



May 13, 2020

The Honorable Jenny Durkan
The Honorable Alex Pedersen
Director Sam Zimbabwe
City of Seattle

Re: Stay Healthy Streets & micromobility infrastructure

Dear Mayor Durkan, Councilmember Pedersen and Director Zimbabwe:

Transportation solutions that enhance our city's equity, sustainability and quality of life, while providing a range of mobility options, are the heart of AIA Seattle's transportation agenda.

AIA Seattle applauds Seattle's deployment of Stay Healthy Streets that will remain permanently open for people walking, biking and rolling. But we urge the City to aim higher:

- Address inequities: focus on neighborhoods with high equity disparities, with insufficient or no sidewalks, and where residents have limited open space options for outdoor exercise. Stay Healthy Streets will encourage interaction and build community.
- Do more: Oakland is planning for 74 miles of "Slow Streets." Seattle has 2,400 miles of nonarterial neighborhood streets – Stay Healthy Streets can unlock much more public space for mobility, recreation and community.
- Plan a system: a robust and connected network of streets running north-south and east-west will allow for expanded and enhanced mobility that gets people from one place to another. The existing Neighborhood Greenways Plan provides a sound foundation.
- Engage communities: an expanded program can continue to leverage volunteer action to scale up Seattle's efforts, while engaging neighborhoods at the same time.
- Enable transportation options: embed alternative mobility in the urban fabric. Ensure that when we start moving again, we're walking, cycling and running, or getting on our e-bikes and e-scooters – not getting back into cars.

A world-changing event like COVID-19 offers an unprecedented opportunity to envision alternative ways to move through and use public space, and the pandemic mandates sustained urgency as it evolves. In the medium-term, reduced transit capacity is likely and many of us will not feel comfortable on buses and trains. Without bold action, driving will be prioritized by default.

Alternative forms of mobility should be encouraged and incentivized. The pending rollout of an e-scooter share service, for example, could leverage Stay

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Healthy Streets along with more conventional bike infrastructure to highlight this expanding form of mobility – between sidewalk and conventional street – to promote the safe use of e-scooters within a connected, citywide, micromobility network.

The City should take advantage of this period to disrupt our use of cars for commutes and short-distance trips and replace driving with walking, biking and forms of micromobility on the Stay Healthy Streets network. Providing a safe and connected network through an expanded Stay Healthy Streets program should be part of a long-term vision of a city that is more sustainable, equitable, resilient and true to its values.

Respectfully,



Lisa Richmond
Executive Director



Meredith Everist
President