

A BUS RAPID TRANSIT (BRT) ALTERNATIVE to the BLUE LINE EXTENSION

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- 1. No Net Mobility Value from On-Street Blue Line Extension (BLE)**
 - a. Slower (16 mph) than Blue Line LRT (24 mph) & SWLRT Extension (28mph)
 - b. Slow and Circuitous versus Alternative BRT Routes (17 mph)
 - c. Frequency Limitations (Downtown Shared Track Bottleneck)
 - d. Expect North Side Bus Route Consolidation & Forced BLE Transfers

- 2. On-Street Light Rail Crash & Carnage Prone**
 - a. MLK Way thru South Seattle (8 fatalities in 10 years)
 - b. University Ave Green Line thru St. Paul (12 in 10 years)

- 3. Expect Extensive BLE Construction Disruption**
 - a. Unpleasant Surprises (shallow tunnels & pop-up crash walls)
 - b. Winners (Big Construction) and Losers (Ma & Pa)

- 4. Iffy Transit Oriented Development (TOD) Prospects**
 - a. BLE trains too slow/Target Field too far for Brooklyn Park TOD
 - b. Residential and Civic Resistance Elsewhere

- 5. Shaky Post-COVID Ridership Outlook**
 - a. Stagnant Population Growth / Outward Shift from CBD
 - b. Cheap, Game-Changing, Electric Autos
 - c. Drives Unfavorable BLE Ridership Trends.
 - i. Original 2015 forecast: 27,500 weekday riders in 2040
 - ii. Post-COVID forecast: 12,700 in 2044.

- 6. Means Fast, Safe Broadway BRT Can Meet Demand**
 - a. 25,000+ Weekday BRT Capacity = 2X 2044 BLE Demand
(Capacity Benchmark: Toronto area “ZUM” BRT)
 - b. More Frequent Service / Better Area Coverage

- 7. Means BRT a Much Better Deal**
 - a. More Service & Route Recovery Flexibility (5 vs 10+ Minute BLE Frequency)
 - b. Far Less Costly (Under \$200 mm vs \$3 billion)
 - c. No forced Transfers to meet Ridership Goals
 - d. Available Much Sooner (2026 vs 2030)

BLUE LINE EXTENSION versus BROADWAY BRT

SPRING 2026: PROPOSED LEGISLATIVE ACTION PLAN

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1. **Impose a moratorium on the Blue Line Extension.** Allows sufficient time to assess the ridership impact of SWLRT and BRT startups and to evaluate an on-Broadway BRT alternative.
2. **Met Council to make trip time estimates transparent.** Compare BLE estimates to published Metro Transit schedules plus allowance for reasonable schedule and network improvements. Require this data to be made public.
3. **Met Council to evaluate a “Broadway BRT” service as a “No Build” alternative.** Trip time, route design, crash frequency and severity and system comfort and security assumptions to be made public.