



Transportation Planning

A world-class public transit system is one of the keys to building a strong, sustainable Seattle. As we grow, we need to provide reliable, fast, and affordable transit options for all Seattleites. This will reduce congestion and pollution by enabling people to opt out of having a car, and it will provide people who cannot afford a car access to the opportunities and amenities of our city.

A connected network of bus lanes

I am excited about ST3 and the speed and convenience light rail will bring to the district, but we can't wait 16 years for better transit. A citywide network of dedicated bus lanes would transform Seattle's public transit - buses with dedicated lanes are fast and reliable and would give people a viable alternative to driving. People should be able to go to their bus stop, wait no more than 10 minutes, and get where they are going without getting stuck in traffic. Multiple studies nation- and world-wide have shown that, if designed correctly, a citywide network of buses with dedicated lanes can be nearly as efficient and effective as light rail. We can put these routes into service fast, using coaches we already have.

A connected network of bus lanes will also help streamline freight delivery. We know that the last 50 feet is the biggest challenge for freight, and by allowing access to bus only lanes during off-hours, we can use a connected bus lane network to keep our economy moving.

We also need to be able to use traffic cameras to enforce bus-only lanes. This is currently not allowed in Washington, but I will use my relationships in the state legislature to advocate for a law allowing it. Ensuring that bus lanes stay clear for buses is critical to building a smoothly flowing transit system.

A network of protected bike lanes

I know as well as anyone the importance of a connected network of protected bike lanes - I was once hit by a driver and nearly killed while cycling. Cycling in traffic - and even in bike lanes without protective barriers - is intimidating to all but the most experienced cyclists and is unsafe for everyone, including drivers. Creating separate, protected lanes increases ridership - the Second Ave bike lane saw over 4 times as many riders after it was upgraded to a protected lane - and makes biking for work and recreation a viable option for many more Seattleites.

Expanded ORCA Lift program

Great transit can be a tremendous opportunity creator for lower and middle-income people and families, but only if they can afford it. Currently, eligibility for ORCA Lift is restricted to those making double the federal poverty level, which means a person must earn less than \$24,280 to qualify. This is far too low - public transit increases equity by giving lower-income people access to opportunities, but only if they can afford it. I will advocate for indexing the ORCA Lift eligibility to 50% of area median income (AMI), which raises the income ceiling for the program to \$38,750 per year.

Thanks to several investments we've made over the years, 67% of Seattle households now live within a ten minute walk of transit service which runs every ten minutes. It is encouraging that ridership is increasing—it means we're on the right track. And we can't stop now. We need to defeat dangerous initiatives like I-976, Tim Eyman's attempt to devastate transportation budgets in Seattle and around the state. And we need to renew and expand the Transportation Benefit District Levy, the funding source that has paid for many of our recent increases in bus service, in 2021.

Join me in helping build a more connected Seattle!