

Transportation Guarantee

Mobility is a human right, and Seattle needs a transportation system that gives people choices for how to get where they need to go safely, conveniently, and affordably. Right now, that's not the case. A stable climate is a human right, but transportation accounts for two-thirds of Seattle's global warming emissions. Because highways and high-speed freight routes were purposefully planned on top of and through communities of color and low-income communities, the corresponding air pollution, noise pollution, runoff, and unsafe conditions for people walking, rolling, and biking are [disproportionately impacting](#) those communities. **Seattle's 2024 Transportation Budget** must get our city on track to meet climate goals, reduce toxic air pollution, and create *safe, affordable, and accessible* options for everyone to get where they need to go.

In Seattle, transportation is the second biggest household cost after housing. Low-income and disabled Seattleites are significantly less likely to have access to or be able to drive a car and are more dependent on transit, walking, rolling, and biking to get where they need to go. One quarter of Seattleites do not have a driver's license. Kids, elders, and disabled people deserve mobility freedom rather than needing to rely on others to chauffeur them around because transit is too unreliable and streets too unsafe for walking, rolling, and biking. In planning and designing our streets, we need to center the most vulnerable users.

We need transit that is fast, frequent, reliable, and affordable, bike routes that are connected, convenient and safe, and abundant, accessible places to walk, roll, and cross the street.

We demand the following guarantees be funded:

- Build safe sidewalks, crosswalks, and curb ramps across the city, and work with transit agencies to ensure fully ADA-accessible platforms at all transit hubs. Increase investment by \$10 million.
- Pedestrianize streets to create a safer, healthier, and more welcoming environment. Increase public park space for people, such as making the pilot Lake Washington Boulevard Keep Moving Street permanent.
- Build a citywide bike network with [robust protection from cars](#), which allows for convenient access to high capacity transit hubs, neighborhood, commercial and employment centers, and schools and colleges. This must prioritize investments in historically ignored or abandoned communities. Additionally, this work must be done in collaboration with community so each community can define their needs. Increase bike lane investment by \$10 million.
- Increase transit frequency throughout the day and night for essential workers and all riders who depend on public transit, with the goal of having no need to look up schedules or worry about slow connections. Investing in transit is a job creator. Invest an extra \$20 million to add just over 100,000 service hours and 70 union bus operator jobs.

- Ensure Seattle City Light maximizes its Transportation Electrification Plan investments with a focus on cutting pollution in overburdened communities and by prioritizing spending on electrification infrastructure for medium- and heavy-duty vehicles. We must also ensure that garbage trucks, school buses, freight, and other medium- and heavy-duty vehicles that move through our communities are electrified to reduce noise, carbon pollution, and toxic air pollution, particularly in BIPOC and low-income communities
- Implement an income-qualified and WMBE-targeted rebate program for zero emission medium- and heavy-duty vehicle purchases, and electrify service vehicles such as; garbage trucks, school buses, freight vehicles, etc.
- Engineer and install speed bumps, raised crosswalks, narrower streets, and bike lanes as preventative measures, rather than employing punitive strategies, programs that allow wealthy residents to pay to speed, or adding surveillance in the form of traffic cameras in communities of color.
- Remove SPD from traffic enforcement because traffic stops are the intersection when traumatic, maiming, and often fatal interactions occur with the police. See the [*Whose Streets? Our Streets! Workgroup Recommendations Summary*](#) for more detailed implementation recommendations.