

Green & Healthy Streets Action Plan

Department Director Review – April 19, 2021

Introduction

This document presents a framework to operationalize the *Green & Healthy Streets* concept established by C40 Cities. The purpose of this initiative is to promote ambitious climate action by employing a comprehensive and coordinated approach to:

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- accelerate transportation electrification

The Green & Healthy Streets commitment is also highlighted in Seattle’s new Transportation Electrification Blueprint, which serves as a roadmap to reduce emissions from the transportation sector through electrification and a shift toward more sustainable modes of travel like transit, biking, and walking. The Blueprint and Green & Healthy Streets are cutting-edge approaches that only a handful of U.S. cities are currently exploring to reduce vehicular carbon emissions. We propose a phased and scalable approach to meet the goal of having a ‘major area’ of our city streets be zero emissions by 2030.

“The shift toward zero-emissions mobility will not only reduce greenhouse gas emissions, it will result in less congestion, quieter cities, cleaner air, healthier spaces, and safer roads” – C40 Cities

Currently, the transformative work outlined in this Action Plan is largely unfunded. As such, this document is intended to serve as an initial roadmap toward this 2030 goal. This plan can be updated over time to adapt to any changes to the funding landscape.

The concepts and tools of the Green & Healthy Streets program can serve as an asset in our city's economic recovery from the COVID-19 pandemic. We have a unique opportunity to build on the recent momentum of adaptable streets for a variety of community, business, and recreational uses to improve quality of life for all residents, workers, and visitors; realize local economic gains; and confront the global climate crisis locally through streets designed for public life and low-emission mobility. While Green & Healthy Streets can take many forms, Seattle's adaptable streets have proven successful and are an essential building block for moving to low emission and then zero emission areas.

"Green & Healthy Streets" encapsulates a variety of transportation strategies to shift our streets towards zero-emission mobility.

The key outcome of Green & Healthy Streets is the development of low-emission areas that prioritize zero-emission mobility and, eventually zero-emission areas, that would be free of any tailpipe emissions from transportation.

C40 Cities Declaration and Commitment

The City of Seattle is an active member of C40 Cities, an international network of cities invested in addressing climate change. Mayor Durkan currently sits on the C40 Steering Committee. In 2017, along with 34 other cities, the City of Seattle committed to a C40 Cities initiative focused on reducing greenhouse gas emissions from the transportation sector. This commitment, the [C40 Cities Fossil Fuel Free Streets Declaration](#),¹ reads:

"We pledge to transition to Fossil-Fuel-Free Streets by: procuring, with our partners, only zero-emission buses from 2025; and ensuring a major area of our city is zero emissions by 2030."

Opportunity Statement

For the City of Seattle, committing to the C40 Cities declaration presents an opportunity to **demonstrate innovative solutions to a variety transportation challenges**, including increasing transit use, prioritizing active transportation, developing more livable public spaces, electrification of shared mobility, optimization of freight and goods delivery, and encouraging the shift toward zero-emissions vehicles. This Action Plan addresses the key commitment relevant to the City: implementing fossil-fuel-free streets in a major area of the city by 2030.²

¹ <https://www.c40.org/other/green-and-healthy-streets>

² The second commitment in the Declaration—shifting the transit fleet to zero-emissions vehicles—is primarily the responsibility of King County Metro. Metro has made a commitment to develop the necessary electric vehicle infrastructure, and to purchase zero-emission buses in their effort to curb carbon emissions. SDOT plays a supporting role through the Seattle Transportation Benefit District (STBD) and its vehicle electrification program.

Our aim for meeting the C40 Cities commitment to Green & Healthy Streets is to **reduce transportation-related climate emissions in a major area of the city** by encouraging a shift toward low-carbon mobility through two key approaches:

- People-first street design, networks, and operations
- Strategies to incentivize and promote transportation electrification, specifically shared mobility and goods delivery

The Seattle Department of Transportation (SDOT) and the Office of Sustainability & Environment (OSE) are taking a collaborative approach to the way streets are used and the way vehicles are powered. Establishing a Green & Healthy zero-emission area is a **transformative project that can build long-term partnerships to address climate change, serve as a model area for people-first streets, as well as send a strong signal to the market regarding transportation electrification.**

Supportive City Policies, Programs, Plans, and Initiatives

Transportation accounts for 60 percent of Seattle’s climate pollution, underscoring the importance of SDOT’s work to ensure we meet Seattle’s carbon neutral 2050 goal. In addition to greenhouse gas emissions reduction, Green & Healthy Streets would actively support a variety of City goals related to transportation electrification, traffic safety, economic recovery and development, age friendly design, and shifting mode split targets towards less reliance on drive-alone vehicles. See table in Appendix A for a list of SDOT goals that would be supported through well designed Green & Healthy Streets.

Potential Approaches and Models

The 35 global signatory cities of the C40 Cities Declaration are approaching the Green & Healthy Streets commitment in a variety of ways—including street-based pilots, district-scale low-emission areas, and cordoned areas—based on the local political, market, and urban form context. Ultimately, these various implementation approaches seek to meet similar outcomes of reducing vehicles and increasing walking, biking, transit, and electrified mobility. They can be layered and phased over time. Relevant precedents for consideration are shown in Figure 1.

Figure 1: Example Models for Green & Healthy Streets



Source: New York Times

People first streets or districts

Open Streets in places like New York City have been integral for supporting public life and businesses during the COVID-19 pandemic. This model has seen success in several neighborhoods in Seattle through public space permitting, including in Ballard, Columbia City, and Capitol Hill.



Source: Bloomberg.com

Superblocks re-define non-arterial spaces between busier arterial streets

Superblocks in Barcelona are areas bounded by arterial streets in which the streets are repurposed for plaza space and shaped by each neighborhood's desires. Local vehicle traffic and business/service access are still feasible on fewer travel lanes at slow speeds.



Source: Transport for London

Congestion pricing and low-emission areas

London has created low-emission areas by having cordoned areas where vehicles are charged if they enter downtown through vehicle pricing as well as emission charges.



Source: LACI

Opt-in zero emissions delivery zones

The City of Santa Monica has deployed zero-emission delivery zones. In this one-square mile area companies are opting to use micromobility options (scooters, bikes, etc.) for food and parcel delivery, electric delivery vehicles, and priority zero emission loading zones and other curb management incentives deployed by the city

This model acts as a signal to the market that zero-emission delivery will be an important part of the future.

Opportunities, Challenges, and Considerations

The COVID-19 crisis has highlighted the importance of streets for community health (e.g., Stay Healthy Streets) and economic resilience (e.g., sidewalk cafes, food pickup priority zones, and streateries). There is an opportunity to build on the current momentum and positive reception for how to reimagine our street functions in ways that reduce carbon emissions from transportation as we continue to recover from the COVID-19 challenges.

There are **current legal and regulatory challenges** that require further exploration. Federal regulations do not allow cities to regulate vehicles by fuel type, fuel emission standards, or vehicle weight. There are current state regulations that outlaw pedestrian movement on streets where there are sidewalks, diminishing the viability of open streets concepts that prioritize people on roadways. Additionally, Washington state law does not allow cities to reduce vehicle speed limits to less than 20 miles per hour (mph). In shared spaces, where vehicles are allowed, cities like Barcelona have been able to limit speed to a safer 6 mph. Locally, legislative action would be required to change Seattle Municipal Code to allow signage and regulation of loading zones based on vehicle emission type. **Ex. 04**

The **current technology cost** for electric vehicles is prohibitively expensive for many individuals and businesses. This includes the purchase of new electric automobiles or larger utility, freight, or delivery vehicles. As both the technology and the market for electric vehicles expands, we hope to provide resources and incentives for individuals and businesses to be able to switch to modes that do not produce carbon emissions.

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Green & Healthy Streets – Overall Approach

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Phase 1: Leverage Low-Emission Mobility Opportunities

Green & Healthy Streets Portfolio

The purpose of the Portfolio is to map, and account for, SDOT's recent changes to the right-of-way that shifts priority from the movement of internal combustion engine vehicles to transit, active transportation, and electrified mobility. These recent and planned projects contribute to the network of Seattle's streets with elements of Green & Healthy Streets that could be leveraged in a low-emission area.

Seattle has been committed to building bike connectivity and expanding its network, as well as enhancing pedestrian facilities across the city, for decades. The COVID pandemic created additional need for safe and physically-distant active movement as fewer people felt safe taking transit, and the public right-of-way provided an immediate opportunity for SDOT to help them move safely. This started new initiatives like Stay Healthy Streets that demonstrated successful implementation and refinement of strategies to reallocate right-of-way to support active movement of people within communities. In the coming year, approximately 20 miles of Stay Healthy Streets will be made permanent.

Mapping the Portfolio is not a static activity. As new transportation infrastructure and electrification opportunities become available throughout the city, Policy & Planning staff will update the map to reflect that work. In addition, as we move beyond 2021, the map will serve as a basis of analysis for determining how to prioritize low-emission areas.

Low-Emission Area Pilot(s)

Pilot projects are the first step toward testing, phasing, expanding, and leveraging projects and strategies to provide more equitable Green & Healthy Streets areas across the city. While the initial focus may be on discrete areas that test distinct strategies, we see the combined efforts as an opportunity to usher in a larger-scale transformation to:

- **Educate and engage** the public on climate goals
- **Collect relevant data** to better understand goods movement
- **Demonstrate** model streets and districts
- **Measure impact and identify barriers** of interventions
- **Catalyze culture shift** towards zero-emission mobility and create community demand citywide
- **Send a strong market signal** to accelerate the transition to electric, zero-emission vehicles including shared mobility (e.g., TNCs, e-scooters, e-bikes) and fleet (e.g., delivery and freight vehicles)
- **Collaborate with transportation agency partners** on transit electrification
- **Develop partnerships** with the private sector and supportive policies/incentives to pilot new technology for zero emission goods delivery

As such, we seek to create a **scalable and duplicable model** through phased interventions in the form of policies, incentives, partnerships, and infrastructure changes. This model will begin with leveraging existing programs, projects, and opportunities to implement Green & Healthy Street elements to begin layering interventions. We will focus on the following strategies to pilot low-emission area(s):

1. **Bold people-first street design, networks, and operations** that encourage mode shift toward walking, cycling, and transit
2. **Incentives for electrified shared mobility and urban goods delivery**, including supportive city policy, curb space access (e.g., zero-emission deliveries), and utility infrastructure (e.g., fast chargers for transportation network companies like Lyft and Uber)
3. **Innovative approaches to optimize urban goods delivery** (e.g., real time sensors, e-cargo bikes)

Figure 3. Example Components of a Low-Emission Area



What will likely start as small-scale low-emission transportation components—for instance, in the form of right-of-way allocation changes, curb space pilots, or electrification opportunities—will be built upon towards a more established low-emission area, district, or corridor executed in collaboration with public and private partners. With effective collaboration and a cross-functional approach, a low-emission area can be a real-life demonstration project of what Seattle’s climate-forward future looks like.

Tools and Strategies

There are a variety of tools immediately at our disposal to layer or piece together to achieve a low-emission pilot area (see Appendix A for full list). For example:

- Street closures for pedestrian, cyclist, or business district use
 - Seasonal during peak demand periods to access destinations (summer)

- Time-of-day or day-of-week street closures (e.g., retail district pedestrianization every weekend)
 - Event-based
- Pedestrian and cyclist amenities (e.g., benches, greening, bike storage)
- Signalization changes that benefit pedestrians, cyclists, and transit (e.g., leading pedestrian intervals, queue jumps)
- General purpose travel lane reallocation
 - Space for expanded walking, cycling, and public life
 - Transit only lanes
- Add street safety interventions for traffic calmed streets (e.g., Home Zones with speed bumps or traffic circles in residential areas)
- Curb space changes and begin development of supportive legislation to encourage electric Transportation Network Companies (e.g., Lyft, Uber) and e-delivery
- Roadbed sensors to monitor and report load zone occupancy
- Common-carrier package lockers to improve efficiencies of package delivery

There are also strategies that are currently unavailable due to regulatory or legislative limitations (e.g., lower parking maximums, more efficient building dock recommendations, parking zone legislation for electric vehicles, traffic engineering standards). This process of piloting low-emission area(s) will undoubtedly illuminate many others. SDOT staff will use these lessons learned to develop strategies to advocate for policy changes that will allow future zero-emission areas to realize the transformative vision of the Green & Healthy Streets Declaration.

Identifying Pilot Areas

Community interest and buy-in will be critical to get the initial efforts off the ground. Ideally, these projects could leverage existing and planned projects in order to maximize those investments and partnership opportunities towards outcomes that align with the C40 Cities Declaration. SDOT should also prioritize locations appropriate for testing out a variety of approaches—like people-first street use, incentives for electric shared mobility, and goods delivery optimization—that can be layered to create a definable “pilot area.”

The project team will spend Q2-4 2021 engaging with a C40 Cities-funded effort focused on:

1. Data collection to inform site selection and incentive design for urban goods operators to effectively encourage transportation changes, and increase understanding of freight patterns in the city; and
2. Community and business outreach needed to inform this Action Plan.

While there will be a specific focus on understanding optimal incentive design and site selection for zero-emission freight and urban goods delivery interventions, the insight gained will be critical for identifying multifaceted strategies to meet the needs of all users.

In the meantime, we have developed several initial concepts, including potential interventions and partnerships to explore. If additional significant funding becomes available in the near-term, we would

explore ways to bring low-emission area components to communities experiencing highest levels of environmental injustice; it is critical this is done in partnership and in the interest of building longer-term capacity, rather than one-off pilot demonstrations.

Green & Healthy Streets concepts can be tailored to different land use typologies such as downtown, neighborhood business districts, and residential areas, as well as by community vision and desire. Concepts may also vary depending on residential and employment density, transit frequency, and pedestrian volumes and other metrics. Some G&HS examples are provided below.

Initial Low-Emission Area Pilot Concepts

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2/ Neighborhood commercial districts

We have heard interest from neighborhood commercial districts to continue building off the success of SDOT's Safe Starts permits—including streamlined and free permits for outdoor dining, merchandise display, and vending—by keeping permanent the expanded business uses of streets and sidewalks beyond the initial response to the COVID-19 pandemic. This could mean more permanently demarcating space for business activation, including right-of-way allocation changes and/or traffic recirculation to make more space for these uses.



Street cafés in Ballard

SDOT could explore working in communities with existing farmers markets, festival streets designations, or other street closures to identify streets with an existing culture of high pedestrian use. SDOT could also focus efforts in communities with willingness to explore electrification strategies—including charging infrastructure or curb space incentives for low-carbon delivery, or mobility options—alongside these business uses.

The Tools and Strategies section of this document on page 9 outlines a list of possible ways the current street interventions could be expanded or enhanced. In several neighborhood commercial districts disparate actions have already taken place to utilize the street in new ways, and these activities could be

better connected for active movement and gathering. Street closures, or reallocation of general purpose lanes, could also occur at busy times like weekends, for a period of time in the summer, or during holidays when customer demand is high.

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3/ Residential communities

To support the Transportation Electrification Blueprint's goal of 9 out of 10 trips being fossil fuel free by 2030, we must begin by making people feel safe and comfortable walking and rolling when leaving their front door for local destinations. To achieve the "superblock" concept in Seattle, there is an opportunity to combine the work of two existing programs:

- Home Zones: neighborhood working together to prioritize improvements that calm traffic, improve pedestrian mobility, and improve neighborhood livability.
- Stay Healthy Streets: close streets to thru vehicle traffic and open streets to walking, biking, rolling.



Combining these two programs results in a Seattle version of a superblock in residential contexts (and potentially neighborhood commercial). It would restrict vehicle access to residents, essential services, and deliveries while also investing in community elements (e.g., benches, play equipment, planters). These strategies could be prioritized in communities with poor air quality or strong transit connections to further encourage mode shift.

Once the map of the 20 miles of permanent Stay Healthy Streets has been determined, further analysis of these areas to look at connectivity to commercial neighborhood areas with enhanced access via walking and bicycling should be considered with community. Tying together neighborhood commercial interventions with Stay Healthy Streets helps stitch together the two initiatives and lower emissions.

Opportunities to complement the slower streets could include incentives for community members to use car share (e.g. ZipCar, GIG) or bicycle and scooter share for regional and local mobility. Mode shift goals could also be supported by elevating access to transit by partnering with Orca Opportunity or the Reduced Regional Fare Pass (RRFP) to increase knowledge about existing programs in these neighborhoods.

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How We Define Success

Each individual initiative will be evaluated in detail based on the project objectives and to identify project-specific successes, challenges, and future opportunities. For instance, the cargo bike pilot will use different success measures than a street closure effort would (i.e. congestion relief for cargo bike versus increase in public life for street closures).

For Phase 1 as a whole, we will consider the following factors as measures of success to determine the best strategies to advance in Phase 2.

- Quantitative
 - Change (increase) in pedestrian, bike, and vehicle traffic in G&HS pilot area
 - Change (increase) in use of public space for lingering in G&HS pilot area
 - Change (increase) in electric goods delivery in G&HS pilot area
 - Change (decrease) in collision rate in G&HS pilot area
 - Number (increase) of curb spaces converted permanently or during some portion of the year from internal combustion engine uses to zero emissions uses
- Qualitative
 - Piloted initiatives are well received by community members in a variety of contexts, including downtown, neighborhood commercial, and residential.
 - Ability to develop partnerships across a variety of groups (e.g., community groups, bike/ped/transit advocates, private partners, individual businesses, business districts/associations).
 - Expressed interest from private sector to expand scope and geography for services in urban goods delivery optimization and electrification.
 - Expressed interest from additional communities to explore Green & Healthy Streets components in Phase 2.

Green & Healthy Street pilots can also be assessed using existing metrics being tracked by Imagine Greater Downtown and other SDOT initiatives, programs, and plans. While we likely cannot directly attribute the specific influence of Green & Healthy Streets on these larger-scale indicators, they certainly contain strategies that are well aligned with these goals and targets.

- Increase the number of people in public spaces by 25%
- Double the amount of space dedicated to street activation uses (cafes, streateries, parklets, vending, etc.)
- Reduce drive alone trips downtown during peak periods to 18.3%.
- Increase active travel trips (walking and bicycling) that start and end within Greater Downtown to 65%
- End traffic deaths and serious injuries on city streets by 2030.

Phase 2: Getting to Zero-Emission Areas

Community-Driven Program

The future Green & Healthy Streets community-driven program will require additional resources (funding and staff) to fundamentally change the way we engage communities around climate action and the way our streets can function, as well as to make street design and operational changes. This program will center relationships and environmental justice principles to create a culture shift and demystify options for reducing greenhouse gas emissions.

For the community-driven program, our **guiding equity value** is for transportation to meet the needs of communities of color and those of all incomes, abilities, and ages as we consider the impacts and opportunities of Green & Healthy Streets. This means centering the organizing and environmental justice work that Black communities, Indigenous communities, and all communities of color (BIPOC) have done and will continue to do. We aim to do this by learning what tools would be most useful for different communities and providing resources to support lower emission travel alternatives. This program includes appropriately compensating community member participation and making changes to the Green & Healthy Streets program to continually ensure we center the needs of BIPOC communities and provide space for self-determination.

An important part of the community-driven program approach is sustained engagement. City staff will have a toolkit of strategies, which can grow as technology and legal opportunities change. Through a process that centers self-determination, communities could self-select to champion a Green & Healthy Streets area and identify which strategies in the toolkit would best fit their neighborhood needs. City staff will check in with community regularly to see how the tools are working and adapt aspects of the Green & Healthy Street concept based on community feedback. See Appendix B for an initial list of toolkit topics, including transportation demand management strategies, electrification infrastructure, and other capital investments that could be considered by communities.

As an initial strategy, City staff will develop criteria for identifying communities to prioritize for active engagement, relationship building, technical assistance, and investment. Unlike the initial pilot phases, we will not heavily rely on existing relationships to identify projects. Rather, we envision an opt-in program which prioritizes engaging communities that stand to benefit the most from Green & Healthy Streets investment. Initial criteria for consideration include:

- Prioritize equity: areas with high proportion of Black communities, Indigenous communities, and other communities of color; high levels of transit dependence or low rates of car ownership
- Maximize health benefits: areas with poor air quality, high concentration of adverse health impacts (e.g., asthma, heart attacks), and high concentration of serious or fatal collisions
- Maximize mobility benefits: areas with high levels of traffic congestion, residential/commercial density (i.e., proxy for propensity to mode shift), and areas with inadequate infrastructure

Funding

In Phase 1, we will leverage existing funds and be opportunistic in finding additional funding associated with pandemic recovery, grants, or other sources. The Phase 1 projects we have profiled will provide a

basis for broadening the concept of Green & Healthy Streets. These pilot projects would require funding that ranges from several thousand dollars to better facilitate the repurposing of curb space for dining or vending, a couple hundred thousand dollars for temporal events, to millions for permanent reallocation of general purpose lanes for active travel, enhanced public space, EV amenities, and electric transit. See Figure 5 below, which discusses the funding implications of implementing our initial Phase 1 pilot concepts in downtown, including planning, design, and implementation.

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Appendices

A. Table of Supportive City Policies, Programs, Plans, and Initiatives

Plan / Initiative	Goal that Green & Healthy Streets can support
Comprehensive Plan 2035	Mode split targets have been established to encourage less reliance on single occupancy vehicles and increase walking, biking, and use of transit.
Climate Action Plan	Reach carbon neutrality by 2050.
Transportation Electrification Blueprint	<p>The Green & Healthy Streets project is included as a deliverable in Seattle's Transportation Electrification (TE) Blueprint. Zero emission zones will be critical are critical to make progress by 2030 on the following goals:</p> <ul style="list-style-type: none"> • 100% of shared mobility is zero emissions • 90% of personal trips are zero emissions • 30% of goods deliveries are zero emissions
Vision Zero	Creating Green & Healthy Streets can go hand-in-hand with creating safer streets for vulnerable people who are walking and biking to eliminate traffic related deaths by 2030.
Age Friendly Seattle	Older adults and children benefit from streets without vehicle traffic and places where people of all ages and all abilities can stop and rest.
Imagine Greater Downtown	<p>Green & Healthy Streets can help achieve the following goals:</p> <ul style="list-style-type: none"> • Increase the number of people in public spaces by 25% • Add 100 acres of parks and public spaces in Greater Downtown • Double the amount of space dedicated to street activation uses • Reduce drive-alone trips downtown during peak periods to 18.3% • Increase active travel trips (walking and bicycling) that start and end within Greater Downtown to 65%
Pedestrian Master Plan	35% of all trips are made on foot by 2035
Bicycle Master Plan	Quadruple bicycle ridership between 2014 and 2030
Transit Master Plan	Transit serves as a backbone of sustainable urban growth and plays a critical role in meeting City goals related to sustainability and equity
Freight Master Plan	Improve freight operations in Seattle and the region by making goods movement more efficient and reducing its environmental footprint.
Race and Social Justice Initiative	Through engagement for many projects and programs, we have heard from communities of color that we should provide more opportunities for folks to gather by creating more public spaces, places for vending, strolling, and socializing.

B. Existing Seattle Programs and Initiatives that Support Green & Healthy Streets Implementation

	Right-of-Way Tools	Seattle Examples	Costs *
Programming	Transportation demand management	Flip your trip, ORCA (regional transit pass) reduced fare for youth and low-income qualifying individuals, ORCA Business Passport	\$\$ - \$\$\$
	Permitting for emerging mobility options	Bike share, scooter share, car share, Transportation Network Companies, incentivizing towards electrification (vehicles)	\$\$
	Permitting for businesses uses of streets and sidewalks	Sidewalk cafés, street cafés (curb space), vending, merchandise display, full/partial block closures for business use	\$
	Special events/ Streets for People	Marathons, Emerald City Bike Ride, Bicycle Days (i.e., Lake Washington Blvd), Summer Streets	\$\$\$ - \$\$\$\$
	Temporary re-occurring street closures	Farmer's Markets, Block Streets / Play Streets, Safe Streets, Festival Streets, street activation events by community groups	\$\$-\$
	Partnerships on innovative freight delivery	UPS e-cargo bike pilot, Urban Freight Lab cargo bike pilot, common carrier lockers	\$\$
	Curb space management policies	Regulated timing and pricing for low- to zero-emission vehicles (preferential incentive); bike parking	\$
	Planning initiatives	Modal Integration, Downtown Streets Network Study, neighborhood mobility plans, light rail station access plans, Equity & Environment Agenda	\$\$
	Congestion pricing	Seattle Congestion Pricing Study Phase 1	\$\$-\$\$\$\$
Infrastructure	Transit-only corridors / bus only lanes / slow lanes	3 rd Avenue downtown (from 6 AM-7 PM), D2 busway, light rail	\$\$\$
	Connected bike network	Investment in a well-connected bicycle network, Bicycle Master Plan implementation, greenway program	\$\$\$\$\$
	Electrification	Seattle fleet vehicles, Electric Vehicle Charging in the Right-of-Way	\$\$\$

Right-of-way reprioritization for pedestrian/ cyclists	Stay Healthy Streets, urban curbless streets, Green Streets, Heart Zones	\$\$\$\$\$
Pedestrian- oriented street enhancements	Home Zones, Street tree program, green stormwater infrastructure program, community crosswalks, intersection painting, wayfinding, bench program	\$- \$\$\$\$\$

* Key: \$ = Under \$25,000; \$\$ = \$25,000-\$150,000; \$\$\$ = \$150,000-\$500,000; \$\$\$\$ = \$500,000-\$1,000,000; \$\$\$\$\$ = \$1,000,000+

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