



May 21, 2015

The Honorable Anthony R. Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: City of Seattle Northgate Non-Motorized Access to Transit and Education TIGER application

Dear Secretary Foxx:

The Cascade Bicycle Club strongly supports the application of the City of Seattle for funding through the U.S. Department of Transportation TIGER grant to construct bicycle and pedestrian projects in the Northgate area and expansion of the bike share network.

Founded in 1970, Cascade Bicycle Club (Cascade) is the largest regional bicycle advocacy organization in the country with nearly 16,000 members. Our mission is to improve lives through bicycling. Cascade strongly supports leveraging the regional investments of Sound Transit's link light rail system by ensuring that pedestrian and bicycle access to the light rail stations is safe, comfortable and convenient.

In 2012, more than 500 Cascade members and hundreds of neighborhood residents urged Sound Transit to shift station-access investments from building a parking garage toward investing in bicycle and pedestrian infrastructure at the future Northgate Light Rail Station. As a result of the community's advocacy to get a greater investment in bicycle and pedestrian access to the station, Sound Transit and the City of Seattle agreed to each invest in the bicycle/pedestrian bridge and other area non-motorized improvements. Since then, we have continued to push for this important connection by launching a "Connect Northgate" team of neighbors and businesses to advocate for the project. We are working closely with the City and Sound Transit on securing funding along with working with the legislature in Olympia to communicate the importance of the connection. This crossing is one of Cascade's top priorities.

For those who live, work and shop in the neighborhood, the bridge would provide critical access to transit — whether it's today's Metro Transit Center or the future Link light rail station — thousands of students, workers, and residents are currently cut-off by the I-5 freeway, which prevents transit from being within a reasonable walking distance. Without that connection, both North Seattle college (with its 14,000 students) and the UW's medical center would be beyond a reasonable walking distance of 20 minutes.

For current and future bicyclists, the expansion of the bike share network will provide a safe and practical option for non-motorized travel. In Seattle overall and in the Northgate urban center area, a robust bike share network will increase bicycle ridership, establish an important infrastructure and service presence in the fabric of each neighborhood, improve equity and offer health and environmental benefits to the region. Leveraging transit investments with the Northgate bike/ped bridge and expanded bike share will give people more choices to get around conveniently without needing a vehicle.

The City of Seattle has presented a strong case for funds to build pedestrian and bicycle infrastructure, such as the bridge and bike share network. This is why neighbors, businesses, and advocacy organizations like Cascade all support this grant application. On behalf of our nearly 16,000 members, we urge you to approve the City of Seattle's TIGER VI

Improving Lives Through Bicycling

grant application.

If you have any questions about Cascade's support for this project, feel free to contact me at 206- 856-4788 or elizabethk@cascade.org

Sincerely,



Elizabeth Kiker
Executive Director
Cascade Bicycle Club

CC:

Senator Patty Murray
Senator Maria Cantwell
Governor Jay Inslee
Congressman Jim McDermott
Mayor Edward B. Murray, Seattle