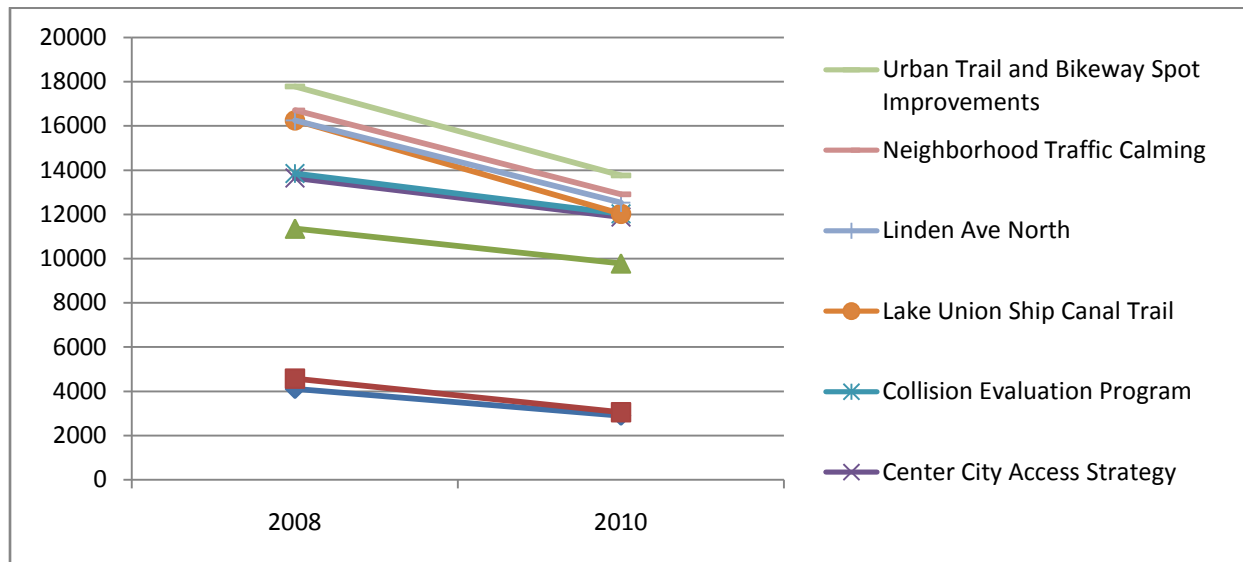


Action Alert: Final Seattle's Budget Hearing

Monday, October 26th

The City's first Bicycle Master Plan was approved in 2007 and we've made great strides in the few years since. But, we need your voice to continue the progress on the plan. Unfortunately, the Mayor's proposed budget walks back the city's commitment to implementing the plan.

While the city budget is definitely in crisis, Cascade Bicycle Club and others fought for passage of dedicated funds in the Bridging the Gap Streets Levy to make up for shortfalls and fund critical nonmotorized projects. At the same time that we are seeing strong growth in bicycle transportation, trend lines look bad for investments in bicycling and walking.



Ask the Council to...

Oppose the repeal of the Employee Head Tax.

Now is not the time to give away more than \$4.5 million in revenue. As the average business in Seattle pays \$91 per year in head tax, its elimination will do nothing to improve the business climate or spur job growth in the city. Considered another way, the jobs lost by forgoing millions of dollars in bicycle and pedestrian projects significantly outweigh any potential economic activity repeal might spur.

Support dedicated funding for nonmotorized transportation.

Seattle has a billion dollar backlog of sidewalk projects, a recently adopted pedestrian master plan and \$200 million in unfunded bicycle master plan projects. Without a dedicated fund sufficient to address those needs, we will never attain our aspirations as a city.

Support equitable funding for bicycling and walking.

While bicycling and walking make up almost 15% of trips in the city, nonmotorized transportation funding (excluding major projects) is only 6% of the SDOT budget. With bicycle transportation growing

16% a year - and driving flat and declining in most neighborhoods - it's high time we reordered our priorities.

Support market rate parking pricing

Public land is an asset that needs to be managed for the benefit of the public. We undervalue roadway land when we charge less than market value to use it for parking, which encourages driving for short or unnecessary trips. To better manage on-street parking, rates should mirror those of nearby paid parking lots. This will enhance revenue and encourage people to make more trips by foot, bike and transit.

Please attend the final budget meeting and speak out to support nonmotorized transportation in Seattle:

Monday, October 26th
City Council Chambers
4:30-5:00 PM Call-In
5:00 PM Sign-In
5:30 PM Public Hearing

If you're unable to attend the hearing, please take a moment to send an email your city council members letting them know you OPPOSE repealing the Employee Head Tax. Direct your comments to: <http://www.cityofseattle.net/council/councilcontact.htm>