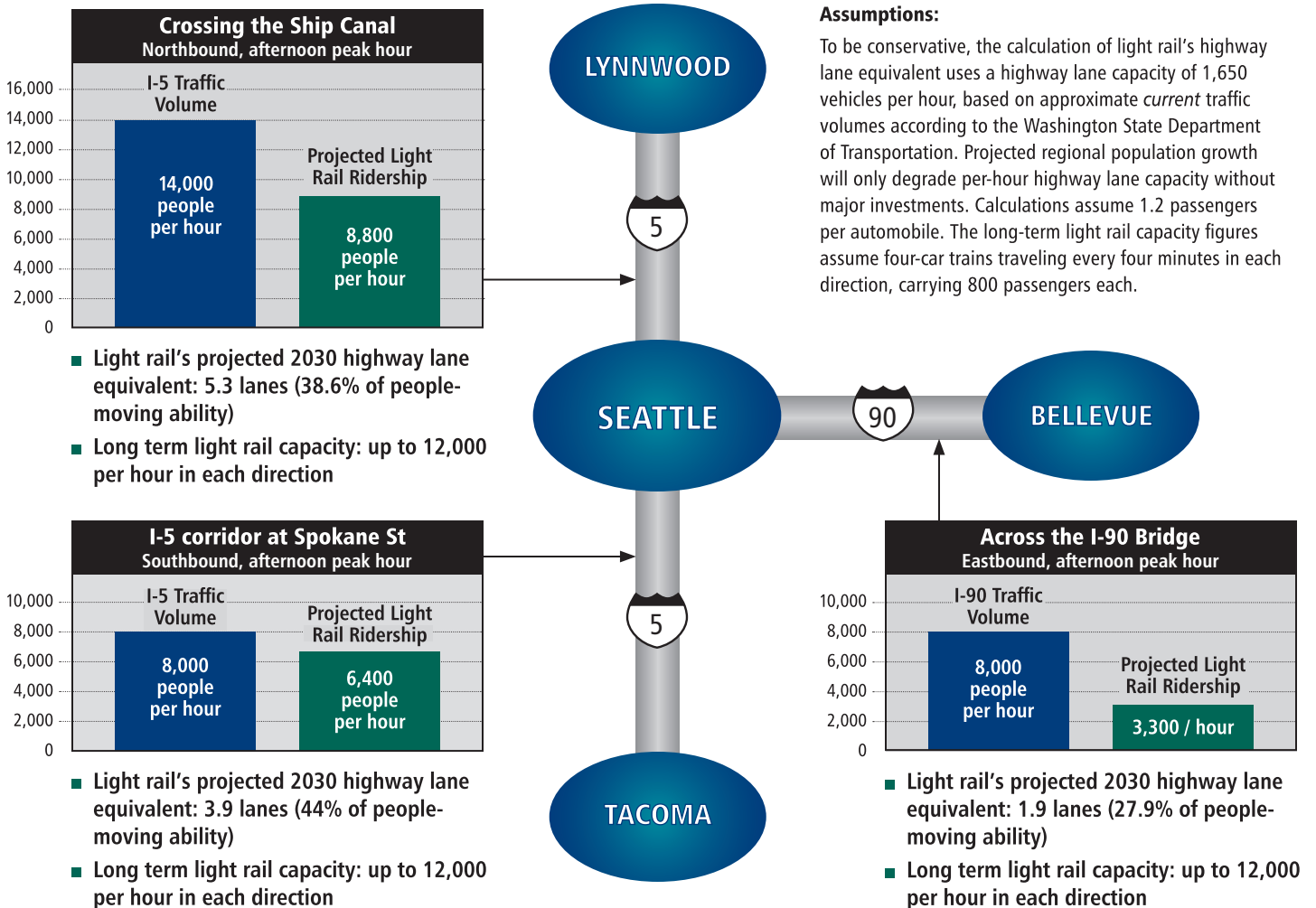


Light rail offers major peak-hour transportation relief

Sound Transit 2 light rail extensions would offer significant transportation benefits during peak commute hours, when roadway congestion is worst. For the periods of very highest demand, year 2030 projections show that light rail trains would move passenger volumes equivalent to the volume of up to five freeway lanes, depending on the corridor (see graphic below).

Beyond 2030, light rail offers capacity to carry more than double these passenger volumes, since the system will allow the frequency and length of trains to be easily increased. This is a major benefit since the region's populations will increase more than 40 percent by 2040.

The ability to add new highway lane capacity in the I-5 and I-90 corridors is severely constrained. Even if there weren't major concerns about environmental sustainability, the cost of adding two to five lanes to either I-5 or I-90 would be extremely high, if not prohibitive. Numerous existing overpasses and interchanges would need to be rebuilt, new bridge structures would need to be added in many locations, and the construction would have major traffic impacts on the existing highway lanes. In comparison, light rail adds major new capacity in a cost-effective fashion with significantly fewer construction impacts.



Increasing transit use in urban centers

Sound Transit 2 would also increase the percentage of people using transit to get into and out of urban centers, such as those shown here, during peak hours. Compared to today's levels, these 2030 projections show how Sound Transit 2 would increase the total number of people using the services of various transit agencies for peak hour travel.

- **Lynnwood:** 33% increase (from 3% to 4%)
- **Seattle:** 25% increase (from 40% to 50%)
- **Bellevue:** 50% increase (from 8% to 12%)
- **Tacoma:** 25% increase (from 4% to 5%)