

DOES THE CITY REALLY BELIEVE IN BICYCLE EQUITY?

Build Protected Bikeways in Underserved Communities in Seattle

Seattle's Own Race and Social Justice Initiative

Seattle's Race and Social Justice Initiative (RSJI) is a citywide effort to end institutionalized racism and race-based disparities in City government, City spending and City programs. Its goal is to change the underlying system that creates race-based disparities in our community and to achieve racial equity.

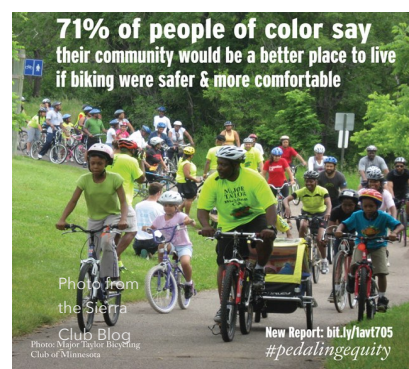
The City of Seattle's Pattern of Excessive Spending on Bicycle Infrastructure in White, Wealthy Communities

The City has a long pattern of violating its RSJI when it comes to bicycle infrastructure. Most bicycle facilities SDOT constructs are north of the Ship Canal, not in communities of color. SDOT is continuing this pattern by allocating **nearly 10% of the entire bike/ped portion of the Move Seattle Levy** to finish the Missing Link of the recreational Burke Gilman Trail in Ballard.

SDOT's Bicycle Master Plan (2016-2020) fails the City's RSJI because 4 of its 5 major projects - including the Missing Link- are all located outside of communities of color. SDOT needs to end its pattern of inequitable infrastructure development and construction throughout Seattle and invest in ALL communities.

SDOT Plans to Spend \$31 Million on 1.5 Miles of Recreational Bicycle Trail in well served Ballard

Despite its commitment in the RSJI to end racial inequities, change the underlying system that creates race-based disparities, and to achieve racial equity in City programs and spending, the City's Capital Improvement Program (2017-2022)¹ says SDOT expects to spend nearly **\$31 million to build the the Missing Link**- a recreational bicycle trail in Ballard, which is a predominately white already well-served neighborhood. This does not work toward ensuring racial equity in City programs and services. It does the opposite. **For this amount of money, SDOT could build 19-24 miles of protected bicycle facilities in underserved communities of color.** SDOT is currently building protected bicycle facilities throughout Seattle for around \$1.3 million to \$1.6 million per mile- **Why isn't it spending the \$31 million dollars to build them in underserved communities?** The current impacts of institutional and structural racism combine to restrict opportunities for people of color, including immigrant and refugee communities. SDOT's plan to continue spending millions for recreational cyclists in a wealthy area instead of constructing protected bicycle facilities elsewhere in the City further restricts opportunities for safe transportation and recreation options for underserved communities and communities of color. In June 2016, SDOT released the draft EIS for this project and community-organizations, the Urban League of Metropolitan Seattle and Centerstone, voiced concerns over this unfair and inequitable distribution of Seattle's transportation funding and infrastructure. SDOT is moving forward with the project anyway.



Bicycling is for everyone. SDOT should think so too.

1. See <http://www.seattle.gov/financedepartment/1722adoptedcip/documents/2017-2022AdoptedCIP.pdf>, pgs 193, 230-231.