

# 2022-23 Cascade Seattle Advocacy Priorities

We envision Seattle as a city where bicycling is safe, comfortable and convenient for people of all ages, abilities and backgrounds. To achieve this, Seattle’s bike network must be simple, safe, and connected - with seamless access between home, transit, and commercial hubs regardless of where Seattleites live.

## Why invest in biking?

- Reduces carbon emissions
- Improves individual and community health by improving air quality, increasing physical activity, and creating social connections
- Makes streets safer for all users, including pedestrians and drivers
- Boosts local spending
- Improves economic mobility by eliminating the need for owning a car

However, ~60% of people would bike more if they felt safer doing so.<sup>1</sup> Building an all ages and abilities bike network is how we support more trips by bicycle and help achieve the city’s climate, equity, and transportation goals.



## Cascade’s Top Advocacy Priorities

1. A **Levy successor that leads with safety and equity**
2. Future investments prioritized in Southeast and West Seattle to **close the gap in bike infrastructure disparities**
3. Protect vulnerable road users on Seattle’s most dangerous roads. Use the city’s **bike/ped safety analysis** to identify and remedy locations
4. **The Seattle Transportation Plan** contains robust community engagement, and transparent data-driven inputs
5. **Hold the line on key bike network projects** to maintain tangible progress **towards a connected citywide bike network** of fully protected, direct bike routes that connect people to places they need to go
6. **Get Vision Zero back on track.** Increase funding for the Vision Zero program in the 2023 budget.

## Cascade Core Values:

*Safety; Connectivity; Equity*

### Safety

In 2021, 84 people were seriously injured or killed while walking and biking on Seattle’s streets.<sup>2</sup> These numbers have been steadily increasing over the last decade, contrary to the city’s Vision Zero goals. Historically, **50% of serious injury and death collisions occur on just 11% of the city’s street network**, making them an ideal place to make safety improvements.

### Equity

People living in South Seattle are less likely to have access to a car and are more

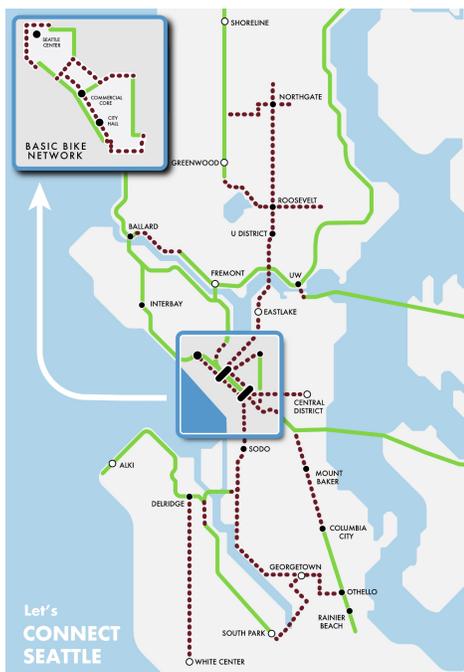
<sup>1</sup> <https://blog.altaplanning.com/understanding-the-four-types-of-cyclists-112e1d2e9a1b>

<sup>2</sup> [WSDOT Crash Data Portal](#), Target Zero Road Users reports - Bicyclist and Pedestrian Involved, 2021 City of Seattle All Roads

likely to experience adverse health outcomes due to water and air pollution, compared to the rest of the city.<sup>3</sup> Yet decades of underinvestment in these areas have resulted in heavily car-centric neighborhoods that continue to exacerbate health disparities and put people walking and biking at risk of serious injuries and deaths. **As of summer 2021, about half of all traffic fatalities occurred in District 2.**<sup>4</sup>

### Connectivity

A bike network is only as strong as the places it connects to and the quality of its facilities. **Vancouver BC doubled its bike ridership in five years to 12% by emphasizing bike infrastructure for all ages and abilities across areas of the city people actually need to travel.**<sup>5</sup> Seattle can do the same by bolstering existing bike facilities and connecting them to more places people work, shop, play, and learn.



### How We'll Get there...

#### Seattle Transportation Plan

*Outcome:* Integration of individual modal plans; framework for transportation improvements across the city for several years. Replace Bike Master Plan. Make trade off decisions upstream in the planning process.

**Cascade priorities:** High quality bike network; leads with safety; access to major destinations incl. ST3 station areas; arterial-based bike network across city; make up for underinvestment in south east / west seattle

#### Levy Successor

*Outcome:* Significant BMP funding; 30% of transportation budget; Voter approved; Cascade supported = accountability important.

- Levy BMP deliverables: 2015 = 50 miles PBL; 60 miles greenways; 2018 Reset = 35 miles PBL; 52 miles greenways

**Cascade priorities:** Rebuild confidence that SDOT can deliver; transparent process for costing out projects so promises to voters are kept. Levy metrics must be outcome (not output) focused: mode shift; filling gaps in bike network; facility type; reduce VMT. Project accounting: bike program pays for non bike elements in current levy.

#### Vision Zero

City Vision Zero Plan adopted 2015; 2021 has been the most fatal year since 2006. Engineering element is core. 2021 budget

**Cascade priorities:** Increase to Vision Zero (via Commercial Parking Tax & VLF) essential to maintain; evaluation of if/how enforcement fits in is important.

#### Key Near-Term Bike Network Projects

Emphasis on South Seattle to account for years of underinvestment. Low-hanging “opportunity” projects mostly complete. Top priorities:

- Burke Gilman Missing Link alignment
- Eastlake
- West Marginal Way
- Montlake
- Downtown to Georgetown via SODO
- Beacon Ave trail
- A route through the Rainier Valley. MLK OR Rainier

<sup>3</sup> <https://fortress.wa.gov/doh/wtnibl/WTNIBL/>

<sup>4</sup> <https://southseattleemerald.com/2021/07/06/district-2-bears-the-brunt-of-seattles-traffic-deaths/>

<sup>5</sup> <https://usa.streetsblog.org/2019/06/10/vancouver-builds-a-better-bike-lane/>