

Eastside Transportation Association

“Dedicated to improving our quality of life and environment by reducing congestion through increased mobility”

P.O. Box 50621
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Does light rail make sense on I-90?

High Risk - Safety Standpoint (Expert Review Panel)

- 98% of load capacity
- LR onto a floating bridge never done before (at best train must slow over transition zone making rail trip longer than bus trip)
- New, yet to be designed, transition sections
- More frequent bridge closures
- Cables instead of concrete barriers

Increases Congestion and Reduces Usage (Eager charts from WSDOT study)

- More congestion
- Less cars by nearly 1/3rd
- Less trucks by over 1/3rd
- Less people by 9% (assuming transit market share can double)

Legal Challenge - “Taking of the Center Roadway” Standpoint

- What is the public benefit for the “taking” of the center roadway?
- So people can have a choice?

There is a “Better Way” – more service for less money

Why spend \$6.8B (updated figure will probably be \$10B) on LR when you can do more by spending \$270M on BRT on HOV and not adversely impact traffic? **(You can have it all – current traffic capacity, equal or greater transit ridership and shorter trip times)**



Jim Horn
Chairman,
Eastside Transportation Association