Transportation connects us to opportunity and to each other. I believe we all have a right to move around freely and comfortably. As a committed urbanist, I believe that our transportation system should build equity, create safety, support good green economy jobs, and enhance our quality of life and make our lives easier. I envision a Seattle where getting where and what you need is convenient and sustainable and where your commute can be the best part of the day.

Transportation is the foundation of our economy and a sustainable environment that defines what opportunities we can or can’t take. Creating safe, well-maintained infrastructure is a primary responsibility of City government and a place where we live and actualize our values.

We could be doing a lot more on this front. Our city streets are not maintained as well as they should be – we need to invest more in basic maintenance. We have major bridges that are in serious need of repair, and not enough attention is currently being paid to this looming challenge. Transit ridership is down since the pandemic, and some of our transit infrastructure is in disrepair, making the transit rider experience subpar. Some of the challenges we are facing on our streets are also being faced on our buses and trains.

Seattle needs a progressive, forward-thinking leader in transportation who understands what the issues are and knows how to tackle them. I have years of experience bringing people together to advance sustainable, equitable transportation options for people across Washington – I currently serve as the Executive Director of Transportation Choices Coalition – I am ready from day one. My direct and extensive experience working with transportation departments and transit agencies to deliver major transportation and transit wins separates me from the rest of the field. For example, I led a coalition that brought free transit to each of the 1.4 million young people 18 and under in Washington State.
I am ready to lead a transformative Move Seattle levy renewal for a sustainable multimodal future, to build safe infrastructure for people of all ages and abilities, and to chart us on the pathways to have the best, most people-centered transportation system in the nation.

Here's how.

**SAFETY FIRST**
Seattle committed to a Vision Zero goal years ago. But sadly, we’re nowhere near meeting that goal. Every year, dozens of people are hurt or killed on Seattle’s streets, and many more suffer scary near misses. This is unacceptable, and we must do everything we can to prevent these tragedies. We cannot continue to accept these fatalities and injuries as an inevitable part of city life.

- **Vision Zero - Now.** We’ve waited too long for the safety improvements needed to make every trip a safe one - we need action now. I’ll start with immediate tactile improvements to the most dangerous places - these low-cost, quick-build solutions create the urgent action needed to keep people safer immediately. I’ll push for funding to implement our existing plans for longer-term improvements and the policy changes that ensure we put people’s safety at the top of every project.

- **Safe Routes to Schools, Hospitals, Grocery Stores, and Parks.** You should be able to walk out your door and get to all the places you want on safe, accessible infrastructure. And so should your children. We must build a network of safe routes for people walking, biking, and rolling and connect them to excellent transit. I’ll push to make this network is connected to planning and density threshold to ensure we institutionalize, not politicize, a sustainable transportation future.

- **Equitable Automated Camera Enforcement.** Automated enforcement cameras are an effective tool for increasing traffic safety and reducing reliance on armed police officers. But it’s important to get it right - that means applying an equity lens on where they’re located, how the fine structure is designed, and what the city does with the revenue. Across the city, Seattle should continue to increase camera usage on the most dangerous streets and near schools, hospitals, parks, senior living facilities, and other places with lots of people. We should issue warnings for first-time violations and ensure the fines are reasonable to create deterrence but not financial harm to people. And importantly, the fines should be re-invested in real safety solutions - better-designed infrastructure.
SUPPORTING GREAT TRANSIT

Public transit is an essential public service that connects people to opportunity and each other. The City can and must support public transit riders by increasing access, and building infrastructure that supports efficient use of our public investments. We can build safe, welcome transit services and stations that build a sustainable, resilient, world-class city for the future.

- **ORCA for All.** Public transit is an essential public infrastructure that connects hundreds of thousands of people to jobs, appointments, and each other every day. It is necessary for a functioning economy and efficient systemic use of public resources. But the reality is that only some have the same access, and fares can be a financial or logistical barrier. I’ll champion incentives that make access to employer-covered transportation easier for more people, supporting an equitable economy and a sustainable future.

- **Bus Priority Lanes.** Creating irresistibly good public transit means ensuring buses aren’t stuck in car traffic. We can prioritize transit through bus-only lanes, intersection prioritization, and other tactical improvements that ensure we’re using our precious transit resources well and making clean transportation a competitive choice.

- **Safe, welcoming bus stops and transit stations.** Taking transit should be comfortable and convenient. The City can use Seattle Transit Measure funds to partner with King County Metro to create better bus stops - ones with places to sit, covered from the elements, and with basic amenities like lighting and garbage cans. We can also partner with Sound Transit to create activation and vibrancy in stations to keep them safe and welcoming and simultaneously create opportunities for micro-businesses and artists. It’s a reality that our public transit systems have in some instances become a form of shelter for people in crisis. Rather than ignoring this issue, we need a non-punitive response to get people in crisis on our buses and trains connected to the help they need. That is something I will make a priority.

- **Center City Connector Streetcar.** The Center City Connector streetcar is a long overdue and necessary project that should already be in service. The project will connect our neighborhoods and create a low-carbon, economically vibrant future for our central city. It simply does not make sense to have two unconnected streetcar lines, and I will make it a top priority to get this project back on track once and for all.
BUILDING THE FUTURE
There is much work ahead to get our transportation system moving. We can create thousands of jobs and build a safe and sustainable future by investing in well-maintained transportation system that connects the region.

- **Move Seattle Levy.** The Move Seattle Levy defines and creates our future vision for transportation in Seattle. We can have well-maintained sidewalks, streets, and bridges. We can build a transportation system for the future and eliminate the so-called “High Injury Network.” We can make it so every person can go anywhere and unlock opportunities that connect all of us to a sustainable, equitable, safe future. Or we can have more of the same old same old and watch our city grind to a halt and be terrified to cross the streets. We deserve better. I will draw from my years of working on transportation issues to push for the boldest vision for a well-run transportation system and stay focused on holding the city accountable for delivery so it actually gets done.

- **Sound Transit Station Area Planning.** The West Seattle and Ballard Link Extension is the most important transportation project of our lifetime. The decisions we make about station location, transit-oriented-development, and station area planning will shape the fundamental travel patterns of our region for the decades to come. The City must get this right. I’ve been working at the intersection of transportation, planning, and land use for over a decade, and I will champion a multi-department effort to ensure that years from now, the stations maximize benefits for our children and our legacy is healthy, thriving, neighborhoods.

- **Complete Bike Network.** Seattle has some of the highest bike ridership of any city in the country, and it’s growing. To truly support biking as an easy, safe transportation option that people of all ages and abilities can use, we must build a seamless, easy-to-follow, protected bike network that connects every neighborhood in Seattle.

- **Bridge and Street Maintenance.** Our streets and bridges are the foundation of our city’s mobility and absolutely need to be kept to a state of good repair. This is especially important from the perspective of disaster preparedness and resiliency. I will ensure that the state of good repair is the bedrock of the Move Seattle Levy, and that we will work with our partners at the regional, state, and federal levels to maintain these assets.

- **Ultra High-Speed Rail.** Our region is projected to grow by at least 4 million people over the coming decades. We will need a way to get around that doesn’t rely on more highways or airports, and if the government does nothing, our economy will not be able to grow. Ultra High-Speed Rail can
connect Seattle, Vancouver, and Portland and provide a fast, reliable, sustainable way for people to move around the region while creating tens of thousands of good jobs. I’ve worked for years to keep this idea funded and moving forward, and will continue to do so to ensure Seattle’s future is sustainable, prosperous, and resilient.

- **Lid I-5.** Interstate 5 ripped a seam through our city that has kept us divided ever since. This chasm especially affects District 3 residents. Lidding the Interstate through downtown and beyond is necessary to re-connect our communities, reduce air and noise pollution, and create public land in our center city. We have examples of doing this successfully here in Seattle with Freeway Park and across the country. I have supported this project for years, having sat on the Lid I-5 Steering Committee and the City’s Feasibility Study. I’ll champion this idea and look to creative ways to finance the project and keep the benefits in the public’s interest.

**PROGRAMS**

Helping make it easier and cheaper for people to get where they need to go can create sustainability, increase public health, and support thriving and vibrant neighborhood business districts.

- **Market Streets.** The greatest cities in the world all have magnificent streets where people gather to eat, stroll, shop, and play. People travel far and wide to be there, and businesses and services thrive. Seattle deserves places like this. I’ll roll up my sleeves and bring people together to figure out how to create neighborhood commercial districts in dense urban neighborhoods that succeed while inviting more people with more space to walk and sit. This is a challenge we can overcome together and an economically vibrant, sustainable, socially healthy future our world-class city deserves.

- **E-Bike Rebates.** E-bikes are a popular and practical way to get around and support a carbon-free transportation future. By rewarding people who switch from cars to e-bikes, we can reduce air pollution, increase public health, improve accessibility, and support local businesses. Cities like Austin, Portland, Denver, and San Francisco created rebate programs that make it easier for people to afford e-bikes, and Seattle should do the same.

- **Non-Car Owner Incentives.** Paris and Barcelona both have programs that reward residents who live car-free with free transit. This is a potentially transformational way of reducing reliance on car ownership and promoting sustainable transportation. Seattle already has a nation-leading program of providing free transit to low-income residents, and we can build off this momentum with
creative, low-cost incentives.

- **Street Trees.** The urban tree canopy is one of the most precious and defining natural resources of our Emerald City. Trees support healthy people and a healthy planet and are a critical piece of climate resiliency. I’ll protect and grow our tree coverage by increasing funding for urban forestry programs like the Seattle Tree Fund and the Trees for Neighborhoods program and we’ll make sure that we’re investing most where the tree canopy is the least dense to reduce heat islands and increase public health equitably. I’ll ensure development doesn’t lead to deforestation by increasing tree-friendly development practices. It is possible and necessary to have both a growing city and the preservation and expansion of our tree canopy, and we can support that with good public policy.

- **Sidewalks and Street Basics.** A well-run city that works for people means we must be impeccable on the basics. We need to fill our potholes and keep the streetlights on. There should be garbage cans for pedestrians and benches for people who want or need to sit. Sidewalks are the lifeline of our city. We need sidewalks that are well-maintained, connected, and accessible for everyone. We need more crosswalks, well-maintained sidewalks, and curb cuts. These fundamentals build a Seattle where everyone can get around and where it's clear the public sector is accountable for a high-level of service with public resources.

- **Public Art.** The city can be a canvas that reflects our culture and supports our artists. SDOT has existing programs like Art Interruptions, the Neighborhood Street Fund, the Bridges and Roadway Structures Art Program, and opportunities to put public art on laces like interaction signal boxes, bus stops, and on crosswalks. When I directed the neighborhood organization for First Hill, I led efforts to install a mural underneath the freeway spanning from James to Cherry Streets and had 27 pieces of public art installed on every signal box in the neighborhood. I’ll support the existing programs and find ways to expand them to preserve and grow our creative culture.