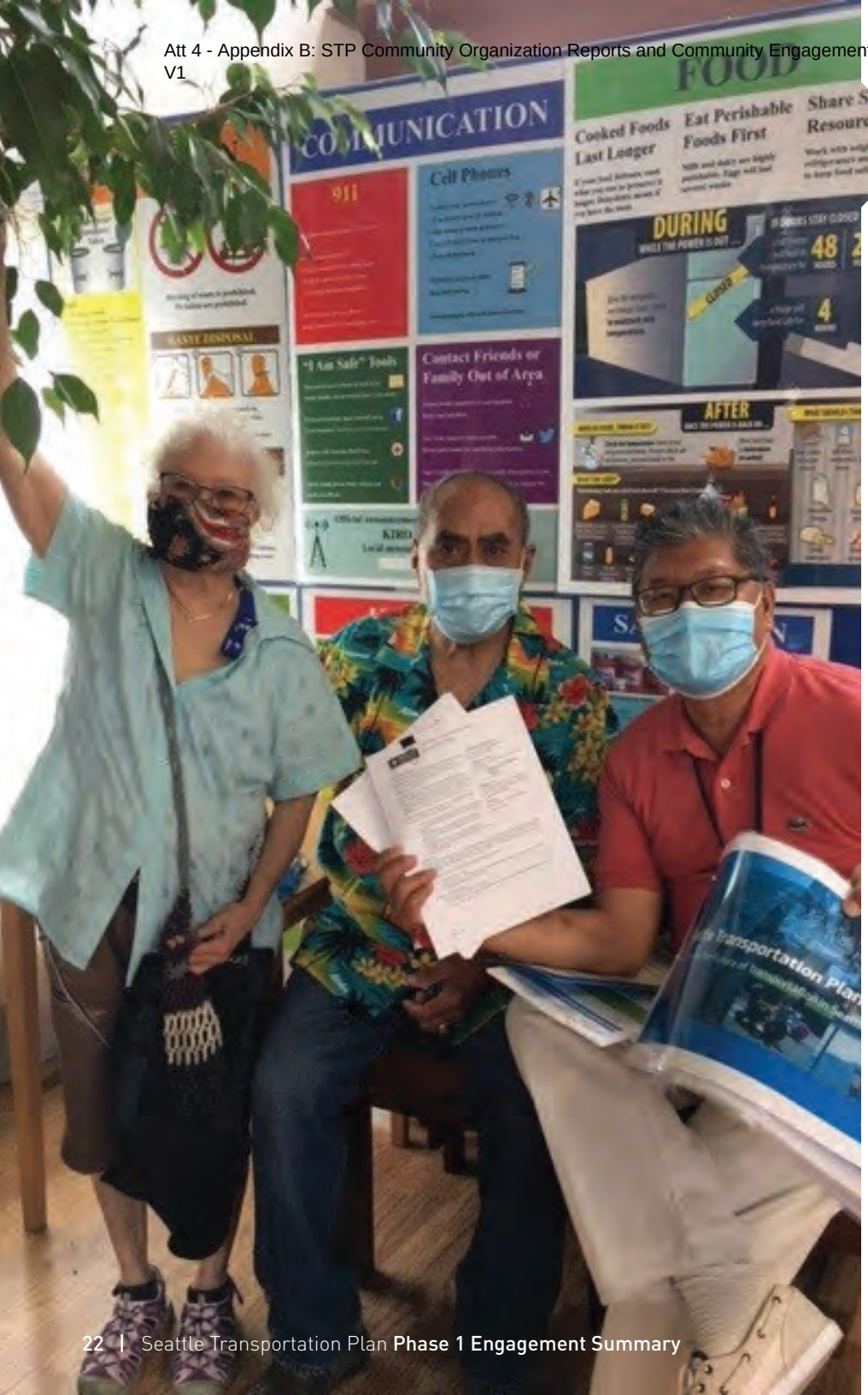
Infrastructure Investment

- Many areas would benefit from more maintenance as potholes create unsafe conditions for people who drive, bike, or walk—especially in neighborhoods that are underserved, including in the Duwamish Valley
- Many people are interested in seeing more bike lanes built in their neighborhoods, especially in neighborhoods that are not as well-connected (like South Park)
- Many feel more traffic calming measures are needed near schools
- Additional park-and-rides are needed to address neighborhood service gaps

Accessibility

- Free public transportation would serve everyone!
- Bus transfers aren't long enough for folks to run errands. People prefer paper transfers because bus drivers usually give 4 hours for elders, while ORCA cards only give 2 hours
- Transit navigators who speak different languages are requested to help riders know what buses to take, when buses are coming, etc.
- Digitized board with bus schedule at transit stops or at businesses near transit stops and stations
- There are gaps in neighborhood services as well as a lack of access to the outskirts of Seattle. Not many buses go into neighborhoods or areas without a main street.
- Buses don't run late enough—it is sometimes hard for people who do not work jobs with regular hours to choose to take the bus
- There's not a lot of bus access to the outskirts of Seattle. It can be easy traveling in the Center City, but difficult to get out and bus times are often delayed.

> *"We will work with our community and labor partners to lift up the voices of workers of color and marginalized communities who have been forced to relocate as the city of Seattle grows. The need for reliable and affordable public transportation is crucial in ensuring our community can access the means to get to their livelihoods at any given hour"*
>
> Eunice How, The Asian Pacific American Labor Alliance



COMMUNITY LIAISONS PROGRAM

OVERVIEW

The City of Seattle's Department of Neighborhoods has a program to hire Community Liaisons (CLs). These individuals are independent contractors who engage with their communities and give the City advice based on their expertise and connections to communities. Our CLs are trusted advisors, and we rely on them to help guide projects including the STP.

The CLs working on the STP represent many communities, including Somali, Filipino, Spanish, Mandarin Chinese, Vietnamese Cham, unhoused communities, and people with disabilities. We have been meeting with the CLs since May 2022 to find out more about their communities' transportation concerns, which has helped us to build the STP goals and vision. **The CLs have represented the STP at many events this summer, helping us communicate with their communities—especially with people whose primary language is not English.**

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

The CLs help us to identify the best ways to engage their community members in the STP process.

Equity, safety, accessibility, and better engagement methods were critical themes that came out of the CL engagement.

KEY TAKEAWAYS

The CLs are vital partners in the engagement process, as they connect SDOT directly to communities and broaden our geographic and demographic reach. They have deep contextual knowledge and relationships with their communities and are able to provide opinions, criticisms, and visions from both individuals and entire communities. At the end of Phase 1, we met with them and discussed what they've been hearing and what they need in the next round of engagement. **Safety, accessibility, and equity arose as key themes from communities. Additionally, the CLs provided suggestions for improving future engagement.**

Safety

- Many people feel unsafe at bus and light rail stops, and face crime or bullying as they wait to ride. We need to provide better lighting, surveillance, and cameras. Children and elders are particularly vulnerable to violence when riding transit.

Engagement

- We need to create opportunities to participate for those who do not have the time or resources to access the typical methods. Many people are focused on meeting their basic needs, and they should not be left out of the conversation.
- Many people appreciate that the City is creating this holistic transportation plan and they are glad to be asked for their input. People want to know how the plan is funded, and how their input will help shape the final plan.
- The best way to gather detailed feedback is through one-on-one conversations
- The STP's engagement strategy should not be one-size-fits-all. Many methods of engagement are needed to help everyone participate, including printed materials, in-person conversations, surveys, and online resources.

Accessibility

- Buses need to be more accessible and easier for families to use
- We need more frequent service that runs later into the night
- Buses and trains need to connect to each other, and they should provide better east-west travel to places like West Seattle
- People with additional mobility needs face greater barriers to travel. They often must take more inconvenient routes, and they are limited by steep hills, poor sidewalks, and bus stops without good facilities.
- Driving is often the best or only option for people to get around
- Everyone should be able to get where they need to go, regardless of where they live or how they move

Equity

- Past transportation decisions have hurt many of the communities the CLs represent. In the future, our investments should not cause harm or violence.
- Some transportation investments have driven people out of their homes, particularly elders; Black, Indigenous, and people of color; unhoused people; and people who live in South Seattle. Increasing housing costs also displace vulnerable communities in Seattle.

EVENTS AND MEETINGS

MEETING PEOPLE WHERE THEY ARE

Participation in community events has been a key way for the STP project team to get out into our neighborhoods to spread the word about the STP and encourage everyone to participate. Meetings between agencies make sure we share a common vision for the plan. **Meetings with people and groups have helped make sure this plan is created for our communities, by our communities.**

COMMUNITY TOUCHPOINTS

4,000+

People engaged at outreach events for the STP

42
Community events

26
Meetings and briefings

Events for BIPOC and Other Underrepresented Communities

We have made a commitment to seek the voices of those who have historically been excluded from planning processes and have been harmed by past decisions. In particular, events targeted those who are Black, Indigenous, or members of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. Events included:

- Indigenous Peoples Festival
- Festival Sundiata Black Arts Fest
- Othello/Rainier Stay Healthy Street Block Party
- Seafair Indian Days Powwow
- Duwamish River Festival
- Latinx Pride
- Othello International Festival
- Little Saigon Festival
- Seattle Parks & Recreation's Big Day of Play
- Girls on the Run Listening Session
- Chinatown/International District Celebration and Resource Fair at Hing Hay Park
- Umojafest
- Rainier Beach Back2School Bash
- High school orientation

Pop-Up Engagement at Festivals, Community Events, Resource Fairs, and Farmer's Markets

We were present to advertise the STP and collect feedback at a total of 42 events, which included 14 festivals, 19 community events, 8 market days, and 1 listening session in Phase 1, some of which included:

- Duwamish River Valley IdeaFest
- West Seattle Summerfest
- Market at Heron's Nest
- Alki Art Fair
- Beacon Arts Street Festival
- South Delridge Farmer's Market
- West Seattle Farmer's Market
- Columbia City Farmer's Market
- Lake City Farmer's Market
- Bike Everywhere Day
- Delridge Bike Rodeo
- Alki Ride
- West Seattle Bike Experience

OTHER MEETINGS AND BRIEFINGS

Meetings with Community Groups

We attended 11 community group meetings to collect input on the plan. These groups requested meetings with SDOT staff via email or the online engagement hub. These groups included:

- North Seattle Industrial Association
- Cascade Bicycle Club
- Seattle Neighborhood Greenways
- West Seattle Bike Connection
- Phinney Ridge Community Council
- SODO Business Improvement Area Transportation Committee
- Transportation Choices Coalition
- Northwest Columbia City Neighbors
- West Seattle Bridge Maritime Townhall
- University District Partnership
- Environment and Climate Caucus of the 46th Legislative District Democrats
- University District Community Council
- Downtown Neighbors

Meetings with City Boards and Committees

We provided 7 briefings to the City's transportation-focused boards and committees, as well as the opportunity to participate in a joint workshop. These included:

- Levy Oversight Committee
- Freight Advisory Board
- Bicycle Advisory Board
- Pedestrian Advisory Board
- Transit Advisory Board
- Planning Commission

Inter-agency Meetings

We have collaborated with other agencies and efforts involved in planning Seattle's transportation future, including:

- King County Metro Transit Advisory Commission
- Washington State Department of Transportation
- School Traffic Safety Committee
- Office of Planning and Community Development (developing the Seattle Comprehensive Plan Update)

Briefings with Seattle's Transportation Equity Workgroup (TEW)

Seattle's Transportation Equity Workgroup (TEW) was established in 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and People of Color (BIPOC) and vulnerable communities. Grounded in their communities and experiences, this group defined a set of values and strategies to evaluate future transportation decisions. So far, we have engaged with the TEW three times to collaborate on defining the STP's vision, goals, and objectives, and will continue to do so as the process continues.

Arts-Based Engagement

Infusing art and creativity into STP engagement, we developed a pop-up game—a quick, hands-on, and fun way to engage with people at community events. Each pop-up invited passersby to play a 3–5-minute game and leave their thoughts about the plan on comment cards and neighborhood maps. Materials were provided in multiple languages when necessary.

Each game has 12 game pieces, each representing a different priority included in the STP. The team asked people to move forward the game pieces for the priorities that were the most important to them. People then took the comment cards from the squares their pieces landed on and filled out the cards with details on what transportation improvements they'd like to see and pinned them to maps of the Seattle neighborhoods their comments were about.

The a pop-ups were held at 2 events in Seattle throughout August:

- The Duwamish River Festival, August 6th, 2022 at South Park Plaza
- Big Day of Play, August 20th, 2022 at the Rainier CC Playfields

135

Comments collected at the arts-based engagement pop-ups

KEY TAKEAWAYS

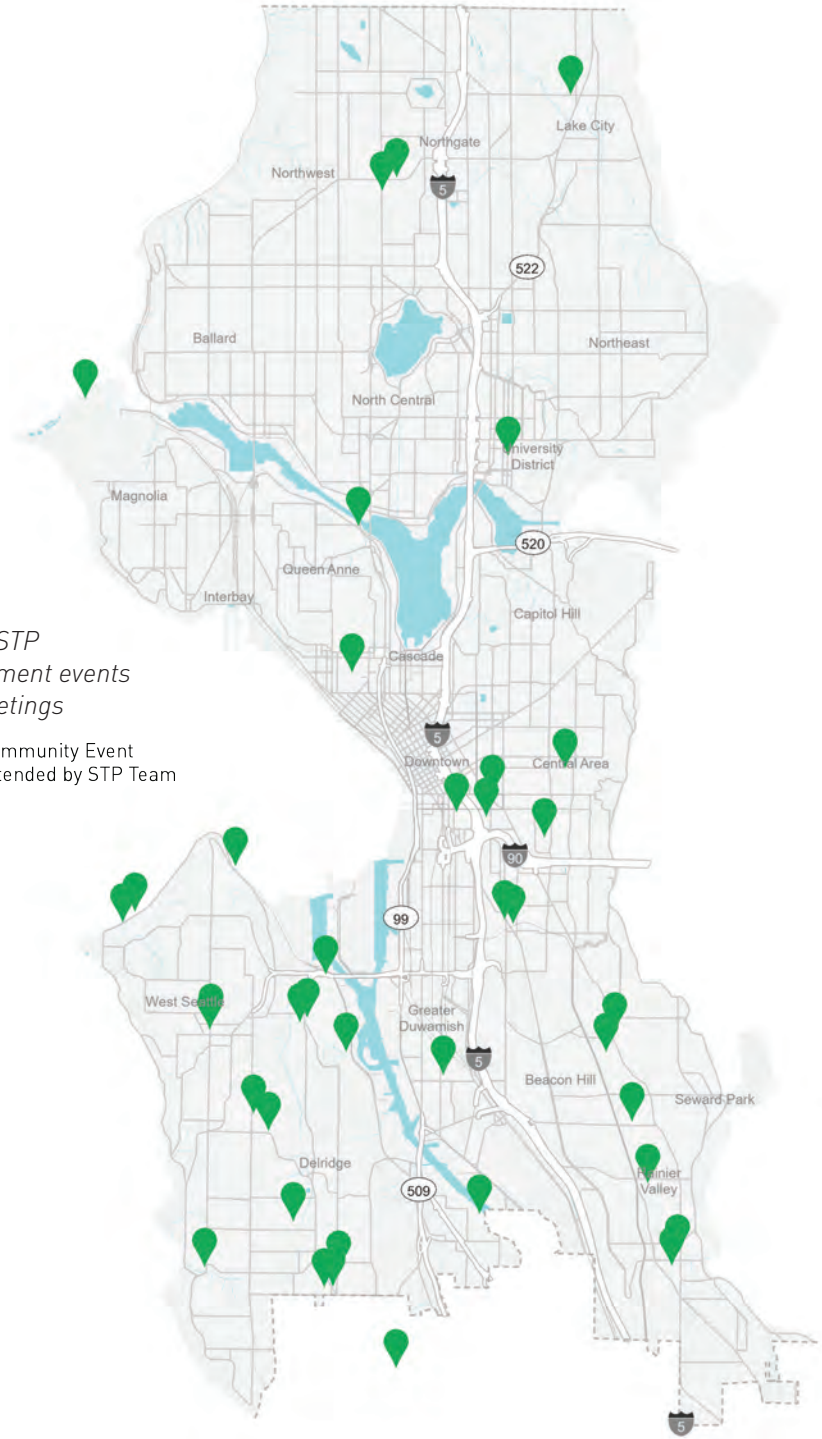
What we heard from people at events and meetings directly informed what actions we need to take to improve our transportation network as well as the STP's vision, goals, and objectives. See below for the key takeaways that emerged through STP engagement at various events and meetings:

- Safety can be improved by creating more separation between traffic and people who are walking, biking, and rolling
- Many areas lack of good transit options, especially in many low-income communities, either due to lack of frequency or a lack of routes
- There is a need for more connected, protected bike lanes and safe walking routes through and between neighborhoods
- There are safety and security concerns with regards to people living unhoused within neighborhoods and at bus stations—we need more and better lighting at transit stations
- There is a need for more parks and open space for active transportation
- There are some concerns that eliminating travel lanes could be detrimental to freight

Amplifying Community Voices

- For many in our non-English communities, it is difficult to get around when wayfinding is only in English—there are fears of getting lost
- We need to better accommodate people with low sight on the transit system, whether through Braille or through audible announcements
- 9th graders at Rainier Beach High School appreciated that transit can make it easier to travel without a parent or car—provided that it's safe and affordable

Our most vulnerable community members are most negatively impacted by a lack of safe and affordable transportation options, particularly when it comes to transit.



Map of STP engagement events and meetings

Community Event
Attended by STP Team

PHASE 2

With Phase 1 complete, we have kicked off Phase 2 engagement. In Phase 2, we are showing how input we gathered in the first phase is guiding the plan's vision, goals, and objectives. **We are also asking people to tell us if the vision, goals, and objectives resonate with them; what future they want for Seattle's transportation system; how they want to get around in the future; and what actions they would like us to take to get there.**

VISION, GOALS, OBJECTIVES

The STP will be guided by our collective vision, goals, and objectives for how we build a transportation system that works better for everyone now and in the future. We used Phase 1 engagement results to create the draft vision, goals, and objectives. As part of Phase 2, we will be asking our community if we got it right.

MENU OF ACTIONS

Based on what we've heard in Phase 1, we identified potential actions we can take to achieve our transportation goals. We're calling these the STP Menu of Actions In Phase 2, we'll ask for feedback on these potential actions as we continue to imagine how we want to move around the city in the future.

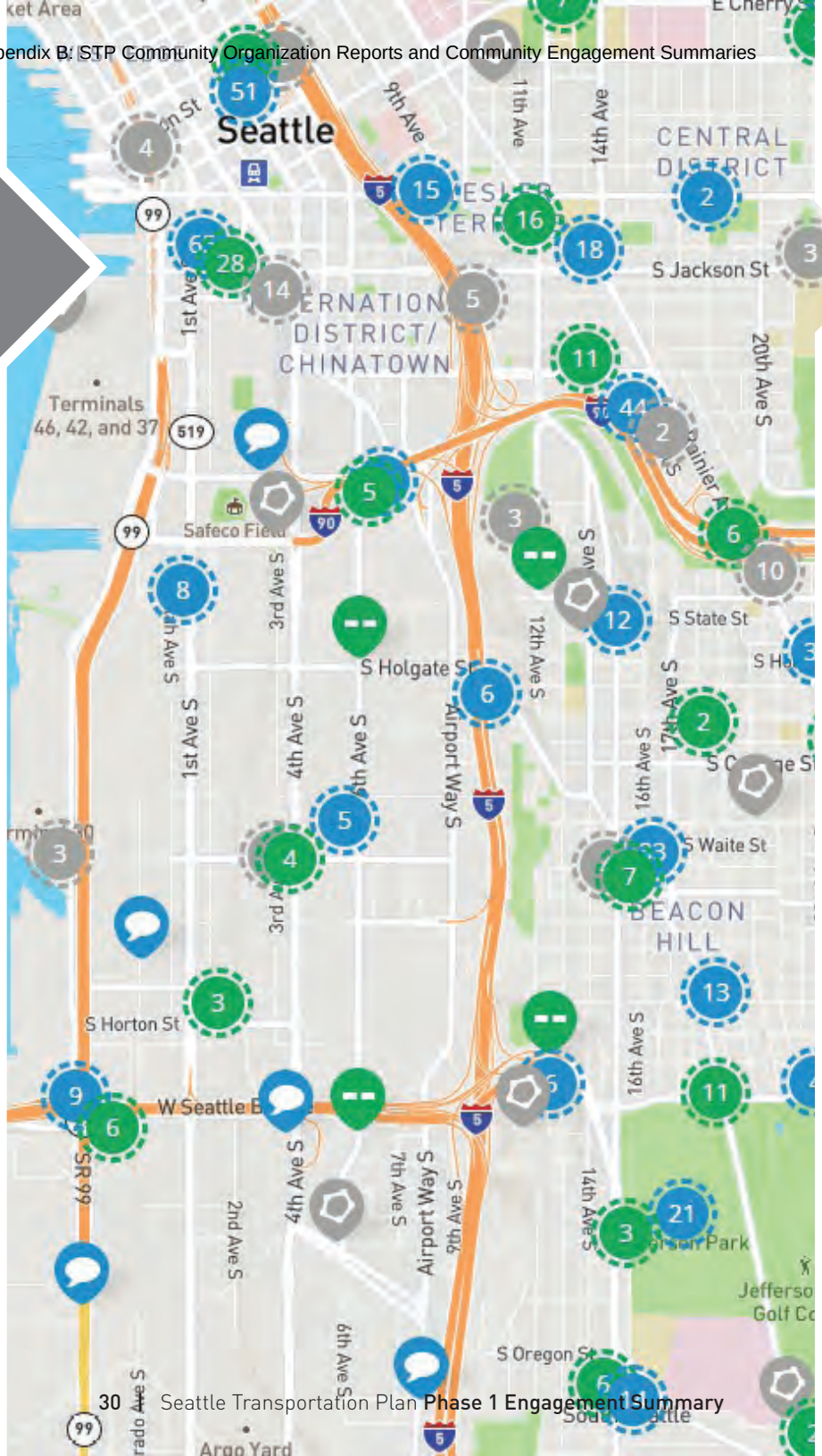
TRANSPORTATION FUTURE

To achieve our vision and meet our transportation goals, we need to build a transportation system that gives everyone safe and efficient options to get around without a car. In Phase 2, we'll ask people to consider three alternative futures that have different levels of change in our system and different levels of pace towards reaching our goals.

In Phase 2, we're going to continue tracking our progress towards equitable engagement, and will keep adjusting our approach to ensure everyone is heard.

Get involved with the One Seattle Comprehensive Plan Update!
SCAN ME
WE WANT TO HEAR FROM YOU!
SAFE ROUTES TO SCHOOL
Seattle Transportation Plan
Maligayang bati

ADDITIONAL RESOURCES



Click on the links below for additional resources related to STP engagement and Phase 1 engagement results, and see next page for a summary table of Phase 1 engagement:

Phase 1 Engagement Results

- Survey 1
- Survey 2
- Social Pinpoint Map
- Engagement Hub Comments

Digital Resources

- STP Engagement Hub
- STP Homepage
- Seattle Department of Transportation (SDOT) Homepage

Phase 1 Engagement Summary Table

	What We Learned	How We Reached Priority Audiences	How Feedback Helps Create the STP
Survey 1: Transportation Challenges	• People preferred to engage with the process via a digital or online method of engagement like online surveys or email, in addition to some in-person events and meetings • Travel time reliability and safety are the two most significant challenges to getting around Seattle	• Translated materials and advertisement • Social media	• Tailors STP engagement to the community
Survey 2: STP Vision	• People support goals that invest in underserved areas, reallocate space away from cars, improve safety, and increase transportation choice • Create a people-oriented transportation system and reduce our reliance on automobile travel	• Multicultural media campaign • Print materials with QR code • Translated materials and advertisement • Community events and meetings • Partnership with CBOs and CLs	• Defines the vision, goals, and objectives of the policy framework • Helps us create a menu of actions to improve our transportation system
Engagement Hub	• There's a need to expand our transportation options so that taking the bus, biking, and walking are easier • Safety is currently a major reason why many are avoiding taking the bus, biking, or walking on a more regular basis	• Multicultural media campaign • Print materials with QR code • Translated materials and advertisement • Digital and print media • Multicultural media campaign	• Defines the vision, goals, and objectives of the policy framework • Helps us create a menu of actions to improve our transportation system
Social Pinpoint Map	• Areas that have access to safe and affordable transportation options are inequitably distributed in Seattle—we need to invest in areas that have been traditionally underserved • Maintenance of our existing infrastructure is critical to improving safety and access for all	• Multicultural media campaign • Print materials with QR code • Translated materials and advertisement • Community events and meetings • Partnership with CBOs and CLs	• Informs where improvements to our network will be made • Helps us create a menu of actions to improve our transportation system
Community-Based Organizations	• Our most critical challenges revolved around safety concerns, accessibility to affordable transportation options, and how we choose to invest equitably in our transportation network	• Community events and meetings • Community and business group outreach • Translated materials distribution • Field trips • Arts-based engagement and communication tools • Surveying and one-on-one interviews	• Tailors STP engagement to the community • Informs where improvements to our network will be made • Helps us create a menu of actions to improve our transportation system
Community Liaisons Program	• We need to make intentional efforts to reach those who are not as easily reachable by creating more opportunities and access to STP engagement • Our future investments need to promote equity, safety, and access to opportunity for everyone in Seattle	• Community events and meetings • Translated materials distribution • Community organizations and business outreach	• Tailors STP engagement to the community • Informs where improvements to our network will be made • Helps us create a menu of actions to improve our transportation system
Events and Meetings	• We need a more safer and connected network for bikes and public transit • Our most vulnerable community members are most often negatively impacted by a lack of transportation options	• Community events and meetings • Partnership with CBOs and CLs • Translated materials and advertisement	• Informs where improvements to our network will be made • Helps us create a menu of actions to improve our transportation system

Seattle
Department of
Transportation

Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle

Seattle Department of Transportation

STP PHASE 2 ENGAGEMENT SUMMARY

April 2023

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What is the Seattle Transportation Plan (STP) and the Phase 2 Engagement Summary Report?

The STP is our commitment to building a transportation system that provides everyone in Seattle with access to safe, efficient, and affordable options to reach places and opportunities. We are co-creating this plan with the community—making public engagement an important part of the process. This report summarizes the process and key takeaways from Phase 2 of STP engagement, which ran from September 2022 to February 2023.

EXECUTIVE SUMMARY

STP PHASE 2 ENGAGEMENT

Launched | *September 15, 2022* — Closed | *February 21, 2023*

PURPOSE AND COMMITMENT

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community engagement is a crucial part of the development of the plan. Engagement for the STP is broken into three phases. **Phase 1** focused on your transportation needs and priorities, which helped us develop our shared vision for the future of Seattle's transportation system. **See page 48 for a link to the Phase 1 Engagement Summary.** In **Phase 2**, we asked you to review the draft vision, goals, and objectives, tell us what actions you would like us to take, and give your thoughts on the draft transportation maps. This document summarizes the Phase 2 engagement process and key takeaways that we are using to draft the STP. In **Phase 3**, you'll be able to review the draft plan, tell us what you agree with and what we should improve, and help identify how to select and pay for projects. **Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.**

BUILDING AWARENESS

We built awareness about Phase 2 engagement opportunities through social media, blog posts, and media that covered the STP.

CITYWIDE ENGAGEMENT

We used 2 main tools to gather citywide feedback during Phase 2: interactive survey questions on the online engagement hub, and a Social Pinpoint interactive map.

EVENTS AND MEETINGS

To meet our STP engagement goals, we wanted to meet people where they were. By holding events and meetings in many different locations, we were able to hear many voices that help us create the STP.

40,000+

Individual data points collected during Phase 2

3,500+

People engaged at outreach events for the STP during Phase 2

27
Posts distributed via SDOT's Facebook, Twitter, and Instagram*

8
Local news outlets independently covered the STP*

14
SDOT blog posts about the STP*

12
Blogs independently covered the STP*

5,000+
Unique visitors to the online engagement hub*

9,500+
Total visits to the online engagement hub*

3,474
Unique users for the interactive map*

1,961
Comments placed on the interactive map*

2,425
People completed online engagement hub activities*

26
Meetings and briefings*

32
Community events*

7
Open houses*

**During Phase 2*

COMMUNITY-LED ENGAGEMENT

We want to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. **We are working with community-based organizations (CBOs) and the Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes. In Phase 2 of engagement, our work with CBOs and CLs continued to help us create a plan that advances our goal of a racially equitable and socially just transportation system.**

Community-based organizations (CBOs) are trusted community builders and leaders who already serve the communities we most hope to engage in the process.

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities.

CBOs and CLs help us elevate the voices of communities that we have historically and continue to struggle to reach through citywide engagement.

LOOKING AHEAD

With Phases 1 and 2 complete, we're hard at work incorporating your vision into the draft STP. We will be kicking off Phase 3 of engagement in mid-2023 when the draft plan is complete. Phase 3 of engagement will focus on:

- The draft STP—you can review the plan and tell us if your priorities are reflected in the plan, and if not, what we need to add or change
- Prioritization and funding—you can help us identify how to select and pay for improvements to our transportation system

KEY TAKEAWAYS

Through STP engagement, you have provided a wealth of feedback on the future of transportation in Seattle—and we have listened. Here are some key themes we heard in Phase 2:

1. **People want a transportation system designed around people**
2. **People want quick and transformational change to our transportation system**
3. **The draft STP vision, goals, and objectives resonate with more than 90% of people**
4. **The most popular actions include funding improvements to help people walk, roll, bike, and take transit more safely and easily**
5. **People want to see transportation improvements in places that have existing gaps, especially in our vulnerable neighborhoods**
6. **To achieve our climate goals, people want us to focus on helping people walk, roll, bike, and take transit more, and to plan for new technologies with caution and intention**

SEATTLE TRANSPORTATION PLAN

INTRODUCTION

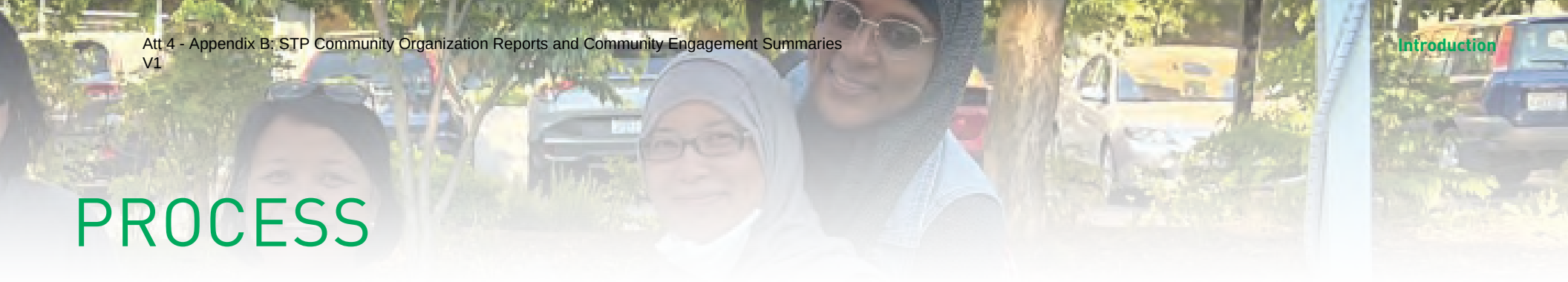
The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community involvement is a crucial part of the development of the plan. The STP will establish goals, strategies, and recommendations for a transportation system that works for our city now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

Too often, when government plans are developed, they exclude people—particularly people who are Black, Indigenous, or members of a community of color (BIPOC); people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. This has led to harm to some communities, including negative impacts to health, economic opportunity, and safety. **We believe everyone's voice should be heard to ensure their needs can be met.** We are partnering with community-based organizations, who have existing relationships with the communities they serve, to listen and ensure that the plan reflects the values and needs of everyone. Additionally, we are continuously committed to changing how we engage with the community during the STP process, to ensure that all voices are heard.

The STP is our commitment to building a transportation system that:

1. **Meets everyone's needs**
2. **Connects us all safely, efficiently, and affordably to places and opportunities**
3. **Treats everyone—regardless of race, class, gender, sexuality, nationality, age, or ability—with dignity and equity**

Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.

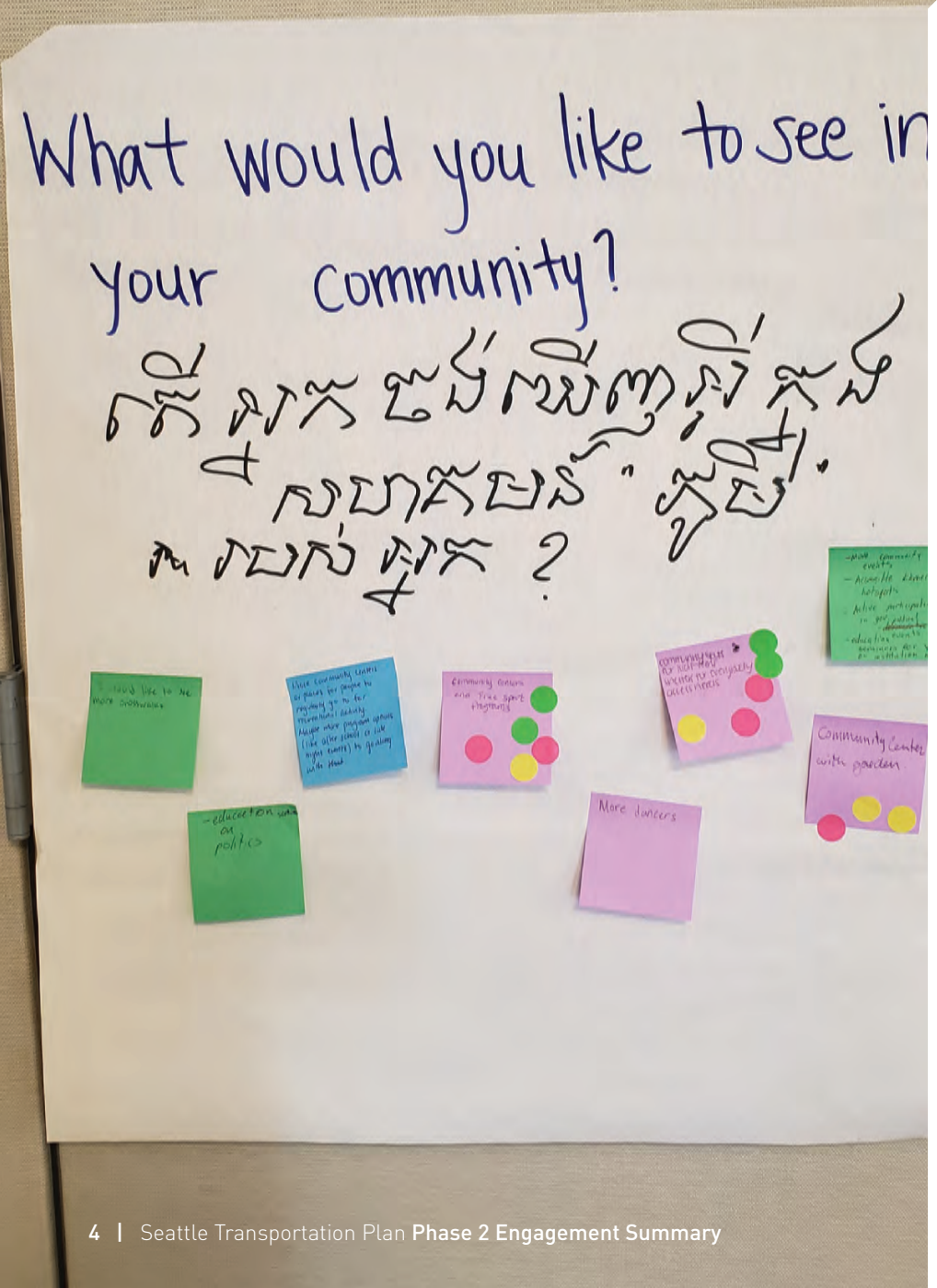


PROCESS

Since the STP launched in May 2022, we've been committed to co-creating the STP with you. Our Public Engagement Plan allowed us to design our engagement approach so that people can participate at any point in the process, know how to provide feedback, and have confidence that their voices will be heard. Our phased engagement approach allows for technical work and the plan itself to be directly influenced by community feedback at every step.

	Phase 1 May-Aug 2022	**Phase 2A** Sep 2022-Feb 2023	**Phase 2B** Dec 2022-Feb 2023	**Phase 3** Mid-2023
We asked you to...	Tell us your transportation challenges	Review draft vision, goals, objectives; transportation futures; menu of actions	Review first draft of network maps	Review the draft Seattle Transportation Plan
We used your input to...	Inform draft vision, goals, and objectives	Refine draft policies	Refine first draft maps	Develop the final recommended Seattle Transportation Plan

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



PHASE 2 ENGAGEMENT

GOALS

The following goals guided the second phase of STP community engagement:

- Gather feedback on the draft vision statement, goals, and objectives
- Determine how quickly you would like to achieve our goals
- Identify the actions that best help us achieve our goals
- Gather feedback on the draft transportation network maps

The input collected during Phase 2 is being incorporated into all parts of the STP as it's developed. We want to ensure that the process is aligned with the community's priorities, needs, vision, and goals.

> *"What this project helps us realize is that - yes, we can speak our mind and we are entitled to enjoy those kinds of beautiful spaces in our neighborhoods too"*
>
> Resident, Khmer Community of Seattle King County (KCSKC) Celebration Event

Kế Hoạch Vận Chuyển Seattle
CHÚNG TÔI MUỐN NGHE Ý KIẾN ĐÓNG GÓP TỪ QUÝ VỊ!
我們想聽聽您的意見!
Seattle Transportation Plan
Help us imagine the future of transportation in Seattle
WE WANT TO HEAR FROM YOU!
PLACE A STICKER ON WHAT YOU WOULD LIKE TO SEE IN SEATTLE'S TRANSPORTATION SYSTEM

BUILDING AWARENESS

BUILDING AWARENESS OF THE STP

During Phase 2, we built on our efforts in Phase 1 to raise awareness about the STP to ensure that everyone had the opportunity to share feedback.

DIGITAL

Digital tools were used to spread the word about the STP and opportunities to participate in the process. These tools included:

- Social media (Facebook, Twitter, and Instagram)
- Articles and blog posts from SDOT and other sources, such as the West Seattle Blog, Seattle Bike Blog, The Urbanist, Feet First, and Seattle Neighborhood Greenways

27
Posts distributed via SDOT's Facebook, Twitter, and Instagram

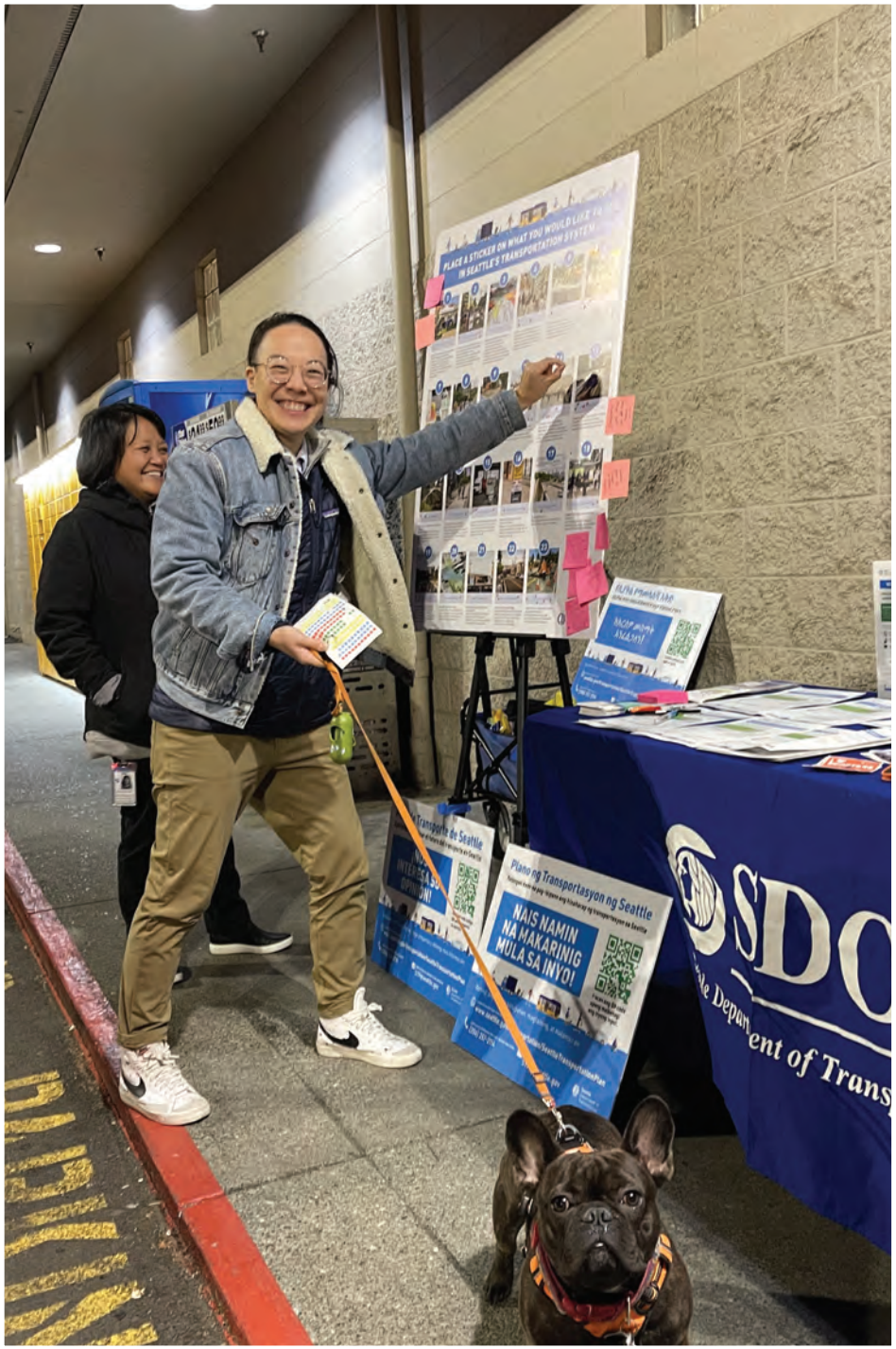
8
Local news outlets independently covered the STP

28
Media articles and outside blog posts about the STP

14
SDOT blog posts about the STP

CONVERSATIONS

Building awareness for the STP also involved conversations held during in-person meetings and events. Read more about these on page 42.


PLACE A STICKER ON WHAT YOU WOULD LIKE TO SEE IN SEATTLE'S TRANSPORTATION SYSTEM
Plano ng Transportasyon ng Seattle
NAIS NAMIN NA MAKARINIG MULA SA INYO!
SDOT
Department of Trans

seattledot
@seattledot
We've started the 2nd phase of engagement for the #SeattleTransportationPlan! You've shared your ideas & vision for the future of transportation in Seattle & we listened. Now we need your help to turn those ideas into actions!
Click here to learn more: bit.ly/3m2p8GI
ALT

Seattle Transportation Plan
WE WANT TO HEAR FROM YOU!

VISION, GOALS, AND OBJECTIVES

Launched | *September 15, 2022* — Closed | *February 21, 2023*

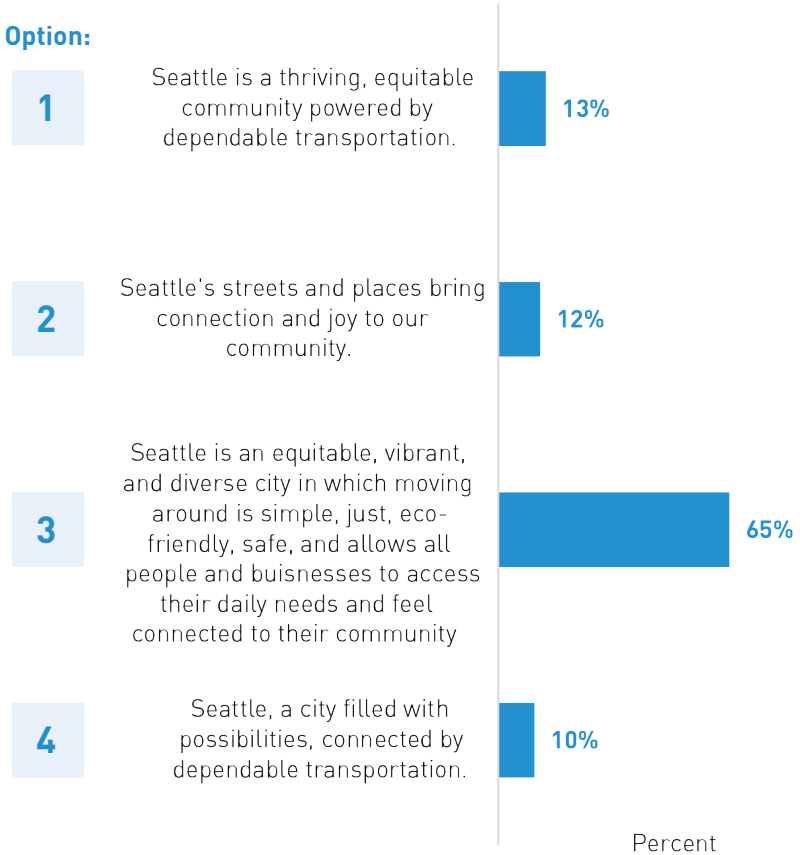
PURPOSE AND PARTICIPATION

The first activity on the Phase 2 online engagement hub gathered feedback on the draft STP vision, goals, and objectives. These were drafted based on the common themes we heard from you in Phase 1.

Draft STP Vision

Which of these statements is your vision for the future of transportation in Seattle?

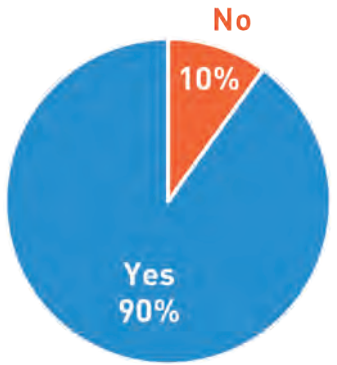
692
Total responses



Draft STP Goals

- **Safety:** Create safe transportation environments and eliminate serious injuries and fatal crashes
- **Equity:** Eliminate transportation-related disparities and associated adverse community and health impacts
- **Climate Action:** Aggressively reduce transportation-related greenhouse gas emissions to avert current and impending health, environmental, and economic consequences of the climate emergency
- **Stewardship:** Allocate public resources responsibly to improve and maintain a reliable transportation system, prioritizing those communities where the city has historically underinvested
- **Mobility:** Provide reliable and affordable travel options that enable people and goods to get where they need to go
- **Livability:** Create inviting streets and people places

Do these goals feel right to you?



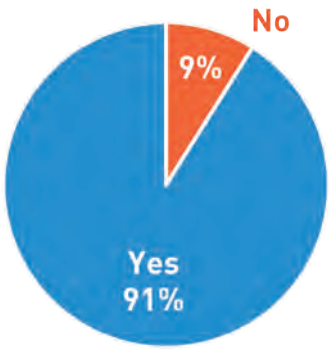
661
Total responses

Draft STP Objectives

- Design, operate, and proactively maintain our streets and sidewalks to improve safety.
- Create welcoming and accessible public places within our streets that foster a sense of belonging and celebrate culture and community.
- Meet Seattle's mobility and climate emergency needs by encouraging and providing multiple travel options that are zero-emission, healthy, affordable, high-quality, easy-to-use, and accessible.
- Accelerate reduction in greenhouse-gas emissions by reducing all vehicle trips and vehicle-miles traveled (VMT) and by electrifying trips that require a vehicle.
- Make transit an attractive travel choice for a majority of trips, reliably transporting riders where they need to go. Support the efficient, sustainable movement of goods and services through the design and management of our streets and curbs.
- Increase investments and engagement in historically underinvested and displaced communities to acknowledge and address past harms and mitigate further displacement caused by transportation decision-making processes, designs, and investments.
- Ensure the City's transportation decisions and investments support the City's overall growth strategy.
- Address our complex transportation challenges and inequities with new approaches to maintenance, project prioritization, funding, community engagement, and transparency.

Do these objectives feel right to you?

526
Total responses



KEY TAKEAWAYS

Based on input we received from this survey, we chose our final STP vision and affirmed that the goals and objectives resonate with people. See below for key takeaways from the activity:

- 65% of people chose the third vision option: **"Seattle is an equitable, vibrant, and diverse city in which moving around is simple, just, eco-friendly, safe, and allows people and businesses to access their daily needs and feel connected to their community."**
- Over 90% of people resonate with the draft STP goals and objectives. These guiding statements will shape the final STP.

Amplifying Community Voices

- 70% of people of color preferred the **third vision option**, as opposed to 65% of people citywide.

OUR TRANSPORTATION FUTURE

Launched | *September 15, 2022* — Closed | *February 21, 2023*

The second online engagement hub activity asked about how quickly you would like to see Seattle's transportation system change. This activity was also completed in-person at the STP open houses held on January 28 and 31, 2023 (those results are incorporated). Three options were presented along with some related survey questions:

Future A:

Stay the Course

We incrementally change our transportation system. We make progress towards our goals, but many remain out of reach.

Future B:

Moderate Pace

We accelerate changes to our transportation system. Some of our goals may be within reach.

Future C:

Rapid Progress

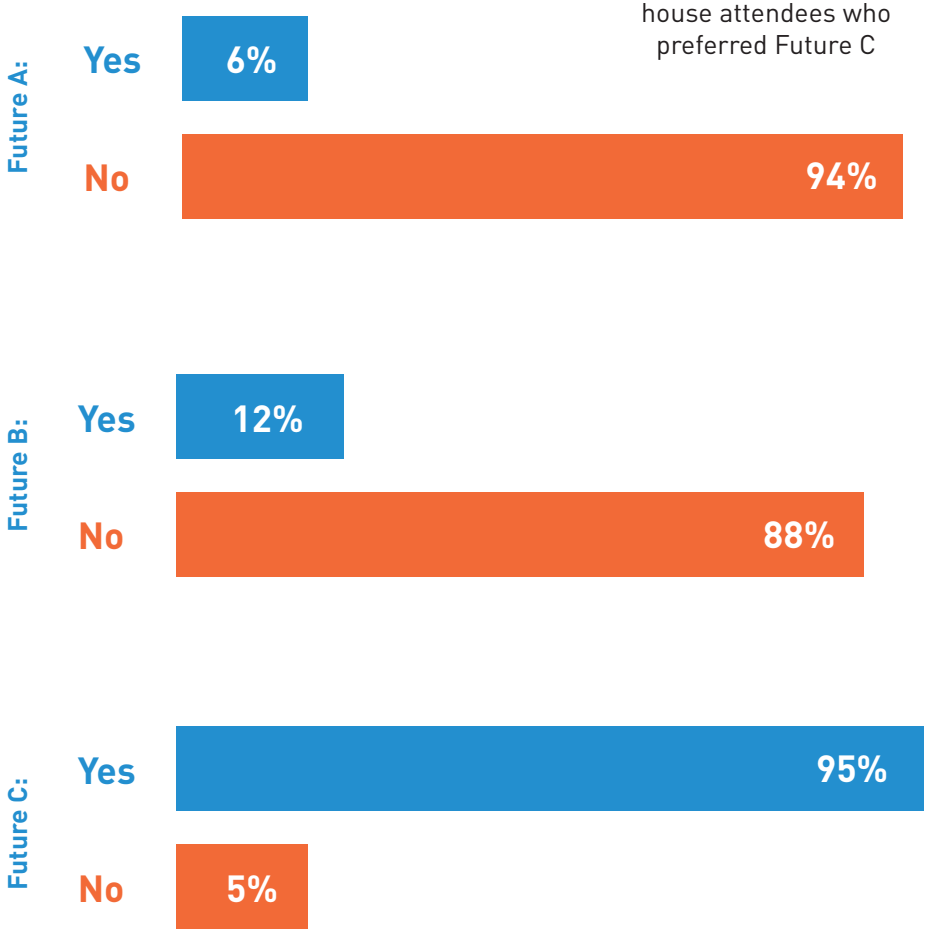
We make transformational changes to our transportation system. We are best positioned to achieve our goals.

Future C: Rapid Progress was nearly 8 times more popular than the other two options.

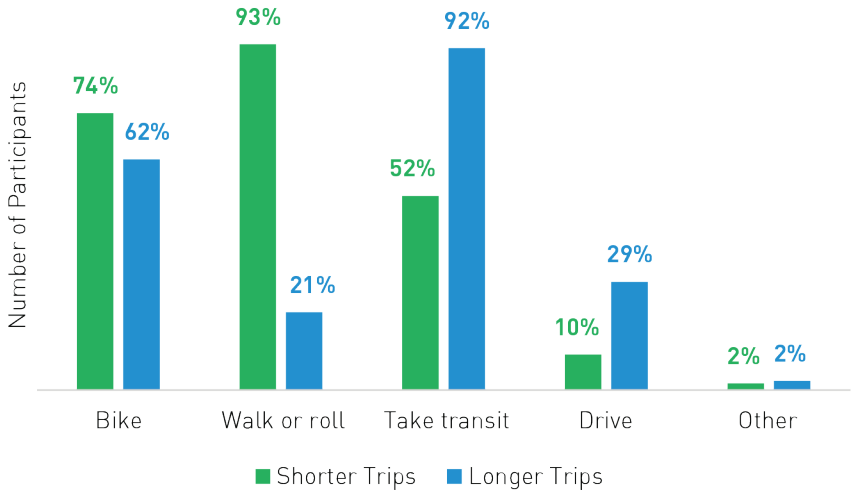
Consider these three "futures of transportation" for Seattle. Is this a future you want to see?

3,219
Total votes

100%
Percent of January open house attendees who preferred Future C



For shorter trips around your neighborhood, how would you like to get around?
For longer trips across the city, how would you like to get around? Select all that apply.



KEY TAKEAWAYS

From this activity, we learned that there is an appetite for transformational change in Seattle's transportation system. See below for key takeaways from the activity:

- 95% of people want to see **rapid, transformational change** to achieve our goals
- 93% of people want to have the option to **walk or roll** around their neighborhood in the future
- 92% of people want to have the option to **ride transit** on longer trips across the city in the future
- Only 10% of people want to have the option to **drive** on shorter trips in the future, and only 29% on longer trips

Amplifying Community Voices

- People of color were significantly more likely to say they value the option to drive—18% on shorter trips, and 43% on longer trips *(Compared to 10% on shorter trips and 29% on longer trips citywide)*
- Nearly 50% of comments from people in South and West Seattle expressed that they would like the option to walk and bike in their neighborhoods more in the future, but they are concerned about safety.

How do people imagine transportation in the future?

We also asked 2 open-ended questions about how you would like to get around in the future*. Here are some examples that represent common themes we heard:

Tell us more about how you want to be able to get around your neighborhood in the future.

"I want my neighborhood to be so fun and easy to access by foot and bike that most people never think about driving within the neighborhood."

"I currently bike for most trips and abundant physically protected bike infrastructure would be the greatest improvement for me."

"I would love to be able to walk to everything I need... I'd like to be able to have biking and transit as feasible alternatives."

"I want to be able to walk across Rainier Ave S safely at every single cross street."

"I already live in a neighborhood where I can walk to many things I need. I want more people to have that."

Tell us more about how you want to get around the city in the future.

"I would like bus routes that better connect long distances within the city. Sometimes on a nice day I want to be able to safely bike, too."

"As I age, I will need to rely more on safe, affordable public transit."

"Biking around is the greatest, especially with all those beautiful views. If only I could enjoy them and not having to watch out for cars all the time."

"I already exclusively take transit around the city, but it can at times be unreliable. It would be wonderful to see 15-minute headways max across all bus routes in the city, and... more bus lanes."

"I want [all ages and abilities] bike facilities throughout Seattle...so my kids [age 5 and 7] do not have to get in a vehicle to move to activities, but rather can bike their way around when in high school."

*See page 48 for a link to view all comments from this activity.

MENU OF ACTIONS

Launched | *September 15, 2022* — Closed | *February 21, 2023*

PURPOSE AND PARTICIPATION

The third online engagement hub activity asked people to review a menu of actions that were developed to support the draft STP vision, goals, and objectives. These actions were based on what we heard from you during Phase 1 of engagement.

In the online version of this activity, actions were formatted like posts on social media—people could choose to "like" any action, or write a comment about an action in response to a prompt. People could "like" or comment on as many actions as they wanted.

A version of this activity was also created for in-person events and open houses. A total of 3,584 "likes" were gathered via the in-person activity. These are included in the full results. For details about what people said in the in-person activity, see the Events and Meetings section on page 42.

15,376
Total "likes" on actions

6,203
Total comments on actions

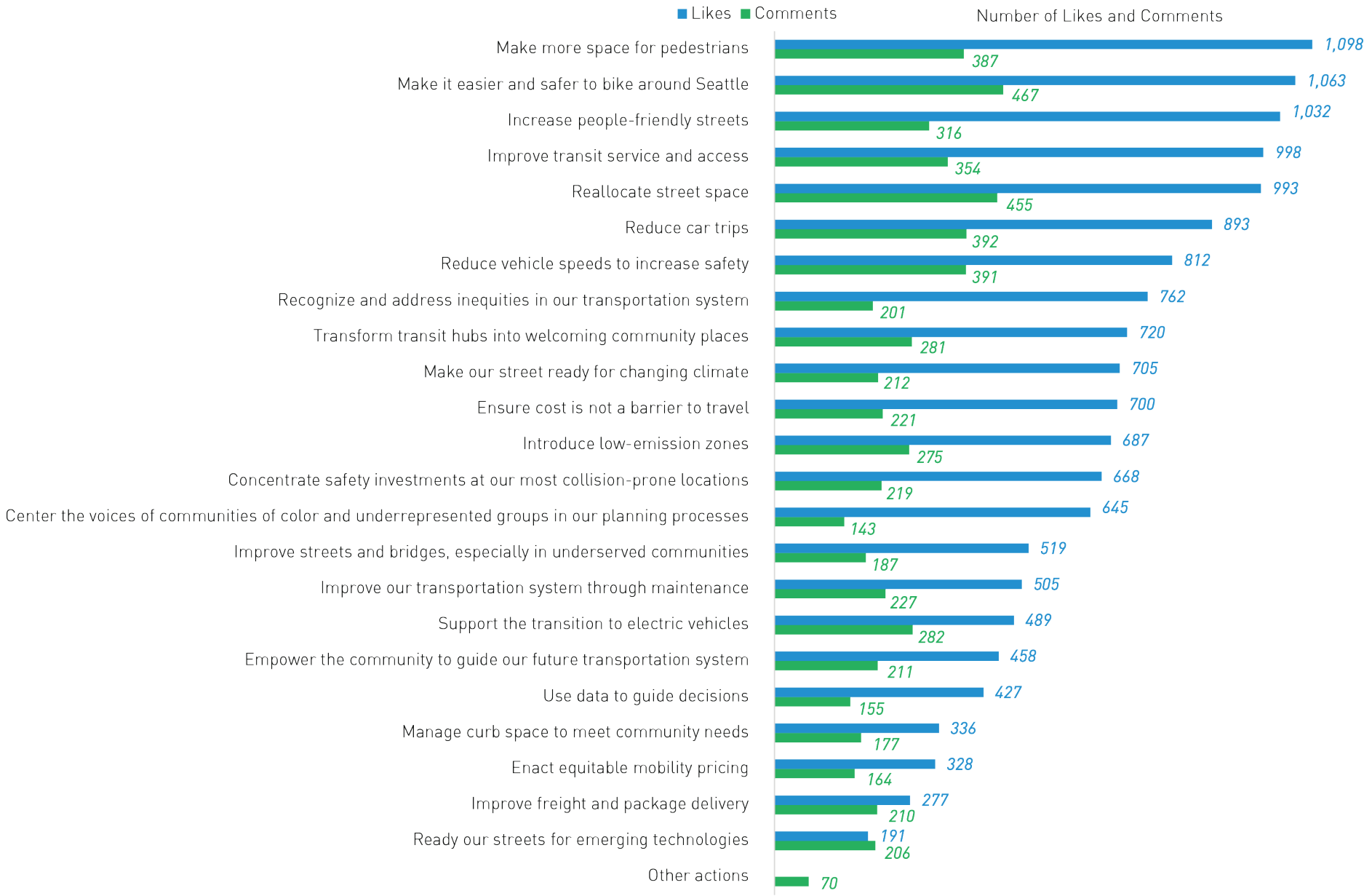
TOP ACTIONS

The five actions with the greatest number of "likes" were:

1. **Make more space for pedestrians**
2. **Make it easier and safer to bike around Seattle**
3. **Increase people-friendly streets**
4. **Improve transit service and access**
5. **Reallocate street space**

FULL RESULTS

The full results of the menu of actions activity are shown below, from most to least likes. These number of likes includes the results of the activity on the online engagement hub, as well as the in-person activity used at many events during Phase 2.



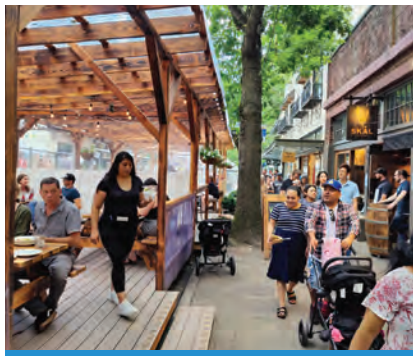
KEY TAKEAWAYS BY ACTION

For each action, we asked an open-ended question—and we heard so many great ideas*. Some of the ideas we heard most frequently are captured in this section.

Make more space for pedestrians

How can we make it easier for you to choose to walk or roll? What we heard most often:

- Small actions are powerful—fill sidewalk gaps, enforce existing rules, and improve intersections to make walking a safer and better option
- Make more neighborhood streets pedestrian-only—and provide more space for people walking on arterials
- Widen and improve sidewalks—they should be comfortable to use for people with wheelchairs or strollers



Make it easier and safer to bike around Seattle

How can we make it easier to bike around Seattle? What we heard:

- Provide clear, well-maintained bikeways that are protected from vehicle traffic by solid barriers—paint and flexible posts aren't enough
- Prioritize filling gaps in the bike network, especially at key intersections and across bridges
- Where possible, prioritize flatter routes that are more accessible to people of all ages and abilities

Increase people-friendly streets

How can we improve our streets and public spaces in urban villages and around transit hubs? What we heard:

- Need more human-scaled streets and intersections with walkable destinations along them
- Ensure that pedestrian- or transit-only spaces are clean and safe

Improve transit service and access

How can we make it easier to access transit? What we heard:

- Provide frequent, convenient, and safely accessible transit service
- Emphasize improving east-west connections
- Ensure transit stops and stations are safe, well-lit, clean, and protected from the elements
- Connect stops and stations with sidewalks, bike paths, and direct transit lines

**See page 48 for a link to view all comments from this activity.*

Reallocate street space

What do you want to see on streets where space for cars is reduced? What we heard:

- Provide more safe, dedicated space for people walking and rolling and for transit
- People would like more street trees, Play Streets, parklets, benches/ seating, outdoor dining, and other places to gather

993 455

Reduce car trips

What would make it possible for you to drive less around Seattle? What we heard:

- Need alternatives to driving that are safe, convenient, and accessible—walking, biking, and transit
- Some popular destinations like parks are hard to access without a car
- Improve transit frequency, speed, service outside commuting hours, direct routes that don't require transfers Downtown
- Prioritize land uses that put essential destinations in walking or biking distance of neighborhoods

893 392

Reduce vehicle speeds to increase safety

What would encourage you to drive slower? What we heard:

- Physical traffic calming measures—speed bumps, raised crosswalks, concrete barriers, narrower lanes—are more effective than a lower speed limit alone
- Neighborhood and streets should encourage very slow and careful driving, while highways and higher-speed streets should include plenty of separation between people and cars
- Enforce existing speed limits

812 391

Recognize and address inequalities in our transportation system

How can we address inequalities in our transportation system? What we heard:

- Focus on high-injury corridors—Aurora Avenue, Rainier Avenue were mentioned often
- Focus on historically underinvested areas—like much of South Seattle
- Focus on gaps in the transportation system—especially east-west transit service
- Prioritizing single-occupancy vehicle traffic is inherently inequitable because many people cannot afford cars

762 201

Transform transit hubs into welcoming community places

What can we do to make transit hubs more welcoming? What we heard:

- Provide amenities—bathrooms, food vendors, secure bike parking, things to do around stations
- Make them easy to access—reduce car traffic, improve crossings and signal timing, improve connections between light rail and bus
- Make them clean and safe—add lighting, clean up trash

720 281

Make our streets ready for changing climate

How can our streets and public spaces help manage the effects of climate change? What we heard:

- Add green spaces—bioswales, green stormwater management, street trees
- Choose species creatively—emphasize native species, plants that can tolerate intense heat and heavy rains
- Prepare for floods—design streets to drain better in the event of heavy rain

705 212

Ensure cost is not a barrier to travel

What would make traveling in Seattle more affordable to you? What we heard:

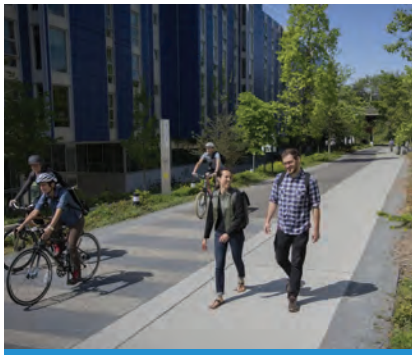
- Rethink fares—consider charging more for vehicles to recoup the cost of reducing or eliminating transit fares
- Time is money—improving transit frequency and service would save people time
- Make personal vehicles unnecessary—car ownership is expensive, so if other options were better, more people could live without a car

700 221

Introduce low-emission zones

How would limiting car traffic in certain areas of Seattle make it easier for you to walk, bike, or roll? What we heard:

- Safety—areas with less vehicle traffic are significantly safer for people walking, biking and rolling
- Accessibility—provide restricted parking for people with disabilities to access these spaces



687 275

Concentrate safety investments at our most collision-prone locations

Where and how would improving safety and reducing speeds make it easier for you to get around? What we heard:

- Address the most dangerous places first—prioritize improving the places where people walking, biking, and rolling have been hurt or killed
- Focus on the big picture—consider how to improve entire corridors over time instead of isolated projects

668 219

Center the voices of communities of color and underrepresented groups in our planning process

How can we better hear from historically underrepresented groups and incorporate their voices? What we heard:

- Meet people where they are, on their schedule—people in historically underrepresented groups typically have a higher barrier to entry
- Work with community leaders—engage community groups and pay representatives

645 143

Improve streets and bridges, especially in underserved communities

How should we prioritize maintaining and improving our existing streets and bridges? What we heard:

- Prioritize streets and bridges of citywide importance—such as the West Seattle Bridge and other key connections
- Prioritize underserved neighborhoods—many streets and bridges in these places need attention

519 187

Improve our transportation system through maintenance

What safety and mobility features should we consider adding when we fix our streets? What we heard:

- Use maintenance as an opportunity—add raised crosswalks, lighting, bike lanes, and narrower vehicle lanes
- Think beyond vehicle lanes—make sure sidewalks and trails are well-maintained too

505 227

Support the transition to electric vehicles

What can the city do to support the transition to electric vehicles? What we heard:

- Incentivize charging infrastructure—encourage charging stations in existing parking spaces, with new development, and for renters
- Think beyond personal vehicles—invest in e-bikes, electric transit, electric commercial/freight vehicle adoption too

489 282

Empower the community to guide our future transportation system

What would it take to get you more involved in transportation decisions? What we heard:

- Earn people's trust—follow through with practical solutions quickly
- People want clear information and quick, easy ways to get involved—like the online engagement hub
- Typical methods of engagement give people with more resources/privilege more influence than vulnerable or underserved communities

458 211

Use data to guide decisions

What information would help us make decisions about how we get around Seattle? What we heard:

- Gather more data on people walking, biking, and rolling—where are the places where people use these modes, and where do they face challenges?
- Consider growth—we need data that allows us to look forward and prepare for our city to grow
- Advanced travel patterns data—where can we reduce personal car access and improve transit service?

427 155

Manage curb space to meet community needs

How should curb space be used in commercial areas? What we heard:

- Use the curb as living space—create parklets, bus or bike lanes, outdoor dining and wide sidewalks
- Make it dynamic—convert parking to pick-up and drop-off, allow parking pricing to change based on demand
- Eliminate conflicts—provide delivery vehicle loading/unloading areas that do not interfere with bike lanes, sidewalks, or crossings

336 275

Enact equitable mobility pricing

What could we do to improve our transportation system with the money generated by an equitable mobility pricing problem? What we heard:

- Spend it to make other modes better—improve transit service and make it safer to bike, walk, and roll
- Charge fairly—charge heavier/larger vehicles more and ensure the cost doesn't disproportionately fall on low-income people

328 164

Improve freight and package delivery

How can we improve how goods are moved and delivered in Seattle? What we heard:

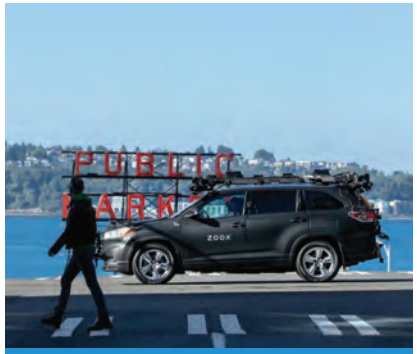
- Rethink last-mile delivery—encourage smaller vehicles and cargo bikes
- Consider creative solutions—centralized delivery drop-off, encouraging delivery at off-peak times, and transit-/freight-only lanes

277 210

Ready our streets for emerging technologies

How can we prepare our streets for emerging technologies, such as self-driving cars or shared bikes and scooters? What we heard:

- Improve shared bikes and scooters—consider greater City management, provide dedicated parking spots, improve safety by generally improving the bike network
- Be careful with self-driving cars—these should be limited and highly regulated



191 206

Other actions

70

Are there other actions you would like to see in the Seattle Transportation Plan? What we heard:

- Redesign traffic flow, signals, and crossings to prioritize walking, rolling, and biking
- Improve coordination with WSDOT and other agencies to make state-owned streets in Seattle safer
- Show people what types of street and intersection treatments are possible
- Focus more specifically on designing safe systems rather than relying on enforcement

SOCIAL PINPOINT MAP

Launched | *December 21, 2022* — Closed | *February 21, 2023*

PURPOSE AND PARTICIPATION

Our city is growing in population, but our street space is not. We need to be smart about how that limited space keeps us moving, keeps us safe, and makes the experience of using all our systems reliable.

Before we began to develop the STP, we had 4 transportation network maps (pedestrian, bicycle, transit, and freight). For the STP, we are updating those maps and making new maps that respond to today's challenges.

Our fourth Phase 2 online activity was an interactive mapping tool that asked for feedback on the first draft of these network maps. The tool allowed people to drop pins of 2-4 types for each of the 5 draft maps:

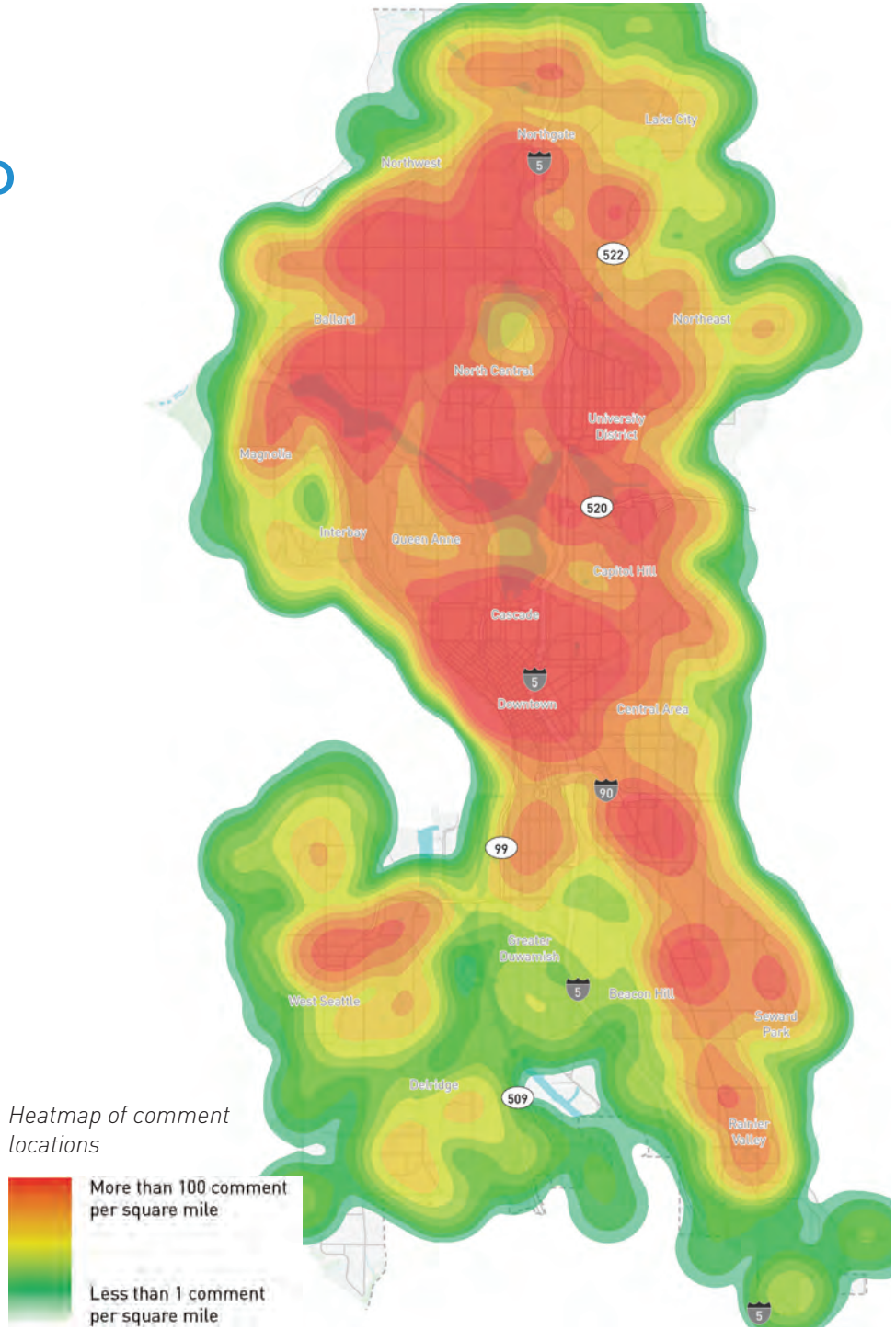
- Pedestrian Priority Investment Network
- People Streets and Public Spaces Map
- Bicycle and E-Mobility Map
- Transit Map
- Freight Map

1,961

Comments placed on the interactive map*

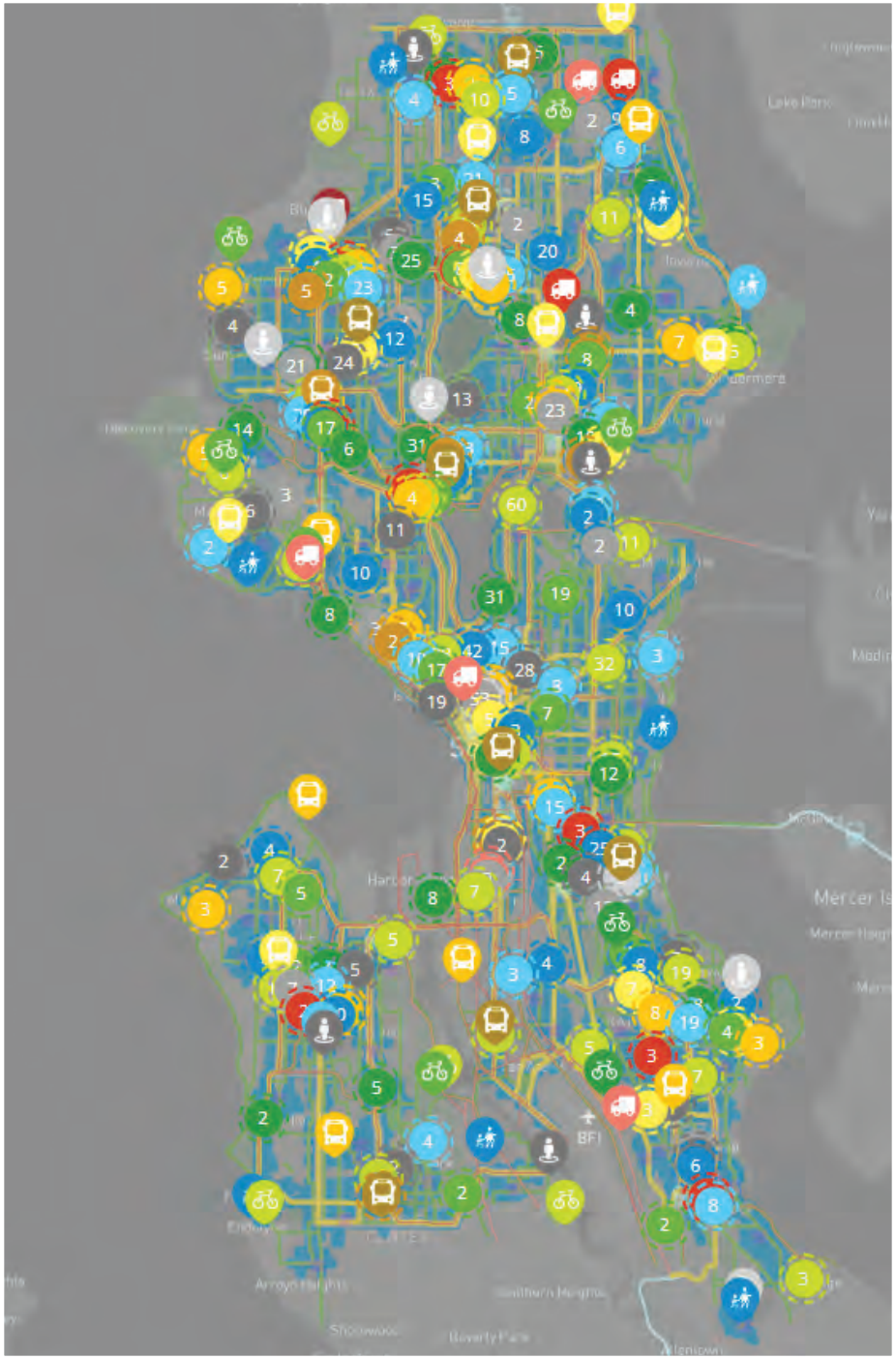
969
Unique users

386
Demographic survey responses



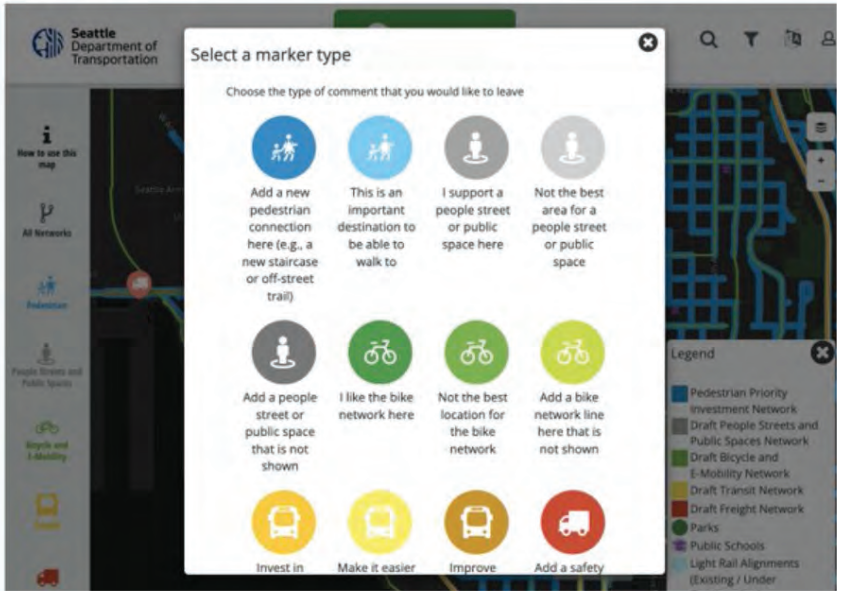
Heatmap of comment locations

*See page 48 for a link to view full results from the interactive map.



There are two ways to comment on the draft maps:

1. Provide a general comment through the comment box below the interactive map.
2. In the interactive map below, explore the map layers in the other tabs to the left, and then drop some map pins to provide feedback.



It's really too bad that we seem to have lost so many east/west connections via bus. I don't know how people are expected to get to light rail without better bus service. More frequent service at the very least.

Invest in better transit service here | a month ago

This should really be a three way stop. This intersection is heavily used by pedestrians, cars and cyclists. It would be easier/safer for cars & cyclists heading west to make a left hand turn and for pedestrians if this was an actual stop.

This is an important destination to be able to walk to | a month ago

It's really too bad that this part of the bike network isn't fully protected. I have never been on this bike lane without seeing some vehicle parked here. There is always plenty of parking on the east side of the street but drivers are too lazy I guess. Better curb management overall.

- Add a new pedestrian connection here (e.g., a new staircase street trail)
- This is an important destination to be able to walk to
- I support a people street or public space here
- Not the best area for a people street or public space
- Add a people street or public space that is not shown
- I like the bike network here
- Not the best location for the bike network
- Add a bike network line here that is not shown
- Invest in better transit service here
- Make it easier to access a transit stop here
- Improve transit stop amenities and waiting experience he
- I support having a mobility hub here
- Add a safety improvement on the freight route here
- Have freight and transit share a dedicated lane here
- Address a freight pinch point here

PEDESTRIAN INVESTMENT NETWORK

The online interactive map showed the Pedestrian Investment Network from the 2017 Pedestrian Master Plan, which includes streets that serve as key pedestrian routes to public schools and frequent transit stops. People could place a pin on the map showing where they would like a new pedestrian connection or to identify an important destination to walk to.

526

Total comments on the Pedestrian Investment Network

260

Comments suggesting a new pedestrian connection

266

Comments identifying an important destination to walk to

Many of you suggested new connections...

- In neighborhoods currently lacking sidewalks
- At busy intersections where many cars don't see or stop for people walking and rolling
- Near freeway interchanges and bridge access points

Frequently mentioned destinations included...

- Schools, parks, and popular neighborhood businesses
- Existing and future light rail stations

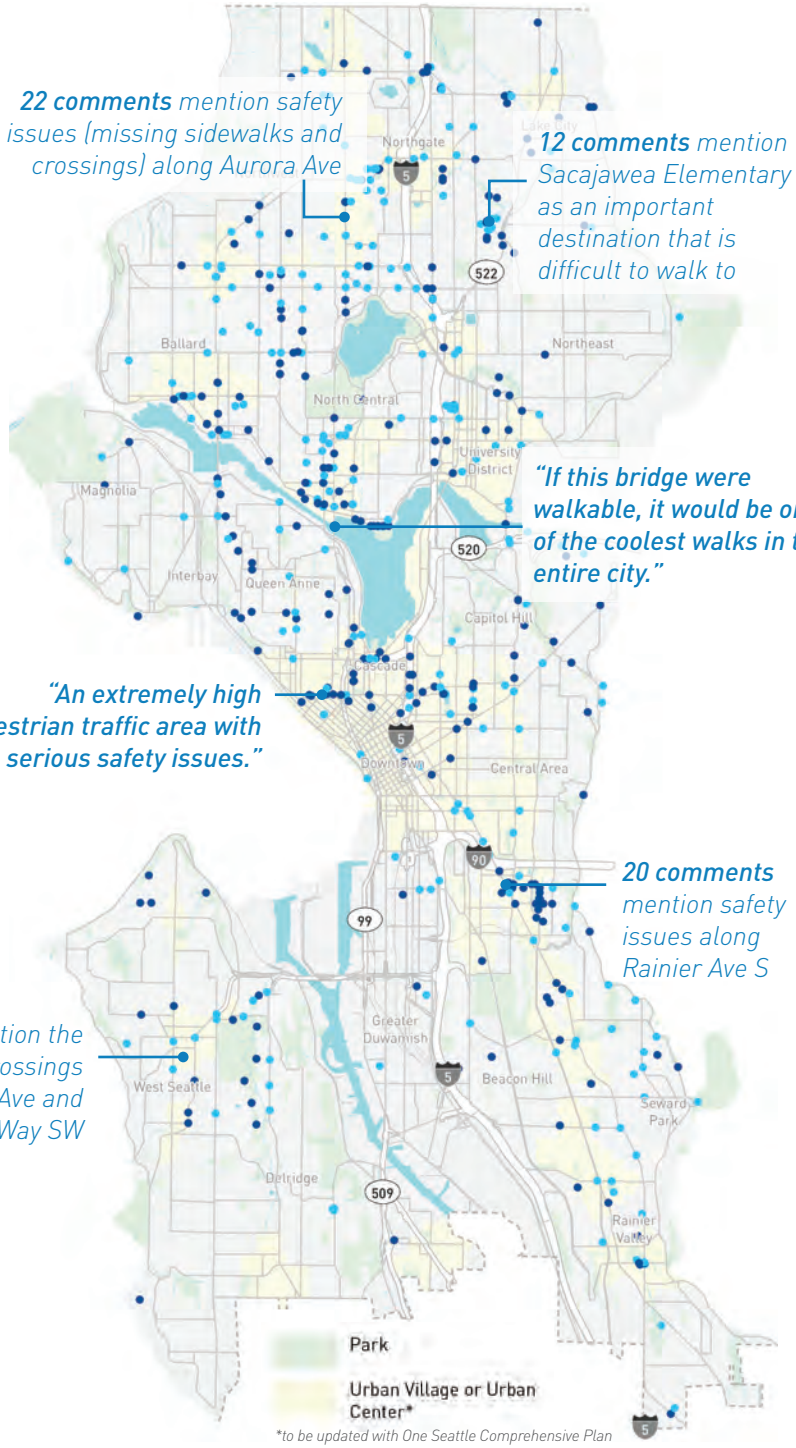
Many of you also suggested eliminating "no right on red" or retiming signals to prioritize people walking and rolling over vehicle traffic.

25%
of comments mention **crossings**

16%
of comments mention **sidewalks**

7%
of comments mention **bridges**

What words did we hear from you?

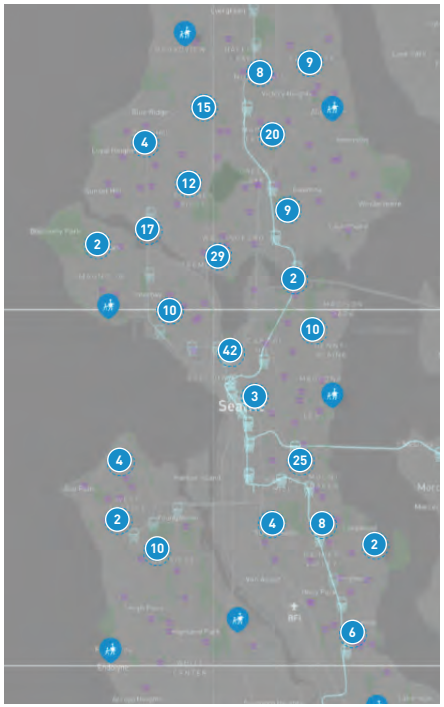


260

Add a new pedestrian connection here (e.g., a new staircase or off-street trail)

Heatmap of comments

Concentrations of comments

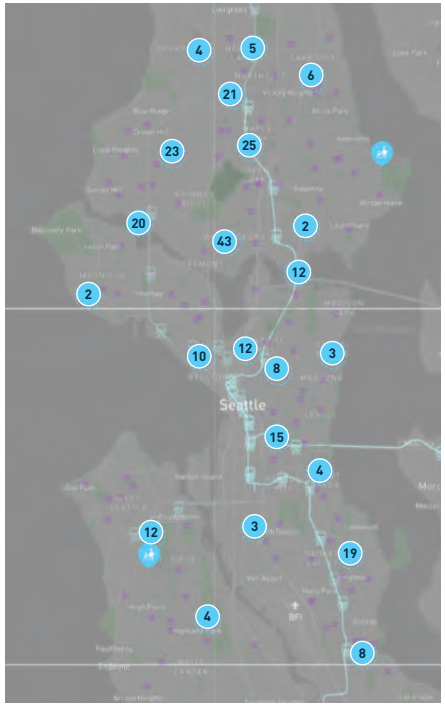


266

This is an important destination to be able to walk to

Heatmap of comments

Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.

PEOPLE STREETS AND PUBLIC SPACES MAP

The online interactive map showed the draft people streets and public spaces map, which is composed of streets and spaces transformed into vibrant places for people to walk, roll, gather, and play. People could place a pin on the map showing where they would like a new people street or public space or mark areas that are not the best place for a people street or public space.

327

Total comments on the draft people streets and public spaces map

161
Comments supporting a people street or public space

12
Comments suggesting a location is not the best for a people street or public space

154
Comments suggesting adding a people street or public space not shown in the draft

You told us that you support people streets and public spaces...

- In places where communities already gather
- Around every major transit station
- Near local businesses, shops, and restaurants
- Near schools, parks, and other places for youth to gather
- Where new development such as light rail stations present the opportunity to reinvent a place
- Where temporary public spaces had been successful but were removed

15% of comments mention **parks**

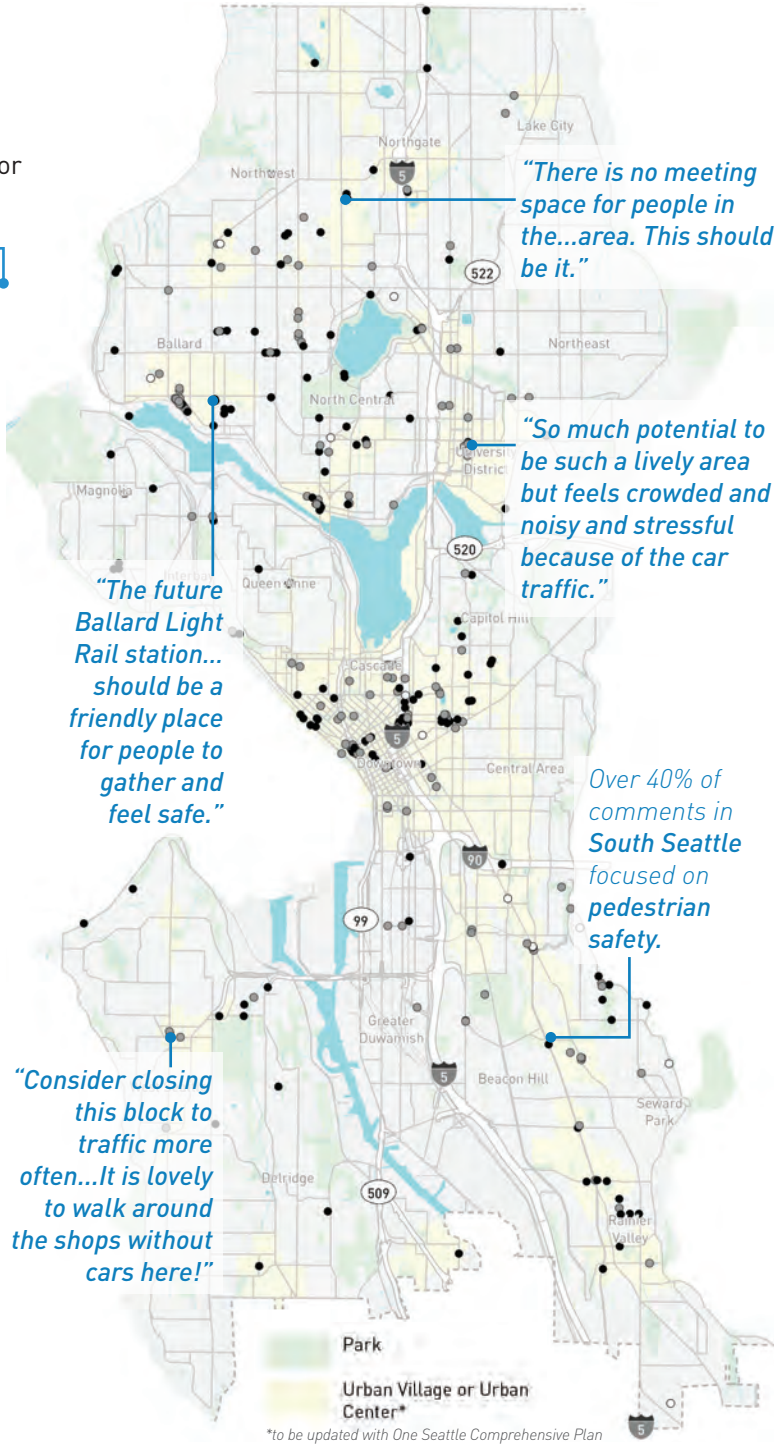
14% of comments mention **safety**

13% of comments mention **transit**

12% of comments mention **businesses**

Most people were in favor of the draft people streets and public spaces, but some cautioned that we must consider delivery vehicles to ensure businesses can still thrive.

- About 6.5% of comments specifically mentioned bollards to keep cars out of people spaces, a third of which emphasized they can be retractable or removable to allow deliveries and emergency vehicles.



What words did we hear from you?

161

I support a people street or public space here

Heatmap of comments

Concentrations of comments

These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.

12

Not the best area for a people street or public space

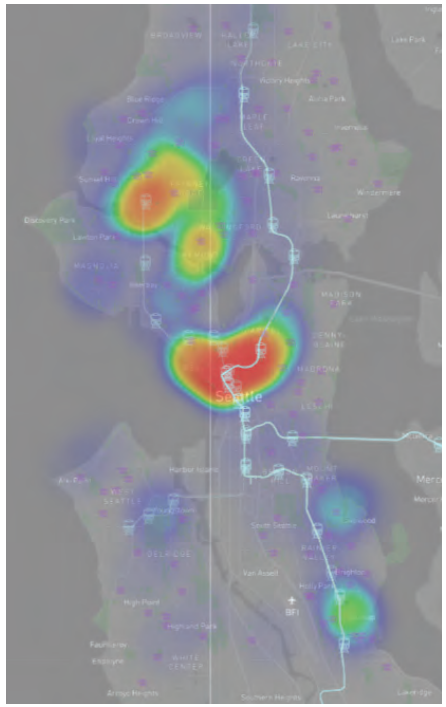
Heatmap of comments

Concentrations of comments

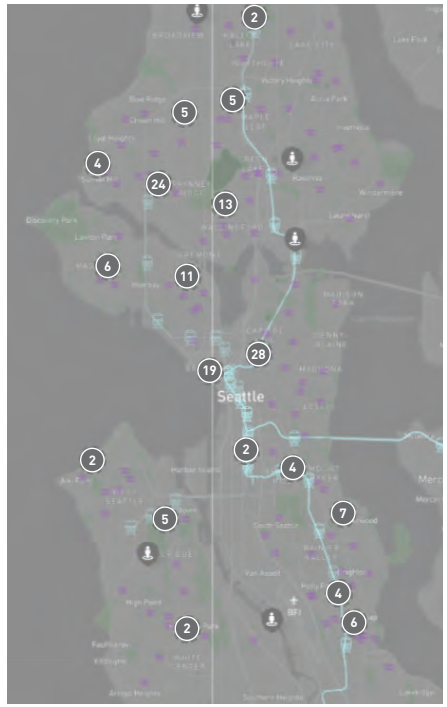
154

Add a people street or public space that is not shown

Heatmap of comments



Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.

BICYCLE AND E-MOBILITY MAP

The online interactive map showed the draft bicycle and e-mobility map, which is composed of current and future all ages and abilities bikeways for varying trip lengths and purposes. People could place a pin on the map showing routes along the bike network they liked, routes they thought were not in the best location, or proposing adding a bike network line not shown.

877

Total comments on the draft bicycle and e-mobility map

229
Comments liking the bike network

537
Comments suggesting adding a bike network line not shown

111
Comments suggesting a route is not the best location for the bike network

You told us that you liked the draft bike network...

- Where it fills gaps in existing long-distance connections such as trails
- Where it connects to high-frequency transit stations
- Where it could replace an unprotected facility with a protected one
- In places with lots of businesses and other destinations to bike to

26% of comments specify the need for **protected facilities**

You told us that some locations weren't the best for the bike network, such as...

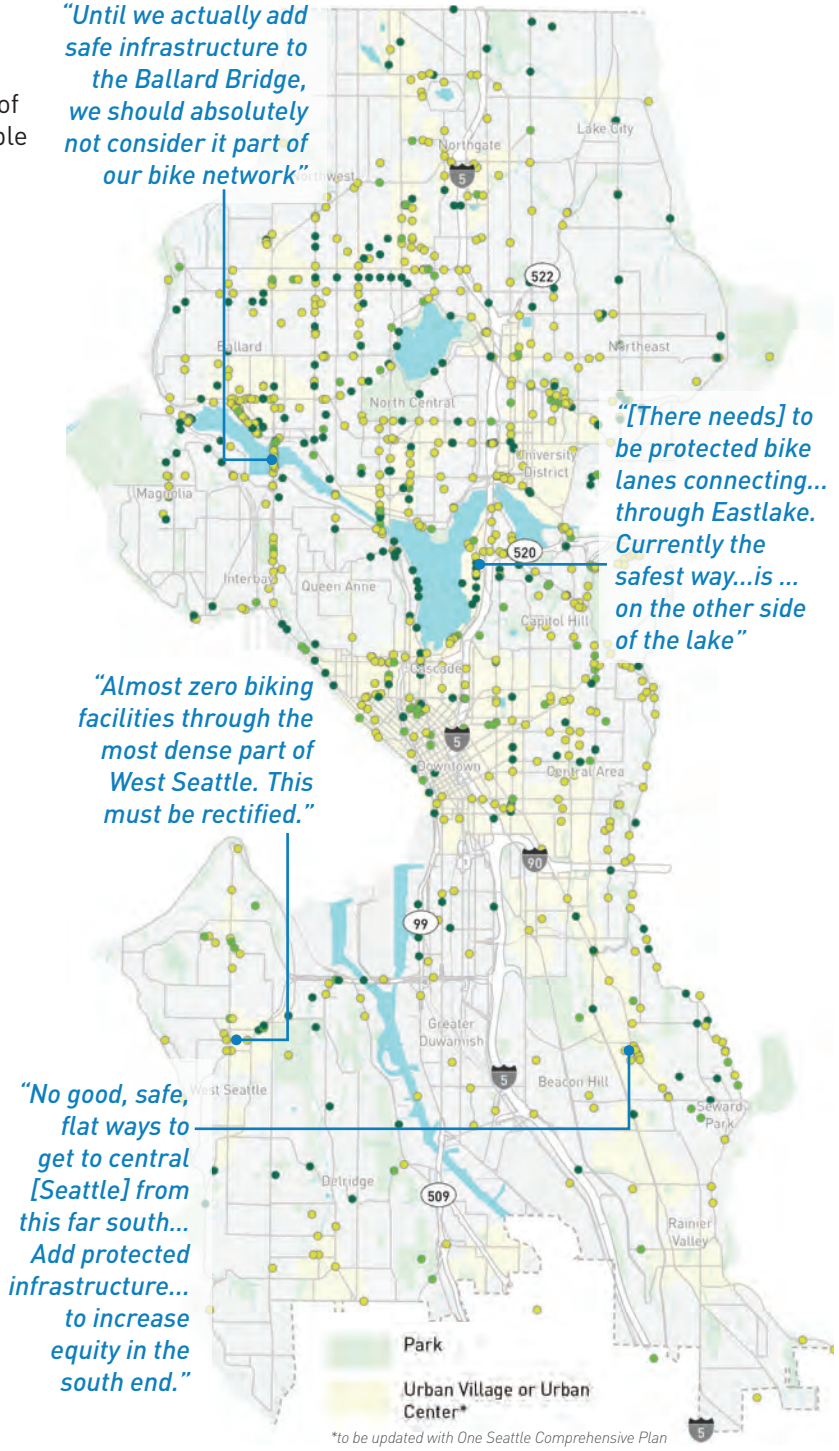
- Along major high-traffic roads, unless adequately protected by more than flexible plastic or paint – protected facilities along these arterials are key
- Locations that are extremely steep – find workarounds in the network that are easier for people biking

11% of comments mentioned **crossings**

25% of comments emphasized **safety**

You were interested in adding bike network connections...

- In more east-west locations throughout the city
- At dangerous, high-traffic intersections – we should add more lighting, bike-controlled signals, and protection for people biking



*to be updated with One Seattle Comprehensive Plan

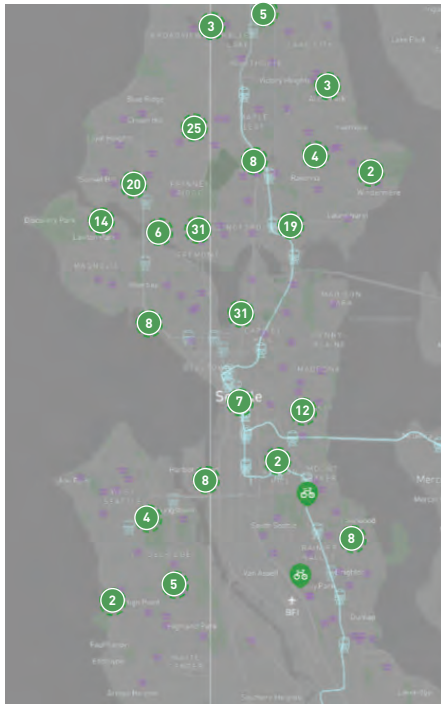
What words did we hear from you?

229

I like the bike network here

Heatmap of comments

Concentrations of comments



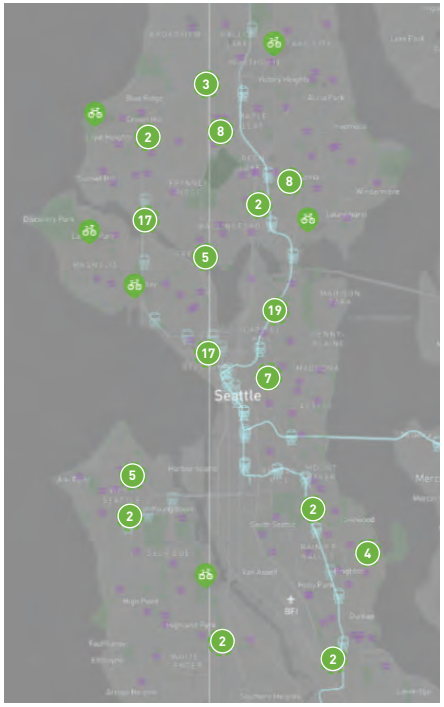
These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.

111

Not the best location for the bike network

Heatmap of comments

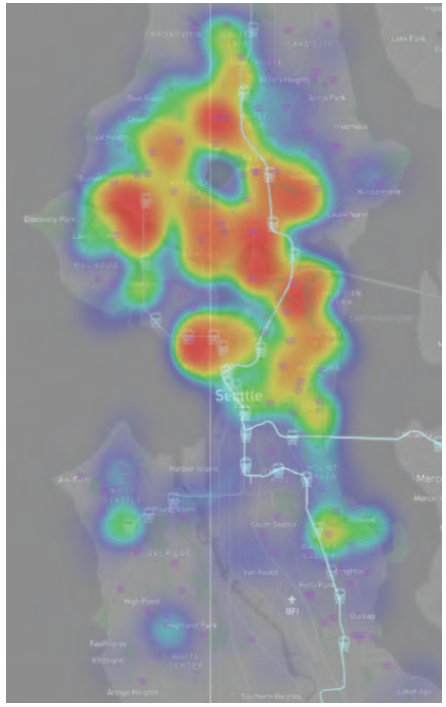
Concentrations of comments



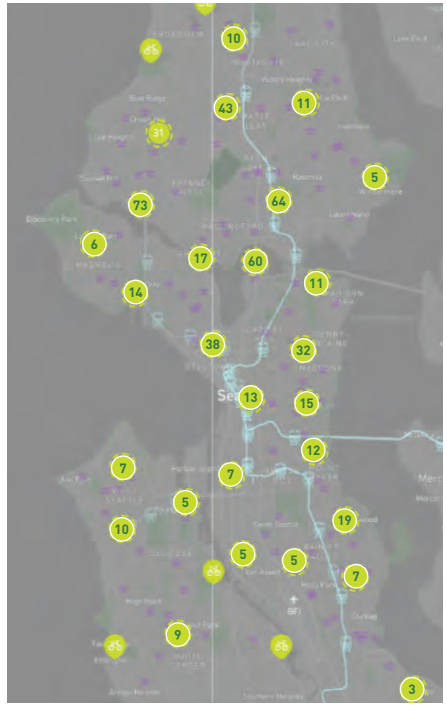
537

Add a bike network line here that is not shown

Heatmap of comments



Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.

TRANSIT MAP

The online interactive map showed the draft transit map, which is composed of corridors prioritized for transit investment and mobility hub locations. People could place a pin on the map showing places that need more investment in better transit service, where transit stops are hard to access, where stop amenities should be added to improve the waiting experience, and where mobility hubs should be located.

206

Total comments on the draft transit map

124
Comments asking for investment in better service

40
Comments about making it easier to get to a transit stop

34
Comments about stop amenities and improving waiting experience

8
Comments supporting a mobility hub in a specific location

You told us that we should invest in better transit service:

- Near major destinations like parks and schools
- By increasing frequency to 15 minutes or better along as many routes as possible
- By making routes faster through signal priority and dedicated lanes
- Along east-west corridors in the city

You told us that we should make it easier to access transit stops by:

- Ensuring that nearby intersections are built and signalized to protect people walking and rolling
- Focusing our investments in the pedestrian network near transit stops and stations

You told us that to improve transit stop amenities and the waiting experience, we should add more lighting and shelters to make stops feel welcoming and safe.

We heard that you support mobility hubs at light rail stations and other places where large numbers of people live, work, and play.

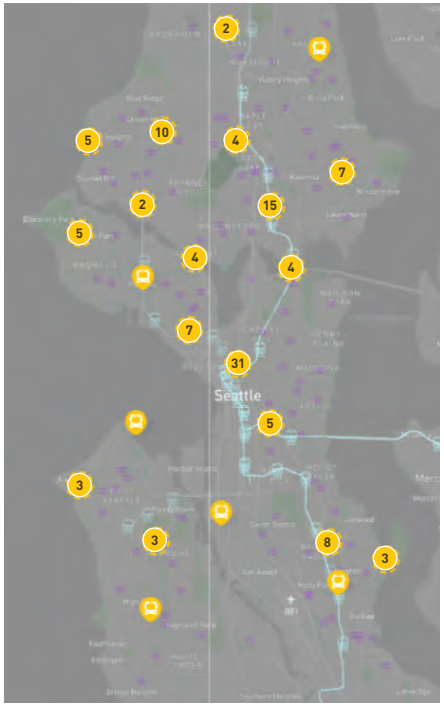
What words did we hear from you?

124

Invest in better transit service here

Heatmap of comments

Concentrations of comments

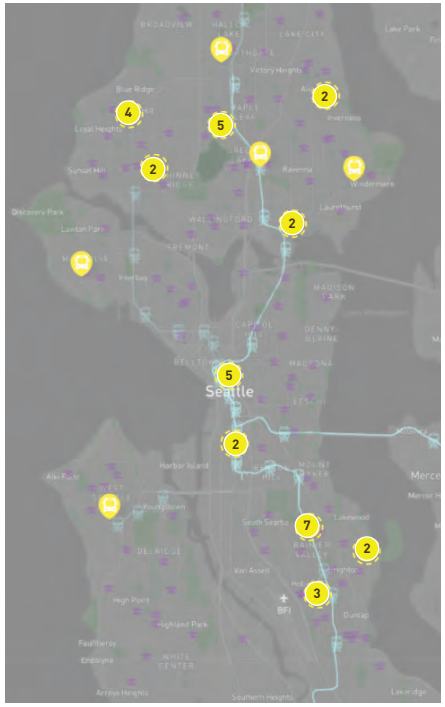


40

Make it easier to access a transit stop here

Heatmap of comments

Concentrations of comments

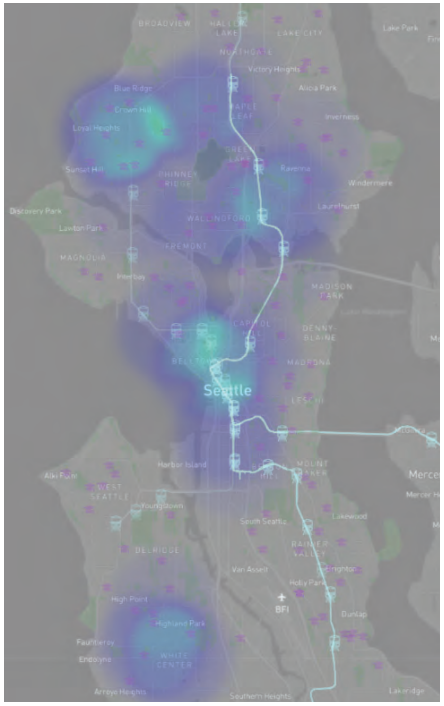


These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results .

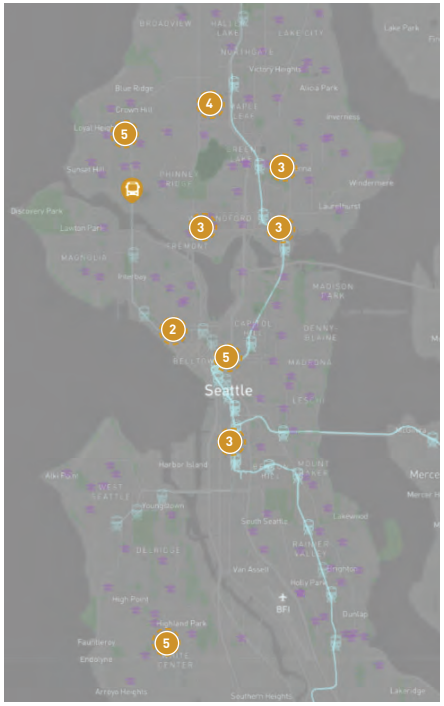
34

Improve transit stop amenities and waiting experience here

Heatmap of comments



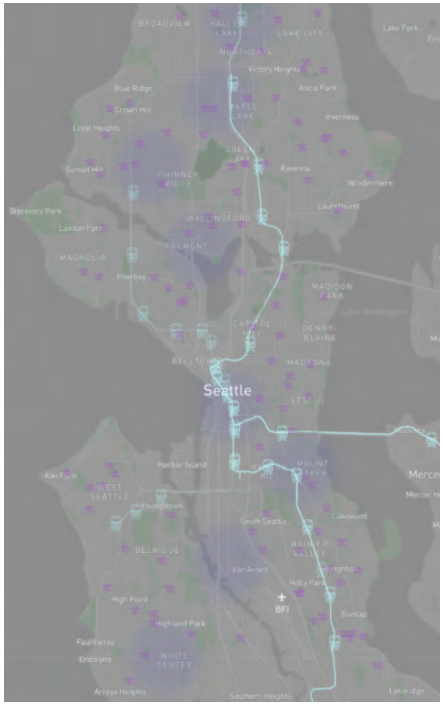
Concentrations of comments



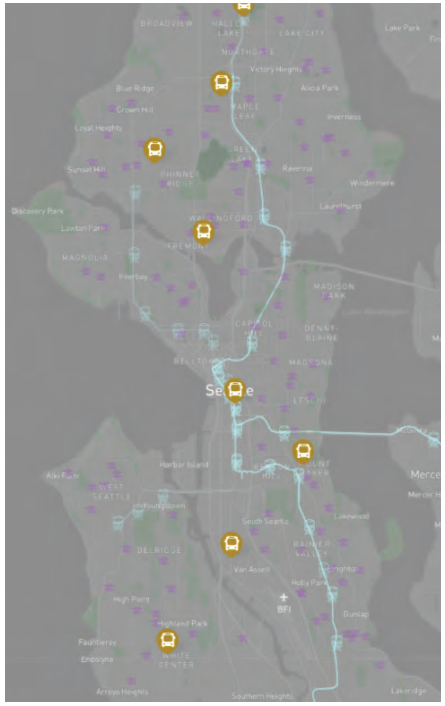
8

I support having a mobility hub here

Heatmap of comments



Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.

FREIGHT MAP

The online interactive map showed the draft freight map, which is composed of major and minor freight routes for moving goods around Seattle. People could place a pin on the map showing places along the freight network that need safety improvements, places to add a dedicated lane for freight and transit, and places where pinch points need to be resolved.

44

Total comments on the draft freight map

30
Comments about safety improvements along freight routes

1
Comment suggesting a shared freight and transit dedicated lane

13
Comments about addressing a freight pinchpoint

You told us that safety improvements to the freight route should be considered...

- Where vehicles travel too fast near where people walk and roll
- Where road design looks more like a freeway than a city street

You told us freight pinch points should be addressed...

- Where freight vehicles struggle to merge or access key connections/bridges such as the West Seattle Bridge

What words did we hear from you?

70%
of freight **pinch point** comments were in SoDo and Greater Duwamish

23%
of **safety** comments were along Rainier Avenue or MLK Jr Way in South Seattle

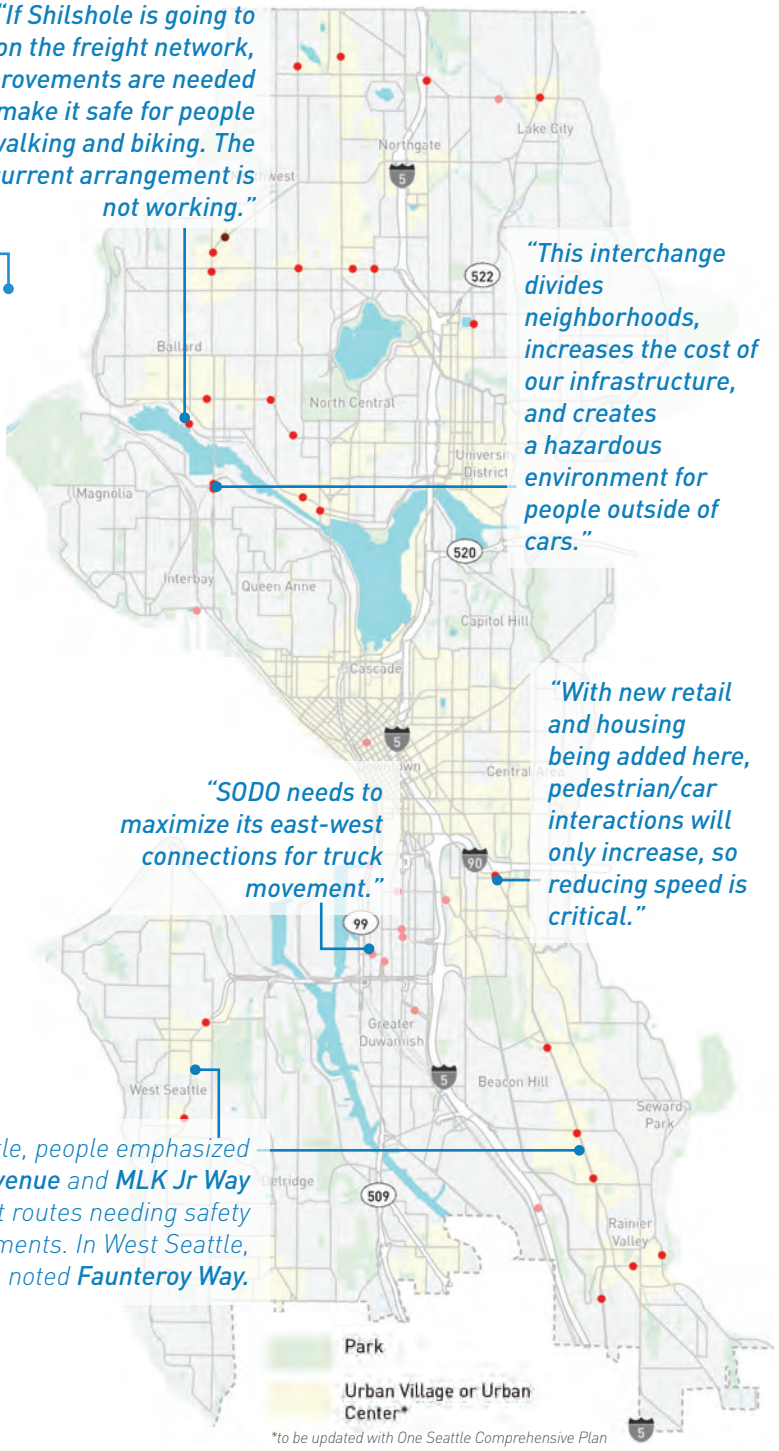
"If Shilshole is going to be on the freight network, improvements are needed to make it safe for people walking and biking. The current arrangement is not working."

"This interchange divides neighborhoods, increases the cost of our infrastructure, and creates a hazardous environment for people outside of cars."

"SODO needs to maximize its east-west connections for truck movement."

"With new retail and housing being added here, pedestrian/car interactions will only increase, so reducing speed is critical."

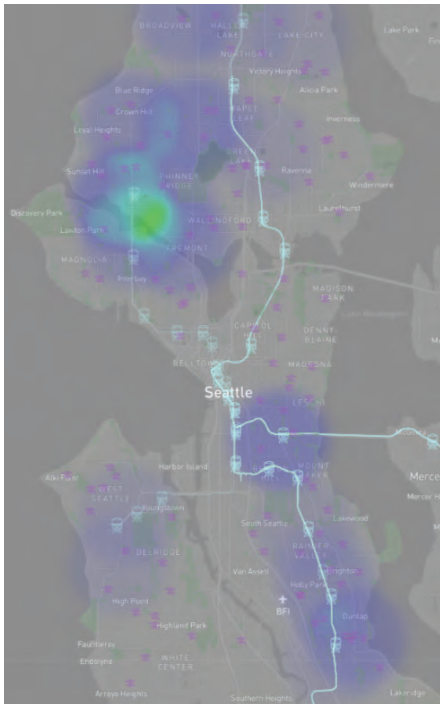
*In South Seattle, people emphasized **Rainier Avenue** and **MLK Jr Way** as freight routes needing safety improvements. In West Seattle, people noted **Faunteroy Way.***



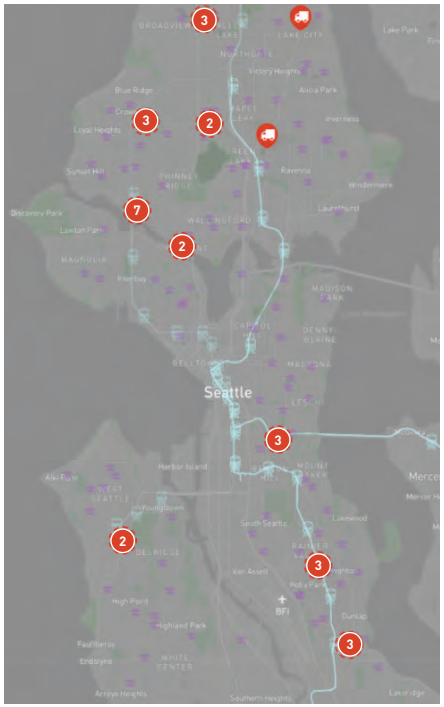
30

Add a safety improvement on the freight route here

Heatmap of comments



Concentrations of comments



These graphics are screen captures from the Social Pinpoint map results.
See page 48 for a link to view full results.

1

Have freight and transit share a dedicated lane here

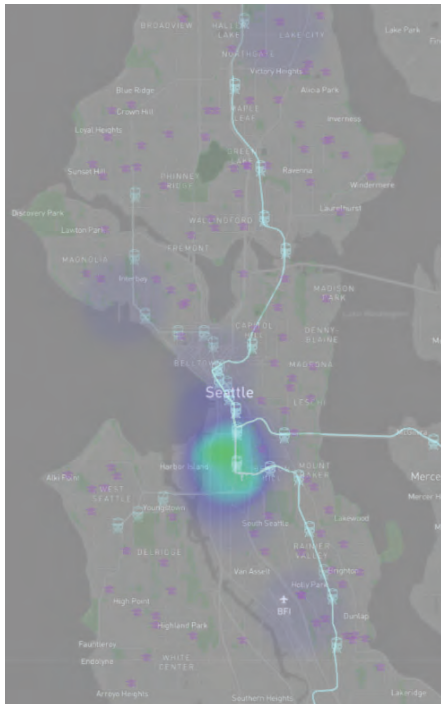
Heatmap of comments

Concentrations of comments

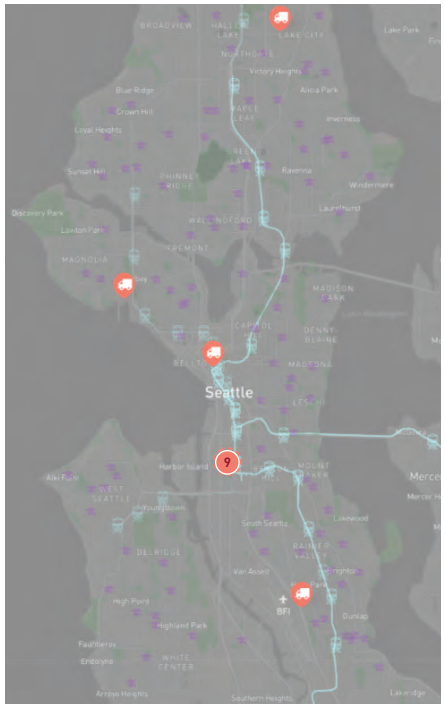
13

Address a freight pinch point here

Heatmap of comments



Concentrations of comments



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REACHING OUR PRIORITY AUDIENCES

The STP Public Engagement Plan is committed to elevating the voices of people who are traditionally left out of government planning—particularly those who are Black, Indigenous, or part of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. **We believe everyone's voice should be heard so their needs can be met.**

During Phase 2, we continued our efforts to engage with those who are typically underrepresented. This required thinking beyond online engagement opportunities to meet people where they are. **We made deliberate steps to prioritize in-person engagement in areas to best reach people who are less represented in online engagement, including**:

Community Events and Pop-Up Engagement

We identified key community events in priority neighborhoods to attend, and held pop-ups at grocery stores. Priority neighborhoods for in-person events in Phase 2 included Lake City, Rainier Valley, West Seattle, Delridge, White Center/Roxhill, Lower Beacon Hill, Columbia City, Chinatown/International District, and South Park. At these events, we met people where they were to share information about the STP and gather feedback via activities or conversation.

Building Relationships

We continued in Phase 2 to strengthen relationships with community-based organizations that serve people who are traditionally left out of government planning. We continued to build relationships with these organizations as they planned culturally- and community-appropriate engagement, such as listening sessions, attendance at meetings and events, open houses, one-on-one interviews, and pop-ups at grocery stores. This relationship-building and outreach will continue in Phase 3.

In order to meet the climate and livability goals of our city, we must deliver a bold plan for a transportation system oriented around walking, biking, and transit!"

STP Engagement Hub Comment

MEASURING PROGRESS TOWARDS EQUITABLE ENGAGEMENT

In both our online engagement hub activities and the Social Pinpoint Map, communities of color were underrepresented during this phase of online engagement. However, participation among most of these groups increased throughout Phase 2, in part due to our targeted outreach methods.

Online Engagement Hub Activities

Participation by race or ethnicity

Race or Ethnicity	Through October	Through January	February (end of Phase 2)	Change from November - February	Share of Population
American Indian or Alaska Native	1.7%	2.0%	1.4%	-0.3%	2.4%
Asian	11.0%	11.9%	9.8%	-1.2%	21.1%
Black or African American	3.4%	4.5%	4.2%	0.8%	8.9%
Hispanic, Latina/Latino/ Latinx ethnicity	3.4%	4.0%	3.9%	0.5%	8.2%
Native Hawaiian, Pacific Islander	0.8%	0.5%	1.1%	0.3%	0.8%
White (of European ancestry)	83.9%	83.1%	85.6%	1.7%	71.0%***
Middle Eastern, Arab, N. African White	0.8%	1.0%	0.7%	-0.1%	
Other	1.7%	1.5%	1.8%	0.1%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***US Census American Community Survey, 5-Year Estimates, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*

Social Pinpoint Map

Participation by race or ethnicity

Race or Ethnicity	Through January	February (end of Phase 2)	Change from January - February	Share of Population
American Indian or Alaska Native	0.8%	1.7%	0.9%	2.4%
Asian	10.0%	13.1%	3.1%	21.1%
Black or African American	5.0%	3.8%	-1.2%	8.9%
Hispanic, Latina/Latino/Latinx ethnicity	5.0%	6.6%	1.6%	8.2%
Native Hawaiian, Pacific Islander	0.0%	1.0%	1.0%	0.8%
White (of European ancestry)	81.7%	79.9%	-1.8%	71.0%***
Middle Eastern, Arab, N. African White	0.0%	1.7%	1.7%	
Other	0.0%	2.8%	2.8%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***US Census American Community Survey, 5-Year Estimates, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*

Our in-person engagement strategy aimed to elevate communities who have been left out of previous planning efforts, and who have higher barriers to engage online.

Photo Credit: Smash the Box

ADVANCING EQUITABLE ENGAGEMENT

We want to make sure the Seattle Transportation Plan meets the needs of communities of color and those of all incomes, ages, and abilities. **Therefore, in Phase 2 we continued our work with community-based organizations (CBOs) to broaden and deepen our engagement processes. Their input will help us create a plan that advances our goal of a racially equitable and socially just transportation system.** Many of the CBOs are creating their own reports that we look forward to sharing during the next phase of engagement. Some initial takeaways are included in this report.

COMMUNITY-BASED ORGANIZATIONS

Community-based organizations (CBOs) are trusted community fixtures and leaders who are embedded in the lives of the communities we most hope to engage in the process. They often come from the same ethnic, cultural, or religious backgrounds and/or speak the languages typically spoken in those communities. CBOs work closely with the communities they serve, often providing educational services, gathering spaces, fostering community connections, and advocating on their behalf.

CBOs help us to elevate the voices of people we have not reached in past planning processes.

COMMUNITY-BASED ORGANIZATIONS

ASIAN PACIFIC AMERICAN LABOR ALLIANCE

Activities

- Met in January to discuss what had been heard so far in Phase 2
- Held an online survey and partnered with multiple community and labor organizations
- Held 1-on-1 interviews with union sisters and folks within their networks
- To meet their values and goals, APALA formed questions to guide their work: *Who is mostly impacted by gentrification in Seattle? To what extent do racial and economic disparities affect BIPOC communities in housing and transportation? How do the impacted communities envision Seattle in 20 years?*
- Created a policy report to give the City

Recommendations

- Increase public transportation accessibility, including bus frequency, in areas with limited service that prioritize BIPOC residents
- Increase specific routes that connect underserved neighborhoods to key transit hubs
- Provide additional service hours for those who commute late at night or early in the morning, affordability of public transportation
- Create affordable parking solutions for people who currently need to drive to work in Seattle
- Improve road infrastructure for drivers and pedestrians
- Increase safety for public transportation both on transit and at bus stops

DUWAMISH VALLEY SUSTAINABILITY ASSOCIATION

Activities

- Held workshops with South Park residents in October, and workshop with Georgetown residents in November
- Used the Gehl Eye Level City app for workshop participants to generate ideas and track walking routes
- Used storytelling and spatial mapping to develop a collective vision for South Park
- Created a walk around South Park for City staff to reflect on transportation and land use challenges
- Held a policy workshop with youth ambassadors and City staff to strategize where policy can be the most impactful

Recommendations

- Prioritize maintenance and explore complementary safety through sustainable measures
- Pursue locally serving transportation options to compliment mobility gaps within South Park, the Duwamish Valley, and the Greater Seattle Area
- Establish policy to improve public transportation infrastructure and increase connectivity to key locations
- Increase safety measures for pedestrian and bicycle/scooter mobility through South Park
- Collaborate with mobility apps (Lyft, GIG, etc.) to create affordable options for South Park
- Improve safety across mobility options by adding pedestrian lighting, benches, bus shelters, protected walkways, and real time information for transit
- Create buffers between industrial and residential areas of South Park and provide alternative freight routes outside of residential streets

ESTELITA'S LIBRARY

Activities

- Created an impact report based on activities they conducted over the summer—which contain transportation-related takeaways.

Recommendations

- Create cheaper and safer ways to get around Seattle
- Build more pocket park spaces like Common Acre
- Protect youth participants, their suggestions, as well as others who are often left out of traditional planning processes

KHMER COMMUNITY OF SEATTLE KING COUNTY (KCSKC) IN PARTNERSHIP WITH NOIO PATHWAYS AND KIMYUNITY

Activities

- October 2022 celebration event and information gathering with youth and elders
- February 2023 report back event at TAF Bethaday Community Learning Space which provided updates on community feedback, what we heard, music, dancing, and dinner

Recommendations

- Need to make more transportation information in different languages
- Make transfer times longer to help with transit affordability
- Improve transit availability for suburbs and edges of Seattle
- Add more transit access to parks and green spaces
- Make ORCA cards more affordable and/or discounted

LEGACY OF EQUALITY LEADERSHIP AND ORGANIZING

Activities

- Applied a survey in South Seattle with mainly people of color (The majority of the surveys were in Spanish)
- Had 1-on-1 conversations with community members to learn and understand problems

SMASH THE BOX

Activities

- Represented the STP at a variety of different pop-ups, festivals, events and more

CENTRAL AREA COLLABORATIVE

Activities

- Flyering and tabling at events and third spaces in the Central District

> *Expand discounted bus pass access to marginalized communities"*
>
> Seattle Trans Pride 2022

> *Mas carriles solo para bicicletos o patines" (More lanes only for biking and skating)*
>
> Legacy of Equality Leadership and Organizing Survey Response

How would you feel safer walking, biking, busing, lightrail'n in Seattle's streets and in public spaces?
HOLLISTER

KHMER COMMUNITY

EVENTS AND MEETINGS

MEETING PEOPLE WHERE THEY ARE

In Phase 2, participation in community events continued to be a key way for the STP project team to gather information about the community's vision and preferred transportation actions. Meetings between agencies helped make sure we share a common vision for the plan. **Meetings with people and groups have helped make sure this plan continues to be created for our communities, by our communities.**

COMMUNITY TOUCHPOINTS

3,500+

People engaged at Phase 2 outreach events

32 Community events

26 Meetings and briefings

7 Open houses

Events with BIPOC and Other Underrepresented Communities

We remain committed to seeking the voices of those who have historically been excluded from planning processes and have been harmed by past decisions. In particular, Phase 2 events targeted those who are Black, Indigenous, or members of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. Events, listening sessions, and connections included:

- Trans Pride Seattle
- Rainier Beach High School Orientation
- Eckstein Middle School 6th Graders*
- Vietnamese Autumn Lantern Festival
- Franklin High School*
- West Seattle High School Earth Club*
- Sound Steps
- Lambert House
- Yesler Community Council*
- Mercer International Middle School*
- YMCA Earth Service Corps Youth Environmental Leaders Summit*
- Lighthouse for the Blind*
- DeafBlind Service Center*
- Vietnamese Senior Association*
- BIPOC Bike Advocates*
- Duwamish Valley Sustainability Association*
- Khmer Community of Seattle King County
- Advocates Workshop*

**Listening Session*

Pop-Up Engagement at Festivals, Farmer's Markets, and Grocery Stores

We continued to represent the STP and collect feedback from communities at festivals and markets in Phase 2. We also visited grocery stores in priority neighborhoods that we hadn't heard from as much. These events included:

- Lake City Farmer's Market
- Beacon Arts Street Festival
- Lake City Grocery Outlet Pop-Up
- Rainier Valley Safeway Pop-up
- Rainier Beach Boo Bash
- Columbia City Farmer's Market
- Roxhill QFC Pop-Up
- Beacon Hill Red Apple Pop-Up
- Uwajimaya Pop-Up

Amplifying Community Voices

We visited 5 grocery stores in neighborhoods with many BIPOC, lower-income, or non-English-speaking residents. **At 4 out of the 5 stores, improving transit was the action that received the most votes**.

MEETINGS AND BRIEFINGS

Meetings with Community and Advocacy Groups

We attended several community group meetings in Phase 2 to collect input on the plan. These groups requested meetings with SDOT staff via email or the online engagement hub. These groups included:

- National Federation for the Blind
- Feet First
- Mercer Stakeholders Group
- Seattle Educators Association
- Seattle New Liberals
- Northern Rainier Valley Neighbors
- SoDo Stadium Stakeholders
- Association for the Advancement of Cost Engineers
- North Seattle Industrial Association
- Lid I-5

Meetings with City Boards and Committees

We provided 11 briefings to the City's transportation-focused boards and committees, including the opportunity to participate in two joint workshops. These boards and committees included:

- Bicycle Advisory Board
- Pedestrian Advisory Board
- School Traffic Safety Committee
- Transit Advisory Board
- Freight Advisory Board
- Planning Commission

Inter-agency Meetings

We continued our collaboration with other agencies and efforts involved in planning Seattle's transportation future, including the Office of Planning and Community Development (developing the Seattle Comprehensive Plan Update).

OPEN HOUSES

We collected feedback during Phase 2 at 7 open houses, including 2 STP-specific open houses and 5 open houses hosted for the Seattle Comprehensive Plan Update.

- Office of Planning and Community Development Comprehensive Plan Open Houses (5)
- Seattle Transportation Plan Open Houses (2)

Briefings with Seattle's Transportation Equity Workgroup (TEW)

Seattle's Transportation Equity Workgroup (TEW) was established in 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and People of Color (BIPOC) and vulnerable communities. Grounded in their communities and experiences, this group defined a set of values and strategies to evaluate future transportation decisions. In Phase 2, we engaged with the TEW four times to collaborate on defining the STP's vision, goals, and objectives, and will continue to do so as the process continues.

Amplifying Community Voices

We spoke with elders in our communities to ask what actions are most important to them. Some things we learned:

- Members of the Khmer community said that their elders face difficult **language barriers** to getting around Seattle
- People who are part of Sound Steps, a walking program for older adults, said that they value making more space for pedestrians, and that **well-maintained sidewalks** are important for preventing falls
- Members of the Vietnamese Seniors Association told us that they would like **more frequent transit** and more places to sit and wait

During a listening session with BIPOC bicycle advocates, we heard:

- We must invest in South Seattle to rebuild trust with communities, and ensure that these investments enhance the lives of Black and Brown people and **do not lead to displacement**
- We need **safer street design** and traffic calming in underserved neighborhoods
- Especially in areas with lower rates of vehicle ownership, we need to emphasize truly protected bike facilities (more than paint or bollards)
- We need to create a **complete and connected bike network**
- Safety needs to be evaluated often as neighborhoods grow

KEY TAKEAWAYS

What we heard from people at events and meetings in Phase 2 directly informed our refinement of the actions and network maps to be included in the STP. These were some of the key takeaways that emerged through talking with people at events during this phase:

- **People want to feel safe and welcomed as they move around the city.** This includes better lighting and transit stop amenities, more protected facilities for people biking and walking, and clean, well-maintained public spaces.
- **Transportation must be affordable and accessible.** Many people, especially those with lower incomes, rely on transit for their daily needs. Many people suggested increasing access to reduced-fare programs.
- **All transportation networks should be integrated seamlessly with the light rail system.** First- and last-mile connections to light rail are critical, and people want easy connections from bus to light rail.
- **Expanding and maintaining our sidewalk network is key.** Many people said their neighborhoods lack sidewalks, and the ones that exist are narrow or worn. We also need more places for people to safely cross major thoroughfares like I-5, Rainier Ave, and Aurora Ave.

Amplifying Community Voices

We heard from our **LGBTQIA+ communities** at Trans Pride Seattle and the Lambert House that **transit access** is critical, and that they are often **verbally harassed** when waiting for and riding transit. They suggested:

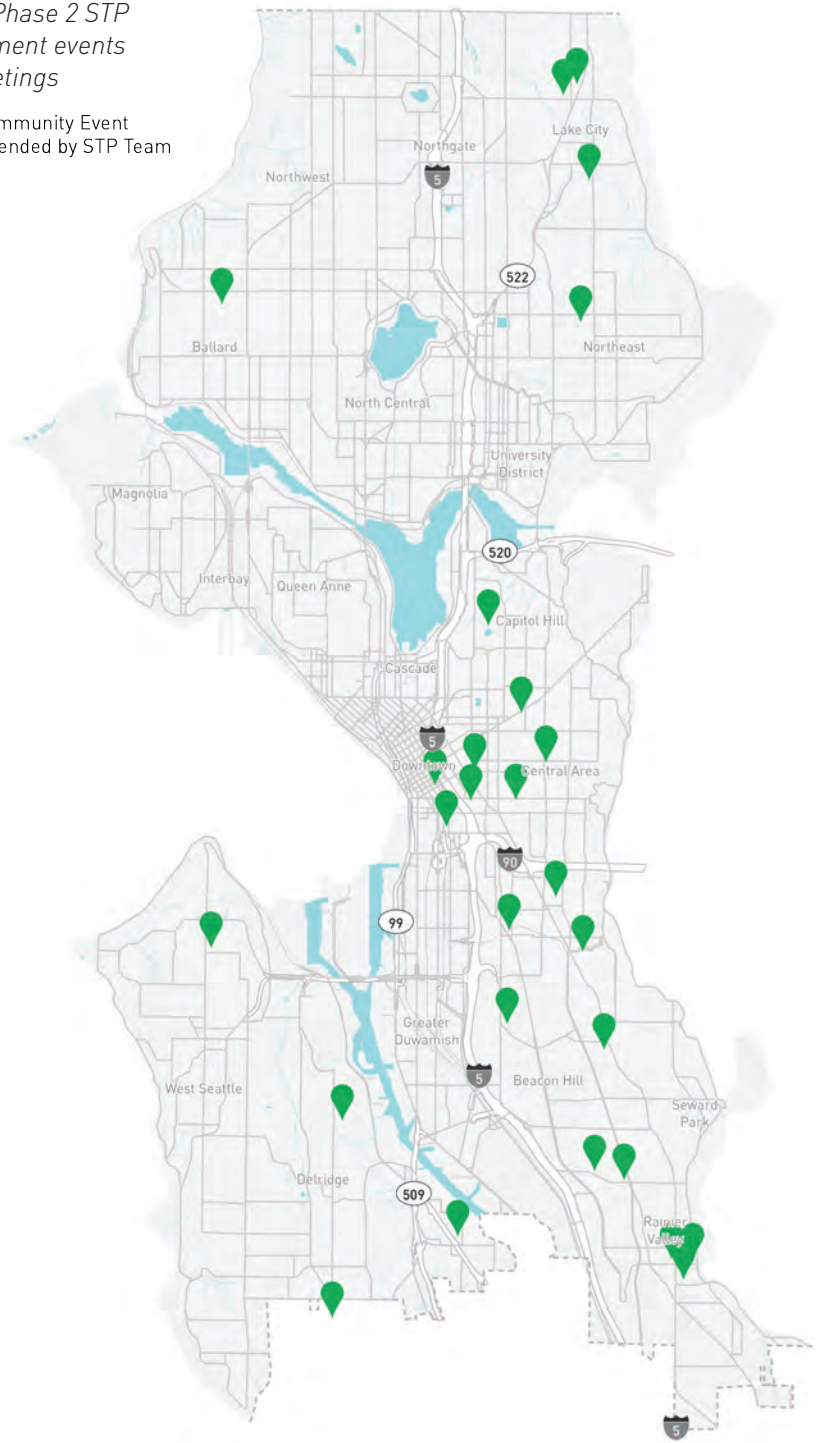
- More lighting at bus stops
- More barriers between cars and people walking or biking
- More places to sit and rest while waiting for transit
- Expanding discounted fares to help more people access transit

We spoke with **students** at five schools during Phase 2. Themes we heard from young people included:

- Young people rely on transit, walking, and biking to get around. Many told us that expansion of light rail and making more space for people walking on our streets would help them get to where they need to go.
- Students in the West Seattle High School Earth Club recommended making **electric vehicles** less expensive and promoting low-emission delivery vehicles

Map of Phase 2 STP engagement events and meetings

Community Event
Attended by STP Team



LOOKING AHEAD

PHASE 3

With Phase 2 complete, we'll be kicking off Phase 3 engagement in mid-2023. Here's what we'll be looking to get your input on in Phase 3:

DRAFT STP DOCUMENT

To continue our commitment of co-creating the plan with you, we'll take what we've heard from you in Phases 1 and 2 and use it to develop the draft STP. In Phase 3, we'll bring that draft back to you and ask if it reflects your priorities and if there are things you would like us to add or change.

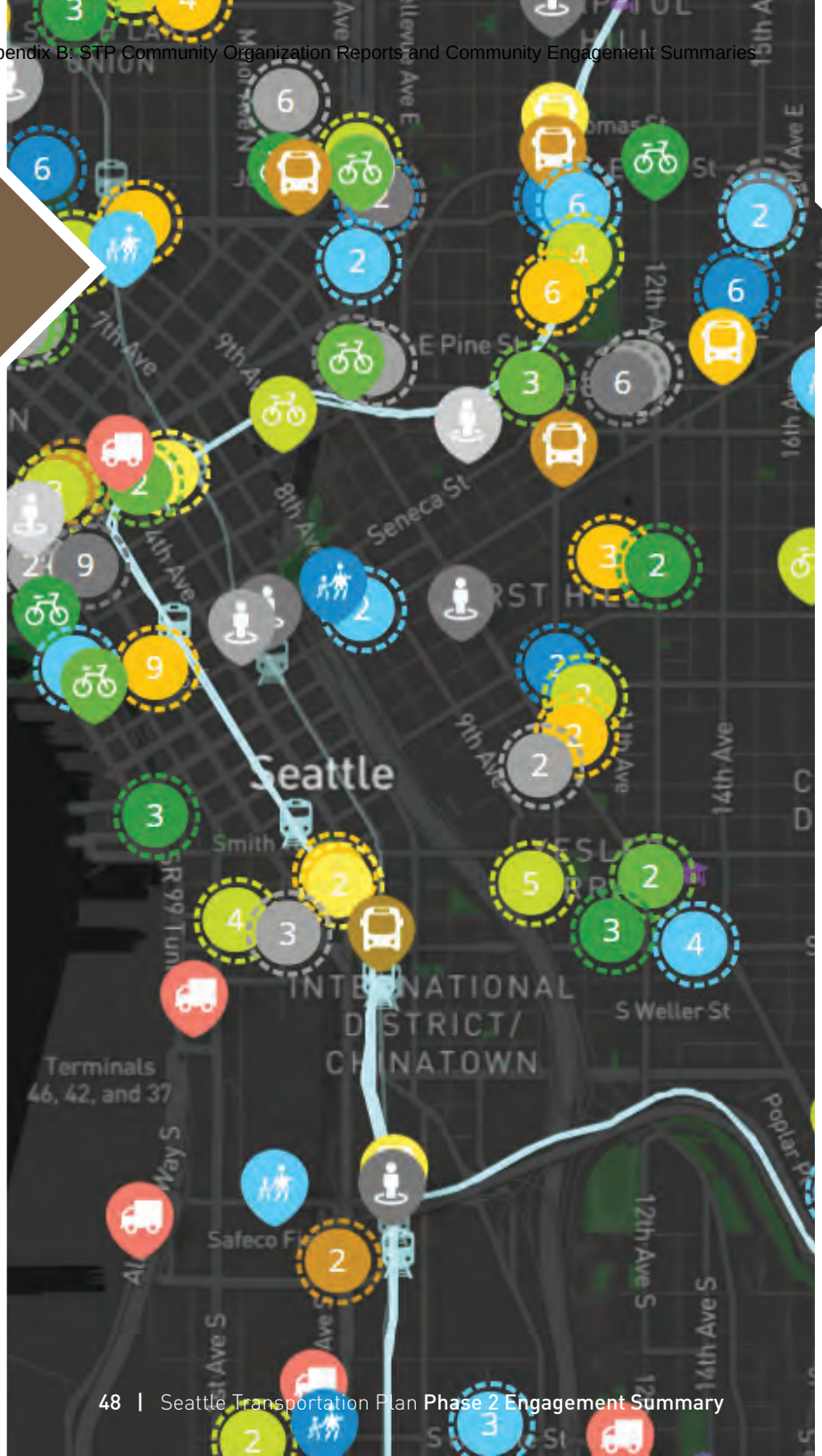
PRIORITIZATION AND FUNDING

We've heard from you that you want to see quick and transformational change to transportation in Seattle. In Phase 3, we want you to help identify how we need to select and pay for the improvements that create that change. We'll also ask for your help deciding what we do first.

In Phase 3, you can review the draft plan and tell us if your priorities are reflected, and what we need to add or change.

Seattle Transportation Plan
We want to hear from you!
How can Seattle's transportation system better meet your needs?
SDOT
Seattle Department of Transportation
Regino
FARM

ADDITIONAL RESOURCES



Click on the links below for additional resources related to STP engagement and Phase 2 engagement results, and see next page for a summary table of Phase 2 engagement:

Phase 2 Engagement Results

- Vision, Goals, and Objectives
- Our Transportation Future
- Menu of Actions
- Social Pinpoint Map
- General Comments

Digital Resources

- Phase 1 Engagement Summary
- STP Engagement Hub
- STP Homepage
- Seattle Department of Transportation (SDOT) Homepage

Phase 2 Engagement Summary Table

Activity	What We Learned	How We Reached Priority Audiences	How Feedback Helps Create the STP
Vision, Goals, and Objectives	• Most of you (over 90%) resonate with the draft STP vision, goals, and objectives, and want to see a commitment to actionable steps and measurable outcomes to support them	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code	• Confirms the draft STP vision statement, goals, and objectives
Our Transportation Future	• You want to see rapid and transformational change in our transportation system	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code • Community events and meetings	• Confirms that we need new investment in transportation • This tells us that we need a prioritization and funding plan to achieve this change—in Phase 3, you'll help us define that even further
Menu of Actions	• You think that making more space for pedestrians, making it safer and easier to bike, increasing people-friendly streets, improving transit service, and reallocating street space away from cars are the actions that most help us achieve our goals	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code • Community events and meetings • Partnership with CBOs	• Defines the actions we need to take to achieve our confirmed goals and objectives
Social Pinpoint Map	• You want to see sidewalk gaps filled to connect neighborhoods and destinations • You want more spaces to gather in our public right-of-way • You want to use bike improvements to connect to transit and activity centers • You want to see better transit access for parks, schools, and major destinations • You want to see freight safety improvements in places that have the most bicycle and pedestrian conflict	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code	• Helps determine where improvements will be made to our pedestrian, bike, transit, and freight networks
Community-Based Organizations	• Our BIPOC and low-income communities are most in need of improvements to our transit network • Safety and affordability are often the top issues for our most vulnerable communities • You need our transportation system to be accessible for those that don't speak English	• Community events and meetings • Community and business group outreach • Translated materials distribution • Surveying and one-on-one interviews • Partnership with CBOs	• Tailors STP engagement to the community • Defines the actions we need to take to achieve our confirmed goals and objectives • Confirms where improvements to our pedestrian, bike, transit, and freight networks will be made
Events and Meetings	• You want to see more transportation investment throughout South Seattle • Underserved neighborhoods need safer street design, especially protected bicycle facilities • Underserved neighborhoods need improved transit service	• Community events and meetings • Partnership with CBOs • Translated materials and advertisement • Print materials with QR code	• Tailors STP engagement to the community • Defines the actions we need to take to achieve our confirmed goals and objectives • Helps determine where improvements will be made to our pedestrian, bike, transit, and freight networks

Seattle
Department of
Transportation

Seattle Transportation Plan

A Vision for the Future of Transportation in Seattle

ENGAGEMENT SUMMARY

PHASE 3:

Develop the Final Recommended Plan

February 2024

Seattle Department of Transportation

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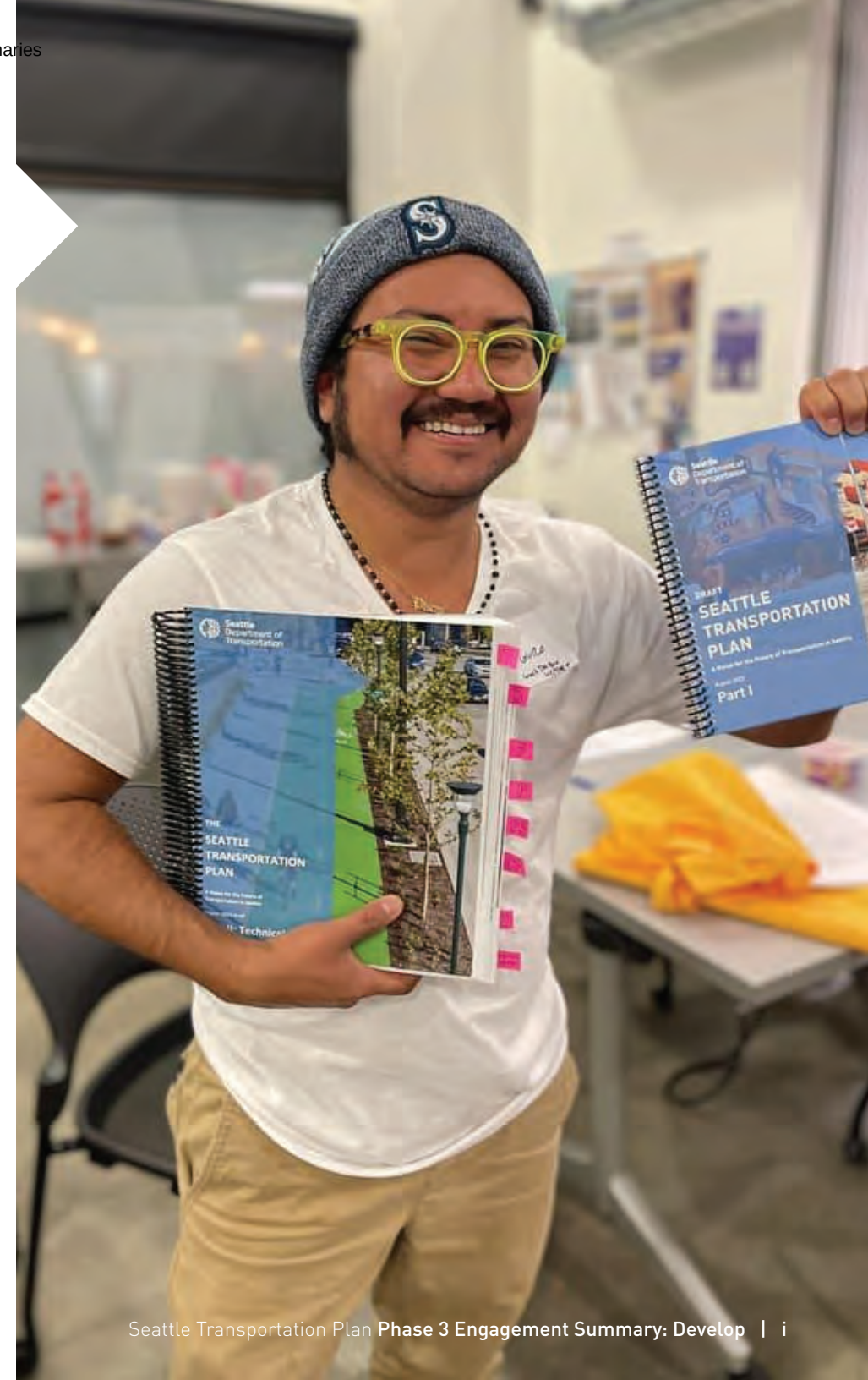
What is the Seattle Transportation Plan (STP) and the Phase 3 Engagement Summary Report?

The STP is our commitment to build a transportation system that provides everyone in Seattle with access to safe, efficient, and affordable options to reach places and opportunities. We co-created this plan with community—making public engagement an important part of the process. This report summarizes the process and key takeaways from Phase 3 of STP engagement, which ran from August to November 2023, and included a public review of the draft plan, project list, and program concepts.



EXECUTIVE SUMMARY

STP PHASE 3 ENGAGEMENT

Launched | *August 24, 2023* — Closed | *November 20, 2023*

PURPOSE AND COMMITMENT

The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community engagement was a crucial part of the development of the plan. Engagement for the STP was broken into three phases. **Phase 1** focused on your transportation needs and priorities, which helped us develop our shared vision for the future of Seattle's transportation system. In **Phase 2**, we asked you to review the draft vision, goals, and objectives, tell us what actions you would like us to take, and give your thoughts on the draft transportation maps. See page 42 for a link to the Phase 1 and Phase 2 Engagement Summaries. In **Phase 3**, we asked you to review the draft plan, tell us what you agree with and what we should improve, and help identify how to select and pay for projects and program concepts. **Through the Seattle Transportation Plan, we seek to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.**

BUILDING AWARENESS

We built awareness about Phase 3 engagement opportunities through social media, blog posts, and a multicultural media campaign.

CITYWIDE ENGAGEMENT

To gather citywide feedback during Phase 3, we primarily relied on the STP online engagement hub. This website hosted the draft plan and interactive ways to give feedback.

EVENTS AND MEETINGS

To hear from as many people as possible from a variety of backgrounds, we wanted to meet people where they were. We heard many voices by holding events and meetings in many different communities, and these perspectives helped us refine the draft STP.

8,000+

Individual data points collected during Phase 3

4,500+

People engaged at outreach events for the STP during Phase 3

74
Posts distributed via SDOT's Facebook, Twitter, and Instagram*

6
Blogs and news outlets independently covered the STP*

3
SDOT blog posts about the STP*

1,711
People completed online engagement hub activities*

16,000+
Unique visitors to the online engagement hub*

27,000+
Total visits to the online engagement hub*

48
Community events*

40
Meetings and briefings*

**During Phase 3*

COMMUNITY-LED ENGAGEMENT

We wanted to make sure the STP meets the needs of communities of color and those of all incomes, ages, and abilities. **We worked with community-based organizations (CBOs) and the Department of Neighborhoods Community Liaisons (CLs) to broaden and deepen our engagement processes.** In Phase 3 of engagement, our work with CLs continued to help us create a plan that advances our goal of a racially equitable and socially just transportation system.

The CL program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities.

CLs helped us elevate the voices of communities that we have historically struggled to reach through citywide engagement.

KEY TAKEAWAYS

Through STP engagement, you provided a wealth of feedback on the future of transportation in Seattle—and we listened. Here are key themes we heard in Phase 3 on the draft plan:

1. **The STP is headed in the right direction, but it needs to be bolder and more actionable**
2. **The STP should be specific about what will be implemented and where, and it should directly address tradeoffs with how we use our streets**
3. **We need to set specific measures of progress toward the STP vision and goals, defining where we're at and what success looks like**
4. **People want additional opportunities to engage with the STP process and provide more feedback**
5. **Many people in our historically underrepresented communities want safety, equity, and mobility to guide prioritization of what we do first**

SEATTLE TRANSPORTATION PLAN

INTRODUCTION

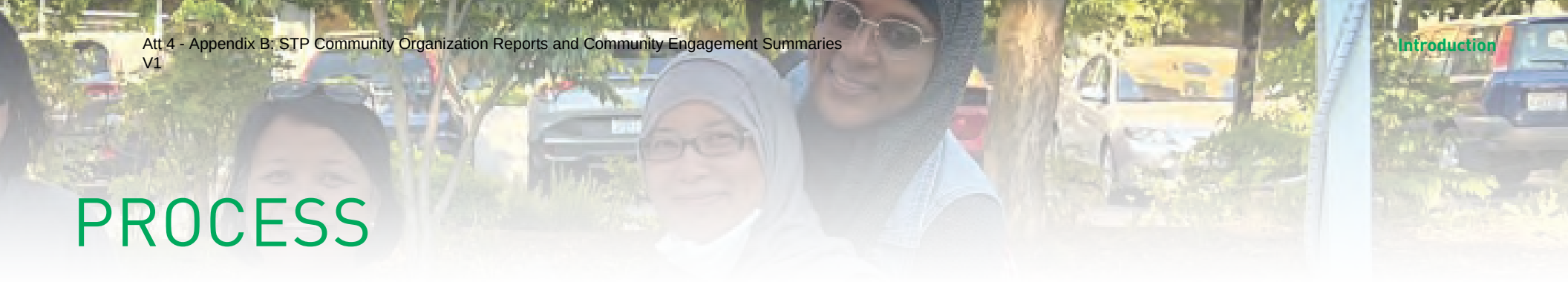
The Seattle Transportation Plan (STP) is a vision for the future of transportation in Seattle. Community involvement was a crucial part of the development of the plan. The STP established goals, strategies, and recommendations for a transportation system that works for our city now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

Too often, when government plans are developed, they exclude people—particularly people who are Black, Indigenous, or members of a community of color (BIPOC); people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. This has led to harm to certain communities, including negative impacts on health, economic opportunity, and safety. **We believe everyone's voice should be heard to make sure their needs can be met.** We partnered with community-based organizations that have existing relationships with the communities they serve, to listen and develop a plan that reflects the values and needs of everyone. Additionally, we continuously committed to change how we engaged with the community during the STP process, to enable all voices to be heard.

The STP is our commitment to build a transportation system that:

1. **Meets everyone's needs**
2. **Connects us all safely, efficiently, and affordably to places and opportunities**
3. **Treats everyone—regardless of race, class, gender, sexuality, nationality, age, or ability—with dignity and equity**

Through the STP, we sought to do no further harm, and to acknowledge, understand, and address the harms caused by our past policies, practices, and programs.



PROCESS

At the STP launched in May 2022, we committed to co-create the STP with you. Our Public Engagement Plan allowed us to design our engagement approach so that people could participate at any point in the process, know how to provide feedback, and have confidence that their voices would be heard. Our phased engagement approach allowed for technical work and the plan itself to be directly influenced by community feedback at every step.

	Phase 1 May-Aug 2022	**Phase 2A** Sep 2022-Feb 2023	**Phase 2B** Dec 2022-Feb 2023	**Phase 3** Aug-Nov 2023
We asked you to...	Tell us your transportation challenges	Review draft vision, goals, key moves; transportation futures; menu of actions	Review first draft network maps	Review the draft Seattle Transportation Plan; guide how we should pay for and prioritize transportation investments
We used your input to...	Inform draft vision, goals, and objectives	Refine draft policies and develop key moves	Refine first draft maps	Develop the final recommended Seattle Transportation Plan

We designed our engagement approach so that people could participate at any point in the process, know how to provide feedback, and have confidence their voices will be heard.

PHASE 3 ENGAGEMENT

GOALS

The following goals guided the third phase of STP community engagement:

- Share the draft STP for community review using a variety of accessible tools, both online and in-person
- Collect feedback on how we can improve the draft plan
- Understand how people would like to prioritize resources among competing goals and funding strategies
- Gather feedback on the candidate STP projects throughout the city
- Co-create a list of program activities or concepts to support our transportation goals

The input collected during Phase 3 was used to revise all components of the draft STP. We wanted the process continued to be guided by the community's priorities.

> *"Please implement all of this as quickly as possible. This gives me hope for our city. I just want to see it actually happen, and in my lifetime. Seattle could be so great, let's make it so!"*

Online Engagement Hub Comment

KEY CHAIN
PENC
TOTE BAG
SPIN TO WIN
BIKE LIGHT
We are SDOT.
attle
partment of
ransportation

BUILDING AWARENESS

BUILDING AWARENESS OF THE STP

During Phase 3, we built on our efforts in Phases 1 and 2 to raise awareness about the STP to help provide everyone the opportunity to share feedback.

DIGITAL

Digital tools were used to spread the word about the STP and opportunities to participate in the process. These tools included:

- Social media (Facebook, Twitter/X, and Instagram)
- Articles and blog posts from SDOT and other sources, such as the South Seattle Emerald, the Capitol Hill Blog, The Urbanist, and the Seattle Bike Blog
- A targeted media campaign to promote participation among the STP's priority audiences via local mainstream and multicultural media outlets

70+
Posts distributed via SDOT's Facebook, Twitter/X, and Instagram

6
News outlets and blogs independently covered the STP

3,500+
Clicks via ads published in a variety of media sources

15
Media articles and outside blog posts mentioning the STP

We placed ads for STP engagement in multicultural news outlets, and we reached an audience of nearly 200,000 people.*

Phase 3 Digital Media Campaign

During late September through early October 2023, we conducted a digital media campaign to encourage participation among groups who have historically been more difficult for us to reach through online engagement.

This campaign featured ads in six languages** in both mainstream and multicultural media outlets. This media campaign, along with our efforts to focus our events and meetings in the places where these priority audiences live, helped us make our engagement more equitable and representative of Seattle as a whole.

8 million+
Total impressions during the Phase 3 digital media campaign

15
Multicultural media outlets featuring ads for STP engagement

CONVERSATIONS

Building awareness for the STP also involved conversations held during in-person meetings and events. Read more about these on page 38.

**Total number of impressions by ads placed in Runta News, The Seattle Medium, Seattle Chinese Times, The Korea Times, Russian Town, and El Siete Dias.*
***Languages included English, Spanish, Chinese, Korean, Somali, and Russian*

CITYWIDE ENGAGEMENT

OVERALL PLAN FEEDBACK

Launched | *August 24, 2023* — Closed | *October 31, 2023*

PURPOSE AND PARTICIPATION

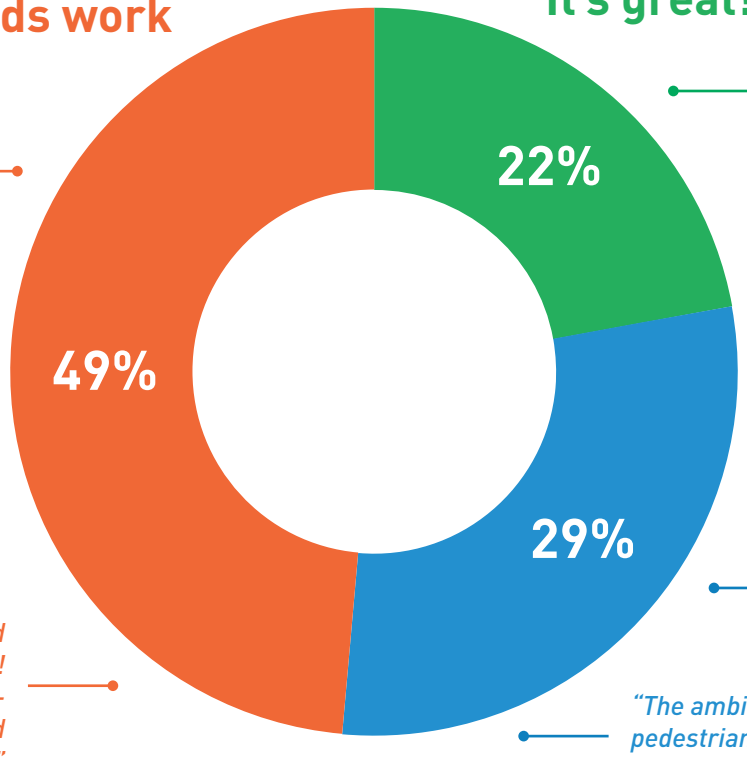
Our citywide outreach was conducted through the project's online engagement hub. People could watch videos about the STP, review the STP At-a-Glance (a 3-page abbreviated summary of the plan), or review the entire draft STP. The first activity asked participants for their overall feedback about the draft STP through a three-tier rating and an optional comment.

Overall STP Impression

What do you think of the draft Seattle Transportation Plan?

385
Total responses

Quotes shown below represent common themes in open-ended comments we heard among those who gave each rating tier.



"The vision this plan paints is a beautiful one and I fully support it. However...I don't see any hard lines by which we can look at this plan 10 or 20 years from now and decide if we were successful or not."

"Not enough thought given to those dependent on motor vehicles for getting around. Not everyone has the luxury of time or physical capability to walk, bike, or take transit."

"Needs more teeth. Rapid progress needs to occur! Please prioritize the non-car-centric programs and projects."

"I strongly support rapid, fundamentally transformational change in hope of making Seattle transportation better, making a better and safer future."

"I like the vision but we also need to push further. Be bold and reclaim the streets for people."

"The ambitious plans to increase mobility for pedestrians, cyclists, and transit are great. However, the plan has sparse details on how it might get there."

KEY THEMES FROM WHAT WE HEARD

From this activity, we learned that while the draft STP generally resonated with people, there were clear areas for improvement. These are themes we heard over and over again:

1. The STP is heading in the right direction.

Many people who participated in Phase 3 engagement had positive impressions of the draft STP. However, 49% of participants said that the STP needs work.

2. The STP must be bold and actionable.

While the STP's visionary language resonated with many people, they often told us that the plan was not specific enough on what should be prioritized. People wanted to see more specific projects and action steps that chart out a path to achieving our goals.

3. Safety should be elevated.

Many people felt that safety should be elevated as the top priority of the STP. For some, this would mean setting more specific targets around Vision Zero and other safety programs.

4. Focus on the climate crisis.

Many people commented that the STP should use bolder language and include additional strategies to confront the climate crisis. Many said that we need more specific targets and strategies for reducing vehicle miles traveled, such as pricing mechanics.

5. Enhance economic vitality.

Many people mentioned that economic vitality is a key outcome of a good transportation system. We also heard that supporting the freight and urban goods movement is foundational to our local economy.

6. Address tradeoffs explicitly.

While the draft STP attempts to integrate all modes of transportation, many people asked us to be more specific on how we will address tradeoffs and conflicts among modes when space is limited. Many people asked us to make safety the number one priority when addressing these tradeoffs.

7. Make implementation specific.

A common theme we heard is that, although the draft plan is aspirational, it could use more specific implementation guidance. People wanted to see a clear and precise plan for how our goals will be accomplished.

8. Define how we measure progress.

People told us they wanted to see more benchmarks for where we're at and where we're going. This could mean setting more numerical goals, such as for vehicle miles traveled, greenhouse gas emissions, and mode share (the percentage of people using modes other than personal vehicles).

9. Elevate accessibility and equity.

Many people told us they want us to focus more on improving the accessibility of the transportation system for people with disabilities. Many also wanted the STP to include more policies to make sure all enforcement is equitable and humane.

10. Provide more opportunities to engage.

Some people told us that they would like an additional opportunity to comment on the STP before it is final.

DRAFT STP PART I FEEDBACK

Launched | *August 24, 2023* — Closed | *October 31, 2023*

PURPOSE AND PARTICIPATION

For the people who chose to review the full draft STP, we asked for comments on each chapter of Part I: the plan introduction and vision; reflections on previous community engagement; the Key Moves; and implementation strategy. Here, we've summarized themes in the feedback we received.

Introduction

Feedback we received on the introduction to the draft plan included:

- Be bold—statements about tackling climate change and addressing past inequities should be bolder
- The STP goals intersect—it's impossible to fully separate things like sustainability and livability
- Performance measures—tracking progress is essential and we need to establish measurable outcomes

> *"I really like the emphasis on improving walkability, biking, and transit. These improvements should be the priority for the future of the transportation system."*
>
> STP Engagement Hub Comment

Chapter 1: Vision

Feedback we received on Chapter 1 of the draft plan included:

- The STP vision generally resonated with people
- Emphasize action—make the specific strategies for how we plan to achieve our goals front and center
- Acknowledge conflicts and tradeoffs—be clear about where goals, modes, and street functions might conflict and give strategies for how to address these
- Prioritize people who live, work, and play here—while coordination with regional partners is important, we should prioritize the unique needs of Seattle in our planning decisions
- Integrate transportation and land use—coordinate where growth is planned with high-caliber multimodal transportation access

Chapter 2: Shaped By Community

Feedback we received on Chapter 2 of the draft plan included:

- People want rapid progress—many comments noted that the message from Phase 1 and Phase 2 is clear: people want change now, and quickly
- Outreach to our target audiences—we need to continue emphasizing and expanding outreach to our priority audiences to make sure they can help shape a better transportation system

Chapter 3: Key Moves

Feedback we received on Chapter 3 of the draft plan included:

- The Key Moves resonated with most people
- Prioritize safety—we must build safety into the guidelines for how we design our streets, with an emphasis on physical constraints to vehicle speeds
- Emphasize quick solutions that help people immediately—such as using pilot projects and programs to test for success
- Emphasize maintenance for sidewalks, bikeways, and local streets—these facilities often get de-prioritized in favor of major streets
- Electrify transit—many people told us they would like the City to emphasize electric trolleys, buses, and trams

Chapter 4: Implementation

Feedback we received on Chapter 4 of the draft plan included:

- Be aggressive and fast—many people are tired of long planning horizons and would like rapid implementation to be a priority, even if it needs refinement later
- Identify near-term priorities—clearly state which projects, programs, and actions will be undertaken immediately and which are longer-term
- Make our targets clear—establish clear performance measures for understanding the success of any transportation project including interim goals
- Include travel time as a metric—improving travel times for transit and biking are especially important

What did people think of the draft Seattle Transportation Plan?

We also asked for open-ended comments about what people thought of Part I of the draft Seattle Transportation Plan. Here are examples that represent common themes we heard:

"I'm very excited to see such a progressive, people-focused draft plan."

"I feel so inspired when I read through the Key Moves section, but I am very concerned about the pace and likelihood of implementation. We need it to be as quick as possible... I worry it will get caught up in fights and red tape."

"I've traveled to places where cars are not the dominant way people get around. These places don't just appear. They are built with incremental change. But they start with bold plans that prioritize people first."

"My main priority is to able to get around safely and as a bonus pleasantly too."

"This is the time to use all the tools SDOT has to address our climate crisis. This is the time to really transform our most dangerous streets so that people are safe using them."

Many people and groups wrote us letters, sent us emails, and left us phone calls providing their feedback on the STP. Here are a few examples of what they said:

"We need to connect neighborhoods so kids do not have to be driven to school by their parents."

"Transforming Seattle to this model is possible, but that transformation must prioritize equity. I am able to live car-lite in my neighborhood because I have a flexible work schedule, [and] access to reliable transit."

"I am pleased to see so many projects focusing on non-car oriented transportation. We live in a dense city with more than enough space already allocated to cars, and as a bike and bus commuter enhancements to those transit systems are very important to me."

"My overall request is to explain more about urban freight in the introduction and throughout the plan to show how it is becoming a factor in people's daily lives not just an economic or business consideration."

*See page 42 for links to view all comments and correspondence received.

DRAFT STP PART II FEEDBACK

Launched | *August 24, 2023* — Closed | *October 31, 2023*

PURPOSE AND PARTICIPATION

People also had the option to review and comment on Part II of the STP. Part II is a technical report that focuses the 8 functional elements of the STP and on network integration—how all these elements work together. The 8 STP Elements include:

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

Transit

Does the Transit Element align with your goals and vision for using transit in Seattle? Why or why not?

- People were excited about an expanded high-capacity transit network and wanted more details about how and when it will be implemented
- Transit needs to be integrated with other modes—tie in transit to the overall network by prioritizing sidewalk and bicycle connections
- Prioritize light rail as the backbone of our transit network—while prioritizing connections from neighborhoods via east-west routes
- Improve what we can, now—while the long-term network vision resonated with many, people would like to prioritize things we can do right away to improve transit

Bicycle and E-Mobility

Does the Bicycle and E-Mobility element align with your goals and vision for biking in Seattle? Why or why not?

- Need to make sure that spaces reserved for bicycles and e-mobility devices are protected from vehicles—pavement markings alone do very little
  for safety
- Pursue rapid installation—then follow up later with more permanent materials
- Consider more bike- and pedestrian-only streets as bike facilities
- Greenways are great—but arterial bike lanes fill an important transportation need for many people who use bicycles and e-mobility to access daily destinations
- Bikeshare needs to be located in places that are accessible for people with disabilities

Freight and Urban Goods

Does the Freight Element align with your goals and vision for moving goods in Seattle? Why or why not?

- Freight needs are important, and need to be distinguished from personal vehicles—people appreciated that freight and vehicular were planned for separately
- Commercial cargo e-bikes could work well for small-scale local deliveries
- Need to explicitly address how we balance the needs of freight vehicles with safety for people walking and biking—separate freight vehicles from people walking and biking as much as possible

Pedestrian

Does the Pedestrian Element align with your goals and vision for walking and rolling in Seattle? Why or why not?

- Signals and crossings should prioritize people walking and rolling—ways to implement this could be scramble crossing phases, banning right-on-red, and designing features such as traffic calming and refuge islands
- Some people called out existing neighborhoods and wanted confirmation that these were included
- Plan for accessibility—this needs to be clearer in the plan, especially sidewalk repair and maintenance
- Consider grade separation (i.e., pedestrian bridges) where appropriate—along busy arterials or over freeways

People Streets and Public Spaces

Does the People Streets and Public Spaces Element align with your goals and vision for how we use these spaces in Seattle? Why or why not?

- Need to boldly reallocate street space—especially in urban villages and centers
- Create specific guidelines for each people street or public space to make these places safe and attractive for people walking and rolling
- Protect non-motorized spaces—with traffic calming, bollards, and other barriers
- Cafe streets are great—make sure they do not impede visibility at intersections

Curbside Management

Does the Curbside Management Element align with your goals and vision for how we use these spaces in Seattle? Why or why not?

- Include specific goals for increasing non-parking uses of curb space
- Enforcement is key to our curbside management strategy, but we need more automated ways to provide fair and consistent enforcement
- Loading zones need to be provided in convenient locations so that trucks do not block bike or vehicular lanes

New and Emerging Mobility

Does the New and Emerging Mobility Element align with your goals and vision for getting around in Seattle? Why or why not?

- Many people said that their ideal bike- and scooter-share system would be a docked system with lots of geographic coverage—dockless systems serve a need but also come with tradeoffs, including blocking sidewalks
- Bikeshare and scooter-share should supplement transit service
- Many people were hesitant to support autonomous vehicle preparedness and said it should not be a public priority
- Our innovation strategies must focus on what we know works, and what has proven effective in other cities

Vehicle

Does the Vehicular Element align with your goals and vision for driving in Seattle? Why or why not?

- Street improvements that make walking and biking safer often also make driving safer
- Large vehicles make our streets less safe for people walking, rolling, and biking—consider ways to discourage oversized vehicles
- Consider revising the section about emergency response—if designed right, multimodal facilities can improve emergency response times
- More traffic calming is needed on neighborhood streets
- Emphasize street design over education and enforcement—but traffic laws do need to be enforced

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Launched | *August 24, 2023* — Closed | *October 31, 2023*

PURPOSE AND PARTICIPATION

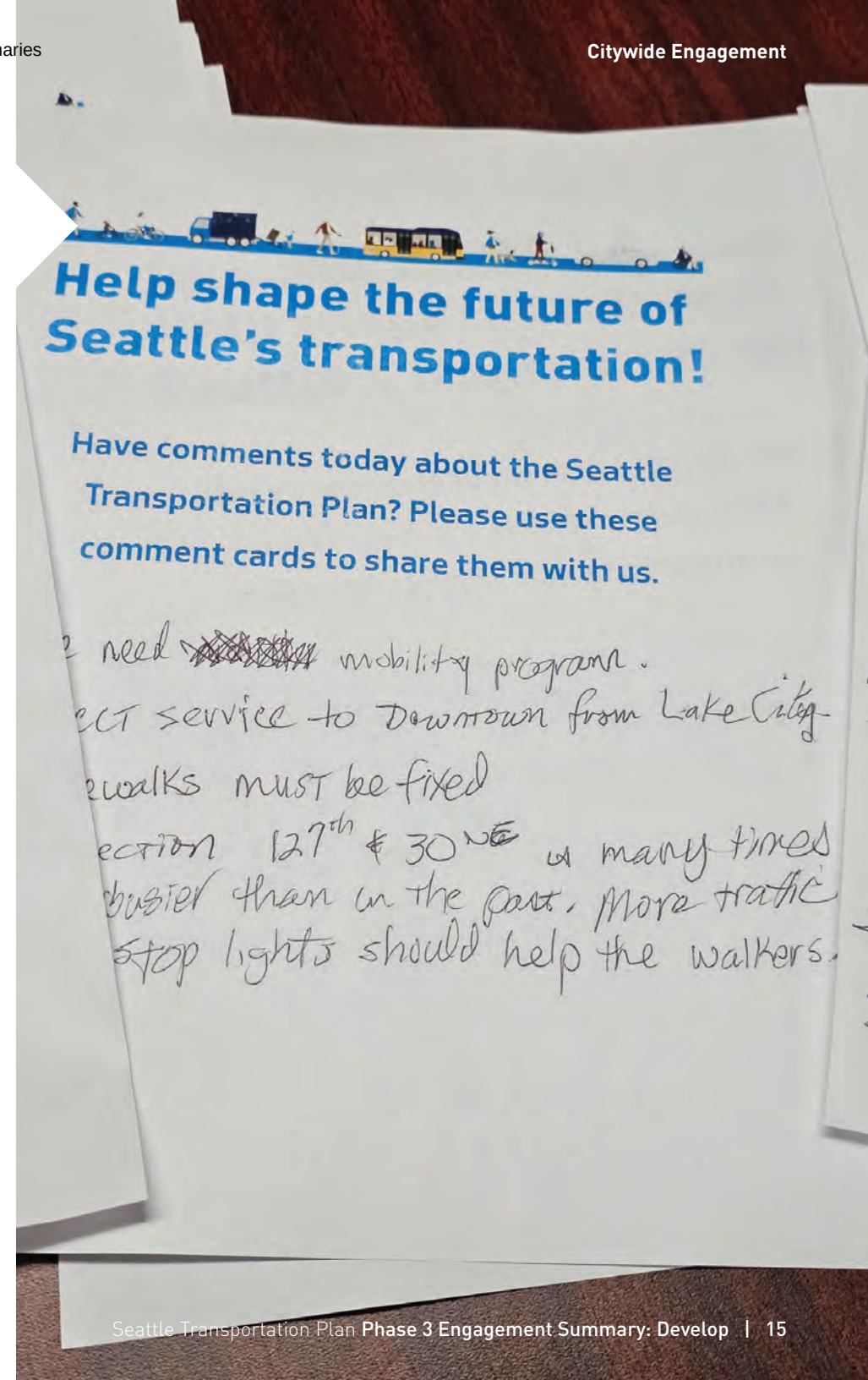
People were also asked to review and comment on the draft Environmental Impact Statement (EIS), which analyzes the potential environmental impacts of the STP. As required by the Washington State Environmental Policy Act, the EIS examines:

- Air Quality
- Water Resources
- Sea Level Rise
- Transportation
- Noise
- Land Use Patterns
- Utilities (Electrical Power)

The draft EIS evaluated these factors with a baseline "No Action" investment alternative as well as two potential future investment scenarios—"Moderate Pace" and "Rapid Progress."

Feedback we received on the draft EIS included:

- The Northwest Seaport Alliance and the Port of Seattle requested more information be added about the freight impacts between the different alternatives, particularly where freight and transit would share lanes
- All comments that expressed a preference between alternatives supported Alternative 3, "Rapid Progress"
- Consider discussing the impacts and tradeoffs of each alternative not just within Seattle, but in the broader region



PRIORITIZATION ACTIVITIES

Launched | *August 24, 2023* — Closed | *October 31, 2023*

FUNDING PRIORITIZATION

There are many ways we can invest in and improve our transportation system. When we have a lot of priorities, we need to decide what to invest in first. This activity, conducted both online and in-person, asked people to weigh in on whether we should prioritize repair and maintenance of our existing infrastructure or investment in new projects.

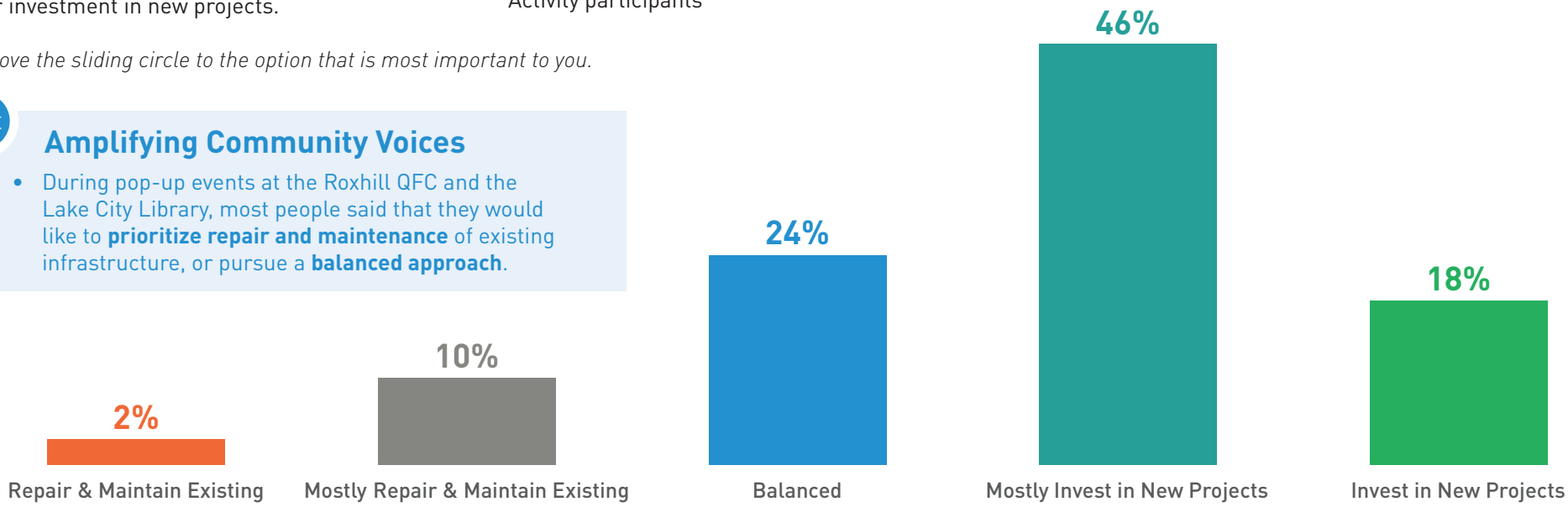
577
Activity participants

People said to prioritize making rapid change to improve our transportation system, while maintaining what we have.

Move the sliding circle to the option that is most important to you.

Amplifying Community Voices

- During pop-up events at the Roxhill QFC and the Lake City Library, most people said that they would like to **prioritize repair and maintenance** of existing infrastructure, or pursue a **balanced approach**.



Repair and maintain our existing transportation infrasructure.

When we repair and maintain our transportation system, use those opportunities to make upgrades to the system, too.

Invest in new transportation projects.

**Mostly Repair & Maintain Existing" and "Mostly Invest in New Projects" include all participants who placed the sliding circle near the middle between two statements.*

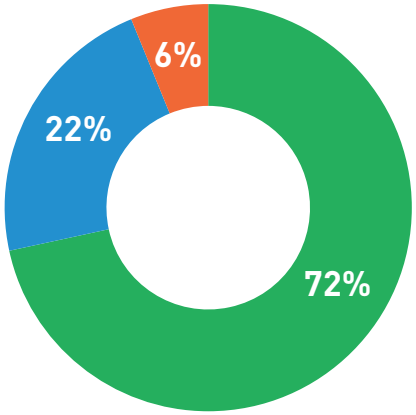
GOAL PRIORITIZATION

In this question, we asked for input on how much emphasis should be placed on different STP goals when evaluating and prioritizing potential investments. Participants were asked to move a sliding circle for each goal to tell us how imporant that goal was to them.

Key: *Less important* *Moderately important* *More important*

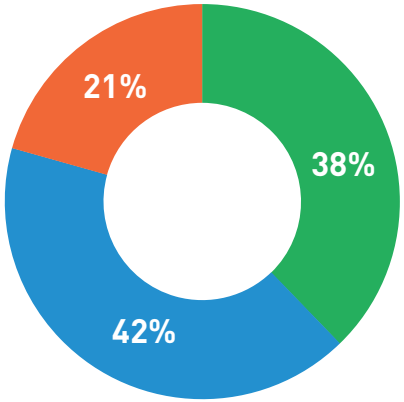
Safety

Everyone feels safe traveling in Seattle, and there are no serious injury or fatal crashes.



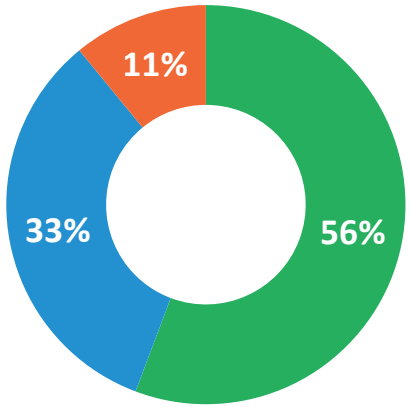
Equity

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



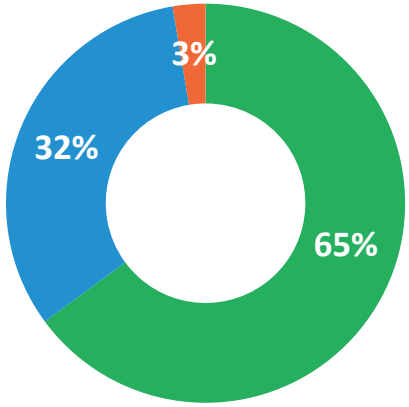
Sustainability

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



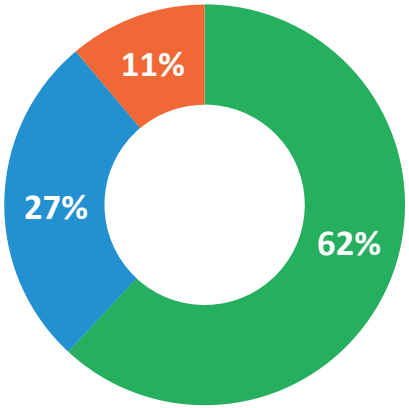
Mobility

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



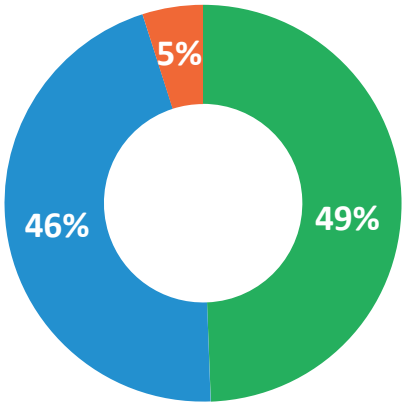
Livability

Reimagine city streets as inviting places to linger and play.



Maintenance and Modernization

Improve city transportation infrastructure and ready it for the future.



CANDIDATE STP PROJECT LIST

Launched | *October 20, 2023* — Closed | *November 20, 2023*

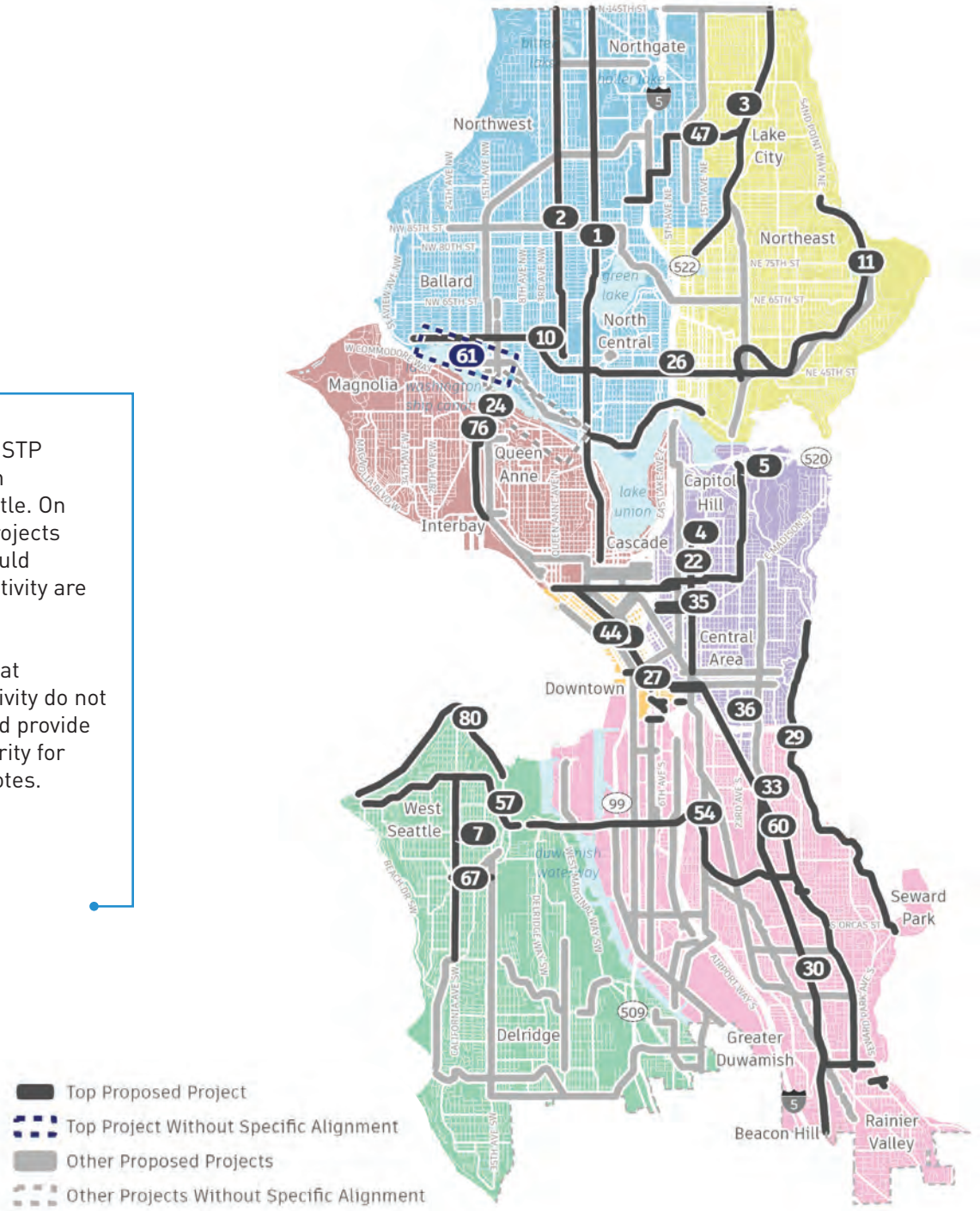
PURPOSE AND PARTICIPATION

During the second part of Phase 3 engagement, a list of candidate STP projects was distributed via an interactive map and project list with information on proposed projects in each of the 7 subareas of Seattle. On the online engagement hub, people were invited to review these projects and choose their top 5 near-term priorities for any subarea and could comment on any additional project priorities. The results of this activity are summarized in the following section.

The map at right highlights the top five projects in each subarea that received the most "votes" from participants. The results of this activity do not determine which projects will be implemented or when, but instead provide a useful tool for understanding which projects are the highest priority for people who live, work, and play in these areas that chose to cast votes.

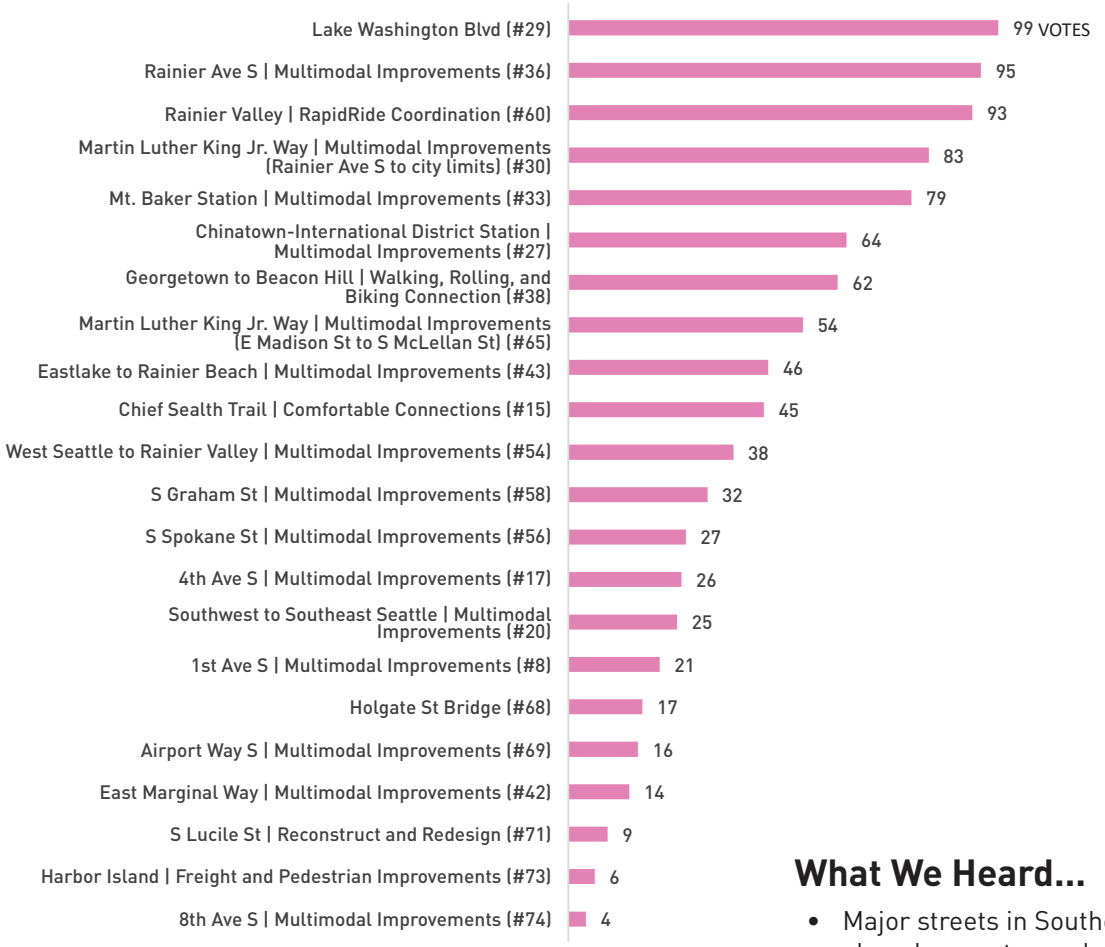
763
Activity participants

5,914
Total votes on projects



SOUTHEAST SEATTLE

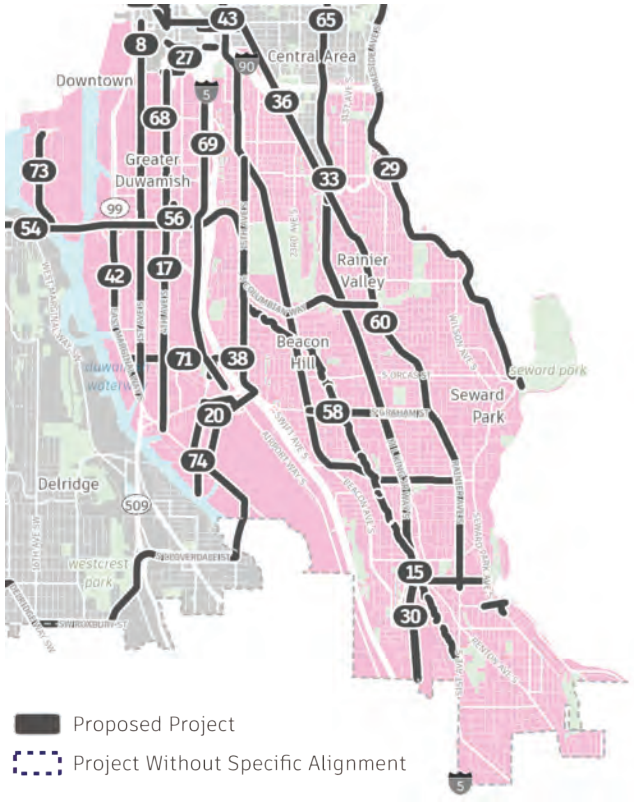
Which of these projects do you consider to be top 5 near-term priorities?



25
Comments about Martin Luther King Jr. Way

28
Comments about improving Rainier Ave S

25
Comments about Lake Washington Boulevard

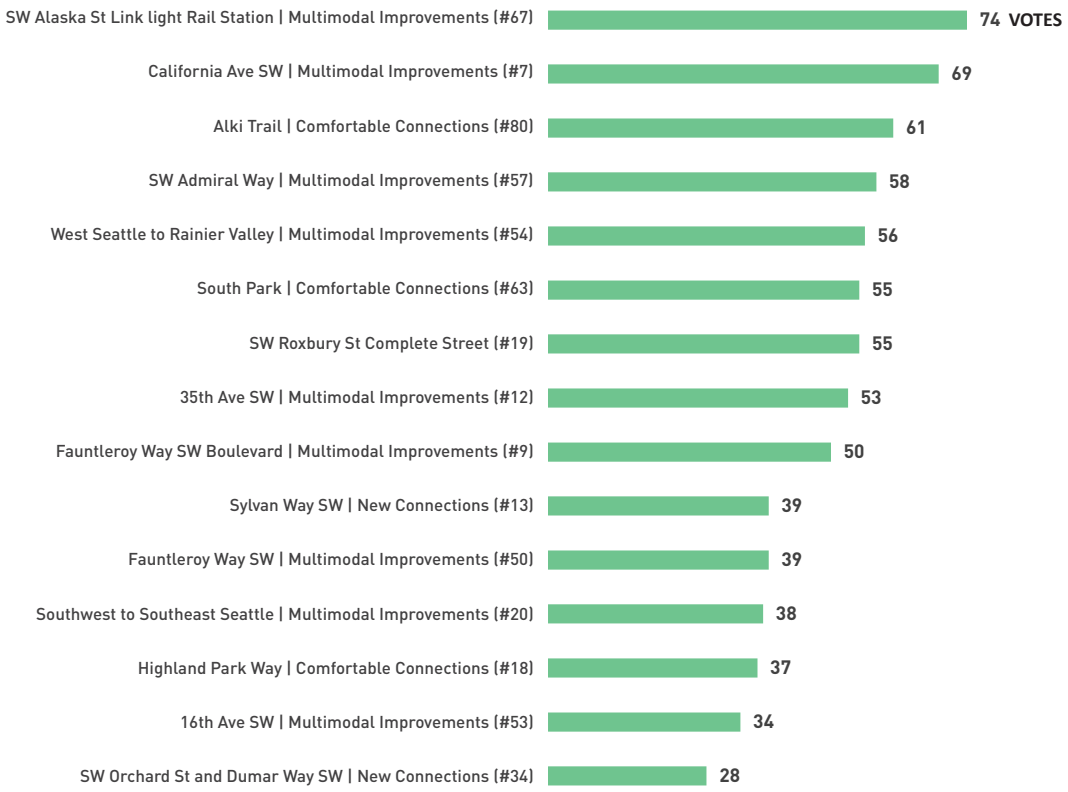


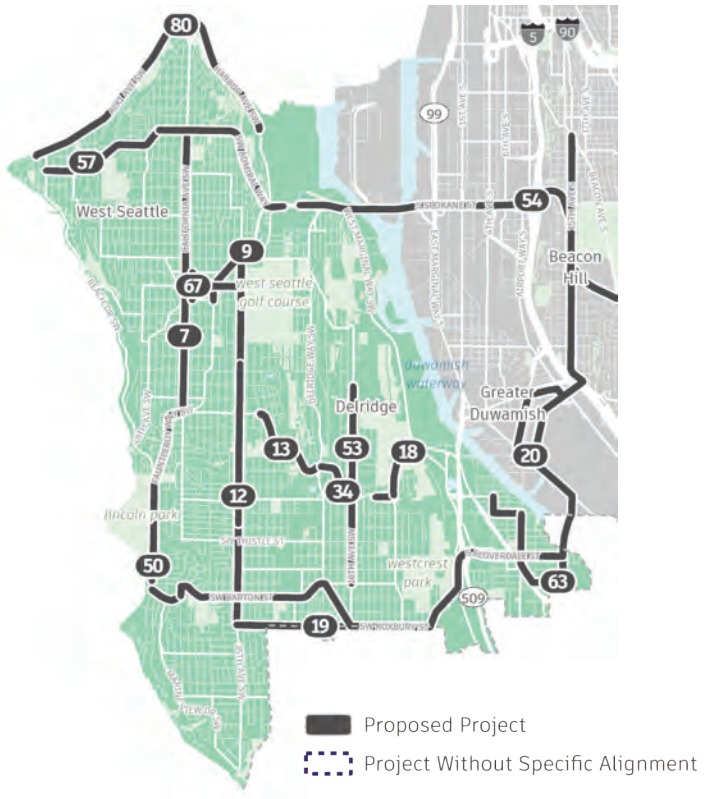
What We Heard...

- Major streets in Southeast Seattle need more safe places for people to cross, especially along bus routes and near light rail stations
- Improved separation is needed between light rail and other modes (vehicles or people walking, biking, or rolling) for safety and mobility
- Projects need to connect together as an integrated network for each mode of transportation
- Lake Washington Boulevard is an important corridor for all modes and needs improvement for safety and comfort. We heard from people who support closing it to vehicles, and others who feel strongly that it should remain open to cars. More consideration is needed for this project

WEST SEATTLE AND DELRIDGE

Which of these projects do you consider to be top 5 near-term priorities?





3
Comments about
Sylvan Way

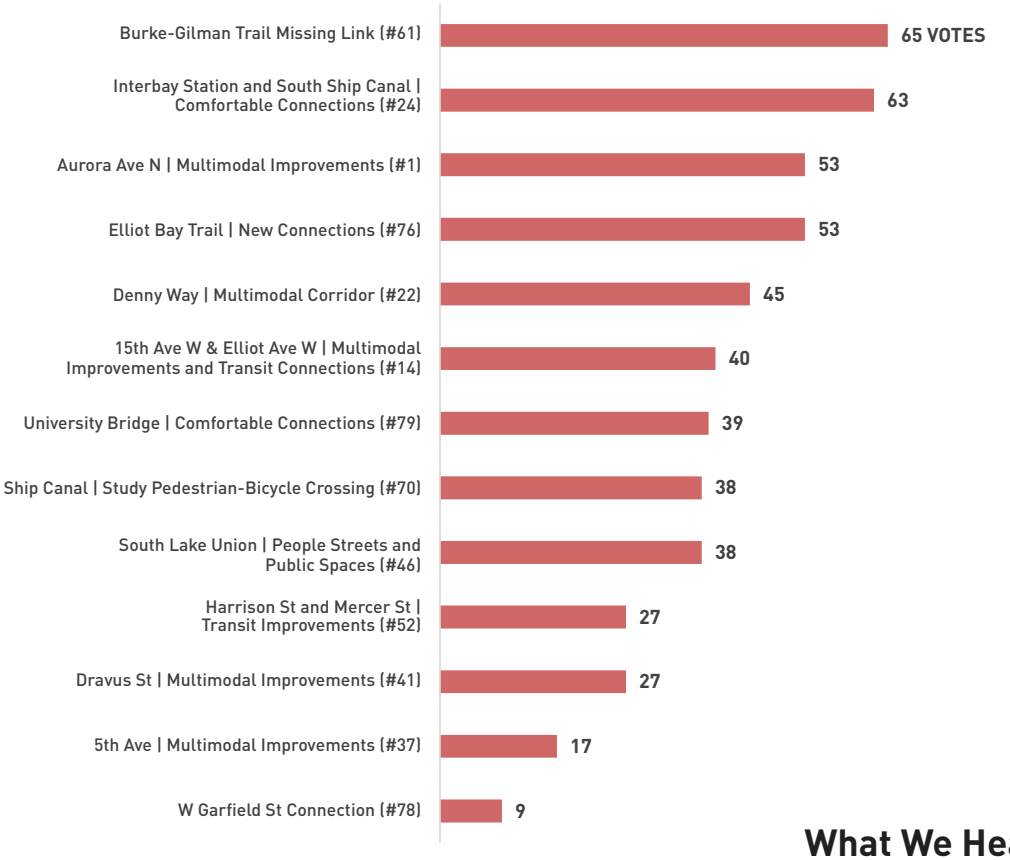
3
Comments about
California Ave SW

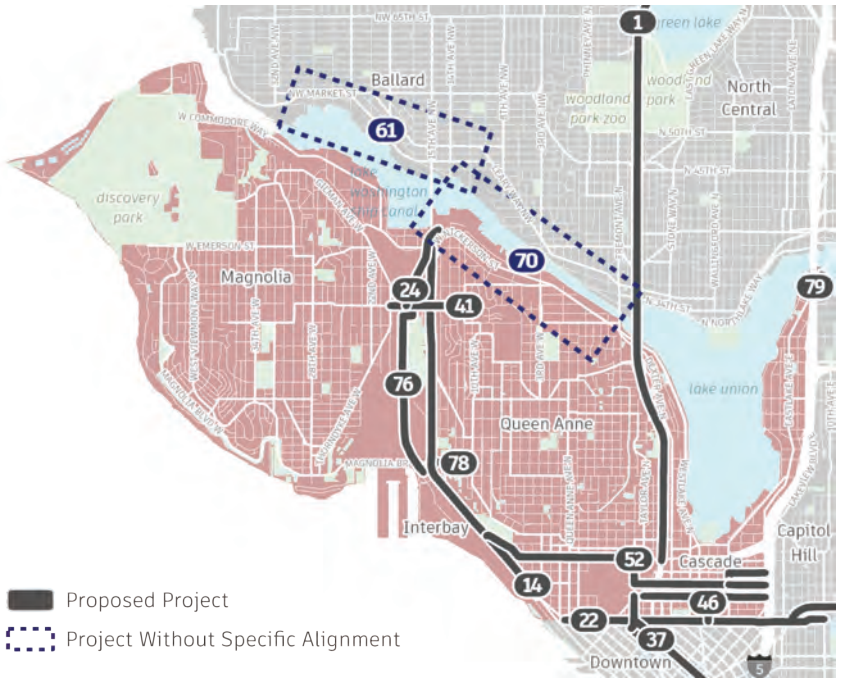
What We Heard...

- Many mentioned the Highland Park, Delridge, Roxbury, and Roxhill neighborhoods as underserved areas to prioritize for future projects
- Projects prioritized in the Levy to Move Seattle should be prioritized for completion as soon as possible
- People want to prioritize safe multimodal connections to Link light rail stations
- Because West Seattle and Delridge have limited corridors connecting to the rest of Seattle, these corridors need to be particularly safe, maintained, and reliable

MAGNOLIA AND QUEEN ANNE

Which of these projects do you consider to be top 5 near-term priorities?





13
Comments about bridges (Magnolia, Ballard, Fremont)

13
Comments about Aurora Ave

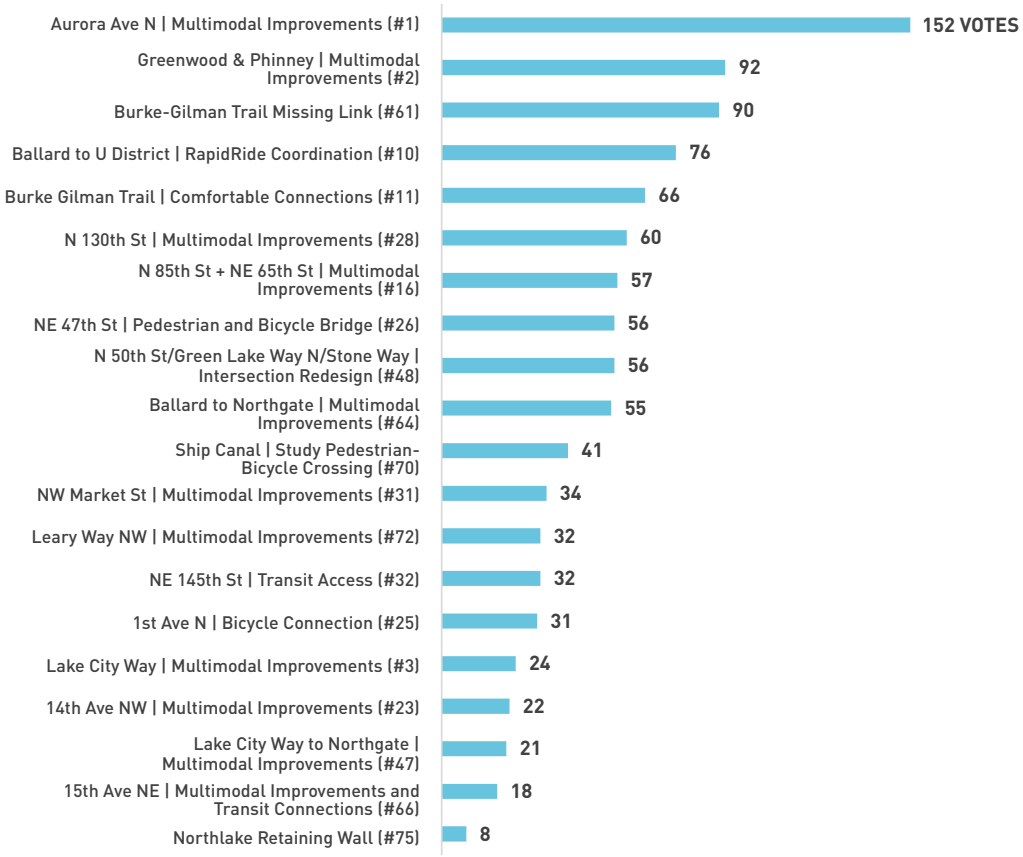
6
Comments about the Burke-Gilman Trail

What We Heard...

- People rely on connections such as the Magnolia Bridge Ramp, Ballard Bridge, and Fremont Bridge—these need to be maintained and improved
- People would like it to be safer and more convenient to walk, bike, and roll to different parts of the city—particularly across the Ship Canal
- Aurora Avenue is a dangerous corridor that needs improvements to reduce speed and improve
multimodal facilities
- Although it's not technically in Magnolia or Queen Anne, people who live, work, and play here rely on the Burke-Gilman Trail and want it to be complete and connected

NORTHWEST SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?



30
Comments about Aurora Ave

6
Comments about Greenwood Ave N

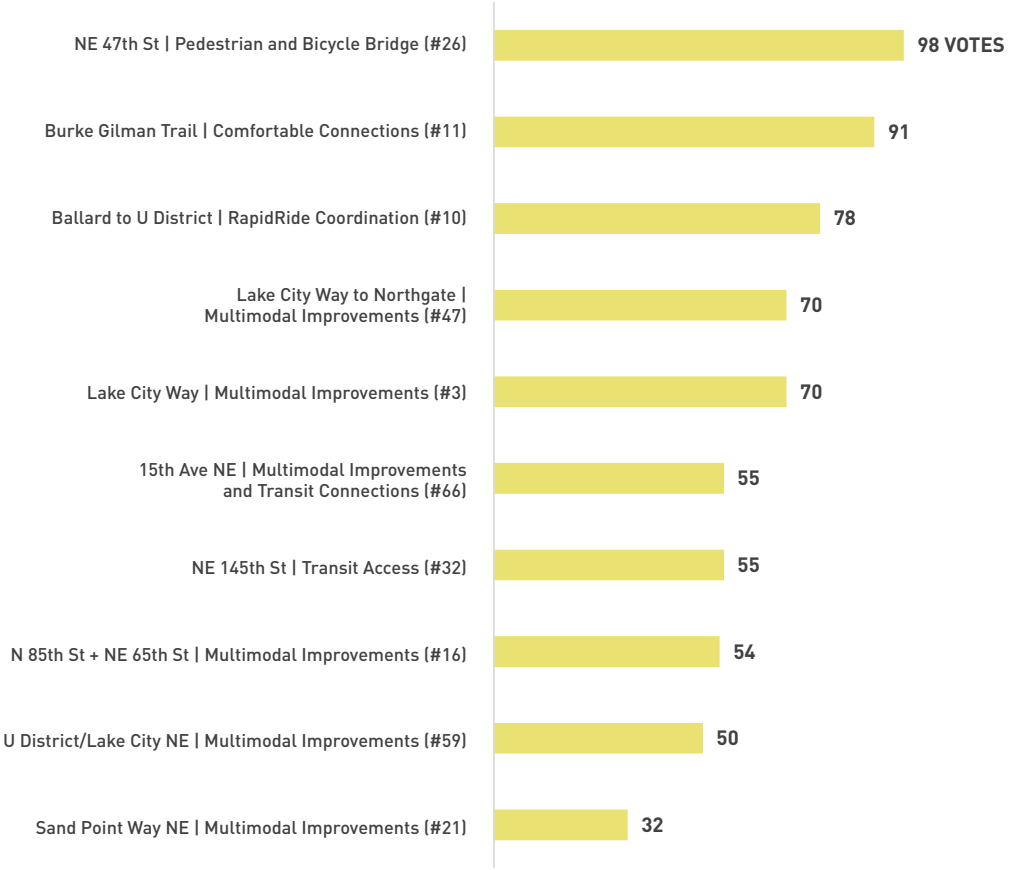
7
Comments about improving Ship Canal crossings for pedestrians and bikes

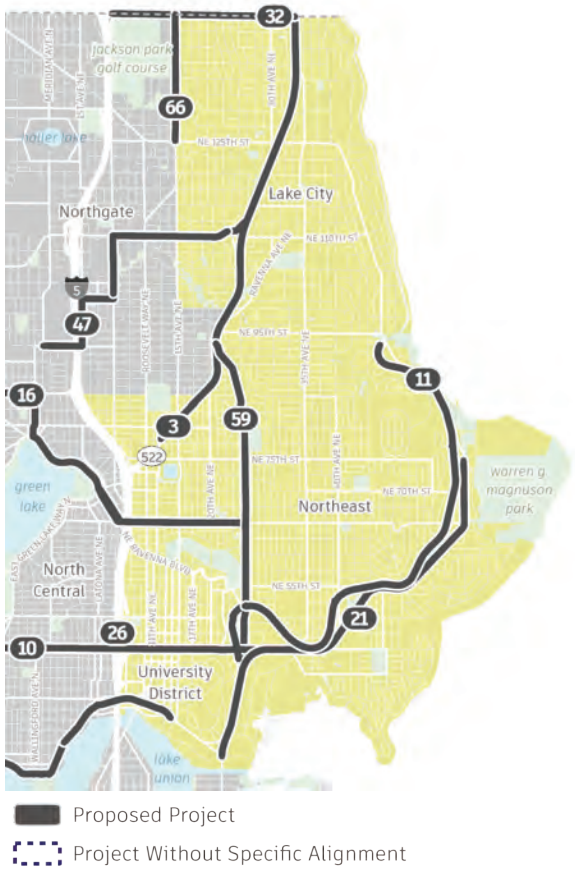
What We Heard...

- Making Aurora Avenue safer for all travelers is a priority for Northwest Seattle
- People want better ways to cross the Ship Canal via walking and biking
- Northwest Seattle needs improved east-west connections to the rest of North Seattle, especially for biking
- People need improved connections to current and future light rail stations from Northwest Seattle via improved transit and east-west biking connections
- Many people said that I-5 and Aurora Ave are barriers to traveling by bike or on foot

NORTHEAST SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?





7
Comments about the Burke-Gilman Trail

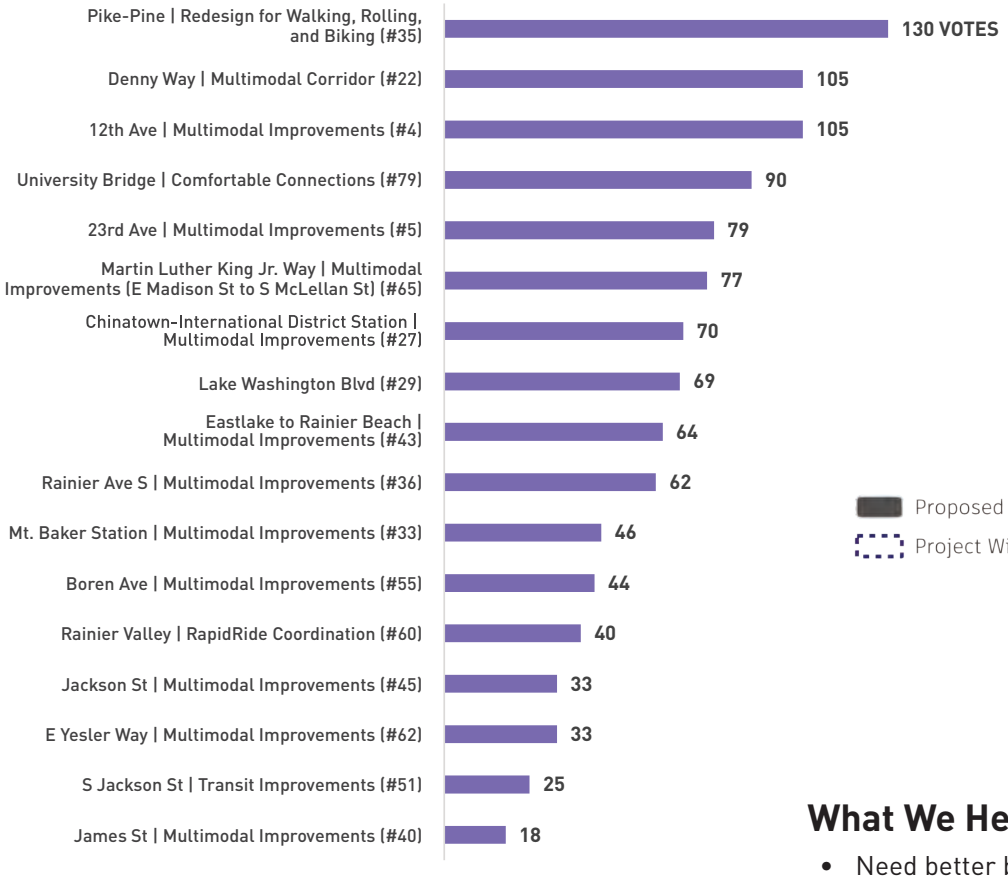
3
Comments about Lake City Way

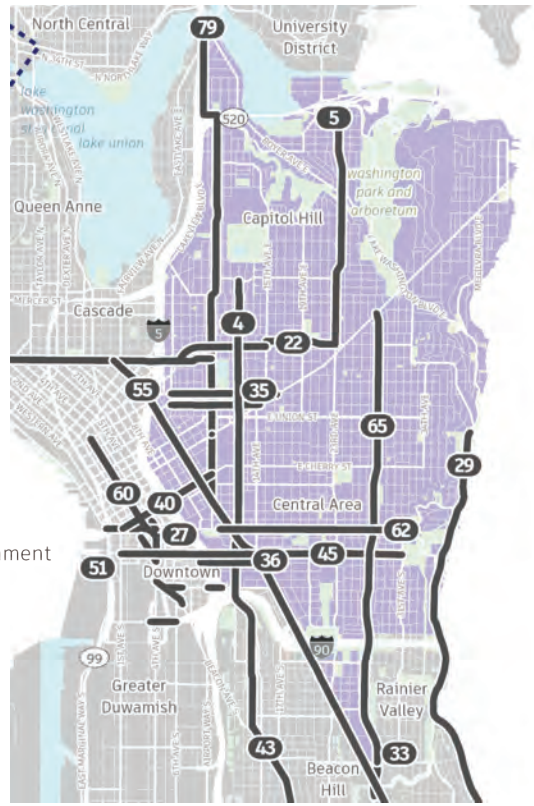
What We Heard...

- Improving the Burke-Gilman Trail is a priority for Northeast Seattle
- I-5 is a barrier to people walking, rolling, and biking—the existing crossings need better facilities for these modes
- Lake City Way needs improvements for safety
- Transit improvements should prioritize east-west travel to connect people to light rail stations
- Need signal improvements to prioritize people walking and biking

CENTRAL SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?





12
Comments about Denny Way

10
Comments about Lake Washington Blvd

7
Comments about Martin Luther King Jr Way

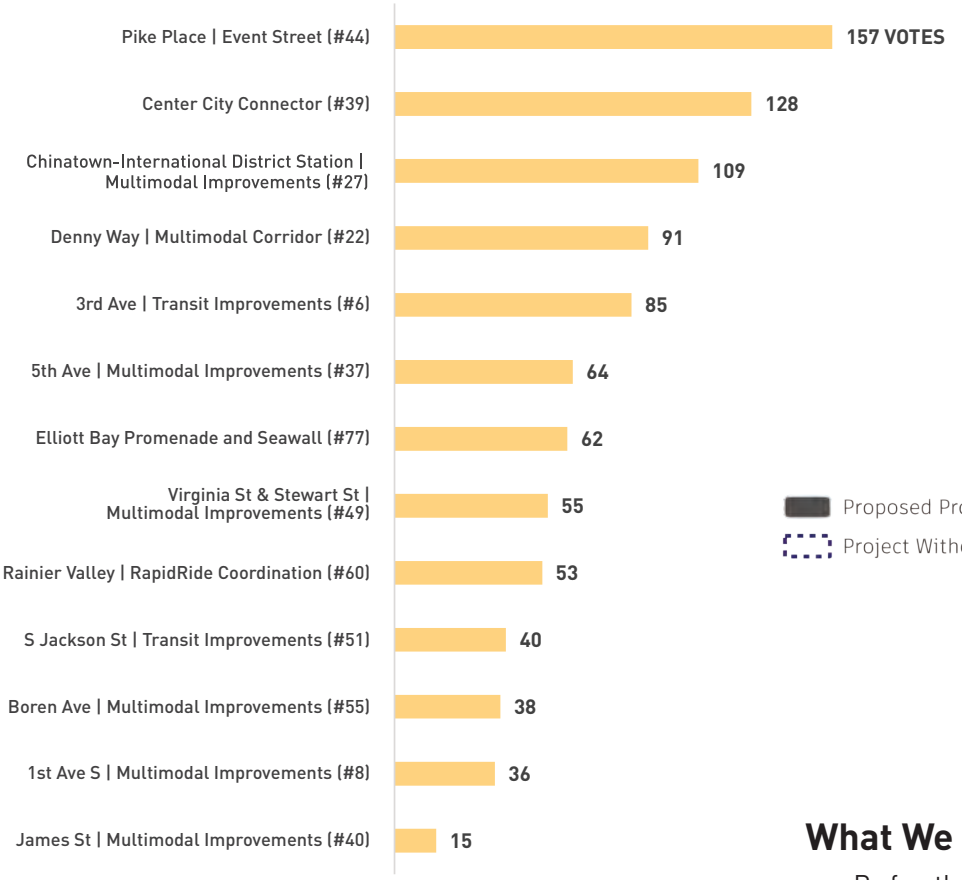
7
Comments about Rainier Ave

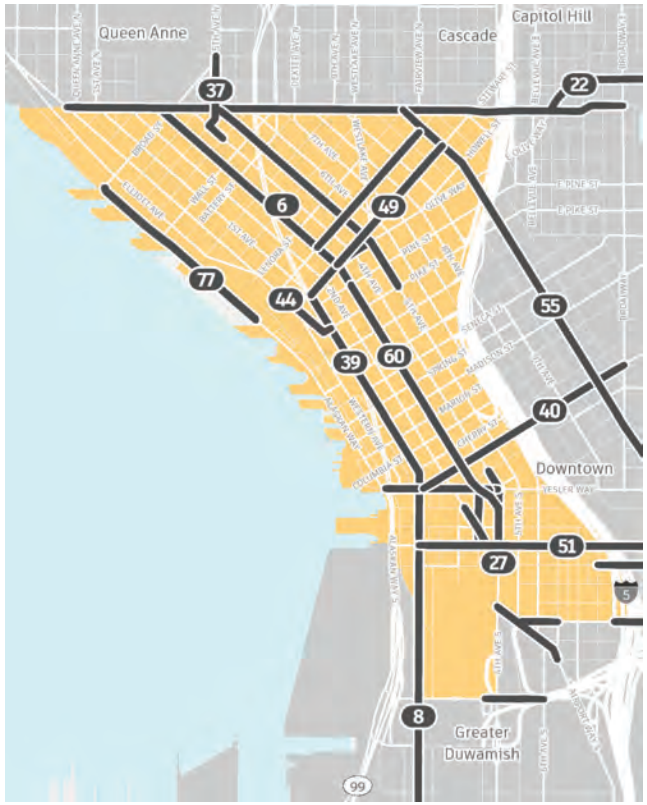
What We Heard...

- Need better bicycle and pedestrian connections from Central Seattle to other parts of the city, like Northeast Seattle and Rainier Valley
- Need more dedicated bus lanes to speed up transit service
- Support for improvements to Lake Washington Boulevard to make it better for people walking and biking—but many people were also concerned about losing this as a vehicular corridor
- Major streets such as Martin Luther King Jr Way, Rainier Ave, Denny Way, and 12th Avenue need safety improvements
- Need better connections to/from the University Bridge
- Need to support new RapidRide transit with sidewalks and bike infrastructure
- I-5 is a barrier and needs more safe ways to cross on foot and by bike

DOWNTOWN SEATTLE

Which of these projects do you consider to be top 5 near-term priorities?





25
Comments suggesting oepning Pike Place to people walking and shopping

12
Comments about the Culture Connector streetcar

12
Comments about Denny Way

What We Heard...

- By far, the top comment received about Downtown was the suggestion to open Pike Place to people walking and shopping, while allowing access for delivery vehicles
- Need to complete the Culture Connector streetcar to make it more useful
- Denny Way needs improvements, including transit lanes to speed up travel times
- 3rd Ave needs improvements for public safety
- Other streets like 1st Ave S and Boren Ave need improvements for bicycles and pedestrians
- Prioritize maintenance of Downtown streets
- Focus on east-west bike connections across Downtown

STP PROGRAMS

Launched | *October 20, 2023* — Closed | *November 20, 2023*

PURPOSE AND PARTICIPATION

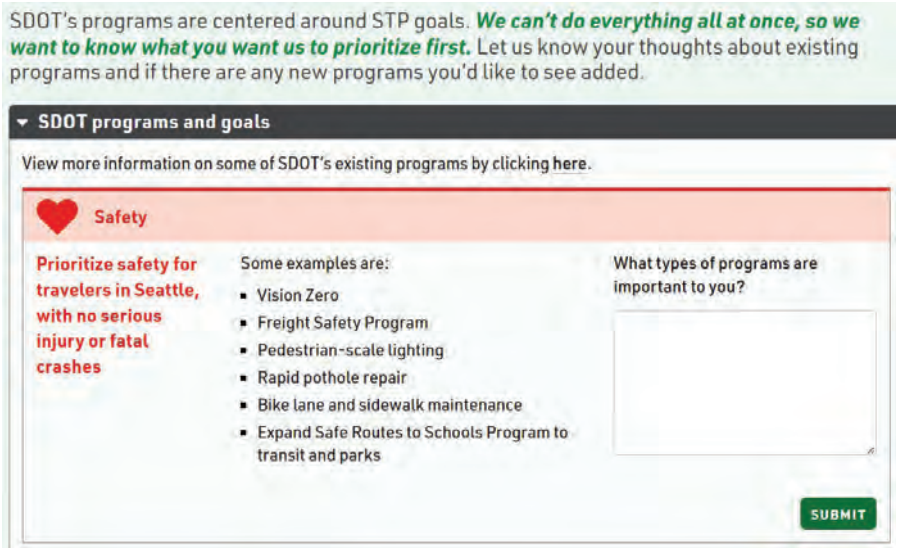
The STP includes a combination of project and programs that will be used to achieve Seattle's Transportation Vision. Participants were asked to share what types of programs were important to them in each of the 6 STP goal areas:

- Safety
- Equity
- Sustainability
- Mobility
- Livability
- Maintenance and Modernization

128
Participants

527
Total Comments

This activity was open-ended, so participants could share their ideas for programs in each of these goal areas via a comment box. The following section summarizes common themes we heard.


SDOT's programs are centered around STP goals. ***We can't do everything all at once, so we want to know what you want us to prioritize first.*** Let us know your thoughts about existing programs and if there are any new programs you'd like to see added.

SDOT programs and goals

View more information on some of SDOT's existing programs by clicking here.

Safety

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

Some examples are:

- Vision Zero
- Freight Safety Program
- Pedestrian-scale lighting
- Rapid pothole repair
- Bike lane and sidewalk maintenance
- Expand Safe Routes to Schools Program to transit and parks

What types of programs are important to you?

SUBMIT

SAFETY

121
Total Comments

What types of programs are important to you?

The most common comments we received about safety programs included:

- **42** comments discussed or suggested Vision Zero programs
- **25** comments suggested improved bike lane or sidewalk maintenance
- **19** comments noted protected bike lanes
- **17** comments mentioned pedestrian crossing improvements
- **16** comments mentioned traffic calming or camera-based speed enforcement
- **9** comments mentioned Safe Routes to School
- Several comments mentioned improving lighting and public safety at transit stops and stations

We need to focus on making lots of small improvements that will have a big impact on safety.

"We have a huge, urgent need and we should be able to do thousands of these interventions rapidly with only a few million dollars, without waiting for major capital projects."

"I want to feel safe walking and biking in all weather and at night [and for] streets to be designed where pedestrians and bikers are prioritized."

EQUITY

65
Total Comments

What types of programs are important to you?

The most common comments we received about equity programs included:

- **16** comments mentioned ORCA transit cards, equitable transit fares, or rider incentives
- **12** comments mentioned engaging with vulnerable communities such as BIPOC, Indigenous communities, and LGBTQIA+ people
- **11** comments mentioned the Neighborhood Street Fund or Your Voice, Your Choice program
- **7** comments expressed a desire for more equitable sidewalk, bikeway, or greenway presence in Seattle's neighborhoods
- **5** comments talked about implementing the Transportation Equity Framework
- Many comments requested programs that provide historically underinvested communities with access to transit, safe pedestrian and bike infrastructure, parks, groceries, and other destinations

We need to listen to vulnerable communities such as BIPOC, and make changes quickly.

"Doing these transportation improvements faster IS tackling an equity issue... We should be moving as fast as possible toward a safe, modern city and that is to the maximum benefit of BIPOC."

"Any equity program is simply performative unless it physically changes infrastructure."

SUSTAINABILITY

90
Total Comments

What types of programs are important to you?

The most common comments we received about sustainability programs included:

- **36** comments emphasized prioritizing sustainable modes of transportation like walking, biking, and transit
- **27** comments mentioned preserving and improving our urban tree canopy
- **20** comments mentioned increasing adoption of e-bikes and e-cargo bikes through programs and incentives
- **19** comments mentioned creating more low-pollution neighborhoods and pedestrianized areas
- **14** comments suggested increasing electric charging infrastructure, with an emphasis on public charging for e-mobility devices
- **4** comments mentioned increasing parks and green space access

We need to invest in low-carbon transportation options like walking, rolling, biking, and transit.

"The only way to respond to climate change is to reduce reliance on personal vehicles, and the only way to do that is to increase other transportation options for people."

"Concentrate on the most sustainable options first. Getting more people to current options is more important than electrifying cars."

MOBILITY

92
Total Comments

What types of programs are important to you?

The most common comments we received about mobility programs included:

- **39** comments mentioned expanding a safe and connected bicycle network for riders of all ages and abilities
- **32** comments mentioned improving walkability by adding safe sidewalks, crosswalks, and other improvements for people walking or rolling
- **20** comments expressed support for Healthy Streets and/or Neighborhood Greenways
- **17** comments prioritized the improvement of the transit network, including increased frequency and dedicated bus lanes
- **17** comments emphasized improving curb and parking management to better serve loading and more accurately price curb space; **9** comments suggested reallocating curb parking space to other uses
- **13** comments mentioned shared e-mobility (bike and scooter share), with many emphasizing better parking for shared e-mobility or increasing affordability of these services

We need to focus on making bicycling, walking, and transit safe, seamless, and useful throughout the city.

"We need safe and reliable ways to get where we need to go, no matter our age and ability. And we need those options prioritized in all neighborhoods, at all times, year-round."

"Again, walkable, rollable, accessible cities that deprioritize single person cars and prioritize transit and other forms of transportation."

LIVABILITY

78
Total Comments

What types of programs are important to you?

The most common comments we received about livability programs included:

- **39** comments emphasized expanded, maintained, or improved people streets, public spaces, parks, or green spaces
- **25** comments suggested opening the street for people walking and shopping, while allowing for delivery and service access, including pedestrianized streets; many specifically mentioned Ballard or Pike Place
- **17** comments mentioned creating more community events and performances
- **17** comments said we need more public amenities such as street furniture, public restrooms, bike parking, or trash cans
- **7** comments mentioned improving bike and pedestrian wayfinding
- A common theme among many comments is that prioritizing people-oriented modes of transportation (bicycling, walking, rolling, and transit) would have the greatest impact on livability
- Many people said that safety is a key aspect of livability and needs to be a focus in all livability programs

We need more inviting spaces to gather, play, and linger in our city.

"Street activation measures like street furniture, pocket parks, car-free-spaces and roads closed to cars make spaces inviting places to linger. More opportunities for these programs should exist."

"It can be hard to find a place to just 'exist' in the city where I can sit down, eat, journal, etc. I would like to see more "neutral" public spaces with benches and tables, like parklets."

MAINTENANCE AND MODERNIZATION

81
Total Comments

What types of programs are important to you?

The most common comments we received about maintenance and modernization programs included:

- **26** comments said we should prioritize intersection safety and signals that prioritize people walking, biking, and taking transit
- **20** comments focused on sidewalk and curb repair, with many noting that this is key to accessibility for people with disabilities
- **20** comments talked about Complete Streets, especially as part of arterial street and bridge maintenance
- **15** comments emphasized bridge repair and replacement
- **13** comments expressed hesitancy about emphasizing autonomous vehicle preparation, saying we need to focus on the basics—making it safer for people walking, rolling, biking, or taking transit
- Many participants said that new projects need to have a clear plan for how they will be maintained

We need a well-maintained and modern transportation system to extend the lifetime our our investments.

"A key part of the transportation system we have today MUST depend on prioritizing maintenance and preservation/modernization over new capital projects (construction)."

"When bridges are rehabilitated, replaced, or have significant maintenance done, they should be updated with better pedestrian and bike infrastructure."

REACHING OUR PRIORITY AUDIENCES

The STP Public Engagement Plan committed to elevating the voices of people who are traditionally left out of government planning—particularly those who are Black, Indigenous, or part of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. **We believe everyone's voice should be heard so their needs can be met.**

In Phase 3, we continued our efforts to engage with those who are typically underrepresented. This included opportunities to meet people where they are. **We made deliberate steps to prioritize in-person engagement in areas where our priority audiences live, including:**

Community Events and Pop-Up Engagement

We identified key community events in priority neighborhoods to attend, and held pop-ups at grocery stores. Priority neighborhoods for in-person events in Phase 3 included Lake City, Rainier Valley, West Seattle, Delridge, White Center/Roxhill, Lower Beacon Hill, Columbia City, Chinatown/International District, and South Park. At these events, we met people where they were to share information about the STP and gather feedback via activities or conversation.

Building Relationships

We continued in Phase 3 to strengthen relationships with Community Liaisons that connect us to people who are traditionally left out of government planning. Our Community Liaisons planned their own culturally- and community-appropriate engagement, such as listening sessions, attendance at community events, and pop-ups at grocery stores.

In Phase 3, we continued to prioritized engagement with communities who have been previously left out of transportation decisions in Seattle.

MEASURING PROGRESS TOWARDS EQUITABLE ENGAGEMENT

In the early weeks of Phase 3, many communities of color were underrepresented in online engagement. We made a targeted effort to increase participation to more closely align with citywide demographics. Ultimately, participation among most of these groups increased throughout Phase 3, in part due to our targeted outreach methods. We matched or exceeded the citywide percentages of American Indian/Alaska Native, Asian, Black, and Hispanic/Latino/Latinx people in online activities by the end of Phase 3.

Phase 3 Online Engagement Hub Activities

Participation by race or ethnicity

Race or Ethnicity	Through September	Through October	November (end of Phase 3)	Change from September-November	Share of Population
American Indian or Alaska Native	2.0%	2.9%	2.2%	0.2%	2.4%
Asian	16.7%	15.6%	16.2%	-0.5%	21.1%
Black or African American	2.9%	6.4%	7.3%	4.4%	8.9%
Hispanic, Latina/ Latino/Latinx ethnicity	10.8%	13.3%	12.3%	1.5%	8.2%
Native Hawaiian, Pacific Islander	2.9%	1.7%	1.7%	-1.2%	0.8%
White (of European ancestry)	74.5%	72.8%	73.2%	-1.3%	71.0%***
Middle Eastern, Arab, N. African White	2.9%	2.9%	2.8%	-0.1%	
Other	5.9%	4.0%	3.9%	-2.0%	7.3%

**People could select multiple answers; percentages may not add up to 100%*
***US Census American Community Survey, 5-Year Estimates, 2020*
****The U.S. Census does not distinguish between White (of European ancestry) and Middle Eastern, Arab, or North African White*

People with the fewest [resources] need transit and bike infrastructure that is reliable for not just getting to downtown Seattle, but also to the grocery [store], their job outside of the core, and the local bar."

STP Engagement Hub Comment

CORRESPONDENCE

In addition to gathering feedback through formal online activities and in-person events, we invited people and organizations to submit letters, emails, and voicemails to us to comment on the draft Seattle Transportation Plan. We received over 1,000 emails, letters, and voicemails.

The themes we heard in these comments largely mirrored the feedback we heard in our formal activities. We revised the draft plan to respond to a wide variety of comments received.

Themes we heard among the letters and other correspondence we received about the draft STP included:

- Feedback about the engagement process, including considering a fourth phase
- Ways to make the STP bolder
- Alignment with other plans
- Climate and mode shift
- Equity in implementation of projects and programs
- Freight concerns and economic vitality
- Clarifications about modal integration
- Levy priorities
- Interagency partnerships
- Need for thoughtful and transparent prioritization
- Implementation process concerns
- Accessibility of the draft plan and readability suggestions
- Performance measures suggestions
- Equitable enforcement ideas
- Prioritization of people-oriented modes over private vehicles
- Questions/concerns about conflicts with other policies and plans
- Ideas for additional Key Moves

We received letters from advocacy groups, nonprofits, community-based organizations, City advisory boards, chambers of commerce and business associations, and other special interest groups, including:

- AIA Seattle Urban Design Forum
- Alliance for Pioneer Square
- Ballard Fremont Greenways
- Cascade Bicycle Club
- Central Seattle Greenways
- Climate Solutions
- Commute Seattle
- Disability Rights Washington
- Downtown Seattle Association
- Feet First
- Friends of the Market
- Gerry Pollet, State Representative, 46th District
- Highland Park Neighborhood
- North Seattle Industrial Association
- Pacific Merchant Shipping
- Pike Place Market Preservation & Development Authority
- Port of Seattle/The Northwest Seaport Alliance
- Rethink the Link
- School Traffic Safety Committee
- Seattle Bicycle Advisory Board
- Seattle Disability Commission
- Seattle Freight Advisory Board
- Seattle Green Spaces Coalition
- Seattle Metropolitan Chamber of Commerce
- Seattle Neighborhood Greenways
- Seattle Pedestrian Advisory Board
- Seattle Planning Commission
- Seattle Public Utilities
- Seattle Subway
- Seattle Transit Advisory Board
- Sierra Club
- SODO Business Improvement Area
- Transportation Choices Coalition
- U District Mobility
- U District Partnership
- The Urbanist
- West Seattle Bike Connections
- See a link to all correspondence received on page 42

ADVANCING EQUITABLE ENGAGEMENT

We wanted to make sure the Seattle Transportation Plan meets the needs of communities of color and those of all incomes, ages, and abilities. **Therefore, in Phase 3 we continued our work with the Department of Neighborhoods Community Liaisons (CLs), as well as community focus groups, to broaden and deepen our engagement processes. Their input helped us create a plan that advances our goal of a racially equitable and socially just transportation system.**

COMMUNITY LIAISONS

The **Community Liaison (CL)** program began in 2009 to help the city do a better job engaging with and serving historically underrepresented communities, such as Black, Indigenous, and people of color (BIPOC) communities, refugee communities, seniors, youth, and people with disabilities. CLs are experts in their communities' needs, concerns, and interests.

FOCUS GROUPS

In addition to the wealth of Community Liaison and community-based organization engagement that occurred in Phases 1 and 2, we held focus group meetings with two communities in Phase 3. These focus groups helped to elevate the voices of native and indigenous peoples, as well as those who live in south Seattle neighborhoods.

COMMUNITY LIAISONS (CL) PROGRAM

We engaged directly with 7 different community groups through the CL program during Phase 3. The activities and major themes for each group are provided on this page and subsequent pages in this section. See immediately below for overall high-level key takeaways consistent between all groups.

- People want a transportation system that is safe, accessible, and easy to use.
- The draft STP goals of safety and mobility were the most important for participants. Participants would feel encouraged to use public transportation that is comfortable and intuitive to navigate.
- People want to see improvements made in an equitable way that prioritize disadvantaged populations.
- Transit improvements are valuable in how people travel. As other modes such as light rail advance, it is important to make sure existing routes are continued and improved upon.

ARABIC COMMUNITY

Activities

- CL staff interviewed community members over two weekends
- In-person conversations about the STP and key concerns and opportunities that community members identified
- To generate feedback, questions were provided to the CLs to guide conversation: *What are your top challenges with using the transportation system in Seattle? What improvements would you like to see? What are your top priorities that need to be reflected in the STP?*

Major Themes

- Safety – there are safety concerns while using transit, both for users of the transit system as well as transit operators
- Surface streets – certain roads are very narrow and difficult to traverse while driving. Certain intersections have stop controls that are inappropriate and cause congestion. Streets are also not maintained properly in the city
- Transit – lack of lighting at transit stops leads to safety concerns, inaccurate timing and not enough routes
- Accessibility – the transit system operates well, but for a non-English speaker, it would benefit to have Arabic materials to help navigate the system

RUSSIAN COMMUNITY

Activities

- CL staff interviewed community members via phone calls to discuss feedback on the STP
- To generate feedback, questions were provided to the CLs to guide conversation: *What are your top challenges with using the transportation system in Seattle? What improvements would you like to see? What are your top priorities that need to be reflected in the STP?*

Major Themes

- The STP has the potential need to develop affordable transportation options as well as safety concerns
- STP should think of an additional traffic option such as sky-bridges
- Reduce using articulated public buses, or those that are empty with 50% occupancy, by using minibuses
- Remove carpool lanes on highways within busy areas to generate faster traffic movements
- The top challenges in Seattle are traffic and driving downtown due to poor regulations of traffic lights as well as using articulated public buses. People would like to see safety, mobility, maintenance and modernization prioritized

UNHOUSED COMMUNITY

Activities

- City and CL staff hosted roundtable discussions with community members to discuss feedback around the STP and concerns about the transportation system in Seattle

Major Themes

- Safety – concerns about lack of sidewalks and difficulty navigating as a pedestrian, especially those with mobility issues
- Limited access to transportation options – many routes that folks use do not run early enough or late enough to get to work or other appointments
- Transit safety and service (e.g. personal safety while waiting for and riding transit, pass-ups). Recent violence on the H line
- Inequitable management of trash disposal
- Road conditions and transit stops in wealthy vs poor areas; participants noted that transportation investments in wealthier communities appear more inclusive than investments in less wealthy communities. As an example, sidewalk conditions vary as well as active transportation infrastructure

SENIOR AND DISABLED COMMUNITY

Activities

- City and CL staff hosted three focus group conversations with the senior and disabled community

Major Themes

- Safety – lighting issues when walking, uneven sidewalks make it difficult for pedestrians and people using wheelchairs
- Bus routes- unreliable service and reduction of local service and cancellation of bus routes when light rail opened
- Desire for programs like Ride Now program that allow for more transportation options to be able to get to doctor's appointments

FILIPINO COMMUNITY

Activities

- City and CL staff hosted roundtable discussions with community members to discuss feedback around the STP and concerns about the transportation system in Seattle

Major Themes

- Transit – one participant shared how he sold his car and uses Via services for getting around now. It works really well but he does have difficulty finding a ride at certain hours of the day/has to manipulate his location a bit to find a pick-up location. If this system was expanded it would be even more convenient to use.
- Limited access to transportation options – transit doesn't run frequently enough
- Safety for senior community members and youth

SPANISH COMMUNITY

Activities

- City and CL staff hosted a discussion with Spanish parents and youths to learn about their experiences with the transportation system in Seattle as well as consider feedback to the draft STP

Major Themes

- Safety – using transit in Seattle does not feel safe, there is little enforcement for crime on the buses
- Transit – desire for outlets on buses so that users can charge their phones. Community flyers with barcodes would help for opportunities, internships, other advertising.
- Air conditioning at the bus stops to help with heat
- Transit stops lack shelters, most are just poles with a sign
- Transit prices are too expensive

CHINESE COMMUNITY

Activities

- CL staff hosted two focus groups with the Chinese community, with one group targeted towards tech workers in South Lake Union

Major Themes

- Driving – congestion becoming worse. Local roads need repetitive repairs at the same locations every year.
- Unreasonable designs for bike lanes that cause lanes to suddenly switch to different sides, and sometimes road signs are unclear.
- Many bus routes changed or removed with the opening of new light rail stations that resulted in increased commute times or, in my many cases, the choice to drive instead of using transit.
- Orca cards – difficulty navigating the process
- Overall the most important goals in order are mobility, safety, livability, equity, maintenance and modernization, and sustainability
- For tech workers, a lot of difficulty around route changes with opening of light rail
- In-transit safety
- Not enough parking space in park and rides
- Increase frequency of bus routes

FOCUS GROUPS

SOUTH SEATTLE FOCUS GROUP

Background and Purpose

Because of the negative impacts of redlining in Seattle that made it difficult for many people of color to own property in many areas of the city, including present-day pedestrian fatalities, this community listening event was held in order to hear from residents of neighborhoods in south Seattle. This history of disinvestment and discriminatory policies has ramifications for the present state of the neighborhoods and health of the communities living in these areas. With a focus of the Seattle Transportation Plan to thoughtfully and equitably plan for the future, including the voices of parents and caregivers of young children should be a priority, as well as investing resources in improving transportation in the south end.

Main Themes

- Equity, Safety, and Sustainability should be embedded in Mobility, Livability, and Modernization. These pieces cannot stand alone and should be integrated into the other strategies as they impact the core values of how these should be implemented
- In the neighborhood, people generally feel safer using their cars. Although participants would like to take public transit, walk, or roll to their destinations, they find it hard to feel safe traveling with their families on these forms of transportation. Personal vehicles, then become the more likely default transportation method of choice
- Equity was top priority for all three participants. Due to the lack of inclusion or prioritization of BIPOC communities, all participants stated the importance of prioritizing equity in all STP strategies and project implementation. All participants noted the clear difference in investment of neighborhoods in North Seattle versus their own
- Sustainability was the lowest priority. Participants felt that sustainability should be embedded throughout the plan and not a standalone strategy. When asked to rank this among the other key moves, it ranked lowest
- Participants value "community coming together" both in the planning process as well as the project outcomes. Participants especially discussed this in their vision of the future, that more streets and spaces could serve as community gathering spaces

Priority Projects Identified

- Safety updates along Martin Luther King Jr Way and Rainier Ave were a priority for participants as they felt these were key streets that do not feel safe
- South Seattle Light Rail stations and transit hubs need to be safer for riders
- Lighting on streets needs to be improved. There are many areas that don't have lighting for those walking and therefore don't feel safe to use
- Safety of crosswalks needs to be improved. Better lighting and clearer markings in addition to appropriately placed curb cuts for strollers and wheelchairs

NATIVE AND INDIGENOUS FOCUS GROUP

Background and Purpose

Achieving equity in transportation means seeking diverse representation during community engagement, being responsive to the community's input and concerns, and increasing Native representation across the transportation sector. We must work to recognize that city, county, and state governments are, when compared with Indigenous government systems, relatively new governments that benefit from a harmful legacy of building wealth for their European settler constituents. Equity in transportation means genuinely building relationships with the local Native and Indigenous community, including Tribes, villages, and First Nations.

Recommendations of the Group

The recommendations from the Native and Indigenous focus group includes suggestions for updating policies and transportation services across a range of topics from specific to general solutions. Recommendations have been pulled from the listening session, interviews, and listening session planning meetings with facilitators and group members. Recommendations include:

- Take care of the most vulnerable first
- Build capacity to honor tribal sovereignty
- Co-create solutions for underserved communities
- Improve engagement and communication with Indigenous communities
- Improve service to cultural events
- Improve access to Native and Indigenous cultural centers
- Support Tribal Canoe Journeys
- Reflect Indigenous art and culture
- Free transportation for Indigenous people
- Support Indigenous-led community planning and design

EVENTS AND MEETINGS

MEETING PEOPLE WHERE THEY ARE

In Phase 3, participation in community events continued to be a key way for the STP project team to gather information about the community's vision and preferred transportation actions. Meetings between agencies helped make sure we share a common vision for the plan. **Meetings with people and groups have helped make sure this plan continues to be created for our communities, by our communities.**

COMMUNITY TOUCHPOINTS

48
Community events

40
Meetings and briefings

Focus Groups and Listening Sessions with BIPOC and Other Underrepresented Communities

We remained committed to seeking the voices of those who have historically been excluded from planning processes and have been harmed by past decisions. In particular, Phase 3 events included conversations with those who are Black, Indigenous, or members of a community of color; people who are LGBTQIA+; people living in poverty; immigrant communities and people who do not speak English at home; young people; older adults; and people with disabilities. Events, listening sessions, and connections included:

- Chinatown International District listening session
- Japantown Group listening session
- Filipino community outreach
- Indigenous focus group
- Senior/Disability outreach
- Chinese community outreach
- Unhoused community outreach
- Rainier Valley focus group
- Bike Works outreach
- Spanish outreach

Pop-Up Engagement

During Phase 3, we also visited libraries, grocery stores, and other events in priority neighborhoods that we hadn't heard from as much. These events included:

12 Library Pop-ups:

- Beacon Hill
- Delridge
- South Park
- West Seattle
- High Point
- Southwest
- Northgate
- Rainier Beach
- New Holly
- Columbia City
- International District
- Lake City

8 grocery store pop-ups:

- QFC Roxhill
- Red Apple Beacon Hill
- Uwajimaya
- Red Apple Hilltop
- Safeway Lake City
- Pinehurst
- Safeway Rainier Ave S
- Grocery Outlet Crown Hill
- Grocery Outlet Central District

Other Events:

- Lake City Farmer's Market
- Building a Walkable City Panel
- Coexist Lake Washington
- Boo Bash
- West Seattle Link Extension open house
- ST South Downtown Hub open house
- Virtual office hours

MEETINGS AND BRIEFINGS

Meetings with Community, Industry, and Advocacy Groups

We attended several community and industry group meetings in Phase 3 to collect input on the plan. These groups requested meetings with SDOT staff via email or the online engagement hub and included:

- Bicycle Advocates
- Cascade Bicycle Club
- Seattle Neighborhood Greenways
- Port of Seattle, Northwest Seaport Alliance, and other maritime stakeholders
- North Seattle Industrial Association
- American Institute of Architects
- SODO Business Improvement Area
- West Seattle Transportation Committee

Meetings with City Boards and Committees

We provided 17 briefings to the City's transportation-focused boards and committees. These boards and committees included:

- Planning Commission
- Bicycle Advisory Board
- Pedestrian Advisory Board
- School Traffic Safety Committee
- Freight Advisory Board
- Transit Advisory Board
- Pedestrian Access Advisory Committee

Inter-agency Meetings

We continued our collaboration with other agencies and efforts involved in planning Seattle's transportation future, including the Office of Planning and Community Development (developing the One Seattle Comprehensive Plan Update).

> *"The hope is that before we are all old, these fixes will happen and last past our generation into maybe our grandchildren's. These things need to be addressed sooner rather than later!"*
>
> Focus Group Attendee at Cedar Park Senior Building

Briefings with Seattle's Transportation Equity Workgroup (TEW)

Seattle's Transportation Equity Workgroup (TEW) was established in 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and people of color (BIPOC) and vulnerable communities. Grounded in their communities and experiences, this group defined a set of values and strategies to evaluate future transportation decisions. In Phase 3, we engaged with the TEW 10 times to collaborate on identifying key projects and developing the STP plan document.

Amplifying Community Voices

- At Grocery Outlet in the Central Area, we talked with many Filipino people who mentioned that they need **transit to be safer and more reliable**
- Someone at Uwajimaya said that we need to prioritize improving transit, including **wayfinding signs** so that people easily understand where to go to catch the bus or light rail
- People at the High Point Library were concerned about implementation speed and wanted a **clear plan to help things get done faster**
- People in the Russian community said that their top priorities are **safety, maintenance of the transportation system, and affordability**
- During a focus group centered on seniors, we heard that **sidewalk maintenance** is a major barrier for older adults getting around independently
- At the Northgate Library, a BIPOC youth asked how we were going to use their input to shape transportation, and **questioned whether their voice would be heard**
- At the Delridge Library, a BIPOC youth asked for more detail in the plan about **how projects are selected** and how locations for improvements like low-pollution neighborhoods are chosen

KEY TAKEAWAYS

What we heard from people at events and meetings in Phase 3 directly informed refinement of the draft STP and the prioritization of projects and program concepts in the plan. What he heard at events largely mirrors what we heard during Phases 1 and 2, with many people expressing similar challenges with the existing transportation system and improvements they'd like to see.

Key takeaways that emerged through talking with people at events during this phase included:

- **People want to see rapid and effective progress toward the STP Vision.** Immediate needs that people mentioned a lot include better sidewalks, safe ways to cross busy streets, and protected bike infrastructure. People mostly thought the draft STP was headed in the right direction, but many worried that implementation would be slow and that certain parts of the city might be left out
- **Many people choose to drive today because it feels like the safest option but would choose other ways to get around if they were more comfortable.** To address this concern, people said they need safe, efficient, and reliable transit. Many people told us they feel unsafe riding or waiting for transit and wish for this to be emphasized in the STP
- **We heard varying opinions about whether to prioritize new projects or focus on maintenance.** Many people want to prioritize speed and implementation, while others cautioned that maintenance must be prioritized before new projects
- **Transportation affordability is a challenge for many people in Seattle.** People told us they want the STP to include programs that make it more affordable to take transit, use carshare, or ride bikeshare

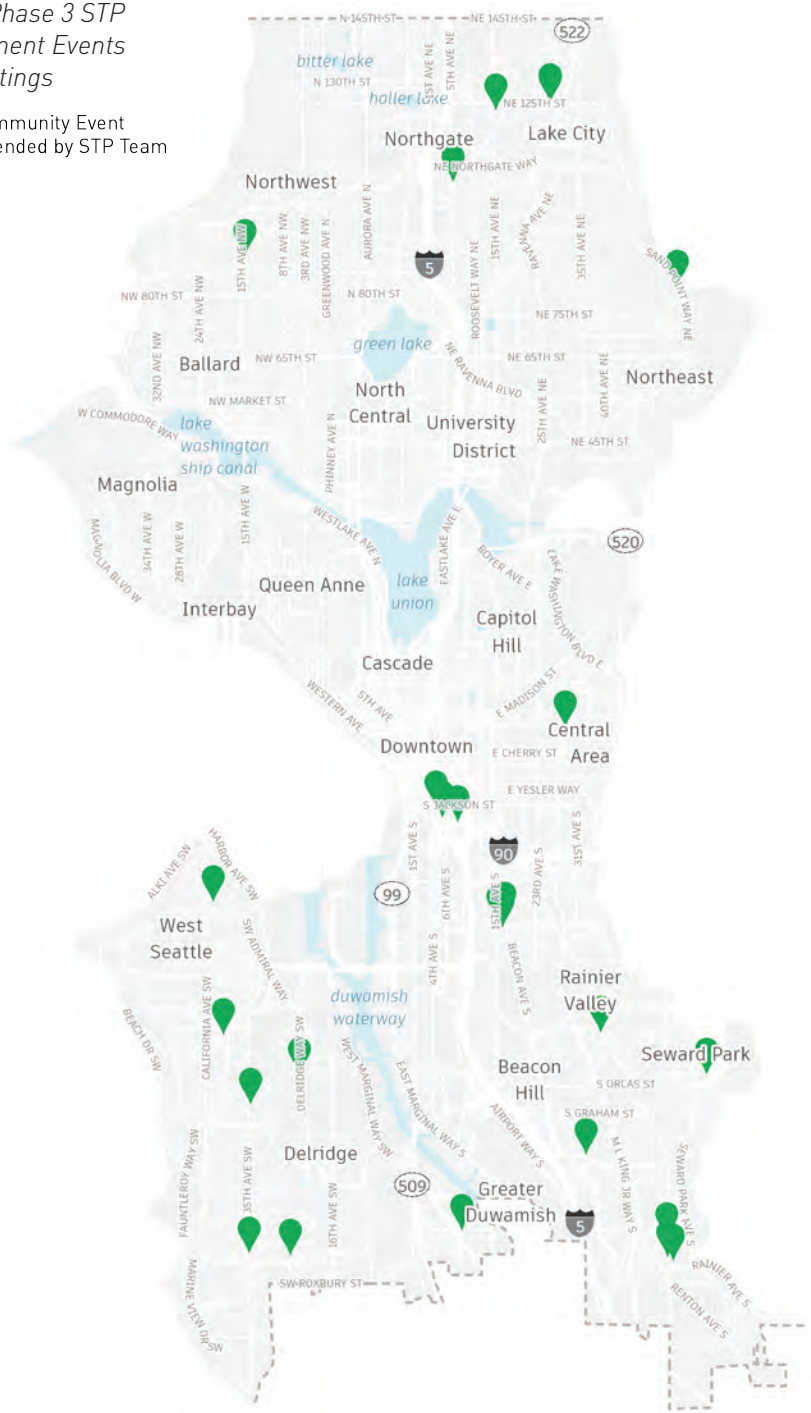
Amplifying Community Voices

When we talked with unhoused residents of Camp Second Chance in the Highland Park neighborhood, we heard:

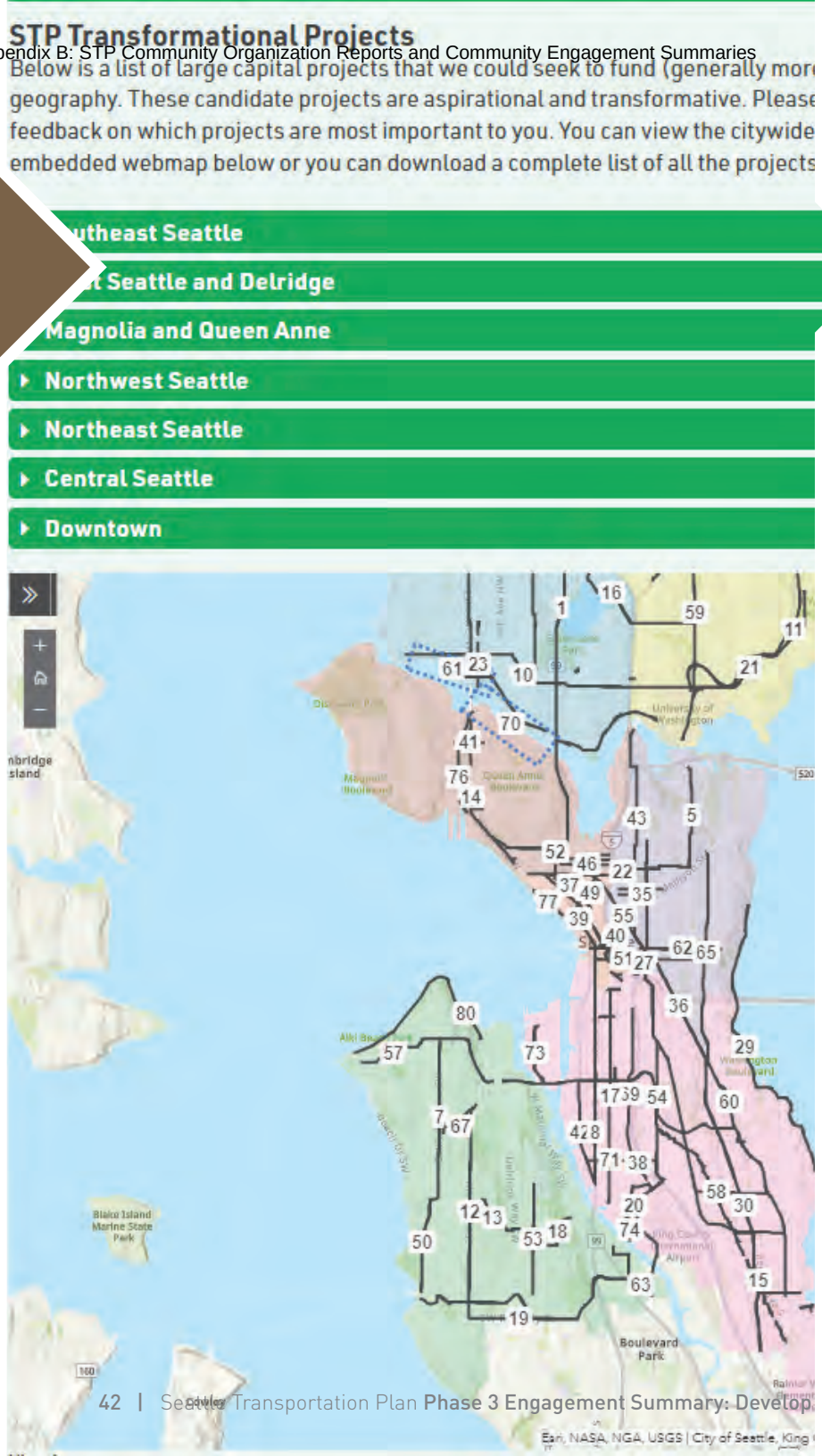
- **Sidewalk maintenance and filling sidewalk gaps** are key for unhoused people, especially those with limited mobility
- Residents said they desire **cleaner, safer transit stops and stations** that are well-lit and have places to sit and rest

Map of Phase 3 STP Engagement Events and Meetings

Community Event
Attended by STP Team



ADDITIONAL RESOURCES



Click on the links below for additional resources related to STP engagement and Phase 3 engagement results, and see next page for a summary table of Phase 3 engagement:

Phase 3 Engagement Results

- Overall STP Feedback
- STP Part I Feedback
- STP Part II Feedback
- Draft EIS Feedback
- Candidate STP Project List and Programs Feedback

Digital Resources

- Phase 1 Engagement Summary
- Phase 2 Engagement Summary
- STP Homepage
- Seattle Department of Transportation (SDOT) Homepage

Phase 3 Engagement Summary Table

Activity	What We Learned	How We Reached Priority Audiences	How Feedback Helped Finalize the STP
Draft STP Review	• Most of you thought the draft STP was in a good spot and headed in the right direction—but there were still more refinements to make to be sure the STP is actionable and brings us the rapid progress that the community needs	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code • Community events and meetings	• Confirmed the high-level direction of the STP and provided guidance on needed refinements
Environmental Impact Statement Review	• You expressed a preference for Alternative 3, which was "Rapid Progress" towards community goals	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code • Community events and meetings	• Confirmed the direction of the draft environmental impact statement (DEIS) and the community preference towards rapid progress
Prioritization Activities	• You said that while you want to see maintenance and upgrades to the current system, your preference would be to mostly invest in new transportation projects • You said that Safety, Mobility, and Livability are the most important goals to focus on for evaluating and prioritizing transportation investments	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code • Community events and meetings	• Provided the guidance for future prioritization of transportation resources
Candidate STP Project List Review	• You generally preferred to see projects that focused on multimodal investment (bicycle, pedestrian, transit) in your community	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code • Community events and meetings	• Provided guidance on the projects that we should build first
STP Programs	• You told us the types of programs that you would most want to see implemented, as well as the types of concerns you'd like new and existing programs to address	• Multicultural media campaign • Translated materials and advertisement • Print materials with QR code • Community events and meetings	• Provided guidance on creation of future STP programs and changes to existing ones
CLs and Focus Groups	• You told us that the draft STP goals of safety, mobility, and equity were most important to you, and that these goals should guide future prioritization and decision-making	• Translated materials distribution • Focus groups • CL outreach program	• Helped tailor STP recommendations for underrepresented communities
Events and Meetings	• You told us your thoughts on the draft STP, prioritization, programs, and the candidate project list	• Community events and meetings • Community and business group outreach • Translated materials distribution • Focus groups • CL outreach program	• Confirmed the direction of the STP and provided guidance on what we might build first and how we build it

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