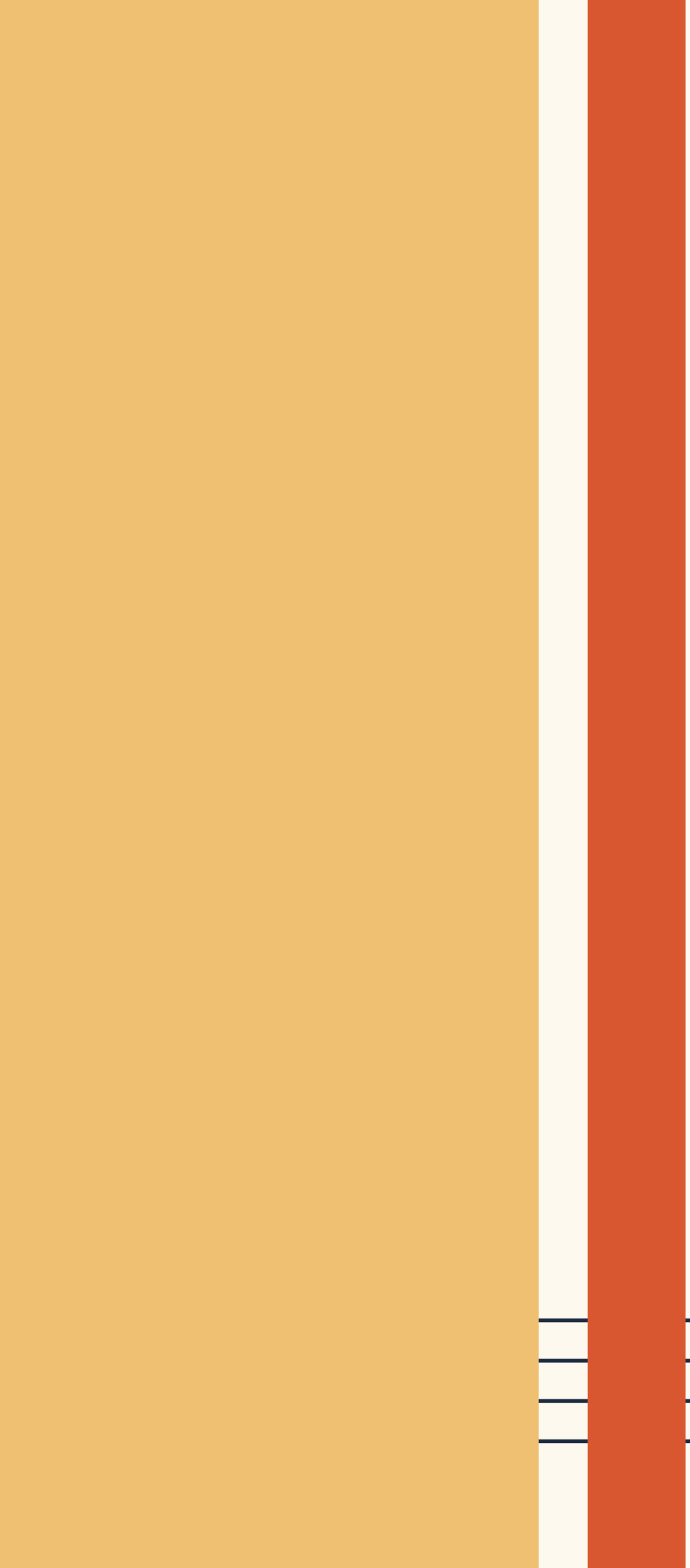




Creative Projects

RAINIER VALLEY STATION SAFETY

Sound Transit



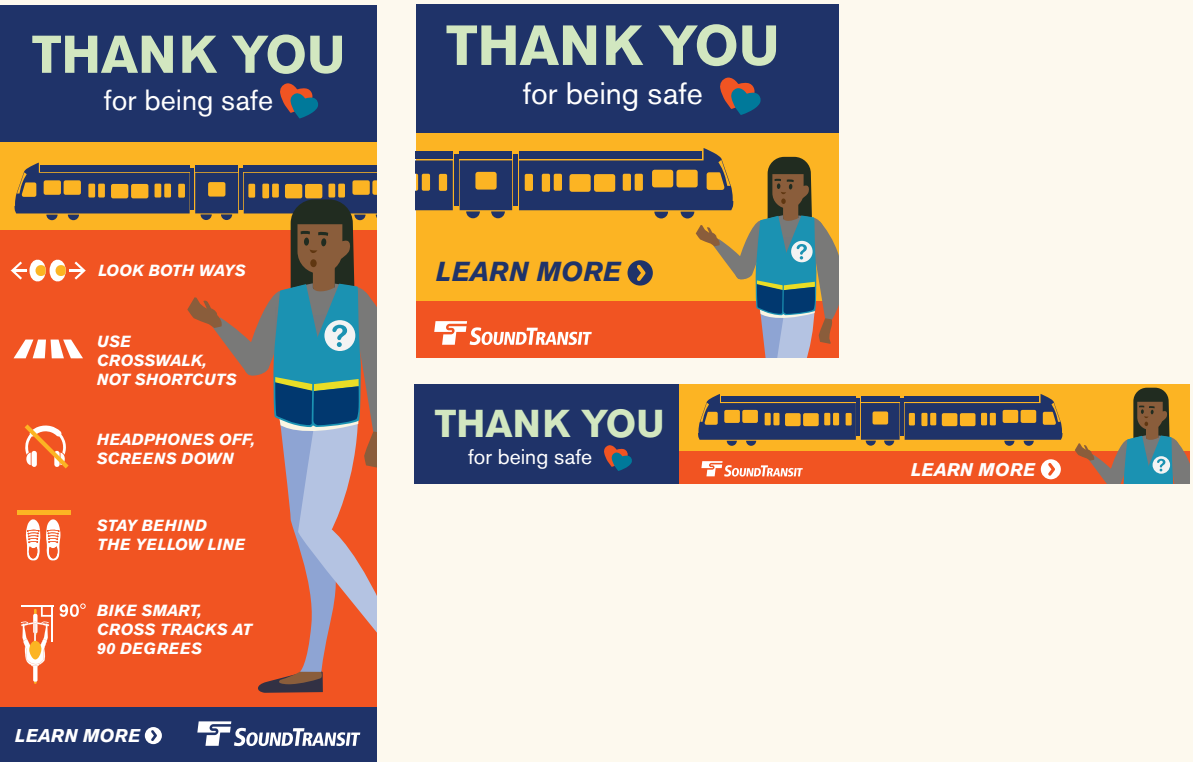
Poster



Station banners



Social media graphics



Ads

Seattle-King County Public Health and Seattle Public Schools

Store drugs and alcohol safely at home

Take these steps to prevent youth from accessing substances like marijuana, alcohol, medications, cigarettes and vaping products at home.

1 Safely store substances

You already store things like cleaning supplies and dangerous tools in a safe place away from kids. Treat substances the same way. **Lock marijuana, alcohol, medications, and cigarettes and vaping products** in a cabinet, box, or drawer.

2 Keep track and dispose

Know the types and amounts of substances you have. **Get rid of medications that are no longer needed or expired.** Find a drop-box near you at: takebackyourmeds.org.

3 Talk to youth

Help youth make healthy decisions. **Talk about substance use and set clear expectations.** Get tips on how to have these conversations at: starttalkingnow.org.

Questions? Reach out!

Public Health - Seattle & King County: 206-263-8955

Brought to you by Seattle Public Schools and paid for by the Washington State Department of Health with Dedicated Marijuana Account funds, and King County Best Starts for Kids Levy

Best Starts for
KIDS

Public Health
Seattle & King County

Seattle Public
Schools

Substance Safety at home

Poster

ዕጾችን ደህንነቱ በተጠበቀ ሁኔታ ያስቀምጡ 	ይከታተሉ እና ይጣሉ 	ወጣቶችን ያናግሩ 
Substance Safety at home የዕጾች በቤት ውስጥ አጠባበቅ 	Substance Safety at home የዕጾች በቤት ውስጥ አጠባበቅ 	Substance Safety at home የዕጾች በቤት ውስጥ አጠባበቅ
Guarde estas sustancias en un lugar seguro 	Lleve la cuenta y tirelas 	Hable con los jóvenes 
Substance Safety at home Seguridad de las Sustancias en casa	Substance Safety at home Seguridad de las Sustancias en casa	Substance Safety at home Seguridad de las Sustancias en casa

Social media graphics

Cắt trừ thuốc và đồ uống có cồn tại nhà một cách an toàn

Hãy làm theo các bước sau để phòng tránh việc thanh thiếu niên tiếp cận các chất gây nghiện như cần sa, đồ uống có cồn, thuốc lá và các sản phẩm vaping tại nhà.

- Cắt trừ các chất gây nghiện một cách an toàn**
Quỷ y đã quen với việc cắt các dụng cụ lau chùi và những dụng cụ nguy hiểm tại nơi an toàn, xa tầm với trẻ em. Hãy làm điều tương tự đối với các chất gây nghiện. Cắt cần sa, đồ uống có cồn, thuốc, thuốc lá, và các sản phẩm vaping vào túi, hộp, hay ngăn kéo.
- Theo Dõi và Vứt Bỏ**
Hãy biết quỷ y có loại nào chất gì và với số lượng bao nhiêu. Hãy vứt bỏ những thuốc không còn cần thiết hay đã hết hạn sử dụng. Tìm hộp thả xuống để vứt bỏ sản phẩm ở gần quỷ y trên trang web: takebackyourmeds.org
- Nói chuyện với thanh thiếu niên**
Giúp thanh thiếu niên đưa ra những quyết định sáng suốt. Hãy nói về việc sử dụng các chất gây nghiện và đặt ra những giới hạn rõ ràng. Tìm hiểu thêm về cách bắt đầu những cuộc nói chuyện về chủ đề này tại trang web: starttalkingnow.org



Seattle Public
Schools

PRESORTED
STANDARD
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. **XX**

Substance Safety at home



1. Cắt trừ các chất gây nghiện một cách an toàn
 25% số học sinh lớp 10 đã uống rượu tại Seattle cho biết họ lấy
 rượu từ nhà mà chưa có sự cho phép
 - Healthy Youth Survey, 2018



2. Theo Dõi và Vứt Bỏ
 Các loại chất kích thích được kê đơn (Ritalin, Adderall) là những
 loại thuốc kê đơn được học sinh lớp 10 và 12 tại Seattle lạm
 dụng nhiều nhất.
 - Healthy Youth Survey, 2018



3. Nói chuyện với thanh thiếu niên
 Trẻ em được học về rủi ro của đồ uống có cồn và các loại ma
 túy thường sẽ ít sử dụng những chất này hơn.
 - Healthy Youth Survey, 2018

Có câu hỏi? Xin liên hệ với chúng tôi! Sở Y Tế Công Cộng–Seattle và
 Quận King: 206-263-8955 Được tài trợ bởi Seattle Public Schools và Bộ Y Tế Bang
 Washington với các quỹ Doanh Thu Từ Cẩn Sa và Tiền Thuế Sự Khởi Đầu Tốt Nhất
 Cho Trẻ (Best Starts for Kids Levy) của Quận King.

Postcard

PRICING OPTIONS FOR EQUITABLE MOBILITY REPORT

Portland Bureau of Transportation

PRICING OPTIONS FOR EQUITABLE MOBILITY

FINAL REPORT



CITY OF PORTLAND
PORTLAND BUREAU OF TRANSPORTATION
PORTLAND BUREAU OF PLANNING AND SUSTAINABILITY



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Report

GRAPHIC/VISUAL PROJECTS

A COMMITMENT TO TRANSPORTATION JUSTICE

Over the last five years, the City of Portland has strengthened its commitment to transportation equity. This means recognizing the harmful legacy of past decisions and moving decisively now to address these harms. Concretely, this means ensuring that communities of color and people with limited mobility, previously excluded from the decision-making process, have a prominent seat at the table and are centered in policy, investments, services, and programs.

As we strive to achieve transportation justice, in all the work that we do, we will ask ourselves the following questions:



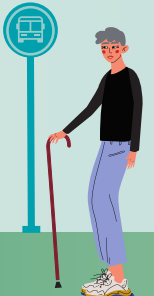
Will it advance equity and address structural racism?



Will it reduce carbon emissions?

Regional Coordination for Better Mobility

Between 2019 and 2021, the City of Portland, Metro and the Oregon Department of Transportation (ODOT) each led projects that consider ways pricing could help to address challenges related to equity, climate change, congestion, and safety. Each agency makes decisions for different parts of our region's transportation system. The three agencies coordinated efforts to leverage each other's work, learn from one another and share findings. Learn more about ODOT's Tolling Projects and the Metro Regional Congestion Pricing Study.



4 PRICING OPTIONS FOR EQUITABLE MOBILITY

Pricing: one tool in the tool box

In order to improve mobility for people and goods throughout the city, we will need to use a combination of transportation tools. This includes:



Efficiently allocating road right-of-way:
Giving space and priority on our streets to modes of transportation that move more people equitably and sustainably



Building safe and accessible infrastructure:
Constructing projects and maintaining assets to keep our community moving



Directly providing mobility services and options:
Offering or permitting non-auto travel choices, like transit, bikeshare and micro-mobility services



Offering incentives and programs:
Helping encourage efficient and climate-friendly travel options through financial incentives and educational programming



Equitable pricing and reinvestment:
Applying costs and price signals to capture impacts, encourage certain behaviors, and support mobility investments

These strategies reinforce one another and all play an important part in making our system work for everyone.



8 PRICING OPTIONS FOR EQUITABLE MOBILITY

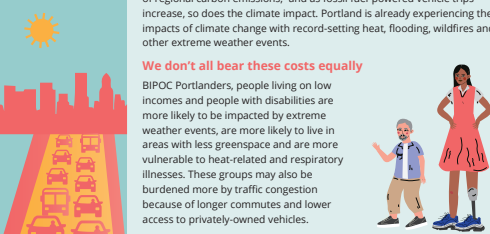
Why take a closer look at pricing now?

CROWDED ROADS HURT OUR HEALTH, OUR ECONOMY, AND THE CLIMATE

More than three-quarters of Portland metro area residents think congestion is a serious problem.¹ Regional modeling shows that by 2027, almost one-third of the region's roads will be congested or severely congested.² As people and goods spend more time stuck in traffic, this costs our economy money and worsens our quality of life. The transportation sector also accounts for approximately 42 percent of regional carbon emissions,³ and as fossil fuel-powered vehicle trips increase, so does the climate impact. Portland is already experiencing the impacts of climate change with record-setting heat, flooding, wildfires and other extreme weather events.

We don't all bear these costs equally

BIPOC Portlanders, people living on low incomes and people with disabilities are more likely to be impacted by extreme weather events, are more likely to live in areas with less greenspace and are more vulnerable to heat-related and respiratory illnesses. These groups may also be burdened more by traffic congestion because of longer commutes and lower access to privately-owned vehicles.



BUILDING MORE ROADS IS NOT AN OPTION

We have limited space, and building more roads is very costly, both financially and environmentally. Furthermore, evidence shows that expanding road space leads to more driving—a phenomenon called "induced demand." If we add more lanes as a solution to growing congestion, the problem will only continue to get worse.

A PROVEN CONGESTION MANAGEMENT STRATEGY

Cities around the world have demonstrated that pricing strategies can help reduce single-occupancy vehicle trips and support more efficient, sustainable and equitable transportation modes. This is why City Council directed PBOT and BPS to explore how pricing strategies could be used in Portland to advance our values.

1 Oregon Transportation Survey, 2019
2 Metro Regional Transportation Plan, 2018
3 Portland BPS, 2018

5 PRICING OPTIONS FOR EQUITABLE MOBILITY

Transportation in Portland today: An unlevel playing field

Past transportation decisions and historic disinvestment have disproportionately harmed BIPOC Portlanders, people with low incomes and people with disabilities. To ensure a better transportation system for all, we need to take a closer look at what's not working today:

27% of Black households in Portland do not have access to a car

compared to just **13%** of white households.⁴

A greater proportion of BIPOC Portlanders ride public transit than white Portlanders (17% vs 11%).⁵

Between 2000-2019, bus speeds decreased by 14%⁶ and average commute times are 20% longer for Black Portlanders than white Portlanders.⁷

20% longer commute

Transportation is the sector that accounts for the largest portion of greenhouse gas emissions in our city.

People who live in diverse neighborhoods of Portland (15% or more BIPOC residents) experience diesel particulate matter levels on average 2-3 times higher than the rest of the city.⁸ Pollutants like diesel particulate matter and carbon monoxide contribute to respiratory illnesses. Long commutes also contribute to health problems like depression and obesity. BIPOC communities experience higher rates of diseases such as asthma, diabetes, heart disease and hypertension.⁹

Transportation accounts for 42% of greenhouse gas emissions in our region, the largest single source. These emissions have increased 8% since 1990, while other sectors declined during the same time period.¹⁰ The impacts of climate change disproportionately burden BIPOC communities.¹¹

The death rate from traffic-crash injuries among Black Multnomah County residents was almost twice the rate among white residents during the period of 2013-2017.¹²

4 National Equity Atlas, Year: 2017, https://nationalequityatlas.org/indicators/Cov_access/#breakdowns
5 American Community Survey, Commute by Race data, Year: 2018
6 TriMet, <https://trimet.org/about/performance.html#performance>
7 National Equity Atlas, Year: 2017, https://nationalequityatlas.org/indicators/Commute_time/#breakdowns
8 Portland Bureau of Planning and Sustainability, 2018 emissions summary, <https://www.portland.gov/bps/climate-action/2018-carbon-emissions-and-trends>
9 Oregon Health Authority, <https://www.oregon.gov/oha/PH/HEALTHENVIROMENTS/CLIMATECHANGE/Documents/oregon-climate-health-risk-summary.pdf>
10 Portland Bureau of Planning and Sustainability analysis, 2020
11 Multnomah County, 2014 Report Card on Racial and Ethnic Disparities, <https://multco.us/17530a/download>
12 Multnomah County REACH Transportation Crash and Safety Report <https://multco.us/61e95327/download>

6 PRICING OPTIONS FOR EQUITABLE MOBILITY

Chapter 3: Defining equitable mobility

As the name suggests, the POEM Project sought to explore the relationship between pricing policies and equitable mobility. Defining equitable mobility was a key initial step for the POEM Task Force. Over its first few meetings, the group developed a working draft [Equitable Mobility Framework](#). The Task Force used the framework throughout its process to guide conversation and analysis, explore trade-offs, and inform decision making.

The POEM Equitable Mobility Framework was inspired by and adapted from the [Greenlining Institute's Mobility Equity Framework](#).



11 PRICING OPTIONS FOR EQUITABLE MOBILITY

This framework prioritizes extending benefits, reducing disparities and improving safety for Black people, Indigenous people and People of Color (BIPOC communities). Leading with race, the framework will also be used to consider impacts on people with disabilities, people living on low incomes, multi-lingual individuals and displaced communities.

Why center race?

Because the creation and perpetuation of racial inequities has been baked into government, and racial inequities are deep and pervasive. Specifically, racism is a contributing factor to disparities in equitable mobility: unequal access to mobility options, sustainability and health outcomes, experiences of safety in public space and economic opportunity. Addressing racism itself must be part of the work of creating a more equitable transportation system.

2 Principles for pricing for equitable mobility

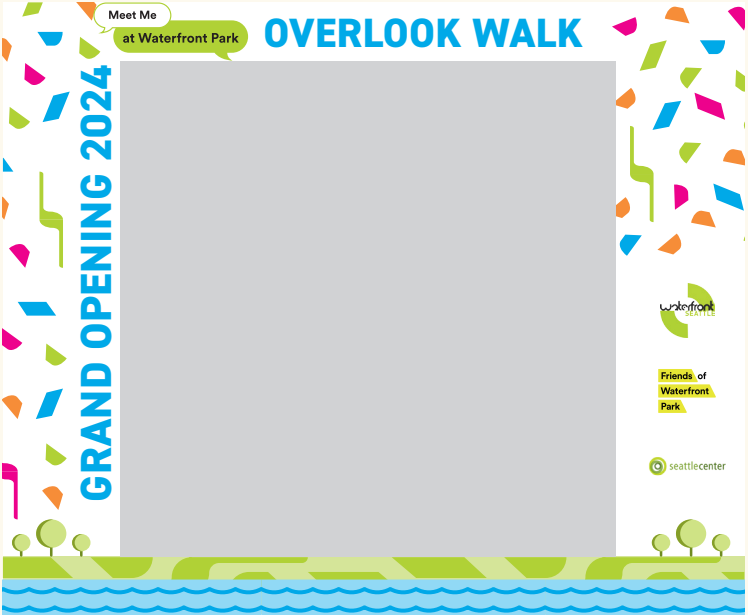
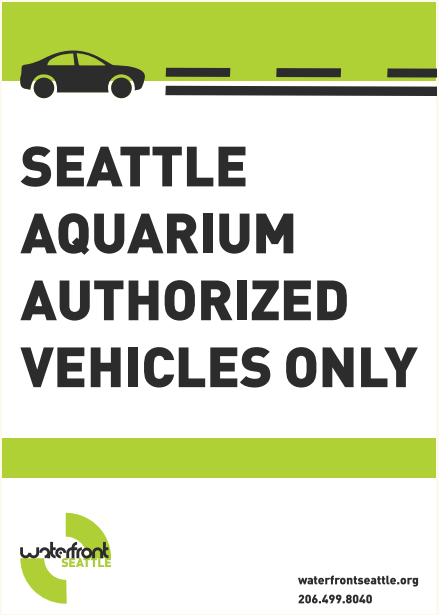
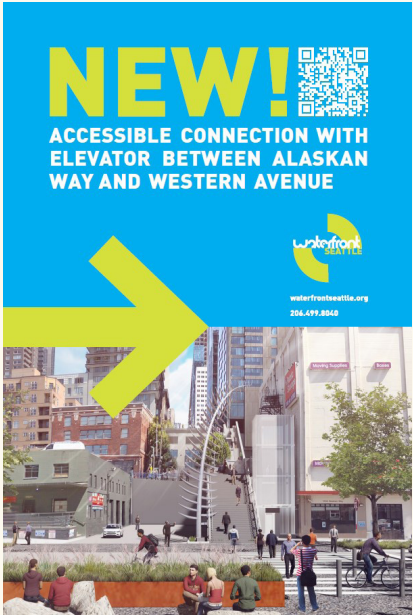
- Pricing holds promise as a strategy** to help move people and goods in a more efficient, climate-friendly and equitable way, but ONLY if it is designed, implemented and adjusted with intention.
- The City should urgently advance pricing options for equitable mobility policies.** Failure to act will only worsen the challenges we experience today and is not an option.
- The City should utilize the Equitable Mobility Framework** to guide pricing policy deliberations and commit to evaluating equitable mobility impacts of the existing system and any future proposed transportation policy.
 - This includes impacts to moving people and goods, safety, climate and health, and the economy.
- The City must advance complementary strategies alongside pricing** to improve equitable mobility outcomes. Pricing is just one policy tool and not a stand-alone solution.
 - Additional transportation demand management programs; multimodal infrastructure, operations and service investments; land use policies; affordable housing; and more must also be prioritized to create a more equitable and sustainable mobility system.
- The City must engage community stakeholders**, especially those representing BIPOC communities, Portlanders living on low incomes, people with disabilities, multi-lingual and displaced communities in the next stage of pricing policy development, as well as ongoing evaluation.



43 PRICING OPTIONS FOR EQUITABLE MOBILITY

WATERFRONT SEATTLE

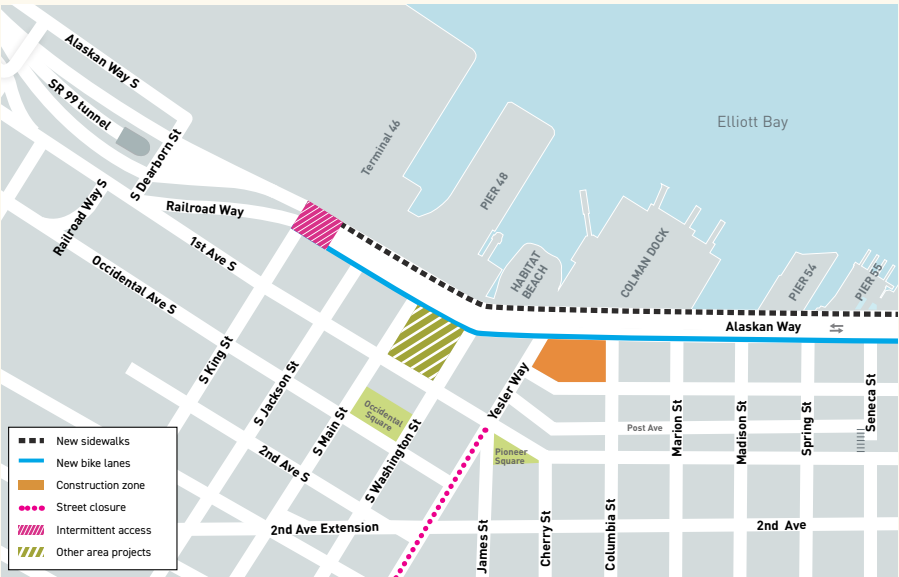
Seattle Department of Transportation



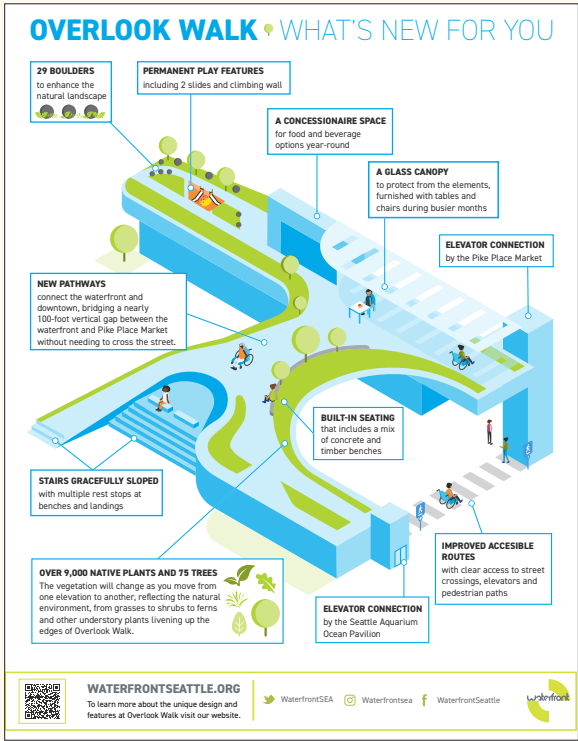
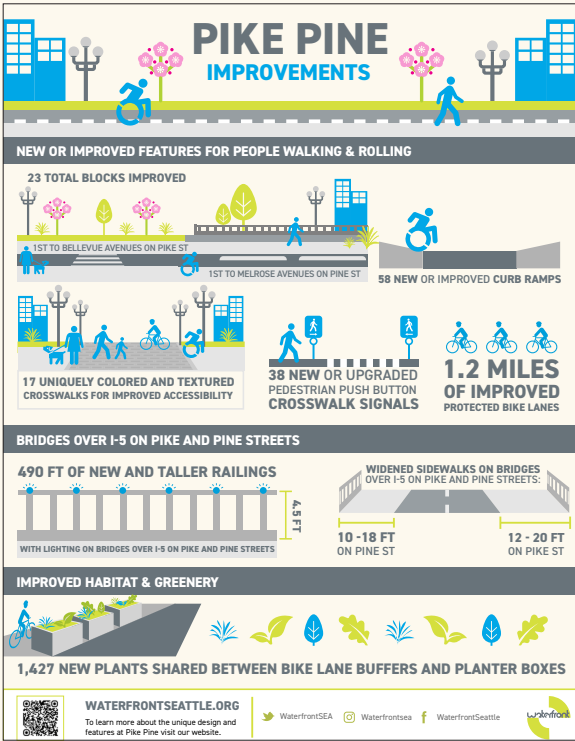
Signages

Selfie frame

Email headers



Project map

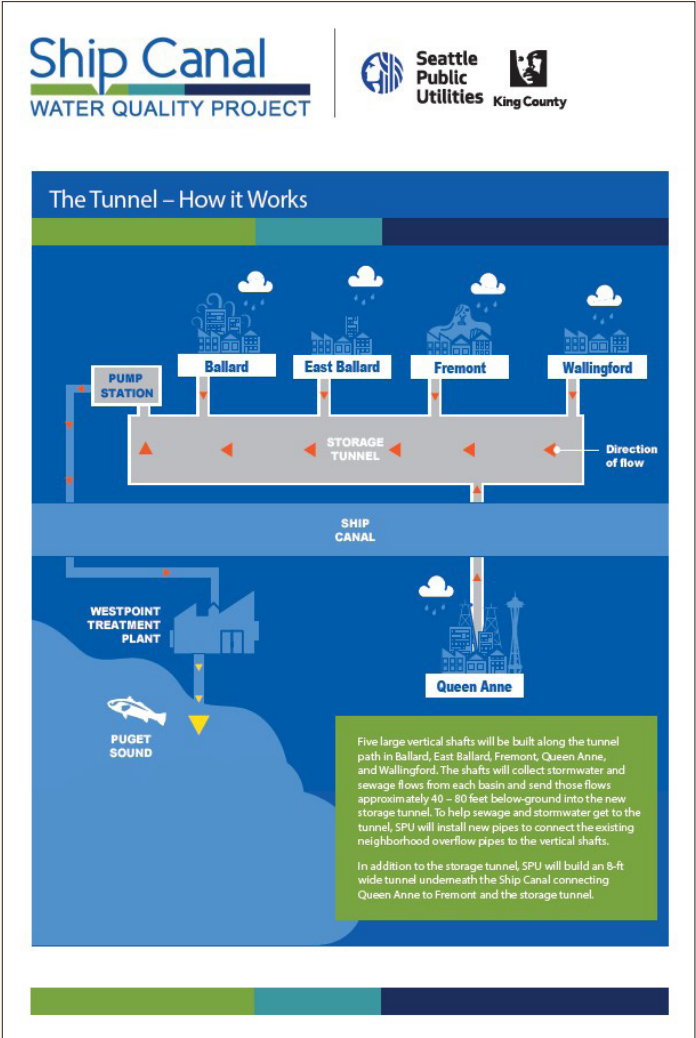


Fun factsheets

GRAPHIC/VISUAL PROJECTS

SHIP CANAL WATER QUALITY PROJECT

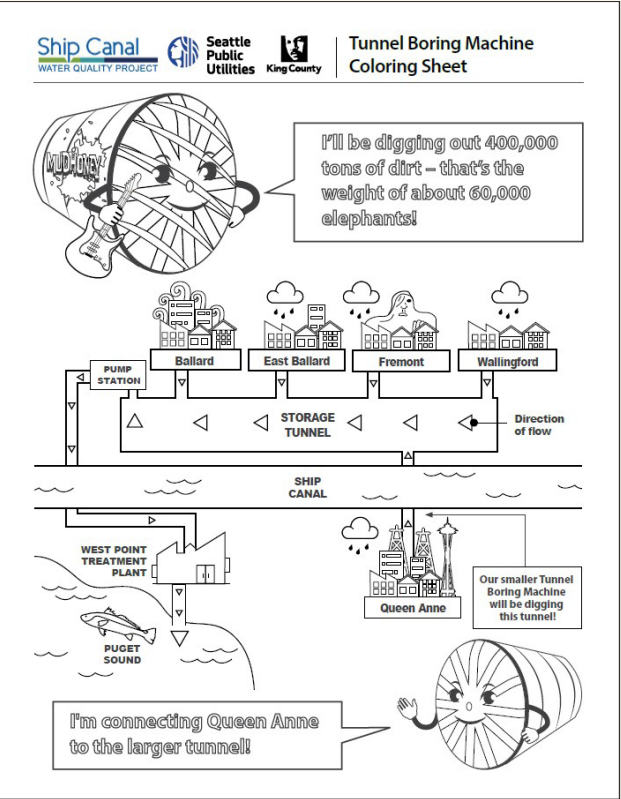
Seattle Public Utilities



Display



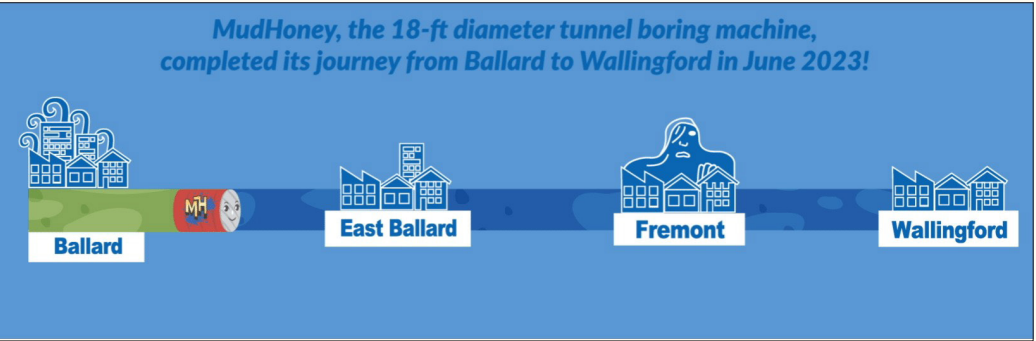
Factsheet



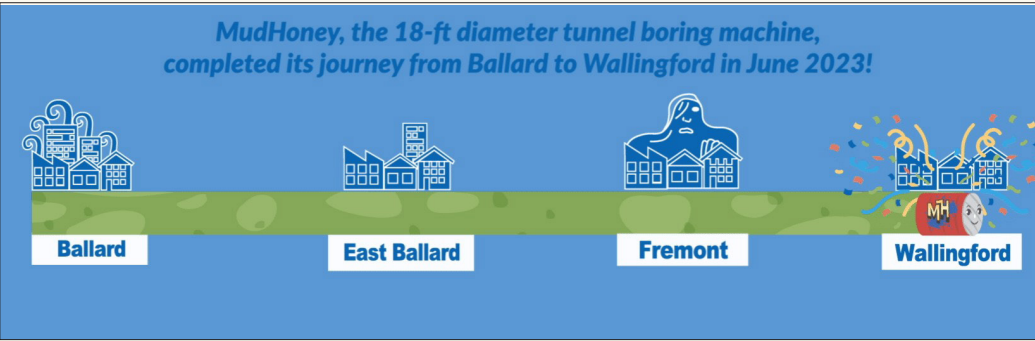
Coloring sheet



Illustration



Animated gif schedule



TRANSPORTATION JUSTICE CONVERSATION CARDS

Portland Bureau of Transportation



Transportation Justice



CONVERSATION CARDS



PBOT's Working Definition of Transportation Justice

In today's transportation system...

Communities of color in Portland

Households living on low incomes

LGBTQ2IA+ individuals

Displaced communities

Multi-lingual individuals

Immigrants and refugees

People with disabilities

...experience greater disparities and have historically been **burdened by unjust and racist policies and decisions.**

Cards

GRAPHIC/VISUAL PROJECTS



Spark a conversation:

Questions to ask about our outcomes (what our work achieves or contributes to in community):

1. Who benefits and who is burdened by this work?
2. How do we measure this, and how will we continue to monitor this?
3. What are our strategies for addressing unintended consequences?
4. How will we evaluate outcomes of our work, communicate with impacted communities, and ensure accountability?

9

Transportation Justice Principle 4: Addressing past harm and mitigating structural pains at all stages of our work

 What does this mean?

In order to change systems and structures that reinforce injustice, **Transportation Justice** requires us to use our knowledge of history to do our **work differently at all stages moving forward...**

 Planning	 Engagement	 Project selection and prioritization
 Funding	 Design and development	 Construction and procurement
 Implementation	 Activation	 Evaluation

17

Transportation Justice Principle 7: Committing to intersectionality

 What does this mean?

Intersectionality requires us to consider how various aspects of social identity overlap with one another and do not exist independently.

gender

race

ethnicity

social class

religion

sexual orientation

ability

gender identity

Experiences of prejudice, power, oppression, and marginalization can all be affected by the intersecting identities of individuals and communities.

23

Why do we lead with race?

Leading with racial equity means...

 Doing all we can to **tackle root causes** head on

 Focusing where there is the **biggest need**

 Identifying where we can have the **biggest impact**

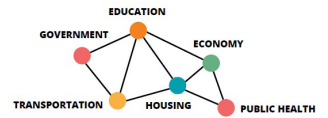


7

Transportation Justice Principle 5: Acknowledging the interconnectedness of systems

 What does this mean?

Transportation Justice requires us to understand the interconnectedness of systems in society and how changing outcomes or barriers in one realm of life can impact on others.



Changes to transportation outcomes can impact...

 housing

 economic opportunity

 health

 safety and belonging

 climate

In order to achieve a better outcome in transportation, we may need to address a root cause in another system by partnering with other agencies and sectors to develop solution-oriented strategies.

19

Transportation Justice Principle 8: Putting people first (adopting a human-centered approach)

 What does this mean?

Transportation Justice requires us to center and prioritize individual, human-scaled outcomes over non-personal systems and outcomes.



We put people first by **moving away from processes and evaluations that prioritize vehicle over people movement**, centering the lived experience of community members as valid data, and using the power of government to realize community vision and support community actors- not to advance top-down agendas.



25

MILWAUKIE URBAN FOREST PLAN

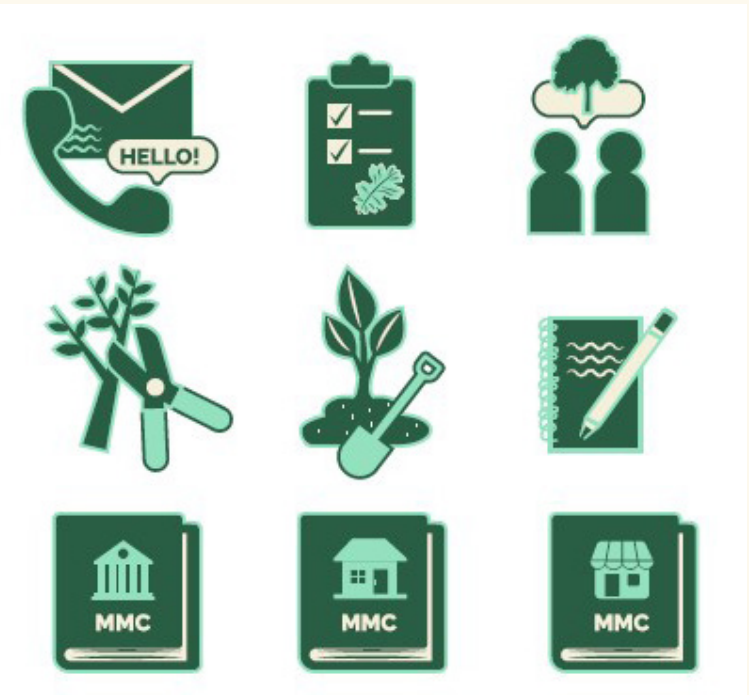
City of Milwaukie



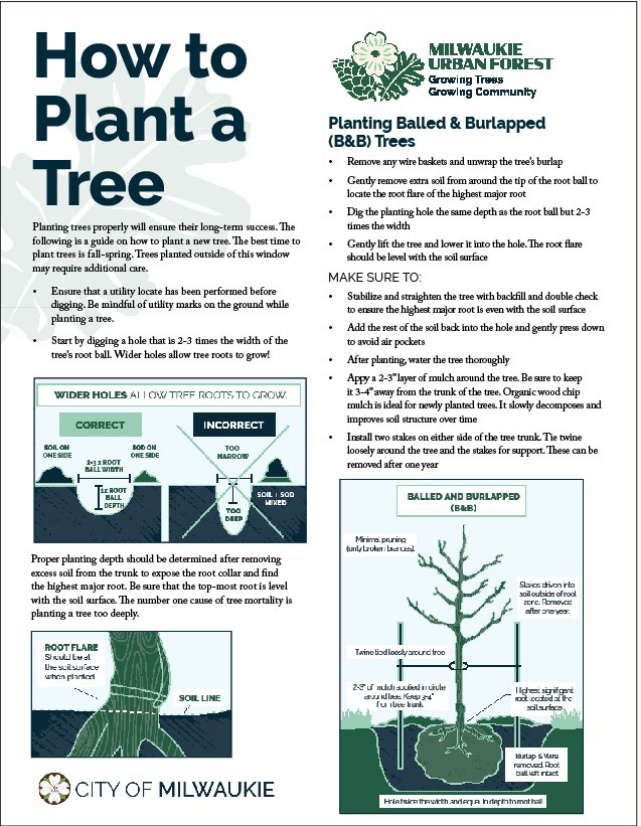
Visual Identity



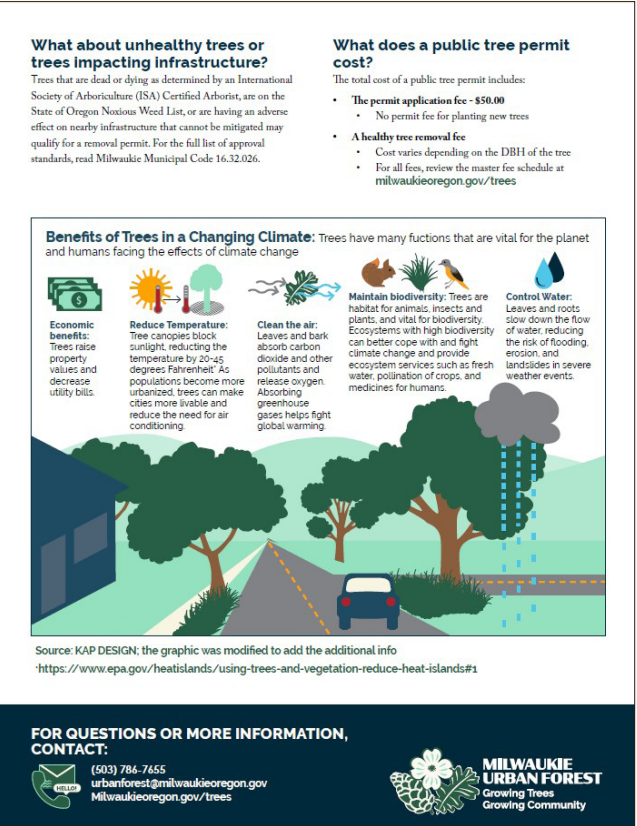
Banner



Iconography



Factsheet



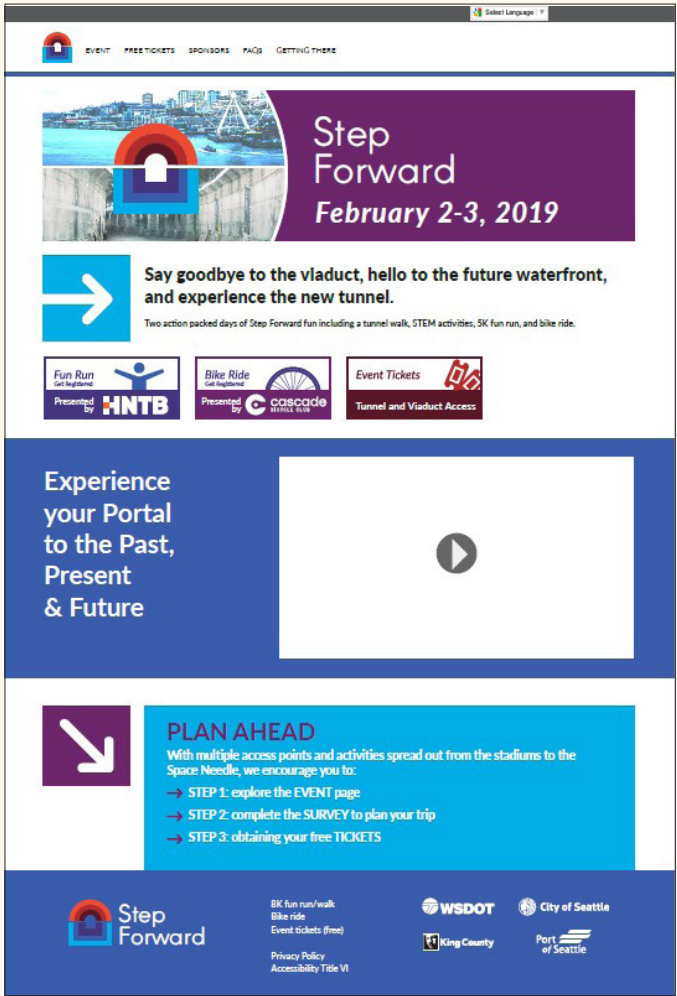
Yard sign

STEP FORWARD ALASKAN WAY VIADUCT GRAND OPENING

Washington State Department of Transportation



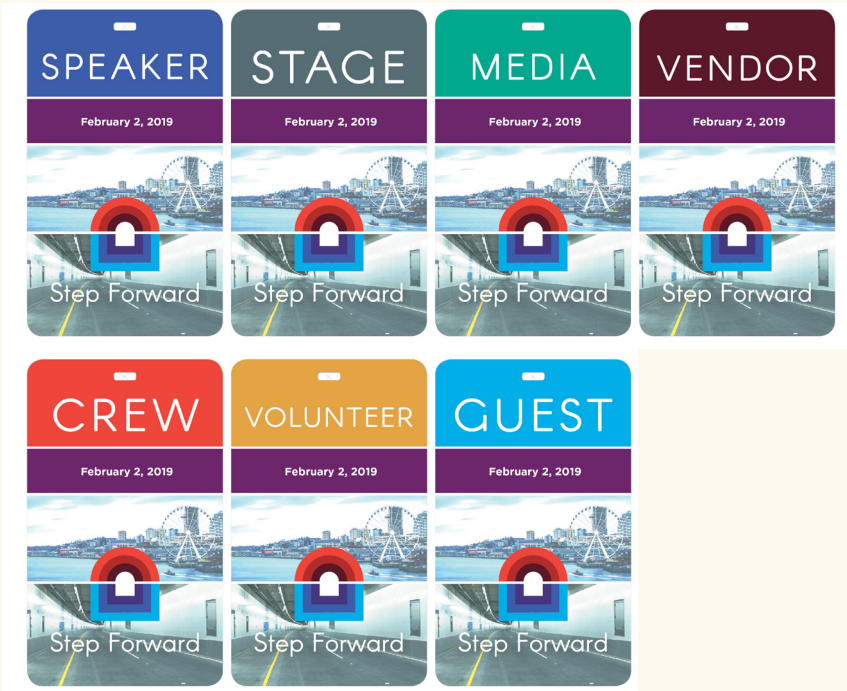
Visual Identity



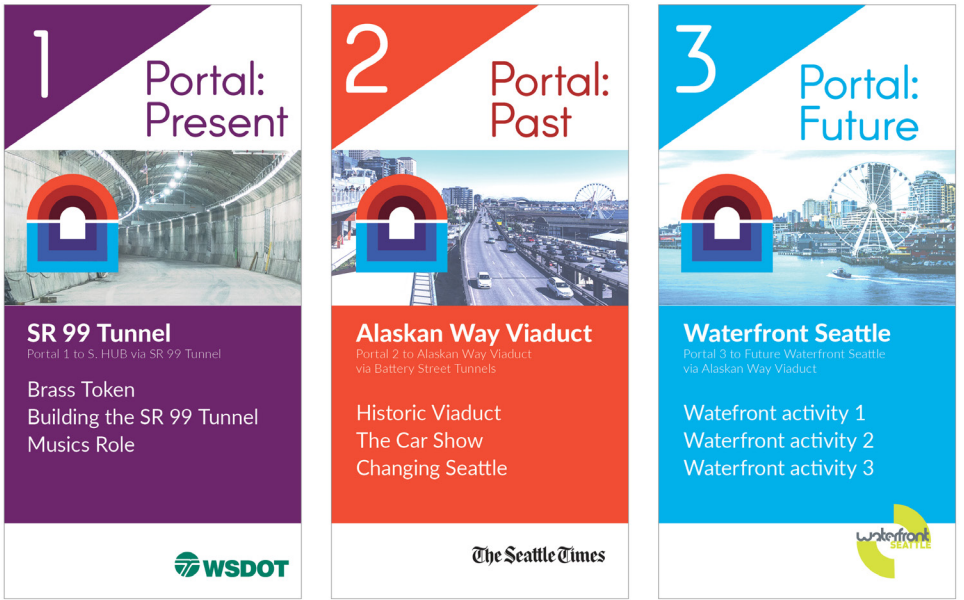
Website



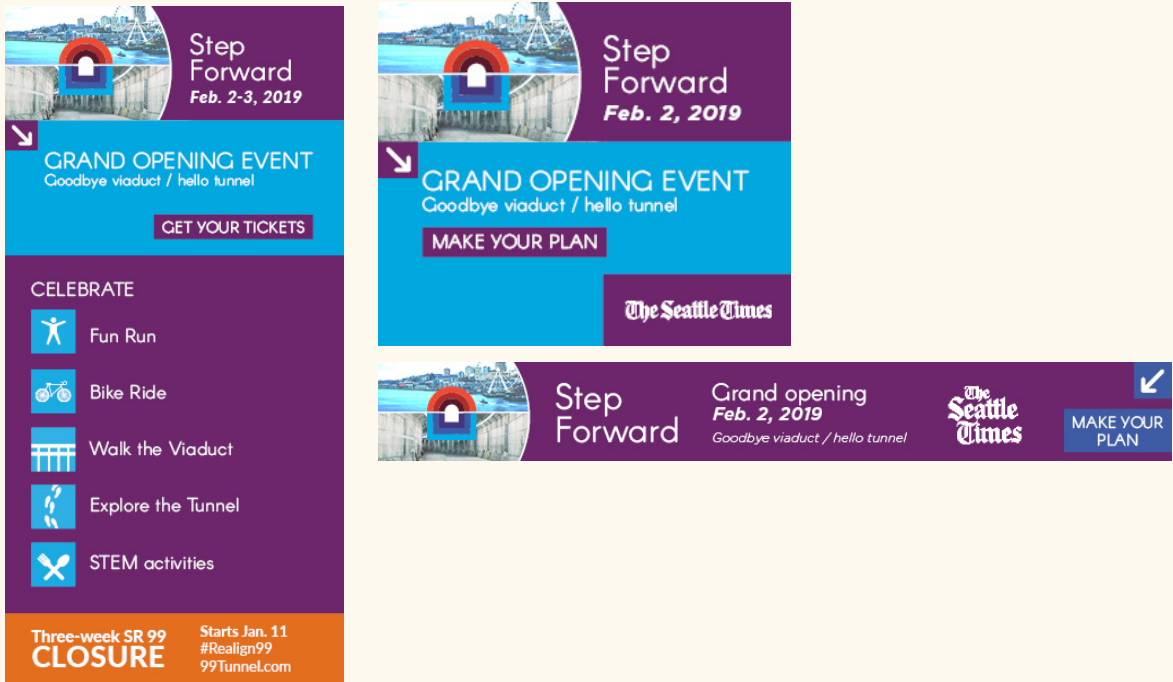
Promo video – [watch it here](#)



Attendee badges



Signage



Ads

WOMEN'S TRANSPORTATION SEMINAR

WTS International



Visual Identity



BRAND VOICE AND TONE

VOICE represents WTS' personality – it reflects who we are and where we want to go. Our voice reflects our promise to our chapters and our members. All written and spoken words represent our brand as a unified voice across all chapters.

tone is more fluid than voice and represents the mood we present in various materials, at events, on platforms and for audiences.

Brand Attributes

The words below represent perceptions about the WTS brand:

- Forward-thinking
- Professional
- Inspiring
- Respected
- Inclusive

Style guide

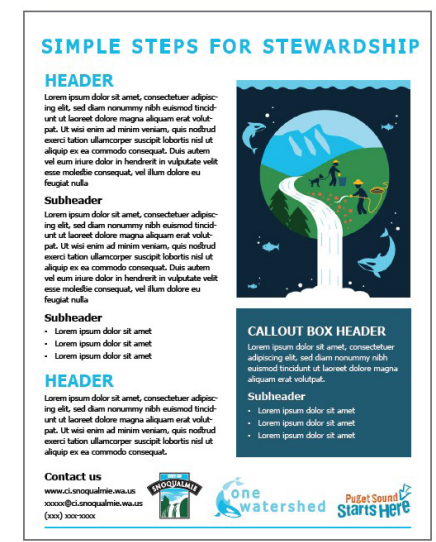
BRANDING/VISUAL IDENTITY

ONE WATERSHED – FALLS TO SOUND

City of Snoqualmie



Visual Identity



Factsheet

ELLIOTT BAY CONNECTIONS

Elliott Bay Connections LLC.

Elliott Bay Connections

Sign up for project updates

Land Acknowledgement

The Seattle Waterfront is situated on the land of the Coast Salish Peoples, who have resided here since time immemorial and continue to thrive.

With respect and humility, we acknowledge the history of the waterfront, the dispossession of land from the Coast Salish people, and, most importantly, the strength and resilience of the Native people and their culture through this history to the present.

This acknowledgment serves only as a first step in honoring the land that we occupy and the first peoples of this land.



University of Washington Libraries, Special Collections, A. Curtis 25180, NA698

Project Overview

Elliott Bay Connections (EBC) is a public-private partnership to connect, restore and revitalize public parks along the Elliott Bay waterfront from Pier 62 (just north of the Seattle Aquarium) to The Beach at Expedia Group.

To accomplish this, EBC will build a pedestrian and bicycle greenway trail on the east side of Alaskan Way, connecting the new Waterfront Park to the Olympic Sculpture Park, and restore and revitalize Myrtle Edwards and Centennial parks. The EBC project, expected to be complete by Summer 2026, is funded entirely by private philanthropic donations.

The **Downtown Seattle Association (DSA)** is EBC's private implementation partner in this public-private partnership. DSA will serve as fiscal agent and project sponsor for all necessary agreements, permits and contracts. The City of Seattle Mayor's Office, the Port of Seattle and the Suquamish and Muckleshoot Indian tribes fully support the Elliott Bay Connections project. EBC will continue to work closely with representatives of the tribes and the Urban Native community to ensure inclusion of Native perspective, knowledge, practices and language in the project design and implementation.

Meet the Team



EBC will connect the parks along the Elliott Bay Waterfront with a new pedestrian and bicycle greenway trail and restore and revitalize Myrtle Edwards and Centennial parks.



EBC will connect the parks along the Elliott Bay Waterfront with a new pedestrian and bicycle greenway trail and restore and revitalize Myrtle Edwards and Centennial parks.

Project Goals

Elliott Bay Connections aims to create a continuous, connected experience for people walking, rolling, biking and recreating along the Elliott Bay waterfront by:

- Connecting the parks of Elliott Bay with a new greenway trail between Waterfront Park and Olympic Sculpture Park.
- Connecting people to Myrtle Edwards and Centennial parks with the restoration and revitalization of these parks.
- Connecting people to the Salish Sea and the indigenous communities and culture that have lived and thrived here since time immemorial.
- Connecting people to each other by helping make the Elliott Bay Waterfront a welcoming place for all.

Project Description



Pedestrian and Bicycle Greenway Trail on the East Side of Alaskan Way

Elliott Bay Connections will create a new, protected, greenway trail for people of all ages and abilities walking, biking and rolling on the east side of Alaskan Way, between Pier 62 and the Olympic Sculpture Park. The greenway trail will complement the Seattle Department of Transportation's **Alaskan Way Safety Project**, which will build a two-way protected bike lane on the west side of Alaskan Way.

New Greenway Trail:

- A new multi-use path designed for people of all ages and abilities walking, biking and rolling, replacing the obsolete trolley track and sidewalk on the east side of Alaskan Way.
- Lush landscape areas along the multi-use path will feature native trees, shrubs and ground cover plantings.
- New directional signage to provide clear navigation for residents and visitors.
- New and improved lighting.

Before

After



Improvements are coming to this space!



Multi-use path

Fill out the survey by June 2!

Scan the QR code to visit the Elliott Bay Connections website and sign-up for project updates

SHARE YOUR THOUGHTS



STAY INFORMED



Website – [See it here](#)

WEBSITE PROJECTS

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EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County

Bridge Design Concepts

The two east span bridge types under consideration are the cable stay (similar to the Tilikum Crossing) and the tied arch (similar to the Wapato Bridge that connects to Sauvie Island). These two bridge types vary in height, character, materials, views and other characteristics. Below are some key attributes to consider when reviewing the options. Click on each bridge type to learn more about the different sub options.



Cable Stay Type

Learn more and see 3D animations



Tied Arch Type

Learn more and see 3D animations

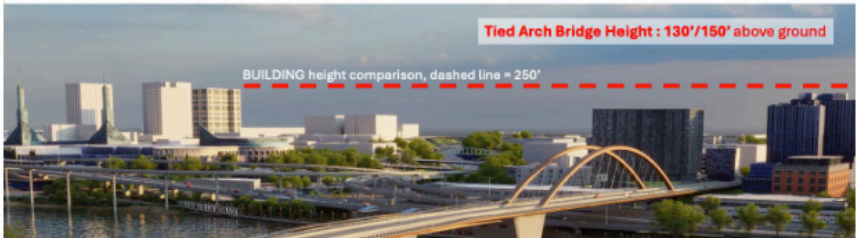
Comparison of Bridge Height

Below you'll see height, materials and sightline comparisons between the two bridge types.



Cable Stay Bridge Tower Height : 290' above ground

BUILDING height comparison, dashed line = 250'



Tied Arch Bridge Height : 130'/150' above ground

BUILDING height comparison, dashed line = 250'

Comparison of Bridge Materials



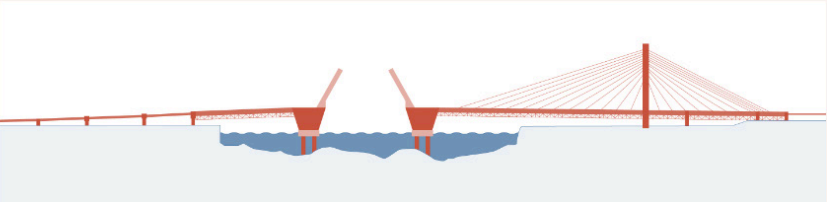
CONCRETE BRIDGE TOWER



WEATHERING STEEL ARCH



Cable Stay Type



Visual Aesthetics

- **Dominant feature:** Vertical towers
- **Form/Profile:** Tower with cable lines
- **Uniqueness:** Some sub options unique to Portland
- **Style/Character:** Sleek, modern, spire-like
- **Material:** Concrete

Urban Context (how the bridge fits within the urban landscape)

- **Height:** Slightly taller than The Yard (large building on the east end of the bridge)
- **Focus:** Towers draw a more singular focus further east

Experience

- **On the bridge:** Visual openness throughout with a sense of passing by or between towers
- **Views from I-5:** Appears more airy or transparent. Cables that come down from the tower(s) are slender and easier to see through (whereas arches are thicker and more bold in appearance).
- **Views from river:** Cables don't really impede or standout in the viewshed from a boat (whereas arches would be distinct within the viewshed of a boat)

Cable Stay Options

Goalpost Tower

Key Attributes

- **Dominant feature:** Two vertical towers
- **Uniqueness:** Similar to Tilikum Crossing
- **Experience on bridge:** Visual openness throughout with a sense of passing by or between towers
- **View from I-5:** Transparent and open
- **View from river:** Appears further east; unobtrusive within view of river channel



View from river to southeast

Watch on 

Braced Vertical Arch

Key Attributes

- **Dominant feature:** Parallel vertical arches connected on the top by crisscrossed braces
- **Uniqueness:** Similar to Fremont Bridge in Portland
- **Experience on bridge:** Enclosed or feeling of going through a portal
- **View from I-5:** The feeling of passing under an archway while approaching it from I-5
- **View from river:** Distinct arch connecting to in-water pier within view of river channel



View from river to southeast

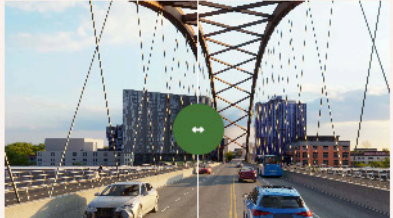
Watch on 



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The Braced Vertical Arch can come in two sizes, short or long. The key difference between the short and long options is scale. The long option is 150 ft longer and 20 ft taller. Use the green circle arrow to toggle back and forth between the different height options.



Website – [See it here](#)

Sound Transit

Website – [See it here](#)

[March 5, 2024 meeting materials](#)

SHORELINE SIDEWALKS

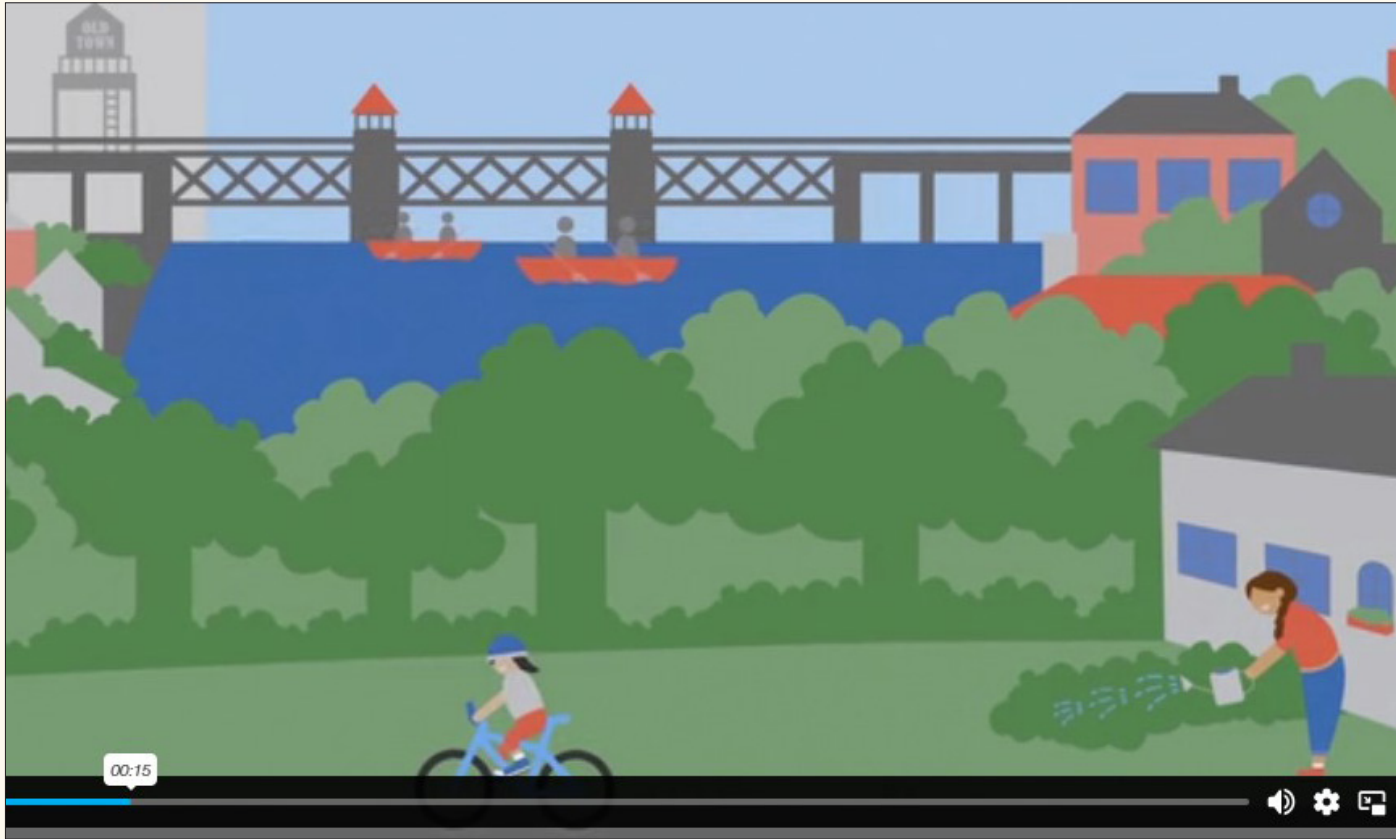
City of Shoreline



Animated video – [Watch it here](#)

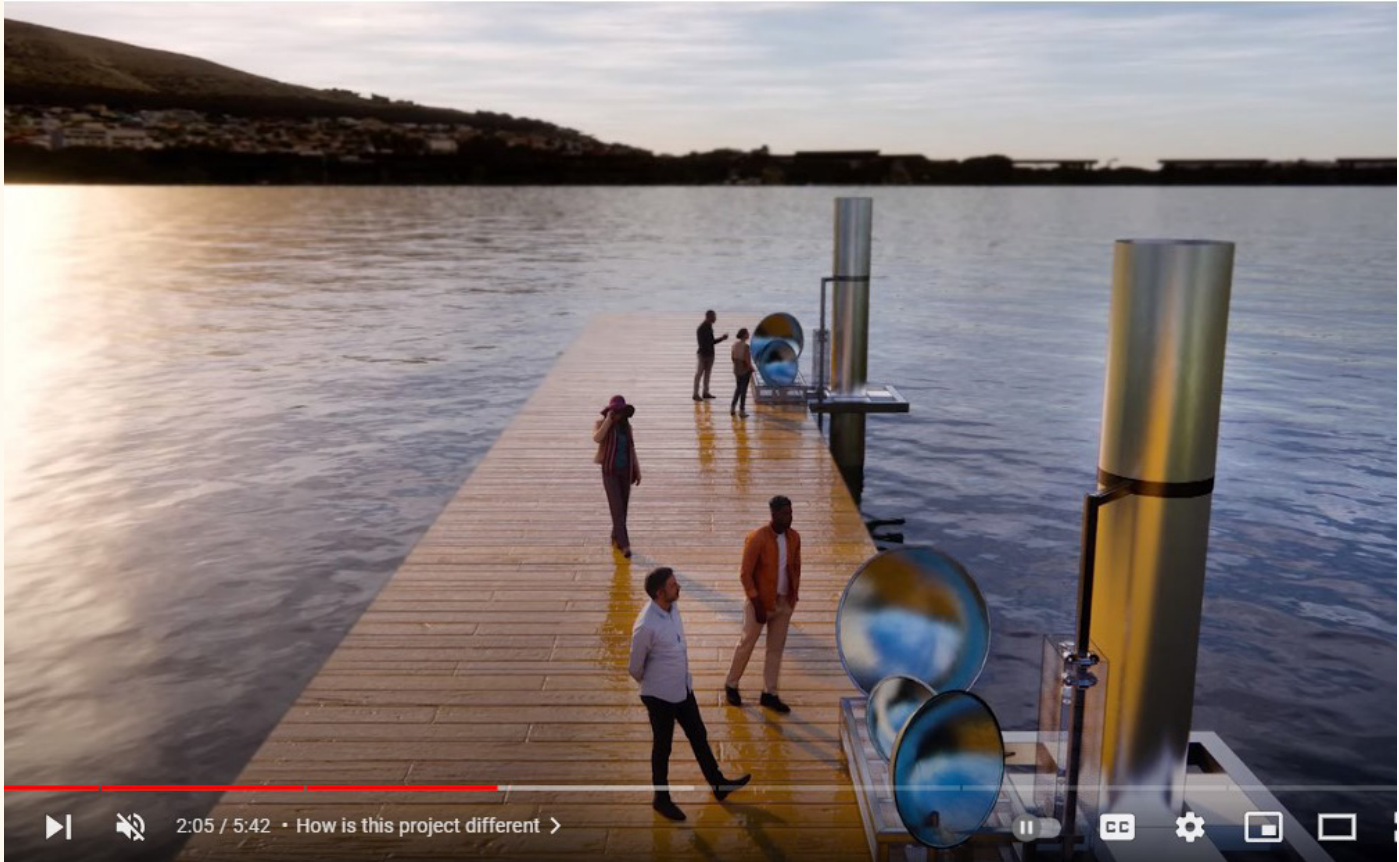
EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County



Animated video – [Watch it here](#)

WATERFRONT SEATTLE
Seattle Department of Transportation



Artist video – [Watch it here](#)

STORMFEST
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WASHINGTON ROAD USAGE CHARGE

Washington State Transportation Commission



Pilot study promo video – [Watch it here](#)



Animated video – [Watch it here](#)