

Answering the claims.

Below is the "Why you should vote yes" page of the pro RAT committee's website. Find it at: yesonroadsandtransit.org It is important to take some time to answer the various claims found there. You will find that much of what you are being told about this plan is vague at best. Please note our view on the various claims by Sound Transit and this pro committee.

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WHY VOTE YES

On the ballot this November, Roads & Transit is a **balanced and comprehensive** approach to solving our region's traffic problems.

A comprehensive transportation system will improve our quality of life.

- Addressing major chokepoints will **reduce congestion.**
- Building a fast, safe and reliable light rail system across the region will help lift people out of congestion and make it easier to live and do business here.

More transportation choices means a cleaner environment

- Building an additional 50 miles of light rail to connect Bellevue, Redmond's Overlake area, Mercer Island, Northgate, Shoreline, Mountlake Terrace, Lynnwood, Alderwood, the 164th Street/Ash Way area, Des Moines, Federal Way and Tacoma will take cars off the road and provide better mobility options.
- Creating nearly 12,000 park and ride slots at bus, commuter rail and light rail stations will help commuters get out of their cars.

Upgrading our infrastructure improves safety

- Replacing and retrofitting overpasses and bridges vulnerable to earthquakes.
- Reducing congestion will allow first responders to move more quickly during an emergency.

Investing in transportation drives our economy

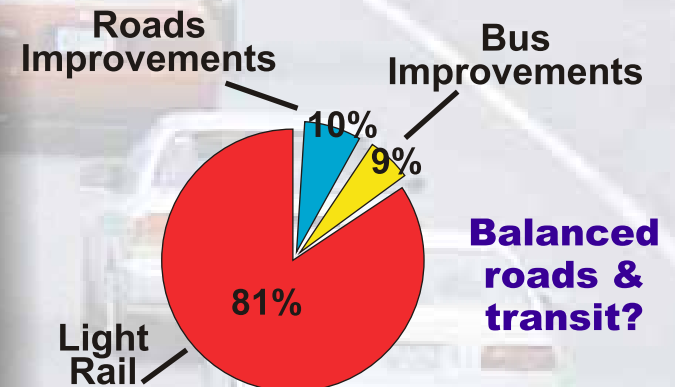
- Building transit and fixing chokepoints will help improve traffic and move people and goods more quickly and reliably.
- Improving freight mobility will allow our region to compete in an expanding global economy.

Paid for by Keep Washington Rolling, PO Box 2505, Seattle, WA 98111
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Note that the only places where these two words are used is in reference to road improvements. In the end, with this proposal, traffic congestion will double! Reducing congestion is not its purpose.

Safety is important, yes. But reducing traffic congestion on our freeways and arterials will do far more toward safety. Very little of this proposal's revenues will be spent on anything but light rail.

If voters approve this huge plan, we will all be rolling even slower as the years go by. It's a fact. Ask Sound Transit, PSRC, or WSDOT.



Of total taxes collected and expended, (\$157 billion), roads get 10%, bus transit gets 9%, and light rail gets 81%. Make no mistake; this is a light rail plan - not a balanced roads and transit package. Unfortunately, when light rail is completed, it will move little more than 1% of all daily trips and traffic congestion will double!

This play on words is the true tell-tale of light rail. "Lift people out," while worse congestion awaits the other 98% who are unable to use light rail.

Two-thirds of light rail riders will be those who have moved over from buses. Out of 16.4 million trips projected by 2030, this amounts to a mere 74,000 of new daily transit trips. Few cars will be taken off the roads.

Unfortunately, their plan only pays for less than a third of the SR-520 bridge and commuters will have to cough up the other \$billions to finish it.

Sound Transit's plan calls for capturing the center express lanes of the I-90 bridge for light rail. WSDOT estimates the bridge will lose 25-30% efficiency, making commutes even longer. This certainly does not improve freight mobility, and is one of the many reasons why the trucking industry is strongly opposed to this measure.