

April 24, 2017

Via Email (Bruce.Harrell@seattle.gov; Sally.Bagshaw@seattle.gov; Lorena.Gonzalez@seattle.gov; Rob.Johnson@seattle.gov; Lisa.Herbold@seattle.gov; Debora.Juarez@seattle.gov; Tim.Burgess@seattle.gov; Mike.Obrien@seattle.gov; Kshama.Sawant@seattle.gov;))

Re: Complete the Missing Link on Leary and Market—Save our City and our Jobs.

Dear City Councilmember,

We represent the coalition of labor, industry, business and neighborhood groups unified in opposition to SDOT's and the Mayor's recently announced plan to complete the Missing Link on SDOT's preferred route along NW 45th Street and Shilshole Avenue NW. Our coalition includes the King County Labor Council, with over 150 unions representing more than 100,000 members, Teamsters Local 174, the Sailor's Union of the Pacific, Ballard maritime and industrial businesses located along and near the proposed route, neighborhood groups from across Seattle including the Urban League and Centerstone, and many other people and organizations.

We were not part of and do not support any claimed "resolution" of this issue announced recently. Quite the contrary - **there has been no resolution of this issue**. Together, we urge you to reject SDOT's and the Mayor's \$31 million dollar plan to complete the Missing Link along a route that will threaten or eliminate union- and family-wage jobs. Instead, you have the power and ability to pass a resolution and direct the City to build a safer and less expensive protected bicycle path on Leary and Market that would preserve hundreds if not thousands of union- and family-wage jobs.

Please act now before SDOT and the Mayor's Office waste any more time and money on this ill-conceived project. In 2012, the City's Hearing Examiner ordered SDOT to prepare an EIS because its plans were so unsafe. SDOT spent 4 years and well over \$1 million dollars preparing just the *draft* EIS. Now, SDOT and the Mayor's Office are rushing to spend more money and issue a final EIS so they can jam their unsafe preferred route through Ballard at the expense of the maritime and industrial community on Shilshole Avenue NW and the rest of our City.

Labor, business, and neighborhood groups are united in opposition to this project because it threatens union- and family-wage jobs, wastes taxpayer dollars, and continues SDOT's pattern of inequitable bicycle infrastructure development. Ballard is home to Seattle's thriving maritime and industrial sector, which provides hundreds, if not thousands, good paying union jobs. Many of these jobs depend on the efficient and safe movement of heavy freight. Intentionally injecting bicycles into this area is a recipe for disaster that will end in tragedy—both for the bicyclist and for the union worker who will have to live with the outcome of a needless and easily avoidable accident. This is not just hyperbole. Just last year an experienced cyclist riding on the Burke Gilman

Trail in Kenmore was killed when he collided with a ready-mix concrete truck. We can avoid similar incidents by moving the Missing Link just two blocks—to Leary and Market.

SDOT's and the Mayor's proposed plan is exorbitantly expensive and a waste of taxpayer money. The City's recently-adopted 2017-2022 CIP includes a \$31 million budget to complete the Missing Link. This number is based on SDOT's 2008-2010 estimates so the actual cost will be higher. While SDOT might tell you that it already spent \$17 million on the Missing Link so it only needs another \$14 million to complete the trail, it would be wise to remember the old adage that when you find yourself in a hole, stop digging.

Not only is this project too expensive, it unjustly swallows too much of our scarce transportation dollars because SDOT plans to use \$9 million from the \$95 million allocation for pedestrian and bike improvements in the Move Seattle Levy for the Missing Link—or nearly 10% of this entire allocation for a single project. The City just built the Westlake cycle track for about \$6 million so we know we can do better. Please build a similar cycle track on Leary and Market.

SDOT's dogged pursuit of building the Missing Link perpetuates its pattern of inequitable bicycle infrastructure development in Seattle. To date, SDOT has not even applied the City's Race and Social Justice Toolkit to this project—even though it has been working on completing the Missing Link for nearly 20 years. This may be because SDOT has consistently chosen to construct bicycle infrastructure north of the ship canal. SDOT's penchant is borne out by the fact that 4 of the 5 major projects in the City's recently updated Bicycle Master Plan are all located outside of communities of color. Ballard is already well served by bicycle infrastructure and does not need more at the expense of south and southeast Seattle. Seattle's communities of color lack safe bicycle infrastructure and deserve better. We urge the City to stop favoring well served affluent neighborhoods and redirect our transportation dollars to address Seattle's history of inequality. SDOT can build a protected bike facility on Leary and Market and use the tens of millions of dollars it saves to build safe infrastructure in south and southeast Seattle.

The Mayor and SDOT are also ignoring the fact that their preferred route conflicts with Seattle Public Utilities' CSO project that will either delay the Missing Link for years or waste millions of dollars if the City barrels ahead now. SPU is required to build the CSO project pursuant to a Consent Decree with the US EPA, and has to finish it by 2025. Work has already started to meet this deadline. **A portion of SPU's CSO project is located along Shilshole Avenue NW from the Yankee Diner site to Dock Street—in the exact location where the Mayor and SDOT are insisting on constructing the Missing Link.** If SDOT builds the trail now in this location, SPU will tear it out to construct the CSO project—or SDOT will have to wait until 2026 to build the Missing Link. Both of these can be avoided by simply moving the trail two blocks to Leary and Market.

At this time of political uncertainty and national turmoil, now more than ever we need our City Councilmembers to step up, protect union and family-wage jobs, and wisely spend our scarce transportation dollars. Please tell SDOT to slow down and not waste any more money on the Missing Link. Our coalition is eager to work with you on a resolution directing SDOT to build protected bicycle facilities on Leary and Market to preserve family- and union-wage jobs, protect Ballard's maritime and industrial corridor, and save millions of dollars for our City.

The undersigned are a representative few from the organizations, unions and businesses unified in opposition to this ill-conceived and wasteful project. A complete list of our coalition members and supports can be found www.ballardcycletrack.com.

Sincerely,



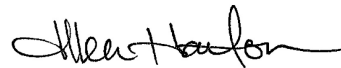
Nicole Grant, M. L. King Labor Council



Daren Konopaski, International Union of Operating Engineers Local 302



Scott Anderson, CSR Marine



Ellen Hatton, Hatton Marine, Hill Machine Headworks, Nebar Hose & Fittings



Rick Hicks, Teamsters Local 174



Cliff Valentine, AMC Cliffv's Marine Service

Enclosures

cc: Mayor Murray
Chase Munroe, Seattle City Council
Alberta Bleck, Seattle City Council
Cody Reiter, Seattle City Council

Amy Gore, Seattle City Council
Newell Aldrich, Seattle City Council
William Chen, Seattle City Council
Jesse Perrin, Seattle City Council
Ted Virdone, Seattle City Council
Sabrina Bolieu, Seattle City Council