

ETA Concept for Regional Transit

WHAT IS THE ISSUE?

Sound Transit is proposing an extension of Seattle-centric light rail (LRT) to the Eastside

- despite rejection by eastside voters in 1995
- despite eastside voters opting to expand bus rapid transit (BRT) in 1996
- despite costs triple 1996 promises

BRT WILL PROVIDE SUPERIOR SERVICE AT FAR LOWER COST. IT IS TIME TO DECIDE AGAIN.

What is Bus Rapid Transit?

- Buses, cars and vanpools on HOV lanes
- 200 miles of HOV lanes in place today, with another 100 miles on the way
- Permanent Eastside access to the downtown Seattle regional bus tunnel
- BRT Service on both Lake bridges
- Builds on existing express bus service
- Minimum 45 mph under State Policy
- Provide distribution throughout communities and activity centers without one or more transfers



King County Metro

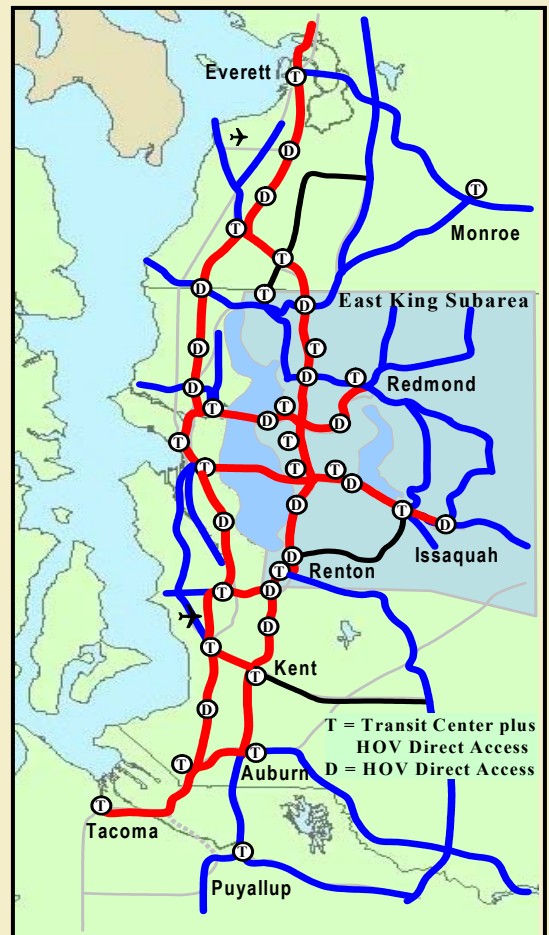
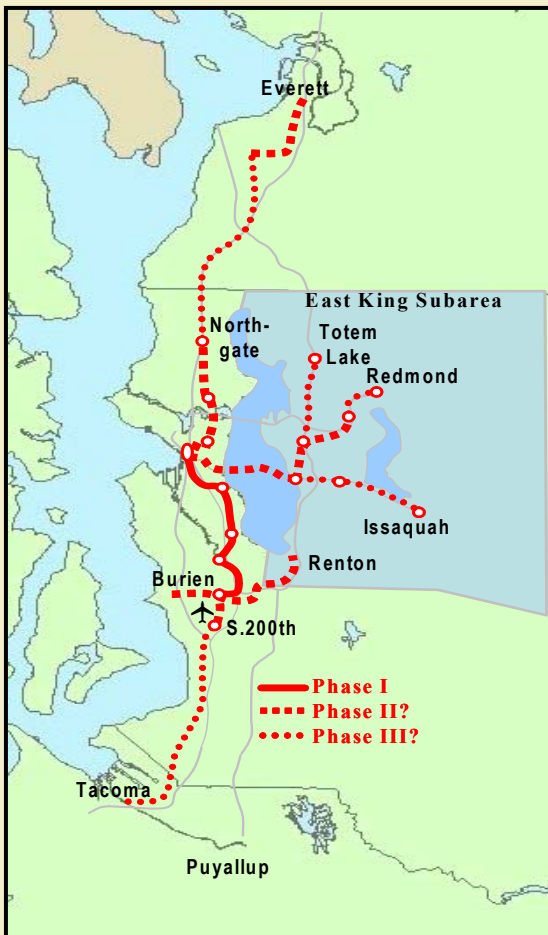
The Advantages of Bus Rapid Transit over Light Rail Transit

LRT

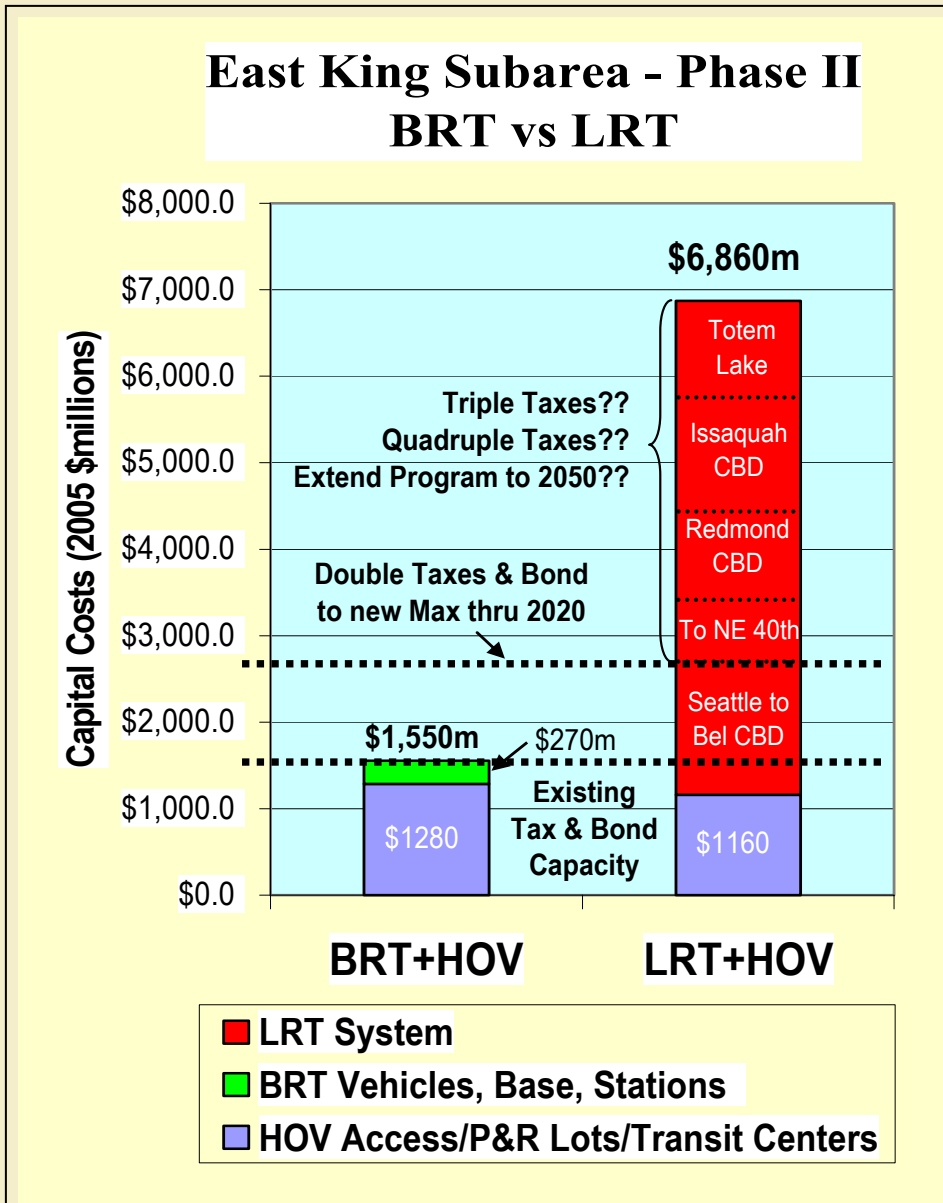
- replaces some express buses
- limited coverage
- Limited capacity
- 20 to 40 years to implement

BRT/HOV

- builds on successful express bus system and HOV lane
- connects all centers
- Lower cost, higher capacity
- In place by 2010



LRT for the Eastside would cost more than 4 times the cost of a superior BRT system



Prepared by the ETA Research Committee:

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www.EastsideTA.com

Eastside Transportation Association, Summer, 2005

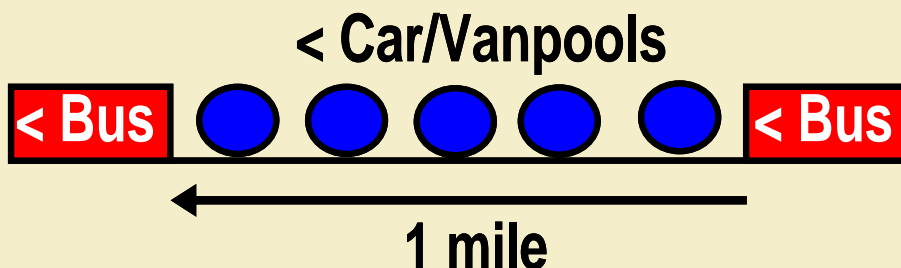
More Advantages of Buses, Carpools and Vanpools

- + builds on successful express bus service
- + connects all centers
- + works with regional densities
- + compatible with I-405 plans
- + 1/4th the cost of LRT
- + far higher capacity
- + fewer transfers
- + supports vanpool programs
- + preserves I-90 center roadway for vanpools, carpools and other
- + needs existing taxes only (LRT will require a MAJOR TAX INCREASE)
- + in place by 2010 (2020 to 2050 for LRT in phases)

BRT IS THE SUPERIOR TECHNOLOGY

BRT/HOV Preserves the Capacity of I-90

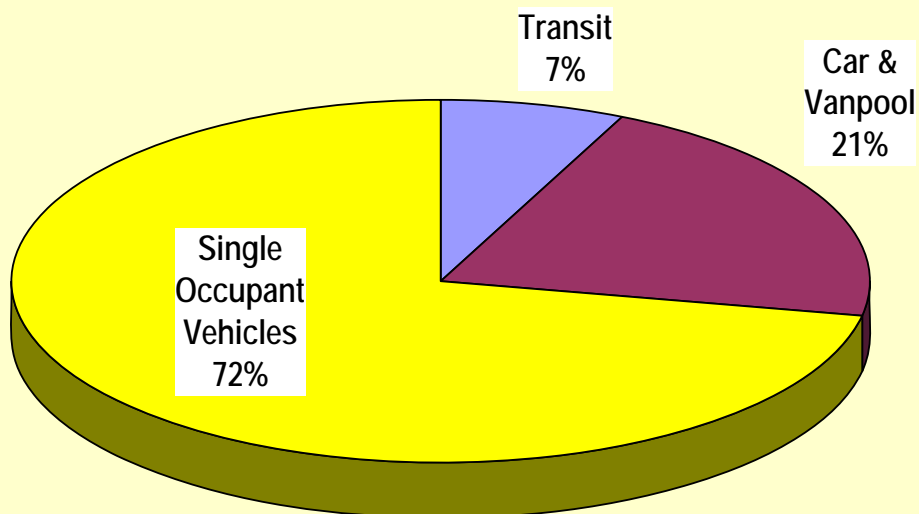
- LRT preempts 2 lanes for exclusive rail use, but is limited to one train every 5 minutes each way
- That leaves 5 miles of empty lane space between trains
- LRT capacity = 3,550 seats per hour
- 1 bus/minute = 3,550 seats per hour
- 1 bus/minute leaves room for 1500 car/vanpools per hour between buses
- OR, room for 10 times more buses!



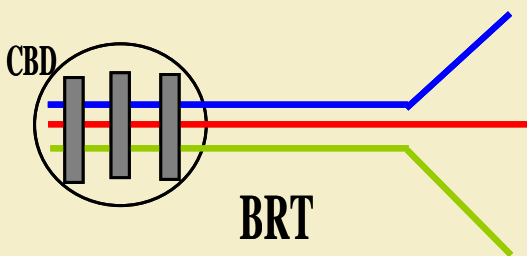
BRT/HOV Supports Car and Vanpooling

- We have 6 of the nation's best vanpool programs
- Carpools & vanpools serve 3 times as many persons as transit
- BRT needs little of the HOV lane capacity
- WSDOT policy will maintain HOV lane speed of 45 mph or higher

Peak Hour Mode of Travel

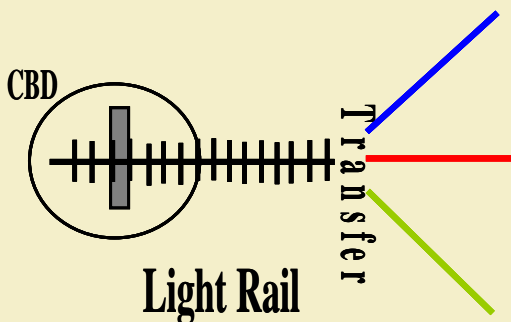


Better Performance with BRT/HOV



FEWER TRANSFERS.

Buses can travel through activity centers and neighborhoods, then enter HOV lanes for one-seat service to major activity centers



SHORTER WALKS.

LRT has one station in each Eastside CBD. BRT can make several stops in each.