

April 20, 2017

Mayor Ed Murray and the Seattle City Council
601 5th Ave, Seattle, WA 98104

Dear Mayor Murray and members of the Seattle City Council,

Early in March 2017, the Seattle Department of Transportation (SDOT) released its updated project design for the Madison Bus Rapid Transit project, also known as “Madison BRT” or “RapidRide G”. Unfortunately, several weeks later the Trump Administration released its proposed Fiscal Year 2018 Budget, which included deep cuts to transit funding. Madison BRT is one of the projects at risk for losing federal grants, with approximately \$60 million on the line.

Collectively, our organizations work to help bring Washingtonians more and better transportation choices – real opportunities to take a bus, catch a train, ride a bike, or walk. The Madison BRT project is a tremendous opportunity to advance our shared vision of multimodal transportation corridors, and a safe, affordable, thriving, and connected city.

We strongly support the implementation of bus rapid transit and other modal improvements along the Madison corridor. We will continue to fight for federal funding for this project, and look forward to working with SDOT to make Madison BRT even safer, more comfortable, and more reliable.

We believe that BRT and other multimodal improvements will provide a frequent, reliable, and intuitive way for thousands of riders to get in and out of downtown Seattle each day. Nearly 30 percent of Seattle’s jobs and 10 percent of the city’s population are within one-half mile of Madison, a total of 130,000 jobs and 50,000 residents. By 2035, the area within a half-mile of Madison is projected to have 60,000 more jobs and 20,000 additional residents.¹ Currently, more than 30,000 people a day board buses at stops within one-half mile of Madison,² yet travel time on Madison is up to 68 percent slower by bus than by car, with up to 30 percent of trips late on certain routes.³

More dedicated transit lanes, in addition to transit signal priority, enhanced stations with shelters, off-board fare collection, real-time arrival information, level boarding, and corridor-wide pedestrian and bicycle facility improvements, including a safe and connected bicycle alternative as well as safe pedestrian crossings, are critical for meeting current and projected demand for multiple modes in this corridor.

Federal cuts to this project are unacceptable. Madison BRT has the potential to be a multimodal economic development project that can further activate this corridor and provide congestion relief for thousands of Seattle residents and workers. Our organizations are committed to working with you to ensure that this project moves forward.

Sincerely,

¹ http://www.seattle.gov/transportation/docs/Madison_Corridor_BRT_PurposeNeed_Jan2015.pdf

² http://www.seattle.gov/transportation/docs/Madison_Corridor_BRT_PurposeNeed_Jan2015.pdf

³ http://www.seattle.gov/transportation/docs/Madison_Corridor_BRT_PurposeNeed_Jan2015.pdf



Shefali Ranganathan
Executive Director
Transportation Choices Coalition



Blake Trask
Senior Policy Director
Cascade Bicycle Club



Maggie Darlow
Board President
Feet First



Alex Hudson
Director
First Hill Improvement Association



Gordon Padelford
Policy Director
Seattle Neighborhood Greenways



Paul Muldoon
Chair
Seattle Pedestrian Advisory Board

CC: Seattle Department of Transportation
US Senator Maria Cantwell
US Senator Patty Murray
Representative Pramila Jayapal
Representative Adam Smith