

A Transportation Package that Meets Seattle's Safety, Equity, Mobility, and Climate Plans

Seattle is at a pivotal moment to set the direction for our transportation spending for the next decade. Our next transportation funding package, including a new levy, must meaningfully tackle the safety, equity, mobility, and climate challenges [we have collectively agreed our city faces](#). The Mayor's office with Seattle's Department of Transportation (SDOT) have laid out goals and plans to address these challenges in the [Climate Change Response Framework](#), [Seattle Transportation Plan \(STP\) draft](#) and DEIS, [Transportation Equity Framework](#), ADA plans, and [Vision Zero](#) goals. **It is now the time to ensure we have a funding package to achieve them.**

This fall, Seattle voters will decide on a transportation levy to replace the expiring 2015 Move Seattle Levy. It will likely account for a third of SDOT's budget. Voters will support a large transportation levy alongside additional state and federal dollars and progressive funding options suggested by the [Revenue Stabilization Workgroup](#) to create a transportation funding package that will meaningfully improve the lives of people who live, work, and play in Seattle:

- Travel by walking, rolling, biking, and taking transit is safe, attractive, time competitive, and a dignified way to get around for people in every neighborhood in Seattle.
- Historic inequities in our transportation system are righted through neighborhood and community investment.
- Our city is accessible for the 40% of residents that are nondrivers including people with disabilities, elders, youth, and more.
- Seattle is set up to support the growth of our population and economy.

Our safety and climate crisis stem from a century of investments in car-centric infrastructure rooted in racism and disinvestment. Therefore, we cannot use past budgets as starting points for future spending plans to make transformational change. Bold action must instead start from a serious financial commitment that responds to a comprehensive understanding of our transportation system needs. Additionally, we believe bridge maintenance is an important transportation priority that should be addressed in a separate funding package and include state and federal dollars as well as alternative revenue sources such as tolling.

This outline makes a financial plan for the promises and numbers included in the Seattle Transportation Plan's DEIS that will get us rapid progress (in alignment with EIS Alternative 3), as supported by 95% of the community. **In order to meet our safety, equity, mobility, and climate goals, our city needs just over \$3 billion:**

I. Safety – Everyone gets home safely: \$594.6 million

1. Bold safety redesigns on our city’s most dangerous streets: \$200 million
2. Vision Zero program: \$80 million
3. Bike lanes, trails, and upgrading existing bike lanes: \$258.6 million
4. Safe Routes to School: \$50 million
5. Pedestrian lighting: \$6 million

II. Mobility – Make it easier to get where you need to go: \$1,514 million

1. New sidewalks: 331.6 miles for \$696 million
2. Safe Crossings and Accessible Pedestrian Signals (APS): \$50 million
3. Reduce barriers to biking: \$38 million
4. Bicycle parking: \$20 million
5. Improve access to transit: \$110 million
6. Transit improvements: \$400 million
7. Center city streetcar: \$200 million

III. Maintenance – Take care of what we have: \$560 million

1. Sidewalk repair : \$200 million
2. Repainting: \$15 million
3. Bike lane and trail maintenance: \$40 million
4. Street repaving: \$305 million

IV. Livability – Invest in our communities: \$530.21 million

1. Land Acquisition to for Equitable Transit-Oriented Development: \$300 million
2. People streets and public spaces: \$96 million
3. Accessible public bathrooms: 40 public bathrooms for \$57 million
4. Neighborhood grant programs: 25-35 neighborhood projects for \$30 million
5. Benches and other amenities: \$210,000
6. Street trees: 47 million



I. Safety – Everyone gets home safely

Everyone has the right to get to where they need to go safely. In 2015, the city of Seattle committed to [Vision Zero](#) – the goal to end traffic deaths and serious injuries by 2030. Since then, at least 1,700 people have been killed or seriously injured on Seattle streets, with deaths increasing year to year instead of going down. Traffic violence, like so much else in our city, is disproportionately killing and harming people of color, disabled people, elders, low-income people, and unhoused people. They're also geographically concentrated in south Seattle, which is home to many communities of color and has [historically received significantly less infrastructure and safety investment](#). Each number is a person, and each death has rippling effects on their family, friends, and community.

These tragedies are preventable. The single most important thing the city can do to save lives is to redesign dangerous streets. 80% of people who are killed while walking or rolling in Seattle are traveling on streets with more than one lane of traffic in each direction. And 80% of people who are killed while biking are biking where there is no bike lane. By redesigning our streets to decrease speeding and adding sidewalks, bike lanes, crosswalks, and other features, we can make sure that everyone gets home safely.

We also recognize that safety on our streets doesn't just mean safety from speeding vehicles, and that people are being killed on our streets by systemic racist policing, by gun violence, and because they are currently unhoused. In addressing this pedestrian safety crisis, we must work together to find solutions that house people, give people safe, convenient mobility options, and support community needs so that we can all thrive.

1. Bold safety redesigns on our city's most dangerous streets: \$200 million

The pedestrian safety crisis cannot live around the edges of this levy. The cornerstone of this levy must be investments that reverse recent trends and get Seattle to zero fatalities and serious injuries, in order to set ourselves up for state and federal grant opportunities. This transportation package will be a failure if it does not fix our most dangerous streets.

Reducing the number of general purpose vehicle lanes and converting the extra space to widened sidewalks, protected bike lanes, bus lanes, or planting strips for street trees will save lives. In accordance with Seattle's [Complete Streets Ordinance](#) and the newly passed [Sidewalk Ordinance](#), bold safety redesigns must also include investments in planned bike lanes, sidewalk construction and repair. [SDOT's data](#) shows that a safety project on NE 65th St in 2019 cut collisions by more than half and has so far eliminated deaths and serious injuries entirely. The 2015 Move Seattle levy failed to deliver on many promises for safety corridors on some of our most dangerous streets. Now we are moving further from our Vision Zero goals to end traffic deaths and serious injuries by 2030.

Investing local funds into transformational safety redesigns of the five most dangerous streets in Seattle will set us up for state and federal grant funding to complete these projects.

Invest \$200 million for bold safety redesigns on:

- Aurora Ave N – 22 people killed in the last 5 years
- Dr. Martin Luther King Jr. Way S – 13 people killed in the last 5 years
- 4th Ave S – 11 people killed in the last 5 years
- Rainier Ave S – 10 people killed in the last 5 years
- Lake City Way – 5 people killed in the last 5 years

2. Vision Zero program: \$80 million

Bold street redesigns improve safety in a way that nothing else can, but require large amounts of funding, community engagement, and political support. In addition to large scale projects that redesign streets, small safety infrastructure can also save lives. The Vision Zero program effectively distributes funding to areas with the highest need via strong safety and equity project filters. The program successfully delivers new sidewalks and crossings, intersection visibility improvements like pedestrian curb bulbs and refuge islands, leading pedestrian intervals and protected turns, traffic calming, and other spot improvements that can make our streets significantly safer for a fraction of the cost.

3. Bike lanes, trails, and upgrading existing bike lanes: \$258.6 million

Safe bike routes are a critical piece of any urban transportation system, not just because protected bike lanes make it safer for people biking on our streets, or because people are much more likely to bike when protected networks of bike routes exist, but also because the data shows that streets with bike lanes are safer for all users – people on bikes, walking, rolling, and driving.

Since biking is inexpensive, it is a reliable option for many people who don't own cars when moving around the city, particularly late at night or in neighborhoods without reliable transit service. While not everyone is interested in biking, everyone who wants to, or needs to bike – including for economic reasons – should be able to do so safely.

Yet Seattle has very little safe infrastructure for people riding bikes in lower-income areas and in neighborhoods with higher percentages of people of color. This funding package must invest disproportionately in south and west Seattle to bring the bike network up to the same or better quality as what already exists in central and north Seattle and close gaps to ensure safety along the entirety of the routes.

Investment required to meet Seattle's goals for bike lanes and trails:

- **Build 154 miles of bike lanes in 8 years: \$138.6 million**

While SDOT has made progress on creating a connected downtown bike network, there are still large gaps in our citywide network with many neighborhoods disconnected all together. Alternative 3 in the STP, the only alternative with benchmarks to fully implement the vision outlined in the STP, would build 285 miles of bike lanes in 20 years to create a fully connected bike network across the city. To accomplish this the next transportation package needs \$138.6 million to build 154 miles of bike lanes in 8 years, including at least 70 miles of protected bike lanes and 84 miles of neighborhood greenways.

- **Upgrade Seattle's trail system: \$100 million**

We must continue to maintain and expand Seattle's popular multi-use trail systems to accommodate increasing traffic and increase accessibility. This includes the Burke-Gilman, Chief Sealth, and Alki/West Seattle Comfortable Connections projects listed in the preliminary STP project list. Funding must include trail widening that accommodates all bikes, including wider adaptive cycles, and will meet the future needs of a growing number of people riding bikes; crossing upgrades, repaving projects, and accessible infrastructure like benches.

- **Increase protection for 73 miles of bike lanes in 8 years: \$20 million, spent primarily at the beginning of levy timeframe**

Seattle needs to expand on SDOT's Even Better Bike Lane pilot program to make existing protected bike lanes safe for all users and decrease ongoing maintenance costs of replacing plastic bollards that are quickly destroyed by vehicles.

4. Safe Routes to School: \$50 million

Every child deserves to be able to walk or bike to school safely and comfortably. Currently, 58% of students in the Seattle Public School District live within their school walk zone and are not served by school bus routes, yet only 30% of them walk and bike to get to school. Particularly in schools with dangerous streets nearby, many parents who have the means to do so make the decision to drive their kids to school every day. The increase in vehicle traffic around the school leaves those kids who do not have the option, disproportionately low-income kids and people of color, in even more dangerous conditions. Nationally, Black kids are [twice as likely](#) to be killed while walking and Latino kids are [40% more likely](#) than white kids. Kids who walk and bike also arrive at school better able to concentrate and over time develop a stronger sense of their own independence, mobility, and community connections.

Seattle's Safe Routes to School program encourages more kids to walk and bike to school and improves safety in areas around schools for kids who walk and bike. The program has strong safety and equity project filters and has high impact for a relatively small budget.

5. Pedestrian lighting: \$6 million

Our city must invest in streets that adhere to age-friendly street guidelines and allocate \$6 million to build 100 pedestrian scale streetlights. This should include partnering with Seattle City

Light to update [Seattle's 2012 Pedestrian Lighting Plan](#) and create a plan for installing pedestrian lighting in a large-scale, systemic way rather than as a nice-to-have add-on to public space projects. To understand the need and better prioritize historically marginalized neighborhoods, we propose the City allocate funds to conduct a city-wide lighting audit similar to the City's 2017 sidewalk audit.

II. Mobility – Make it easier to get where you need to go

In the next decade, we can transform Seattle into a livable city where every person, regardless of where they are in the city, can reliably and efficiently get to where they need to go without a car. This means investing in an entire, connected transportation system that begins with the first step on a sidewalk or bike path and includes each transit connection in many households' long commutes.

SDOT's Seattle Transportation Plan and [Climate Change Response Framework](#) set specific goals for mode of travel: By 2030, Seattle needs to have 7% of trips by bike, 24% walking or rolling, 24% by transit, 10% in electric private cars, and 35% or fewer non-electric private cars. We need to rapidly increase investments in bike, pedestrian, and transit networks in order to achieve this goal. We also need to dramatically increase investments in a complete network of accessible sidewalks with accessible pedestrian signals (APS) and curb ramps that go beyond the City's consent decree in order to make our city accessible for the 40% of residents that are nondrivers.

While Seattle has built a reliable network of bike and transit options along its downtown corridor, these investments have not been evenly distributed throughout the city. Communities of color, immigrants, elders, youth, people with disabilities, non-drivers and other vulnerable communities have been left out of our transportation system. Neighborhoods with more affordable housing options often mean longer commute times and less access to high-quality transit and safe places to walk and bike. This impacts where and when people can work, socialize and access basic needs. A broken transportation system costs people opportunities, time, and relationships.

A thriving, livable city means every neighborhood has accessible sidewalks, safe and efficient bike routes, and reliable, all-day transit within a few blocks of every destination. If and when we invest in fully meeting the transportation needs of Seattle's most vulnerable communities, we can create a city where walking, biking, and public transit become the most convenient and preferred options for the majority of Seattleites. The 2015 Move Seattle levy increased investments in multimodal transportation but we are still far from accomplishing this. At Seattle's current funding levels, we will not have a completed sidewalk network for 1,600 years. Many bus routes have faced extreme service cuts. Our city needs to dramatically shift our funding priorities in order to meet established city plans.

1. New sidewalks: 331.6 miles for \$696 million

Currently 24% of Seattle blocks are missing sidewalks. This is a transportation crisis for people with disabilities who are either forced into the street or trapped behind a missing section of sidewalk. The STP's rapid progress plan calls for 829 miles of new sidewalks in the next 20 years. In order to achieve this, the next transportation funding package must dramatically increase its annual sidewalk installation rate from 30 blocks a year to 590 blocks a year (41.5 miles). Seattle will need a \$696 million investment to complete 331.6 miles of sidewalks over the next 8 years. Since sidewalk gaps are most pronounced the far north of Seattle and in South Seattle, these investments will rectify racial inequities in our transportation system.

2. Safe Crossings and Accessible Pedestrian Signals (APS): \$50 million

Frequent safe street crossings for pedestrians make walking and rolling significantly safer and more efficient. Pedestrian investments improve mobility for everyone whether they are walking or rolling to their destination, to the bus stop, or to where they parked their car.

Accessible pedestrian signals (APS) provide audio and vibrotactile information at signalized crosswalks to help people who are blind or low vision safely cross the street. They are a critical element of pedestrian safety yet three quarters of Seattle's signalized crossings do not have them. SDOT's budget currently has funding to install roughly 10 new accessible signals each year. With over 800 crossings without APS, it will take a lifetime before people with disabilities can fully access our city. In order to meet accessibility goals, we must install 40 new APS annually with the goal of every signalized crossing accessible in Seattle by 2045 .

Investment required to meet Seattle's goals for safe and accessible pedestrian crossings:

- **Improve pedestrian safety at 750 intersections: \$32.5 million**
Including signalized crossings, shortened crossing distances, curb ramps, curb bulbs, median islands, prioritized signal timing: \$32.5 million
- **Install 320 Accessible Pedestrian Signals (APS) over 8 years: \$17.5 million**

3. Reduce barriers to biking: \$38 million

We need to think beyond bike lanes to make biking accessible to everyone. E-bikes are expanding opportunities to users that were previously infeasible to many, especially given Seattle's hills and weather. The average price of an e-bike is between \$2,000 - \$3,000 and out of reach for many households. Adaptive bikes and tricycles can be just as expensive. The State is launching an e-bike rebate program next year but with only 2,300 low-income vouchers available state-wide, we know that more is needed to truly expand e-bike access to low-income communities in Seattle. Modeled after Denver's e-bike rebate program, Seattle should invest \$38 million in a voucher program to be used on any kind of bike that will reach 10% of low-income adults at a \$1400 rebate and 10% of higher income adults at a \$300 rebate over the next 8 years.

4. Bicycle parking: \$20 million

The unpredictability of available bike parking is a challenge for many people choosing whether to get where they need to go by bike or not. This is exacerbated in low-income and historically marginalized communities. The Move Seattle Levy spent the \$7 million allocated to install bike parking racks early in the lifetime of the levy, demonstrating the high need for more parking facilities throughout the city. Since the creation of the last levy in 2015, bikes have expanded dramatically in size and type, including e-bike and e-cargo bike models that require different parking options. The City must invest \$20 million for reliable, secure bike parking throughout the city to accommodate different bike sizes and types, as well as short- and long-term parking options, with emphasis in Seattle's low income and marginalized neighborhoods.

5. Improve access to transit: \$110 million

A majority of transit riders must bike or walk significant distances to access a light rail station or transit hub. This is especially true in low-income communities where there are less likely to be safe and convenient routes to walk and bike. To truly increase mobility, we need to view transit investments in connection with community-wide pedestrian and bike networks. Seattle should use the [Tacoma Trail to Transit Connector project](#) as inspiration and leverage programs like [WSDOT's First Mile/Last Mile Connections grants](#) to invest in first and last mile multimodal projects.

Investment required to improve access to transit:

- Build pedestrian and bike connections to the 130th and 145th St light rail stations: \$10 million
- Build pedestrian and bike connections to the future Graham St light rail infill station: \$20 million
- Invest in first and last mile projects & upgrades near transit hubs: \$80 million

6. Transit improvements: \$400 million

To give people realistic alternatives to driving, and to improve opportunity and quality of life for people who depend on transit, we need fast, frequent, comfortable, and reliable public transit serving every Seattle resident. Many lower-income households spend a large portion of their income on car expenses, because public transit is not a reliable option for them. By designing our transportation system around the private car, we are forcing many people to add a \$10,000 expense into their household budget just to get where they need to go. Meanwhile, people who are transit-dependent pay with their time, spending many more hours commuting by bus and getting to daily destinations.

With existing programs to reduce transit costs for low-income riders, youth, elders, and people with disabilities, the transportation budget of a transit household could be a tiny fraction of a car-owning household. This could mean the difference between getting priced out of Seattle and

making ends meet. However, this is only useful if public transit is reliable, frequent, and speedy enough for it to be a viable option for working people. We need to build a transit system that allows all Seattle residents, workers, and visitors to travel rapidly and reliably around our city by bus and train.

Buses are the backbone of our transit system. They provide connections within and between neighborhoods that light rail can't. We can quickly and cost effectively transform our transit system by reprioritizing bus services. Unlike light rail that takes years of planning and construction, buses can repurpose the roads already built for single occupancy vehicles. Seattle must work with King County Metro to build a bus network that is fast, easy to use and reaches every neighborhood in Seattle.

Investment required to meet Seattle's transit network goals:

- **Create at least 60 new linear miles of dedicated transit corridors where buses have priority and two new east-west bus routes with bus priority: \$225 million.**
The next funding package needs to fund bus route improvements with the goal of reducing travel times by 20% or more. This needs to include improvements to the 5 (expand upon [Metro's improvement plan](#)), 21, [36](#), 40, and 48. The City needs a robust network of bus priority corridors connecting Seattle's neighborhoods with high value-for-money spot improvements and bus stop upgrades (lighting included). Bus lanes need features that ensure they are effective and deter motorists from cheating into them. Seattle's transportation system is designed to move people north and south, leaving huge gaps in service and many neighborhoods with few bus options. The lack of east-west bus service combined with Seattle topography creates particular challenges for people with disabilities, elders, and families with young children who cannot navigate the blocks of steep inclines between bus stops. Complete necessary upgrades to route 8, 44, 50, and the [revised route 65](#), and create new east-west bus routes with bus priority, focusing on high-priority neighborhoods like Rainier Beach and West Seattle..
- **Fix Choke Points to Improve Speed and Reliability: \$85 million**
Right now, commuting by bus typically takes much longer than driving because of choke points throughout the city that leave bus riders stuck in gridlock. As a result, many people who can easily afford car expenses choose to drive, contributing to carbon emissions and pollution. Transit gridlock has a disproportionate impact on low income residents, communities of color, elders, youth, and people with disabilities since they are more likely to rely on transit and lack viable alternatives. Spot improvement to add bus lanes and queue jumps at key locations could help ease the gridlock.
- **Add bus shelters and seating: \$1 million**
Roughly 75% of King County Metro's 8,100 bus stops lack bus shelters. This represents a serious gap in creating an accessible transit system. Bus shelters with seating provide critical weather protection in the face of increasingly extreme weather conditions; increase bus stop visibility that can otherwise be difficult to find; and offer places to rest for seniors, people with disabilities, and transit riders more broadly.

- **Help Metro with marketing for job vacancies: \$15 million**

The City of Seattle must work with Metro to address bus driver and mechanic hiring. The City can help recruit and advertise positions and should look into setting up apprentice programs to help attract more people to Metro.

- **Aurora Bus Rapid Transit: \$50 million**

Aurora Avenue needs an overhaul that makes the corridor both safer and more effective for bus riders. Safer access via widened and completed sidewalks, narrowing crossings of the street, and continuous protected bus lanes are needed. The project should get the E Line to full bus rapid transit quality. State matching funds are waiting if SDOT comes up with a viable plan.

7. Center city streetcar: \$200 million

The Center City Connector streetcar could close a key downtown gap in Seattle's fledgling streetcar network. Carrying a projected ~20,000 daily riders is a big deal and will help provide resiliency to the downtown transit network. High ridership potential over a short distance also makes this project highly competitive for federal grants, which may have to be applied for again. Without the Center City extension, the other two "orphaned" streetcar lines are very much at risk of being mothballed. The First Hill Streetcar was built as mitigation for abandoning First Hill's planned light rail station and local agencies pledged to the Chinatown-International District that the line would eventually connect to downtown when local residents and business owners weathered the long construction period. Let's build this already and fulfill this promise!

III. Maintenance – Take care of what we have

We must invest early and consistently in maintaining our roads and multimodal infrastructure. Every dollar we invest to preserve public assets in fair and good condition saves \$6 to \$10 in rehab and replacement projects down the road. While maintenance investments are essential to a healthy transportation system, the next funding package must outline a maintenance policy that does not create a backlog by expanding capacity for private vehicles.

1. Sidewalk repair: \$200 million

Today, 47% of our existing sidewalks are in fair, poor or very poor condition. In Seattle, private property owners are responsible for maintaining adjacent sidewalks, but in practice the city is unable to enforce this responsibility, and our sidewalks continue to fall into disrepair, posing extreme mobility challenges – especially for elders and people with disabilities. Combined with missing sidewalks, elders and people with disabilities cannot navigate over half of Seattle streets. SDOT estimates it will take a minimum of \$500 million to repair our sidewalks. Our city must create a sidewalk repair funding mechanism that is proportional to the need: \$25 million per year for 8 years, for a total of \$200 million.

2. Repainting: \$15 million

Adequately maintaining our crosswalks, painted curb bulbs, and other pedestrian and bike infrastructure is vital to keep people safe. SDOT should continue the goal of repainting every four years, with higher frequency in areas with more wear, such as transit and freight corridors, to ensure that every crosswalk is clearly marked.

3. Bike lane and trail maintenance: \$40 million

Poor maintenance of Seattle's bike routes is making them hard to use, unwelcoming, and – in some cases – functionally obsolete or absent. This is particularly challenging for people who are not confident biking with vehicle traffic or who aren't biking along familiar routes.

Maintaining bike lanes and trails, including keeping them clean, repainting lines and markings that fade, and replacing barriers and bollards that are struck by vehicles or degrade, is essential so that they stay visible and apparent to all road users and protect people as they were designed to do.

4. Street repaving: \$305 million

Seattle's repaving plan should prioritize repaving transit, biking, and key pedestrian corridors since potholes pose a safety and accessibility risk and add to the wear and tear of our buses while degrading the rider experience.

In accordance with Seattle's [Complete Streets Ordinance](#) and [Sidewalk Ordinance](#), repaving projects must also include investments in planned bike lanes and sidewalk construction and repair and utilize a safe systems approach.

Similarly to the last levy, this funding package must invest in repaving:

- Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods: \$269 million
- Complete 65 targeted spot improvements every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews: \$36 million

IV. Livability – Invest in our communities

Transportation is completely intertwined with our housing options, health outcomes, and local economies. Therefore, we must be intentional and proactive to create a transportation system that promotes livability in every community. Livability means reimagining streets as a place for people, community, and commerce as they once were. Together with sidewalks and curb space, streets can be vibrant, public spaces that encourage community gathering and meet people's needs. This includes amenities like free public bathrooms, benches, and trees. Our streets can support local business and encourage local entrepreneurship, sidewalk vending, and street food.

To create these spaces, we need to ensure they meet people’s basic needs and reflect communities’ priorities.

Livability also means addressing the negative impacts of our transportation system, which is rooted in racism and displacement. Seattle has a long history of building transportation projects over the top of thriving BIPOC communities, such as I-5, Sound Transit, and more. Our transportation system is also the largest driver of Seattle’s greenhouse gas emissions, and the impacts of transportation-related air and noise pollution is concentrated in BIPOC and low-income communities. Now as Seattle expands light rail and reprioritizes housing density and transit-oriented development, BIPOC communities are at increased risk of displacement. It is Seattle’s responsibility to support BIPOC communities through inclusive planning at the earliest stages of transportation planning, support communities and businesses during construction, and make long-term investments to ensure affordable housing and property options exist.

1. Land Acquisition for Equitable Transit-Oriented Development: \$300 million

The transportation equity framework describes a commitment to transit expansion while addressing the proven risk of increased displacement for BIPOC and other impacted communities. We know from experience that any investment in transit expansion has to significantly invest in taking land and existing affordable housing off the speculative market before opportunistic developers can take advantage and cause mass displacement of the communities– most often BIPOC– that have been there for decades before. Addressing the risk of displacement is especially important to achieve the actual goals of increasing ridership and decreasing car dependency since we know that with displacement, ridership decreases, defeating the goals of expanded transportation infrastructure in the first place.

The Transportation Equity Framework adopted by the City of Seattle states: “Long-range planning must mitigate near-term adverse impacts that rapid, unchecked development can have on low-income BIPOC communities who have historically and currently accessed the city of Seattle to work, worship, play, learn and live. We believe urban planning policies must be accountable to BIPOC communities within the City’s Equitable Development Initiative.”

The Equitable Development Initiative in OPCD is investing in a process to support a long-term plan for equitable transit oriented development, and BIPOC communities across Seattle have developed comprehensive community-led plans to address displacement. For example, BIPOC organizations located in or working in the area surrounding the planned Graham street station have developed a plan for development without displacement anticipating the new light rail station opening in 2031. To do this, the plan prioritizes stabilizing existing key institutions, businesses, and residents and large scale land acquisition. As Sound Transit expands light rail access around Chinatown/International District, a comprehensive plan will need to be implemented as well.

The City of Seattle must ensure equitable transit-oriented development exists around all transit hubs in the city, alongside anti-displacement measures, support for small businesses, and inclusive neighborhood planning. \$300 million over eight years is the bare minimum needed to mitigate, but not even fully address, the potential impacts expanded transportation will have on BIPOC communities. A report released by McKinsey in 2020 suggested the county as a whole needs to be investing somewhere between \$450 million to \$1.1 billion more in public spending every year for the next decade to meaningfully address homelessness, for example.

2. People streets and public spaces: \$96 million

Our streets make up $\frac{1}{4}$ of the total land in Seattle. They should reflect our community needs and priorities not just for mobility but also as places to gather, play, build community, support small businesses, and enhance the quality of our lives.

- Corridors and districts: \$40 million
- Low pollution neighborhoods: \$24 million
- Community plaza program: \$8 million
- Wayfinding: \$8 million
- Streetscape cleaning and maintenance: \$8 million
- Activation: \$8 million

3. Accessible public bathrooms: 40 public bathrooms for \$57 million

Seattle has 25 public bathrooms per 100,000 people. King County Metro provides no public bathrooms in Seattle and Sound Transit operates one. Public bathrooms are critical to public health and essential for transit riders with long commutes, people with disabilities and chronic illness, parents with young children and people who are unhoused. Seattle must invest in providing public bathrooms at all of the 105 proposed mobility hubs in Alternative 3 of the STP. The next funding package should invest in installing and maintaining 5 new bathrooms each year. We also ask SDOT to leverage its partnership with Sound Transit to ensure public bathrooms are included in all new light rail stations.

4. Neighborhood grant programs: 25-35 neighborhood projects for \$30 million

The popular Neighborhood Street Fund program directs funding towards projects to improve safety, mobility and access, and quality of life. Project ideas originate from community members who see a need in their neighborhood. By prioritizing projects in underserved neighborhoods in the city, we can help make streets safer while also doing a small part to reverse the historic lack of control over street projects and decision-making in those communities.

5. Benches and other amenities: \$210,000

Places for people to sit and rest are essential to make our city accessible to elders, people with disabilities, and families, but also increase the quality and enjoyment of a space for everyone. Seattle should commit to installing benches at all 105 proposed transit hubs under the STP.

6. Street trees: \$47 million

SDOT replaces every street tree removed due to disease or safety with two new trees. In the next funding package, we need to continue that work as well as increase the number of trees in areas that currently have the lowest tree canopy coverage.