

Turning Data into Policy: ITDP Webinar

Ben Rosenblatt, Principal Planner, Seattle Department of Transportation



15 May 2024
Seattle Department of Transportation
Contact: Ben.Rosenblatt@seattle.gov

Seattle is once again the fastest-growing big city, census data shows

May 18, 2023 at 6:00 am



Source: U.S. Census Bureau

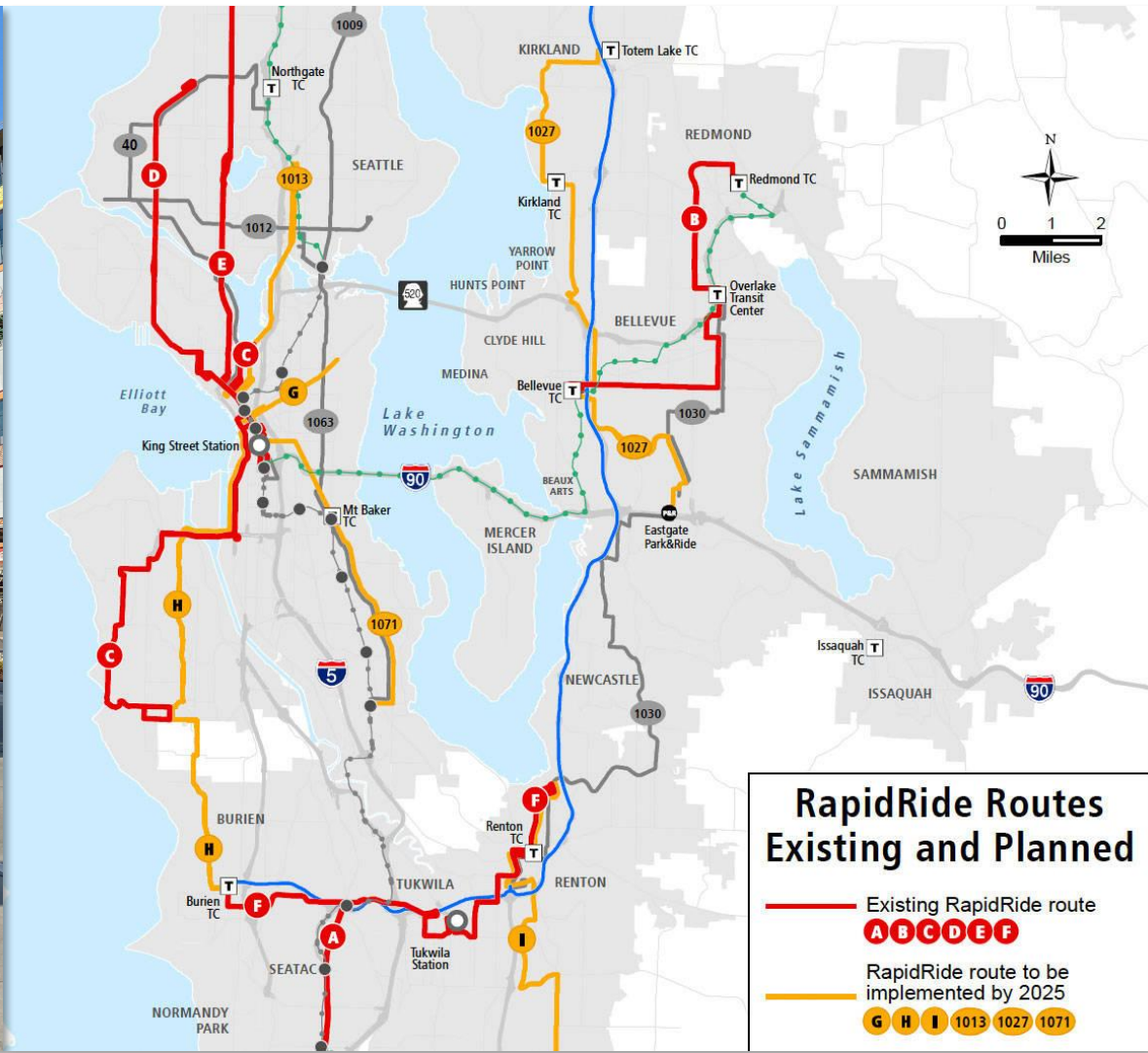
Reporting by GENE BALK,
graphic by MARK NOWLIN / THE SEATTLE TIMES





1970s to 1990s: focus on buses

HISTORY EVENTS
SHOPPING
DINING-DRINKS
HIDDEN WATERFALLS
& BURIED TREASURES



Investments in Regional Rail Transit



1996

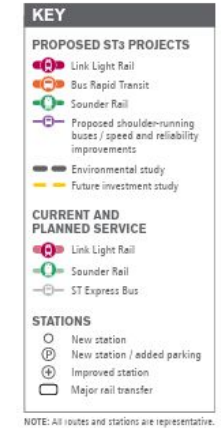
Sound Transit 2
A MASS TRANSIT GUIDE
 The Regional Transit System Plan for Central Puget Sound



2008

SOUND TRANSIT 3

PLAN MAP



[View Interactive Map](#)



2016

New Light Rail Service

2024: Lynnwood Link, East Link Starter Line

2025: East Link

2026: NE 130th Street infill station

2031: South Graham Street infill station

2032: West Seattle Link

2039: Ballard Link



Northgate



Capitol Hill



Development around new stations has been context-dependent

Manage growth and guide investments

20-year forecasts:

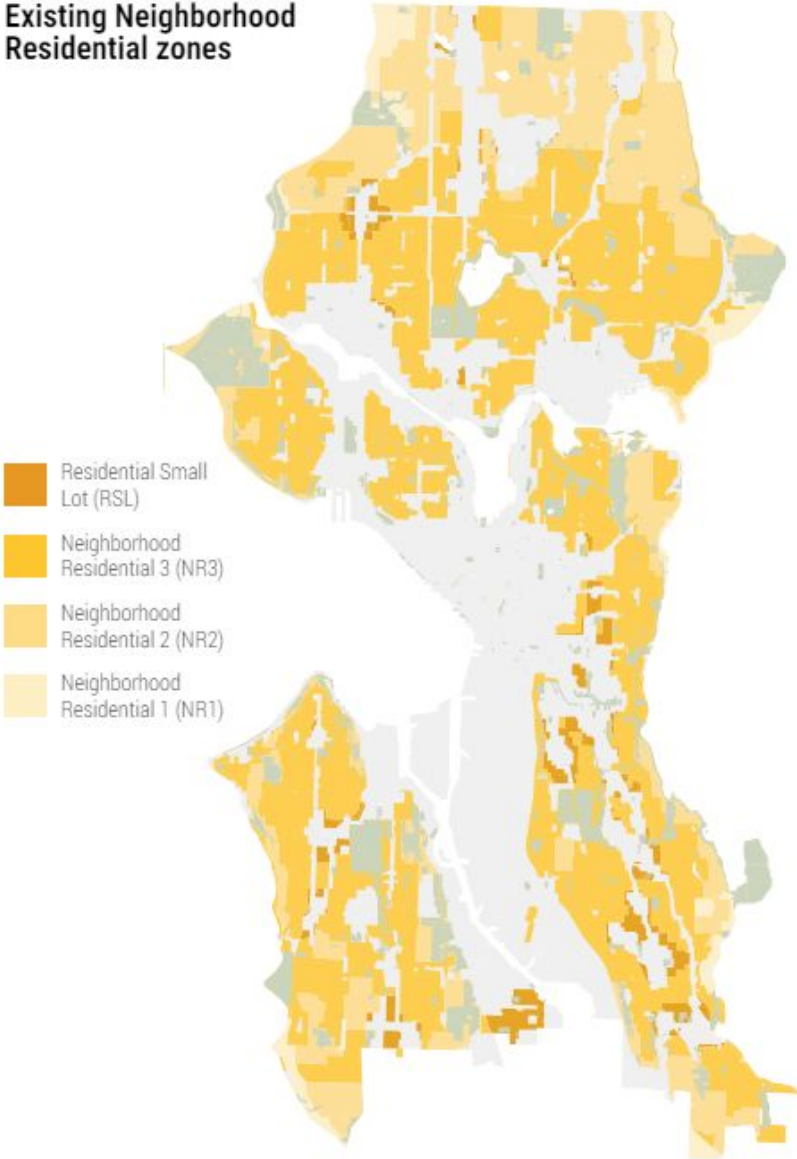
+ 200,000 people
(+25%)

+ 160,000 jobs (+25%)

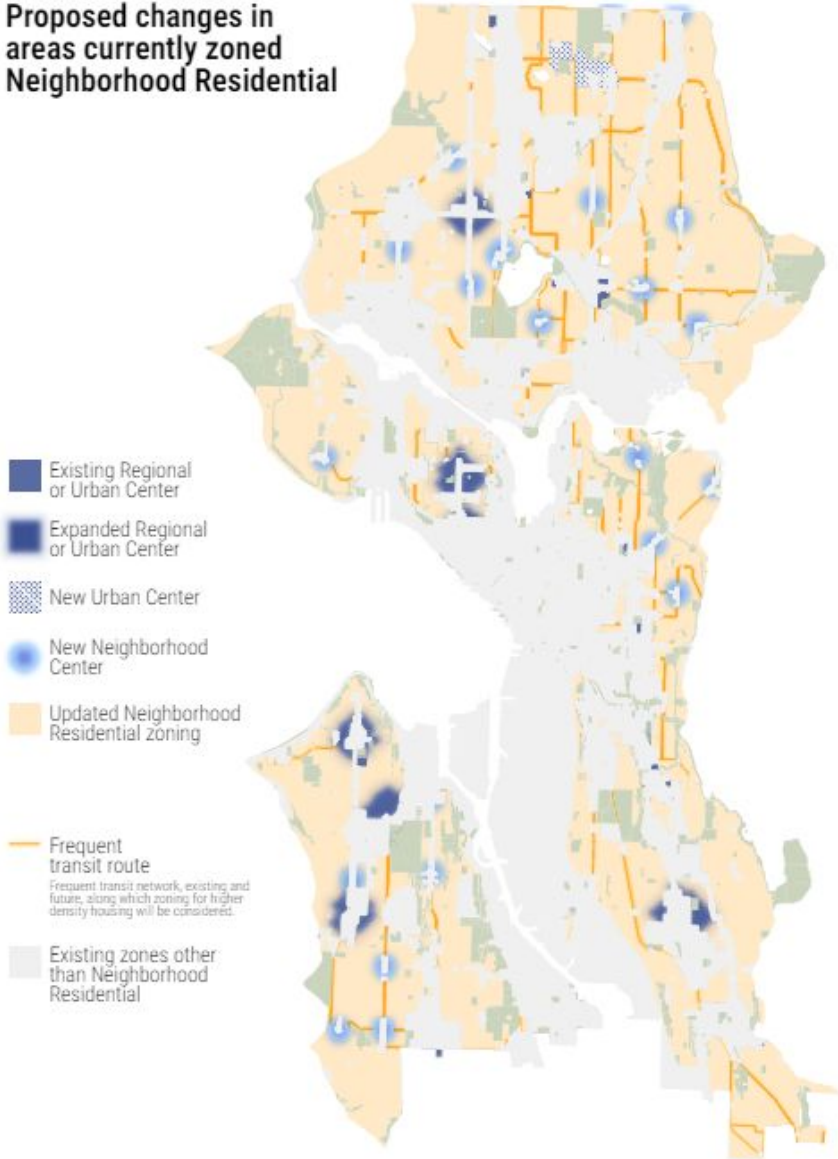


Accommodating future housing needs

Existing Neighborhood Residential zones

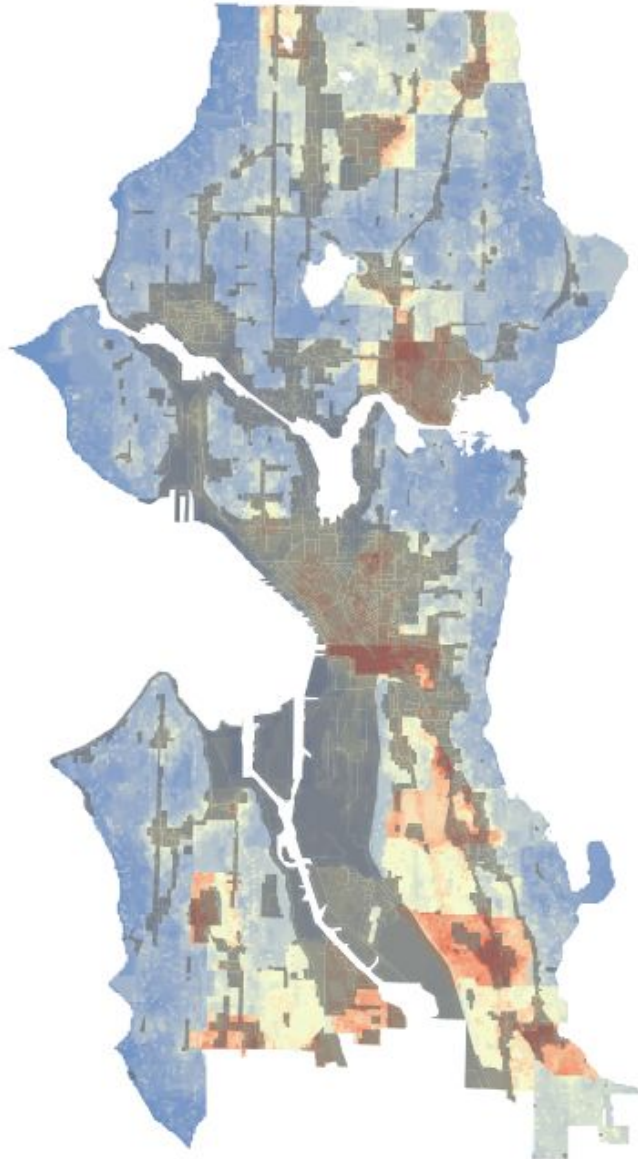
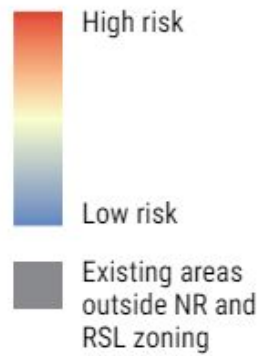


Proposed changes in areas currently zoned Neighborhood Residential

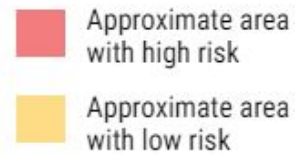


Displacement Risk Index

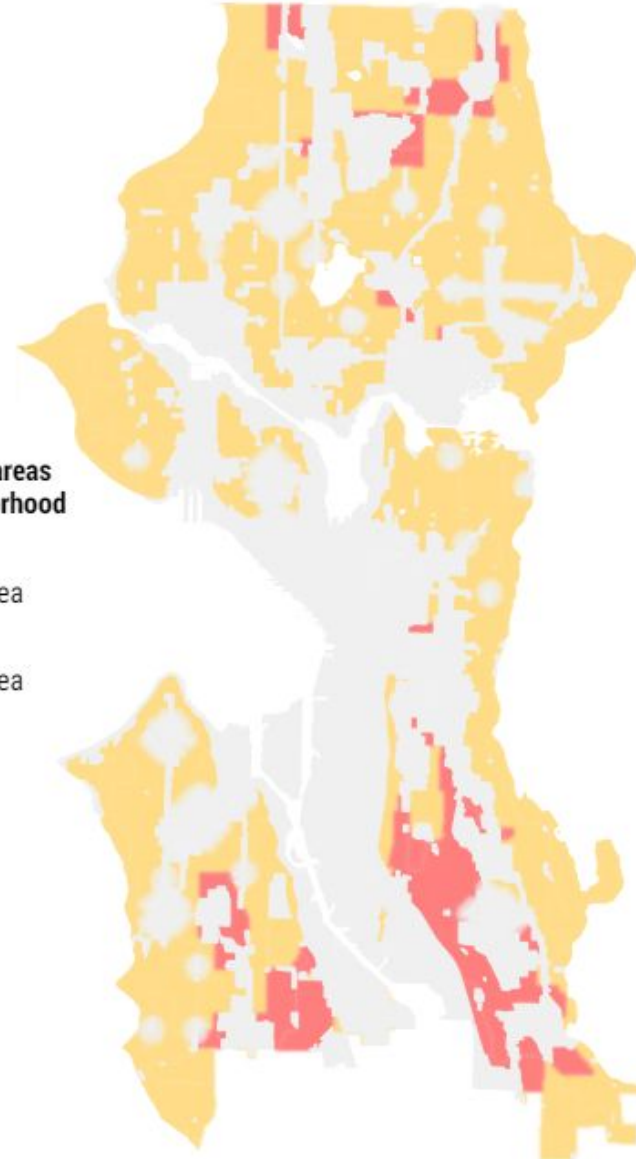
Displacement Risk Index (2022)



Displacement risk in areas with updated Neighborhood Residential zoning



Some existing areas with RSL zoning would be rezoned to LR1.



Recent Land Use Planning:

+ Transportation

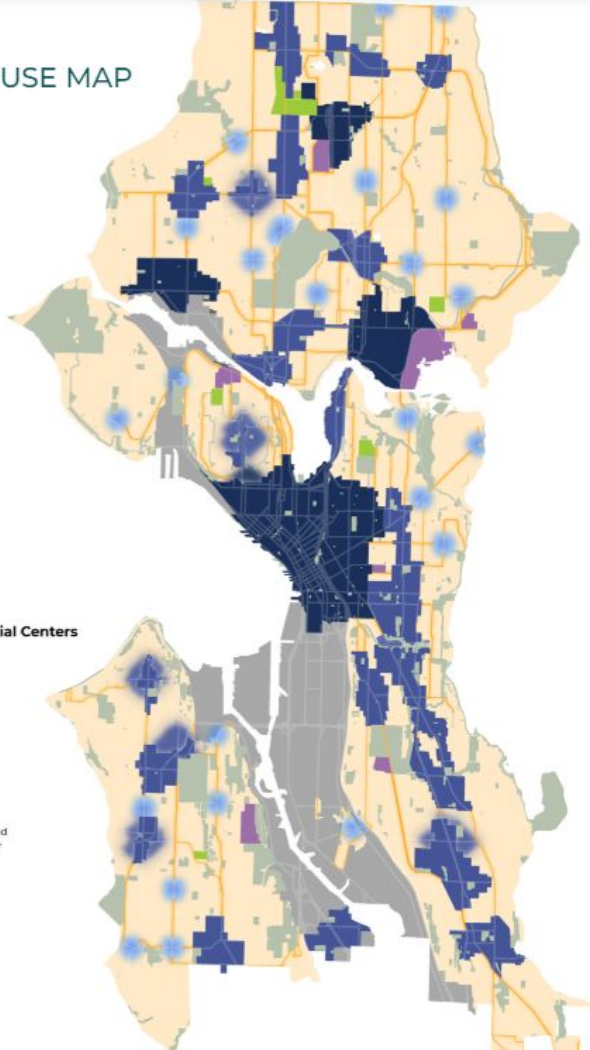
FUTURE LAND USE MAP

Place Types

- Regional Center
- Urban Center
- Neighborhood Center
- Manufacturing & Industrial Center
- Urban Neighborhood
- Expanded Regional or Urban Center
- New Urban Center

Other Areas

- Industrial outside Manufacturing & Industrial Centers
- Major Institution
- Parks and Open Space
- Cemetery
- Frequent Transit Route
Frequent transit network, existing and future, along which zoning for higher density housing will be considered.



Seattle Transportation Plan Goals...

SAFETY



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

EQUITY



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

SUSTAINABILITY



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

MOBILITY & ECONOMIC VITALITY



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

LIVABILITY



Reimagine city streets as inviting places to linger and play

MAINTENANCE & MODERNIZATION



Improve city transportation infrastructure and ready it for the future

... and adopted Performance Measures

Measure	Baseline	Desired Trend	Target	Track Measure by RSEI ¹ and/or Race	Alignment with STP Goals					
					Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Number of traffic-related deaths	30 deaths (2022)	Towards zero	Zero traffic-related fatalities by 2030	Yes						
Number of traffic-related serious injuries	226 serious injuries (2022)	Towards zero	Zero traffic-related serious injuries by 2030	Yes						
Greenhouse gas emissions from vehicle trips	2.169 mtCO ₂ e ² (estimated, 2018)	Towards zero	Net-zero by 2050	No						
Vehicle miles traveled (VMT)	6.170 billion (2018)	Decrease	37% reduction in VMT by 2044 relative to baseline (2018)	No						
Percent of people walking, biking, or riding transit (all trips)	34% of all trips by walk, bike, or transit (estimated, 2019)	Increase	63% of all trips by walk, bike, transit by 2044	Yes						
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ³ bikeway of frequent transit ⁴	34%	Increase	68% of households by 2044	Yes						
Percent of household income dedicated to transportation	13% for a typical household in the region (2022)	Maintain or decrease	Below 15% through 2044	Yes						
Key infrastructure in state of good repair - good to fair condition	Good and Fair Condition (2020) Bridges - 84% Arterial Pavement - 65% Non-Arterial Pavement - 68% Sidewalks - 53% ⁵ Traffic Signal Assemblies - 60%	<i>Individual asset condition trends and targets to be set based on forthcoming Transportation Asset Management Plan</i>		Yes						

Access metric:

Measure	Baseline	Desired Trend	Target
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ³ bikeway of frequent transit ⁴	34%	Increase	68% of households by 2044

Access metric:

Measure	Baseline	Desired Trend	Target
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ³ bikeway of frequent transit ⁴	34%	Increase	68% of households by 2044

Access metric:

Measure	Baseline	Desired Trend	Target
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ³ bikeway ⁴ of frequent transit ⁴	34%	Increase	68% of households by 2044

Access metric:

Measure	Baseline	Desired Trend	Target
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ³ bikeway of frequent transit ⁴	34%	Increase	68% of households by 2044

Access metric:

Measure	Baseline	Desired Trend	Target
Households within a 10-minute walk via sidewalks or 5-minute ride via AAA ³ bikeway of frequent transit ⁴	34%	Increase	68% of households by 2044

Opportunities from access investments



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



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



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

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



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

Matching capital projects to growth corridors

Mayor Harrell and SDOT break ground on East Marginal Way Improvement Project supported by Levy to Move Seattle and partners

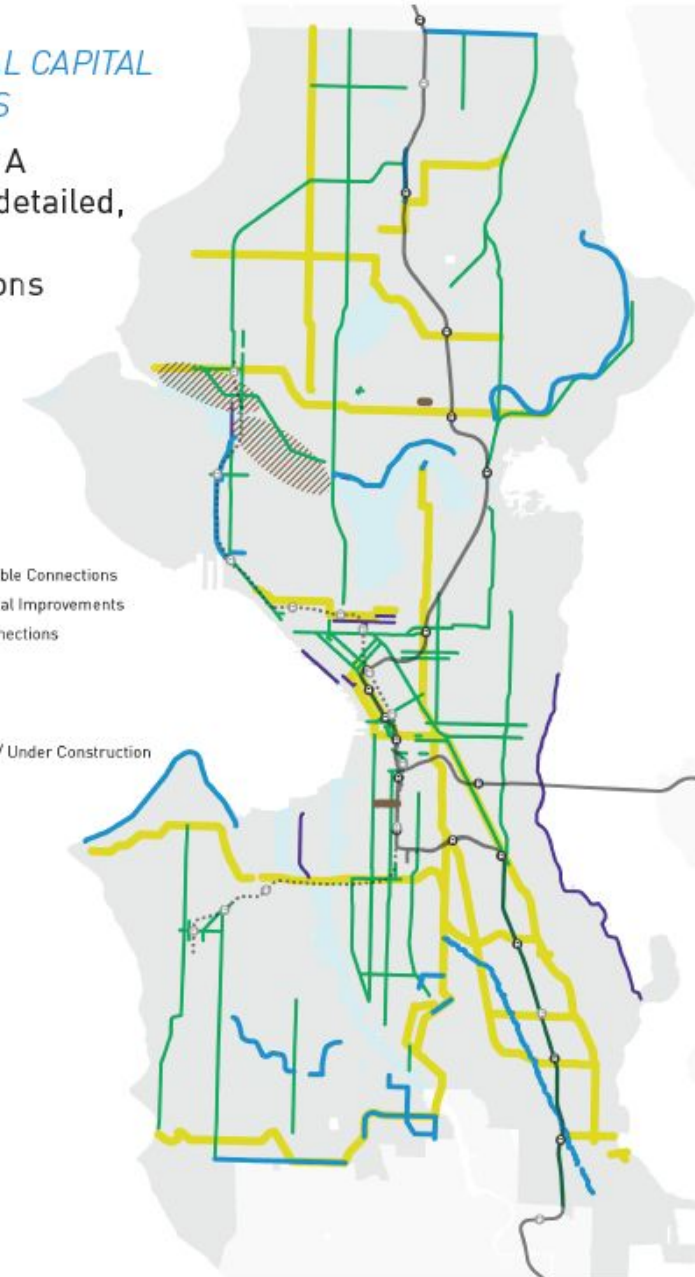
by [Ethan Bancroft](#) on April 2, 2024



POTENTIAL CAPITAL PROJECTS

Appendix A contains detailed, full-page descriptions

- Comfortable Connections
- Multimodal Improvements
- New Connections
- Transit+
- Other
- Light Rail**
 - Existing / Under Construction
 - Future



Improving access through transit capital investment



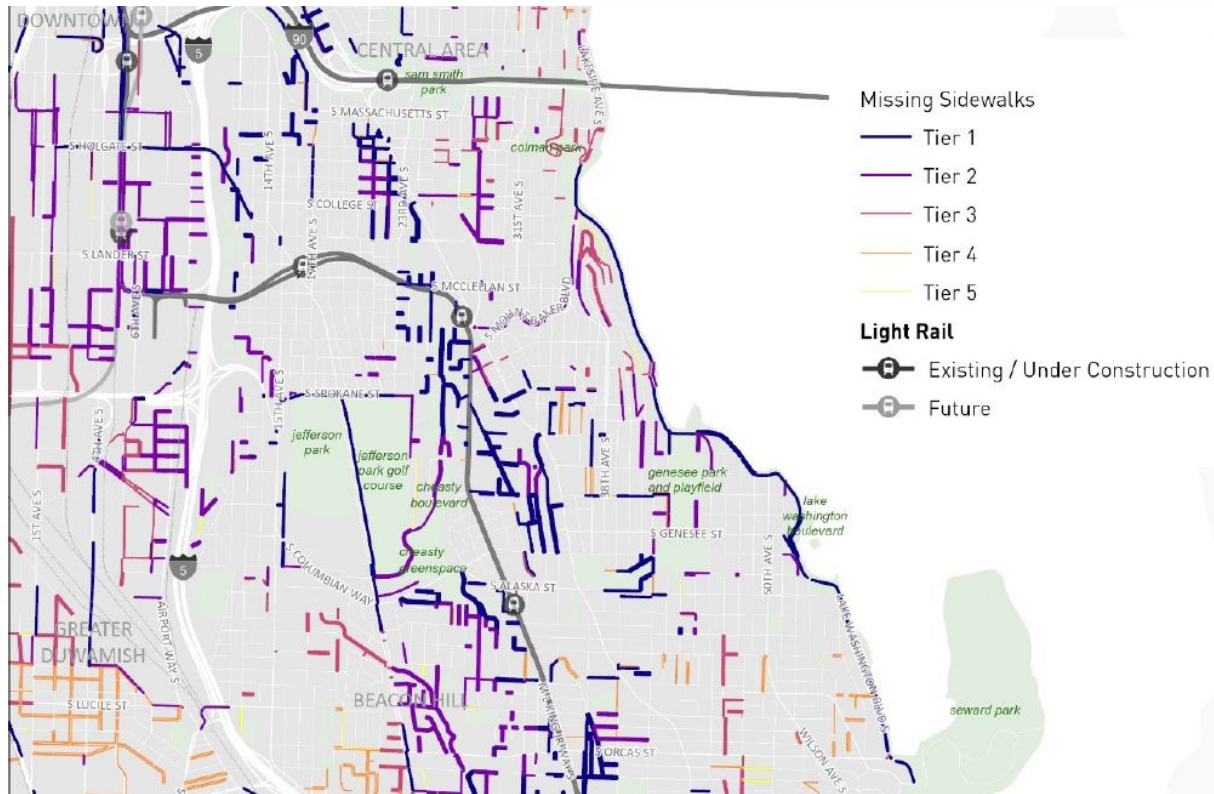
Transit Capital Investment Corridors

- Premium Transit Corridor
- High Priority Bus Corridor
- Priority Bus Corridor
- ⊕ Existing / Under Construction
- ⊖ Future

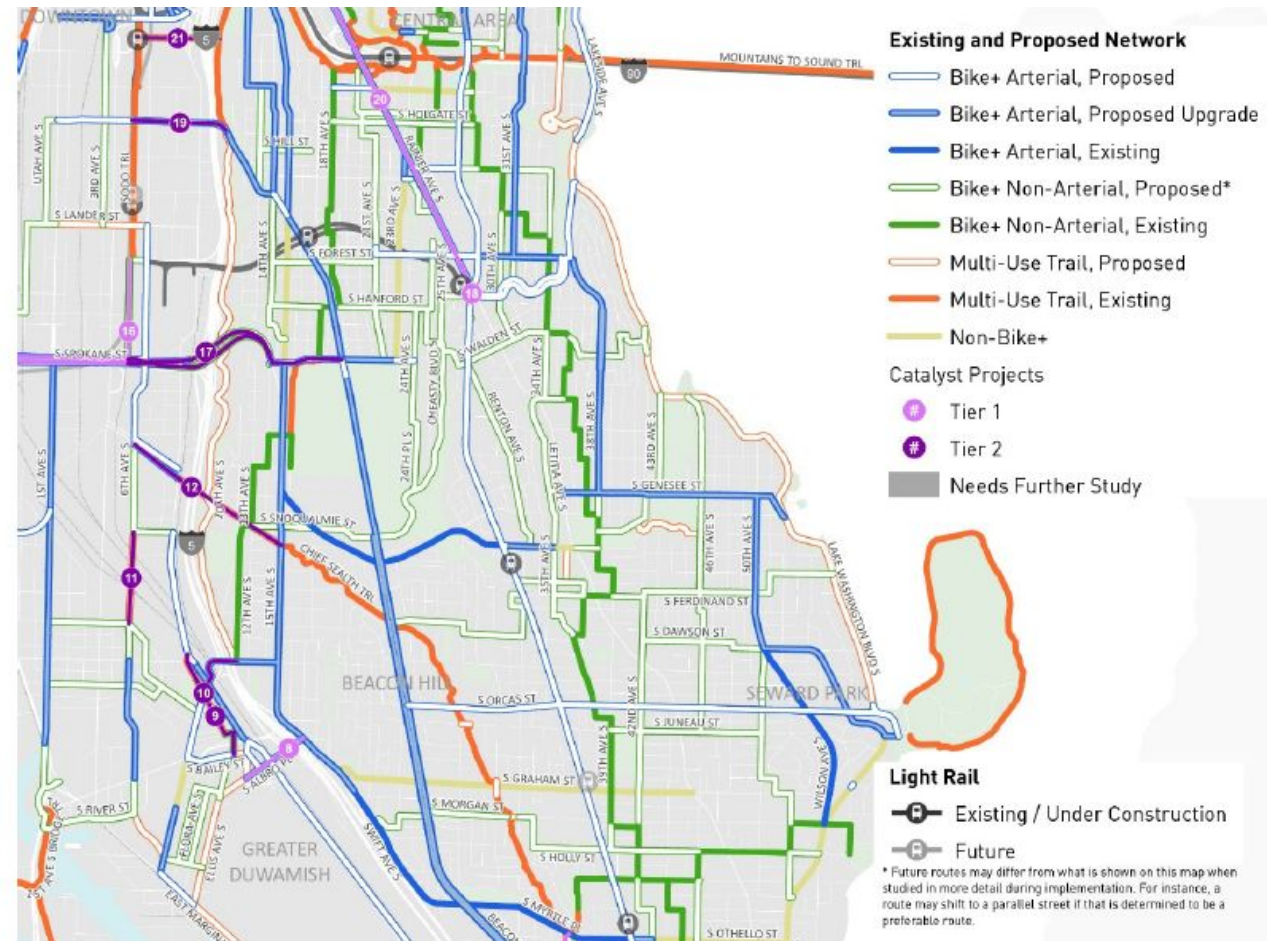


Investment priorities for ped + bike access

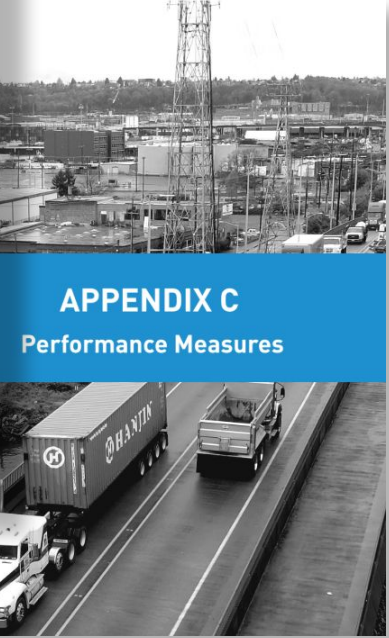
Missing Sidewalks Priority Investment Network (Southeast)



Existing and Proposed Bicycle and E-Mobility Network (Southeast)



Further information



[Seattle Transportation Plan + Appendices \(2024\)](#)

[Climate Change Response Framework \(2023\)](#)

Thank You!

Ben.Rosenblatt@seattle.gov | (206) 683-3797

<http://www.seattle.gov/transportation>

