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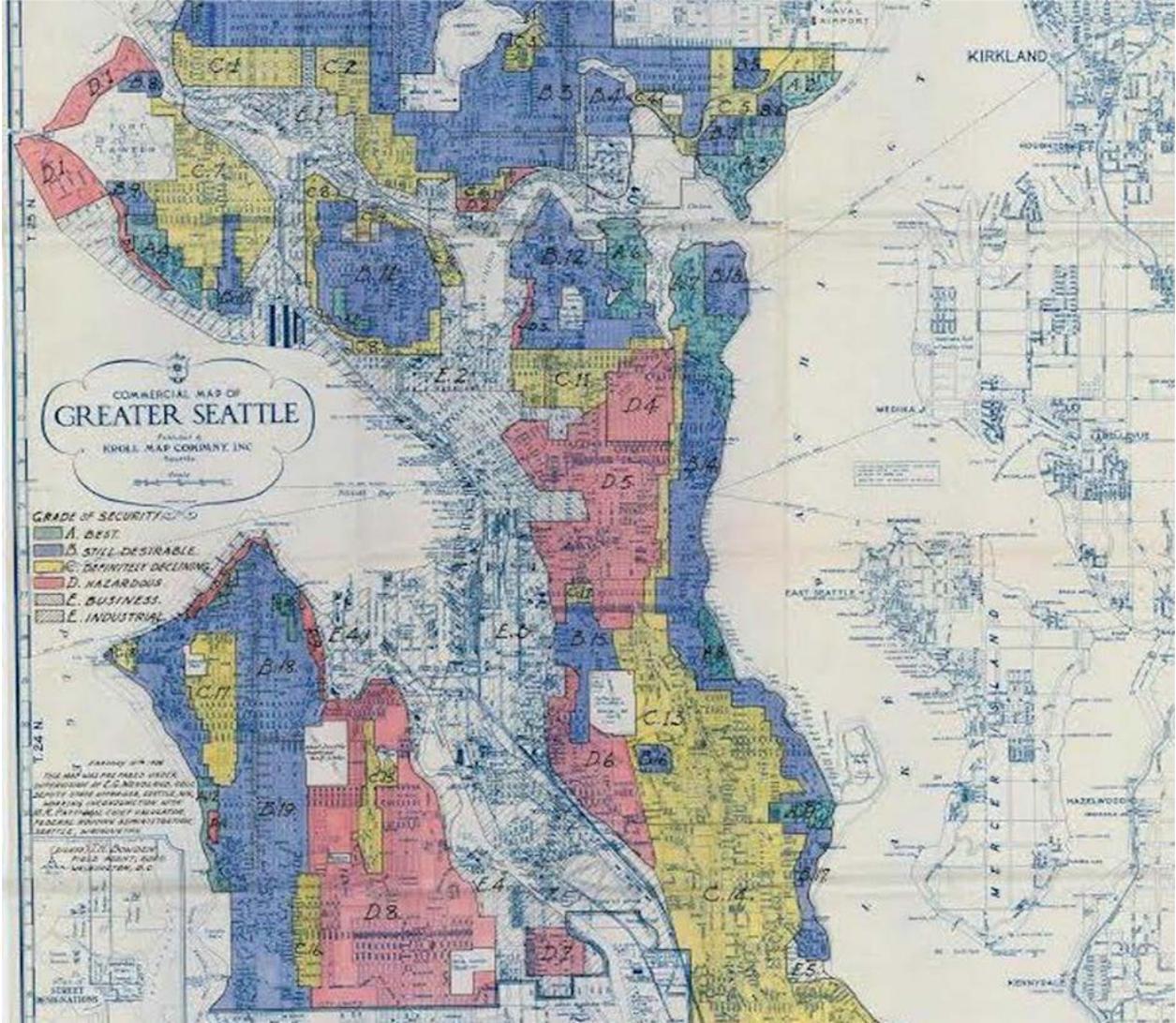
COMMERCIAL MAP OF  
**GREATER SEATTLE**  
 Prepared by  
 KIRKLAND MAP COMPANY, INC.  
 Seattle

- GRADE OF SECURITY
- A. BEST
  - B. STILL DESIRABLE
  - C. DEFINITELY DECLINING
  - D. HAZARDOUS
  - E. BUSINESS
  - F. INDUSTRIAL

THE MAP HAS BEEN PREPARED UNDER  
 SUPERVISION OF C. G. BROWN, JR., DISTRICT  
 ENGINEER, WASHINGTON STATE DEPARTMENT OF  
 PUBLIC UTILITIES AND TRANSPORTATION AND  
 IN ACCORDANCE WITH THE FEDERAL HOUSING  
 ADMINISTRATION ACT, 1937, AS AMENDED,  
 SEATTLE, WASHINGTON

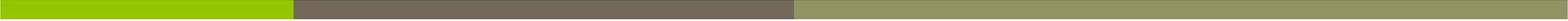
ENGINEER  
 JAMES L. SWANSON  
 PUBLIC UTILITIES DISTRICT  
 SEATTLE, WASH.

STREET  
 NOMINATIONS



A black and white photograph showing the interior of a vehicle, likely a bus or train, with rows of seats and handrails. The perspective is looking down the length of the vehicle, creating a sense of depth. The seats are dark, and the handrails are metallic. The background is blurred, showing the front of the vehicle.

# MOBILITY EQUITY FRAMEWORK



# Problems

- Transportation injustices: pollution, longer, less reliable, & unsafe commutes. etc.
- Lack of community engagement and decision-making power
- New mobility technologies are not addressing systemic issues

# Mobility Equity Framework



Increase access  
to mobility options



Reduce air pollution



Enhance  
economic opportunities

# Community Needs Assessment



*Photo by Pamela Palma/Transform*

# Mobility Equity Analysis



## Goal #1 Increase Access to Mobility

1. Affordability
2. Accessibility
3. Efficiency
4. Reliability
5. Safety

## Goal #2 Reduce Air Pollution

6. Clean Air and Positive Health Benefits
7. Reduction in Greenhouse Gases
8. Reduction in Vehicle Miles Traveled

## Goal #3 Enhance Economic Opportunity

9. Connectivity to Places of Employment, Education, Services, & Recreation
10. Fair Labor Practices
11. Transportation-Related Employment Opportunities
12. Inclusive Local Business & Economic Activity

# Community Decision Making



*Photo by Pamela Palma/TransForm*

# San Francisco and Oakland Mobility Principles

 <b>Safety</b>	Emerging Mobility Services and Technologies must be consistent with the City and County of San Francisco's goal of achieving Vision Zero, reducing conflicts, and ensuring public safety and security.	 <b>Congestion</b>	Emerging Mobility Services and Technologies must consider the effects on traffic congestion, including the resulting impacts on road safety, modal choices, emergency vehicle response time, transit performance, and reliability.
 <b>Transit</b>	Emerging Mobility Services and Technologies must support and account for, rather than compete with, public transit and encourage use of high-occupancy modes.	 <b>Accountability</b>	Emerging Mobility Services and Technologies providers must share relevant data so that the city and the public can effectively evaluate the services' benefits to and impacts on the transportation system, and determine whether the services reflect the goals of San Francisco.
 <b>Equitable Access</b>	Emerging Mobility Services and Technologies must promote equitable access to services. All people, regardless of age, race, color, gender, sexual orientation and identity, national origin, religion, or any other protected category, should benefit from Emerging Mobility Services and Technologies, and groups who have historically lacked access to mobility benefits must be prioritized and should benefit most.	 <b>Labor</b>	Emerging Mobility Services and Technologies must ensure fairness in pay and labor policies and practices. Emerging Mobility Services and Technologies should support San Francisco's local hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.
 <b>Disabled Access</b>	Emerging Mobility Services and Technologies must be inclusive of persons with disabilities. Those who require accessible vehicles, physical access points, services, and technologies are entitled to receive the same or comparable level of access as persons without disabilities.	 <b>Financial Impact</b>	Emerging Mobility Services and Technologies must promote a positive financial impact on the city's infrastructure investments and delivery of publicly-provided transportation services.
 <b>Sustainability</b>	Emerging Mobility Services and Technologies must support sustainability, including helping to meet the city's greenhouse gas (GHG) emissions reduction goals, promote use of all non-auto modes, and support efforts to increase the resiliency of the transportation system.	 <b>Collaboration</b>	Emerging Mobility Services and Technology providers and the city must engage and collaborate with each other and the community to improve the city and its transportation system.



# WORKSHOP

## Handout: Guiding Principles

# Guiding principles will inform recommended actions to center equity & sustainability.

### Process

- 1) Metro will seek feedback from RTC and others on draft principles and associated potential policy changes.
- 2) An Equity Cabinet will make a final recommendation to the King County Executive and Council re-principles and proposed policy changes to include in framework.
- 3) RTC will review and refine.
- 4) KCC will adopt the final framework (including principles and recommended policy changes).

## Feedback: Part 1

As you consider these draft principles and what they might mean for the regional transit system, what opportunities do you see and what concerns do you have?

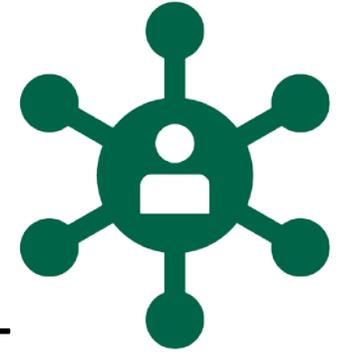
*10 minutes*



## Focused Discussion Topics (20 minutes each)

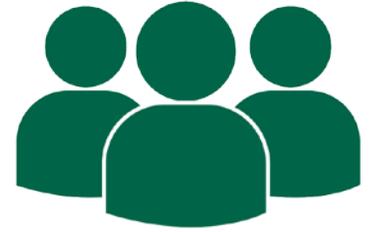
1. Develop an integrated mobility system
2. Invest where needs are greatest

## Develop an Integrated Mobility System



- What is our vision for a regional mobility system that contributes to livable communities, a thriving economy, and a sustainable environment? What elements must be included and addressed?
- How can Metro and local jurisdictions work together to achieve this vision?

## Invest Where Needs Are Greatest



- What would it mean as a region to invest where needs are greatest?
- What should Metro and local jurisdictions do differently to achieve more equitable outcomes and address climate change through investments in areas like fixed-route services, innovative mobility options, transit improvements, capital projects, etc?

# CLOSING