



MASS Coalition-Supported Amendments Would Reverse Key Cuts to Walking, Biking, and Transit Projects

SEATTLE- The Move All Seattle Sustainably (MASS) Coalition is championing four budget amendments that would reverse some of the most impactful transportation cuts proposed in Mayor Jenny Durkan’s budget. These amendments would

- Upgrade Rainier Avenue sidewalks in Southeast Seattle (\$1 million)
- Continue work on the Georgetown-to-South Park Trail (\$1.8 million)
- Cancel cuts to the Route 44 Multimodal Project connecting Ballard to the U-district via Phinney Ridge and Wallingford (\$1 million)
- Advance planning and early design for bike network connections in South Seattle, specifically a route through the Rainier Valley (along MLK Way) and a connection between Georgetown and Downtown, via SoDo (\$400,000).

These priorities by no means reverse *all* the transportation cuts the Mayor has proposed, which include cutting \$21.5 million from planned bike and pedestrian projects and erasing \$70 million in local match from multimodal transit corridors. However, these amendments would restore some of the walking, biking, and transit projects that we believe would have the strongest equity impacts and that communities have been most active in asking and advocating for.

The MASS coalition has also endorsed the [Solidarity Budget](#) and supports its priorities, including funding a staff position within the Office of Sustainability and Environment to support the Green New Deal Oversight Board and providing stipends for board members to remove barriers to participation for impacted, low income, or young community members.

We echo the Solidary Budget statement: “We are creating a future that is ecologically sustainable and resilient, that eliminates carbon emissions and achieves a just transition with good jobs for workers and communities most impacted by the climate crisis. We believe in mobility for all, a transportation system where people can safely walk, roll, bike and ride affordable or free world-class public transit wherever they need to go. We are building a future where public goods — e.g. libraries and parks — are fully-funded, through a tax system that requires corporations and the wealthy to contribute equitably to the common good.”

Future city budgets must better reflect the transportation options community members want, and our leaders say they support. Walking, rolling, biking, and transit must be



prioritized in order to reach climate goals. This February, Mayor Durkan laid out a vision of “fewer cars, less climate pollution, and more safe and convenient ways to get around” in her State of the City speech. This budget sets us back from that vision.

Quotes:

“Any chance Seattle has of meeting its climate goals hinges on continuing to fund sustainable methods of transportation. We must do absolutely everything we can to make it safe, easy, and attractive for people to avoid polluting car trips in favor of walking, biking, rolling, or taking transit. This is our responsibility to each other and to ourselves. Our very survival depends on it,” said Brittney Bush Bollay, chair of Sierra Club Seattle Group.

“Sidewalk repair and construction is part of our basic infrastructure as a city that allows everyone to have access to daily necessities. Unfortunately, the mayor’s budget cuts \$10 million from an already underfunded sidewalk budget. We can, and must build an accessible city for all,” said Gordon Padelford, Executive Director, Seattle Neighborhood Greenways. “We want to thank Councilmember Morales for her amendment that starts this reinvestment by fixing sidewalks along the Rainier Ave S, Seattle’s most dangerous street and home to one of our City’s most popular bus routes, the #7.”

“The Georgetown to South Park Trail will provide a safe, accessible, and climate friendly walking/biking path along E. Marginal Way. Connecting people to schools, medical facilities, employers, businesses, a public library, and most importantly each other,” said Peaches Thomas, lead organizer for Duwamish Valley Safe Streets. “Duwamish Valley Safe Streets would like to thank Councilmembers Herbold and Morales for all their help and support for preserving the funding for this important community-based project. None of this could have been accomplished without the advocacy efforts of the Duwamish Valley community members in partnership with bicycle and pedestrian advocates from around the city. Together we can build a stronger, united, and healthier Duwamish Valley!”

“Cutting back on public investments is the wrong answer during a recession,” said Katie Wilson, general secretary of the Transit Riders Union. “The experience of the Great Recession showed that cuts only increase the pain and stall economic recovery. Local and state leaders need to be raising progressive revenue and increasing public investments, including moving forward with these vital transportation projects.”



“Despite years of planning and promises, many dangerous gaps in Seattle’s bike network remain. As more people than ever turn to biking for healthy and affordable transportation, it’s past time to make our streets safe for everyone - regardless of how we get around,” said Vicky Clarke, Policy Director for Cascade Bicycle Club. “Council amendments to the 2021 budget will restore funding to a handful of delayed projects in south Seattle - including a connection through the Rainier Valley, and routes from downtown to Georgetown and on to Southpark. These projects are long-standing priorities for residents and workers in the communities they will serve; shelving them now perpetuates years of delay.”

“Despite being dropped from RapidRide plans, SDOT’s Route 44 project mostly did what we at MASS asked: speed up this important crosstown bus with plenty of bus lanes and transit signal priority,” said Doug Trumm, executive director at The Urbanist. “A million dollar cut would jeopardize SDOT’s Route 44 plan, which is why we pushed for that money to be reinstated. We appreciate Councilmember Dan Strauss’ leadership in reversing this cut. When U District Station opens, transit riders will be glad to have a more reliable and accessible Route 44 to make connections.”

“350 Seattle is happy that the MASS Coalition has endorsed the [Solidarity Budget](#) calling for a budget that centers challenging systemic anti-Black racism and rises to the twin challenges of the climate and COVID-19 crises,” said Alice Lockhart, 350 Seattle transportation workgroup lead. “We stand in solidarity with community groups, unions and others in calling for an anti-austerity budget funded by progressive revenue. We refuse to be pitted against one another in a fight for scraps.”

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