What is the MASS Transportation Package?
The MASS Transportation Package is a proposal from the MASS Coalition to make walking, rolling, biking, and using transit in Seattle safer and more accessible. It's not a comprehensive vision for transportation in Seattle, but it is a set of projects and policies we believe the City can advance rapidly in 2019. The package includes long overdue policy reforms and investments in sidewalks, bus lanes, and bike paths that our growing city needs.

Why do we need the MASS Transportation Package?
Simply put, we need to aim for decarbonization by 2030. The deadline set by the IPCC, and ultimately by the physics of climate change, cannot be met if wealthy and progressive cities like Seattle fail to lead the way. Transportation, as the largest single source of Seattle's carbon emissions, is one such place to lead. Electric cars, due to their high cost and other significant concerns, will be a modest contributor to decarbonizing Seattle's transportation system. True decarbonization means giving people real alternatives to cars: buses, bikes, walking and wheeling.

Right now we are not making nearly enough progress towards the Vision Zero goal of eliminating deaths and serious injuries from traffic violence. Making walking, rolling, and biking safer and more comfortable will enable and encourage far more people of all ages and abilities to use these modes. In addition to reducing traffic violence, reducing drive-alone trips will reduce harmful pollution and improve public health.

We urgently need to connect Seattle's diverse and vibrant neighborhoods, minimize reliance on private vehicles, create walkable and bike-able communities, and ensure safe and equitable access to transportation for all people. While acting with urgency on these improvements, work must be done in conjunction with efforts to increase affordable housing, to ensure that transportation upgrades benefit all people and do not contribute to the displacement of low-income communities and communities of color.

What are some highlights of the MASS Transportation Package?

- **Faster and more reliable buses:** Choke points throughout the city leave bus riders stuck in gridlock. This package calls for a robust network of bus priority corridors connecting Seattle's neighborhoods to make public transit fast, reliable, and efficient.
- **Convenient and comfortable bike routes:** The mayor's latest bike plan leaves many critical bike routes connecting SE Seattle and SODO unfunded. This package will fund and build these key connections, improve maintenance of existing bike lanes, and make significant policy upgrades.
- **Accessible and safe sidewalks and crosswalks:** Our sidewalks are crumbling, our signals too often prioritize cars over everyone else, and, at the current funding rate, it will

take hundreds of years to build sidewalks where they are missing. This package will enhance the sidewalk repair program, build more sidewalks along dangerous, busy streets, adopt a signals policy that puts people first, keep sidewalks clear of obstructions, and help ensure that our kids have safe routes to school.

How can I help?

- Call or write to your elected officials and let them know you want the MASS Transportation Package. Email council@seattle.gov and jenny.durkan@seattle.gov.
- If you have connections with a group that might be willing to endorse the package, email MoveAllSeattleSustainably@gmail.com so we can connect.
- Volunteer donate to MASS Coalition members: https://www.masscoalition.org/about

TRANSIT

Background: 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. In addition to funding transit service, the City can create a robust network of bus priority corridors connecting Seattle's neighborhoods; take steps to accelerate the seven RapidRide corridors promised by the Move Seattle Levy; and improve rider experience through high value-for-money spot improvements and bus stop upgrades.

Problem: Choke points throughout the city leave bus riders stuck in gridlock. Right now, commuting by bus typically takes much longer than driving. As a result, many people who can easily afford car expenses choose to drive, contributing to carbon emissions and pollution. More than half of commute trips in Seattle are still drive-alone trips, including a quarter of commute trips into downtown. 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 around. Meanwhile, transit-dependent populations pay with their time, spending more hours commuting by bus and getting to daily destinations. Transit gridlock has a disportionate impact on low income residents, communities of color, senior citizens, and people with disabilities since they are more likely to rely on transit and lack viable alternatives. Faster transit whisks riders back to their families sooner, leveling the playing field with people able to afford the many costs of car ownership.

Equity considerations: With existing programs to reduce transit costs for low-income riders, youth, seniors, 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. A rider with an ORCA LIFT reduced-fare transit pass spends only $1.50 per fare, lowering tenfold transportation costs from the typical annual cost of owning a car based on AAA tabulations. However, this is only useful if public transit is reliable, frequent, and speedy enough for it to be usable for working people Also, low-income households and transit-reliant households are not evenly distributed throughout the city, so improvements to different corridors will have different equity impacts.

Solution: Buses carrying scores of people shouldn't get stuck in a sea of single-occupancy vehicles— and they don't have to. With commitment from City leaders, we can build a transit system that allows all Seattle residents, workers, and visitors to travel rapidly and reliably around our city by bus and train.

Ask of elected leaders:

- Prioritize transit throughout the city by implementing dedicated bus lanes, signal priority and queue jumps. MASS has identified twenty stretches of road where we think speed and reliability improvements can significantly improve people's mobility. We ask the city to assess these proposals, as well as other potential corridors and locations, paying attention to the number and demographics of riders who will benefit. Act decisively to implement quick-win transit priority improvements that lessen transit gridlock and make our transportation system more equitable, prioritizing routes that serve transit-dependent communities.
- Charge ahead with planning and design for all seven RapidRide corridors promised in the Move Seattle levy so that Seattle is prepared to take advantage of new federal funding opportunities as soon as they arise. Seek new local funding to accelerate the delivery of the Madison, Delridge, and Roosevelt RapidRide lines so that voters see results. Don't compromise on service quality.
- Increase the spot improvement budget and enhance bus station environment, focusing especially on high-use stops that serve transit-dependent communities. The SDOT spot improvements add lots of value to the transit network at relatively little cost. This program should be expanded to ensure that high-use bus stops are well-lit and have shelter and seating. This is necessary to make waiting for the bus comfortable for people of all ages, genders, and abilities.

BIKING

Safe bike routes are a critical piece of any urban transportation system, not just because protected bikeways make it safer for people biking on our streets, or because people are much more likely to bike when protected networks of bikeways exist, but also because the data shows that streets with bikeways 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 great transit service. In fact, nationally, over 40% of people who commute by bike have household incomes of less than $50,000. 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. Biking can make us happier, keep us healthier, save us money, reduce pollution, and ease the strain on our city's overcrowded streets.

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 disparity contributes to the inequitable impacts of traffic violence in communities of color: In Seattle, men of color are statistically just as likely to bike for transportation as white men, but significantly more likely to be injured or killed while riding a bike. In addition to those people who already bike, in response to a national survey, 26% of people of color said they'd like to ride more but worry about safety in traffic (the same was true for 19% of white respondents), and 60% of people of color said more bike lanes and trails would encourage them to ride more. These grim statistics are illustrated locally with tragic stories like the death of Ronacin Tjhung.

As a city, we need to build more safe places for people to ride bikes, properly maintain the routes that we do have, and change the way that we evaluate success on our streets so that we can be a city where people on bikes can get where they need to go safely, comfortably and efficiently.

Identify funding for long-promised, high-priority bike facilities:

Background: We can, and must, be a city where people, of all ages, languages, ethnicities, genders, and abilities (ALEGRA) can bike where they need to go safely and efficiently if they choose to do so. It is well-documented that the most effective way to increase safety outcomes for people biking is to provide a designated space separated from cars for people to bike.

Problem: In spring 2019 the City of Seattle completed an update to the six year Bicycle Master Plan Implementation Plan (BMP IP). Several key projects were not funded through construction in the plan.

Equity considerations: The BMP IP applies equity as one of five filtering criteria for selecting projects, by using the city's Race and Social Justice Initiative (RSJI) framework to score projects based on multiple inputs including median income, access to opportunities, racial demographics, and health outputs. Yet many of the most critical bike routes in the mayor's implementation plan that score highly in the equity criterion are not funded beyond preliminary design, despite there being no nearby alternative bike routes. At current funding levels, Rainier Valley, SODO, and South Park, will not see safe bike routes during the lifetime of the BMP Implementation Plan (end 2024), despite these routes being the highest stated priority of the Seattle Bicycle Advisory Board (SBAB) and at community outreach meetings about the plan. It is unacceptable that there are not convenient and safe bike routes connecting people who live and work in SE Seattle within neighborhoods, and to the rest of Seattle.

Solution: Identify progressive and equitable funding and build projects that are only funded through design in the BMP IP. With additional funding identified, the projects in the BMP that meet the RSJI framework score should be prioritized to move forward ahead of other unfunded BMP IP projects These projects must include robust community engagement to ensure they reflect the needs and priorities of each community; for example the Georgetown to Southpark Trail included an extensive community planning process. Routes through SODO and Beacon Hill need to be defined in collaboration with potentially impacted communities.

Ask of elected leaders: Add additional funding from an equitable, progressive source to pay for these Bicycle Master Plan projects. The unfunded projects include: the Georgetown-South Park Trail, a protected bike lane (PBL) on MLK Jr Way S, a PBL on 15th/Beacon Ave S, a connection through SODO, Alaskan Way (the waterfront gap), and a 2-way route for 4th Ave. The exact dollar amount needed is still TBD by SDOT, advocates estimate a need anywhere from $25-50 million.

Step up on bike route maintenance

Background: Poor maintenance of Seattle's bikeways is making them hard to use, unwelcoming and – in some cases – functionally obsolete or absent. Safe, designated bikeways are the most effective means to create safe streets for people biking – and walking and driving vehicles. Maintaining bikeways, including keeping them clean, repainting lines that fade, and replacing protection that is struck by vehicles or degrades, is essential so that they stay visible and apparent to all road users and protect people as they were designed to do.

Problem: Our bike facilities can feel dilapidated and unsafe, particularly for people who are not confident biking with vehicle traffic or who aren't biking along familiar routes. It is important to be able to look at a map and assess whether a route is going to feel comfortable, especially for new riders. Unmaintained routes are misleading and discourage ridership.

Equity considerations: Currently, maintenance of Seattle's bike facilities is reactive, rather than proactive – using a complaint-based rather than a systemic approach to repairs and routine maintenance. This results in unequal maintenance of bikeways across the city, since communities that are more comfortable contacting the City to advocate for their needs receive better maintained infrastructure than those with language barriers, distrust, or less information about City procedures.

Solution: We can fix this by adopting new maintenance standards for bike lanes, trails, and greenways. This should include a process for infrastructure maintenance (painting, replacing bollards and other infrastructure), as well as general maintenance needs (cleaning, drainage, clearing of debris, foliage, and snow). By standardizing policies, maintenance of bike facilities will rely less on citizen complaints and advocacy, thus providing safe and well cared for bike infrastructure in all communities across the city.

Ask of elected leaders: Direct SDOT to develop a set of maintenance standards for bike facilities and report back to City Council in six months. Recommendations should incorporate community-identified issues (those already identified through 2019 BMP community outreach, new community engagement, and work with SBAB and advocates) and result in a plan that addresses maintenance needs systemically for bike lanes, greenways, and trails. Council should assess and adopt the plan by ordinance or via Directors Rule.

Measure What Matters:

Background: When evaluating a street corridor, the Seattle Department of Transportation (SDOT) develops a number of alternative designs, but has a problematic method (described below) for comparing them and ultimately selecting the final design for construction.

Problem: SDOT evaluates the "political viability" of project alternatives by determining how much each design option might delay car drivers, using what is called a vehicular Level Of Service (LOS). Seattle has an adopted Complete Streets ordinance, which directs SDOT to design streets for all users and promotes safety for the most vulnerable. However, it is a recommendation only, and can be easily ignored in decision making.

Equity considerations: The current decision making process requires an engaged and active community to advocate for safety changes or to prioritize walking, biking, or transit over car traffic. This is problematic from an equitable process standpoint. It's also problematic from an outcomes standpoint, because people of color (nationally) are disproportionately likely to be killed while walking. Furthermore, traffic fatalities and serious injuries are highest in Seattle City Council District 2, our most racially diverse district, by a large margin. When the city defaults to prioritizing car traffic it is more likely to be prioritizing the needs of white people and people with high incomes.

Solution: Our proposal would require SDOT to develop a new analysis that better aligns with adopted city priorities and modal plans. Additionally, an ordinance based on Cambridge's could require the completion of Bicycle Master Plan (BMP) and other projects during major roadwork with only rare exceptions that must be explained by the mayor. These two proposed process changes would lessen the burden on individual communities to advocate for their basic safety and mobility needs. It would also require SDOT to conduct a RSJI analysis for all projects over $2.5 million instead of the current $5 million threshold (reference).

Ask of elected leaders: Direct SDOT to develop an alternative to traditional LOS within six months that incorporates a lowered threshold for RSJI project analysis. Adopt a Cambridge-like ordinance to give our BMP and Complete Streets policies teeth.

WALKING & ROLLING

Many of us are pedestrians at some point during our daily routines - whether that's crossing a parking lot, walking our dog around the block, rolling to a bus stop or jogging in the park. From toddlerhood to old age, walking and rolling provide a critical link to our communities. It's cheap, it's healthy, and it's good for our mental wellbeing and for building connections to our neighbors. But too often the infrastructure that would make it possible for us to walk and roll safely isn't built or isn't maintained.

Sidewalk Repair

Background: Our sidewalks should be well-maintained so that everyone can walk and roll safely. In Seattle, private property owners are responsible for maintaining adjacent sidewalks, but in practice the city is unable to enforce this responsibility. The city budget has very limited funds for sidewalk maintenance, so it will take multiple centuries to address the 150,000+ repair issues that the city knows about (thanks to a comprehensive data collection and mapping effort undertaken in 2017).

Problem: Our sidewalks are falling into disrepair. Uneven and crumbling sidewalks pose extreme mobility challenges to people with disabilities and create tripping hazards — especially for elders.

Equity considerations: Sidewalk repair can be expensive and should not place undue financial stain on low-income families. Currently SDOT's sidewalk repair program is funded through property taxes. SDOT has moved away from a complaint-based model towards a more equitable and systematic approach for its repair program thanks to advocacy from the Seattle Pedestrian Advisory Board (SPAB) and Seattle Neighborhood Greenways. However, the city currently has no method to subsidize the cost for low-income people. This results in wealthier areas like Madison Park being able to repair their sidewalks regularly while less wealthy neighborhoods are forced to wait in a centuries-long queue for the city to address their accessibility needs.

Solution: Seattle needs to develop an improved sidewalk repair program that can tackle the magnitude of the issue. SDOT should look at models in other cities (such as Denver or Bloomington, IN) that allow for income-based responsibility, so that high-earning property owners contribute funds to improve mobility for everyone, while low-income owners do not. This would be a more equitable solution than raising property taxes for everyone.

Ask of elected leaders: Direct SDOT to develop options for an improved sidewalk repair program by April 1, 2020. The program should draw lessons learned in other municipalities to develop a funding mechanism that will allow Seattle to repair our backlog of inaccessible and dangerous sidewalks by 2024. Options should be assessed through a racial equity lens, and the city should conduct community outreach before selecting a final course of action.

Sidewalk Construction

Background: The Pedestrian Master Plan (PMP) and yearly implementation plan guide the construction of new sidewalks. These investments are prioritized based on access to schools and transit, equity, safety, and other factors. But currently 26% of our blocks citywide are missing sidewalks.

Problem: At the current rate of funding it will take centuries to make every street safe to walk on. People often think about non-arterial streets when they think about Seattle's sidewalk problem, but there are 1,800 blocks of arterial streets that lack a safe place to walk.

Equity considerations: People of color (nationally) are disproportionately likely to be killed while walking. People of color are also more likely to be transit dependent and not own a vehicle, yet in the far north and south of Seattle, popular transit corridors like parts of Aurora Ave lack sidewalks to keep people safe while they walk to bus stops.

Solution: We need to increase funding for sidewalk construction so that people have safe places to walk along our most dangerous streets like Lake City Way and Aurora Ave N. This funding would be distributed using the equity analysis included in the Seattle Pedestrian Master Plan: "equity and health analysis assesses socio-economic data to identify populations most reliant on the pedestrian network, including income, race, and disabled communities. To ensure that improvements are prioritized to facilitate better health outcomes across the city, the analysis also includes self-reported health data provided by Public Health–Seattle & King County, including self-reported physical activity rates and rates of obesity and diabetes."

Ask of elected leaders: Find a new funding mechanism for the construction of sidewalks and low-cost walkways identified (see the end of this document for a discussion of revenue).

Comfortable Crosswalks:

Background: Currently most signal decisions are made by engineers on a case by case basis, and the national baseline standards that they reference are heavily slanted towards favoring cars over everyone else.

Problem: Have you ever had to wait what felt like forever just to cross the street? Or gotten to a light just before it turns green for cars going your direction but not for you? Or had your bus trip delayed due to poorly timed lights? Our signals too often prioritize cars over everyone walking, biking, and taking transit.

Equity considerations: People who are dependent on walking, biking, and taking transit are most negatively affected by the current signals practices. This tends to include higher percentages of low-income people, people of color, people using wheelchairs or other mobility aids, and elders. In particular, people who are not able bodied can have difficulty crossing the street in the allotted time.

Solution: We can have signals that keep people moving, and reflect our values and goals as a city to make it easier to walk, bike, and take transit by adopting a new signals policy. We can give pedestrians more time to cross the street, rather than giving pedestrians the bare minimum of seconds required for able bodied people to cross a set distance. Some cities use a slower and more equitable foot/second ratio - closer to 2.5 ft/second - and we could choose to be one of those cities. We also need to re-measure some of our crossing distances from push button to push button, rather than from corner to corner - to account for the distance that wheelchair users, blind and deaf-blind pedestrians will need to cross.

Ask of elected leaders: Direct SDOT to develop a new signals policy for council review by December 1st. Require SDOT to develop the policy in collaboration with the modal advisory boards, disability rights advocates, modal advocates, council staff, and with public input. As a backup, and to ensure SDOT follows through, adopt legislation that would automatically go into effect January 1st, 2020 that would ban beg buttons and prioritize people walking and rolling.

Bike/Scooter Parking out of Pedestrian Spaces:

Background: Currently most bikes and scooters are parked on sidewalks — either haphazardly or at stationary bike racks.

Problem: Our sidewalks are already crowded, and a new scooter-share pilot could make them even more so. Bike parking is often limited or non-existent, which both limits the usability of our city's bike network and increases the likelihood of bikes and scooters being parked improperly and creating transportation barriers for people with disabilities. Meanwhile, car parking is available on nearly every block, which encourages people who have a choice to choose to drive.

Equity considerations: For people with disabilities, improperly parked scooters and bikes can be significant barriers to their basic right to navigate our streets when they block access to sidewalks, curb ramps, the edges of buildings, transit stops, benches and other usable areas of our pedestrian space.

Solution: In-street corner bike and scooter parking gives people a place to park that doesn't interfere with people walking and rolling on sidewalks. It will also enforce the existing restriction on vehicle parking within 15 feet of an intersection while simultaneously improving sightlines and making crosswalks safer. The installation program should prioritize locations with the highest density of bikes and scooters, such as transit hubs and urban villages, as well as public buildings and services, and locations identified by communities of color and the disability rights community. SDOT should ensure that bike and scooter parking is distributed equitably and sufficiently across the city. The bike and scooter share systems should fund in-street corner bike parking to facilitate a win-win-win solution.

Ask of elected leaders: Use funding from scooter and bike share permits to fund and build in-street bike parking. Require every city block to contain a dedicated bike/scooter share parking corral for both bike staples and undocked micro-mobility devices and discourage parking of these devices in any non-designated area. On most blocks, these parking areas could be built in the no-parking area adjacent to intersections. Where that is not possible, they could replace non-accessible car parking spots, or be placed, when absolutely necessary, in areas of the sidewalk where they don't block pedestrian access.

Safe Routes to School:

Background: Children in Seattle who live within 1-2 miles (depending on age) of their school are not served by school bus routes, and are therefore required to walk or bike to school, or be driven by an adult. In many cases, walking or biking routes involve arterial streets with no safe crossings, roadways with no sidewalks, or other unsafe conditions.

Problem: Right now, no one at the school district is paying attention to the thousands of kids who walk to school, or helping them to do so safely. At schools with dangerous road conditions, 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.

Additionally, existing programs helping kids walk or bike to school are currently poorly run and dramatically in need of central management. The School Crossing Guard program, which offers paid, neighborhood-based green jobs, lacks coordination and currently a full third of positions are vacant. Transportation-related complaints and action plans filed by schools are often ignored, as the district doesn't have a process in place to deal with them. And walking and biking school buses, when offered, are predominantly run by parent volunteers, and do not exist at all schools.

Equity considerations: Nationwide African-American children are twice as likely to be killed while walking and Latino children are 40% more likely than white children.

Solution: The volunteer School Traffic Safety Committee recommends the district hire an active transportation coordinator to oversee programmatic and infrastructure improvements to make it easier and safer for kids who walk to school. This person would improve the school crossing guard program, provide assistance and administrative coordination for the walking school bus program and for transportation-related plans and complaints from schools. Having a paid staff person at the district will ensure that programs exist at all schools, not just those in affluent neighborhoods. Safe routes to school programs help kids get to school on time, stay healthy by getting ⅔ of their needed daily physical activity, and improve academic performance (Reference).

Ask of elected leaders: Provide funding for an Active Transportation Coordinator at the school district for three years. Consider funding this position through the existing education levy or by expanding the operation times and locations for school zone/speed cameras.

Equitable, Progressive Funding:

Background: The Move Seattle “reset” provided an opportunity to take a close look at SDOT’s finances, but the result was a vast reduction in the planned improvements to our streets for people walking, rolling, biking, and using transit – both in relation to community need, and commitments made to voters who supported the levy.

Problem: Many of the projects and programs that our growing city needs are severely underfunded.

Equity considerations: The Move Seattle Levy is a property tax-based levy, which is inherently inequitable. Low income and people of color are less likely to own a personal vehicle, meaning that, by the numbers, they rely more heavily on alternatives to driving, including walking, busing and biking. Thus, those communities are bigger beneficiaries investments in biking, walking and transit infrastructure.

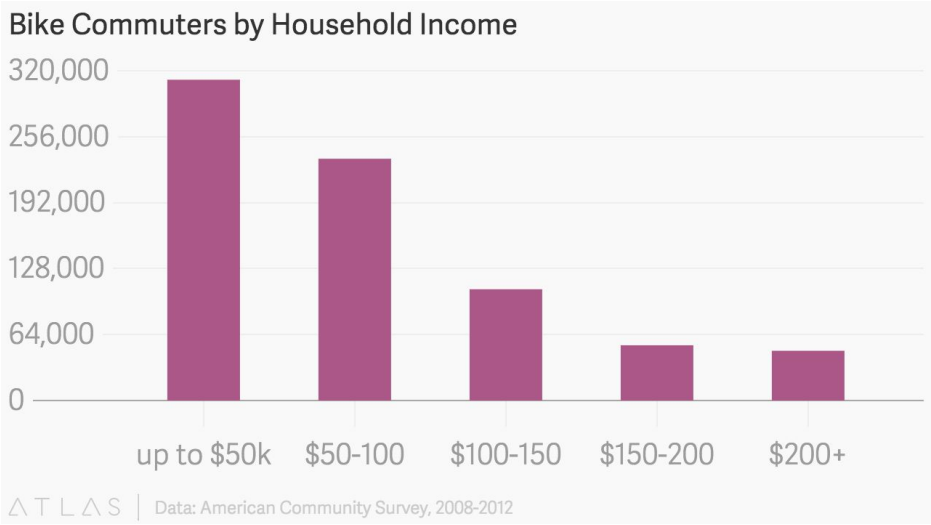
Solution: Many of the policy upgrades we are proposing will not require new funding. For the investments that do require funding, we are asking our elected leaders to find sufficient additional funding that is both equitable and stable. A number of options are currently on the table including a rideshare fee, an increased commercial parking tax, and developer impact fees, among others.

Ask of elected leaders: Engage community stakeholders including the MASS Coalition in a conversation about crafting a revenue solution. The city should pursue revenue options that are progressive and do not disproportionately impact low-income communities and communities of color.

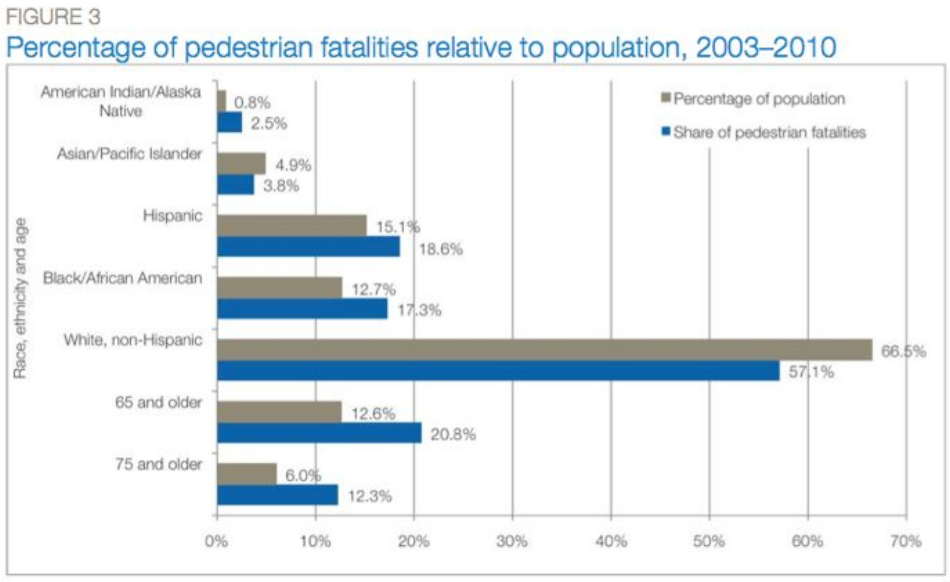
References

Seattle Transit Master Plan, See figures 1-4 and 1-5.
http://www.seattle.gov/Documents/Departments/SDOT/TransitProgram/TMP2016CH1.pdf

Bike Commuters by Household Income: Atlas data, American Community Survey (National data)



Percentage of pedestrian fatalities relative to population by race. See page 14 of https://www.smartgrowthamerica.org/app/legacy/documents/dangerous-by-design-2014/dangerous-by-design-2014.pdf



Fatalities and serious injuries by Seattle City Council District

http://seattlecollisions.timganter.io/districts/city/ranks

Regional commute mode share by race and poverty status

Table 3: Commute Mode Share by Poverty Status

	Commute Mode Share					
Poverty Status	Drove Alone	Carpooled	Transit	Walked	Other	Worked at Home
Below 100% of the poverty level	57.0%	11.6%	12.8%	9.1%	2.9%	6.6%
100 to 149% of the poverty level	63.9%	11.1%	12.5%	5.5%	2.6%	4.3%
At or above 150% of the poverty level	71.3%	10.0%	8.3%	2.9%	2.1%	5.4%

Source: 2014 American Community Survey 5-year Estimate

Table 4: Commute Mode Share by Race

	Commute Mode Share					
Race	Drove Alone	Carpool	Transit	Walked	Other	Worked at Home
White Alone	71.2%	9.1%	7.6%	3.6%	2.4%	6.1%
Black Alone	66.8%	9.8%	14.4%	3.5%	1.6%	3.9%
Asian Alone	63.7%	14.7%	12.5%	3.7%	1.4%	3.9%
Some Other Race Alone	67.3%	14.7%	9.3%	3.7%	1.8%	3.2%
Two or More Races	64.3%	14.2%	11.9%	4.0%	1.6%	4.0%
Hispanic or Latino Status						
White Alone, Not Hispanic or Latino	71.4%	8.8%	7.6%	3.6%	2.4%	6.3%
Hispanic or Latino	67.0%	14.9%	9.1%	4.5%	1.5%	3.0%

Source: 2014 American Community Survey 5-year Estimate

"US Census data shows that, in 2015, people of color (referred to as minority by the Census Bureau), people in poverty, those with a disability and those over the age of 65 are more likely to not own a vehicle in than the region as a whole. "
See page 29: https://www.psrc.org/sites/default/files/rtp-appendixl-activetransportationplan.pdf

Move Seattle Levy ordinance
(see section 7)
http://seattle.legistar.com/View.ashx?M=F&ID=4240255&GUID=368F2462-B959-4DFC-81D6-047E80519A08

Seattle Pedestrian Master Plan
(see pages 13 & 71)
https://www.seattle.gov/Documents/Departments/SDOT/About/DocumentLibrary/SeattlePedestrianMasterPlan.pdf

Safe Routes to School

https://www.saferoutespartnership.org/resources/academic-research/equity?page=1

Benefits of Safe Routes to School
https://www.saferoutespartnership.org/safe-routes-school/101/benefits