

Getting Around Our Region is a Problem Now...

Light Rail Won't Make It Better. In Fact It's Going to Get Worse.

LIGHT RAIL WON'T HELP CONGESTION

- Even by 2020, light rail would remove only 400 of the 34,400 autos expected during peak traffic hour through Downtown Seattle. Seven extra tunnel buses would have the same effect!
- Bus tunnel closure for light rail construction will add 140 buses during peak traffic hour back onto downtown streets.
- Delays traffic at intersections along the route.

CURRENT LIGHT RAIL PLAN IS NOT WHAT WE VOTED FOR IN 1996

- Voters approved: 21 miles, 10 years to complete, \$1.7 billion, from U-District to the Airport.
- Now: 14 miles, 13 years to complete, \$2.9 billion, uses all available funds just to go from Downtown Seattle to two miles short of the Airport. THERE IS NO MONEY FOR EXTENDING THIS "INITIAL SEGMENT."

DOESN'T GIVE US NEW OPTIONS OR NEW CAPACITY

- Replaces buses and flexible routes with expensive, slower, surface rail cars with a fixed route.
- An equal investment in express buses, monorail and vanpools will carry thousands more people.

NOT REGIONAL

- Only one station outside Seattle; we were promised five.
- 75% of riders now using the downtown bus tunnel are from outside Downtown Seattle. Adding rail replaces many regional buses with local rail.

OVERPRICED

- Currently \$200 million per mile, compared with nationwide average of \$35 million per mile, **and this is the easy segment!**
- Requires borrowing at least another billion dollars and puts us in debt until 2039.

DISRUPTS NEIGHBORHOODS

- Requires full or partial buying of over 300 homes and businesses.
- Runs massive trains and overhead wires down neighborhood streets in the Rainier Valley.

UNFAIR

- Most Seattle residents and those in Shoreline and Lake Forest Park get nothing for their Sound Transit taxes except slower express bus service and more transfers.

UNSAFE

- Sound Transit estimates rail collisions with 29 cars and three pedestrians a year. That's an accident every 12 days.
- The light rail plan includes 18 at-grade crossings without gates at intersections throughout Rainier Valley neighborhood.



Light rail in traffic is massive and slow.

We CAN do something about traffic and mobility now!

Cancel Sound Transit's Link light rail. It is ineffective and costs too much.

Shift these taxes to real transit solutions such as improved express bus service, monorail, vanpools, and trip reduction programs.

What We Want:

Democracy and accountability: We want a revote of Sound Transit funds and light rail plan.

What You Can Do:

Contact U.S. Senator Patty Murray. Ask her to stop supporting this wasteful proposal and put our federal tax money toward transit options that could be working better and sooner.

Call or e-mail Sen. Patty Murray at: (202) 224-2621
senator_murray@murray.senate.gov.

Please visit our Web site or call us (see below) for many more facts, updates, and ways you can help.

Coalition for Effective Transportation Alternatives

<http://effectivetransportation.org> CETA@EffectiveTransportation.org (206) 365-CETA (2382)

We Can Go Faster, Further, Safer — and Sooner By Building on What Works Best For Our Region



Bus Rapid Transit, Curitiba, Brazil

Expand Bus Service and Finish the HOV System

- Increase service, frequency, speed and comfort through Bus Rapid Transit technology:
- Newer buses use clean diesel and electric technology.
- Can be run like a train with fewer stops, large windows, low floors.
- Will provide more service to all major areas of Puget Sound.
- Can carry as many people as surface light rail – even into the future.
- Metro buses are carrying more people now than rail will carry by 2020.
- Put more buses in the Downtown Bus Tunnel instead of adding trains:
 - Sound Transit currently plans to close the bus tunnel for two years, putting 23,000 passengers back up on the streets.
 - After the tunnel reopens, many of those passengers will still have the slow ride on the surface or have to transfer to the train below to finish their ride through downtown Seattle.
 - Both buses and trains would have to run more slowly.
 - No city in the world runs buses and trains together in a tunnel with stations.
 - We could move twice as many buses and people off downtown Seattle streets and through the tunnel now.

Monorail Is Better Than Light Rail

- Monorail is swift, quiet, and runs safely above traffic.
- It's cheaper, faster and less disruptive to operate and build.
- Many cities around the world have used monorails successfully, including Seattle.

Expand Vanpools

- We have the largest and most successful vanpool program in the country.
- Vanpools remove 11,000 vehicles/day from our region's roads (22,000 trips).
- We could remove tens of thousands more with better advertising, and modest subsidy.

Did You Know?

Our bus system attracts 7% of all commuters in Seattle / Bellevue / Everett area; while the Portland OR / Vancouver WA area's bus *and* rail system attracts only 6%.

Only 2.5% of the people who live in Seattle live within 1/4 mile of a proposed rail station.

We've invested a billion dollars building 200 miles of HOV lanes, about 2/3 of the system. They provide speed and reliability for tens of thousands of people a day.

You can catch the #194 Metro bus at the bus tunnel and be at the Airport in 30 minutes with one stop – even during rush hour.

The average speed for the Seattle surface rail will be 25MPH.

Because they don't conflict with other traffic, monorails have a near-perfect safety record.



Monorail, Seattle, WA

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