



MOBILITYNOW

MOVE PEOPLE NOW

A Project of MOBILITY²¹

21st Century Traffic Solutions—Innovative. Intelligent. Immediate.

TRAFFIC TODAY: NO RELIEF IN SIGHT

Congestion is bad and getting worse

- *Seattle area congestion is the 3rd worst in the nation*
- *Traffic delay has increased 25% between 2013 and 2014 (PSRC)*

Roadway systems serve 98% of daily trips

From personal cars, trucks, busses and emergency vehicles—virtually every trip

3% today - 4% in 25 years

Puget Sound Regional Council tells us about the huge amount of delay on roads, yet wants to devote 50% of ALL transportation spending for transit.

All to move the region from 3% to 4% of daily trips via transit...

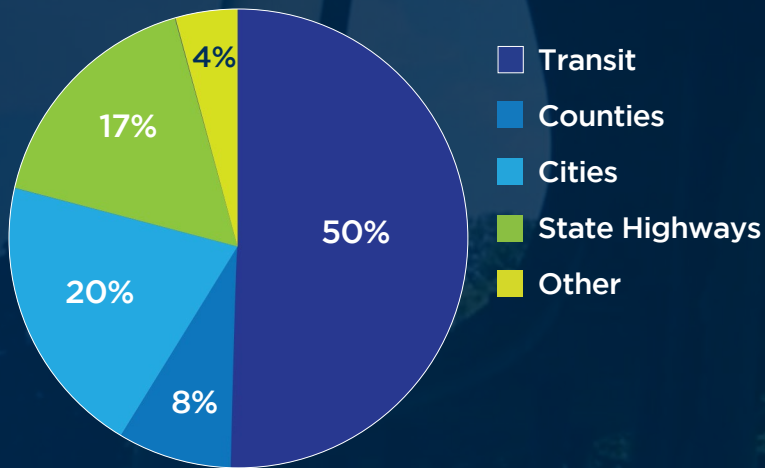
An impact of only 1% of daily trips. Is that success?

WHY IS THE PROBLEM GETTING WORSE?

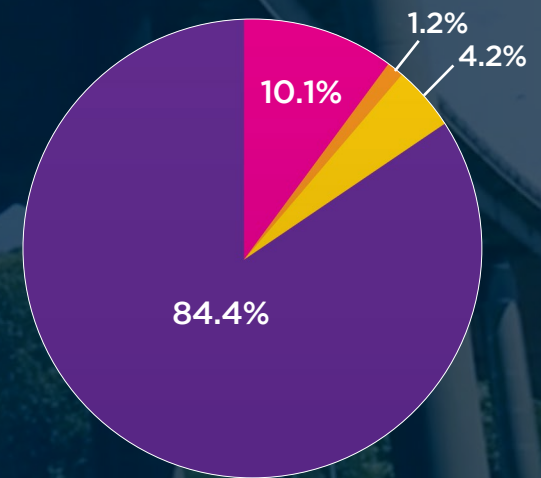
It's about how your taxes are being allocated.

Transit receives 50% of total funding for only 4% of total daily trips in 2040 (PSRC Adopted Plan)

INVESTMENT 2010-2040



MODE SHARE, WEEKDAY 2014



DO THE MATH

\$54 billion over the next 25 years

for a net gain of only a 1% increase in total daily trips served by transit

(Reality Check: This number is 10 times more expensive than the entire cost to build the Panama Canal.)

(Total costs reflect inflation.)



IS
SOUND TRANSIT 3
A SOUND SOLUTION?

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ST3 SPENDS TOO MUCH

\$54 billion over 25 years

That's over 3 TIMES the cost of last year's transportation package to expand the entire state highway system (\$16 billion over 16 years).

Raises sales tax .05 cents—to more than 10% in most places

***Raises license tab fees for every vehicle by nearly 300%—
new rate will be \$110 dollars per \$10,000 valuation. (if you own a \$20k car, and \$8k car,
and a \$1k scooter, the annual license tab fee for ST alone would be \$450.00)***

***Imposes a property tax—.25 cents per \$1k valuation—
leads to increased rents and tax bills.***

These taxes are permanent—and in addition to what you are already pay for ST.

ST3 DOES TOO LITTLE

Impact on traffic congestion...

Seattle Transit Blog reported on April 28th 2016 that Sound Transit CEO Peter Rogoff was asked if Sound Transit 3 would reduce traffic congestion. His answer “No.”

ST3 TAKES TOO LONG

*Light Rail service from
Sound Transit 3 might arrive:*

In West Seattle in 17 years, 2033

In Seattle's Ballard area in 12 years, 2028

In Everett—Paine Field in 25 years, 2041

At Bellevue College in 25 years, 2041

In Issaquah in 25 years, 2041

*Note: the average household will pay an estimated tax increase
between \$14,000-\$34,000 by the time ST3 is due for completion.*

GET THE PICTURE?



2016



2040

*How much **older** will you be when ST3's Light Rail arrives?
How much more **additional taxes** will you have paid for ST3's Transit Plan when it's complete?*

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...AND REMEMBER

In 1996, Sound Transit pledged to build 21 miles of light rail and 19 stations by 2006...

In 2016, 20 years later, Sound Transit has built less than 19 miles of light rail, with 15 stations. They are 10 years overdue on completing ST 1.

They have also spent almost twice as much as they originally estimated.



A NEW SOLUTION

MOBILITYNOW

MOBILITY NOW

*MOBILITY NOW is a project of Mobility 21—
a privately financed alternative to
Sound Transit 3 and central government planning.*

*MOBILITY NOW focuses on improving Highways, Public Transit,
Pedestrian travel and Bikes lanes.*

*MOBILITY NOW serves all citizens in the region—not just the
additional 1% that is projected for ST3.*

MOBILITY NOW SERVES ALL



AUTOMOBILES

Open up all available highway lanes to use. Now.

PLUS
650 miles of freeways
210 miles of arterials



PUBLIC TRANSIT

Get more busses on the road serving more people. Now.



CYCLISTS

Create more, safer—bike lanes to serve more people.

PLUS
400 miles of new bike paths



PEDESTRIANS

Create new ways for people to travel by foot.

PLUS
900 miles of pedestrian walkways

MOBILITY NOW—THREE PARTS

*MOBILITY NOW is comprised of 3 parts.
Some ideas can be implemented in strategic
and efficient phases.
Others can begin immediately.*

PART ONE

4 COMMON SENSE SOLUTIONS

1. *Give people what they paid for.* Open new lanes to all traffic at all times on both 405 and 167.
2. Put *more Rapid Transit Buses* on the streets, now.
3. Spend money on *what people will actually use*, not what government planners want.
4. *Use technology...* For a region that's a global force in the tech sector, we should be leveraging our tech savvy to create future-forward solutions.

PART TWO

EMBRACE TECHNOLOGY

Perhaps the biggest deficiency in Sound Transit 3 and centralized government planning is the lack of support for, or acknowledgement of, emerging and imminent automobile technology in reducing traffic congestion.

PART TWO

EMBRACE TECHNOLOGY

EVOLVING TECHNOLOGY FOR HIGHWAYS / VEHICLES

Automated Driver Assistance Systems (ADAS)

—*Collision-preventing features already available:*

- *Adaptive cruise control: smooth following, any speed*
 - *Automated lane keeping on freeways*
 - *Blind spot monitoring for safer lane changes*
 - *Radar braking prevents hitting peds, bikes, cars*

—*By 2040 or before, with enhanced features:*

- *50% more capacity per freeway lane*
- *20% more capacity per arterial lane*

PART TWO

EMBRACE TECHNOLOGY

EVOLVING TECHNOLOGY FOR HIGHWAYS / VEHICLES (CONT.)

- *Steady improvements in hybrid technology and battery life improvements will make driving more efficient and environmentally friendly.*
- *Instead of embracing and accepting this innovation, today's government transportation planners rely on a mid-20th century mode of transportation that is both inefficient and expensive.*
- *Rail is a 20th century technology, which relies on going from point a to point b as the most effective, advantageous way to travel.*

PART TWO EMBRACE TECHNOLOGY



Hybrid & Electric Tehcnology



Tech-Savvy Bus Transit



Automated Driver Assistance Systems (ADAS)

Advances in automotive technology are today... Automated cars are tomorrow.

PART THREE

EXPAND PUBLIC TRANSPORTATION OPTIONS & SERVICES

- *Put more buses on the road. **MOBILITY NOW** proposes to deploy additional Bus Rapid Transit in Year 1 (ST3 plan will take 8 years)*
- *Employ privately operated Alternative Mobility Service (AMS) minivans for 8 passengers or less.*
- *Support emerging technologies that directly affect traffic.
Future plan: driverless cars contracted by an app
(similar to the Uber model)*
- *Provide sliding scale subsidies for public transit options to assist elderly, disabled, students & low income individuals.
Higher fees would be charged for greater convenience.*

PART THREE

EXPAND PUBLIC TRANSPORTATION OPTIONS & SERVICES



A More Robust Bus Transit System



Alternative Mobility Service (AMS)

MOBILITY NOW

SERVES 2X THE PUBLIC AT HALF THE COST



\$ = Cost per trip

KEY TAKEAWAYS

1. *ST3 costs too much*
2. *The ST3 Plan will take decades before the public is served*
3. *ST3 doesn't embrace technology*
4. *There is a more innovative, holistic and realistic approach—**MOBILITY NOW***

*For more information about **MOBILITY NOW**
please visit:*

mobility21now.com