

Sound Transit Permit Parking Program

Public Outreach Report

Final – September 28, 2015

Introduction

This report summarizes communications and activities conducted to inform and solicit feedback from members of the public and other stakeholders regarding the proposal to implement a permit parking program at Sound Transit park-and-ride facilities. The report also summarizes the results of public and stakeholder outreach efforts. The appendix includes copies of materials used in the outreach process as well as verbatim comments from stakeholders and members of the public and a transcript of the public hearing conducted on September 3, 2015. Public outreach efforts began on July 31, 2015 and concluded on September 24, 2015, when the Sound Transit Board approved the proposal.

Comment methods

Formal comments were gathered via the following methods and are provided verbatim to the Sound Transit Board. These comment methods were also published in the primary outreach materials (fact sheet and/or website).

- Email: parking@soundtransit.org
- Phone: 1-888-889-6368
- Mail: Sound Transit | Attn: Brian Brooke | 401 S. Jackson St. | Seattle, WA 98104
- Online: Survey accessed via www.soundtransit.org/permitparking
- At information sessions: Comment form / printed survey
- At public hearing on 9/3/2015
- Foreign Language Line: 1-800-823-9230
- Accommodations for persons with disabilities: 1-888-889-6368 / TTY Relay 711

Activities conducted

Notifications

The staff employed a robust notification strategy, summarized in Table 1, to ensure the public was aware of the opportunity to comment during the comment period. The following types of notification represent a broad combination of materials and notification vehicles to reach out to the community as a whole and invite feedback during the comment period. Appendix A contains copies of materials used for notifications.

Table 1. Comment period notification plan

Date(s)	Notice	Detail
5/11 – 9/14	Briefings to jurisdictions, stakeholder groups, and organizations	Proposed parking program is a component of major jurisdictional/ organizational briefings with key stakeholder groups
8/3	Web announcement(s)	Project web page on Sound Transit’s website; home page/parking page announcements
8/3 (begins)	Coach posters	Placed on Sounder/ST buses/Link to advertise proposal
8/4	Press Release	Distributed by Sound Transit using regular media protocol (MRPI), launch of comment period.
8/5	E-update	Rider alert email distributed by Sound Transit via GovDelivery subscription service at launch of comment period Approx. number of recipients: 31,000
8/3, 8/18, 8/27, 9/14	Sound Transit Twitter	Brief announcements of Permit Parking Program opportunity to comment
7/31, 9/4	Weekly CEO Report	Write-up in CEO report concerning fare proposal, comment period and meeting schedule
8/20, 8/27	Legal notice for public hearing	Placed by Board Administration in Daily Journal of Commerce

Information sessions

Staff hosted nine information sessions at the operating facilities that could potentially be affected by the permit program. The format included staffed information tables with fact sheets in multiple languages, printed surveys, and informational displays.

The schedule of information sessions is shown in Table 2.

Table 2. Information session schedule

Date	6:00 - 9:00 AM SESSION LOCATION	3:30 - 6:30 PM SESSION LOCATION
8/18/2015	Auburn Station	Kent Station
8/19/2015	Issaquah Transit Center	Overlake Transit Center
8/20/2015	Sumner Station	Puyallup Station
8/25/2015	Mercer Island Park-and-Ride	Tukwila International Blvd Station
8/26/2015	Federal Way Transit Center	

Other public presentations

Staff presented information about Sound Transit’s permit program proposal at the following meetings, all of which were open to the public.

- 6/24/2015, Puget Sound Regional Council – Transportation Operators Committee
- 9/3/2015, Sound Transit Operations and Administration Committee
- 9/14/2015, City of Kent – Economic and Community Development Committee

Stakeholder meetings

In addition to public information sessions and presentations, staff also participated in the following stakeholder meetings, at the request of local jurisdiction or Sound Transit staff or leadership.

- 5/11/2015-present, Regional Parking Management Working Group meetings (eight to date)
- 7/7/2015, South King County Leadership meeting
- 8/18/2015, City of Kent staff meeting
- 8/19/2015, Community Transit Executive Staff meeting
- 8/20/2015, City of Sumner staff (standing Sumner and Sound Transit Coordination Meeting)
- 8/20/2015, City of Puyallup staff (standing Puyallup and Sound Transit Coordination Meeting)
- 9/9/2015, Mercer Island staff meeting

Public hearing

In addition to information sessions, the Sound Transit Board held a formal public hearing on Thursday, September 3. The hearing took place in the Sound Transit Ruth Fisher Board Room, Union Station, 401 South Jackson St, Seattle at 12:00 p.m. The transcript of this hearing is available in Appendix B.

Earned media

The following media stories resulted from Sound Transit’s public outreach and communications efforts for the permit parking program proposal.

- 8/3/2015 Sound Transit seeks input on permit parking at Kent Station and other transit lots
<http://www.kentreporter.com/news/320533212.html>
- 8/3/2015 Sound Transit considers reserved parking permits at Tukwila light-rail station

- <http://www.tukwilareporter.com/news/320531402.html>
- 8/5/2015 Sound Transit considering offering permit parking, seeking feedback
<http://seatablog.com/2015/08/05/sound-transit-considering-offering-permit-parking-seeking-feedback/>
- 8/5/2015 Sound Transit Likely to Expand Permit Parking
<http://seattletransitblog.com/2015/08/05/sound-transit-likely-to-expand-permit-parking/>
- 8/24/2015 Parking woes lead Sound Transit to consider permit program
<http://mynorthwest.com/11/2799294/Parking-woes-lead-Sound-Transit-to-consider-permit-program>
- 8/25/2015 Sound Transit considers permits for park-and-ride customers
<http://www.king5.com/videos/news/local/2015/08/26/sound-transit-considers-permits-for-parkandride-customers/32394399/>
- 8/25/2015 Sound Transit weighs permits for park-and-ride customers
<http://www.kirotv.com/news/news/sound-transit-weighs-permits-park-and-ride-custome/nnQjq/>
- 8/26/2015 Sound Transit weighs permits for park-and-ride customers (news brief)
<http://www.king5.com/story/news/traffic/2015/08/25/sound-transit-weighs-permits-park-and-ride-customers/32321857/>
- 9/1/2015 Permits for Park and Ride lot to be vetted
<http://www.mi-reporter.com/news/323672221.html>

Survey results

An online survey was posted on the Sound Transit website from July 31 through September 15, 2015. All outreach materials, including an email sent to more than 31,000 subscribers, directed people to take the online survey as the primary form of feedback. More than 2,500 responses were received, but it is important to note that the survey was not scientifically fielded, as respondents were self-selected. However, it does provide a picture of how those customers and members of the public motivated to share thoughts on this topic responded to the proposal. A copy of the survey instrument is provided in Appendix A.

Use of public park-and-rides and transit

Most survey respondents (85 percent or 2,120 respondents) indicated that they had parked a vehicle or been a passenger in a vehicle that parked at a public park-and-ride in the previous thirty days, with 15 percent (382 respondents) indicating that they had not.

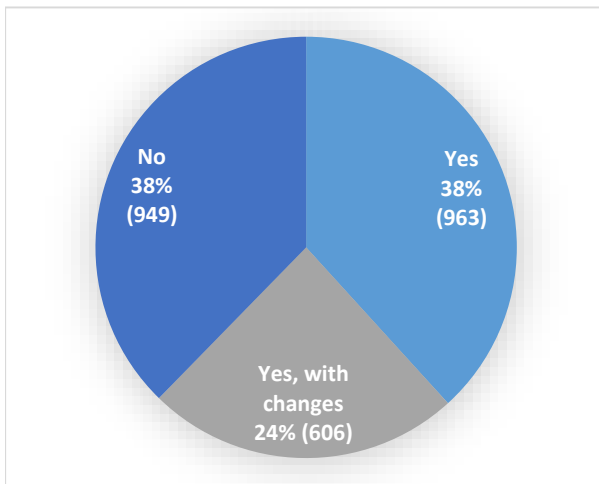
The majority of survey respondents were also regular transit riders and infrequently or never use carpool or vanpool from public park-and-rides.

Table 3. Survey respondents’ frequency of transit, vanpool and carpool use

	Daily or weekly	Monthly	A few times a year	Never	Number of responses
Bus/train	82.9% 2,048	6.3% 156	8.3% 204	2.5% 62	2,470
Vanpool	4.0% 73	0.5% 9	1.8% 33	93.7% 1,718	1,833
Carpool from public park-and-ride	8.8% 166	5.3% 99	17.0% 320	68.9% 1,299	1,884

Respondents were then asked if the permit program was the right approach to address Sound Transit’s access goals with respect to park-and-ride access. Yes and no responses were evenly split at 38 percent each; with the remaining respondents answering “Yes, but with these changes:” and writing in suggested changes to the program. Figure 1 displays the overall results.

Figure 1. Survey responses to permit parking as the right approach to address access goals



Survey results were also analyzed by subarea. South King County had the most responses, with 817, and a higher-than-average “No” response at 45 percent. East King County had 666 respondents with a higher than average “Yes” response of 44 percent. Pierce County had 563 respondents with proportions of Yes/Yes with changes/No responses close to the average. About 150 responses each were received from Snohomish County and outside of Sound Transit’s district, while North King County residents and those who did not provide location data made up the remaining 170 responses. Table 4 provides response details for each subarea.

Table 4. Responses to permit parking approach by Sound Transit subarea

Subarea	Yes	Yes, with changes	No	Number of responses
South King County	35.1% 287	20.0% 163	44.9% 367	817
East King County	44.0% 293	30.9% 206	25.1% 167	666
Pierce County	39.4% 222	21.0% 118	39.6% 223	563
Snohomish County	30.5% 47	24.0% 37	45.5% 70	154

Outside RTA	36.5% 54	20.3% 30	43.2% 64	148
Not available	21.6% 19	34.1% 30	44.3% 39	88
North King County	50.0% 41	26.8% 22	23.2% 19	82
Total	963	606	949	2518

The “Yes, but with these changes:” responses are provided verbatim in Appendix B, and have been summarized by staff into the categories and common themes shown in Table 5. The most common change suggested referenced how permits would be allocated. Most of these were suggestions for local preference or restrictions in permit allocation. Various program detail suggestions were made, such as implementing High Occupancy Vehicle (HOV) and Single Occupancy Vehicle (SOV) permits at the same time rather than having a period of HOV permits only and making accommodations for occasional/infrequent riders. Making permits free or affordable and increasing parking capacity were also frequently suggested by those wishing to see changes in the permit program design.

Table 5. Type of changes suggested for permit program

Type of change suggested	Number of responses	Common theme(s)
Permit allocation	139	Local preference
Program details	137	HOV & SOV permits available simultaneously, accommodate occasional riders, decrease amount of lot for permits
Cost	109	Free permits, affordable permits
Add parking capacity	71	Build/lease additional parking
Enforcement	23	Concerns about how permits would be enforced, non-transit use enforcement
Eligibility	22	Relax eligibility requirements
Site selection	22	Add facilities to program
Amenities	16	Improve connecting transit service
ADA	11	Accommodate customers with disabilities
Revenue use	9	Use revenue to increase parking, add transit service
Rideshare	5	Relocate rideshare vehicles to other lots
Other	27	Questions, comments, unrelated issues, left blank
Total	606	

Those responding no were also asked to explain why. Responses are provided verbatim in Appendix B and are summarized in Table 6. The most common “No” response related to disagreement that the permit program would achieve the stated goals or work as intended. Those responding “No” also strongly indicated their position that the solution to parking issues at park-and-rides is to provide more parking. Other top reasons were affordability, equity concerns, and the opinion that parking should be free.

Table 6. Reasons for "No" response to appropriateness of permit program to address access goals

Reason for "No" response	Number of responses	Common theme(s)
Won't work	201	Will not address stated goals; doesn't address real problem; program doesn't/won't work
Plan/build more parking	121	ST should have built more parking to start out with; ST should increase parking capacity
Discourages ridership	99	Restricting parking discourages ridership; I will start driving if permits are implemented
Affordability	93	Can't afford a permit; just an added expense, double-charging
Equity concerns	73	Unfair to low income customers; creating "haves" and "have-nots," discriminates against solo drivers
Parking should be free	60	Transit parking should be free; free parking incentivizes transit use
First come, first served	39	First come, first served is fair/works well
Taxes pay for parking	33	Taxes collected by ST pay for parking
Penalizes customers	23	Penalizes those trying to do the "right thing" by taking transit
Revenue generator	23	This is a way to generate revenue, be transparent about it
Transit service	22	Improve connecting and line-haul transit service
Included in fares	15	Parking costs are/should be included in transit fares
Parking is not a problem	13	Parking is not an issue for me
Deal with non-transit use	11	Restrict/enforce non-transit use of facilities
Other	86	Questions, other approach suggestions, general disagreement, unrelated issues
Left blank	37	
Total	949	

Other feedback

Sound Transit also received written feedback from stakeholders and members of the public. Written feedback, including formal letters and emails, are provided in Appendix B.

Partner/stakeholder feedback

Sound Transit received two partner feedback letters from Kevin Desmond, General Manager of King County Metro, and Sue Dreier, Chief Executive Officer of Pierce Transit.

Emails

Sound Transit received 23 emails about the permit parking program proposal from members of the public during the outreach period.

Outcome of public outreach

As a result of feedback received during the public outreach period, staff made two changes to the permit program proposal and will consider other changes as the program develops.

Changes

- The time period during which permits will be required to park in reserved areas will be set on a facility-by-facility basis to maximize the number of parking spaces that are used each weekday. The program was originally proposed with a 9:30 a.m. cutoff system-wide, after which non-permit holders would be able to park in permit areas.
- The strictly first come, first served permit allocation proposal was removed from the program in order to allow flexibility to allocate permits in a fair and equitable way.

Other considerations

- Demand-based pricing will be considered during the setting of SOV permit rates, which may help distribute demand more evenly among facilities.
- Low-income pricing will be considered during the setting of SOV permit rates, which may address some commenters' desire to keep the program affordable.
- Education and outreach will continue to be an important part of the permit parking program development and deployment.
- Additional changes to the permit parking program based on customer feedback may be considered as the program continues through the development and deployment phases.

Appendix A: Public outreach materials

1. Fact sheets (4 languages)	A-2
2. Permit parking webpage	A-6
3. Survey	A-8
4. Coach poster	A-10
5. Email	A-11
6. Twitter posts	A-12
7. Sound Transit CEO reports (e-newsletter), 7/31/2015 & 9/4/2015	A-13
8. Press release, 8/3/2015	A-17
9. Affidavit of publication for Public Hearing	A-19

LEARN AND COMMENT ABOUT PERMIT PARKING

To help transit riders find parking quickly and reliably, Sound Transit is considering offering permit parking at its busiest lots and garages starting in 2016.

- Sound Transit tested permits during a 2014 pilot project.
- Participants said they liked the program, would participate again and enjoyed the flexibility and predictability the permits offered.
- Sound Transit is now considering letting more customers use permits.

Phase 1

Free or low-cost carpool permits for two or more transit riders, available as early as mid-2016.

Phase 2

Permits for solo drivers (rates to be determined in the future by Sound Transit Board of Directors) available in late 2016 or 2017.

Proposed program details

- Transit customers must have and use a valid ORCA card to apply for a permit.
- Permit parking would be reserved for permit holders until 9:30 a.m. Monday through Friday. On weekends and after 9:30 a.m. on weekdays, transit riders would be able to park in permit spaces without a permit.
- Permits would be offered on a first-come, first-served basis.
- Permits would be renewed quarterly or semi-annually. Renewal would require the permit holder's ORCA records to show they rode transit at least three times per week during the previous permit term. Flexibility will be allowed for time away (such as vacation).
- Carpool permit holders must arrive with at least two transit riders in the permitted vehicle.
- At least 50% of parking spaces at each location would remain free and available for transit riders without parking permits.

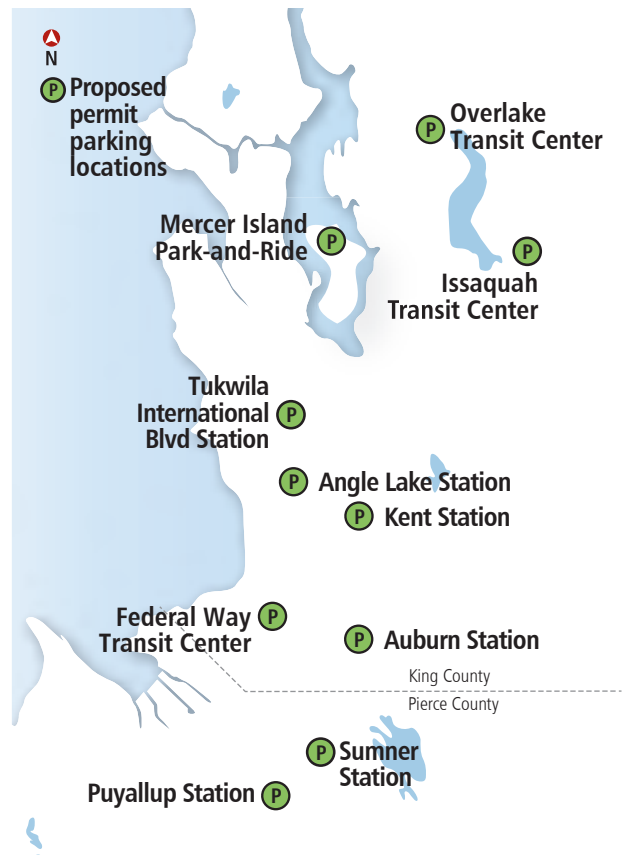
Locations that could be included:

- Angle Lake Station (opening 2016)
- Auburn Station
- Federal Way Transit Center
- Issaquah Transit Center
- Kent Station
- Mercer Island Park-and-Ride
- Overlake Transit Center
- Puyallup Station
- Sumner Station
- Tukwila Int'l Blvd Station

Learn more and let us know what you think:
soundtransit.org/permitparking

We want to hear from you!

- Take the survey:
soundtransit.org/parkingsurvey
- Email: parking@soundtransit.org
- Call: 1-888-889-6368 / TTY Relay 771
- Foreign language line: 1-800-823-9230
- Mail: Sound Transit | Attn: Brian Brooke | 401 S. Jackson St | Seattle, WA 98104
- Public hearing: Thursday, Sept. 3, 2015, Noon-1 p.m., Sound Transit Ruth Fisher Board Room, 401 S. Jackson St., Seattle



SOUNDTRANSIT

ENTÉRESE Y OPINE ACERCA DEL ESTACIONAMIENTO CON PERMISO

Con el fin de ayudar a los pasajeros que utilizan el transporte a estacionar de manera rápida y confiable, Sound Transit está analizando la posibilidad de ofrecer estacionamiento con permiso en sus aparcamientos y garajes a partir de 2016.

- Sound Transit probó los permisos durante un proyecto piloto en 2014.
- Los participantes dijeron que les gustaba el programa, que volverían a participar y que disfrutaban de la flexibilidad y la previsibilidad que ofrecían los permisos.
- Sound Transit ahora está analizando dejar que más clientes usen los permisos.

Fase 1

Permisos para vehículos compartidos gratis o a bajo costo para dos o más pasajeros que utilizan el transporte, disponible ya a mediados de 2016.

Fase 2

Permisos para conductores que viajan solos (la Junta Directiva de Sound Transit determinará las tarifas en el futuro) disponibles a fines de 2016 o en 2017.

Detalles del programa propuesto

- Los clientes que utilizan el transporte deben tener y usar una tarjeta ORCA válida para solicitar un permiso.
- El estacionamiento con permiso estaría reservado para los titulares del permiso hasta las 9:30 a.m., de lunes a viernes. Los fines de semana y después de las 9:30 a.m. los días hábiles, los pasajeros que utilizan el transporte podrían estacionar en los espacios para permisos sin un permiso.
- Los permisos se ofrecerían por orden de llegada.
- Los permisos se renovarían en forma trimestral o semestral. La renovación requeriría que los registros de ORCA del titular del permiso indicaran que este utilizó el transporte por lo menos tres veces por semana durante el período del permiso anterior. Se dará flexibilidad por ausencias (por ejemplo, vacaciones).
- Los titulares de permisos de vehículos compartidos deben llegar con al menos dos pasajeros que utilizan el transporte en el vehículo permitido.
- Por lo menos el 50% de los espacios de estacionamiento en cada lugar permanecerían libres y disponibles para los pasajeros que utilizan el transporte sin permisos de estacionamiento.

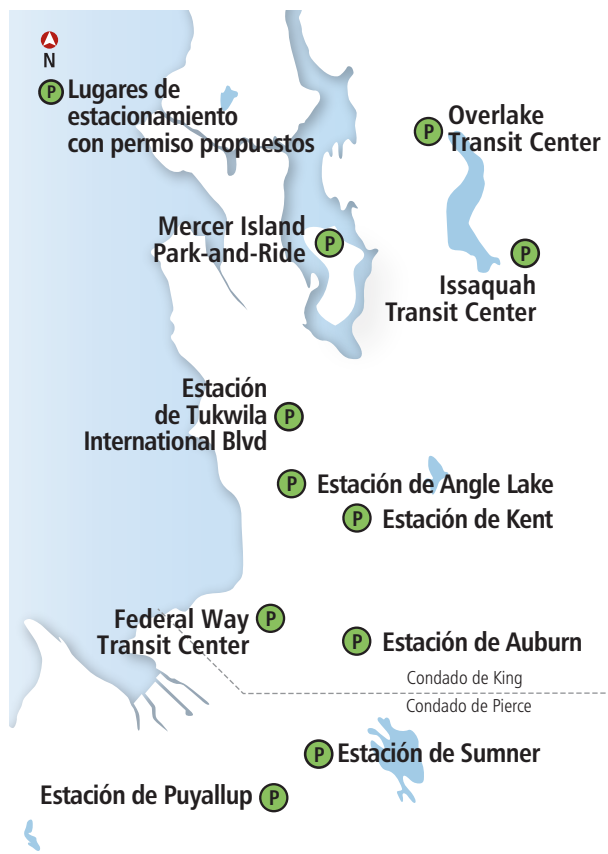
Lugares que podrían incluirse:

- Estación de Angle Lake (apertura en 2016)
- Estación de Auburn
- Federal Way Transit Center
- Issaquah Transit Center
- Estación de Kent
- Mercer Island Park-and-Ride
- Overlake Transit Center
- Estación de Puyallup
- Estación de Sumner
- Estación de Tukwila Int'l Blvd

Obtenga más información y háganos conocer su opinión:
soundtransit.org/permitparking

¡Queremos conocer su opinión!

- Realice la encuesta:
soundtransit.org/parkingsurvey
- Correo electrónico: parking@soundtransit.org
- Llame al: 1-888-889-6368 / TTY Retransmisión 771
- Línea para otros idiomas: 1-800-823-9230
- Correo postal: Sound Transit | Attn: Brian Brooke | 401 S. Jackson St | Seattle, WA 98104
- Audiencia pública: Jueves 3 de septiembre de 2015, desde el mediodía hasta la 1 p.m., Sound Transit Ruth Fisher Board Room, 401 S. Jackson St., Seattle



SOUNDTRANSIT

Sound Transit planifica, construye y opera el sistema y los servicios de transporte regional para mejorar la movilidad en Central Puget Sound.

Para obtener información acerca de los proyectos o servicios de Sound Transit, visítenos en línea en soundtransit.org o llame al 1-800-201-4900 / Sistema de transmisión TTY: 711.

瞭解停車證的相關資訊並提出意見

為了協助過境駕駛員快速可靠地找到停車處，Sound Transit 正在考量從 2016 年開始在其最繁忙的地段和車庫提供停車證。

- Sound Transit 已在 2014 年的試驗專案期間測試許可證。
- 參與者表明他們喜歡該計劃，希望再次參與，並且享受許可證帶來的靈活性和可預測性。
- Sound Transit 正在考量讓更多客戶使用許可證。

第 1 階段

向兩個或以上過境駕駛員免費或低成本提供合夥駕駛許可證，最早於 2016 年年中實現。

第 2 階段

向單獨的駕駛員提供許可證（費用在未來由 Sound Transit 董事會決定），於 2016 年末或 2017 年實現。

所提出計劃的詳細資料

- 過境客戶必須擁有或者使用有效的 ORCA 卡，才能申請許可證。
- 許可證持有人的停車證使用時間為星期一至星期五的上午 9:30 之前。在週末和週間上午 9:30 之後，過境駕駛員將可以在允許的停車位停車，並且不需要許可證。
- 許可證的提供原則是先到先得。
- 許可證每季度或者每半年續期。續期將需要許可證持有者提供 ORCA 記錄，表明在上一個許可證期間，他們每星期至少駕駛過境三次。離開（例如休假）可靈活處理。
- 合夥駕駛許可證持有人必須駕駛允許的車輛，並且至少有兩名過境駕駛員。
- 每一個地點至少保留有 50% 的停車位，可供沒有停車證的過境駕駛員免費使用。

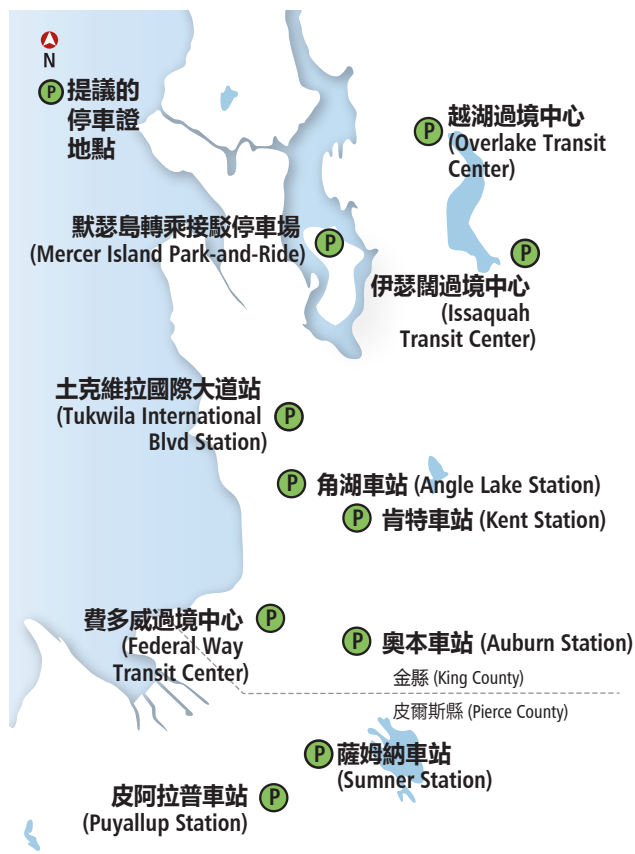
可能包括以下地點：

- 角湖車站 (Angle Lake Station)，將於 2016 年開放
- 奧本車站 (Auburn Station)
- 費多威過境中心 (Federal Way Transit Center)
- 伊瑟闊過境中心 (Issaquah Transit Center)
- 肯特車站 (Kent Station)
- 默瑟島轉乘接駁停車場 (Mercer Island Park-and-Ride)
- 越湖過境中心 (Overlake Transit Center)
- 皮阿拉普車站 (Puyallup Station)
- 薩姆納車站 (Sumner Station)
- 土克維拉國際大道站 (Tukwila Int'l Blvd Station)

進一步瞭解，並將您的想法告訴我們：
soundtransit.org/permitparking

我們希望聽到您的意見！

- 參加意見調查：
soundtransit.org/parkingsurvey
- 電子郵件：parking@soundtransit.org
- 電話：1-888-889-6368 / TTY 轉接：771
- 外語專線：1-800-823-9230
- 郵件：Sound Transit | Attn: Brian Brooke |
 401 S. Jackson St | Seattle, WA 98104
- 公聽會：於 2015 年 9 月 3 日星期四下午 1 點，在西雅圖 401 S. Jackson St. 的 Sound Transit Ruth Fisher 董事會會議室



 **SOUNDTRANSIT**

TÌM HIỂU VÀ GÓP Ý VỀ VIỆC CẤP GIẤY PHÉP ĐẬU XE

Để giúp những người đi xe công cộng dễ dàng và chắc chắn tìm được chỗ đậu xe, Sound Transit đang cân nhắc việc cấp giấy phép đậu xe ở những bãi và khu đậu xe đông đúc bắt đầu vào năm 2016.

- Sound Transit sẽ cấp thử giấy phép trong dự án thử nghiệm năm 2014.
- Những người tham gia nói họ thích chương trình này, sẽ tham gia nữa và thích sự thoải mái cũng như tình trạng được biết trước về giấy phép được cấp.
- Sound Transit hiện đang cân nhắc việc cho thêm hành khách sử dụng giấy phép.

Giai Đoạn 1

Giấy phép miễn phí hoặc giảm giá cho carpool (người đi xe chung) hai hoặc ba người đi xe công cộng, sẽ có sớm vào khoảng giữa năm 2016.

Giai Đoạn 2

Giấy phép cho người lái xe một mình (giá biểu sẽ do Hội Đồng Giám Đốc Sound Transit quyết định trong tương lai) sẽ có vào cuối năm 2016 hoặc 2017.

Chi tiết về chương trình đề nghị

- Hành khách đi xe công cộng phải có và sử dụng thẻ ORCA hợp lệ để được xin giấy phép.
- Giấy phép đậu xe sẽ đưa cho những người được nhận giấy phép đến 9 giờ 30 sáng từ thứ Hai đến thứ Sáu. Vào những ngày cuối tuần và sau 9 giờ 30 sáng sẽ được ưu tiên trước ngày thường, những người đi xe công cộng có thể đậu xe ở những chỗ được đậu mà không cần giấy phép.
- Giấy phép sẽ cấp cho ai đến trước sẽ được ưu tiên trước.
- Giấy phép cần phải gia hạn lại mỗi ba tháng hoặc sáu tháng một lần. Việc gia hạn đòi hỏi trong hồ sơ ORCA của người có giấy phép phải cho thấy người đó có đi xe công cộng ít nhất ba lần mỗi tuần trong thời hạn vừa qua của giấy phép. Sự linh động sẽ được chấp thuận cho thời gian nghỉ (thí dụ như nghỉ phép).
- Người có giấy phép carpool phải đi chung với ít nhất hai người đi xe công cộng trên xe có giấy phép.
- Ít nhất 50% chỗ đậu xe tại mỗi địa điểm sẽ để trống và dành cho những người đi xe công cộng không có giấy phép đậu xe.

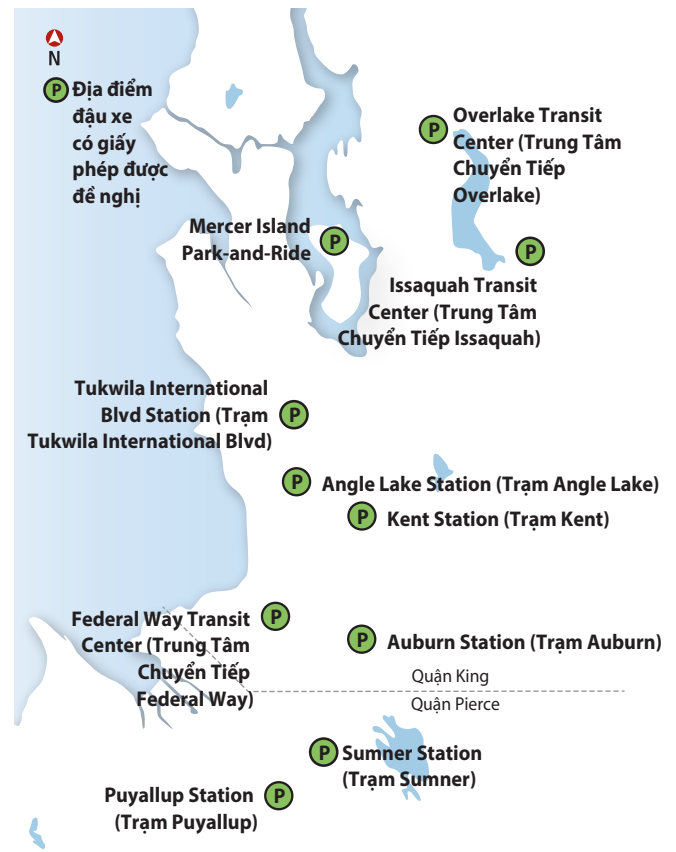
Những địa điểm đó có thể bao gồm:

- Angle Lake Station (Trạm Angle Lake) (sẽ mở vào năm 2016)
- Auburn Station (Trạm Auburn)
- Federal Way Transit Center (Trung Tâm Chuyển Tiếp Federal Way)
- Issaquah Transit Center (Trung Tâm Chuyển Tiếp Issaquah)
- Kent Station (Trạm Kent)
- Mercer Island Park-and-Ride
- Overlake Transit Center (Trung Tâm Chuyển Tiếp Overlake)
- Puyallup Station (Trạm Puyallup)
- Sumner Station (Trạm Sumner)
- Tukwila Int'l Blvd Station (Trạm Tukwila Int'l Blvd)

Hãy tìm hiểu thêm và cho chúng tôi biết quý vị nghĩ thế nào:
soundtransit.org/permitparking

Chúng tôi muốn nghe ý kiến của quý vị!

- Tham gia cuộc thăm dò ý kiến:
soundtransit.org/parkingsurvey
- Email: parking@soundtransit.org
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- Đường dây ngoại ngữ: 1-800-823-9230
- Địa chỉ gửi thư: Sound Transit | Attn: Brian Brooke | 401 S. Jackson St | Seattle, WA 98104
- Họp công cộng: Thứ Năm, ngày 3 tháng Chín, 2015, từ 12 giờ đến 1 giờ trưa, Phòng Họp Hội Đồng Sound Transit Ruth Fisher, 401 S. Jackson St., Seattle



SOUNDTRANSIT

Sound Transit lập kế hoạch, xây cất và điều hành hệ thống và phục vụ chuyên chở trong vùng để cải thiện phương tiện đi lại cho vùng Trung Tâm Puget Sound. Muốn biết chi tiết về dự án Sound Transit hoặc dịch vụ, hãy tìm hiểu trong mạng điện toán soundtransit.org hoặc gọi số 1-800-201-4900 / Dịch Vụ Tiếp Âm TTY: 711.



Learn More about Permit Parking



To help transit riders find parking quickly and reliably, Sound Transit is considering offering permit parking at its busiest lots and garages starting in 2016.

- Sound Transit tested permits during a [2014 pilot project](#).
- Participants said they liked the program, would participate again and enjoyed the flexibility and predictability the permits offered.
- Sound Transit is now considering letting more customers use permits.

[Take the Survey!](#)

Phase 1

Free or low-cost carpool permits for two or more transit riders, available as early as mid-2016.

Phase 2

Permits for solo drivers (rates to be determined in the future by Sound Transit Board of Directors) available in late 2016 or 2017.

Proposed program details

- Transit customers must have and use a valid ORCA card to apply for a permit.
- Permit parking would be reserved for permit holders until 9:30 a.m. Monday through Friday. On weekends and after 9:30 a.m. on weekdays, transit riders would be able to park in permit spaces without a permit.
- Permits would be offered on a first-come, first-served basis.
- Permits would be renewed quarterly or semi-annually. Renewal would require the permit holder's ORCA records to show they rode transit at least three times per week during the previous permit term. Flexibility will be allowed for time away (such as vacation).
- Carpool permit holders must arrive with at least two transit riders in the permitted vehicle.
- At least 50% of parking spaces at each location would remain free and available for transit riders without parking permits.

Locations that could be included

- Angle Lake Station (opening 2016)
- Auburn Station
- Federal Way Transit Center
- Issaquah Transit Center
- Kent Station
- Mercer Island Park-and-Ride
- Overlake Transit Center
- Puyallup Station
- Sumner Station
- Tukwila Int'l Blvd Station

These lots and garages have very high demand or likely will when open (Angle Lake Station). Additional locations may be added in the future.

Printable Fact Sheets:

- [English](#)
- [Español | Spanish](#)
- [中文 | Chinese](#)
- [Tiếng Việt | Vietnamese](#)

[Take the Survey!](#)

Come talk to us

Info Sessions	18 August	19 August	20 August	25 August	26 August
6-9 AM	Auburn Station	Issaquah TC	Sumner Station	Mercer Island P&R	Federal Way TC
3:30-6:30 PM	Kent Station	Overlake TC			

			Puyallup Station	Tukwila Int'l Blvd Station	
--	--	--	------------------	----------------------------	--

[Back to Rider News>](#)

Learn About

ST Express bus
 Link light rail
 Sounder train
 Car tab tax
 System expansion
 Service on holidays
 Accessibility

How To

Plan a trip
 Find schedules
 Get to and from the airport
 Find parking

Information For

Job seekers
 Vendors & contractors
 Media
 Developers
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Connect with us

Parking Permit Program

Sound Transit is considering starting a [parking permit program](#) at its busiest stations and lots. Please read over the proposal before taking the survey.

1. In the past 30 days, have you parked a vehicle or been a passenger in a vehicle that parked at a public park-and-ride lot?

- Yes
- No

2. Did you participate in the 2014 permit parking pilot at Sumner Station, Issaquah Transit Center, Tukwila International Boulevard Station or Mukilteo Station?

- Yes
- No

3. How often do you use the following?

	Daily or weekly	Monthly	A few times a year	Never
Bus/train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool from public park-and-ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Sound Transit has the following goals for helping people get to buses and trains:

- Increase ridership by making it easier for customers to reach stations by walking, riding a bike, taking connecting buses and using a car.
- Use parking spaces more efficiently to serve the most customers.
- Increase customer satisfaction.

To address these goals, Sound Transit is proposing a [permit program](#) for frequent transit riders at its busiest stations and lots. Is this the right approach?

- Yes
- Yes but with these changes:
- No. Please explain:

5. What zip code do you reside in?

Zip

6. Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?

Submit

Rider Notice

Parking Survey

We want to hear from you: soundtransit.org/parkingsurvey

To help transit riders find parking quickly and reliably, Sound Transit is considering offering parking permits at its busiest lots and garages in 2016.

Locations that could be included:

- Angle Lake Station (opening 2016)
- Auburn Station
- Federal Way Transit Center
- Issaquah Transit Center
- Kent Station
- Mercer Island Park-and-Ride
- Overlake Transit Center
- Puyallup Station
- Sumner Station
- Tukwila Int'l Blvd Station

Learn more: soundtransit.org/permitparking

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soundtransit.org | 1-888-889-6368 | TTY Relay: 711

 twitter.com/SoundTransit



From: Sound Transit <soundtransit@public.govdelivery.com>
Sent: Wednesday, August 05, 2015 2:26 PM
To:
Subject: Learn More about Permit Parking at Sound Transit lots and garages

To help transit riders find parking quickly and reliably, Sound Transit is considering offering permit parking at its busiest lots and garages starting in 2016. [Learn more and take the survey here.](#)

[Unsubscribe](#) | [Edit Subscription Preferences](#)

This email was sent to emily.yasukochi@soundtransit.org using GovDelivery, on behalf of: Sound Transit · 401 South Jackson St · Seattle WA 98104 · 206-398-5000
If you have any questions about this service, contact [click here](#) for assistance.



"permit parking" from:SoundTransit

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Ronnie Pickering

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Sound Transit @SoundTransit · Sep 14

Last call: Learn & comment on our potential **permit parking** program: bit.ly/1PRiprk

Learn More about Permit Parking

To help transit riders find parking quickly and reliably, Sound Transit is considering offering permit parking at its busiest lots and garages starting in 2016.

soundtransit.org

Retweet 1 Like



Sound Transit @SoundTransit · Aug 18

We're considering a **permit parking** program at some of our busiest P&R lots. Learn & comment: bit.ly/1PkK4A5



Retweet 5 Like 2



Sound Transit @SoundTransit · Aug 3

Tired of looking for parking? Learn about & comment on our potential **permit parking** program: soundtransit.org/permitparking



Retweet 3 Like 3



From: Earl, Joni
Sent: Friday, July 31, 2015 3:10 PM
To:
Subject: CEO Report



CEOReport



Joni Earl, CEO | May 15, 2015



Permit parking outreach

You may recall that Sound Transit is considering permit parking at its busiest lots, garages and transit centers starting next year.

Permit parking was tested in a pilot project last year and participants said they liked the program and enjoyed its flexibility and predictability. Overall, we're looking at ways to best manage limited parking at those busy facilities.

Now we want to hear from you. Starting Monday, we're launching a public outreach effort that includes a survey and public hearing scheduled for Thursday, Sept. 3, from noon to 1 p.m. here at Union Station.



Seafair weekend

This will be a busy weekend around Seattle with Seafair festivities that include the Blue Angels and hydro races. Transit can help you get to the races on Lake Washington. Take Link to Columbia City Station and then hop on a free five-minute shuttle to the festival entrance at Genesee Park. Details are [here](#).

Riders on ST Express Routes 550 and 554 will face significant delays because of the reroute during the I-90 closures for the Blue Angels shows. Information on the ST Express reroutes is [here](#).



Sounder to Sounders on Saturday

Our busy weekend also includes a Sounders FC match on Saturday evening. We're running special Sounder service to the match against the **Vancouver Whitecaps**. Look [here](#) for details.

And, as always, our regular scheduled Link light rail and ST Express buses run near the stadium.

Have fun.

— Mike Harbour, Sound Transit Acting CEO

Connect with us



[Read this newsletter on our website.](#)

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Sound Transit | Union Station, 401 S. Jackson St. | Seattle, WA 98104 | 1-800-201-4900/ TTY Relay: 711 | main@soundtransit.org | soundtransit.org

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If you have any questions about this service, contact [click here](#) for assistance.



From: Earl, Joni
Sent: Friday, September 04, 2015 11:40 AM
To:
Subject: CEO Report



CEO Report



Joni Earl, CEO | Sept. 4, 2015



Permit Parking

Finding parking at some of our crowded park-and-ride lots can be challenging. Perhaps starting next year, transit users at certain Sound Transit parking facilities will be eligible, for a fee, for reserved permit parking.

The Sound Transit Operations Committee on Thursday recommended the permit parking program to the full Sound Transit Board for consideration later this month. If it's approved by the full Board, the program will be implemented in phases, with carpool permits introduced in mid-2016 and solo drivers about six to nine months later.

The Board will consider a user-fee of \$5 a month for carpools of at least two transit riders. The fee for solo drivers will be set later on.

The discussion on Thursday follows a permit parking pilot project last year at select Sound Transit park-and-ride lots. That project was generally well received by the permit users, who said they liked the flexibility and predictability of the permits.

Besides the action at the Operations Committee, a public hearing on the proposal was held Thursday at Union Station.



ST3 candidate project list

Last week I told you that the Sound Transit Board had approved a list of projects to be considered in the development of a Sound Transit 3 System Plan that could be before voters as early as November 2016.

That list is now available on an interactive map located [here](#).

Each of those projects will be thoroughly studied to generate estimates of ridership, capital operating and maintenance costs; travel times and reliability; potential for transit-oriented development; and other factors including benefits, needs and potential risks.

I'll keep you up to speed in coming months as the process continues towards bringing a ST3 proposal to voters.



Construction trades grant

Earlier this week we learned that a group of eight Puget Sound organizations, including Sound Transit, received a \$476,000 Ladders of Opportunity grant from the Federal Transit Administration.

The grant will help individuals from underrepresented communities learn the skills necessary to find jobs in the construction trades industry.

Besides Sound Transit, the participating organizations include Workforce Snohomish, City of Tacoma, Apprenticeship & Non-Traditional Employment for Women, Bates Technical College, Seattle Vocational Institute Pre-Apprenticeship Training Program, Tulalip Tribal Employment Rights Office Construction Training Center and The Urban League of Metropolitan Seattle.

The grant dollars will target women, people of color and native tribes to improve their access to apprenticeships, social services and job placement programs.

— Mike Harbour, Sound Transit Acting CEO

The Sound Transit Operations Committee on Thursday:

- Approved a four-year contract with Gtechna USA, Inc. to provide eCitations hardware, software and services in the amount of \$250,000 with a 10% contingency of \$25,000, for a total authorized contract amount not to exceed \$275,000.
- Approved a contract with Nelson Truck Equipment Co. to purchase three specialized hi-rail non-revenue vehicles to support Link operations and maintenance for a total not-to-exceed contract amount of \$546,584.

A decorative graphic at the bottom of the page consisting of several overlapping, wavy bands of color: light blue at the bottom, followed by dark blue, green, and teal at the top.

Connect with us

From: Breaking News
Sent: Monday, August 03, 2015 2:50 PM
Subject: ST News Release: Sound Transit seeking input on permit parking at transit lots



SOUNDTRANSIT

FOR IMMEDIATE RELEASE — Aug. 3, 2015

Sound Transit seeking input on permit parking at transit lots

New program aims to make limited resources more reliable/available for frequent riders

Sound Transit is considering offering reserved parking permits at its busiest facilities to frequent transit riders. The aim is to make limited parking resources more efficient while providing guaranteed spots to regular riders and those who frequently carpool to the park-and-ride lots.

Sound Transit tested permits during a 2014 pilot project and is now seeking input on the next steps toward making the program permanent at 10 of its busiest locations.

Detailed information and a link to a survey about the program is available at: soundtransit.org/permitparking

Information gathered through the survey and other means will be presented to the Sound Transit Board this fall as it considers implementing the program.

The permits could be available to those who carpool to transit lots as early as mid-2016 and then available to solo drivers by late 2016 or early 2017.

Here's how the permits may work:

- Transit customers must have and use a valid ORCA card to apply for a permit.
- Permit parking would be reserved for permit holders until 9:30 a.m. Monday through Friday.
- On weekends and after 9:30 a.m. on weekdays, transit riders would be able to park in permit spaces without a permit.
- Permits would be offered on a first-come, first-served basis.
- Permits would be reviewed and renewed quarterly or semi-annually.
- Renewal would require the permit holder's ORCA records to show they rode transit at least three times per week during the previous permit term. Flexibility will be allowed for time away (such as vacation).
- Carpool permit holders must arrive with at least two transit riders in the permitted vehicle.
- At least 50% of parking spaces at each location would remain free and available for transit riders on a first-come, first-served basis.

Potential locations for the permit program could include:

- Angle Lake Station (light rail, opening 2016)
- Auburn Station
- Federal Way Transit Center

- Issaquah Transit Center
- Kent Station
- Mercer Island Park-and-Ride
- Overlake Transit Center
- Puyallup Station
- Sumner Station
- Tukwila International Boulevard Station (light rail)

###

CONTACT: Bruce Gray—(206) 398-5069 or bruce.gray@soundtransit.org

-- Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound. --

STATE OF WASHINGTON -- KING COUNTY

--SS.

327679
SOUND TRANSIT

No.

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

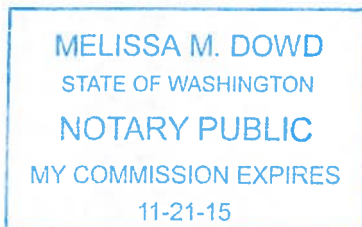
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

PN:PERMIT PARKING HEARING

was published on


08/20/15 08/27/15

The amount of the fee charged for the foregoing publication is the sum of \$187.20 which amount has been paid in full.





Subscribed and sworn to before me on

08/27/2015


Notary public for the State of Washington,
residing in Seattle

Affidavit of Publication

State of Washington, King County

Sound Transit

Notice of Public Hearing Permit Parking Program Proposal

Sound Transit, the Central Puget Sound Regional Transit Authority, hereby gives notice that a public hearing will be held regarding the proposal to implement a permit parking program at Sound Transit park-and-ride facilities.

**Thursday, September 3, 2015
12:00 p.m.**

**Union Station
Ruth Fisher Board Room
401 S. Jackson Street
Seattle, WA 98104**

This hearing is being held to receive public comment on the proposed permit parking program. If approved by the Sound Transit Board, permits would be offered for a fee to transit customers for priority access to up to 50% of parking spaces at qualifying locations. This proposal is scheduled to be considered by the Sound Transit Board of Directors at the September 24, 2015 Board meeting. If approved, the permit program would be implemented in 2016.

For more information on the public hearing, please visit the Sound Transit website at <http://www.soundtransit.org/permitparking>.

The hearing is accessible to persons with disabilities. Individuals may request ADA accommodation by calling (800) 201-4900, or (888) 713-6030 for TTY users.

Dates of publication in the Seattle Daily Journal of Commerce, August 20 and 27, 2015.

8/27(327679)

Appendix B: Verbatim comments

1. Formal letters	
a) King County Metro	B-2
b) Pierce Transit	B-5
2. Public hearing transcript	B-7
3. Email messages	B-24
4. Verbatim comments from survey	
a) Fill-in responses to Survey Question 4: "Yes, but with these changes:"	B-38
b) Fill-in responses to Survey Question 4: "No. Please explain."	B-54
c) Fill-in responses to Survey Question 6: "Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?"	B-88



King County

Department of Transportation

Metro Transit Division
General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

September 14, 2015

Ric Ilgenfritz, PEPD
Executive Director
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104

Dear Mr. Ilgenfritz:

Thank you for the opportunity to comment on Sound Transit's Permit Parking Program Design and Establishment of an HOV Permit Rate (Motion No. M2015-83). As a member of the Puget Sound Regional Council's Regional Parking Management Working Group, King County Metro (Metro) has appreciated Sound Transit's willingness to receive input into the design of the parking permit program.

Overall, Metro supports Sound Transit's efforts to manage parking to achieve the stated goals of increasing the number of transit customers accommodated per parking space, improving the efficiency of parking facilities, and improving customer satisfaction. Since Metro and Sound Transit share many of the same customers, we feel that a regional approach to parking management will be vital to ensuring a positive parking experience for our customers.

Metro also experiences high occupancy at many of our parking lots and is considering actions to increase efficiency at overcrowded lots. Metro is working on an Access to Transit Study required by the King County Council (Ordinance 17641). In the report dated July 1, 2015, the study identified a number of actions to consider, including a coordinated parking management program with partner agencies. Metro is very interested in Sound Transit's final program design and implementation planning to ensure any future Metro actions will result in a coordinated regional program.

In addition to parking management strategies, Metro believes that a comprehensive approach to transit access, including a strong focus on multimodal connections, will be necessary to providing an efficient and equitable transit system. Metro urges Sound Transit to view parking management as one of many tools available to help customers access the transit system.

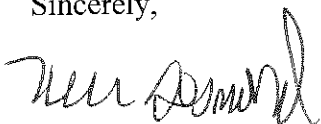
In addition to our general support of your parking management efforts, Metro has the following specific comments on the Sound Transit Permit Parking Program:

- Continue close coordination with Metro and other local transit providers as you complete your program design and move to implementation. As noted above, the program design chosen by Sound Transit should allow for future partner transit agency participation. Once implemented, please regularly report back on the program.
- If Sound Transit pursues a Permit Parking Program, consider allowing Metro to participate in the vendor procurement efforts. A vendor contract should allow for partner transit agencies to opt into vendor services at a future date, especially when the service provides regional transit parking information, permit application processing, different pricing and charging options, and payment processing. The vendor contract should allow some local flexibility in the implementation of the program.
- Consider the impacts of the program on existing CommuterVan (VanPool/VanShare) and carpool customers. Work with Metro through program implementation to ensure early communication to these ridesharing customers about upcoming changes and alternatives for parking locations. Encourage VanShare formations at destination lots and TripPool demonstrations at origin lots.
- Ensure that transit customers have as few barriers as possible to forming carpools and receiving HOV permits. The success of this program, most notably achieving more transit customers per parking stall, will rely on forming as many carpools as possible. In the absence of SOV permits, HOV permits should be free to customers. When SOV permits are available, HOV permits should still be free or offered at a very low cost in comparison to SOV permits.
- Consider investing in marketing, outreach, education, and even incentive programs to support the implementation of the permit parking program. Sound Transit should work closely with customers to support the formation of carpools to take advantage of the HOV permits. If needed, Metro has tools and staff expertise to support this line of work.
- Consider allowing for the inclusion of non-transit agency parking supply in the Permit Parking Program. For example, nearby commercial parking supply could be offered to customers as an option through the program. Metro is currently working on a grant project to establish a mechanism for multifamily property owners to offer parking to transit customers. The ability to coordinate this potential new supply of parking into the regional parking program will provide more choices for customers.
- To mitigate impacts to low income customers, include low income HOV and SOV permit prices using ORCA LIFT eligibility.

Mr. Ric Ilgenfritz
September 14, 2015
Page 3

We thank you for the opportunity to participate in the Permit Parking Program development process. We believe working together will achieve a better integrated regional parking management program for all public transportation users in King County. We look forward to continuing our coordination on this project.

Sincerely,



Kevin Desmond
General Manager
King County Metro Transit Division

cc: Harold S. Taniguchi, Director, Department of Transportation (DOT)
Victor Obeso, Deputy General Manager, Planning and Customer Services, Metro Transit Division, DOT
Christina O'Claire, Manager, Strategy and Performance, Metro Transit Division, DOT
Carol Cooper, Supervisor, Market Development, Service Development, Metro Transit Division, DOT
Brian Brooke, Manager for Research, Policy and Business Development, Sound Transit
Emily Yasukochi, Senior Policy Planner, Sound Transit
Michael Miller, CFAS Manager, Sound Transit

September 23, 2015

Mr. Ric Ilgenfritz, PEPPD
Executive Director
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Re: Letter of Support

Dear Mr. Ilgenfritz:

Pierce Transit is pleased to provide its support on Sound Transit's Permit Parking Design and Establishment of a High Occupancy Vehicle (HOV) Permit Rate. As a member of the Puget Sound Regional Council's Regional Parking Management Working Group, we agree that transit parking management should be regionally integrated.

Benefits of regional parking management identified by the working group include:

- Increased transit ridership
- Improved customer satisfaction, access, and social equity
- Reduced crush-loads and likelihood of buses passing riders down-route by spreading out transit demand
- Reduced congestion on local roads surrounding transit-related parking facilities by spreading out vehicle arrivals
- Increased non-auto mode of access to transit
- Could help offset transit-related parking facility maintenance and operations costs and future expansion

Pierce Transit's parking utilization rate varies by lot and location. For those lots at and over capacity, it is difficult to market our services. In cooperation with Sound Transit and other stakeholders, we recently developed a Request for Proposal (RFP) for a parking management study at Tacoma Dome Station. The scope of work includes evaluating current operations and making recommendations on future operations including parking management systems, components, staffing requirements and maintenance and operation considerations/costs. It is our desire to share with you and the region our findings. Conversely, we hope your program can help inform our work on parking management.

Letter of Support
September 23, 2015
Page 2 of 2

We appreciate the opportunity to participate in the program development to ensure coordination with regional transit providers and that we have a voice on potential impacts (e.g. vanpool and carpool customers) and opportunities. A coordinated approach will ultimately provide the best parking management program for transit providers and users throughout the region.

Sincerely,



Sue Dreier
Chief Executive Officer

cc: Jay Peterson, Transit Development Manager
Justin Leighton, Government Relations Officer
Monica Adams, Senior Planner
Brian Brooke, Manager for Research, Policy and Business Development, Sound Transit
Emily Yasukochi, Senior Policy Planner, Sound Transit
Michael Miller, CFASA Manager, Sound Transit

Transcript of Proceedings

September 3, 2015

Permit Parking Program Proposal Public Hearing



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SOUND TRANSIT
PERMIT PARKING PROGRAM PROPOSAL

September 3, 2015
Seattle, Washington

Byers & Anderson, Inc.

Court Reporters/Video/Videoconferencing

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1 APPEARANCES

2 For Sound Transit:

3 Paul Roberts
4 Jane Emerson
5 Linda Markey
6 Katie Flores
7 Magda Ostrowski

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Seattle/Tacoma, Washington**

1 BE IT REMEMBERED that on Thursday,
2 September 3, 2015, at 401 South Jackson Street,
3 Seattle, Washington, at 12:00 p.m., before Eva P.
4 Jankovits, Certified Court Reporter, the following
5 proceedings were had, to wit:

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PROCEEDINGS

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11

MR. ROBERTS: Good afternoon.

12

It's -- to everyone. It's 12 p.m., and I declare the
13 public hearing open.

14

This is a public hearing. Today's public hearing
15 is being held to receive comment on the Sound
16 Transit's Proposal to Implement a Permit Parking
17 Program for Sound Transit Park-and-Ride facilities
18 throughout our district.

19

We will take testimony from individuals in the
20 order in which they signed up to speak. If you are
21 planning to speak, and you have not signed up, please
22 do so. We have sign-up slips over here, and we'd be
23 happy to get your slip recorded and then hear from
24 you today.

25

The comments received today will become part of a

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1 formal record. And the Board will consider them as
2 part of the decision-making process to implement a
3 permit parking program. A notice of this hearing was
4 published in the Daily Journal of Commerce on August
5 20 and August 27, 2015.

6 We will now take testimony from members of the
7 audience. Again, if you are planning to speak and
8 have not signed up, please raise your hand and we'll
9 make sure you get a sign-up sheet.

10 I see no one raising their hand, but we have
11 sign-up sheets here.

12 Each person will have three minutes to speak, and
13 I ask that you be respectful of this time limit and
14 ask that you exercise courtesy to everyone here.
15 We're using a timer that shows the time that you have
16 to begin speaking. When you have one minute
17 remaining, the green light will begin flashing, and
18 the amber light comes on when you have 30 seconds
19 remaining. When the red light comes on, you'll hear
20 a short beep, and that means your time is up.

21 Thank you for setting that to three minutes. I
22 looked up there, said two, and suddenly it says
23 three. That's very good.

24 So we will begin by taking the persons who signed
25 up in order. The first person that I have signed up

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1 is Mr. Alex Zimmerman.

2 And, Mr. Zimmerman, good afternoon. You have
3 three minutes.

4 MR. ZIMMERMAN: Thank you very
5 much.

6 THE COURT REPORTER: I'm sorry.

7 MR. ROBERTS: I'm sorry,
8 Mr. Zimmerman, would you -- mic's on. Go ahead,
9 please.

10 MR. ZIMMERMAN: Seven seconds --
11 eight seconds is mine.

12 Thank you very much. My name Alex Zimmerman, and
13 I'm president of StandUP-America, and I go for the
14 candidate position in state senator, District 11 for
15 2016.

16 I want speak about your proposition about
17 parking.

18 Parking proportion is, to me, looking right now
19 like aspirin for cancer what is we cover right now.
20 So you use this aspirin, you know what this mean, and
21 you do know, you know this cannot be fixed problem
22 what has become. So for fixing cancer, you know what
23 this mean, we need more heavy treatment.

24 First what is we need do is move Amazon out from
25 downtown. When we have Amazon out from downtown,

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1 this can fix many problems. It's absolutely
2 fundamental change if this can fix it as problem
3 because Seattle right now in crisis, but it's, per my
4 understanding, don't have too many knowledge in
5 United States of America.

6 With this situation, you come to transportation
7 next step. So you -- Amazon spends a billion and
8 billion dollar. Destroy us like right now.
9 Government spend \$15 billion. Destroy our life and
10 take us money, you know what this mean, when thousand
11 and thousand people absolutely poor and dying and
12 80 percent American right now in big trouble. So
13 right now you go for parking.

14 Parking can be good, but parking can be used for
15 different reason, places for parking. This can be
16 for housing, you know what this mean, or establishing
17 job, you know what this mean, for low -- with low
18 payment, you know what this mean. This can be many
19 problem right now. So you spend a dozen and dozen
20 billion dollars in absolutely stupid direction what
21 is never fixed us problem.

22 So Council go bigger and bigger and bigger and
23 will kill this city and everybody in the center right
24 now.

25 So how is this possible? So you operate like a

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1 mafia, you know what this mean, because we don't have
2 a government right now, how power of three branches
3 together and pure fascism with Nazi, this type of
4 principle of communist principle, you know what this
5 mean? This is exactly what has happened. It's very
6 simple business principle. You need take Amazon out.
7 You need clean city downtown and all big problem will
8 be fixed automatically and everybody will be happy.

9 We'll be happy. Only 10 percentage who supports
10 status quo are government and corporation crooks who
11 supports the status quo is exactly happy because
12 prices go by and make a billion and billion dollars,
13 start -- and money from us. So when you start acting
14 like a normal business, civilized people, it's
15 important right now.

16 I don't hear from you. No one talk about take
17 Amazon out from downtown. This very important. This
18 what is you need concentrate. This key to
19 everything, to make Seattle back to -- back to life.
20 It is important.

21 Stop --

22 (Microphone feedback.)

23 MR. ROBERTS: Thank you,
24 Mr. Zimmerman.

25 MR. ZIMMERMAN: Thank you.

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1 MR. ROBERTS: Next We'll hear from
2 Queen Pearl.

3 QUEEN PEARL: Good day, everyone.
4 I'm coming back here again to let you know that of
5 course parking is important, but all in one breath,
6 the abuse of power, governmental power, not
7 protecting the rights of the people that rides your
8 buses is not okay. Even though you talk about
9 parking, people have to park. It's people inside of
10 the cars, I guess, that are parking. And I'm very
11 concerned about myself because that's how I get
12 around, not with a car, but I ride the bus.

13 And I was on the bus the other day, and then I
14 was just going -- was it 32, going to the next stop,
15 and he really didn't want to let me on the bus just
16 because I was going one block away because usually
17 right there on Queen Anne is the end of the line when
18 they're coming from the north end. And so I feel
19 like as long as I pay my fare, it's my business if
20 I'm going one block, two blocks, three blocks,
21 four blocks.

22 And that's why I keep putting emphasis on those
23 people that are driving the buses. They really
24 concern me because then when they start those
25 inflaming arguments with you, then you call the po-po

1 on us and you put bullets in us, and then they turn
2 around and say, "I was in fear for my life," as
3 this -- as if we're not in fear when we see them
4 coming.

5 So that's what I'm coming here all the time
6 saying over and over again, it's not fair to not
7 include us in on things that are very important to
8 our lives today. And until this society and people
9 such as yourself because a lot of folks is missing
10 from them chairs, but I notice whenever we come down
11 here, nobody's engaging us on the things that we
12 bring forth. Nobody's sitting here with a note
13 saying, "Oh, Queen Pearl or Ms. Berhsar [phonetic],
14 we just love what you said, and we just thank you so
15 much for what you're doing. You're doing a good job
16 because you're helping people."

17 No. You people act worse than Threatcon Delta
18 itself. And that's a mystery to me. And we're here
19 at 2015 -- 2015 -- and I told a story mobile the
20 other day all about it, and I'm going to get some
21 more time to tell them all about what's going on in
22 this city in which I was born and raised in.

23 MR. ROBERTS: Thank you.

24 Next person to speak is Christine Neuffer. I
25 hope, Christine, I have done some justice to your

1 name.

2 MS. NEUFFER: You did. Thank you.

3 MR. ROBERTS: Welcome.

4 MS. NEUFFER: Christine Neuffer,
5 13813 37th Avenue South, Tukwila.

6 This permit parking program is actually a roadmap
7 to ending free parking at transit centers, not to
8 increase efficiencies. The evidence in the draft
9 evaluation report does not support increased
10 utilization of the parking spaces as originally
11 stated as the intent of the pilot. There are
12 statements in other documents that this is being
13 advanced to be sure that commuters at soon to be open
14 Angle Lake and other new facilities don't get used to
15 free parking.

16 Again, there's no evidence that this program will
17 increase efficiency or utilization of these parking
18 spaces. There is evidence that those who do not hold
19 permits will be incentivized to engage in behaviors
20 that are against Sound public policy, encouraged by
21 free park and rides.

22 We can expect some non permit holders to stop
23 using transit altogether, parking in lots, likely not
24 legally, park on the street, or drive to different
25 stations, enhancing the problem in other stations.

1 The problem of scarcity in the lots will only push
2 parkers into negative spaces.

3 There are more businesses that complained about
4 this very problem during the pilot. Increasing from
5 20 percent to 50 percent of the spaces will only
6 heighten these problems.

7 In addition to pushing out non permitted
8 customers, there's also talk of overselling the
9 permits, which is not just a maladaptation that
10 points to the inherent inefficiencies caused by the
11 program, but it is a public aggravation disaster
12 waiting to happen. There will be days when everyone
13 shows and there will not be parking that was paid
14 for. Taxpaying customers will be more than
15 displeased about this untested idea. Once a customer
16 pays for something like this, they will not accept
17 nondelivery of the service.

18 To be fair, there is a bright spot consistent
19 with the efficiency, utilization, and that does not
20 upset public policy. That is the carpool permit
21 program. There were not so many spaces left empty as
22 to be disruptive. There was demand. It encouraged
23 carpooling, and customers walking past those empty
24 spaces in the morning understand and accept the
25 reasoning.

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1 In conclusion, the evidence of negative impacts
2 towards non permit holders and surrounding
3 neighborhoods and businesses is not being adequately
4 weighed. There's not enough parking. This permit
5 program does not and cannot solve that problem. The
6 dismissal of this evidence points to the actual goal
7 to develop a parking revenue stream by breaking the
8 free parking culture.

9 Once this is in place, commuters can expect Metro
10 to follow suit and find ways to further squeeze them.
11 Please do not implement this program for single
12 occupant vehicles. Thank you.

13 MR. ROBERTS: Thank you very much
14 for your testimony, Ms. Neuffer. Thanks for the
15 relevance to the parking studies as well.

16 Next we have DeAnn Nesbitt.

17 Good afternoon.

18 MS. NESBITT: Good afternoon.

19 I am a Sounder rider. I have not seen the draft
20 evaluation report, but I see pitfalls and have
21 cautionary questions.

22 Puyallup, Sumner, half of Auburn, and now the
23 brand-new lot in Tukwila are all single-level parking
24 lots. Why?

25 So rather than fixing that problem, charge the

1 user a premium to park in an inadequate lot and leave
2 everyone else to find parking on the street and call
3 a plan to increase ridership. That logic escape me.

4 And why is there a charge for permit holders if
5 they're increasing the use of the spaces? So --
6 available.

7 The service stated -- the survey on your website
8 stated the top three goals of this program: Increase
9 ridership by making it easier for customers to reach
10 stations by walking, riding a bike, taking connected
11 buses, and using a car.

12 How does this program increase ridership for
13 customers walking, riding a bike, and taking
14 connecting buses? That statement doesn't make sense
15 to me.

16 Riding the train is my carpool, so to fix the
17 problem of inadequate parking design, I have to find
18 someone in my hometown and pick them up at 5 a.m. so
19 I have car pool buddies that I can get a parking
20 spot. That concerns me.

21 Use parking spaces more efficiently to serve the
22 most customers is number two of the top three goals.

23 This does not solve the problem. It just shifts
24 the cars and where they are being parked.

25 And number three, increase customer satisfaction.

1 Not really, I don't think. Another shift in
2 perception. Some users might be more satisfied.
3 Others might be less satisfied.

4 How is this permit program enforced?

5 If someone is already parking in my reserved spot
6 for the day, how does it help me, a permit holder,
7 for them to pay a fine to Sound Transit, if that's
8 how you plan on enforcing it.

9 How is carpool permit holders must arrive within
10 at least -- with at least two transit riders in
11 permitted vehicle enforced? What if my carpool buddy
12 has the day off or is sick?

13 Wouldn't time and money and energy be better used
14 on a true fix to design parking lots more efficiently
15 and provide additional parking? Single level is a
16 waste of available space, yet a brand-new
17 single-level parking facility was just completed in
18 Tukwila. I don't understand how that's sufficient.

19 Thank you.

20 MR. ROBERTS: Thank you very much.

21 That concludes all of the testimony from persons
22 who signed up to testify.

23 Is there anyone else who would like to provide
24 comment to us today?

25 If not, it is 12:16, and I will declare the

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1 hearing closed. And we are adjourned until -- we
2 have an operations administration committee meeting
3 at 1:00. Thank you very much.

4 (Proceedings adjourned at
5 12:16 p.m.)
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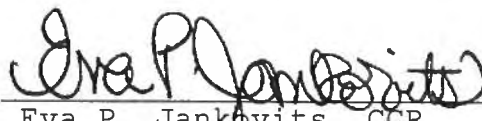
1 STATE OF WASHINGTON) I, Eva P. Jankovits, CCR,
2 County of King) a certified court reporter in
3) the State of Washington, do hereby
4) certify:

5 That the foregoing transcript of proceedings was
6 taken before me and completed on September 3, 2015, and
7 thereafter was transcribed under my direction; that the
8 transcript is a full, true and complete transcript of the
9 statements made by members of the public;

10 That I am not a relative, employee, attorney or
11 counsel of any party to this action or relative or employee
12 of any such attorney or counsel and that I am not
13 financially interested in the said action or the outcome
14 thereof;

15 That I am herewith securely sealing the said
16 transcript and promptly delivering the same to
17 Magda Ostrowski.

18 IN WITNESS WHEREOF, I have hereunto set my hand
19 and affixed my official seal this 8th day of September,
20 2015.

21
22 

23 Eva P. Jankovits, CCR
24 Certified Court Reporter No. 1915
25 (Certification expires 7/3/16.)



Permit Parking Program Comments

As of: 9/24/15

----- Original Message -----

From: Elise.Rabbat@kingcounty.gov

Received: 8/5/2015 2:33 PM

To: Parking; Soundtransit, Parking

Subject: Permit locations

I am hoping that a permit program will NOT be studied at the Tacoma Dome garage and it is left as is.

Elise Rabbat

Assistant to the Ombudsman-Director

King County Ombudsman's Office

elise.rabbat@kingcounty.gov

Tele: (206) 477-1050 Fax: (206) 296-0948

----- Original Message -----

Instituting parking fees at transit centers is a disincentive to use public transit, discriminates against the economically disadvantaged, and creates parking inefficiencies during peak morning commute times.

Such a program makes absolutely no sense; the more logical approach is to make more parking available at high-demand facilities.

Steve Scott

Issaquah

Scott.Steve@comcast.net

----- Original Message -----

Date: August 5 15:12

Email: gts68@msn.com

Name: Dan Elsdon

Subject: Permit Parking

CHANGE CUSTOMER CONTACT

COMMENT:

So instead of trying to fix parking, you plan to reduce it by letting people who can afford it better (lawyers, brokerage firms who can start at 9:00am or later) buy the spots instead of the majority of the people (who are clerks, maintenance, data processors and have to be in by 7:00 to 8:00am. And this after it takes you 2 extra votes to pay to finish projects from the original vote. And if Puyallup and Sumner don't want a garage, try putting a parking garage on Pierce county property against BNSF tracks immediately south west of the Puyallup River. The land will probably turn into warehouse space soon, as Van Lyrops have abandoned farming. If this would pay for a parking garage, I wouldn't have that big of a problem with it. But as it is, this seems to be your excuse out the harder job of fixing the parking problem. There will be

people either left out, force people to the park and rides on South Hill (which would probably quickly go to permit parking & back to the previous part of this sentence, or add 45 minutes or more to their commute time for the whole day. i am practically home by the time the bus hits the red lot, and that is not counting the time in traffic to get to the South Hill Park and Ride. All this in an area with practically non-existent commuter transit. To be fair, the cities of Puyallup and Sumner should of though about what they were asking for when they both wanted their own station. Instaed they don't want the stations after they were built, and Sound Transit could have saved money with a bigger station in-between. Both the city manager wouldn't see the garage from their crystal palaces (Puyallup anyways). And that would added more time to my commute, but it would have best for everyond and would have been more fair. And I do vote, but I don't live in Puyallup (lucky them, unless they annex a quarter mile west).

----- Original Message -----

From: Sturman, Mary
Sent: Thursday, August 13, 2015 8:07 AM
To: main@soundtransit.org
Subject: FW: Parking Permit Survey

See attached Parking Permit Survey.

Mary Sturman

U.S. EPA, Region 10
OWW/Drinking Water Unit
OWW/Watershed Unit/GRTS
1200 Sixth Ave., Ste. 900, M/S OWW-193
Seattle, WA 98101-3140
206-553-1423
sturman.mary@epa.gov

From: Sturman, Mary
Sent: Wednesday, August 12, 2015 12:31 PM
To: 'main@soundtransit.org'
Subject: Parking Permit Survey

I utilize the Sounder Train commuting 4 days a week back and forth from Kent to Seattle and I received the Transit Alert message notifying me of the Parking Permit study. I would be affected by the parking permit proposal at the Kent Station garage.

When trying to answer the parking permit survey, it wouldn't accept any answers on the form. I then downloaded the survey from the Sound Transit website and had the same issue.

Please send me a parking permit survey that I can fill out.

Mary Sturman

U.S. EPA, Region 10
OWW/Drinking Water Unit

OWW/Watershed Unit/GRTS
1200 Sixth Ave., Ste. 900, M/S OWW-193
Seattle, WA 98101-3140
206-553-1423
sturman.mary@epa.gov

----- Original Message -----

From: bryan snead [mailto:bryansnead@hotmail.com]
Sent: Monday, August 10, 2015 10:25 AM
To: RTA Main Mailbox <main@soundtransit.org>
Subject: pay to park at sounder stations

I am opposed to paying in order to park at the stations. The trial runs that were down in Sumner last year got nothing but complaints from riders. I also park in the Auburn garage and had my vehicle sustain over 4,000.00 in damage due to vandalism. Another rider that I ride with has had his jeep broken into 11 times. There is nothing visible to steal and my damage was someone taking a knee and elbow to my door causing so much damage that the door and to be replaced. I refuse to pay to park and then have my vehicle broken into or vandalized. These are only 12 examples of the vehicle prowls and vandalism that occur. In know that number is high and when I talked to the guard after mine, they even said that they have a problem.

If they want to have a pay to park area in Auburn make it the lot on the west side of the tracks and put gates so people actually pay, or have a sticker to authorize.

Sound transit needs to step up the fare enforcement. Both in checking and actually handing out tickets. I am not worried as I have a monthly pass, however I have not been checked in over 2 months. In every other major city I have lived in (Boston, D.C, and Chicago) the fares are checked daily and in between stops so new people getting on are also checked. If you don't have your fare, you either pay a surcharge of \$1-\$2 and buy it then, or you are given a citation on the spot. Just like the airlines have the machines, people can hand over the debit card and payment including surcharge can be down there and you have nobody handling cash. Otherwise hand out citations. They threaten all the time, yet in 12 years of riding the train, all I have seen are fare enforcement saying we need to take a picture of your id and you will now be in the bad boy book. Give them the ticket!

Lastly, I already pay a hefty RTA tax when I register my vehicles, trailer and anything else that touches the road. I refuse to pay a charge to park. If this is incorporated I will look at other means of getting into town, It may take a bit longer, but I am fine with that.

Thank you for your time
Bryan

----- Original Message -----

To whomever reads this,

I have a question about the proposed parking permit system. Where would the money collected from the permits go? We desperately need more parking around the train stations and if this went into a fund to accomplish that I would be much more willing to support this.

Molly Sullivan

----- Original Message -----

From: Luce, David [mailto:dluce@ehtins.com]
Sent: Wednesday, August 19, 2015 10:40 AM
To: RTA Main Mailbox <main@soundtransit.org>
Subject: Sumner Station Parking Permit

When will we be allowed to order the parking permits for the program that is going to start in 2016. I see they are on a first come basis, so I wanted to make sure I purchase one.

I ride the Sounder and Link Light Rail, Monday thru Friday, as I work downtown.

Thank you and have a nice day.

Sincerely,

H. David Luce - Assistant Account Manager
AHT Insurance
600 University Street / Suite 1300
Seattle, WA 98101
Direct: 206.336.2970
Email: dluce@ehtins.com
Fax: 206.428.9117

----- Original Message -----

Good day to you,

I am certain that you will hear from many people who are in favor of allocating a dedicated number of slots to permit parking. I for one will not be a member of that group, rather I am strongly opposed to permit parking.

I am opposed for the following reasons, First off all riders of the Sounder train are well aware of the limited parking available at the station. All of us have developed strategies to insure that we are at the station when the trains are schedule to be there. So far I have not seen or heard of anyone not being able to develop a strategy to insure they are at the train station when they need to get on their preferred train. I did use the term preferred train very specifically because the end goal of any public or private method of transportation is to arrive where you want to go safely and on time. I, like all of my fellow Sounder commuters have the same goal.

Like many I wish to be able to park at the station rather than find a place on a public street or use a bus to get to the station. My strategy is very simple and one that most of the riders on my train use – get there early. I take the first train on the train departing Puyallup just after 5:00 am. It gets to my place of

employment more than an hour early and I have a parking space at the station. I do not mind the early hour because I get a space at the station. I have taken a later train and relied on a bus to get me to the station, but I choose to arrive early for a parking slot. Other riders have the same choice and choose their departure time based upon their desire to arrive at the station at a particular time by the method of transportation that works for them.

If permitted parking at the 50% rate was allowed then half of the people who arrive early would be denied a parking space. Currently the lot is full by the second train. Permit parking would mean that the lot would be full at the first train greatly effecting those of us who choose an early arrival to insure parking.

Having an Orca card does not guarantee a parking space. My employer pays for my card, they will not pay for my parking. When I met with Sound Transit staff at the station today they explained that permits would only be issued to person who are traveling that day. Somehow I will have to tap on with my employer card, be identified as a daily traveler, pay for a permit, flag my car with a receipt or other type of id so that permit parking could be enforced. After all, without enforcement people would park in the permit slots without payment.

From my perspective I understand the need for additional parking, in fact a need for a lot more parking spaces. But given the fact that the lot is full each and every day the solution is not to limit the use of those spaces rather to increase capacity. If the goal is to raise funds for additional capacity by issues permits then a true cost analysis should be conducted to cost out the technology used so that I can use my employer paid card vs my personal paid permit, staff to enforce the rules and have the data they need on hand to do so, and lastly a punishment process for persons who violate the permit system. Those coast certain would limit revenue from permit parking.

All in all its simply a bad idea which brings back to my original comments. If you want to park in the station lot arrive early, pure and simple. If you chose to take later train then find transportation to the station that meets your needs and time schedule. Every day hundreds of us have figured that out. You are trying to solve a problem that just does not exist.

Chip Kormas

Roklock@comcast.net

----- Original Message -----

Hi. The issue with the Tukwila parking has a lot to do with SeaTac airport employees parking in that lot and taking the light rail to the airport because they do not want to park in the employees parking lots.

This needs to be addressed to relieve the parking issue.

I have expressed this concern before.

Ms. Moifair Chin

----- Original Message -----

Good afternoon

My office just moved from downtown to Pioneer square

I live in Burien

And the light rail would get me close to the new office space

Where the bus I currently take lets me off at 1st and university which is quite a long walk

Can I apply for a parking permit? I take public transportation 4x per week

Can I apply for a carpool if my husband and I were to ride together?

Is there a parking space for e-cars?

Thanks

margarett harrison

harrison design | landscape architecture

911 western ave suite 301, seattle wa 98104

direct 206 405-2540

<http://www.harrisonsdesignla.com/>

----- Original Message -----

Good Morning,

I am writing concerning the proposed parking permits at certain Park & Ride locations. While I feel this is a good faith attempt to assist with parking congestion, I believe it is misguided and ultimately will fail. The program as it is proposed is not enforceable without fulltime staffing at each location. We would all like to believe people will be honest in using permits and their designated spaces, but the truth is they will not. Sound Transit does not have the manpower to patrol the lots for enforcement or to spend time monitoring ORCA accounts to prove compliance. This program, like many other Sound Transit programs, is fatally flawed from the outset and will not improve the current parking congestion, but rather will further anger already frustrated users. Additionally, one of the most heavily used lots in south Bellevue is not on the list. This too needs to be addressed.

Thank You,

Lisa Richardson

----- Original Message -----

The permit parking idea will cause greater parking shortages for commuters. The fact that an unoccupied space will become available at 9:30 isn't going to help the commuter who starts work between 8:00-9:00. It's typical for a person to unexpectedly not go to work for multiple reasons. This will cause a space(s) to be unoccupied to someone who really needs to park before 9:30 and may easily lead to more commuters having to drive into downtown

due to lack of parking availability. Also, there will always be the ones who choose to park in the restricted areas without a permit just because there's a space available, in the same manner that single occupancy vehicles choose to drive the HOV lanes. This too will create conflict within the affected lots. There's already too much road rage out there.

You suggest the **permits go on a first come** basis. The **first come basis should stay with parking** and not parking permits. The permits will not address the real issue and that is that there needs to be alternate parking areas for overflow.

Just as an FYI, I must drive to a park and ride, as do my neighbors. I live in the NE part of Renton and do not have bus service. My area is served by Access Buses.

Terri Quale

Legal Assistant to Chuck Nomellini, Steve Block, Brad Thoreson, and Marco Magnano

FOSTER PEPPER PLLC

1111 Third Avenue, Suite 3400

Seattle, WA 98101-3299

Phone: 206-447-5146

Fax: 206-447-9700

qualt@foster.com

----- Original Message -----

First of all, officials encourage drivers to utilize the Park and Rides for all the obvious reasons. They are listening. Now that we discover that we need more of these lots to accommodate all participating in the program. Creating a permit in all of its "negative" character would only discourage the users more. The only solution I would think of is to add more lots. The people are listening, do not add a permit "fee" system now that they are. Half the problem is because of the city and commercial or private ridiculously high parking fees, (this permit would be just an additional fee). And as much as the people utilize the transit or pooling systems, the freeways are still highly congested. The people are already heavily taxed as it is. Thank you.

Vincent Cruz

----- Original Message -----

No park and ride park in ng permits please!!!

This plan will disenfranchise parking for low income commuters creating more problems for them to find and fight for parking. It also makes older commuters who don't or can't pay for a permit park further making the commute harder on their bodies.

Please focus on creating additional parking spots at congested lots rather than disenfranchising those that need the park and ride services the most!!!

respectfully, Eric Ekman 253-709-2016

----- Original Message -----

I am not against permit parking but I think permit priority should also be given to the people who live in area of the park and ride where they are granted. Also, I think it would difficult to know if the carpool permit holder arrive with any transit riders.

Lillian Peck

----- Original Message -----

Date: August 26 07:58

Email: tbakermfg@comcast.net

Name: Tina Baker

Subject: Permit

CHANGE CUSTOMER CONTACT

COMMENT:

This will just displace more bus riders and creat a bigger problem when what u really need is more parking and more busses. This is just a sneaky way of introducing pay to park when we already pay to ride.

Sent from my iPhone

----- Original Message -----

From: Donald Bleasdale

Received:

To: Customer Service Main; RTA Main Mailbox; RTA Main Mailbox

Subject: Permit Parking Program

Hello –

I oppose the “Permit Parking” program and have the following comments:

Permit Parking does not “improve parking lot efficiency and increase access”

- 1) I use the Sumner and Puyallup parking lots. Both lots are full before train #1502 (the second train) arrives. During the pilot program I would occasionally take bus #578 to Sumner and noticed over 20 empty “Permit Parking” stalls as the bus pulls in around 1:07 pm. Permit parking does not increase the number of transit riders per parking stall since not all permit holders use the facility every day.
- 2) Permit holders are required to use transit three times per week. Again, permit parking does not increase the number of transit riders per parking stall since not all permit holders use the facility every day.
- 3) Permit parking does not “improve customer satisfaction”. The only satisfied transit riders during the permit parking pilot program were the ones who received a permit. All the program did was breed frustration with transit riders who saw empty permit parking spaces every day.
- 4) Permit parking denies access to transit riders by not allowing them to park in empty parking stalls.
- 5) Allowing general parking to use empty permit parking stalls after 9:30 am does not increase transit riders. The commuters are at work before 9:30am. This will allow parking stalls for patrons of downtown businesses, since the parking lot is “free” to use.
- 6) There are several carpools that meet at the Sumner and Puyallup parking lots who are not transit riders. Sound Transit currently does not enforce the policy of “Transit Riders Only”.

“The perception of scarce parking frustrates riders”

As I mentioned, both the Sumner and Puyallup parking lots are full before train #1502 arrives. There are still 6 more trains after the parking lots are full where transit rides must use the local feeder transit service which accounts for two thirds of Sound Transit customers accessing the system each day. Using local feeder transit service does not discourage Sound Transit customers. This is evident that the lack of parking spaces is not a barrier to new riders.

Enforcement

- 1) The System Access Policy states that parking is intended for customers of transit services at that facility. As I mentioned earlier, there are carpools which meet at the Sumner and Puyallup parking lots. Being that Sound Transit receives subsidies from public funding, are you able to enforce the parking stalls for “customers of transit services at the facility”?
- 2) Since Sound Transit does not have legislative authority to issue citations or boot vehicles, will you be able to issuing warning or towing of non-permit parking in “Permit Parking” stalls?

Parking

It is evident that parking lots at Sumner and Puyallup are not sized large enough to handle the demand. Implementing Permit Parking will not increase transit riders per parking stall or improve

efficiency in use of transit facilities when there are empty stalls. Transit ridership is increasing even with the parking lots currently full before train #1502 (the second train) arrives. This is evident that a full parking lot is not a barrier to new riders.

Instead of preparing a “Permit Parking” plan, I suggest focusing your efforts on increasing local feeder transit service. For example, one bus from South Hill or Bonney Lake to service each train is not enough capacity. I suggest a shuttle operating frequently between the various outer lots to the train stations. I hate to bring up the following ideas but would you be able to: 1) convert the lots into “pay to use – first come first serve” parking lots and use the revenue generated toward a parking structure at that facility; or 2) designate a certain number of stalls as “pay to use - first come first serve”. In either case you are not denying access based on a “lottery” type of approach.

Again, I do not believe the “Permit Parking” program is an answer to “increase ridership, improve parking lot efficiency and increase access”. The “Permit Parking” program does not address the overall issue of accessing the transit facilities and increasing ridership. The parking lots have a limited number of stalls. Even if you have permit parking for the entire lot, you still are not addressing the issue of accessing the transit facilities and increasing ridership.

Thank you for your time,
Don Bleasdale
11611 – 121st Avenue Ct E
Puyallup, WA 98374
donald.bleasdale@kingcounty.gov

----- Original Message -----

From: ET Feltus

Received:

To: Parking; Soundtransit, Parking

Subject: Please do not institute permit parking

Hello,

I've been parking at the Tukwila Park and Ride for almost two years. My orca card # is 10759121 if you would like to look into my history. I remember when you started the permit parking pilot program and went out of my way to NOT sign up for it. My main issues are as follows -

-Where is this money being spent?

-Why should I pay you more money for something that I've always gotten for free?

-How is this permit parking benefiting ME and my fellow transit riders? I do not see assigned parking as a benefit. If anything I think it will deter people from using transit as new riders need ease-of-use. Plus I think it will lead to people parking in spots that weren't assigned to them which leads me to...

-How will you resolve people parking in the incorrect spots? Lets say I have five minutes to get to my bus/light rail and someone parked in my spot. How are you going to resolve that issue in the five minutes I have? It seems a bit extreme that you are going to start towing cars. My guess is that you'll give people warnings and then the next time they offend you will tow their car. BUT how does that help me get to my bus/light rail in five minutes? Now I've been inconvenienced by this assigned parking.

-Lastly, I'm going to repeat my first question because its more important than all the others in my opinion - **Where is this money being spent?** Right now the park and ride is overflowing and its impossible to find a parking spot after 7 AM (even in the overflow lot). If you could guarantee me that this money is going into a fund that will pay towards a multi-level parking garage THEN I would sign up for your permit parking in a heart beat.

You state on the brochure that participants said they liked the program but I fail to see how that gives you an accurate idea on how successful the pilot program was. Did you not even poll people who didn't participate in the program? Considering it was a small minority of people who participated in the program versus how many people who use the park and ride I find it hard to believe you got an accurate understanding of how transit riders felt about the pilot program.

If you start this permit parking program I will contact my local government representatives and anyone who will listen to me. You are taking advantage of people by starting this program and I fail to see how it benefits ME or my fellow transit riders.

Sincerely,
Disgruntled Park and Rider

----- Original Message -----

From: Dawn Mitchell

Received:

To: Parking; Soundtransit, Parking

Subject: Permit Parking

To Whom It May Concern:

I am a Mercer Island resident and live on the south end of the island. I take the bus into downtown Seattle. I would consider permit parking, but have a couple of issues with how it is currently being proposed.

1. On the island we have very limited bus service, so it is not feasible for me to catch a bus from my home to the park-n-ride.
2. I commute into Seattle early in the morning and would not have a second person in my vehicle to be eligible for a parking permit. The newly added shuttle service (630) does not have route coverage, frequency, or time span of coverage that meets my needs either.
3. I would like to see access to the Mercer Island Park and Ride limited to Mercer Island residents.
4. If permits are issues, I would like to see permits limited to local residents. Mercer Island park-n-ride has a lot of off island people consuming our parking spaces at the park and ride. I don't believe it is fair for residents of Bellevue and Issaquah to fill up our limited park-n-ride, we have no other option.

Thanks,
Dawn

Dawn Mitchell, Classification/Compensation Analyst

Phone: 206-684-3568

dawn.mitchell2@Seattle.gov

----- Original Message -----

From: graften@comcast.net

Received:

To: Parking; Soundtransit, Parking

Subject: Parking permits

Dear Sound Transit,

Like most people, I cannot make it to your hearing on Thursday. I have filled out your survey, but I would like to restate that parking permits are unfair and should be illegal. We pay taxes for light rail and buses, but can't park there on weekdays. If you want to give a select group of people special privileges, then pay back everyone who can't. Just put in parking garages and make those who use them pay like they do for the 520 bridge. What kind of authorities run transit when they can't do the obvious? Ease the traffic by building garages, don't just support superficial whimpy parking lots. Do you really listen or are you just like the mad king?

Sent from my iPad

----- Original Message -----

From: Maya
Received:
To: Parking; Soundtransit, Parking
Subject: Mercer Island Permit Parking

Hi,

Writing today to give input on the permit parking proposal for the Mercer Island Park and Ride lot.

Please put a permit allowance in place.

I am a MI resident who takes the bus to work M-F 95% of the time. I often (when I am able to arrive prior to ~7:45am because that's when the lot is full - if I can drive this early in the morning) talk with people inline and find that many park in the lot for convenience and are not MI residents. This is extremely frustrating for someone who lives on the island. I often find myself having to coordinate a ride to the bus with my spouse (not easy to do) or bike (is awful in the rain) and walk the 1.2 mile home. Waiting for a bus can often take longer than the walk home.

Knowing I would likely find a spot later in the morning (8am is when I can more easily leave home) would make life much better. Having a Park n Ride which has more dedicated space for island residents is important to those who live on the island.

Thanks,
Maya

----- Original Message -----

From: Russell Betteridge
Received:
To: Parking; Soundtransit, Parking
Subject: Permit parking comments

To whom it might concern,

I use Auburn Station exclusively and have found the following:

1. West lot is full by 6am
2. There is already several reserved sections of the parking structure in the east side of the tracks, mostly empty stalls for local business
3. I have never found the lot full

Thanks

Russell

----- Original Message -----

From: Jennifer Erickson
Received:
To: Parking; Soundtransit, Parking
Subject: Parking Survey

Why are all the permitted parking test areas on the south end. What about ash way which is constantly full by 645 - 700?

Survey

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

Survey ID	Response
12	As long as half the spots are free for occasional users, then yes.
13	Instead of just requiring payent, permits should be prioritized to people that have a history of usage on their Orca card. This prevents permits for people that are using is for subsidized airport parking or other misuses.
18	Allow for bike commuters as well. I drive to aP&R lot and ride my bike in
19	Would like to see parking lots paid for using parking fees
20	All parking should be paid.
22	some of your lots are too small (imho) to implement this, Federal Way good example. Once Light rail gets there, it will be more than impossible to park unless you get there by 6:30 am
25	Only allow permits for carsharing. SOV vehicles shouldn't be given any priority or assured parking.
26	don't makebit harder for single occupancy cars to fond parking
27	Charge for parking at all lots, including Tacoma Dome Station. Improve coordination with Pierce Transit to make it easier to take the bus to TDS (for example, have RT 1 stop at TDS again). Improve bicycle and pedestrian access to all
28	Either no permitting or enough permitting for people who want a permit to get one.
31	More eggs. I like cheddar biscuits too.
32	need to charge all drivers a low fee to park in the parking lot. First Come..First Serve
37	Limit permits to 20% of capacity, not 50%
38	Do not impose more than 1 person in car, as long as driver uses parking every day.
40	If there is a waiting list for sov park and riders, cycle to the waiting list after a year
42	I would check monthly for usage. You also have to make sure don't exclude existing users from getting reserved spot. I already have to get to Mercer Island by 7:45 AM to get parking. If I didn't get a reserved parking place I would be forced to start driving to work.
43	There needs to be parking available for people that use the park and ride less frquently as well.
45	All users should be charged for parking. This is confirmed by the drop in permit sales in the data after the first quarter - many were able to "chance it" and find parking in the regular spots.
47	charge for all parking
48	Give priority & issue permits to those people who frequently are not able to park at these lots (who arrive between 6-8 a.m., and not to the early birds who "hog" all the parking)
49	transit use at least 4 to 5x a week
57	Carpool parking permit spaces should have preferential locations to the SOV permit spaces
61	Increase bus coverage around Kent station. I don't mind a walk but rain makes it not nice. 169 would need to run more often
62	Permits for carpool riders only.
64	ensure that the permits first go to locals. for instance: Issaquah riders are not allowed permits for Mercer Island
68	It's imperative to consider additional parking solutions as well. not just another bandaid. You need to have earlier train options leaving Seattle so working parents can pick up kids from school or make it to appointments. we are often held hostage until the first train at 3:12pm. i think this will help to increase ridership as well. I'm forced to drive some days because i don't have transportation earlier.
69	enforcing parking in that cars should be in their own stalls
75	flexibility to use permit at more than one facility. I use mass transit daily, but vary parking locations due to time of day - my bus does not run in off-peak hours, if I work late I need to use light rail, and be able to park in Tukwila in the morning.
84	there is no mention of enforcement. having a permit to park and having non-permit vehicles taking all available permit spots without repercussions doesn't help.
87	Connecting buses are not the answer. They just add more time to an already long commute day. Build garages and/or lease more surface lots from the city.
89	Implement the solo car permit at the same times as the carpool permit
91	please move van pool/van share locations away from prime parking locations
93	Add permit parking in addition to the existing free parking rather than changing a large number of the free spaces to permit spaces. It's already expensive enough to ride the train/bus, and having an additional fee for a parking permit will make mass transit that much less attractive of an option for many people, as will reducing the number of free spaces available. Those who can't afford to pay for the permit or are not one of the 'first come first served' who get the permit will be out of luck.
95	Work with local governments to expand the free parking garage as well to facilitate population growth and increased demand of public transportation.
96	A station to the North, Lynnwood or Kenmore would be nice.
97	Users of parking facilities should pay a charge to use them, as in Washington DC and others
100	Also add more parking/garages at heavy-use stations.
103	make some accommodations for folks who aren't regular commuters to access park and ride spaces
111	Please make it free for solo riders

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

112	MMake enough parking spaces available for single drivers at same rates as 2 or more riders.
113	More spaces should be added to increase ridership potential.
115	I don't want to have to pay for parking unless it's a nominal amount
116	coordinate w/other transit agencies for better bus connections to Sounder stations
120	What happens when you run out of permits?
131	Don't limit to carpool only in the beginning.
132	more sltalls
136	If you do a parking permit program, it would be really great to have it automagically pull out of my ORCA account somehow. My work already pays for my ORCA card, so adding another transit expense on to it would be very easy fo rme to account for and would have little impact on what I do.
141	Be willing to allocate more than 50% of spaces for permit parking
146	Allow single riders to obtain permits that use transit at least 3 times per week
148	CONSIDER JUST CHARGING A \$1 OR 2 FOR PARKING
149	Only HOV vehicles should be allowed to park in ST lots
161	Preference for working senior citizens and persons with disabilities
170	Also charge for parking across the system to manage parking congestion
176	Needs to be low cost
193	Reasonable cost
194	Put the vanpool riders in a separate lot from the train riders.
195	Build a parking garage in Puyallup
197	expand station parking
251	The exceptions for 3 times per week will be interesting. I think that might be slightly too strict.
253	Keep the price low. The people taking the bus already may have a low income and not have the expenses to doll out when parking in a public transportation area was once free. If it is kept low, then the more participants there will be and less complaining because nobody likes something taken away that was once free. And I realize that it is not taking things away and there will still be some parking but it is already competitive enough as it is so that needs to be kept in mind as well.
257	Enforce the permit parking areas. Fines need to heavy enough to ensure people don't park with out permits.
262	Free permits to solo drivers that commute using ORCA 80%+
269	no fee for the permit
274	Permits should be free of charge to orca card holders
275	At Tukwila the parking lot is on the wrong side for the majority of commuters. It would be so much better if there was a pedestrian bridge or underpass at the south end of the platform.
282	There shouldn't be a fee for solo riders, solo riders with permits should have transit use minimums whose violation results in loss of permit
298	Build additional parking facilities.
302	It is not so much that this needs to change, as it is an objection to the term that this is THE right approach. I think it is one of many possible correct approaches. But it is FAR better than no solution at all.
303	include ash wsy, south everett or canyon parkon park park and ride or or south Everett freewaystat
308	Should open it up to single car occupants at the same time. I have no one to carpool to the transit center with. I'm stuck by myself.
328	Permits should be immediately available to all. It is unfair to penalize single occupant drivers when the goal is to encourage the use of public transportation.
337	Add new spaces for the permit parking spots rather than take existing spaces.
340	Shouldn't charge single drivers to park when they are using transit as much as possible, that takes away a lot of the incentive and some will be more willing to drive to work and pay for parking there.
345	Charge a permit fee for "the best spots" and use that revenue to help pay for a parking garage.
348	need spaces for passengers who occasionally want to take the train to town
349	anyone that has an orca monthly or yearly pass
353	Puyallup Station needs a multi level garage instead of a lot.
372	While also creating more parking
379	Solo parkers should be same rate as carpool
380	No charge to users. The cost of commuting its already too expensive.
389	While the permit parking program will help to provide priority parking and raise revenue it does not solve the underlying parking shortage in certain locations, specifically the Auburn Garage which is continuously full before 9:30 am on weekdays.
394	semi-annual renewal, not quarterly; permits should NOT cost the rider(s) money - we already pay our share via bus fares!

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

398	The priority of receiving a permit should be determined by proximity to the park and ride. If anything, these permits should be free to individuals that live within 5 miles of the Park and Ride and cost for those who live beyond that boundary.
404	allow for special purchases for special projects -- jury duty, short term meetings and work assignments
407	So long as the cost isn't too high
410	Permits could be shared among designated persons on the permit (such as family members or coworkers) to maximize the use a single permit would get
412	enforcement needs to be rigid and frequent or it will be abused significantly.
415	there's got to be more parking available for later trains, after 2nd train you are SOL in Sumner
418	not all stalls can be permit only. What percentage will be permit and what percentage open?
419	what happens during holidays when slow. If all are permitted then it will be wasted parking.
422	1/2 permits single drivers at start
423	Roll the cost into an option on the orca card
426	how much will it cost?
427	They need to add more spots in general at Kent station. By making some reserved those who don't get one will have to come even earlier to get a spot
428	Auburn sounder station needs another lot or garage, the current garage and lot is full daily by 6:20 and the city does not offer parking for more than 2 hours at a time. If you are unable to get there by 6:20 you might as well drive into Seattle as there are no other options for parking.
429	no charge for the permits
433	increased handicap parking
438	Increase parking lot sizes
445	Eliminate Green River use of Kent Station garage. They have use of the lot west of Green River annex. Sound Transit customers are barred from using that lot.
448	permit must be free of charge
456	All parking should be permit parking. At Sumner people who don't ride the train are taking up spaces in the parking lot.
463	The program as written discriminates against solo drivers who do not or in my case don't have access to feeder buses. Understand access to parking is why we use the lots in the first place. Also define "low cost". Taking the bus takes MORE time than driving so it needs to remain cheaper!
468	see below
478	A time limit should be set on how long a permit is good for before renewing. With the pilot permit program, if you didn't have an original permit, it was impossible to get one during the second half of the pilot due to "first dibs" for current permit holders.
479	I don't think vanshares should have to pay for their parking space. They are already doing their part by having multiple people in the vanshare yet many times they can't even find a space to park. Other lots have spaces for vanshares, but not Tukwila.
484	iclude Everett
487	Make sure that people with disabilities are affected by this program.
491	50% of parking spots too high. Requiring ridership 3x a week too great.
493	issue by lottery
494	You also need to increase the amount of parking at Park n'Ride lots And garages. It is ridiculous for tje reason someone chooses to drive instead of taking the bus to be inadequate parking..
496	I can see why but I feel like I am being penalized for having an eariler shift at work. I park in Kent Station and I use to have a later shift so I understand how challenging it can be when you take a later train. Now that I start at 7:30am downtown obtaining a parking spot isnt a problem. Also during the winter I mix between using the train and light rail. How is this program going to effect me if I dont use the train 3x per week? Do I have to drive to Seattle every day because I am not eligible for a permit?
498	More parking just in general
499	I tried to get become part of the permit program last year but was denied because I had not used my ORCA card enough...the reason for this was due to lack of parking. I think this new program should be open to anyone who is willing to pay for it.
500	ALL LOTS
502	Permits should not be expensive. It is already expensive to ride the bus or train.
503	Not more than 25% should be allotted for permits
510	No preference should be given to carpools for parking.
511	There should be a preference for getting permits to those who LIVE in the town they catch the train on. I live in Puyallup (South Hill is not part of Puyallup) and do frequent the downtown business instead of just driving in and driving out. This could encourage people to live closer to transit

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

516	Riders should be able to sign up for specific days of the week to minimize unused spots for the public. for example, with telecommuting, i know id only use a pass on MWF, and having had many problems parking for the train myself, would hate knowing there are empty spots due to me on TR.
517	Permits should be obtainable through employers (especially employers that subsidize Orca cards for employees currently). Many of these employers do not offer affordable parking options.
532	favoring locals
541	Don't penalize single cars. I have no carpooling option to the park/ride lot. I am riding the bus for the vast majority of my trip though. I'm trying to do my part.
542	to me it will increase the reliability of finding a spot when I arrive and not have to be there 45 minutes early to get a spot.
553	I think that those that currently have orca cards issued by their employer should be issued a parking permit for free as well. I took the job in Seattle due to the free transit for I cannot afford an orca card if would rather not drive at all but I do have to get to the train station.
555	solo commuters included
557	not sure if its the right approach
560	Do not separate carpool transit riders and solo riders. Make all of the permits available in phase 1
569	I agree with the theory, but I'm concerned about taking away 50% of the parking lot to be used for permit parking - I already can't find a parking space even when I arrive to Sumner station at 5:30 a.m. to catch the second train. With 50% of those spaces removed, I doubt that I'll ever be able to park in the lot.
588	Why keep half of spaces free? Maybe 1/4 or 1/3 - otherwise first train riders have no incentive to pay
589	Limit use or train station parking lots as park & ride for people who van pool but do not take train
590	wont pay to park in a free lot, what guarentees are there for a permit holder that would regularly arrive after 9:30 am
598	Charge enough to make it effective (re: not \$5/month)
601	High cost for non-residents, low cost for residents of the area the park and ride serves
605	It must be free or be very inexpensive. It must be able to allow 80% of riders the option to use it.
612	Free for single cars
616	Orca Card holders should not have to pay for a permit.
621	better bus feeder service
624	make sure some are for individuals
626	The requirement that a permit holder rides the bus 3X per week is too low, it should be 4 times a week. Please remove the carpooling preference, I'm already riding the bus/train every day of the week and my car trip is less than 5 miles, I'm carrying my responsible commuter weight. Or offer a frequent rider discount equal to the carpooler discount for those who are usually riding transit every weekday. Also, there needs to be a minimum participation. Say you have 100 spots for permits, but only 50 people by them - you now have 50 spots that no one else can use, which seems wrong.
634	Not being over costly. Having to pay to ride the sounder over \$6 a day and then to have to pay for parking as well. I might as well drive.
639	Must be a resident of the town/neighborhood to have permit
648	Have permit parking until one hour before game time on weekend game days. (Sounders, Seahawks, Mariners, Storm, Husky's)
656	As long as there's no additional costs for the permit, I'm fine with it.
661	There should be no charge for the permits
664	offer street parking permits as well due to Sumner lot size limitations.
665	Modify the program slightly for slightly reduced impact to non-permit users. How is up to you.
666	Might be just right, I don't know. It would not affect me (with the lots proposed).
668	It would depend on cost.
676	There were limited opportunities for ORCA card holders and very few spaces. When spaces in a standard lot are "dolled out" to the permitted users, it shoves the rest of the drivers into no man's land. Having additional parking options allocated/negotiated with cities would b helpful. This was the case for me in Sumner. There would be at least 20 empty "permit" spots and I'd have to park over a mile away in some cases b/c I wasn't issued a permit due to a fluke in my employer's system that caused me to be reissued a new ORCA card.
679	Only if the rate is reasonable.
691	do not lock out people who are new to public transport. when i transferred to a new work location and had to ride transit daily i was not permitted to be in the program b/c i had not rode transit 3-4 days a week for the months prior. it was very discouraging.
692	should be included with Orca pass - no additional fee
699	AAllow gaps in transit riding due to bike commuting or telecommutingg.
704	Are permit costs going to go toward improvements of the Park & Ride Lots?
708	Circulator buses from slightly further out satelite P&R (such as Church parking lots used by Commuters M-F)

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

712	Buses that ferry people from a park and ride to the train station need to leave a little later. The goal is to prevent less dead time standing and waiting for the bus and then standing and waiting for the train extending commutes unnecessarily.
713	See below
720	More available parking is needed, as more people are using the train.
722	reserve parking for carpool only - not single-occupant with ability to pay
728	Giving riders who live in areas without public transit options first dibs at being able to get permits before opening it up to the general public. For example I live in Orting and there are no park and rides or buses that would take me to the Sumner station, so I have to drive. I have not been successful in finding carpool or van shares, so parking at the station is my only option.
748	CarPool Only
752	It better be inexpensive!
753	MORE PARKING. Build parking garages!
754	priority for handicap parkers to obtain permit single driver. Handicap harder to carpool.
763	Local residents should get priority for every park and ride.
771	Implement the permit system all-at-once, not in two phases.
772	Build a parking garage in Puyallup and Sumner to accommodate more riders/parkers. Or, close both of those stations and build a new one with a large parking garage in between those two locations.
773	Special permits for vanpools/carpools
777	Strongly encourage enforcing violators who park using two stalls (a portion of two)
781	free parking only - cost of bus is already high enough
783	Study on feasibility of building parking garage
787	Guaranteeing no decrease in overall parking for each station.
790	Increase number of total parking spaces and have an enforcement group capable of ensuring the permitted stalls are available to those who have paid for a permit
792	I would like an option for local residents to have permits to use these lots as in the case of the Mercer Island lot, its so full with non-island park and riders, residents aren't able to use the lot unless they commute daily at the earliest hour.
793	Don't make me pay for the parking pass.
794	Restrict permits for MI park and ride to Mercer Island residents, please. Too many people coming from off-island to use this P&R because other P&Rs are full.
798	Free Permits
804	but if permit comes with cost, it won't be the right approach
805	restrict permits to people who live in the area of park and ride
808	The permit approach will be helpful (and wonderful) for the 50% who apply quickly enough to receive the permits, but it only spreads the available spots over a longer period of each morning. It does not address the actual problem of parking shortage in some areas, and for people who choose to go earlier to get a space, they will have to go even earlier to get one of the 50% spaces.
812	have other ways to get to the station we have no choice but to drive and only use it during baseball season
814	permits for 75%, leaving 25% without permits
816	Allow pre-ordering a parking spot on a daily / weekly basis
821	Good for frequent users but I feel it is a deterrent for new riders and growing public transportation. Allow option of non-orca card holders to purchase permits.
835	adquate parking for disabled available for permit
840	it would depend on the cost. i can imagine that some people using the lots don't have much extra income, and having them pay more could be a big burden. it could also cause more traffic overall, if the free spaces are full but there are plenty of permit spaces and someone doesn't want to pay for a permit. would there be the ability to get a very inexpensive day permit onsite?
844	Permits for residents
845	More parking structures, please.
847	But having the permit only available to people who enter the garage w/ 2 or more people would not help. MANY parking lots have construction workers who carpool and DO NOT RIDE the bus but take up our parking spots for bus riders. They carpool, but use their own cars for transportation.
854	Consideration for those that can not pay the (admittedly modest) fee. 50% of the spots permitted seems too much.
864	I think you need to see how this affects mobility-impaired drivers that could be compromised. YOU could see a spike in handicapped spots being used.
865	free for single car
870	Needs to be affordable, in the Sumner lot there would be at least 20 more spaces each day if the lots were acutally used for train riders instead of construction workers carpools.

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

875	Sufficient allowances for single vehicle commuters
876	Van Pool Vans should have dedicated spots
888	Provide alternative parking closer to the train stations. Example: Kent Station overflow is WAY too far away.
890	The permit should be free for those who ride the bus daily. Infrequent riders should pay to park at park & ride lots
891	but there should be more locations to park that is free
894	You still need more spaces
900	that local residents nearest to parking lots get first selections at permits
919	Encourage parking at nearest park-and-ride; ensure parking at train stations for local residents
921	At Tukwila Sounder Train & Bus Station, construction or garden workers park in transit riders parking stalls, can you designate an area for workers to park instead of transit riders parking spaces.
924	extend permitted availability from 9:30 to 10 or 10:30
925	No cost to riders
926	include train commuter also
928	These lots are already full. Don't take those spots away from regular riders and give them to permit users unless you can provide additional spots for all (parking garages in Puyallup and Sumner)
941	make it free for all frequent transit riders (maybe 15 rides the previous month?). we are all taking public transportation - it is completely unfair for you to expect us to carpool to the parking lot! also unfair for us to pay for both the train AND to park our car when all we are trying to do is help the area avoid congestion and save the environment a little. i would honestly rather drive than pay to park at a park and ride.
942	Permits should only be available for local residents. E.g., Only Mercer Island residents should be eligible for permits at Mercer Island Park-and-Ride.
949	ST should also consider adding parking to affected stations.
950	depends how expensive it will be for cars
959	The fee shouldn't dis-benefit SOVs from accessing (by benefitting HOVs by comparison). The effect is to discourage SOVs from using transit to reduce their overall impact on the transportation system.
961	Cars with disabled tags should always park free and without fees or other obstacles.
964	single riders go to the park and ride so they can don't need to drive. Don't penalize people trying to do the right thing. Make all permits free to get those who need a place to go so they are not driving alone.
970	non car poolers to park and rides should have same rights as carpoolers
971	People without a permit may need to know alternate places to park when P&R is full.
972	Add Tacoma station
975	Preference should also be given to neighborhood proximity to park n ride lot
976	no fee
979	Offer permits to non carpool lot parkers at the same time as carpooling parkers. Have better flexibility for number of days ORCA card must be used each week to qualify. Not only for vacation days, but for people that have to drive for dr appointments and stuff
984	if the permit program is not enforced, it will cause paid permit holders to not be able to park in a reserved space. Spaces should be guaranteed
986	Additional parking garages
987	set cut-off time @ 10:00am
988	Would prefer not to pay for parking in an otherwise free lot, especially when other ST P&R lots remain free.
999	Add turnstyle for passengers
1002	don't base the app process on rider history (see#6)
1007	I have commented on this before. the problem is there need to be more parking if you build it they will come if you make it by permit only people will just drive or go somewhere else besides downtown it is public transit not private transit
1008	Award permits to most frequent transit riders
1009	extend after 930AM; permits only for local city residents
1015	Keep it free for those that have and use Orca
1017	include Canyon Park
1018	That works for frequent riders but not the infrequent users.
1021	Assur that the revenue collected from the permits will be used to help expand park and ride capacity.
1026	Make sure you also give priority to people who live closest to the Park and Ride
1042	Increase stops in issaquah. For example, the bus line goes all the way down newport way past a lot of residential with no stops, including my house and my neighbors house. If we could get on the bus in front of our complex, it would eliminate 2 cars that park at the park and ride.
1050	Bias towards residents of the area in which the park and ride is in

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

1058	I worry that if a large quantity of spots are reserved (say the 50% value from your web page), riders that were able to find spots previously will not, or will be forced to pay more money for the same services. Either restricting the number of spots so that only those who really MUST have a spot and are willing to pay extra use that service, or making the fees very low make this fair in my thoughts. Disclaimer: The park and ride facility I frequent is not listed, and I am consistently able to find a spot.
1062	Use ALL 2nd floor spaces in the Auburn Station garage, and let the city of Auburn create a parking lot for Main Street shoppers.
1066	Riders who frequent these stops should not be affected by this, others stops along the routes will be affected.
1070	It depends how much the charge would be.
1071	Permits should ONLY be available for riders who consistently ride bus or train and should be at no cost. The permits should not be available for people parking to ride in a van pool. Or if you insist they should be entitled to permits then make their designated parking area in a section of the parking lot that is AWAY from where riders park to get on the bus or train.
1074	Recognize that ride sharing does not work for all work schedules. I have ridden the the Sounder from Mukilteo almost daily since June 2008. Due to the lack of parking, I am not able to use the train as often, only when I can get a ride to the station. Since no bus stops within one mile of my house, I favor sufficient parking for those who ride the train.
1078	Cost of permits should be affordable for low-income riders
1093	I don't believe transit riders should have to pay for the permit. Rather, those who use the free lots and are not using tranist should have to pay. This will ensure spots are for those who are using public transportation.
1096	Need a way to ensure permits are not oversold and that spaces are not used by non permit cars
1097	It would be great if those that live close to the park and ride would have preference to obtaining permits. For instance, I live on Mercer Island and should have preference to obtaining a permit over someone off island.
1099	Local residents around the park & ride have priority to parking permits or spaces.
1100	Require an ORCA card scan at entry so those regular commuters get a spot. We are being OVERWHELMED with "tourists" who take daily commuter seats as infrequent riders - and daily commuters all have ORCA cards!
1102	individual drivers should have equal rights
1107	Keep rates free or low for those of us that use the train daily please
1108	essResidents should have acc
1110	Cost for permit fee? What is the proposed cost?
1112	limit to local residents and residency verification
1113	Please keep some spaces open for non-permitted users; and limited to M-F commuter hours.
1120	Permits should not be restricted to multi-passenger vehicles.
1123	Allow for island residents who don't ride regularly to also have access to the lot when they need it.
1127	add parking capacity
1140	you need more parking spaces - cannot find parking in the early evenings at Tukwila International because of commuters during the day and there is no street parking in the area (why bother riding the train then if I can't drive over from Burien and be assured a parking spot)
1142	Priority permit for handicapped license plates adding a few more handicapped spaces
1147	Solo drivers MUST be able to purchase permits from the INCEPTION of the program. To do otherwise turns the lots into carpool-only parking. Drive to the Sounder station every day to take PUBLIC TRANSIT. I drive alone a short distance rather than into Seattle every day. I am a supporter of transit. So don't punish me because I can't find a CARPOOL to the lot where I catch public transportation. Public transportation is great, but one of the costs is that you have to provide sufficient parking at the end points for us to use them.
1154	MI residents get to use thnot off island folkseir MI street parking permit that they already had to pay for if they have to find overflow parking on weekday mornings, and only MI residents can get MI PnR permits
1156	NO van pool parking
1159	don't make it a 2 person, because if there are no places after a certain time they can use HOV lanes to drive to work. Where as a 1 person rider without a space available will have to drive to work without the benefit of HOV.
1162	reward solo drivers with more permit parking
1168	lottery for permits
1171	Reservations valid until 8am to avoid underutilization
1177	as long as it's very inexpensive. Commuter fare is already prohibitively expensive
1186	My employer provides my Orca card free to me but prohibits me from loading personal funds onto the card. So for purposes of verifying ridership history, you must allow me to furnish my employer-owned card for ridership proof while paying for parking permit with a different, personal card.
1189	Need to make sure that those who don't have a permit can still make it to the bus without long connecting rides or delays
1203	Low or no fee. Have open spaces for non-regular users.
1219	start with phase 2

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

1220	Truly regionalize this approach at all lots with excess demand (not just ST lots!) if practical.
1229	guaranty parking space
1230	Random drawing from qualified riders. Riders who have registered their ORCA cards and frequent the P&R should be automatically placed in the lottery.
1231	Must give locals preference on rates!
1236	Priority on Mercer island should be given to island residents
1239	Permits for those that are in the zip code of the park and ride have the first chance to park prior to a certain time of day.
1240	All permits should be free; 6- and 12-month permits should be available too
1252	You mention 'free or low cost' for carpoolers, but if you go the low cost route, how do you ensure they are true carpoolers?
1255	I would like to see the fees pay for add parking. Worry this will be too much to be policed to be fair. IE people get permits and don't use the space
1259	There is a big need in Snohomish County as well
1266	there is no place for people with disabilities to sit at Sumner or Seattle. i realize you want more riders but going home from Seattle to Sumner there is standing room only. when you need to sit, ADA compliant, no one gives up their seat. the seats that face each other are too close together and people are very rude when you need a seat.
1277	No charge for permit
1280	Allow the permits to be transferable
1285	if a person rides every day Monday through Friday
1286	Provide bigger lots
1290	offer permit free for Orca users, or minimal fee/free or reduced fee for seniors riding 3 or more days per week
1297	Only have permit parking for 25% of the lot. Permits should be for those who choose to pay because they get to the P&R too late to otherwise find a spot. For those who come early enough, you should never limit the parking spaces and force them to buy a permit. I think this would decrease ridership.
1301	Increase number of parking spots
1306	1) At Kent Station: Green River students park in the garage while much of the GRCC parking goes unused. Security at GRCC will not let transit riders park at GRCC. Soundtransit should partner with GRCC to make sure all parking spaces are being used appropriately and for maximum benefit. 2) Many Vanpool vehicles are taking up available space in the garage. Less used Vanpool vehicles should be moved to the old park-n-ride lot or other parking outside the garage
1309	no cost.
1315	No fee if you are a regular, Orca cardholder.
1319	If you make all spaces by permit only, then only frequent users can use P&R. That's no different than now--if a person wants to use a P&R now, they need to be there no later than 6:00-6:45 or all the spaces are filled and beyond. You need larger/more park and rides
1324	No charge if you use your Orca card at that station at least 3 days a week. Frequent users deserve priority parking.
1327	Have the vanpool riders meet and park at the park and ride in Kent down by Showware. If there are 4 people in the vanpool that is taking up 4 spots that could be used for train and bus riders.
1332	I'd add mountlake terrace and ash way to the list
1336	FREE! for pass holders
1349	Add station to Sounder line at Ballard
1351	Limit permits to MI residents (see suggestion box)
1354	The permit should be for residents as well as frequent users if you are taking up real estate in that community
1355	as long as there is a way to ensure that spaces are used. I don't want to see a bunch of empty spaces for when people don't show up to use their space.
1357	Better Security
1363	More free spots available
1364	people need more parking ! You need to consider expanding the parking so it's practical to use transit from the outlying areas
1371	Add South Everett P&R and Canyon Park P&R. Also only enough permits for available spaces
1372	Permits should be "free" to solo drivers within a reasonable distance of the Park and Ride. "Free" would mean a nominal fee (\$5.00) for the cost of administration of the permit. My opinion is parking should be available to the community surrounding the park and ride first.
1376	multi level parking
1380	Make it operative from 6 am to 9 am. If you commit to part that early, you should get a space.
1383	motorcycle parking
1384	award some permits via a general lottery with no rider history requirement. I used to be a daily rider, but was denied a permit during the Tukwila/Int'l pilot b/c I didn't ride "enough" in a 3mo period. As a result, I've stopped using sound light rail because there is never parking avail. and I cannot take the train w/o parking.

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

1387	ONLY in lots that regularly fill up by 9:30
1391	The carpool pilot was great because there were several of us in a car and if one of us couldn't ride, there was still someone to use the spot. The solo permits too often were unused and premium spots in the Sumner lot were unused.
1393	Increase parking spaces available
1400	In Issaquah ridership is already very high, most morning buses are full with standing room only.
1402	ONLY for carpools.
1406	if driver uses it daily, no other requirements, such as more people in the car, should be necessary.
1412	Giving all Mercer Island residents a permit
1427	include Renton Transit Center and Renton Park and Ride
1429	Permits should be for local residents only.
1432	There need to be sufficient spaces and there needs to be a real cost for this. But, this approach favors those with money and I'm not convinced that makes sense.
1433	Solo should be free for local residents; e.g., Mercer Island residents
1436	Non-commuter vehicles such as SUVs and huge pickup trucks should be charged extra or banned.
1437	Giving priority to people who live in the city the lot is in
1441	Permits for 98040 residents only; local lots for local residents!
1445	allow local residents priority for the permits
1446	Local residents need preference.
1447	Permits and parking should be restricted to local residents. Example: Mercer Island Park and Ride parking is for Mercer Island residents
1448	priority for MI residents
1450	Some sort of local preference is given for permits, ie MI residents for MI PnR
1455	Cheaper or free for people that live near the P&R, higher cost for people driving a long way to it
1457	It might be a good idea but there would be more spots if there weren't so many carpools & vanpools at the smaller lots.
1462	Free for residents
1464	Permits should be required and a preference given for residents. I am not a daily commuter but cannot take the bus to my many meetings downtown because the Mercer Island Park n' Ride is full by 7:30 am.
1470	Enforcement of riders people who park in nearby neighborhoods because lot is full
1472	It is hard to validate the approach without more guidance on cost. I would caution Sound Transit in pricing things too aggressively; the fact that the park and rides are busy is an indication that program is successful. I'd suggest pricing should be in line with the cost to administer the parking permits.
1475	Reasonable permit fees
1476	To allow local persons who use the bus occasionally to have a permit.
1479	Don't provide an HOV discount. It's unnecessary overhead, hard to enforce, and distorts the market price for parking. If a car has multiple people in it, the fact that they can split the price is how the HOVs still get a discount/advantage.
1486	Add an option for occasional transit users. The requirement for 3 ORCA trips per week will exclude many potential users. This could be accomplished by a \$1+ day parking fee, perhaps payable by tapping an ORCA card at a machine or using an app such as http://www.seattle.gov/transportation/parking/byphone.htm
1487	1. Priority should be given to residents of the zip code where the lot is located; 2. Depends on the cost of the permit: if too high, do not support.
1489	For people who live in that area
1496	immediatey allow permits for 1 person
1497	Permits should only be available for your local park and ride
1500	Limited to those who live in that specific area
1503	set the daily price = peak fare * 2; take payment from Orca e-purse and issue 1 xfer to that orca; sell all spots like this on 1st come / 1st serve. If lots are still full early, raise price to peak fare x 3.
1514	In the years since the P&R has been on Mercer Island, I've only been able to actually park there a handful of times. We always have to be dropped off and picked up. I would want a permit parking sticker for Mercer Island residents only.
1516	only for local residents for that park and ride
1517	Commuters should park at the lot closest to their access to public transportation, not drive to Mercer Island, park in the MI P&R, then go the last mile on light rail. Therefore no bus intercept on MI. If not, cost of permits should be based on the distance the vehicle drove to get to the parking lot - so someone driving from Issaquah to Bellevue or MI would pay more than someone driving from Bellevue to MI, for example.
1520	Mercer island residents should be given preference for the park and ride on mercer island - you should be provided a permit to the park and ride closest to your home. I don't use the MI park and ride because as a resident it is full by 7:30 the time in the morning I would use it
1522	permiys
1526	If too much demand, rotate through applicants over time.

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

1527	Make sure people with permits actually use the routes that serve the stations as opposed to using transit in general. Also may want to consider screening users who could use a park and ride closer to their home (assuming there is a bus that takes them where they want to go) to encourage less driving.
1531	Preference to local residents
1551	Considering income when paying for permit. People who park at the transit center may rely on available parking spaces, but not have enough money for a permit.
1552	Priority should be given to residents of the area in which the P&R lot is located.
1554	Permits should be first given to residents of that city's park and ride and not carpool riders. The whole point of mass transit is that it's a massive carpool. Why do we need to penalize the residents who want to use their own local park and ride by saying that carpools from another city have priority? Also limit the parking spots to people who live in that local community. Designate 80% of the spots to people who live in the community and the rest to people who live outside the community.
1555	Allow overnight parking
1560	Permits should be only available to or reduced rate for people living close to the park & ride on Mercer Island
1562	Applicable to the lot closest to the permit-holding transit riders
1564	open the spaces for non-permit holders before the last sounder train leaves instead of waiting until 9:30
1576	no fee permit or designated spaces for vanpool and vanshare permit spaces
1578	Local residents should receive priority.
1589	prioritize phase 2 permits for local residents prior to those who already have a solution with carpool
1594	FIRST priority for Mercer Island residents !
1598	I was denied because I "don't use it enough". The reason I'm unable to use it is because there is NO PARKING by the time I need to leave for the office. If I want to park at light rail, I have to be there a full hour earlier than I need to for my office hours. Permits should be given to whoever is willing to pay, not just for those who use it often enough because they already get there early enough to find a parking spot.
1605	It should be free
1607	You should fix the parking problem w/o charging hardworking commuters more money.
1614	Please offer one-day permits on Mercer Island to MI residents only, for less-frequent riders to take public transport to the city.
1622	Local/resident parking priority residents (there are never enough parking spots for local residents as non-locals travel as far as they can by car before the I-90 bridge and park to hop on the bus.
1627	Needs to give local residents priority
1629	Limit it to local residents
1632	Need to restrict access to local residents - ie Mercer Island restricted to 98040, since off-island cars are overwhelming the park'n'ride.
1639	restrict permits on MI to MI residents
1640	no fee
1641	allow residents in the area to participate
1645	Section for MI permits only
1648	don't charge too much
1656	if the uniformed, but non-commissioned staff, meeting riders @ curbside would monitor the designated permit area- this would require them moving off the curb. t
1659	Even more of the lot should be permitted, not just 50%.
1662	Allow for employer provided passes to cover the program, discounts for longer purchase periods, ability to on occasion switch locations (ie, i normally use x, but today drove further and need to park at y)
1664	Stop building parking lots and garages where multi-story housing and shops can be built, at developers' expense.
1666	I understand that you want to support the most frequent and consistent users, but I think your definition of 3x per week is too limiting. I travel about 1 week per month, but the other 3 weeks I use the Link Light Rail 4-5 days per week. If you looked at total number of uses per quarter, or average per week over a 6 month period, you could account for some of these variations.
1671	Maybe if we were at true capacity for transit users. See comment to question 6.
1677	discounted monthly orca pass equal to the cost of the parking permit.
1680	Instead of adding more fees, provide ORCA card users with a list of those they can commute with and provide them with priority parking for helper losing improve Sound Transits overall goals users, provide them with a list of people who travel to and from the same transit station
1688	adding a permit fee will eventually make the cost of the trip equivalent to driving once the transit fee is factored. Won't serve to get people off of the freeways.

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

1690	Open it up to more people that don't take the light rail as frequently. The qualification for permit parking last time was too stringent (ride 3x or more per week). Parking at some stations is scarce and people can't find parking to take the lightrail.
1691	Provide vehicle safety. Many cars, including mine, have been stolen from Park and Rides.
1693	Allow single occupant vehicles to pay for a permit
1698	Expanded lots / available spaces
1700	This will help but not fix the parking problems. Don't forget the need for additional parking.
1702	build a parking garage at Puyallup
1704	Priority for residents within the park and ride service area
1710	I don't know if you're planning on charging a fee, but it should not cost anything
1712	Have some permit spots for 6 or less hours of parking. For those of us who don't go downtown to work, but need to take the bus. Otherwise, there is NO parking for us by the time we leave for downtown (after 9:30am).
1717	Tacoma Dome Station permit parking
1718	Permit area for motorcycles
1720	Only in Mercer Island, Bellevue & Tukwila.
1729	people with medical conditions should not have to pay
1732	i work swing shift and would like permit parking for me 1400hrs...i am forced to drive into work because there is no parking at that time
1736	If you use the money to put more train cars on so I do not have to stand up all the way home.
1737	If parking with for carpool for 2 people then there should not be any tolls for carpool for 2 people.
1738	Make it apply only on weekdays. I use the park and rides on the weekend to carpool.
1754	Free to ORCA card holders
1759	Vanpool riders are clogging the parking lots and parking close to the bus lines. People with vans should pick up riders elsewhere. People who drive alone to P&Rs should have very low-cost permits.
1770	How can you inforce that a vehicle has multiple transit riders?
1773	also for solo drivers please
1779	Allow anyone to get a pass - not based on past Orca use. Some of us haven't used our card because there is no parking.
1784	require orca card, raise cost
1790	higher percentage of free parking spaces
1800	Permits based on city/area of residence
1810	I think there should be spots available for afternoon commuters. I catch an 1pm bus and my lot at Tacoma dome is 90% or full almost every day of the week and when it's full I end up driving. I think to some extent the morning is catered to by transit
1817	preference given to people who reside in the zip code where the P and R is located
1819	don't address the key need for more spaces! Finding an alternate transportation to the station adds one more layer to the commute. If I can't park my single car at the station I'm done with public transportation and I'm driving.
1820	You need to realize that just because a person isn't now a frequent rider doesn't mean they don't desire to be, and what holds them back is that there is no parking in the garage when they need it.
1838	build a garage in sumner
1842	Permits should be given based of riders' residence location so that certain lots aren't overcrowded
1844	Better signage/info on permitted spots and time constraints
1845	Make the permits income based
1846	variable pricing for those outside the RTA taxing district
1852	Only islanders can use Mercer Island P & Rs. No off islanders! They are clogging up the useage and overflow commuters clutter thesurrounding streets and park illegally!
1854	Consider low-income. Those on Orca lift should have a reduced or free permit rate
1868	free for vanpools
1880	I would still like to see more parking lots/locations.
1881	offer a free lottery permit program
1886	More single permit parking, especially for commuters coming from locations with no park and ride available (ie: I live in Orting; I have no other way but to park at a station. There is no bus, and no park and ride option.)
1891	Charge for parking
1893	At the conclusion of completing first year as permit holder 50% discount is offered from price. Rewards longterm customers
1894	more lots at light rail stations
1898	I take the bus to the airport from FederalWays transit 2-3 times per week. Since this is my weekly schedule I should be allowed to get a permit since this is my weekly schedule.

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

1908	It should be free of charge as you are already charging us to ride a packed bus that us never on time in the evenings after finding parking in on overloaded park and ride that has all kinds of wasted room for parking.
1909	No cost for parking permits
1913	Have a Monitoring System for Permit Holders if someone parks in their spot. What is the person supposed to do?
1916	Need to include Lynnwood TC
1922	Need more parking options!
1933	need to take into account riders who meet a vanpool at a Sounder garage
1936	Open the lower level parking for the overflow garage at the Tukwila Link station. currently this lower level is empty and not being used. the upper level is usually full by 9:30am
1937	consider market them free so as to not discriminate against low income. create windows where if a permitted spot isn't used by a certain time during the workday that others could use the spot so as to not leave empty spaces when they are so valuable
1946	We don't pay right now to park at a park and ride. Charging parkers would result in me finding a different place to park since I pay for other commuting charges (ORCA, toll)
1951	also with increased parking spots
1953	what is really needed is more parking, the fees from the permit program should be directed to increasing the number of parking spaces. Especially in Auburn where many people do not have the option of taking a connecting bus.
1960	Need to add additional bus options from the train station to the park and ride lots serviced by connecting buses. The existing connecting buses are great ONLY if you ride the train. If your commute involves taking the 578 bus, there is currently NO option to get to/from the park and ride once you get off the bus. For example if you park in Bonney Lake and take the 578 bus from Seattle, there is absolutely NO way to get back to the park and ride. You are stuck in Sumner. The only option then is to DRIVE to the train station and take up a spot.
1977	permit should be free with Orca card
1978	mutiple days at all locations
1981	Need to know the cost of the permit before making a sound decision. Also to make sure that more permits are sold than spaces available.
1982	If I pay a parking fee, I need a guarantee that there will be a spot open for me to park.
1987	Advertise that revenue is to build more spaces
1990	Permits should be issued to residents within a defined geographical area adjacent to the P&R lots
1993	I'm a single parent with no option to carpool to the park and ride. This program would make it more difficult for me to find a space in an already tight parking environment. Also, my park and ride is a popular destination for commuters from Bellevue and without a local residency requirement it would make it harder for Mercer Island residents to park there and we don't have many alternate options.
1997	The parking should be assigned from 6am-10am, then free to all after 10am. The number of permits sold would equal the number of available parking spots (i.e. 100 passes = 100 designated permit parking spots), I would assume.
2001	allow solo-drivers
2002	Permits should not require a charge for those that are regular commuters (using an Orca card). Additionally, relocating the van pools from the busy transit stations to their own dedicated lots away from the train stations would increase available spots (since van pools aren't using the buses or trains anyway). Finally, even with a permit program, if ridership is to increase we NEED more parking at the bus terminals and lots. People NEED to be able to park at the transit stations. It takes too long to get to the transit stations otherwise.
2007	Reduce the cost per permit; allow more single occupancy vehicles to utilize the permits
2009	include everyone with orca cards, not a tiered approach carpoolers vs solo
2012	Provided rates are not high to discourage riders.
2016	a significant majority of the parking spots should be available without a permit. The permits should be reasonably priced and there should be accomodation for senior and disabled individuals.
2021	I am unsure, because I am afraid it will penalize single-occupant parkers like myself. I'm not sure how this would help the situation considering you will still have the same number of riders and parking places... Isn't it just shuffling deck chairs? The solution is more parking and better capacity planning, not fining non-permit holders, charging, or creating a "Hunger Games" scenario where we all fight tooth and nail for coveted parking spaces.
2030	consider needs of disabled people
2032	Reserved carpool spaces make sense, paid parking permits are not a good idea. What we really need is more convenient local bus routes to feed the park and rides.9
2036	Build parking garage to increase parking spaces
2038	Free permit/no cost
2041	van pools and other non-bus ride sharing programs should be encouraged to use other facilities
2048	I believe Tukwila Sounder/Amtrak station should be included with this permit program. That parking lot is increasingly becoming full!

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

2051	Don't treat solo drivers differently from two or more riders
2052	it be free and you tow people that park there that are not transit users
2058	Increase parking capacity, especially at Auburn Station.
2067	This is noble as long as you do not charge for the permits. No matter how low the charge, you will price out some people. Does sound transit really want to be an organization that privileges those with money over those that don't
2080	Include south bellevue park and ride
2081	Parking should never be offered free. The cost of park and rides should be paid by those who want the convenience of parking. Exceptions for disabled users.
2087	low cost
2092	Spots all day. I dont get on the bus till 11 am and it can be extremely difficult to find a spot at that time.
2095	please include Tacoma Dome Station parking--when UW is in session all the spots fill up so fast and early that there are non left for work commuters
2104	Leave some spots for the rest - I've given up taking transit because I can't park within walking distance of a station.
2106	offer some spots at a higher per day rate for people who want to try public transit
2108	Include stations on the NORTH side of Seattle..I ride from the South Everett Freeway Station..always full by 6:30 to 7:00a on weekdays.
2111	Instead of issuing permits, charge a low daily parking amount for all parking
2120	bike lockers
2132	Have the permit program at each suburban station fund an Uber-like service for trips between home and the train station. That will give people a less costly alternative to permit parking.
2141	You need to allow some parking spaces for occasional riders.
2145	Consider the fact that ridership may increase and if more parking is not available, it will be a hardship for everyone.
2153	Start out with 25% permit parking. I am uncertain how many parking spaces are then available for free parking. Can increase number of permit spaces if there is adequate amount to accommodate the others.
2158	3/4 of the spaces should go to permit holders, not 1/2
2159	as long as they are guaranteed parking spots
2166	solo driver permits should start January 2016
2168	Area of the parking garage need to be set aside for occasional users --- Handicap needs to be open to everyone --- those that get special treatment should be limited to 80% of the parking garage.
2176	Don't allow corporations to buy blocks
2177	more parking spaces
2186	Only at train station.
2190	Frequent train users first
2195	Open up the vacant lot that was previously used on the corner of Smith and Railroad Ave.
2200	add more parking and do not take away 50% of the spaces. If I could carpool now with my current schedule to the train station, I already would be. If you take away parking before you ever open it up to single riders who would pay, it will be even more difficult to park. Plus if it's first come, first serve how do I know I will even get a permit to park?
2209	free parking
2214	singe riders sooner. carpools already have special spots
2215	Please include a 'no-cost' option for low income riders.
2220	Auburn Station
2226	At the busiest lots, like mercer island, local residents should be top priority for parking permits.
2235	We already pay for using the train adding a cost to park is not acceptable. I have a handicapped placard for parking and do not need additional barriers to getting to mass transit
2239	Priority for those living .5 to 5 miles from each park n ride
2241	Perhaps fee based. Permits available only for park n ride closest to your home address unless in an official carpool or vanpool leaving from another location.
2244	Anyone with a monthly pass on their orca card should get a free permit to one preferred park and ride
2246	First get the second parking garage in Auburn.
2247	Need to make sure that the handicapped get a spot, I was told they cannot reserve one.
2250	Senior Citizen exceptions,
2256	if not enforced then pointless
2258	Free with Orca Card
2262	Permit only for the lot closest to your home.
2265	Consider designating certain permits for later trains so all the spots aren't taken by 6am
2270	100% permit parking @ M.I. P&R
2278	Should charge for the service and use the funds for more spaces
2279	Permits for most stalls, but some open spaces for anyone to use.

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

2282	Priority for residents
2286	what about people that only ride occasionally will we be able to park still.
2292	Build more parking, I would go into town if parking was available on weekdays.
2295	I think preference for permits should first be given to local residents who live in the city of the park and ride.
2298	Permits for those who actually live in the vicinity of the park and ride. Not those driving in, skipping the park and ride closer to their home.
2300	Mercer Island residents should have priority.
2302	Resident only parking; special parking spaces that can only be used by mercer island residents. They should have a sticker or a ticket card that proves that they live on mercer island.
2305	Preference should be given to local residents. At times I can't find a parking spot at the mercer island park n ride and I'm a mi resident!
2306	Mercer Island residents should also get permits for the MI P&R as we have no alternatives.
2307	Priority to people who live near the park and ride
2314	Only allow permits for local residents
2315	They should assign stalls and use permit signs to regulate.
2318	I live on Mercer Island and cannot park in the MI park n ride lot. Residents of Mercer Island should be given preference on getting permits to park there.
2320	Use this pass to stop carpoolers who don't ride the bus from parking at these locations, give them another location. Also, to stop people who live nearby from parking at transit locations. Don't punish bus commuters by charging them, make more room and/or make sure the lots are being used appropriately.
2321	Maintain about 30% free spaces.
2324	Need more parking spaces
2332	Priority to local residents
2339	preference for people who live in community that the park and ride is in, e.g. use zip codes to give preferences NOT just first come first served; make permit for specific park and ride; set aside 30% NOT 50% for permit holders; make permit reasonably priced, e.g. \$20 - \$1.00 for each commute day (M-F) - do not include week-ends - no need to.
2340	Permits available only for P&R closest to your home address unless in an official/registered carpool or vanpool leaving from another location.
2341	Restricting the available permit parking to carpool or van pools with two or more individuals dis criminals against individuals with disabilities who cannot carpool. A separate permit program must be available to disabled individuals that doesn't require 2 people. You can't get state disabled
2345	Residents of Mercer Island should have complimentary access to the park and ride in their city before this space is sold by sound transit to others
2357	2 people per car for a permit
2363	2 sections: 1 for host city residents and 1 for non residents. Those who live in the city should have protection from being shut out due to non-residents over-usage.
2365	I think no fee if you use park & ride in your neighborhood.
2366	Permits should be based on city of residence. For example, if you live in Issaquah you should receive a permit for the Issaquah park and ride, and if you live in Bellevue your permit should be for one of the Bellevue park and rides.
2369	There should be spots set aside for people who want to park and use the bus to go into the city but can't because of the daily commuters. Therefore, I for one, and I have friends in the same boat, do not go into the city.
2375	i use the bus once/week to go to Seattle. Based on the current proposal i would be able to benefit from the permit parking, which would deter me to use the bus :-{
2377	There should be strong incentives to use the closest P&R to one's home address, with allowance for using a different one if there are more direct bus or train connections. Specific ideas are restrictions on which P&R one can buy a permit for or distance based pricing.
2394	I'm retired would like to know where I'm going to park when I want to shop in Seattle?
2395	I don't have a regular need to carpool or take transit but there are times I do and would want to be able to park in the park n ride. When I do go to park there, it is always full!
2396	If there is a fee, use the fee to provide on demand trips to park and ride from South end of island.
2398	No fee please
2401	Permit for local residents, not frequent riders
2408	Grant permits only for the station closest to the home address, or in some other way that results in drivers using public transport for the maximum portion of the commute possible.
2414	Make parking for mercer island residents only
2417	local residents to that lot should get discount and priority
2419	allow some permits to those who work unconventional hours, ie start work midday - this has been one reason never use the park and ride, always found to be full

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

2423	Mi residents have priority, including single passenger
2427	Permits should be issued to mercer island residents only for mercer island park and ride
2433	make them available to solo drivers early 2016 too; it's difficult to coordinate carpool times and train times. By riding the train, I am helping reduce cars on road, I shouldn't have to carpool to station to obtain permit benefit sooner
2435	Not sure because there were no permit parking pilot at Kent Station
2438	Make it very easy to apply and receive permits. Eg: printable from home w orca card number. Otherwise it discourages mass transit and defeats the purpose of lowering emissions
2439	geographic proximity
2445	other
2447	look at options for infrequent riders. right now the barriers to transit use can be quite high.
2453	Do not include the Kent Sounder Garage
2456	Allow permit holders to self-identify as only using the permit for a portion of the week (i.e., 3 days a week), and the days that the permit will be used. Sound Transit could then allow the same permit to be used by another party for the other two days. I recognize that there are complications to this suggestion, but it would allow for the most efficient use of spaces.
2457	This is a loaded question written by a politition
2464	Allow permit parking on weekend game days. (Sounders, Seahawks, Mariners, Storm, Husky's)
2469	Solo riders do not need to pay for a permit. Have priority based on distance traveled on public transportation.
2478	Permits should be issued with preference to residents of the city in which the park and ride is located.
2482	MUST PAY. Increase cost if a closer Transit Park & Ride.
2484	Permits should be restricted to local residents
2486	In permit distribution, give preference to applicants based on where they reside. Mercer Island customers do not have another option without traveling east in the morning before getting on a bus to ride west. Bellevue riders should be issued permits for lots in Bellevue, likewise Issaquah riders should be issued for Issaquah, etc.
2487	mercerc island park and ride should be for mercerc island residents only
2489	local resident preference
2493	express to train station from my area like sumner has for bonney lake folks
2494	Residents of the city where the P&R would be able to get a "no additional requirements" permit.
2495	I have not been lucky enough to br able to use transit due to parking constraints so I do not think permits should have a transit history requirement
2498	1. Permits go to residents of city where the Park-n-Ride is. 2. Permits are for 80% of spaces on weekdays. 3. Permits aren't necessary on weekend and holidays.
2504	Allow residents who live in the community near a park and ride to have preference for permits
2506	If parking permits are given to people who live in close proximity I would be in favor. Example mercer island residents given the first opportunity for mercer island parking permit.
2509	Charge market rate for all parking spaces. Free parking is making walk on customers subsidize the drivers and its unfair.
2514	Preference should be given to residents local to the park and ride
2518	Give preference to those who live closest to their Park and Ride. Also, charge more for permits for those who live in an area of with a PnR but drive farther to use a PnR closer to the city.
2519	permits more favorable to Mercer Island residents.The system as proposed would reduce the number of slots available to Mercer Island residents. Already one has to get to the ParknRide prior to 7:30 to have any hope of gaining a slot. The large numbers of drivers from outlying areas who use I-90 to take free slots in the Mercer Island Park N Ride still drive long distances in autos and take the last free parking spaces before arriving in Seattle. Mercer Island residents who have already had their Metro bus service reduced would, under this plan, have fewer parking slots available.
2524	convert part of the parking lot to a 2 or 3 story partking structure at Tukwila Int'l Blvd Station so no potential rider loses out
2526	Mercer Island residents that ride the bus 3+ times per week should get a permit for MI park and ride for free. Out of town riders should pay
2531	Permits should be issued only to the lot closest to your residence
2532	no fees charged
2533	Mi residents only
2536	give local riders higher precedence in the permit application queue
2538	We are already paying a lot to use th9e transit services, if permits also cost money it will eliminate the possibility for many people to even utilize the transit options we have
2543	only for MI residents
2544	Cannot access the program details, but something should be done so that riders can park at their local park and ride.
2546	But this should not be a substitute for efforts to provide adequate parking at park & ride facilities. Most of our lots are far too small for current ridership.

Survey
ID

Fill-in responses for Survey Question 4, "Yes, but with these changes:"

2547	Provide more parking closer to the stations as well
2548	Reserve a percentage of permits for low-income riders.
2551	Permits should only be used as a temporary measure to fund expansion of parking to meet new demand at lots that are expected to reach full capacity. Otherwise the revenue removes any incentive for the city to build more lot space because it can simply increase permit prices. In that scenario, real estate prices near high-capacity permit lots increase and people that most need public transit (the poor) get displaced. Another alternative is to offer a mix of permit and day-use parking, which has the downside of favoring those with the earliest commutes.
2553	Not necessarily changes, but concerns. What will the application process be like??
2554	Add more parking spaces around these park and rides especially Issaquah transit.
2557	Times should be flexible for people that work morning and swing shift
2561	limit the spots close to the station for a small fee and permit. the more important issue is having enough spots to park for everyone. If there is no parking I will not use the train. It needs to be easy access and less money than driving and parking in Seattle.
2562	ensure that oversized (trucks) have larger parking spots available
2569	Overflow lots with shuttles to park-and-rides
2571	Don't charge!!!
2572	ensure that enough spaces are available in high usage PRs e.g. Kenmore PR
2575	Disable parking spaces

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

8	The demand for this is just too high. 10% of the people that want a permit can get it and the remaining 90% of people are crap out of luck. If you don't get a permit, you're left with half the spots to fight for.
10	Everyone paid for the spaces
11	It will discourage those who are using the system occasionally to use it more frequently. If you favor only a few regulars - how will you increase your ridership with those that have no place to park and no chance of getting a space. As it is, we don't use public transportation as much as we would want because we can't get a spot to park our car. And to require people to pay for parking to use the bus or train will discourage people from using the system as it will be cheaper just to drive, and it impacts lower income people. Plus this will encourage more people to park in neighborhoods, as we have already seen
15	No. Free parking at park-n-rides should always be available to everyone. If you start charging for permits to park at park-n-rides, I can guarantee that most if not all people will be unhappy. It will cause a lot of people to have to drive to work, instead of using park-n-rides. Gas is getting higher, the state just passed a new gas tax, and people cannot afford to have to pay for permits. Or, the side streets around park-n-rides will become congested due to people parking there, instead of the park-n-ride. PLEASE do not do this!
21	There should be minimal barriers to people using public transportation. Plan adequate parking when establishing stations.
24	This is just another way to generate revenue from tax payers
29	Charging for parking at transit centers will only increase competition for the free spaces and discourage use of public transit.
36	Build the long overdue parking garages in Puyallup and Sumner. Don't sell parking spaces to a few elite that can pay their way ahead of everyone else.
39	First come first to park.
44	First come, first served should be how parking spaces are handled.
46	Unfair. Firstcomefirstserve
53	You know there are more riders than spaces, this doesn't help the problem - only guarantees spots for some - not all -- and what kind of costs will you incur to monitor?
54	It would be prudent for ST to provide ample underground parking spaces for the increasing population growth at park and ride facilities to accommodate long term ridership through 2030 (at least). One key factor is reduced Metro bus service in local/neighborhoods especially to accommodate families, disabled, seniors, children and young adults (buddy system) unable to safely walk to these locations, where bicycles are simply not an option. Another factor is weather and daylight hours (outdoor conditions) may not be a safe option for many citizens. The walking distance (over .5 miles) without sidewalks are an unacceptable option in addition to the weather conditions. Would you allow a loved one to risk their health or life to this uncertainty twice a day? I think not!
55	We work paycheck to paycheck and don't need another cost to go to work
56	I prefer fisticuffs.
58	I have a fear the system would be manipulated and true transit riders would not have access to 50% of the spaces instead of all the spaces.
63	You are reserving space that may never be used
67	More park and spaces is the correct approach.
76	At Kent Station, it is rare to find a spot. Now we are going to leave half of the garage reserved for people who may or may not even show up? The nearest place to park is a park and ride 4 blocks away. Not all buses go past that parking lot.
81	permit parking solves nothing. It only changes who is driving around looking for a parking spot. More truthfully, I suspect it gets Sound Transit additional funds.
83	for several reasons. 1. if you want to encourage ridership the parking lots should be free. 2. Charging for parking puts an additional burden on those less fortunate. 3. I have friends that try to park at the Sumner station and they have been adversely impacted by the reserved spots that are not used because the renters use them infrequently. 4. Sound transit should use \$ from revenues to improve current parking facilities.
85	There are too many cars for the parking available. Setting up privileged people will not reduce the number of cars, but it may increase the frustration for other drivers.
86	public transportation is already expensive
88	Parking permits only make parking easier for those who are willing and able to pay for them. One of the pros of using public transportation is that it's supposed to be cheaper than driving. But having to pay for parking on top of the cost of the trip negates those savings.
90	I must drive to Kent Station because there is not, and never will be, a bus that comes close enough to my home. Parking should be allocated as it is now, first-come, first-served. If a rider has that much trouble finding a parking spot, they should arrive earlier like I do.
99	Charging commuters to park their car and charging them to ride public transportation is outrageous. You are basically double charging us for transportation. This means less people will take public transportation

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

101	a permit program, by design, reduces parking by increasing the # of spots that are vacant by limiting access/demand.
105	They need to build additional parking garages or make an agreement with surrounding businesses. There are way more people who take the sounder than there are available parking spots. The garage at Kent Station is completely full by 7am and the thought of needing a permit to park just makes me mad. I don't want to be forced into purchasing a pass so I can continue to take the train. I don't need this extra expense. People complain about the parking situation but I say, get there early.
106	I already pay a lot per month to ride in a vanpool, I should not have to pay for a permit. I am in the Orca program, but do not use the card as it is not covered by the vanpool fee. Construction workers and Green River CC attendees should not park at the Kent Station, don't punish the public transportation riders.
107	more parking is needed, permits would just reduce the number of people able to use Trasnit.
108	I agree that permit parking for verified carpool users makes sense; I emphatically disagree with paid solo permit parking, enough so to scuttle my support of any plan along these lines. I would like more details on how enforcement of carpool permits will be carried out; are they required to carpool every time? In each direction? To qualify for renewal, do all carpoolers need to be registered to that vehicle, and have regularly matching orca card swipes? Paid solo permit parking does absolutely nothing to address ridership, and only smacks of a cash grab from commuters.
114	Opposed for busy stations like Kent. First come first served works for these stations. There will be empty spaces with permit holders.
117	I need parking access mid morning and I never find open parking. As such, I find myself driving to Seattle rather than using public transport.
121	The lowest-paid employees are often required to work the earliest hours. Park and Ride lots should not be divided between the "haves" and "have-nots."
123	It violates the concept of social equity by making the availability of a parking spot dependent on ones ability to pay for a parking space.
125	It should be first come, first served
126	Public money was used to build these things, now you want to take away what public money built and charge for it. Total Bull! This is just another way to mitigate a serious issue. Not enough parking at Puyallup and a crackpot idea to make more parking a mile or more away. But I guess the Liberal's will get their way one way or another .
130	you already have places reserved for van pool parking. people will quit using transit if you start making them pay to park. we already paid taxes to build the lots an garages so now another way of getting money out of us. dont do this.
134	reserving sites for permit holders will result in empty, un-used spaces in the garage, which could be used by other commuters
135	If you take 50% of the spots for reserved parking, that will further discourage people like me who like transit when I need it, but don't use it regularly because my work assignments are not consistent.
137	its just an additional cost
144	My company pays my orca card so I do not need tto spend any \$ for transportation and I am a solo driver. Therefore, I am not agree with being charge by the permit. Also, I wont be able to use the permit till lat 2016-2017
147	This "Permit Parking Program" does not address the issue of lack of parking. The Sumner and Puyallup parking lots are full by the time the second train arrives. There are 6 more trains that follow making it inconveinent for riders to use Sound Transit. What is next, reserving seats on the train?
154	It should be first come
156	Permits will discourage people from the park & ride locations. The principal reason to park there is a no cost approach. You will encourage people to drive to work rather than park & ride.
158	Not fair to riders who cannot get a permit
159	I think the parking at transit stations has to remain free in order to encourage the most riders to use transit.
160	Build parking garages.
164	more focus needed on connecting transit instead.
168	Why should I have to pay to park at a park and ride lot. It should be first come first serve, and free. Need more parking at Auburn Station, open up the 2nd floor to commuters.
179	when permits are filling up the lot new users will be impacted
191	parking should be free. we already pay for the train or vanpool and now you want to charge to park when we get there. not a good idea
192	Why would you try to restrict people who want to use your service from parking at your service area. This is just confusing on why this would make it easier to get to.
196	If I have to pay for parking I might as well drive to work.
199	First come first served. Inadequate bus service to support sounder from surrounding areas at auburn
202	building trains without providing parking is not smart
203	Just makes parking even more scarce for those that don't have/can't afford a permit.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

221	Your prices have been raised over the past few years as routes have been cut. The permit program is just another method to gain more money from the riders when expanding parking should be priority.
222	L
225	For those who are committed Sound Transit riders and supporters, but who cannot ride daily, the permit idea simply creates a class system that excludes the "lower class" citizens. Broadening it to allow the 3x week or 10x month riders to have an option is critical
226	I feel the current approach is sufficient and fair
229	The pass fee should include ample parking
232	i pay \$126.00 a month and now you want to charge me for parking?
238	I dont want to have to pay to park too!!!
241	the train station have limited parking encouraging vanshare parking isn't meeting any of your stated goals.
243	We shouldn't have to pay for parking, as this hurts riders who can't afford that extra expense
246	Will there be a charge for the permits?
247	Unless you only sell a set amount permits for a set amount of spaces, we still won't have a place to park and we'll be paying for nothing.
249	Sounds awful
250	This is just another commute cost.
256	im opposed to "pay per" services when you have failed to deliver on previous promises.
260	During the permit pilot program it seemed that most of the permit spots were empty at the Sumner station most of the time
261	I pay a premium for my Orca Pass and then have to pay for parking?
263	Why would I pay an additional fee to ride transit? The train is already expensive enough.
264	Isn't this already included in our high fares?
265	You will get charged to park and ride? If that be the case, I would probably drive.
267	Can't you build more parking?
273	if I have to pay for parking at the train station it becomes cheaper for me to drive to work --- that additional cost makes it cheaper to be a single car on the freeway
276	I already pay fare, don't want to pay to park as well.
277	The wait list last time to obtain a permit was way too long and I was never able to get one. I ended up having to drive into the city on multiple occasions because I couldn't find parking even with taking the earliest train out.
278	You just need to add more parking!
279	no because riders do not buy the permits, and so the free parking is used up very early in the morning. Also, riders already pay tax dollars and fares to ride the trains/buses, so we should not be charged more simply because Sound Transit needs to make a profit. You already own the land on which the parking lots reside.
280	This is not the right approach because not every one rides the sounder train at the same time and those of us who do not have a fellow rider living by do not car pool to the train station. Plus this caused more street parking not less due to the permits required to park in the lot.
283	I do not understand how preventing people from parking (if they don't have a permit) is helping people to use the facilities. If I don't get a permit then I may not be able to park.
288	We already pay for bus passes. Now we're going to have to pay to PARK? Ridiculous.
289	Permit parking would only complicate things. Building additional parking facilities is the better approach
290	I think having to pay to park is ridiculous.
293	You just need more parking.
299	Commuting is already expensive enough. Why do you want to make it so expensive that people will basically continue to drive? Why not just make parking easier for everyone?
301	limitations to how many can get permits... what happens to those that are not able to get a permit? will it default to first come first serve as it is currently?
304	This adds another barrier to bus ridership when what we really need is more people on busses. How about a more busses pilot instead?
307	You need to add a parking garage in Puyallup.
309	Rates are already high. Shouldn't have to pay for parking.
312	More parking/parking garages need to added to locations in the future. Ridership continues to increase and there are minimal transit options to get to the main park and rides.
317	already pay for orca for riding the sounder. now additional fee to pay to park...to use the train? Ridiculous
320	Charging to park is equivalent to charging your customers twice. We already pay for riding the bus when often times there aren't enough seats for people to ride safely. If you are going to charge for parking, more people will drive rather than ride the bus.
321	We already pay to utilize the bus or train service, the added expense is unfair.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

322	The pilot program in summer resulted in many empty slots daily and more people had to park on the street
327	We need more parking available. Too many riders for too few parking spaces. We already pay for our Orca cards. We shouldn't have to pay to park also.
331	anarchy is best
334	The problem with this proposal is that only rides that ride the bus at least three times a week are allowed to get a pass not to mention the increased cost then to park at the park and ride would negate the cost savings of riding the bus
335	Issaquah fills up anyway. You aren't encouraging any new riders, instead your pissing off current riders by this veiled parking tax.
336	This doesn't address making it easier to reach stations by non-car methods. Unless you prioritize carpools it doesn't use spaces more efficiently. It increases satisfaction for customers who win the permit lottery but not other customers.
338	Sound Transit Garages were indented to be used by customer using the transit system. Many of the spaces are being as "Park N Ride" spaces by those not using transit.
339	This just feels like a way to charge for parking at the park-and-ride lots. Adding a permit program to lots that are already full feels like just a money-grab. If you want to charge parking, just be honest about it and propose charging for parking. Then we can have an honest dialog about that topic. I feel like this won't accomplish any of the goals you list in Question #4.
343	We should not have to pay to park when we are already paying for the train or bus.
344	We already pay for the parking spaces through all the various ST RTA taxes. All parking should be free and first come, first served. Build more parking and make better use of our tax dollars before you ask for us to double pay for a parking space.
346	I don't need the flexibility as I arrive the same time every morning. If you charge for the permits, I will start driving to work again.
351	You are penalizing people who already have to commute 20 plus miles just to get to a train station.
355	I don't believe it will be feasible to police the permitted vs non-permitted. So this will be an unnecessary expense and hassle
356	Too expensive
367	The station I use does not have buses to help alleviate the issue carpooling, taking the bus, walking, or biking are not an option. la sounder station does not have buses
368	I am forced to take public transportation which is hardly ever on time & have to pay to get to work & now you want to charge me even more to get to work? How is this more efficient for the rider? this is absurd, I already pay over \$14 a day round trip.
369	it will just tie up spaces that could be used by persons arriving first.
370	YOU SHOULD BUILD MORE GARAGE SPACE!!!
371	I park at Puyallup. Make the parking lot 5 stories tall like the one at SeaTac mall transit center.
374	You want to get more money from people with NO return. Instead, build new parking lots and garages. You meef money for that - then start discussion.
375	I already pay money to use the bus and also for Sound Transit when I pay my car tabs why should I have to pay extra to park. I will just start using my car again as the cost to drive is the same as the bus fare.
378	We already pay enough to use Sound Transit and I don't think we should have to pay to park at the transit centers as well. It's only people who work later in the day that have parking problems.
382	Funding for more P & R should be part of the system to begin with
383	eliminates half the spaces for single riders
384	It is just another money making vechcle. There was to be increased parking built @ Auburn Station. Never happened.
385	Not sure this is the right approach. Can lots be rebuilt to accomodate more cars?
388	Expense too high already
390	It already costs as much to ride the train as it does to drive. if I have to pay for parking and train and toll, I will stop riding the train and just drive.
391	Paying for parking almost defeats the purpose of taking the bus. At the tacoma dome station parking should be free to orca pass riders with a car sticker.
392	Parking at Park & Ride facilities must always remain free and available on a daily first-come-first-served basis. Requiring permits would drive more people away from using the transit system back onto the roads in one-person-per-car methods of transportation.
395	Don't charge more or at all for single car drivers using the park and ride in favor of people who come with two or more in the car to the park and ride. This just discourages single occupancy cars from even using the park and ride and will force some of them to just drive. I utilize the P&R when I need to take my kid to school and thus am a lower frequency user of the P&R and this system would completely force me out. I ride my bike the rest of the time but with these restrictions, I'd end up just driving all the way to work on days I need to take my kid to school.

396	Issuing permits does not address the simple fact that there are not enough parking spaces for everyone to park and ride. It only allocates spaces to those who purchase a permit. There is clearly a need (as evident by garages filling up before 7AM on weekdays) for more spaces.
397	It would be an additional expense
399	incurring more cost to riders which makes it harder to use public transportation
402	this will just add to congestion and people showing up ever earlier for parking. ST should procure more space/bonding for additional garages/lots.
408	to difficult to determine who the frequent riders are. i ride the train everyday and arrive at the station for the first train of the day to get a parking space. permit riders that ride the last train would limit my available spaces.
411	Like the free parkibg
416	The permit system only shuffles which group of riders gets parking. In Sumner the ones who took later, trains got the parking while those on the earlier trains had to scramble. The permit parking was NEVER filled in Sumner. Why don't you get rid of the people who park but don't take the train or the bus. Your Keystine Xops parking enforcement would need to get there about 4am in Sumner. I call them that because they couldn't catch permit parking violators even when I told them what specific vehicle to look for.
417	It was horrible at Mukilteo. Day after day of seeing unused paid for spaces when there were no spaces left for the rest of us. This program punishes poorer people who need transit the most.
420	Need more parking, not permit fees.
432	There will be no incentive to use the bus. As it is, with continued delays, service is barely tolerable with having to stand and frequently skipped stops because the bus is too full.
434	People shouldn't be penalized for driving their cars to the park and ride to take public transportation
435	We already pay taxes and the orca fees
439	Permits just add an additional expense for frequent bus/train riders.
440	I use the Kent garage, and it is full by about 7:00am. All of the cars in the garage are commuters at this time of the morning. The problem is that there is not enough parking spaces for those that want to take the train in to Seattle. This solution does not seem to address that problem. If I purchase a permit, am I guaranteed a parking space? If it is still first come-first serve, it seems likely that I would still not have a space unless I am willing to keep getting up earlier and earlier. We need more free and accessible parking to continue to incent people to take public transportation.
441	We pay taxes to Sound Transit that cover the costs of these Park n Rides. Tax payers shouldn't have to pay more for something we have already pay for.
442	The cost to use transit services is already too expensive. I pay to use the service. Not paying for a permit to park. Parking should be free
443	We need more parking not permits. At Kent Station and the FW TC, we're all frequent transit riders. Issuing permits doesn't help us find parking at 6:30 in the morning.
444	the cost to commute is high enough. I would not like to see another expense added.
447	this process will negatively impact the occasional riders that when using the system needs to be on a bus or train prior to 9:30 AM and will not be as familiar with the rules and process since they do not ride regularly.
449	At Kent Station Green River CC students should not be allowed to park in the garage until after the last train has left in the mornings. Also, customers/staff of the other businesses can park outside and should also not park in the garage until after the last train has left in the mornings.
450	I already pay for the train and bus to get to work, I don't think I should have to pay to park too. I might as well make my life easier and just drive to work in Seattle and pay for parking there
451	There will not be enough spaces for the demand
452	I don't like this idea because then people who don't meet the requirements will have even fewer spots to fight over and have arrive to the station even earlier.
459	already paying for transit, make it accessible and affordable.
464	I already pay for a bus that many times I have to stand on to ride. Now you want to charge me to park at the park and ride lot! ~ You have to be out of your mind! The planning for this can't have involved anyone that actually rides the bus!
465	We are already charged to the hilt with fees / taxed galore. The consumer has difficulty coming up with all the "extras". I understand something needs to happen but my take is this could present a hardship.
467	This will make the problem worse! If you want people to use mass transit, you need to make it more accessible AND offer more options, NOT increase daily rates!!
469	If the lots are full they are being used!
470	It's fine how it is now, why change it? People cannot afford to start paying for a permit, with a gas tax just passing, and some have limited income.
471	Parking should be available for all, not those selected for permits
475	This discourages people from taking buses from park and rides and instead will encourage people to abuse nearby non-park and ride solutions. The better solution would be to add additional parking or park and ride locations.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

480	look you tried it in summer and it was a freeking disaster!! why would you go back for more?
481	not all jobs lend itself to ride-sharing to a lot. Paid permit parking penalizes them
482	more parking should be built at park & rides. If I wanted to pay for parking I would drive to Seattle.
483	What guarantees a spot? I use the Tacoma lot so I won't be affected, but I imagine the earlier commuters would sign up for permits and get there when they do anyways
485	I believe most users are single occupancy and therefore the majority would be disadvantaged in getting parking. It seems contrary to the goal of getting more people to use mass transit or car pool. A much better solution is to use funding to support the infrastructure needed to meet stated goals of reducing congestion.
490	Needs to be free
495	I use public transportation to avoid the expense and hassle of parking downtown. If I now must pay to park at a transit center then I'll just drive to work.
497	I ride the bus most days and live on Mercer Island. Will I have to PAY for a permit?
501	The people who need public transit the most have fewer resources, this would give more wealthy riders preferential treatment. People who can afford to pay get parking while it's a crap shoot for those who can't
504	Parking should remain free and based on first come first serve basis.
507	Having to pay additionally to park adds another level of stress to an already stressful commute.
508	The proposed program would discriminate against solo drivers who are trying to do the right thing by using public transit. If so many of the transit centers have insufficient capacity then you should think seriously about how to improve capacity and/or to attract them to transit centers that have surplus capacity. At some transit centers a significant number of parking places may be taken up by vanpools that do not even use the bus or train options at the center. Perhaps relocating these non bus/train vanpools from these centers could be utilized to recover some capacity.
509	Permits will not solve this problem, it will only make Sound Transit money. People still won't be able to park in your lots.
512	It will just make parking harder to find, because only so many will want to pay for parking and the remaining spots will get filled up immediately. This plan only benefits those who can afford it. A lot of us take the bus/train because we can't afford parking as is and even affording the bus/train is difficult.
513	some people do not have access to the internet so should not be prevented from trying to get a spot. It seems the earlier riders will get all the spots and those of us who start work in seattle at 8:30 will have even less spot available.
514	The whole idea of using public transportation is reduce the use of or not use a car. If you have to pay to park the car, riders will likely just drive the entire way to work and pay the money at a parking garage or lot closer to work. To increase ridership, it would be better to build more parking spaces, not to regulate the few that exist.
515	Last year, I applied for a permit. I was denied with the rationale that I didn't commute enough. Considering that I take the light rail to and from work 5 days a week, this doesn't seem right. I noted that the permit parking spaces were empty more often than not, which seems like a waste. It wasted spaces that other people could have been using. Because of this, there was less parking for everyone else. There is NOT enough parking at the Tukwila Station. If you aren't there by 7am on a weekday, you're out of luck. Please build a garage. If you do move forward with permits, make sure they're going to the right people.
519	A permit program will only help those with a permit. So many riders are still going to left without a spot. Probably should increase fare on the sounder and lightrail and buses and use that extra money to build parking garages.
520	We need more parking!
521	we already pay enough to ride the train or bus a month!
525	You should not have to pay to have a parking space to ride the bus.
530	Permitting is too inflexible.,
531	if park and rides fill up, then they should be expanded or parking garages should be built.
535	Build a multi story lot at Ash Way
536	This is a band-aid that ignores region-wide population growth.
537	No parking fees. You're not addressing your goal of making it easier for customers to use transit if you impose another fee. And per your description, only the busiest lots would have a fee system. Customers get charged for something they have no control over, based on where they happen to live? Not equitable. And under this fee plan, would non-permit holders pay or are they parking free? Seems it should be reversed - those of us committed to using transit (Orca card, frequent user) should get free permit parking, occasional users pay. Or no one pays. Shouldn't matter which lot - over-capacity or not: it's not the customer's fault that they live in a higher-demand area.
538	The pilot program in Sumner was horrible. At least 50% of the spots marked for permits was never filled. It was like people who didn't ride the train everyday got a permit but didn't use it. and trying to get one was horrible. I was turned down because the system said I requested a day late but did it on the day stated. There are way too many people at that location for permit parking. And since not all spaces were being used it caused trying to find other parking around town horrific. Having to walk very long distances to get to the platform meant leaving the house an hour early to allow time to find a spot and only having to travel 7 miles. It looks good on paper to Sound Transit but they don't have to deal with it.
539	This is just a poor tax. Good job! Punish the people who need help the most.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

540	Why should the early people who use public transportation be penalized for using a parking space when going into work early..
544	Will decrease riders and I don't want to pay more money for something in addition to paying for the train. Plus some days there isn't even room in the parking garage so then I would be paying for something I can only use if there's room and then have to find parking on the street or pay at another lot. I'd be paying for something I can't use half the time
545	That means that many will not get the chance to use the lot at all.
547	Would cause more confusion and inconvenience for riders
549	parking space, not charge for
550	This program helps promote frequent transit riders, but lacks incentive for new riders. Increasing infrastructure to get people to their destinations is missing in this plan.
551	No, it will take up many spaces when they are not being used daily - for those of us that park in the transit parking every day that is a detriment and limits the amount of parking available for us. Have carpools and vans use the P&R on 320th/1-5. This will open up a huge amount of parking in the Transit Center. The 320th P&R is not even close to being full daily.
559	Permits would cause confusion
562	Some parking permit drivers do not use daily. The purpose of riding transit to reduce traffic. Having to pay fees would discourage riders. I would rather pay more in bus / train fare and get more buses like Bus 567's.
563	I don't want to have to pay an additional fee to park. I purchase a monthly pass as it is to ride the Sounder from Auburn. Whatever fee is imposed should be discounted towards my monthly pass.
568	I don't carpool to the train station. When I have to drive I drive myself (from Black Diamond), park and go to work.
571	It is for people who have money to pay
575	If this would mean yet more parking spaces made unusable by those commuters who do not have a permit than no, that is not fair at all. So then more spaces sit sometimes unused because it is a "permit" only space and not enough permitted drivers came that day....not fair to those of us who are using transit but do not have a parking permit. If you put all of those "reserved" spaces on the top floor so at least the bottom floors can fill up with unpermitted cars first and those with permits are guaranteed spaces but those would be up on the top floor that would at least still allow others to use the spaces on the bottom floors.
576	Should be making public transit more attractive, not more complicated or exclusive. Expand park & ride lots, or add more!
577	The permit program unfairly holds spaces for too long, and forces non-permit holders to park on the roof. Additionally the requirements for getting a permit are too restrictive. I was denied getting one during pilot even though I rode bus from transit center at the time.
578	I'm not sure how a permit is going to solve the parking problems at Auburn and Summer stations. There isn't enough spots to satisfy demand. I think if you explain how the permits will help....
580	Riders should not be charged to park at the park and ride lots. If this happens I would be far more likely to simply drive my car to Seattle every day.
584	The way to get us to ride busses and trains is to provide us with RELIABLE transportation. Standing at Auburn waiting for a train that is supposed to be there at 517 but doesn't show up until 528 is maddening. As are the almost daily emails that my train from King street station has been delayed home for some reason or another.
586	many riders can't afford to pay any more for their commute. This significantly increases the difficulty of commuting for a large segment of your regular customers who have to go farther away to find parking. During the pilot I frequently saw empty spaces at Sumner station while I had to walk an extra mile just to get to the station.
593	bigger garages
595	I have always found that there is adequate parking at Everett Station. I arrive to catch the final train to King Street
596	Parking should be first come first serve no matter what.
602	Assigning spots to permits does not help the situation. More parking is what is needed. You plan to increase ridership but this was not taken into account when building the stations and parking. It is not acceptable to make a person leave even earlier just to hook up with a van pool trip down the hill for permit parking. Also those in my area who are on the am train we are all on different pm trains due to working farther from Seattle, I myself have another bus ride up to the Eastlake area, other are on 9 nines or 4 tens. Reducing parking is just not the solution to the popularity of the train. More parking an grades to triple or quadruple the parking is what is needed.
603	Sound transit makes more money but the limited parking situation remains the same. Sound transit gets \$\$ and the transit riders get less parking spaces or another bill.
606	taking the bus from federal way to SLU already costs me time - particularly in the evening. if it also costs me money, I will just drive.
607	All you did with the permit program in Sumner is piss EVERYONE who used the lots AROUND the station off. I can't even PARK in Sumner anymore after what you morons did...!
611	Don't add to the cost for riders

618	The problem with this is the notion of pay-to-use. Commuters are already faced with options of driving, bus, train, etc. We all make the choice of how we get to work based on time and efficiency. Adding a carpool-only requirement or a fee associated with a permit will only serve to add more cost for the average person. This cost comes in terms of time taken to find and transport a fellow commuter to the station/lot, or by way of additional fee to purchase said permit. I already pay a significant amount for train fare, and if you force me to purchase a permit or carpool TO the lot, it will very quickly become cheaper to just drive downtown SOLO and pay to park in the lot at my business. Thereby completely defeating the purpose of ANY carpooling/ride-share/public transportation efforts.
619	it might increase your revenue, but i don't believe that it would make the park and ride parking more efficient.
623	IS there a guarentee if I pay for a permit I get a parking spot?
629	First come first serve.
630	Absolutely NOT. I will not pay for parking at a transit center and then pay for the bus itself! Absolutely ridiculous!
632	M for parking at the park and ride. This is not a method to promote public transportation. I suggest you issue free
633	It only makes it harder to find parking at a already difficult parking station.
640	First come, first serve. I walked by a large number of empty reserved spots when the trial was done at Issaquah TC.
642	Charge for parking would be prohibitive for commuters who cannot afford to pay for parking and only a looking half of the spaces in the garage to be free will cause more people to park on surface streets or illegally.
645	They are all gone first hour offered
647	Currently, people are having problems finding parking due to the fact that there is not enough spaces. So, if you require permit parking, how is that supposed to ease the issue? Are you going to use the money you receive from permit parking to build new garages? So basically what this is saying is instead of fixing the issue, you want us to pay and at the end of the day, there still is not enough parking. The only people who win are you guys!
649	How do you guarantee those with passes actually get a space if these lots are so highly used? A large majority of people take trains/buses because they cannot afford to park DT Seattle. This lwi
654	see comments
655	It was implemented at Sumner and several spa are constantly left open leaving everyday riders to park on the street. In Puyallup this is not an option some all street parking is 2 hours only so not am option for people commuting for work.
663	The point of public transit is to provide an alternative to pay-to park lots in the city. If transit riders need to pay to park at park and ride lots, they might as well just drive in.
667	see below
670	This is not a good idea. The spots should remain FREE on a first come, first serve basis just like it is now. There are no problems with how things are working now. For example, if you show up late at Kent Station, you can park at James Street & simply walk up to take the train.
674	Puyallup station (and adjacent lots) parking already fills up so early that I doubt a permit system would be of any benefit. (See suggestion box)
675	there is NO parking when you need to drive down to the sumner train instead of taking the bus from bonney lake
682	The goal should be to make it easier to take transit, not harder. If there are parking issues - provide more parking. Not everyone is in the position to carpool, walk or bike to the station either because of where they live or age or safety. All that will happen is people will find neighborhood parking or decide to not take transit and then you are putting more cars on the street.
683	I have to drive to transit station as there is no bus route close to my residence
688	I already pay for an orca card for the privilege of standing on the way to and home from federal way transit. I use the 577/578. Now you want me to pay more money to park? Is this your way of reducing riders?
690	I don't bus daily, but if I have to pay for a permit for any hope of getting parking , I don't know what I'll do.
697	50% permitted is not sufficient
700	The park and ride lots are not within realistic walking distance from Kent Station and the parking garage is a major pain to get in and out of on a daily basis. I'll continue to find a parking spot on the street, but it's very limited.
703	Charging for parking at lots and garages does not make it easier to get to the stations. It may make actually finding a parking spot easier but all of you have done is drive out some of the cars, depending on the pricing, to find parking elsewhere. Those that no longer parking the lot or garage will find other parking facilities which will probably on street in a nearby neighborhood. This just causes additional headaches for the commuting public, local municipalities and residents. You aren't solving a problem you are just pushing it out of the way so you don't have to deal with it.
706	The current approach has and continues to encourage use of transit options rather than driving by charging for HOV lane use. Now you want to start charging for parking at transit facilities. One is damned if they do and damned if they don't. Wake up and stop trying to rape and pillage the public.

714	Due to changes to the Sound Transit route I use(d), it is no longer possible for me to walk to the stops. It is not practical to take connecting buses (takes too long - could add 1/2 hour or more each way to my already 2 hour+ round trip commute. As an alternative to the bus, I carpool regularly. On the days when I ride (versus drive), I meet my carpool at a Park & Ride. If I were to ride the bus, I would drive solo & park at the same Park & Ride. I feel that the permit system penalizes me either way, even though I am using an alternative to driving alone. It seems like you are just making it harder & harder to actually ride the bus or carpool. While my park & ride might not be affected now, it probably would be in the future.
715	The bus schedule is inconvenient as it is and paying for parking would incentivise me to drive everywhere.
716	This puts people that occasionally use but are willing to commute early out in the cold - literally. Efforts to link outlying lots to the sounder are a failure and add way too much time to the trip. Permit parking will only force all the occasional users away from ST and will NOT increase ridership. It will be easier for me to drive to Seattle once a week than fight for parking or use the useless red lot or other connectors.
723	Build a garage at Tukwila Link Light Rail Station. No garage was a horrible idea and very short sighted by Sound Transit. If I am going to take a bus, I am going to take it all the way into Seattle, not bus to Tukwila and then transfer to Light Rail. From where I live this would double my commute time. At that rate I might as well drive and pay to park downtown.
724	This doesn't help with parking because it does not increase the number of parking spaces. What if I have a Dr appt and don't get to the station until after 9:30 AM? Now I have paid for a space that I is not available any longer. What if I am not riding transit that day? Now my space is not available for others. Also not fair.
727	If the goal is to increase the use of public transportation, unless it's within walking distance, driving to a park and ride is the only other option. Having a place to park makes me want to ride the bus/train. I already pay to ride the bus/train, if I'm going to have to pay to park as well, I may as well drive and pay for the parking at my destination and not buy an orca pass.
731	The only way to increase ridership at some train stations, such as Auburn, is to increase the total number of available parking spaces. I do not drive a car to the station because there are not enough spaces. A permit system would not fix this issue since the total number of spots is still the same. You cannot increase ridership unless you increase the accessibility of the train stations, which would be more parking spaces. Just look at the number of riders on the late morning trains - it is so small because there is no parking left, not because of work schedules. There is a direct correlation between the number of people on the train and a number available spots at the time of that train. A permit system would not help increase the number of riders because it is not increasing the overall accessibility of the station to everyone. Similarly, a station that completely fills up is using parking spaces in the most efficient way possible. A permit system would do just the opposite. If you have a permit system and some of the permit holders do not drive, then there will be parking spaces open on those days, which is an inefficient use of the parking. Given the fact that a permit holder would only have to park 3 days a week, that means that permit spots could be available 40% of the time - completely inefficient. Also, I do not want to pay an additional \$40 or \$50 per month for parking on top of the monthly ORCA pass. Customer satisfaction would not improve with a permit system. For those people who do get a permit will continue to have the permit so long as they meet the minimum criteria, which means that other users may never even get the opportunity to get a permit and enjoy its benefits. On the flip side, you could make people relinquish their permit after one year and cannot reapply for one year. But this system would cause multiple work scheduling problems and additional complications. Overall resulting in decreased customer satisfaction.
733	Permits escalate in cost and become a penalty over time.
734	Would there be a way to provide a discount for walk/bike?
736	Permit parking would make it more difficult for people using the already overcrowded parking location for daily commuters who were not able to secure a permit or are unable to afford the fee for the parking permit.
737	The cost associated with riding the sounder train to and from Seattle on a daily basis is already high. If paid permits were required it would make the cost of using this service too great.
738	It will only force more drivers to park on the streets and in areas that upset the community. You got positive responses on the pilot because you only polled people that had permits. People that didn't have permits didn't like it and all the permits were taken away too quickly.
739	By making us pay for parking, as well as the bus service, I might as well drive and park at work. This is a HORRIBLE idea, as it will force drivers back on the road. If space is an issue, come earlier or use a different parking lot. The regulars know the best times and lots. Again, this is a VERY BAD idea!!!!
740	First come First serve.
742	There isn't sufficient transit to connect to the early trains
744	Do not allow people who are not using public transportation to park in the parking for others who are. For example - construction workers regularly park their personal vehicles at the park n ride and then get in a
749	cost
756	It doesn't solve the problem, it just creates more problems

759	There is not enough parking. The permit program will not create more parking. The permit program will push cars into the lots of surrounding businesses. It will create a system where permit holders have advantages over non-permit holders. They will keep their permits with little turnover and others will not have access. Sound transit should be looking at ways to increase the amount of spaces and coordination with other transit agencies and communities to shuttle more users into the lots.
761	See below.
766	Charging for permits is just another way to tax citizens and discourage using public transit. Making mass transit more expensive will just encourage me to drive in to work.
776	A Permit Program will help ensure all cars parked are for using Sound Transit. But I don't agree with having to pay a fee for the parking permit. We are already paying a fair to take Sound Transit. I feel I should have to pay to park also.
779	Just another program that'll make th8ngs easier on the wealthy.
782	Providing for-pay parking privileges creates a system of haves vs. have-nots where those without the financial means to purchase a permit are at a disadvantage.
785	It's just another cost and effort.
786	Many of us ride the bus because we cannot afford any other way or have no other transport to the transit center, if the only means of getting to the transit center to catch your bus to work is via car, how is that fair? Either institute more local routes and/or more buses on those routes or build additional parking garages
788	I already try to use mass transit by driving only five miles from my house to the train station. There is no bus service ear my house either and its to far to walk with a permit fee, I feel that I am being punished and if costs keep going up, it would be more beneficial to drive the 40 miles to work.
795	garage built with federal monies so should be free for all
796	there are not enough buses to get to your final destinations, dangerous in our area to walk very far, too many issues with the trains being delayed makes it a poor option to commute to work. people with cars should not be penalized with taxes, or fees for parking
797	Parking should be free of charge.
801	I use the Kent location and live the massive hill. I would consider biking if that hill wasn't a monster. Also buses don't run by my house and adds hours onto my already long commute. I also only go to the station 2 days a week and I wouldn't qualify for a pass.
802	Permits are not in my budget.
803	any charges for permits do not provide equal access to all riders
806	We should NOT have to pay for parking. I ride the bus because I don't have anyone to carpool with. I'm using public transportation as is encouraged. Now you want to charge me to park for the bus? And give carpools priority for free parking? NO WAY! This will just encourage people who carpool or vanpool to meet at the park and ride and park in the spaces at the station that should be reserved for people who ride the bus or train. Unless carpool and vanpool drivers are not considered transit riders. That isn't clear in your explanation. Regardless, it already costs a lot to ride the bus. Don't add pay parking onto it. Why don't you build parking garages to add more space for bus/train riders? If you do permits, it should be free to all.
809	We are doing our part by taking public transportation to get excess cars of the freeways - don't charge us! Figure out how to charge ALL the solo drivers on the roads!!!
810	I don't want to have to pay more
811	is nothing but a cash grab. making people pay more or they cant use a train pass is ridiculous
813	How will this limit parking for people without permits. On Mercer Island it is now near impossible to find a parking place at the Park & Ride.
818	The whole reason, in my mind, for having to resort to a 'permit program' at train stations is because there was NO forthought given to building parknig garages in order to house customers! I've said it a thousand times if I've said it once, parking garages are what's needed to accommodate the amount of folks who commute. Because that hasn't happened, PERMITS are now the answer to the hideous lack of parking? Need I say more? All the transit folks bark at everyone to use public transit, YET, there's never any ample parking for people to use the services! Now, you're going to limit the parking even more to people who have permits! The thought process is insane! PARKING GARAGES ARE THE ANSWER! Not 50 stalls for 5,000 people!

820	Voters approved funding for Sound Transit several years ago that specifically detailed that there would be increased service to the Eastside and there was for a time. Sound Transit has slowly taken that service away over the past couple years and it is harder than ever to get a bus at peak time, especially to get home. I live in the Eastgate area where you quit having the 554 stop there on most return visits. I have to go to South Bellevue Park and Ride to get a bus even though I live 5 minutes from Eastgate. Paying for parking permits would be unfair to riders who take transit day in and day out and have for years, like me, and it would make finding a space even harder than it already is and your connecting buses are a joke. I've never run across one that even remotely worked for me. Not to mention just another way for you to make more money. Transit is expensive enough as it is and most people would not be able to pay for parking permits. Only the wealthy would be able to afford them. I've supported transit for years, I've stayed out of my car and reduced traffic in doing so. I would have to rethink taking transit if it is going to be harder to find a parking place because it would probably be not much more than paying for a monthly pass plus a permit. I strongly disagree with this approach and would not continue to support transit if it is implemented.
822	Permits controls access, it doesn't solve the problem that there is not enough parking.
823	Makes it harder to use the service
824	Parking is already difficult I don't think making people pay to park in what is supposed to be a FREE parking garage will help with space limits.
825	the people that ride later trains apply for the permits and the people that ride the early trains get screwed because they buy all the permits. in Puyallup they build a parking garage for the DSHS people who don't work and you want us to pay for parking we already pay a yearly fee for ORCA and our taxes subsidize the train already. build a parking garage in Puyallup and quit screwing around!!
829	See below
830	This is just more money out of my pocket. I already need to get to the train station at least 1/2 hour before my train comes to get parking and if you take 50% of that away (unless you're willing to pay for a parking pass monthly) I might as well look into driving into work. Probably cost me about the same for gas as it would having to get a monthly pass for the train and then having to pay parking on top of that. All this will do is anger the regular daily transit customers. Build a parking garage in Puyallup and Sumner. I am totally confused with why you did not build a parking garage in Tukwila when you were already remodeling. I think it is great that Sound Transit wants to add more to the light rail and possibly more trains, but let's be sensible and think more trips then there will need to be more parking. Having to rely on bus connections to get me to the train on time and back to my car in the afternoon is just added stress I don't need. I have seen many times the bus is late for dropping off and late for picking up. Standing in the rain waiting for the bus when there isn't a covering to stand under is just frustrating.
832	in 2014, I applied for a permit and never got one. Also, many many permit spots were open, yet there was no space for me. I do not like permits
833	It reduces the open parking spots to 50% and forces people to shell out more money for commuting
834	A) it would do is remove the option for free parking to folks who can't afford to pay for a permit. plus it is frustrating to see empty spots that are reserved for permits when there is nothing else available! Do not like the idea at all folks who can't afford to pay!
838	Reduces the number of available spaces
846	Why are part time riders discouraged? Not everyone works full time. You want to encourage use of public transportation. Not all buses in the suburbs travel near housing developments so one has to drive to a P&R to take a bus. By making it more difficult to do that you are discouraging those from using public transportation. WHY DO THAT????
849	mass transit will reduce because of this
850	they should stay the way they are because people commute daily and ride the bus or train. you would lose those customers and your bus and train riders would go down
852	I feel like people who are not able to carpool to the transit stations are being singled out. I am not able to carpool to the station as I have a child that I need to drop off at daycare. I am doing my civic duty by riding the train already. Now I may not be able to get a parking permit because I don't carpool. I guess I am confused on how this will help as I feel like this will make people think that their only option is to drive to work solo.
853	I saw the result in Sumner. Lots of empty spots and those without permits unable to park
856	morons! why would I pay to park and pay to ride a bus?? This proposed action will encourage me to use my car and write off public transit. This proposal has zero enticements for me or my wife. truly a significantly stupid idea.
858	each one takes their turn and chance
860	The infrastructure is not there. Try building multi-story lots!!!
861	Lack of flexibility
862	did we pay for the bus pass already? If I have to pay more, why don't I start driving myself!!!
866	I don't think you'll increase ridership by making it more expensive to use transit options. Without a parking space I am less likely to use transit options.
867	Only puts \$\$ in ST pockets. No benefits whatsoever for riders.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

871	should be first come first serve.
873	I get to the parking garage plenty early and can always find a space. I also pay quite a bit for a monthly pass and am not willing to pay for a parking permit on top of that. If I have to pay for parking, then I will not vote for future transit projects as Sound Transit will be making money from parking permits.
874	More parking spots are needed and a permit program won't increase parking spots
880	If you don't get a permit, you are hosed. This killed my commute the last time. If it become the standard, I can no longer use Sound transit.
883	It forces earlier train riders to look for parking that would be reserved for permit carriers who leave spots unused many days of the week as is happening in Sumner.
884	I shouldn't have to pay more to park or conversely get up even earlier to find a spot. We need more parking available at the Auburn station. If I could carpool I would but because of my job I need to be able to drive and leave as necessary and don't reliably use the train everyday (although I usually do) because my work location changes frequently.
887	charging for parking at a public facility paid for by tax dollars seems like a bit of overtaxation
898	This would discourage riders, as there is already not enough parking in the area.
906	In regards to the Puyallup station, the in regards to the Puyallup station, the Red Lot is sufficient for overflow and a first come first serve basis is a good system. red lotn, we have the Red Lot available for overflow.
909	even if 1/2 of the permit buyers don't show up, you're screwing over the everyday parker. On top of that, adding 20 spots or so at each location would likely curtail the issue indefinitely. Seems like Sound transit wants to charge people more \$ without fixing the problem, instead of spending their own to add slightly more lot space. Behind Tukwila, for instance, is huge empty lots owned by Boeing. Purchase those and lay some concrete down. done.
910	Between parking fees and bus fare it may prove more cost efficient for more to drive.
911	We already pay for a bus pass. I dont want to pay more just to park my car. I'd rather drive and pay for parking at my destination. I do think more ample parking needs to be available but now for pay.
914	Phase 2 discourages solo drivers which is the whole point of mass transit
915	There are too few spots now and most of the permit spots at atumwila sat empty until well after the commute times. And a limited number of permits were issued.
917	The parking should be a part of the cost of riding the train or buses not a separate cost.
920	I am not in favor of charging commuters extra money to reserve a parking spot.
923	I live by 144th and Military road, a known place for prostitutes. I walk when it is nice but I have to carry pepper spray and a tazer. I have been approached while walking for a "ride" or "date" by creepy men and waiting for the bus that takes me to the station. It isn't safe to walk in the dark and Military road doesn't have sidewalks. Drug dealers are out in the morning and after work. I am sure you wouldn't want one of your family members to have to deal with this either. I am 59 years old and it just isn't safe.
927	There are already not enough spaces at my station and you want to make 50% permit parking so if we cannot get a permit based on the first come first served basis we will have to fight even harder for parking which I now have to do even though I take the very first train.
929	Permits discourage people from public transportation. It also lessens the cost savings of riding the bus. Time is money if the bus stays cheap enough I will ride it. But driving saves me 30 minutes on the commute. My time is more important. People will switch park n rides to avoid the fee or start SOV driving because it is easier and cheaper.
930	If I have to pay for parking to take the bus I might as well just drive and pay for parking.
931	Since the beginning of the RTA I have paid the taxes when I register my car. I should not have to pay again to use the facility my tax dollars built. How about a free permit to those who pay the tax with their tabs and allow all the out of state in RTA drivers to buy a permit.
933	no sure...
934	This defeats my entire reason for using Sound Transit. If I have to pay for parking I will do so at my office destination point and drive to work.
935	I think it should be first come first serve. No permits and no additional costs.
946	We already pay to ride. We shouldn't have to pay to park too.
947	You are double charging us to ride Sound Transit
953	I don't think it is fair to be charging a fee when you don't know anyone else who takes the train and/or has a different commuting schedule than you.
954	I use the garage every day and don't want to pay for parking. If we allow permits, then the lazy people can reserve a space and the rest of us have to find alternate parking, resulting in longer commutes. It should be first come first serve except for vanpool.

955	I'm a weekday Sounder rider out of Tukwila. The info states permit parking would be reserved until 9:30am, however the last train to Seattle in the morning is 8:40am pickup. If 50% of the spots were reserved and a quarter don't ride the train every day, you're screwing those 8:40am riders from a potential spot. If anything I would put the time cap at 8:00 am, which would then allow the 8:40am riders a chance at parking if all the free spots are filled. I know for a fact that a 1/4 of riders from Tukwila are on an alternate work schedule as well with the lot having more spaced available come Thurs and especially Friday. You would have to regulate that somehow and have those permit spots open on Fridays if a user only works Mon - Thurs for example.
956	How will it increase ridership if there isn't more parking capacity. We already pay to park through the many RTA taxes. This is double charging and allowing only those with discretionary income to pay for the ability to have a reserved space. It should be first come first served.
957	I currently take the train from the Sumner station. I have to take the first train in the morning due to the limited number of parking that is provided. This proposal is a first come first serve parking pass which takes half of our reduced parking away. Even if I was lucky to get an assigned spot there just is not enough parking for this station.
962	Only the people who can pay for the permit will be allowed a spot, and it will not fix the fact that there are not enough parking spots for all. If you aren't at the parking garage by 6:30 you can't park there.
974	\$\$
978	Don't want to have to pay to use a previously free service
980	9paying for parking on top of ridership fees is ridiculous. Sound Transit need to increase parking, not making its customers pay additional fees.
981	I use the link 5 days a week and I applied three times for the pilot at Tukwila and was always declined saying I didn't use my Orca card enough. How is not 5 days a week not enough?
982	More money to park when you already have to pay for travel fare.
985	Sound Transit is simply catering to those who can pay for the service. Forget about someone who has to use the garage occasionally - they are out of luck.
990	try improving your transit system (timliness and routes) and stop forcing people to not drive when timely options are not available by the transit system. I happily ride the bus everyday because it is convenient and relatively timely (when the bus shows up), but it is not the case for many.
992	it was a big step for many to move to mass transit and central parking. we need to build more parking and not press for more complex transit including van looks which I gave used in the past. if we take away even more flexibility gold will go back to driving. also, this model is an added burden for those who can't afford the permit.
993	Parking should be on 1st come basis.one could get a permit and not use it. Add more garages especially in Sumner
997	I have always been able to get a spot and do not want to pay for something that I currently get for free
1000	Make more parking spaces available vs. making it harder to get the ones that are there.
1003	Forcing commuters to pay for a parking permit that only provides the option, not a guarantee, to park feels punitive. Also, there will be a sense of unease for those commuters who were unable to obtain a permit, or who choose to start commuting after the permits are no longer available. It's dumb.
1004	Permit enforcement is very unlikely. Reliability is key in the decision to use transit. If a permit is purchased but parking spots are unavailable it would be very frustrating.
1006	It is not acceptable that I pay to take the buscor train at a regular rate and pay taxes for public transportation to then be asked to pay to park. Even if 50% if spots are open that is not acceptable. I use public transportation to cut down on traffic and to be economic. It would be cheaper for me to drive to my place if employment.
1013	Making us pay more out of pocket is a selfish cash grab on your part, regardless of your marketing/PR spin.
1022	We should have adequate free parking! We pay enough as it is for the train - why should we pay for poor plannin on the part of the cities and Sound Transit.
1024	Metro took away my local route, so I just want to be able to park at the transit center. Under the current system, this works, so I'm not sure if I'd want it changes.
1029	As usual the rich get richer. This is an end run around poor and low income riders who cannot afford to compete financially with higher income riders. This could become another class system through economic discrimination.
1031	Definitely not! What is needed is more parking, not more complex systems that don't actually guarantee parking. 545 buses are heavily used...especially 545. Use profits from that to build more P & Rs.ed...
1033	leave as it is.
1034	The whole permit test in Sumner was stupid. Parking spaces were left open and people who needed to park had to park far away and walk.
1038	Permit program does not increase supply. If problem is non transit user parking then yes. Right now puyallup riders primarily have to use satellite lots
1044	The 2014 pilot was a disaster. All it did was make people use alternate parking locations earlier and left lots of empty (reserved) spots in Sumner.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

1046	I think the issue is a lack of available spaces as it is. I dont think charging for a few spots is going to open up spaces or create more carpool situations, it will just limit the free spaces and cause more conjection.
1047	paid for in taxes already now you want to charge me to use what i already paid for?
1048	I expect you to build the extra capacity needed to support the number of riders.
1052	anyone who doesn't get a permit before they run out would have to park after 9:30 and that would be too late for a lot of people.
1057	This only further penalizes people who use public transportation as a means to reduce commuting costs. To have to pay for parking in addition to bus/train fare may no longer incentivize people to use public transportation as the aggregated cost may make commuting by car indifferent to the user. It also unfairly affects people who make lower salaries--those who make higher salaries may not be significantly impacted by the cost of a parking permit while others will be, making public transportation a no longer viable solution.
1060	This is just a way to raise money. It will leave many of us who can't pay without a spot to park.
1061	Permits will discourage people from riding transit.
1079	The comments I submitted for the 2014 pilot project stand. Please refer to those.
1080	It's unlikely to have a positive impact and will merely increase the cost of commuting.
1082	We pay enough already!
1084	The program does not resolve the increase in demand for parking and adding constraints to an already constant resource will pose a bigger issue down the road. It's a simple as a supply and demand. With the increase ridership needs to be equally balanced parking space. Charging for space will not work to reduce demand either as people will take the alternative and ridership will decrease.
1085	You will make it less cost effective to use public transport, there are also huge equity issues associated with this approach.
1086	We pay enough taxes! Build more parking garages!
1088	parking at the moment is first come first serve. parking permits appear to be the same.
1089	While I happily pay monthly for parking at a private lot, I think paid permits would reduce utilization in your garages. The real solution is more parking - there is obvious ridership demand which would get more cars off the road. Given that this state's taxpaying public is so short-sighted, I think you should fund more garages with a orca-scan based pay-as-you-go system for parking, you will need to be creative to deal with the logistics of the garage after a train arrives. Probably pay on entry. To me \$1-\$2/day systemwide seems extremely fair compared to downtown parking in almost all cases. I currently pay \$1.50/day HAPPILY to know I always have a spot. But not everyone has trouble finding parking and would be excited about that.
1090	Lrcrcreateimiting parking will discourage drivers from using transit and it will add to the cost of using transit. We currently have a good system that does not favor a few over the many. Serving the many has reduced traffic & pollution. Please add more parking to the heavily
1092	You're making it more difficult to take the bus. Nobody has time to mess around with maintaining a permit, let alone the expense.
1098	It is costing us too much now to ride bus and use gas to get to p n r now plus the tolls go up as well so bus rates go up. How can an average wage earner who works retail hours random schedule afford to bus anymore. I take 3 buses to get to and from work. I don't live in town. I think your asking too much and keeping some of us having to pay what we can't afford.
1103	Too many unused permit space
1109	Already pay tax...being ask for more in nov....fares gone up...now sound wants pay for park...the 120 a month to use sound has big impact on household...parking will make it worse
1111	Restricts people from using the park and ride 9
1115	Using the limited spaces availabel for more vanpool/carpool will reduce parking available for those to whom vanpool/ carpool is either not available or not practical. Auburn in particular is already 50% reserved to tenatns, govt employees and shoppers. The point of the train is to reduce traffic into the city. Fewer unreserved space at park and rides will increase traffic into the city as it will reduce opportunity to use park and ride for the masses.
1119	Busing is about taking extra cars off the road. Not making it more difficult for the bus commuter
1124	I feel that this will discourage the use of public transit rather than encourage it.
1125	People who have a permit don't use it everyday leaving big gaps and open spots come every day to the train, leaving empty slots. Suggestion to use parking lots near trains only for trains and find another spot for pArking for carpools
1126	It's on a first come first serve basis. The lots are already crowded as is, no you're taking 50% of the lot and reducing the amount available against anyone who doesn't/can't receive a permit. This will only make the congestion worse. Best option is to have a solid parking garage built. Especially in the Puyallup area.
1128	I don't want to pay to park, then pay to take the bus. This is not cost effective. There are not enough buses now and they are not always efficient.

1129	This is going to cause even more frustration. What is needed is more parking spaces. As FW area is growing and more business employee commuters are being added every day, there is no way this will solve the issue of not having enough spaces now or in the future. Sound transit needs to offer a real resolution not just for now, but for the near future.
1134	I use transit to save money. to charge to park, I might as well just park at work.
1138	Taking the train Roundtrip is up to \$6/day. Add a parking fee to be guaranteed a spot & now you're looking at an additional \$5 or more per day. At that point it gets to be cost prohibitive to a lot of people or it makes it cheaper to just drive and pay for parking instead of taking transportation. Paying for reserved spots just makes the poor poorer & provides another luxury for someone with a higher income. Everyone should have to just fight it out like they do now, 1st come, 1st served. If you do a permit system then a lottery system would be fair with no one paying extra for spots.
1141	The parking at Sumner Train Station should be utilized by those that ride the Sounder. Vanpools and Carpools should be made to park offsite from the train station parking lot. On a daily basis 6 to 7 vanpools come through on a daily basis and they pick up between 5 & 7 people. All of these are taking up parking spaces that should be used by the train passengers first.
1143	Charging riders to park at the P&R that is most convenient to them seems to contradict the objective of getting as many vehicles off the road as possible. If riders are charged, I can see several things happening: 1) more people will carpool - picking up people along the route that leads to work. This is more likely to happen if the cost of carpooling, split between riders is less than the cost to park at a P&R; 2) riders will migrate to other P&Rs that are not being charged therefore traveling longer in their personal vehicle than usual; and 3) this would be an additional expense to those with ORCA cards that are not covered by their employer, and folks that fall into this category, I speculate, are more likely to drive in a carpool or alone. Charging riders to park is nothing more than Sound Transit looking to increase their bottom line, all while delivering poor service by providing buses that do not accommodate ridership (particularly in the early morning hours) and then telling us via email that a bus is not full unless there are people standing. Such a response is absolutely absurd as it defies common sense - I find it hard to believe that Sound Transit would willingly take on the risk and liability if something were to happen on the bus and those standing got injured. But then again, I could be completely wrong.
1144	It will cost too much.
1148	Make it first come, first serve. Do not cater to those with money. Many rely on public transportation with low income. Do not punish these people.
1149	Why do I pay sales taxes and double taxes on gas then pay train fair to be charged again for parking that we all ready paid for. I guess you just put this money into executive raises
1150	I have to drive to P&R because there is no bus service from Renton suburbs to a transit station. Increase bus service to the neighborhoods is a better idea.
1151	I do not have any I can carpool with and I cannot afford the additional cost of the parking. Sumner does not have a bus to get to the station.
1157	Why should I keep paying more for your mediocre service. I already pay enough taxes to you guys for a light rail system I will never see, so I don't feel like giving you anymore of my money.
1158	Who ever thought that the lots should come with a fee should be fired. There are too many bues that are empty, reduce to every 1/2 hour on most routes.
1161	Didn't work in Sumner. Lot was full early and moved many to park on city streets.
1163	Permit-holders work one day a week, leaving empty parking spots
1164	Not efficient, leaves lots of open parking spaces with permit holders on required to be there 3 days a week
1165	I am already jammed standing on a bus and I don't feel I should have to pay now to park. If Metro did not cut the FULL 250 route I would not have to drive to a park and ride!
1166	Come on. You will need a cop at every parking space every day. There is no way you can police this convoluted,. ridiculously complicated system of checks and balances. This is wishful thinking. Put the omney into garages and more interconnecting bus routes. Get the buy-in there.
1167	This does not include the people who ride the bus.
1169	I help pay for these lots with my taxes. Why are we getting double taxes again
1170	my company does not pay for my oRCA card, and now I would have to pay for a permit? If you ride the train, you would see that ridership has increased. Is parking permits really the right answer for adding additional riders? Will more people ride the train if there is a permit? Or will current riders just fight over parking permits? Ask the station agents who are the consistent riders, those should be the ones offered a permit if you are considering adding permit parking. Also, it would be nice if I could read my complete and we but this text box only shows 45 characters.

1179	I think it will be convenient for the people that are able to get permits, but I don't think it meets one of the goals of using parking spaces more efficiently. Restricting certain spaces to permit only may result in unused parking spaces because even when frequent riders use parking spaces, there are still days they do not ride the train. Opening these permit spaces to anyone after a certain time will not help because the busiest trains are the early ones, and there are no trains after 9:30am. Permit parking will result in convenience for some and inconsistency for others. Currently, later parkers may have a hard time finding a spot, but permit parking will just shift when parking is full to an earlier time. This is unfair to people who purposely get to the parking lots early to ensure they find a parking spot. All parking should be first come first serve.
1191	increase ridership and satisfaction? try not pulling routes and try not sending small buses for large ridership when there is a 1/2 wait in between...plus then leaving passengers behind to catch the next bus (586). charging a fee to park when we can't even comfortably ride the bus consistently is ridiculous.
1193	By beginning a permit system to park you actually penalize those who simply cannot afford it. In effect you remove the ability of lower income folks to connect with the public trans. system.
1201	A full lot is a full lot. What the hell difference does it make when it fills up. This is just another money grab that will cost half as much to administrate as is taken in, I'm sure.
1207	Doesn't solve the problem of lack of parking. I show up for the first train just to get a spot.
1208	You simply need more parking available and/or buses that actually connect to the trains.
1209	The point of using a park & ride is to avoid parking fees at the destination, this would completely negate that for permit holders and create less incentive for non-permit holders with a reduced amount of available parking.
1211	First come, first serve
1212	Given that you're proposing this in view of the current parking spaces being filled, charging for parking won't increase ridership or efficiency; and it won't increase general satisfaction, because it provides preferential treatment for the rich.
1216	it is an increased expense on a already over tax ridership
1217	As I understand it you are suggesting that we carpool to the transit stations. I am adamant that we the public transportation users are already doing enough. Use our tax dollars to continue to reduce single drivers in passenger cars on the freeway. This is the WRONG USE of energy and funds. Close down one more lane on I5 and make 2 car pool lanes instead!!
1218	If I have to pay to park might as well do it downtown.
1222	How about providing enough parking for ALL of the people that want to use the Sound Transit system.
1223	The permits structure is going to make it difficult for mid day riders to take advantage of the service as the current rules stop it at 9:30 am. Also I think that as it is the fight for parking is bad enough and it will only limit ridership as it will push out working class people who can't afford permits. Not everyone carpools or can ride with another person.
1224	creating parking capacity will increase ridership, making the use of transit will not increase ridership
1225	I am a single driver who needs parking in the park and ride lot
1232	harder for occasional users to find a space
1246	Not everyone can afford a permit. The garage is almost full well before 9:30. If not 50% of spaces are available before 9:30, and someone has to be to work by 8, they will have no where to park. Almost full by 9:30. If someone has to be to
1251	Please don't make it any more complicated and please don't take any more money out of my pocket. I have already paid for these services once with my tax dollars. Increase the size of the parking lots.
1253	adding more spaces and restricting access to transit riders is the way to go but not by penalizing the rider. Gate the lot so its not used as a rideshare lot by non transit users first.
1256	Restricting parking even more than it is now is not the way to increase ridership.
1257	I already pay \$11/day on Community Transit/ I'll street park before I pay for park and rides
1258	one of the reasons I ride the bus is because I don't have to pay for parking. we just got a rate hike and to pay for parking is another hit and it punches early bus riders. No to parking permits.
1262	if it is an additional expense on top of the bus fare it takes away the incentive to take buses.
1263	If I have to pay for a permit on top of paying to ride the bus I might as well drive my car to work and pay to park in a pay lot.
1264	When you did the pilot program in Sumner, there were permitted spots that were not used. They would have been used if the parking had no restrictions.
1265	Can't afford the expense of parking.
1267	it would add cost to the commute and reduce spaces for single drivers causing those people to stop riding and drive instead.
1268	Paying for parking would make it cheaper for me to drive!!! It didn't work in summer
1269	Parking Lots are full no matter what and one will never get a guarantee parking spot
1270	Adding more cost is just greedy. I already pay \$8.50 a day to ride the train, if the cost goes up it would be cheaper to drive in. I already carpool to the train station. .
1271	first come first serve

1272	Millions have been allocated to Sound Transit for station improvements which cover parking. Public parking needs to be free and available to all who already support public transit via taxes/fees.
1274	If you are already using public transport you shouldn't have an extra fee or process just to park. I am already off the freeway and the streets of Seattle.
1275	The problem isn't that we need more people to carpool to transit stations. It is that people need to use public transportation daily at various hours to get to work. However someone who works a later schedule has zero access to parking. Making them pay for parking because their work schedule isn't fair.
1276	I arrive early every day so no problem finding parking.
1278	Last time the only people who got the permits were people that rode the late morning trains. That left a lot of stalls open to those of us who take the earlier trains.
1279	I do not see the connection between a park and ride and the lots at the bigger stations. I use the parking at tacoma dome and catch the train every morning during the week. If that causes me to have to buy an extra item that does not seem to be fair. Just increase the process in ORCA and increase parking spaces in a vertical manner.
1281	We use the P&R to save money, do not want to pay to park - defeats the purpose.
1282	How much is it going to cost for permit? I already pay taxes to cover parking. I already paid to have the garage built. I already pay monthly for Orca? Why do I have to pay to park?
1283	Need to build more parking garages or make the parking garage in Auburn available only for commuters and not for City of Auburn (too many restricted parking spots).
1284	You are setting this up so that those with permits receive preferential treatment over those without permits. So those with money to spend can buy access to government facilities while those without are left to find other parking arrangements. In this day of political equity, I am surprised you are even considering such a move. The best practice is to let the citizens figure this out themselves and stay out of picking winners and losers. I'd hate to see a lawsuit consume our transit dollars to force you to do the right thing. One last thing, if you do go through with this, put the permit parking at the farthest location from the bus stop. Because adding prime parking locations to preferred treatment to access would be adding insult to injury.
1287	R writer should not have to pay to park. You need to add more parking to pay to ride park at a lot with already paying to ride. You need to add more parking and you need to add more train cars
1289	How does a fee structure encourage ridership? It doesn't increase parking spaces. You are taking money from would-be riders and doing what with it?
1292	So we ride public transportation and pay for that ride. Now it is a fee to park in the park & ride lots? How would you make sure that only permit paying customers will use the lot? What would the cost be?
1296	By making a part of the lot permit-only, you will actually be making it harder for people to find parking. The majority of people will probably not get a permit and therefore these people will be looking for parking but now there will be fewer spaces that they can park in. Also, making the permit-only spaces "free" after 9:30am wouldn't help as the last morning train out of the stations is well before this time. Almost all the people parking in the station are train-riders. People will either be forced to take a much earlier train (causing overcrowding) or drive to work (decreasing the number of people using public transportation).
1300	Parking will still run out. Once the maximum amount of permits are issued or its pass the issuing period, everyone else will be stuck trying to park with less spaces available. This is not making parking more efficient, it's just giving select people an advantage over others.
1302	First come first serve and some people cannot afford the extra cost for permit parking PLEASE TAKE THAT INTO CONDERATION PEOPLE ARE ON A BUDGET
1311	The goals, as outlined above include increasing ridership. Using public transit versus driving is fundamentally an economic choice involving time and money for travelers. Transit Centers, offer a convenient point for would be riders to join the system. Overall cost play an important role for travelers when evaluating the tradeoffs of convince of public transit versus using a vehicle to get to work. I believe adding parking costs, however "reasonable" tips the balance for existing riders and potential riders towards using their cars to travel to work. Add to this the regressive nature of the fees and the burden unfairly penalizes those who least can afford the added cost to park. The reality is transit ridership has been tremendously successful at many locations. I argue demand is out stripping supply of parking and that additional parking should be added to meet the demand rather than charge to use the resource (parking space) and hope to redistribute when the space is used. If you want increased ridership then provide people with more convenient ways to travel to the TC or add more parking.
1312	I use the Puyallup station. It doesn't matter if people have to use a permit. The parking lot will still fill up no matter what. I see this only as a way of billeting money out of people. I would pay to use a parking garage at the Puyallup station only because it will finally increase the number of spaces that people have to park.
1314	I already pay for these lots. People who can afford permits will get them while poorer people will be adversely affected. This is a horrible idea. I may as well drive again.

1317	Permit parking creates even more congestion in the parking lots by providing fewer spots for commuters who aren't privileged enough to have acquired a permit. You're taking a free lot like Kent Station and turning it into a pay lot - this is not constructive to the goal of encouraging transit use. I commuted daily during the Tukwila International Boulevard Station pilot program in 2014, could not acquire a permit, and the result was that you just reduced the supply of parking such that it was even HARDER to get a spot in the morning. The answer is to build more parking NOT make people pay for parking - you want people to get out of their cars and onto buses and trains? Make it as easy and convenient as possible and DON'T CHARGE FOR IT. Transit is an expensive enough proposition as it is charging for parking only makes me drive my car to work again instead of taking transit.
1318	The extra cost would make using the train too high. In other words not a cost effective option for get g to work.
1320	Already paying for it. Sound Transit promised a second garage at Auburn with the last round of funding and never built it.
1321	permit parking isn't going to change
1322	Leaves open spots when people do not use the train or bus that day or during vacation Now it is first come/ first served and it works.
1326	All charging at the Auburn lot has done is pushed people to the Kent garage and side streets or to Tukwila. Taypayers already paid for the spots and I refuse to pay for them. I will just drive further away to where you dont charge which sucks for the environment. You are supposed to help pollution, bot cause more. You just need to plan appropriately and build more spots, not charge for the current ones. Charging for spots doesnt change ridership demands. Most prople cant afford to park downtown, now you are adding more of a burden.ind somewhere free emitting more pollution or will be less likely to take the bus. The convenience of the park and ride lots is that i can go to different ones depending on the day. Paying wouldnt allow flexibility and all it has done with the people in auburn is made them take over the kent parking garage (emitting more emissions) and taking over the side streets. People that take the bus and train usually fo so because of parking rates downtown and not being able to afford them.
1328	Permits do not address the overall LACK of parking available.
1329	extra revenue for lousy service
1330	I'm not sure
1335	Permit may force less wealthy riders to park at greater distances away from train stations
1338	Adding additional cost to an already expensive Orca card is in unnecessary additional expensive to the riders
1344	You were charging for parking in the pilot program.
1345	The Puyallup transit lot is already full by 5:15-5:30 in the morning. The rest of us have to use the red lot. Using half of the spaces for paid spots only puts more people at the red lot. The bus that picks us up in the evening is standing room only. It will not be able to accommodate the additional riders.
1346	This isn't helping people park, this is extracting more money from us! If you want to provide more parking, then build more. Permits don't equal more parking, they marginalize ppl who can't afford to park.
1350	permit parking stalls often were unoccupied. I registered for a parking permit and never got one.
1352	Transit riders already pay a substancial amount to take public transportation. There is no connecting bus from my neighborhood, so driving to the transit center is my only option. I am already having to pay to STAND on a bus. Yes, I said STAND because there are no seats left. Now you want me to pay, what will probably be twice as much for the poor service I'm already getting. Furthermore, the additional cost will put me within the range that would make me and other consider paying for parking. That would decrease ridership and decrease customer satisfaction, efectively missing the mark on two of the 3 goals that you say you have.
1358	Your pilot program was a miserable failure that pissed EVERYONE off except the few who got online at midnight to buy permits.
1360	There isn't enough parking available away from the station to allow those without permits to conveniently park. Connecting buses are already overflowing and available park and rides don't have enough parking spaces to accomodate everyone.
1366	the pilot you tried excluded people who don't ride the bus every day. for example, i ride the bus 3 days per week and was denied a parking pass. the issaquah transit center already does not have enough parking and issaquah is adding 7000 residences in the next 10 years. it will be fundamentally unfair for people that want to take transit but can't because of arbitrary rule.
1378	One of the greatest incentives to ride the bus/train/carpool is the availability of parking without cost or hassle.
1382	Most people who park at park & rides work in Seattle. Most folks take the bus because they can't afford to park in Seattle. This type of program ONLY benefits those that can afford to pay and leaves the rest of us scrambling double to find a parking spot.
1386	Why not allow only those with a monthly pass?
1388	Parking at park-n-rides is already an issue. Paying for the cost to park, then the cost of the bus which continues to increase on crowded buses doesn't give any incentive to community transit or using the buses.
1396	It can tie up space when the permit holder does not use the space
1403	Don't make park and rides an elite option. Help!!!! for students and poorer paid workers, please.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

1404	You will force people right back into their cars. THIS IS A BAD IDEA.
1409	I feel that this will ultimately push a higher cost burden on commuters. The backlash which could be more people choosing to drive rather than use public transportation or not being able to afford public transportation. Adding in permit parking will also necessitate monitoring of said permitted spots in ensure compliance. Another added cost. There is also nothing to stop the overselling of permits, which will do nothing to alleviate the issues of not enough parking spots. I use public transportation daily. I do not advocate the addition of permit parking. Thank you.
1411	CREATE MORE PARKING SPACES. DO NOT MONETIZE NEIGHBORING LOTS THAT WERE PREVIOUSLY FREE FOR AL LDAY PARKING. STOP TRYING TO TAKE MORE MONEY FROM ME
1413	Commuters need more parking spaces, expand current lots or add overflow parking near current park and rides,
1414	I pay full fair for the train i can't afford to pay for parking too. all parking should be available for anyone riding the train free of charge not everyone can afford to pay for the train and parking. i ride the train every day which costs me 153.00 a month. I can't afford to pay for parking too. I feel i should have as must right to a parking spot as without having to pay for it. a lot of people work for the state which pays for there train so paying for parking would not be a burden for them.
1417	Many of the people just move from one lot to another that doesn't have a fee causing that lot to be crowded. As it is I can't park any closer than the Red lot in Puyallup all week. I used to be in the closer overflow lot but that stopped when Sumner became a fee lot.
1418	Do not charge for parking. Benefit does not out weigh the complexity of the program and it creates an all too tempting revenue source. "Just a few pennies more..."
1424	need more parking and more park & ride/bus connections to Sounder Stations
1426	I pay for the bus already, why would an additional fee for parking be added? How would this be managed at the lots?
1438	I would rather Sound Transit reserve it's stations for people who actually use the train, rather than people who are picking up a vanpool at the station. The driver should pick up the other people at a park n ride
1440	Permit parking for solo riders will actually reduce parking capacity. This is due to the fact that most transit riders only use the station on an given work day 80% to 90% of the time. Solo permit space will sit empty 10% to 20% of the time unless you overbook.
1443	Only helps commuters. What about everyone else?
1467	no fair to people who use it infrequently
1477	The whole purpose of public transit is to make commuting affordable and easy. Currently, the biggest limitation with using public transit is being able to easily access it. Taking away the already limited parking and reserving it for high income people who are willing to pay for it does NOT make public transit easier to use. If I wanted to pay for parking, I would drive to downtown and pay for it in my work building.
1478	The parking lots are full. Goal 2 isn't possible as you're already at 100%
1488	There's already limited space to park at kent station. I have no way to safely take bus to station from home.
1492	Pay to park is a disincentive to take transit. (If I have to pay anyway, why not pay to park at office and drive?)
1495	see below
1508	provide more capacity on first-come basis
1515	Please see answer details to question #6, below.
1518	It's hard enough to find parking at a P&R without dealing with permits.
1521	This will benefit the weathy. I may just start to drive to work
1524	Bi-weekly riders like myself are put in jeopardy ;-(
1525	Too many open spots are left with this program - not an efficient use of valued parking
1529	Please don't make P&R lots available only for the rich. This will only drive people further into neighborhoods and prevent those who need transit from accessing it.
1532	The first phase which you propose is unworkable for me. I am a solo driver.Offering a single permit for carpool drivers does nothing for me.
1533	It actually made things worse in Issaquah because their were many fewer permit holders than restricted spaces. PLEASE DON'T DO THIS.
1535	I was taking the link light rail when the 2014 parking permit pilot was going on and it caused me to no longer want to take it. I would arrive at the station by 6am every day and the non-permit spots were almost all filled up. From my perspective, it does not make sense to have public transportation commuters pay for parking at their park and rides since weâ€™re the ones that are actually trying to help decrease traffic congestion by taking public transportation; this being the reason why I didnâ€™t participate in the pilot. Since then I have moved and now catch the Sounder train from the Auburn Station, which is now one of the stations that are being considered for the parking permit program. I depend on the train to get me to work each day in Seattle, and I can only imagine what allocating a chunk of the parking garage to this program will do to my commute. I do not intend to by a parking permit for the above reasons, but I am curious where the parking permit money will go. Will it be used for expanding out these park and rides? If thatâ€™s the case, I may consider purchasing one.
1536	I already pay bus fare

1537	don't want to have to pay more to park since already paying to ride bus or train.
1540	cost and hassle of getting permits removes incentive to use transit
1541	It doesn't help the lack of parking spaces conveniently located at train station
1542	first come first served works well as is now!
1543	Parking is only an issue for people already using park and ride. Adding more trains and features would help
1548	the people who come and park in the morning are the ones who need the lots. Making us pay for parking is ridiculous. The solution is more parking. The people who use the parking are those who NEED to park to get on the train. I do not have a bus to the Tukwila station, I live 2 miles away, and I am not about to bike it.
1553	At least for Sounder trains, rather than permits, why not have areas marked off for specific times of train rather than first come, first served. I see no value to
1557	I missed the cutoff for the pilot program in 2014. During that time, unless I got to the station before 7:00 a.m. there was no general parking available. Riding the light rail costs \$6 a day for me. I don't want to pay to park too.
1559	Put in a multi-level parking facility
1563	These lots were paid for with tax payers dollars and so is Soundtransit. To single out people that can use the public park and ride lots is not the way to go. Lets charge the Sound transit employees to park their cars where they pickup the bus they are going to drive or anyone else including managment who would park a car there. Quit trying find ways to put additional tax on the public and start planing ahead more then 6 months.
1566	I've used various P&R's as a single rider to connect to the bus (10 years) vanpool (3 years) and carpool (4 years). Sometimes using one mode of transsporation in the morning and another to return in the afternoon. If Sound Transit requires permits and I choose to use a different P&R due to an appointment or event, this could be prohibitive. If the lots are already full and already free, I don't see the point in adding this costly administrative function to Sound Transits already tight budget. Unless, it is to start charging for these permits at a future date.
1567	first come first served is the only fair way.
1570	I don't use parking at consistent times. Don't think this would help me, and sounds like it will eventually cost me
1571	permits will just create an additional expense and confusion. In my opinion it will make people less likely to use transit.
1572	I pay to take the bus, I don't want to pay to park at the park and ride lot.
1573	All the pilot program in Issaquah did was drive drivers up the structure. It was extremely frustrating to show up at 7:20am and see 20+ open spots that I could not use because they were permit only and have to go up further to get to a spot I could use. I feel that this program does not work for the Issaquah transit center as it is never full so trying to manage the demand is not needed. All that is accomplished is a redistribution of parking higher in the structure and money in the coffers of ST for permits that are not needed.
1575	Not if it costs money, and not if the permits are for two or more people in one car. That does NOT encourage single car drivers to use the bus. It actually excludes the majority of people attempting to bus into work.
1577	Most people are Constructions workers and are using the Sumner park and ride. I believe the parking lot should be strictly only for Train Riders.
1579	Unfair to less frequent riders, such as telecommuters.
1580	I don't want an additional cost associated with my commute.
1581	There is not enough parking in the lots to begin with. Limiting 50% to permit parking only before 9:30am will force riders to find parking somewhere else because all unrestricted parking has all been taken. There are more riders who driving to the sounder stations than there are parking stalls. Permitting will make the parking issue worse as ridership increases. What ever happened to the approved parking garages that are supposed to be built in Sumner and Puyallup anyway?
1582	One reason I pay for transit is because downtown parking is expensive. It doesn't make sense for me to pay to park farther away. This would encourage people to just drive into town.
1587	Paying will deter riders
1591	This reeks of a cash grab to turn park-and-rides into a resource for the privileged.
1597	Unfairly discriminates against low income
1599	I'm already sacrificing time, applying additional cost will discourage ridership
1601	it is already expensive to ride the bus. Dont make it more expensive!
1608	No, it should reamain first come first serve. You would give perfernce to van and carpools which most people don't use. Most drivers are single drivers. What is needed is more parking
1612	Since I am not a commuter, I would not qualify for a permit. Therefore I would not be able to use light rail.
1616	no what
1617	Why would VAN Pools/car pools be given priority? Solo drivers may not have the option for a bus, carpool, cycle, or walk.
1621	You dont offer enough permits to people and then you make us pay to park after we are already paying for transportation
1623	I use S Bellevue P&R for the 550. That lot is full by 8am. I don't see how permits would alleviate the lack of parking places. I can never park there if it's a weekday after 8am. I have to plan transit alternatives in those cases.
1624	just build a multi-level parking garage

1625	We do not need yet another way to divide people into the haves and have-nots. My P&R (Issaquah) seems to have the right # of spaces. Even if I get there as late as 11:00, I can still park, but have to go to the top floor or the extra lot across the street. Parking is not a problem there, and when you had permits, the spaces were marked in a confusing way (could not tell it was okay after 9:30), and the permit spaces were the best spaces. So it was a 1st-class/coach system. What's next? Are you going to have special buses that people can pay extra for so they don't have to ride with the rest of us?
1628	This doesn't encourage carpooling or getting more than one occupant per vehicle per spot.
1635	I see this as an effort to get people to carpool to the station or ride a bus there. There is only one bus per hour from my residence to Kent Station. It takes me 15 to 20 minutes by car in the morning. I am a resident and homeowner of Kent and need the flexibility of riding whichever train I want or need to get to my workplace. I have been riding the train for 7 years now. The garage has become an increasing problem. Several parking spaces were lost to vanpools. Many folks park in the garage to meet their vanpool taking up even more spaces that were once available to bus or train riders from Kent Station. When the UW is in session parking becomes even more difficult as students are given incentives to ride the train. A large number of residents of Auburn drive to Kent Station garage to park as Auburn has not provided ample parking for their residents. It takes more than 10 minutes in the morning sometimes to get from floor 1 to floor 3, 4, or 5 to park. With the addition of the Green River campus and traffic coming across the valley from the west it takes easily 20 plus minutes just to get out of the garage and across Central Avenue in Kent. My residence is on the east hill of Kent. Charging me for a parking permit equals another pay cut for me, a single income household in the evenings i
1636	Build garages to accommodate more parking at the train station
1642	No more fees, please! Public transit needs to be affordable. If you add parking fees on top of bus fees it makes taking public transit not worthwhile.
1650	I don't think this is fair to riders who use the public transportation because of their low income. They already have enough st
1651	Cost, limiting spaces and flexibility
1652	build a parking structure
1653	need more parking
1654	Extra Cost
1655	Limits flexibility and makes park and rides too exclusive from students, low income users
1663	I used Sound Transit from Auburn to Seattle until I retired in 2013. Parking needs to be free and abundant. More free parking should be provided
1665	Parking Garages provides more parking
1675	Should not charge to park in park and ride lots
1676	still insufficient parking available
1678	first come first serve or build a separate lot
1679	where are all the people currently parking in the park and ride supposed to go?
1682	should be first come, first served. Increasing cost of riding mass transit increases burden.
1685	busing to kent station is not possible for me, neither is carpooling, how will your changes be anything but a detriment to me?
1686	I don't think adding more fees is the right approach- it only addresses the frequent users and discourages the occasional user
1689	please do not penalize the single drivers who are taking a bus and parking at a park and ride. We are not driving in to work.
1692	should be fair and spaces open to all on first come first served
1694	since ST is charging a fee for the permit, who will monitor & ticket those who park without a permit?
1696	why exclude customers?
1699	Sound Transit clearly did not plan accordingly for future expansion and increased ridership. Parking lots should have been constructed to expect future capacity and increased ridership.
1711	The explanations sounds like they may exclude some people from finding parking in order to accommodate drivers who pay for parking.
1713	Parking should be first come-first served. During your trial permit period the permit slots were most often never fully utilized/often left open until after 9:30. Very inconvenient for those who didn't qualify for permits and consequently often drove to Seattle.
1715	Raises my cost. If you implement I will stop using Sound Transit.
1721	It's already hard enough getting a spot unless you get there between 4:30 & 5:00am. I do not see how these permits will help anything. There are simply not enough parking spaces in Puyallup.
1723	YOU still are limited on the number of parking spaces. Link light rail needs to be expanded from Puyallup to Tuckwilla
1724	Spots are too limited already. If you give 50 percent of them to permit holders, less will be available to the general public.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

1725	I catch the train at Kent. The parking garage is not adequate now and even if parking permits are required, that will not create any more parking spaces. However, it would help if the Green River students had adequate parking across the street at their own facility. Bottom line is that there is not enough parking available regardless.
1727	No Van over night parking
1730	At this time, I am not finding where ST will be able to guarantee permit holders will have a space without running into the possible issue where all spaces are filled when you show up.
1733	FIRST COME FIRST SERVED
1734	Not paying for parking - tax dollars already paid for my spot
1739	Not everyone has the option to carpool to a park and ride. I take the bus because it's more convenient than driving but if I have to pay to park and pay to ride the bus, I might as well drive everywhere.
1740	A permit program may be the right approach, but the distribution of permits should encourage people to park in the lot closest to their residence. The current situation on Mercer Island (where I live) is that the lot appears to be filled by people driving part of the way in to Seattle (e.g. from Bellevue or other Eastside locations) and making it impossible for Mercer Island residents to find a space. Prioritizing permits based on ridership frequency could make it even harder for local residents to find parking. I think there should be a set aside of places in each park-and-ride for local residents regardless of riding frequency (perhaps during a certain time window).
1741	Punishing solo drivers. Already taking the bus. Why should I pay to park?
1743	...The garage is full. You're not serving more customers, you're grabbing cash.
1744	I'm not sure; this is the first I've heard/thought about it. But it seems arbitrary. Some people would benefit, others would not. Best would be changes that help people not drive to the train/bus station. Dedicated, lighted bike lanes. Cheap bike boxes. Better connector buses (mine would get there at the last second or past, so I drive instead).
1745	Not an efficient use of space with lots of open slots during the pilot program
1746	I think this will exclude a lot of people who are not willing to or cannot afford to pay for a permit from using public transit.
1748	going to a permit system merely shifts the problem around. I currently don't have problems with parking. this will create problems for the early riders. clearly we need more parking, not a fight over who is most worthy.
1749	You're forcing people to pay even more money when its already expensive enough. And you're favoring the elite who CAN afford it. This will make parking worse too, as people will have less spots to utilize and it will be a mess.
1755	Requiring riders to pay to reserve a spot doesn't help with the demand for additional spots or create options to leave cars at home. It just increases the cost of an already expensive but limited transit system.
1757	Federal Way is fine as is. Please don't include.
1760	permit parking does not address the limited space, as ridership increases
1763	there are more riders than parking spaces. It is unfair for those who did not apply early and will not get a permit. In Kent, there is a big parking lot across Showare, if there are regular buses or vans bringing riders to and from that parking lot that will be a better solution to the problem
1764	Cost a lot for the bus. To have to pay more for parking is not something I want to do.
1765	Parking at the Auburn station is already difficult to find. They made much of the previously free space into pay permit only. If you cut the already reduced free parking by an additional 50% it is going to make the train no longer an option for many people. Bus service in SE King County is already poor. Taking another commute option from us is a terrible, irresponsible option.
1767	It's already hard to find parking now. The permit system will make it even harder for me to find parking. You WILL lose more riders by making the parking situation worst.
1768	Parking is woefully inadequate. We need enough local, frequent feeder buses. The direction has to be 'build it and they will come.
1769	If you add any additional cost to the overall commute you will cause me to drive and park in seattle
1771	mwe already pay a fare to ride and now you are trying to gouge us some more. my commute is already 2 hours, i take a train, buss and two shuttles do you really expect people to add more. how about get in early i have no problem park7ng. yam already charged a fee to ride and now you. want to charge to prak? that certainly isnt going to incent me to ride at all and will do the opposite? i arrive early and never have a problem parking
1775	Parking needs to be low cost for all so that commuters don't choose driving to work.
1776	I already drive to the transit station because I believe in mass transit. I take the train so I don't have to pay for parking in Seattle. Now, I have to pay to park at the train station. Doesn't make sense to me.
1777	Get car poolers out of the park and ride centers.
1781	these lots are already over full now you are going to make people pay to parking. did you know when the puyallup lot is full there is no 8 hour parking for those who ride train to work. only 2 hour parking. now you want to make it impossible by giving away 50% of the lot to non train riders. are you all nuts?
1782	I already pay for parking by paying taxes

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

1783	Some of us have to drive miles just to get to the train station; and that is the closest transportation (no bus service in our area without driving for miles); now you want us to pay to park; pay to ride. Doesn't our tax dollar / government already subsidize the parking facilities? Permits, maybe, but not for a price.
1788	While I think the permits are a great way to address ONE of the goals above, it will not help resolve to increase ridership, and may or may not increase customer satisfaction with the added management of purchasing/monitorin expiring permits, for example.
1789	Mid-morning at Issaquah transit center most permit parking spaces are unoccupied
1793	I had to park further away during the test program - and often the slots were empty. Should be first come first served for parking stalls - not permits where a space sits empty that day and I am there at 7am and have to pass by the empty spaces and park further. NO!!!
1798	Charging for facilities/roads already funded with taxpayer money is
1801	I don't believe charging yet another fee for commuting is the rught thing to do. It's already expensive enough. And then it also makes for something else we commuters have to manage as part of our commute & career.
1803	Public transportation is already more expensive than driving. Adding more cost to one's daily trip by requiring a paid permit will not increase ridership.
1804	The permit approach is not equitable for all users.
1807	A mix of permit and open paid parking should be provided to provide more flexibility
1809	Not an efficient use of space - with many not commuting everyday there were a ton of open spaces during the pilot program
1811	During the permit test, I witnessed multiple permit spots that were not used on a daily basis. Its a waste of parking space if the permit holder doesn't use it on a daily basis. There are not enough parking spaces available at Sumner station to accomodate the riders who take the train out of Sumner. Also, the buses do not start running until after 6. Where are those commuters to park? Permit parking at Sumner Station would be a huge mistake!
1813	lots of us already pay to take transportation to work, carpool to park & ride so more \$\$ just to get to work will make people think twice and driving in will seem a better option
1814	It is already very expensive to bus and employers aren't always matching the full cost. This would be an additional burden for the middle class. It should remain first come first serve. Add more parking garages instead if you want to increase ridership.
1821	Permitting just grants special privileges to people who happen to get lucky and get a permit. For those who don't the available parking spaces just get cut in half. That solves nothing and temporarily makes a few people happy and privileged. I'd rather take my chances on equal footing with everyone else.
1825	Certain transit stations just need garages because there isn't enough parking spaces to accommodate people who utilize these services. The permit program is just a way to get money in the short term but not looking at the long term at all.
1827	I am a widow and drive to the park n ride alone. Why should I be charged because I drive alone. Most everyone I see there, have driven alone from their homes. Also I ride the first trains after 5 am and there is plenty of parking available to me.
1828	only if there are no fees involved
1830	don't want to pay for parking when I can park now for free.
1831	in most cases, riders have to drive to a P&R location to take bus/train. Build more /larger parking garages. That would take more cars off I-5 and increase ridership.I work at Seatac and I have to ride the first daily 574 to work.
1832	first come first served. bs that\$\$\$\$ gets you favoritism
1836	limiting parking to an already packed lot will not solve the problem. Those that have the permits will only have one or two people in the car. Offer better things like cheaper gas, lower car tags or something equal.
1837	Too Expensive
1841	Stupid and rediculus idea. It will discourage solo drivers from trying or occasionally using a bus trip. If people can easily carpool to the park and ride lot, they will continue thier trip to thier final destination. Please do not implement. Paying for a permit will discourage exiting solo drivers from using a bus. I know I am not willing to pay an extra penny for using a bus.
1843	too expensive
1848	I attempted to participate, but was denied a parking permit because they were all given out. Therefore I was forbidden to park at the Sumner Train Station. How is this in anyway an improvement? unless you were one of the lucky ones to get a permit.
1849	No start time on pemit program
1851	the cost of permit defeats the savings of riding the train. DON'T CHARGE for parking!!
1853	Parking at train station lots should be first come, first serve to train riders only. Allowing only those that ride the train to park in the train station parking lots will result in the most efficient use of the parking lots and will increase the satisfaction of your train riding customers.

1855	Permits were issued to people that didn't use spot. More than 1/3 of the Issaquah Transit Center was empty, but I could Park in those spot because of the permits.
1856	Not an efficient use, lots of open spaces every day during the pilot.
1858	The permits will only end up being used by single occupant and not promote help parking for late riders. Spots will be vacant when permit holders are off work or not using them further reducing parking availability for others.
1859	the train station have limited parking encouraging vanshare parking isn't meeting any of your stated goals.
1860	It will only increase the parking problem restricting the number of spaces most of the commuters will have to share
1861	no permit fees, although there is typically two riders in a car to the parking garage, there are times where there is only one. then a carpool
1864	We are already paying for the train. Public parking, paid for with tax dollars, should be free.
1865	You need to provide more parking. There will continue to be more and more riders and without parking it makes the use of this "great" mass transit system we have not so great at all.
1866	If sound transit wants people to use their services, there needs to be more parking available. And it needs to be first come first served. Period. bottom line is more parking at transit centers.
1869	You already tried this in 2014 and it didn't work. It made a lot of riders very angry.
1870	Paying for parking on top of bus/train fares hurts the lower income riders most. Build more parking spaces!
1872	While I agree with public transportation don't live at a location that has access to bus service to and from the station. Also by taking public transit I spend close to 11 hours at work and commuting. If you increase the price point for public transit you will push people back to driving alone to and from work.
1874	Currently the Kent Station Garage fills up at 7AM or shortly thereafter. The answer is in securing more parking not limiting the number of people who can take the train by issuing permits.
1875	Parking is limited at OTC because Microsoft shuttle drivers park in non-designated spots instead of in the MS garage like they're supposed to. OTC needs better parking enforcement.
1882	I use the train two days per week and would not be able to get a permit. I'm concerned that half of the garage would be blocked for "permits" with a lot of those spots vacant, while the "free" spots would be full much earlier in the morning.
1883	If the basic problem is that there are more people that want to park at a given location to take public transportation than there are spots for them to park, this proposal in no way addresses that issue. I'm not, and I'm sure most people won't, start carpooling with someone to the park and ride so I can get the parking pass free.
1884	The problem is there is not enough parking spaces that are needed. This permit program does not address that problem. It only makes it harder and more expensive for commuters who already have to pay.
1885	if you get later train there no parking all ready, what will change that with a pass
1887	If you're trying to get more riders, the way to do that is to make it more expensive? Seems counterintuitive to me. Reduce fares (slightly), increase routes (a lot), provide more park and ride locations. This just looks like a grab for more money.
1888	Whats the cost for a pass? At 5 am I always get parking so it won't effect me.
1889	Permitting was tried once before in Auburn by the City and failed. We don't have enough spots to begin with. We should be encouraging mass transit and requiring permits would be seen as an obstacle.
1890	Not enough parking spots already, and that only helps those that can afford to pay for their spots leaving those that can't without parking.
1895	It's too expensive to do anything around here anymore. Now you're going to charge for parking at a park-and-ride, too?
1896	Don't squeeze lower income riders who actually need this service. You've saved hundreds of millions on recent projects coming in under budget. Build more parking if necessary or find another solution with the savings like an underground lot MI parking has. Shortsightedness had again become evident with ST who should've seen this problem years in advance and already solved it. You should be ashamed trying to collect more money from us.
1897	You shouldn't be charging us for making the choice to use Sound Transit; we already pay ridership fees. You're making this option less and less affordable and desirable if you go this route. Sound Transit saved over \$150 million on the U District station I read. Why don't you use that money?
1900	The point of transit is to get people to stop/keep people from driving by themselves during peak commute times. Commuting to the park and ride to catch transit is not the general plan. My concern is that people who either have no friends to ride to the park and ride will suffer if this is implemented.
1901	Reducing the number of spaces available to solo drivers seems like a great way to encourage them to skip transit altogether if finding a spot becomes even more of a challenge than it already can be. Instead, focus on increasing supply of available spaces where possible. (Perhaps purchasing and razing Cafe Arizona, and building an auxiliary structure across the street from the Federal Way TC?)
1903	please see comments box
1904	I would not be able to afford any additional costs to my commute. I get to the garage 20 minutes early to miss the traffic.
1905	Not an efficient use of space when people are only required to work three days a week plus allowance for time off. Pilot program had way too many open spaces.

1906	I do not see the purpose of the permit program if anyone can apply for one. If the permit program is neighborhood base, then it makes more sense to have a permit program. A first come first serve permit program does not accomplish anything.
1907	A lot of people already pay alot for transportation because work does not cover all our passes or some don't cover it all and addign the extra money to come out of pocket is very dissapointing to alot of people. I ride daily and already alot of commuters are grumbling about it already.
1910	With transportation already costing too much adding and an additional expense would increase hardships on commuters. I commute daily from Issaquah and have never had a problem finding parking. Whether that was before a 9:30am or later arrival. This to me seems like another way to nickel and dime the daily commuter.
1911	There are still open parking spaces at 8:30am at least at Issaquah TC. Permit parking will decrease ridership during peak hours and under utilize the TC. If implemented, work with King County Metro to decrease the amount of peak route 214. As there will be more empty spaces that aren't being used so there will be less ridership.
1912	Not cost efficient
1914	First Come First Serve is harsh, but fair. Permits only increase a lot of trouble. Use permits in Microsoft or shopping center parking, but not in Park & Rides. That would be a betrayal of practice.
1915	Limits my flexibility. Depending on my after work plans, I choose different park and rides. Also, more fees would not be appreciated! I take the bus to save money.
1918	To increase ridership imposing new fees will discourage ridership.
1920	the problem is there is just not enough parking to increase your ridership. I come out of Sumner and the increase in housing and development there is in excess of what is provided. You sponsor Van Pool parking out of the same location that you are trying to get people to the train. You should really attempt to locate alternative parking areas for the Van pools so the people choosing to ride the train can park and ride the train. Even if you provide paid parking, what does that actually get us as riders. I for one have already had my truck stolen out of the lot at Sumner and nobody has ever responded to any of my emails from Sound Transit. When the pilot permit program came up I again asked the questions of what does the permit parking get us? Are there cameras proposed in the parking areas for security and safety, are there security patrols planned for security and safety? Again it seems as if everyone is pushing alternative transportation but the users are getting nickeled and dimed right back to driving. What I saw with things at Sumner during the test period were. You had restrictions that you must ride the train 3 days a week to have a permit. We could stand there at the first train and watch car after car pull up and someone get out and tap their card and get back in the car and drive off. On a rare day off I drove by the lot just after the last train out and there were 30 or more empty stalls in the permit parking area. That would have been great for all the people that had to park in the neighborhood and walk several blocks to the train. I understand real estate is tough to come by. But when you overlap your services out of the same location and you are asking more and more people to use these services, but yet you lack the infrastructure on the back side to support it, how are the riders of any of the service benefiting.
1921	I am a single woman on a limited income - I already pay \$135 a month for mass transit with no subsizing by my employer. Adding parking fee on top of this will be a hardship. I have to drive to the Auburn Train station from my residence about 10 miles away and do not have the flexibility to carpool with others because my daily work hours vary. So what happens to solo drivers who drive to the parking garage to take the train to Seattle for work?
1923	Too many of the close and lower level parking spaces were designated as permit parking and were empty during the first few hours of commuter riding time. (6am to 8am). In my experience, I had to park on the upper levels, passing by empty permit spaces because I didn't have a permit. Permit parking also penalizes people who use the Park and Ride regularly but cannot afford to buy the permit. Non-permit buying regular users were relegated to the farther away upper levels. If you must institute this again, make the permit parking on the upper levels.
1924	I have several issues with this idea. 1. Very few people carpool to get to a transit station because they are trying to use the facility to enable them to utilize a form of mass transit, why would I carpool there if I already could utilize multi occupant lanes. 2. We should be encouraging mass transit and permit requirement will be viewed as a barrier to this. 3. Additional cost and hassle in obtaining the permit. 4. I don't want any decals or mirror hangers on my vehicle
1925	They tried the permit program at the Issaquah Transit Center last year and then stopped it. I find that the Issaquah TC does not usually fill up that quickly. I would NOT like to have the permit program at Issaquah TC because I don't think it is needed. If it was started again at Issaquah TC, it would mean that I might have to park on a higher level in the parking garage since the lower spots are reserved for the permits and I don't like to have my car in an uncovered spot during the day. Please DON'T bring the permit program back to Issaquah!
1926	This is a waste of funds for administration.
1927	This is a burdensome new tax. It unfairly advantages late-arrivers over equally qualified early riders. It leaves space vacant when needed by early travelers against the possibility someone more important (wealthier) comes in later. Of course it may also sit vacant. I HATE THIS IDEA!
1928	Charging for a parking permit will not resolve the congestion problems at Sounder stations. It will only make thinks for difficult by reducing the number of parking spaces depending whethe you can obtain a permit

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

1929	Need to provide more parking
1932	It forces an extra step in an otherwise already complicated ridership program
1934	I don't know how it uses parking spaces more efficiently or increases customer satisfaction. At Issaquah Transit Center pilot in 2014, much of the permit reserved spots remained open (in early hours), but the parking lot still did not fill up. It just made non-permit holders drive to a higher floor or park across the street. Buses operate on a first come, first serve basis. Parking should do operate the same way.
1935	if you charge to park, we will just drive our cars again and skip the bus
1939	fewer available parking spaces will only encourage commuters to drive to their destination.
1940	I don't believe that lack of parking at p/r lots is the main barrier to increasing ridership. A solution in search of a problem.
1942	it should be first come and first serve not according to permits,
1944	Permit parking will discourage ridership; I could drive to work and pay for parking with combined cost of my Orca card and permit parking costs. Most bus riders can't afford another expense. Bus/train parking should always be free to encourage usage; by 10:00 a.m., the Fed Way TC is full M-F, permit parking is absolutely not necessary.
1947	After already paying to ride the train, I'll now have to pay to park too... I get to the station early to ensure I find parking-- for those who take later trains, they can use permit parking.
1950	Parking is already difficult to find and when you have 50% of spaces for permit parking only, it will be even mor difficult. You encourage using buses, trains, metro vans, etc. and this feels like you are penalizing that effort. I can't afford to pay for parking and my Orca pass.
1954	There is already the cost associated with taking the bus or train, so incurring an additional cost to park at the park and ride starts to defeat the purpose of taking the bus or train in the first place. This is especially true since the bus usually takes longer than driving anywhere anyway. The solution really needs to be to build more parking. Permit parking isn't going to solve the problem of to few spaces. by not creating more parking, you are limiting the number of public commuters, which will force more people to drive in, thereby increasing traffic on the roads, and also preventing public transit from getting more passangers (and therefore more revenue).
1955	YOU HAVE A HUGE PROBLEM WITH NOT ENOUGH AVAILABLE PARKING ESPECIALLY IN PUYALLUP. THIS JUST ALLOWS YOU TO MAKE MORE MONEY ON A LIMITED NUMBER OF SPOTS THAT YOU DO HAVE
1957	You are going to make it even more difficult to find parking or secure a spot. I already have to sit in my car for 40 minutes every morning to secure a spot to park. And because I only work 4 days a week and have to drive to work at least 4 times a month, and I have to work offsite 4 times a month in addition to that... I wouldn't meet the requirements of tapping my card 3 times every week to even be able to apply for a permit. Now that I would have to get to the station even earlier, I might stop riding. Taking the train already causes 2 additional hours or travel time a day. I can't do any more than that. The stress relief of not driving in traffic isn't worth what will now become 3 to 3 and a half of extra travel time a day.
1962	I don't want to pay for parking
1965	Making it more difficult for folks who ride in solo to the parking garages will NOT improve the situation and, depending on how much difficulty this casues, may drive some folks OUT of using the bus/train. Instead, SUPPORT your commuters by building adequate parking at each location...like you PROMISED and did not fulfill (thinking of Auburn in particular).
1966	W epay enough money for transit. Now you want to charge us more? I might as well drive to work.
1970	If the lots are already full then charging a fee for a permit does not solve the problems without a plan to use those funds to either increase parking capacity or decrease the need for parking at those sites.
1971	Lots are now 100% used. First come first served is fair. Permits will cause lots to be less than 100% used due to the daily percentage of no-show permit hoders. How is this more efficient? How is it fair to make everyone who does not get a permit more uncertain to get a parking spot? The priviledged few that get permits are guarenteed a spot whether they use it or not. 3 days a week is ok? 40% of the time the spot can be empty? This makes no sense.Also public funds pay for these lots.I pay taxes but I can't use the lot unless I pay more and win the parking permit lottery? Leave the parking alone!
1974	This will only guarantee some people have a parking spot but it will not increase parking which is needed.
1975	I think it's lazy on the part of Sound Transit to think that solving the "problem" of more people wanting to ride the trains that are supposed to be as an economically and environmentally sound alternative should be charged more all while Sound Transit actively brags about all the money they're saving on projects. Your problem shouldn't be how do we keep people out of the park in rides or collect more money from them but rather it should be "how do we get more riders" and "how do we give the public a solid ROI from their tax dollars" or to keep the ball rolling "how do we create a sustainable public transpiration model that's ethically and morally aiding the public" as opposed to creating it into a business model.
1979	Ridership has increased and their simply isn't enough parking. A permit system would not address the root problem, it would only redistribute the current availability to those who can afford to pay.
1985	We already have a growing caste system where those with money have an advantage. The public bus belongs to everyone, and everyone who comes to the lot is a transit rider. Those who have to come further because of housing costs should not be penalized for arriving too late to get a spot, or for not being able to afford a permit, or for not having a steady job that uses the same park n ride lot. Live the life of a minimum wage worker for awhile and see if you still like this idea.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

1986	The permits are great for those that can get them but there will be more demand than supply. The issue is greater lots.
1988	If transit connections charge for parking I would rather drive to my destination and pay for parking there. There would be no benefit to take transit.
1992	I ride a motorcycle not a bicycle. I carpooled until I changed jobs, now I cannot. Should I jog to the train because those that work later have no parking. Go park at Tukwila then....
1995	Agree in priority for carpools. Should be permit priority for living near the P&R rather than just choosing the closest one to Seattle. Do not see the connection of permit parking to increasing ridership and non-motorized access
1996	Hard to enforce. Limited spaces until 9:30am.
2000	For a user this just seems like yet another revenue stream that is unnecessary. If the parking lots are full, which is surprising since many aren't large enough, build a parking garage.
2004	Never been a fan of permit programs.
2005	No issues would be solved by implementing a permit parking system.
2008	There will be fewer parking spaces available for the people who are not considered "low income," but cannot afford to pay for the permit parking.
2010	I'm not interested in paying to park to then take the bus. As someone who arrives very early in the morning, I have no issues with current parking spaces.
2011	Monitoring transit rides is way too intrusive. If this "big brother" requirement is removed, then I would support the proposed changes. Otherwise, no way!
2014	First come first serve should be the correct approach. Do not charge people for getting on the train or buses early. This only makes it easier for the wealthy to get a parking spot. Why punish the working? Come on people!
2015	It forces people on the first two or 3 buses to have to move their parking into Summer earlier. It leaves prime spots open until after the train stops running in the morning. It is less efficient than first come first serve.
2018	It is just another way to exert control over who gets to use the parking spaces. The administrative hassle and unpredictability associated with whether I am able to get a parking permit or not for the next renewal season is just simply not worth it. Right now the free market mechanism of 'show up early and get a parking spot' works perfectly fine. Have you guys thought about the inefficiencies of constructing a bunch of permitted parking spaces, and people not showing up to claim them on any given day?! An EMPTY slot would remain, not being able to be filled by unpermitted vehicles.
2019	How do you plan to differentiate between permit holders who will actually use the permit every day, and single riders who will just purchase the permit and will use it a few times a week. The permitted spot, in the latter case, will just sit empty on days when the permit holder does not show up. how is this increasing efficiency?!!!!!It is just another revenue source ploy as opposed to wanting to serve the customers better. Let's be honest here.
2020	SOV residents on Mercer Island should be able to get a permit. Island residents don't have alternates available. Also, first come first served system is fair.
2025	Park and rides are for people trying to avoid the traffic nightmare as well as reduce their environmental footprint. We ride the bus service and pay a fee for that. This city needs to realize people will continue to drive and park and should build more parking structures. This city will never be a drive free city.
2028	you need more parking for Tukwila. We would use it to go to seattle as a family but there is no parking.
2029	only benefits riders who don't come in early
2033	restrict use by non riders construction workers park at bear creek and don't use bus leaving no spaces for those who do. some van pools riders leave vehicles and join their ride share van leaving no spaces for those riding the bus.
2034	When the park and rides were built they did not think to include growth into the plan. Why as a single driver and no one in my area to carpool with to the park and rise should I have to pay to park. What is the money that we pay for on our car tabs, where is that money being used? People need to plan better to get to work and take the bus and do transfersr. Build better park and raides and build up, and do not let the van share rides use the lots.
2035	parking should be increased
2037	What park in rides would be included? I can never ever get a spot at 112th in Everett but then if everyone had a permit like me I still would never get a spot and still have to drive to the Everett park in ride
2040	I meet at the transit and get in my vanpool. according to the rules I would have to have 2 people in my car when I arrive at the transit.
2042	This will raise the cost of commuting via train or bus and make it out of reach for a lot of people. It would be better to find other ways make it easy and cost effective to us the park & ride / train.
2043	just more money,no way
2047	wouldnt use it
2050	It is just a money grab
2054	Bus already too expensive
2057	I have no idea how much you will charge and I do not know if I can afford it

2062	On the east side (Brickyard P&R), there is already a problem with van pools stopping in the middle of the lane changing drivers (and other assorted moves), added to the construction and landscape crews who use the park & ride doing the same. Why not have those riders park in the far portion of the lot and save the closer lot for the people actually trying to catch their bus?
2063	Provide More and Free Parking in a secure lot.
2064	it will discourage people from using the bus at all
2066	I think this places an unfair burden on low income riders. I think this will also discourage some existing riders and new riders for whom transit is already viewed as inconvenient. Carpooling, biking and walking is simply not an option for many people to and from a park and ride.
2069	How about enforcing rules already in place? parking is for transit customers, not the group of construction workers meeting to go to work. I think it is a great idea to look at relocating Vanpools to areas that are less used people are already driving to get to the van they will drive elsewhere. Also if i was to get a carpool together to ride to teh transit center i might as well just drive and use the HOV lanes, that would make much more sense. I don't see this working unless it is heavily enforced and since we don't enforce the rules in place now why would we enforce the permit parking. All this will do is push people into the 50% of spaces left over. People take the bus to save money not spend more money. I pay for a puget pass every month which just went up this year now i have to pay to park my car? We are approaching a break even point where driving is going to be better, price will be the same and i save 20 minutes not standing around waiting for buses.
2071	need to use church,
2073	use church, theater parking first
2074	Parking is for everyone and it should not be restricted to the privileged few able to work the system for parking.
2076	Solo drivers who use the bus should never pay for permit parking. Permits should always be free (your phase 2 has it wrong). Otherwise the cost would start outweighing the benefits of using public transit.
2077	I use the bus twice a week. This will likely eliminate my ability to park at the transit center because I won't qualify for a permit and the parking spaces fill up by 8am.
2083	I use public transit because the parking is free at park & rides.
2084	In Sumner it was mentioned that the lots were fully by 5:30. Giving permits is only going to cause new people to park in the neighboring streets. It does not resolve the problem in Sumner. One solution, get a bus from Orting to the station. Get a bus from Lakes Taps area, not just Bonney Lake
2086	you just need more spaces
2093	It only favors carpoolers and some can not use this option. You will ailinate your ridership and those of us that use you the most
2094	this will just cause people to go to a park n ride that doesnt have permits, as well as cause normal people who depend on the lit to pay. it wont alleviate the business.
2096	We pay to take the bus that is overcrowded everyday. Parking is already a nightmare if you don't get there early enough. I don't want to have to pay to park my car at the transit center and what happens if I don't get a permit? I start work very early so I need to take an early bus. It doesnt' seem that like paying t park is the right thing to do.
2097	Cheaper Fares
2098	Parking will become a jungle as passengers that occasionally ride will take up spots outside the garage and those who do not wish to pay for this priveledge will already be on the street making the entire parking issue a problem for all.
2105	It penalizes those that use these parking environments for shopping and entertainment. For example at the Kent Station, parking structure was developed not only to support the public transportation but the shopping complex as well.
2107	What does this extra payment go to? Fares are high enough...
2109	I will stop taking metro. How is it the rider's fault that Metro can't plan enough for the future?
2110	How will this resolve the issue for everyone. You appease the later riders and put out the earlier riders. Just leads to one more frustration and delay in addressing the real issue of not having enough parking.
2112	We are retired and this would place exceptional economic strain on our limited budget. I can only wonder what the impact would be on low income workers. Get a real idea that does not create a financial disaster for the least able to defend themselves. Get a viable taxation plan and then ask this question.
2113	already pay for the transit. I dont want to pay to park. I get there early am and dont have ave a problem with parking.
2115	I already pay money to ride the train and don't want to pay money to park my car. I ride the train to save money. If I have to pay for parking too, I might as well quit riding the train.
2116	Shouldn't have to pay more to park when you already pay for the train pass
2117	In Auburn, there are already people paying for parking nearby. We need more options to get TO the transit center that don't involve personal vehicles.
2118	I'm absolutely not interested in having to pay even more just to ride mass transit.
2119	Taxed for a garage + permit? No way.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

2121	I dont take the light rail because when I try to, I can't park. making me buy a permit up front does not encourage me to try it again.
2122	I used the Tukwila station during the pilot program. I would arrive and non-permit area was full, but many permit area spaces were empty. It appeared that people got the permits, but it didn't mean they used them. Will some people say the are "frequent" but just want the ability to have a "guaranteed" spot when they want it. There were a number of times I looked at the lot, then just drove downtown.
2129	You are penalizing people that carpool or vanpool. Tolls for single car riders not carpools. e
2130	Auburn garages have, for the most part, been converted to permit.. The motto is becoming "You have to pay to play." Does not encourage people to use Sound Transit, patronize the merchants or seek medical care downtown.s
2131	you are penalizing car poolers. get the single occupancy vechiles
2133	Parking is already limited. And now they just want to make more money off of people. And the requirement for each car to have 2 or more occupants is just ridiculous. The whole thing is so unreasonable. It already takes long enough to commute to Seattle, let just make it more expensive and a pain in the ass.
2134	Twice I voted to raise property taxes to build another parking garage in Auburn and BOTH times the County reneged and took my property tax money to other locations for other purposes.
2135	No. Once again those with money will control something that should be available to one and all. Perhaps a portion of the lot could be permit with the rest open for one and all. Permits are not equitable. Period.
2136	discouraging
2138	This is parking owned by the public, technically. Parking should be free since the goal is to get cars off the road. Free permits given out by random drawing would be ok, as long as those spaces open up by a certain time every day.
2140	How does the permit parking make it easier for customers to reach stations?
2142	Almost impossible to currently find a parking place at Auburn Transit Center. This does nothing to create parking availability to transit riders
2144	it is working ok
2146	free parking without restrictions is right for our community
2147	The Auburn garage is completely full before the 725 train. By giving permits and then allowing 50% of the spaces still available the garage will STILL be full before the 725 train. This does not fix the problem that there is simply not enough room. The only viable solution is build more parking and increase train fares.
2148	the station should be available to all free of charge. I pay to ride the sounder and busses to save money and time. Adding permits negates that effort.
2150	Non-permit holders would not be able to park in "permit only" spaces
2157	Our Taxes have paid for the lots once already, Why should I pay again. The right approach is to build bigger or other available lots.
2160	not everybody can afford permits. Is it going to be every spot or will there be open parking for those w/o permits.
2163	This will not solve the lack of available parking spaces in Auburn station.
2164	Not if there's a cost for permit. You'd be punishing people for trying to do the right thing. I already pay for an Orca card...if I have to pay for a permit, I'll just start driving to work as will others, thus defeating the purpose
2165	It penalizes infrequent users
2169	Bus routes don't reach where I live. I'm too far to bike let alone walk. Not everyone can carpool 3-5 days a week. Stop letting construction workers use Auburn for a park and ride. Make it train parking only.
2170	It depends on the cost. The train is already an expensive ride for many. Riding a bus to the station is not as convenient for me either as I pick up my children on the way home.
2172	We are already paying for the parking with traces and the cost of the fare. I oppose an additional fee. The better approach is to add more parking
2173	We are one of the very last to still have a downtown we can enjoy with OUT the head aches of Seattle parking

2174	I feel like a permit system is a bad idea because you are actually going to decrease ridership in the long run. I am a frequent but not daily train rider, using the Tukwila link station. If there are permitted spots people like me have a lot less chance of finding an available spot. I ran into this a few times when the pilot was going on at the Tukwila station. Also, let's say I take the Link four days a week but I work from home on Friday's. I purchase a permit so I am guaranteed a spot the 4 days I take the train. That spot will be left open every Friday when it could benefit another person. Now I know, in the pilot after a certain time the general public could park in that spot but if I got to the Link before that time I couldn't take that spot, even though the owner of the spot has no intention of using it. Taking the bus from my home to the Link plus the link ride to Seattle is typically slower or the same as just driving into Seattle. If I knew that a large portion of spots were reserved I would just drive in because it would take me longer to hop off the freeway, check to see if I got lucky and there was an unreserved spot open and then when I found the lot full, have to get back on the Freeway and drive in anyways. most of the link stations fill up, ridership is not an issue and having people pay for spots, cater to those who can afford to pay as well. I might be able to afford taking the train daily but not be able to afford the permit. Now I have less chance of finding a spot to park my car, even though they I want to take transit. As you can guess, I am against permitting. I would be more willing to pay a higher price to build a multi-story parking garage.
2175	More parking is needed.
2178	How in the heck is restricting parking places for permits going to make it EASIER for commuters to use trains/busses? BUILD MORE PARKING if commuting is working better than your original parking plan.
2179	other
2180	no build more parking. it should be free. get more parking means more riders actually offer more trains would help. tht wil cover the cost. do not nickle and dime us. otherwise we will just drive
2181	This just makes it more exclusive and deters me from using transit. What we need is more parking for the growing population, not restricted parking.
2182	should be free
2183	Not in Auburn until the additional garage is built that was promised.
2185	In Auburn, half the garage is already permit parking (just not ST). The city also offers permit parking across the street. There's still not enough parking for those that don't have a permit?
2187	RTA taxes our vehicles and Sound Transit should use the money from the fares and taxes not create another source of income Use the funding they have
2188	Sound Transit has already received tax dollars to build the system (including parking lots and garages), and this seems like another way to get money from tax payers.
2189	for me the whole reason to take public transportation is so i dont have to pay for parking in the city. if you start making me pay for parking then i might as well take my bosses money for parking and drive to the city.
2191	Sound Transit should expand lot sizes rather than attempt to squeeze more money out of riders!
2193	budget is already tight. Parking should be provided
2194	I pay for my ORCA - why should I also pay to park.
2196	I already paid with my taxes for the Auburn Station, now you want me to pay again. During this last tax increase by Sound Transit Auburn was supposed to get a new garage they backed out, why?? Why should we pay twice. We paid in taxes for the garage and parking lot in Auburn. And you know what I remember a fellow on the radio stating when the train started that there would come a day you would charge the riders and Sound Transit said oh no not going to happen!! And look where we are at today.
2197	No. My commute is fine as is there is ample parking when I arrive early at the transit center. Taking away up to 50% would leave no parking available and I won't buy a permit to park since my company will pay for a parking permit in Seattle. I opted to use the paid orca pass benefit to keep my car off the road, but having to pay to park at a public park and ride would be ridiculous and would cause me to drive in to work and stop using sound transit altogether.
2198	It's ridiculous to make people pay an additional fee in order to park to use another program. It basically sounds like Sound Transit want to increase fees for no logical reason. Why have people pay for parking on top of the fees to ride the train for example. This will not increase ridership and may actually decrease ridership due to having people pay for additional permits.
2199	You need more spaces not permits for 50% of the Auburn garage and then 50% for open parking. I have to park on the street or arrive 3 hours before my job even starts in Seattle to get parking in the garage.
2202	how do you manage those who carpool from that location and how will you be able to monitor if people are carpooling?
2204	We should promote public transportation by provide more parking space for people to take train or bus.
2210	the lack of planning in regards to parking on your part is the biggest problem for increasing ridership.
2211	It is a public transportation system so why should riders that only ride occasionally be penalized. Occasional riders normally do not have ORCA cards.
2212	Parking has never been an issue.
2216	it's already so expensive, adding more costs is prohibitive
2217	It should still be free.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

2219	Takes the incentive away, or does the money provide for new garages etc...
2221	Parking should be free
2222	It increases complexity and buracracy of simple getting to work. Having to get a permit to park in already limited parking will simple discourage more people from riding
2224	If the lot is already full, then you have met your ridership goal. You are only "saving" spaces for those who are "late" and can afford the cost. This approach is not very egalitarian and is probably illegal; since tax and fare payers paid for the facility.
2227	It's difficult to find parking in Auburn around the train station. People will bail from the train station parking garage if they have to pay, making it harder to find parking elsewhere.
2228	I already spent taxes for this "free" garage. the only reason I would pay for permit is because I work downtown and need to ride the train every day. you should just give free parking permits to everyday users. And be prepared to have EVERYONE sign up for a permit, you might consider using a lotto for passes.
2229	The train services solo drivers. Carpools might as well drive to work in the HOV lanes.
2230	This will only change the habit of a few. Parking will still be at a high demand. People who see the open permit spaces will be angry that they can use them when people are gone. For the more suburban areas that do not have great transit options to get to and from the train station, this is just an exercise in more frustration. We already have an hour commute and you want us to add another 30/60 minutes to use buses instead of driving which takes 5 minutes. Those who have kids to pick up or have to go to the grocery store makes your proposal very impractical. why don't you build a second garage in Auburn like you promised in the beginning.
2233	Number of parking spaces need to be greatly at most parking facilities, especially at Tukwila international.
2234	First bullet point is not applicable; how does a parking permit make it easier of r customers to reach a station? Second bullet point: First come first served is the most efficient. Third bullet point: Those who cannot afford the bus pass will have fewer spaces to choose from.
2237	Having a permit program would be helpful to frequent riders since they would be assured that there is a parking spot available. But for the occasional riders, it discourages them to use the public transportation. It would be nice to have enough spaces available.
2238	Amount of parking needs to be increased
2245	Permit parking will not increase the number of spaces and enforcement will be a nightmare. If you have a permit but arrive and there is no parking what can you do???
2248	Forces more cars on to street parking. Already having garbage pick up issues cars blocking cans, so they do not get picked up.
2251	Public transportation is already expensive and slow. This will discourage riders.
2254	Need more info
2260	so now I have to jump through your hoops to get a permit, (and no guarantee that I will get one) so that I can park, so that I can take your train to get to work?
2263	Sometimes I need to drive/park at the station on Fridays when its empty. I shouldn't have to have a PERMIT to do that!
2268	There is very little parking in downtown Auburn. The few parking lots I am aware of are already permitted. The limited parking already diminishes my desire to patronize downtown businesses.
2271	so much space is wasted already at auburn transit center by spaces that sit open with no use or very little. there is already issues with finding a space
2273	Other: getting from home to park & ride parking is not accessible. Therefore, no additional incentives to increase ridership.
2275	other
2276	If i must pay for parking I will return to driving downtown - pay for parking there and save myself a lot of time.
2280	It sounds like a hassle to renew permits, note vacation and sick days. Plus it's only for 50% of the slots so you aren't guarenteed a parking spot.
2281	We've already paid for the P&R and we shouldn't have to pay again.
2287	This will just reduce the available spaces unless empty spots can be used for the last morning train.
2289	Unless permits limit access to parking from immediate neighborhoods, MI park and ride will continue to completely fill up by 730am and since it will then cost money to park there, I will instead drive into downtown.
2291	Unless your are willing to buy a permit, using these facilities become useless to drivers.
2293	existing permit programs in the don't work
2294	Investing in additional parking in areas where there's consistently high demand is the better solution for transit users.
2297	This will not add one more parking space
2309	I don't think a permit will make it easier for anyone - only more expensive. Free parking in the station garage is one of the few benefits commuters receive. I live in Auburn but never park there because so many of the parking spaces are reserved - for whom I don't know. I drive to Kent station and don't have any problem parking there.
2310	Don't think you should have to pay to park. Make enough free parking for everyone

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

2312	I have never had to search for a parking spot. There is always at least one.
2317	This is not the answer. During the Pilot Program, the permit parking REDUCED the numbr of parking spots available to users (forcing users to park on the roof deck and offsite while the "permit spaces" went unused. This is not efficient use of the scarce resource. It also further DISCOURAGES use of the buses. Buses are already overcrowded and standing room only. Adding FEWER parking stalls or forced off-site parking does not help Sound Transit meet its stated goals.
2327	Add more parking
2328	It should be first-come, first-served
2330	You're making transit unaffordable. This is just another way to siphon money from people. If you want to free up parking, prevent non transit riders from using the park and ride lots.
2335	i arrive in summer at the first train in the morning. if the parking is reserved near the station,i would have a tough time making the train b/c i would have to park further away. Plus it seems like its another expense in an already tight budget.
2337	This creates struggle for students/ etc. with a low income who rely on public transportation to help with financial availability
2342	This plan does not address the problem which is too many cars trying to park where there are not enough parking spots.
2343	permits were used several years ago at Auburn Transit and was fraught with problems
2344	people that have money now gets a spot and people that dont have any extra money that is using mass transit to save money but dont have extra money to pay for parking permit
2348	Permits REDUCE spots overall. Instead, build vertical parking garages on top of present lots to create more spaces.
2354	There is not enough parking at the station now, this will only make it worse
2355	Sound transit should work to expand parking in the face of rising demand, not seek to ration parking at the most popular locations
2364	Terrible idea, more red tape will NOT increase ridership will reduce it
2373	it should be free and open parking to all
2374	I work for Weyerhaeuser and will be a daily rider beginning July 2016. There will be an increase of at least 800-900 people riding from the south end to Seattle. What will the permit program look like for my group of 800-900 people when we start using the train ? Yeah, not very good.There is a lot of concern from my co-workers about how we can get to/from the train and parking.
2378	Too difficult to do correctly. Issuing permits essentially ruins public transportation
2379	This will increase people expenses at the end of it I only see like Puget Sound Transit it's trying to take advantage and do what San Francisco CA charge for any parking space all around the city
2382	didn't work in 2014 - wont work now
2397	You are going to penalize those individuals who currently have employer paid ORCA or purchase their own tickets before riding the Link. It would be beneficial if another system were put in place that would force the issue of paying for the ride as opposed to just getting on and not paying. This is an everyday occurance and since the Fare Enforcement people do not get on when the Link is over crowded, Sound Transit loses money due to those non paying. Some type of turnstyle or booth, like NYC has utilized would keep the money coming and and cut those fare dodgers. I am not opposed to a permit parking just the unfairness to those who do pay for public transportation. All too many times I have seen more then ten people, young people in particular who just take a free ride to their next destination and then pay for a bus. Sound is losing a lot of revenue. So while you are making the responsible pick up the tab for the, you owe me crowd, they are taking advantage and know that Fare Enforcement will never do anything. Fare Enforcement generally hang out in groups, just like transit security who are either checking out young women or just shooting the breeze. Very frustrating that honest persons have to toe the line yet it should be everybody. By the way, your signs for seat hogs or sitting taking up more than one seat do not work. Nice try.
2406	All P&R spots should be paid, with rates set so that 5% of spots are always available. Running out of spots just encourages driving.
2407	Park and rides should be free, that's why we use them.... To avoid expensive parking in the city.
2409	I drive to the park and ride because my bus was cut. A direct route to downtown Seattle via the overtake park and ride vs Orc seems to make more sense, especially given all the new construction in the area.
2412	The issue that we have at Mercer Island is with non-locals driving onto the Island. I would like a permit system ONLY if locals were the only ones to get permits. Otherwise it will just make the problem worse!
2415	Making people pay for privileged parking doesn't alleviate the problem. If the problem is not enough parking spaces, then we need more spaces, not to be charged a fee to use what is currently free.
2425	Increase parking. (Garage)
2430	Permits are a pain to acquire, I would likely go back to driving to work.
2432	people can't afford to pay more to commute...build more parking complexes with multi-levels!
2434	Once permits are allowed, prices for these permits will only go up as well as the fees for the transit. Also, there is no security at the park and rides. Our car has been broken into and we know others in other lots who have been also

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

2436	It doesn't utilize spaces efficiently - most are empty with permits. And the impression of parkers is that the permits are a revenue generator for ST - the cost of the permit and the cost of the fines for parking in reserved spaces.
2437	The permits will cause excessive confusion. There is parking available.
2442	I am able to get a spot now just fine.
2446	Less avail for casual user
2448	it's a PUBLIC park and ride
2449	What a nightmare! For people coming to Kent having to get a permit to park in a public parking garage makes no sense. Maybe have some parking spots set aside for people with a permit but the majority of the parking garage should just be available to the public.
2450	Too much cost for those using public transportation already.
2455	It adds confusion to the occasional rider, complicating a process that doesn't need complicating.
2458	I take the bus to make commuting easier. Limiting available spaces I can use is not helpful.
2462	Design parking lots more efficiently. Single level a waste of space available. How is the permit program enforced? If someone is already parked in my reserved spot for the day how does it help me for them to pay a fine to Sound Transit?
2463	It reduces available spots for everyone, including frequent commuters if they don't get a permit
2466	This is a total money grab! No one parks at our park and ride and doesn't ride the bus so all you'll be doing is now charging for parking. You will not be adding parking. Our park and ride is not located near a significant employer or housing development so everyone who uses it must drive to get there. Again total money grab.
2467	It increases certainty/utility for some (the permit holders) and decreases it for others (the non-permit holders that have to arrive earlier to be guaranteed a non-permit spot OR figure out another mode of either getting to the Park N' Ride or driving. etc. In addition, the study that I read does not consider the full cost of the project in terms of enforcement, management oversight. From a economic cost-benefit perspective, it is not clearly that you have materially improved the overall welfare of the transit public, especially when subtracting the costs the projects.
2471	Build more parking lots! The lack of reliable parking adds unnecessary anxiety and unreliability to the Sound Transit light rail experience. Our public transit system does not provide timely access to stations. For example, I can drive to the closest station in 20 minutes, and it would take 2 hours by bus if it was even possible at the times that I am using the light rail.
2472	The number of riders are limited to the number of parking spaces.
2473	Adding more complications, beauracracy and fees to park to get on the bus system will not help public transit ridership. I commute from Overlake transit center and I don't really see the reason for permits there as there is really no abuse. It is just a small lot compared to the number of people. People just need to show up early (no later tha 7:30) if they want to find parking
2481	Not necessary. Too limiting. Why reserve for some?
2483	At all Park & Rides. Pay depending on the distance to a park and ride.
2485	more expensive, less parking space for general public, it is the same nonsense as Toll on 405 - it will cost more , the gernal driver is staying more in traffic jam and the general problem is not solved.
2488	I don't think the proposal helps the situation for MI residents. I am not a fan of limiting parking to only residents but I am also opposed to plans that work against Islanders
2490	If use of a permit system results in empty parking stalls until 9:30 a.m. when permitted commuters don't use their spots, a permit system will reduce parking capacity and use of transit by morning commuters. The proposed plan reserves spots for permit holders 5 days a week, even if they only use the reserved spot 3 day a week. For lots that are already filled to capacity, that will result in a loss of parking capacity. Moreover, the proposed permit plan does not encourage commuters to minimize the number of miles they drive to get to the park and ride. For example, some long distance commuters still drive over half of their commute to park on Mercer Island and save on downtown Seattle parking costs. This use of transit does not reduce congestion on I-405 or I-90 east of Mercer Island, and miles traveled in SOVs would be reduced much greater if those long distance commuters used a park and ride closer to their home. If the long distance commuters are guaranteed spots at the Mercer Island park and ride, Mercer Islanders will be even further discouraged from using transit. The long distance commuters who get parking permits will have guaranteed spots, so they may drive to the Mercer Island lot more frequently than they do now and/or later in the morning during the most congested times of the commute. To get commuters who can afford to pay for downtown Seattle parking to use transit, it must be convenient. With permit parking taking up capacity, non reserved spots will fill up even faster. This means that occasional or even first time Mercer Island transit users will be discouraged by lack of parking and drive instead. Those occasional users' positive experiences are important to increasing use of transit. When they are discouraged by lack of parking or overcrowded buses, they continue driving and stop attempting to use transit due to the lack of convenience. To increase ridership, parking capacity must be increased or dispersed so that people can park at a lot close to their home. Reserving spots for those who drive long distance to Mercer Island will only serve as a convenience to those current regular commuters and discourage new or occasional transit users from increasing their use of transit.

Survey ID

Fill-in responses for Survey Question 4, "No. Please explain:"

2511	Increasing the number of parking spaces is a better solution. Permitted parking doesn't increase parking capacity. It only favors those who can work within the permitting process and adds a needless, additional expense to public transit riders.
2520	This is a euphemism for collecting revenue. It benefits only those who participate. All other riders are squeezed into packed stalls, while permit stalls are underutilized. Riders ride to avoid parking costs downtown.
2521	It makes it more difficult for people without a permit to ride the bus into Seattle for work. I purposely take an early bus (6:48AM) so that I can park without hassles. Those that want parking that is more convenient should arrive earlier. First come, first served is the only fair option for all riders that are trying to use public transportation rather than commuting as a single-occupancy vehicle. What would be next? Reserved seating on the bus for special permit holders during peak commute times?
2527	We need more parking spaces.
2528	Don't like the idea.
2530	Discriminates against low income riders.
2537	(see #6 below)
2541	I am concerned this would not help at all and there would be even less spots available than there already are. I am curious if MI has a higher number of out of town users of the park and ride than the other areas this program has been tested in. If so, maybe if priority were given to actual MI residents would I feel more comfortable with the idea. As a mom with a toddler that gets dropped off at daycare in the mornings with an inconsistent schedule carpooling is not an option.
2542	Why should MI resident be restricted for occasional usebe
2545	The problem isn't permits, it's the amount of parking spaces available at the Sumner Train Station.
2552	Infrequent users must be guaranteed parking as well.
2555	It's a money grab instead of creating adequate parking for an in-demand service
2556	If lack of guaranteed parking is a problem, then carpooling is already attractive, assuming it is sufficiently convenient. Are there carpools getting to park-and-ride stations and getting turned away from lack of parking? If yes, then do permits. Otherwise, this is a revenue grab, which is fine per se but false advertising here.
2558	I dont' feel it is fair to charge
2559	The Puyallup station lot is full by 5:30am. This permit program seems to only be interested in taking additional money from commuters, NOT in increasing ridership. I live 2 miles from the train station, a carpool is impractical.
2565	You will not increase ridership if people cannot park their vehicles and use public transit. I'm sure people on the East Side won't have to worry about this issue.
2570	If there will be a charge for the permit, have certain/desirab levels f9or permit and th
2573	That is a terrible idea. Metro tried it and it failed horribly. Many permit spots went empty most of the day, defeating the purpose. Majority of riders were put out.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

4	Park & Ride lot sorely needed in Lake Forest Park!
6	Be willing to have a majority of spaces available for permits. Part of the parking fee should work as credit towards bus fare. Consider geography when determining price; for example, someone who lives in Sammamish should pay more to park at Eastgate than at Issaquah Highlands.
8	Charge for parking for everyone at high demand locations on a daily first come first serve basis. That way it is fair for everyone and not just the lucky few that get a permit.
11	Have more FREE parking lots. They are paying to use the bus - don't charge people twice.
14	help build up the Dome District all the transit is there Have pay parking in the pierce transit parking garage
16	Bike lanes and better pedestrian connections. ST facilities should be built with quick and easy transfers in mind.
17	You should have to use your orca card to get into busy park and rides. I see people who park and don't take transit and I wish sound transit would keep the lot of people using the bus.
19	Realtime mobile accessible train & bus data & trip planning. Better bus connections. Better station design to allow buses to get close without going way out of the way to get to station. More integrated bus/train network. Better/easier access to caged bike facilities at train stations.
20	Spend less on parking and more on increasing bus routes and shuttles.
22	If you have underutilized lots near heavily used lots, shuttle service MIGHT work, no guarantees.
25	Increased partnerships with: * Local transit agencies such as Community Transit and King County Metro to more effectively plan transfer timing and locations b/t local feeder and trunk routes. * Increased partnerships with cyleshares such as Pronto to co-locate bike sharing stations at transit centers * Increased partnerships with floating (Car2go) and fixed (zipcar) carshare companies
26	More parking at MI P and R
27	Add bicycle parking at TDS Sounder entrance. Improve bike/ped access to all Sound Transit stations - bicycle and pedestrian access near the Tacoma Dome Station is hazardous. Eliminate free parking and use revenue to improve access via walking, bicycling, and transit.
28	There is a huge need for addition parking in Sumner and Auburn. If the parking was expanded, there would be no need for permits. When the pilot went into affect last year, I could no longer park in Sumner because too many spots were taken for permits.
29	Charging for parking at transit centers will only increase competition for the free spaces and discourage use of public transit. If I had to pay to park in my transit center (or face more competition for half the number of regular spots), I wouldn't use public transit. If you want to institute parking permits, make them free with frequent use of an ORCA card. I'd be happy to swipe my ORCA card as I pulled in to get a parking pass associated with my monthly train pass
31	Offering scrambled eggs on a delicious cheddar biscuit would be a great incentive to ride transit. Add some Canadian bacon and/or ham and you'd have me every day. I love cheddar biscuits.
32	no
33	Reserved parking for Orca pass holders.
36	Build the overdue parking garages. Make sure the buses that are there to take us to and from the off site parking lots are available and on time. i.e. the 495 Sounder Connector.
38	I use FWTC and there does not seem to be a problem with parking availability. Imposing fees for using the TC parking would be an \$ hardship.
39	More spaces are needed at the Tukwila Light rail station, after 8:00 AM thers are no spaces Monday thru Friday.
43	Providing adequate parking at bus/light rail stations is KEY in getting the public to utilize mass transit on a regular basis. Parking availability allows the overall commute to be shortened and mass transit a desirable option over being another single occupant vehicle on the roads.
44	Keep parking spaces free at P&R lots! Include better signage. Make the walk more pleasant. For example, trying to get to Centurylink Field from the Royal Broughm transit stop is terribly signed--and somewhat scary as you what you see is a chain link fence with no signage saying go up the concrete ramp. The concrete ramp and then walk from it to Centurylink Field has no signage and no trees and is a long walk (and very hot on hot days). Going from Centurylink Field to the International Street Station is not signed and once again, very hot (no trees) and a long walk. So the pedestrians who take mass transit are exhausted and anxious about traveling just trying to get to the right destination.
46	Build a parking garage in Sumner!!! Open the streets near the train station to parking and stop blocking them off to commuters. Permits don't work, they are unfair to the person who wasn't lucky enough to get one. Should be first come, first serve.
47	There should be more carpool spaces than SOV spaces. And there should be designated carshare spaces in lieu of "regular" spaces.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

48	YES - Frequent Circulator bus service, IMPROVED connections, more bus routes, and MORE closer, leased parking and street parking choices (with input also from businesses). Be proactive & persuasive with these cities that are anti-commuter, by allowing commuters to park through leased parking & on street parking as well (example: The underutilized Cornforth Lot in Puyallup, it was commuter parking, until the City of Puyallup 3-4 years ago short-sightedly booted out the commuter parking so that a whopping 4 cars out of 150 can park there in the morning before 8:30 a.m., and it's less than 1/2 full throughout the day!)
49	more access to freeways stops that are connected to computer lanes
50	Please allow people who aren't able to use transit right now an opportunity to use transit with the new permits. I need to be able to use all day service, but can't use the facilities in my area that have all day service because I can't get there early enough. If I had a permit I could use transit because I would have a spot available at around 8:00 after I drop off my kids at 7:45. Please don't use current transit use as a bar against people who want to use transit but can't because they need to be available for their kids!
53	MORE parking - and don't sell the park n ride lot south west of Sho Ware - we need that for transit parking!!!
56	First rule of parking fight club is never talk about parking fight club!
58	Is there a way to make park and ride ONLY TRANSIT rider parking (not carpool lots where people leave their car to go skiing). A counter system on each P&R where riders could log onto 'one bus away' and see if there are any open parking spots, would be super helpful. It's frustrating driving to one P&R to find it full... then drive to the next one closer to work and find it full... until I eventually run out of time and have to drive into downtown so I can get to work on time If ST does end up doing the parking permit route, I think they should only be given to people who ride transit 4 days a week (full time workers), especially Mondays. The cost of the permit should cost less than it would be to just park downtown. Thanks for giving me a voice on this!
61	Run local connector buses enough where parking isn't a problem. 169 runs in often and is often late. When it does arrive it's always standing room only.
62	This doesn't actually solve any problems. The permit program just improves convenience for those lucky enough to get it before it's all sold out. We wouldn't even need a permit program if you had planned ahead before these stations and transit centers got full in the first place. Shame on you, Sound Transit.
63	Instead of trying to rip people off not once, but twice and three times, maybe we should stop funding you altogether until you build systems for people to use, not ones to enrich the wallets of fat cat bureaucrats.
65	I do think it's important that a significant number of spaces remain permit-free, because I think it makes it easier for people who don't regularly take transit to still be able to occasionally ride the bus or train (especially away from peak times). It might also make sense to include a small number of non-permit spots that are time-limited - say, 3 hour or 4 hour parking.
67	More park and ride spaces.
68	Yes, more parking. Eliminate the 3hr restrictions from summer and Puyallup as a way to get revenue and ticket hard working responsible people. The red lot in Puyallup bus pick up is inconstant. Plus, over crowded!! It's frustrating!
69	Encourage people to vanpool or have a first come first serve permit parking.
70	At Tacoma Dome, don't allow overnight, event parking or parking for Link Light rail.
72	Help cities build paved "shortcut" paths between neighborhoods to the transit centers. For example from 159th Ave NE to NE 45th St. in Redmond. This would drastically shorten the walk to the Overlake Transit center for those in the Tamarack Lane neighborhood so they wouldn't need to drive there. There is already a rough dirt path there but it is muddy and slippery.
74	More and better coordinated feeder buses.
75	utilize the fenced-in vacant land at Kent Station for surface parking. It was used for parking several years ago, then it was fenced off - don't know why.
76	You guys are doing a great job! I rarely ride the bus but not having a car forced us into the situation for a few weeks. The experience was just fine but my biggest pet peeve was driving into the Kent Station parking garage and seeing reserved spots for "carpool vans" (I think?) being completely empty while the rest of the garage was packed full. We aren't allowed to park in the shopping center - which I understand - but that made us almost miss our bus since we were new to the whole situation. Fortunately, our bus was one of them that came past the park and ride. If every bus went past the park and ride on James St, maybe that would make things easier? That parking lot is never full from what I have seen. Thanks for all you do!!! You do truly have a wonderful system set up!
78	voters in pierce county need to vote yes, to expanding bus service at a cheaper cost to the taxpayers to get around easier to make it easier because i might have doctors appointments, so it makes it difficult and vise versus.
80	More parking, better communication on which routes connect to the transit centers
81	Provide more parking spaces at Sumner. Provide more reliable bus transportation to the Sumner park and ride. Provide more bus capacity to the Simner park and ride. An additional suggestion is to provide a train that allows people to start work by 6. The first Tacoma train has consistently been running late enough that bus connections are usually missed.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

83	if you want to increase ridership you need to provide more parking. Also, it would be a better design if you had special cars set up for the bike riders. Take a look at the example on your brochure (Light Rail cars for bikes). The space that is currently provided for bikes is not adequate.
84	Bus stops a block away from transit stations slows vehicle traffic and causes more pollution. There is no need for these stops, we can walk the block.
85	MORE PARKING GARAGES & LOTS.
88	Increase the number and size of park and rides. Install shuttles from existing underutilized parking lots to bus and train stations, such as at Kent Station.
89	The shuttles from Lakeland Hills to connect to the Sounder at Auburn Station seems effective. It would be great if shuttles were offered from other locations to the train stations.
90	I never have a problem finding parking at Kent Station garage at 5:50am. What I do have a problem with is the drivers who clog up traffic by backing into parking spaces and going the wrong way in the garage, especially in the evening. To fix this, ST and KS management must disallow backing into parking spaces, enforce proper traffic flow into and out of the garage (the current "ONE WAY" signs are inadequate), and perhaps look into making Temperance Street ENTER ONLY and Ramsay Way EXIT ONLY.
91	better / faster communication when schedules interrupted (text messages not current).
92	More parking at Sumner station, or bus service to/from Sumner station to North end of Lake Tapps.
93	One of the biggest issues (in my area at least) is that there isn't enough parking, so more parking would help. Limiting 50 percent of the spaces to permit-holders would not. More parking costs money, but if the additional parking is made permit parking or paid parking, that could help pay for the cost of the additional parking.
94	There is not a good satellite lot in Sumner, like the Red Lot in Puyallup. Need more parking options as the lot and the few street spaces fill up fast.
95	Expand free parking garages.
96	More parking along with permit parking, I don't have a connector bus within 1 mile of walking distance and I live in Lynnwood so have to get to the Lynnwood transit center by 7 or before for a guaranteed parking spot and if I have kids or other business to take care of it is easier to use a sick day than trying to find a parking spot after 8 am. Doesn't seem to work if starting out late so either more parking or more buses that would come through the neighborhood would help.
97	Better coordination with Metro Transit; better station siting for new stations to take advantage of existing or possible bus connections; add a station at NE 130th to take advantage of transit possibilities to dense neighborhoods/urban villages like Lake City
99	Leave it how it is
100	Add more garages. Add more rail lines to the southeast.
101	More frequent stops that reduces the crowding at a few main access points. Generally, most people prefer to use only one form of transit (i.e., limit transfers) so reducing the need to drive to a park and ride helps in that effort.
104	More spaces! Overlake Transit Center is always full before 7:30 a.m. Also not sure what % of people using the facility are using Sound Transit and what % are using Microsoft Connector, seems odd to have a private company's shuttle monopolizing a public transit center.
105	Build additional garages, and strike a deal with the businesses at Kent Station so their "Parking Patrol" won't have to keep telling people they can't park in the expansive, open lots.
106	Riders will need to start parking at the old Kent park and ride if they arrive later. There should be frequent buses that bring riders to the Kent Station that are aligned with train times. I also doubt there will be close monitoring of parking permits to ensure compliance, cars already park in the vanpool reserved spots with no impact.
107	Increase parking. I've seen at Kent Station and Tukwila parking space reduction. At Kent for years you were able to park next to the tracks, over a year ago it was turning into "fire lane" (no reason for this). @ Tukwila the new parking lot didn't add to the total number of spaces available, the Boeing parking was lost making this a net loss to available parking not an increase as your fliers stated.
108	The biggest obstacle to having people riding trains and busses is available parking, so I understand you addressing this issue. As I said above, I understand and agree with limited reserved permit parking for verified carpool users. However paid solo permit parking will have the opposite effect -- spots will go unused by permit holders on a daily basis & no trains run after 9:30, so you've just reduced parking for commuters. I park at the Kent Station lot, and quite a few spots are not used by commuters, but by employees of nearby businesses and GRCC next door. If that is a Sound Transit parking garage, a great start to improving parking for commuters would be to enforce it as a parking garage for Sound Transit and VanShare customers only (during commuting times, at least). Outside of that, the only real viable solution is to add more parking. The paid solo permit parking will do exactly nothing to help address parking issues with Sound Transit, and I do not see any other alternatives. There are a great many train and bus commuters who do not have anyone they know nearby to carpool with, or who have sufficiently regular schedules to carpool reliably. Either enforcing existing parking as belonging to commuters (not paid), or building/getting access to more nearby parking capacity is the only way to make it easier for people to get to buses and trains.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

109	Have parking permit for regular riders with orca card for proof of taking the train
111	Please have more marking lots in Overlake transit center by utilizing the available no use lands. Microsoft employees are using public parking areas to travel in their shuttles and not in public transits. They have to use their own campus parking and should not be using public parking areas. This is for Overlake P&R only.
115	One. I park at Kent Station and get there early enough to park in one of the two outside lots. There's park and ride lot that not truly within walking distance. Is it possible to provide a shuttle to/from the Kent Park and Ride on James Street (west of Kent Station)?
117	Free and safe parking. I travel in to Seattle weekly but need to depart after the commuter rush. I never find parking on site at light rail and sounder has short travel hours. I find myself driving in rather than using light rail due to lack of parking access. It has to work for non dawn riders as well.
118	Better timing at major transit points, such as Kent Station, with connecting buses to take riders from train to bus, which perhaps can eliminate some need for parking usage. You cannot eliminate ALL parking needs, but perhaps you can reduce the need through better connections. Currently, the connecting buses to outlying areas are not timed well with schedules of each method of transportation. Thank You.
121	More neighborhood and suburban bus routes that bring riders to regional transit centers. Expand commuter routes into evening and weekend hours to allow more ridership for recreation and social travel.
123	Build more parking and do a better job of negotiating with the businesses that use Sound Transit parking facilities during off hours. For example, Kent Station businesses use Sound Transit parking, but Sound Transit riders are not allowed to use Kent Station parking spaces during the work day.
126	Follow through on what you promise in Sound move, 1 and 2. Quit blaming the recession for poor management and planning. Provide more ancillary service to communities so that they can actually get to the stations. Pierce Transit SUCKS as the took a lot of the area transportation away during the recession, when it was really needed.. Sorry, No vote because ST and Pierce continue to under perform...
127	Larger Parking lots. Especially in Puyallup.
128	Work with Metro and other agencies to focus on simple (not complicated routes that go on long zig zags), frequent routes to major train and bus stations.
130	Use feeder buses to get people to the train and bus terminals.
131	Get Metro running more efficiently to hubs.
132	Add floors to Tukwila IBS
134	Apps to tell if the garage is full is a great idea. Develop additional parking spaces near Kent Station. Empty lots are fenced off that could be used for parking. Parcel 917960-1585 at the corner of Railroad Ave N and E Smith St. in Kent is owned by Sound Transit. A second location are the lots on McMillian St, between State Ave N and Kennebeck Ave N, owned by the Kent School District that was fenced off about a year ago.
136	While I think the permit parking program is the best short-term solution, I think there should be plans to increase the size of the major parking stations (like Auburn station, Kent station, and Tukwila station) to increase the parking capacity. I know this is no small order, but given the Seattle area's growth rate, it seems like expansion is inevitable. Additionally, if you do a parking permit program, it would be really great to have it automatically pull out of my ORCA account somehow. My work already pays for my ORCA card, so adding another transit expense on to it would be very easy for me to account for and would have little impact/change on what I am already accounting for as my commute expenses.
138	Readily identify overflow parking areas. I know where not to park around Kent Station, but could not readily identify the overflow parking areas until I spoke with individuals riding the sounder train. Thanks
140	No
142	More parking close to the station. There is a ton of unused land close to eagles lot in Puyallup.
143	Build a large parking garage!
145	Work with city leaders to allow for more street parking near transit stations to avoid pushing commuters into residential areas.
147	The issue is lack of parking. Providing a "Golden Ticket" program does not address the lack of parking. Of course "Participants" of the Permit Parking program liked it ... they got a permit. Those that entered (like myself) and didn't get a permit did not like the program. Since parking is limited, provide better shuttle service between various parking lots to the train stations.
149	Build more rail faster. Better bus connections to rail stations. Eliminate street parking everywhere, and add more trains, bike & pedestrian paths, and bus rapid transit.
154	I have observed people who do not ride buses/trains park their car and walk to jog, or leave their car in the park and rides for weeks with flat tires, etc.... construction people park their cars in park and rides!
155	Sound Transit is building too many park & ride lots. They are very expensive at \$20-40k per stall. They also take away land that should be used for transit oriented development. You should charge for parking to offset the huge cost of these parking facilities.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

156	Expand the Park & Ride lots. Permits even at a low cost will keep parking spaces open when people park on days off. Utilization rates will go down.
158	Have more buses on weekends and for special events like sea fair. You do not have enough and passengers have to wait too long for buses.
161	Revisiting having a station near the Boeing Access Road in Tukwila.
162	I am not currently taking the train but will be next year and would like an opportunity to have a permit.
164	Better bus connections with Metro and Community Transit and Pierce transit. All sound transit stops should be easily accessible by frequent local bus service and dense housing units. If possible, retail should be located close by to make it easier for folks to use transit to achieve daily tasks using the same mode of transportation that gets them to work.
165	Expand Sumner park and ride.
166	work with other transit agencies to ensure more local route connections are possible at P&Rs/stops with all-day ST service
167	Need a PARK & RIDE between Enumclaw and Auburn where riders can park then catch the bus to the AUBURN train station.
178	More parking or permit to park.
180	For Sumner station, to allow for more than 60 open spaces for Permit Parking, to ensure that daily regular commuters can have a chance to pay for a reserved parking spot!
185	offer more parking options at all stations.
192	Either provide more lots with shuttles to the train or build over current lots with garages so more people can park.
193	Better/more timely bus routes between the smaller less used lots and the larger more central transit lots/stations, so that people use them more and reduce congestion.
194	I think the permit program for solo riders should be implemented sooner. Also propose a separate lot carpool/vanpool riders vs. train riders especially in smaller lots such as Puyallup and Sumner.
196	Open up the old parking lot at the Tukwila station.
197	Bring back buses in certain areas I don't like walking for an hour to get to the park and ride in bonney lake
198	I would love a bus route that would go by my home so I could catch a bus connection to the station. But my area is served by Pierce Transit. I live off on Canyon Rd & 128th.
200	I currently pay for a permit in a Diamond Lot in Auburn because the parking structure fills up before I can get there. I currently pay nearly \$50 for my monthly permit. My hope would be to be able to reduce that cost a bit.
201	No.
202	auburn parking garage sits half empty for the City of Auburn - tenant parking.
203	Yes, build a garage at the Sumner Station!
206	Provide more parking.
221	I preferred the option for light rail but that project appears to be sidelined for now. I think a better option would be to eliminate and consolidate routes that do not get enough passengers to pay for the rides and then use this money along with surplus from overall service to construct parking garages at all sites. Tackling the fraud that was covered in The Herald would also grant more funds to pay for this project, too.
224	Nope. But bringing back the permit program would be greatly appreciated by frequent users of mass transit services.
225	I live in 98501, but work in 98063. Spanning three counties and three transit agencies who are not coordinated with their schedules is a nightmare. But a committed mass transit person perseveres. Simple things like having a 592 wait at the Lakewood Station for the train to finish pulling in, vs. ddriving off 30 seconds too soon would go a long long way.
228	More parking needs to be available at Auburn and Sumner train stations. I reside closer to Sumner but use Auburn station, as Sumer has no parking. But as a rider of the Sounder for the past 8 years the parking garage at Auburn, keeps getting fuller and fuller. There are no spots available following the 6:26am departure from Auburn to Seattle.
233	Yes - implement this at Tukwila sounder station - van shares can not find parking at this station.
240	I would like to see the auburn lot be used more efficiently (reserved spaces on second floor are always open while the rest of the lot is completely full as well as transit agents using up the spaces that could be used by commuters).
241	limit use of small parking lots like summer train station for train use not general park in ride use.
242	Expand existing facilities (Sumner) and recognize that providing an offsite lot with shuttling will just push people to drive rather than wait for another mode of transportation.
243	Increase the number of park and ride areas near the stations that have shuttles to the train
244	Sumner - we need a garage.
248	Can't wait for this program to be implemented. Public transportation for me will be much more reliable if I know where to park.
250	The trains I ride daily are full and standing room only. I have been witness to arguments and tempers flaring, as well as people struggling to get off at their stops due to the people crowding around the doors. I am wondering if any additional runs will be added.
251	Better covered bike parking to encourage more people to ride their bikes to and from the stations.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

252	Ensure that stations are within walking distance of major population centers. For example, Des Moines wants the light rail to run closer to I5. This is a HUGE mistake. We can significantly cut down on traffic AND ease the way people get to buses and trains by building the light rail on Highway 99, which is closer and is walkable to major population centers and other transit options.
253	Have the lightrail reach down to federal way, traffic would drop dramatically on the freeway and in the city.
254	No. The permit parking proposal is an excellent one, and I am pleased to see that the changes that I suggested in my feedback following the end of the 2014 pilot program were adopted. Thank you for offering the opportunity to present this feedback.
255	Open up parking lots /street parking around the stations.
256	Run them more often.
257	Better bus connections.
258	No
259	Designated spots for motorcycle and/or scooters. You can fit 2 or 3 bikes per car slot.
261	Fortunately, I use the Tacoma Dome Station which is far and above better than many of the others. I think the others should take a lesson from TD and make multi-level parking lots available for their customers.
264	It should be first come first serve. We all pay for the parking service as part of our fare. If you need more money, increase the fares. Own it!
265	Even though my park and ride is not included, if I had to pay to park, I probably would not do so. Our park and ride monitored who was using and not allowing people to park if they were using the bus, it freed up a lot of parking spaces.
271	NA
273	Parking needs to be a priority. If the only way to fund it is to charge a parking fee, there will be those like me that cost puts it over the top. Currently there is no bus from the Edgewood/Milton area that ties to a train time in Puyallup. The bus timing is off enough that there would be a 30 minute wait in the evening. Also in Tukwila the 154 that goes towards my office does not meet each train. I know that bus is supplemented by Boeing and Group Health. When Group Health moves to their new building by the Tukwila station, I think that bus will be discontinued so there is no way for me to get from the train to my office. Thus driving will be my only option
274	Build parking structures similar to auburn station
276	More neighborhood routes/frequency that could get me to transit centers and park & rides. As it is, it is very difficult for me to do anything but to drive there.
278	You need to look at the growth in the here better and plan on more parking when opening a park and ride.
279	Yes, build more parking lots in order to create sufficient parking for all riders using the park and rides. Or, bring back the cut Metro routes so people may walk to bus routes near their homes.
283	I'm happy with things
286	No, I love my Tacoma Dome parking garage and would happily pay for a permit.
287	I think that CT and Metro need to provide more frequent local buses. People with cars are not going to wait 30 minutes in the rain for a bus.
289	I think the way things are work pretty well. There are plenty of shuttles to and from parking lots for those who need them. There should be additional parking spaces in most locations, though I don't know if that's feasible.
290	Create more parking. The parking structure at the auburn station is ridiculously small.
291	Have some shuttle service
292	Add extra parking in Auburn so you can increase ridership please.
297	More parking.
298	I don't see the direct link to permit parking and getting people to the buses and trains. Seems that a full parking facility is still the symptom of a critical issue. People are choosing to drive rather than take a chance on parking and missing trains. Build more parking to reduce POV miles traveled and more riders will appear.
299	You need to have more trains, especially the Sounder train. There is ZERO reason why the last train in the morning leaves Tacoma at 8am and there are basically no train offering for Pierce County residents on the weekend. Who, in their infinite wisdom, decided there would only be one train coming and going after a ball game? Was that decision made when everyone was asleep?
300	A bus route that follows Kent Kangely road form back diamond to Kent station. Right now there are two metro busses that don't run directly along Kent Kangely.
301	Add more train schedules or build out more parking structures...high rise structures versus lots (much more limited)
302	Build more park and ride lots. At some lots, such as Mercer Island, a substantial portion of the spots are taken by people who live out of the area. They just drive to MI and park there because it is cheaper than parking downtown. To combat this, I encourage resident-only parking sections, or free / low cost permits for residents. I also think it is important to offer free / low cost permits to low income people.
304	More commuter busses. The commuter busses from the Issaquah Highlands Transit center are almost always overflowing with people which makes me not want to ride them.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

307	Build more parking garages.
308	The overflow lot is too far away. Have them closer and easier access to the main garages.
309	Build a pay lot separate from the current lots. Current lots are already paid for with our current fares. Let the new lots be paid for by those who want to pay for them.
310	Offer more frequent buses and trains. Patrol the lots more to ensure those parking at them are using the buses and trains (check tickets). Enlarge parking facilities at busy park'n'rides.
311	It would be nice to have connecting options. I live in Maple Valley, and there is no easy transportation out of town. I drive to the kent station and park on the street. Parking is variable, and sometimes there just isn't parking. I've love to have the option to buy a pass, so I know I have a parking place. Alternatively, it would be nice to have a direct (or semi-direct) bus from a park and ride lot in Maple valley to a train station, or other sound transit TC so I could easily transfer to a train or bus that is going down town. Timing of these connector buses would need to coincide with train or other bus schedules.
312	Renton has horrible bus options to Seattle. A parking garage should have been considered at the Tukwila lightrail and sounder stations. Ridership continues to grow and people have minimal options to get into Seattle. The train is always full so this isn't going to change any time soon and will only get worse as construction finishes in SLU. More people will be moving and need more transit options whether it be buses or more parking at park and rides. The purpose of park and rides is to not pay for parking in Seattle and to commute and save money and time.
313	Sumner parking is a nightmare. The city keeps marking off more and more streets - making people park 6-7 blocks away. Does ST have a long-term plan to move the station just a few miles closer to Auburn where there is ample room in the Industrial park for a station and a parking structure? We all talk about that a lot - poor planning putting the P&R in the middle of town...on a busy street. Sigh...
314	More parking space must be provided otherwise it will be a detriment to increasing the ridership. The permit program is the right approach for those riders that commute daily, but that will create more pressure to those who are not in the permit program because they either do not ride daily or have working hours outside the proposed window.
315	The parking lots are ALWAYS full unless you arrive before 6:30 AM. There are no extra lots by the Kent Station Park and Ride. It would be nice for more frequent bus routes to Kent from the East side after 4:30 pm, also.
316	For trains especially, need to coordinate with east-west bus routes (e.g., from Kent to SeaTac or Tukwila station and future Angle Lake station), either by offering such service by Sound Transit or working with Metro. Services like Metro Rapid Ride, with regularly arriving buses, are key to accessing other forms of transit.
317	More parking in Sumner. Those that already pay to commute via the sounder already pay a lot of money. Putting more money on the books just to park to commute, is crazy. Not paying the additional money, puts us roaming the streets looking for parking if we do NOT catch the first train out in the morning. City of Sumner has a lot of streets blocked already only for permit parking for residents. This discourages use of commuting to work in my opinion
319	The permit program should include Lynnwood and Everett lots which fill up super early (Ash Way, Lynnwood P&R, etc). Also providing a shuttle or way to get to lots with less service might help (Swamp Creek).
321	In my opinion it is easy already.
322	Larger parking lots. More buses like the sumner Bonney lake connector
323	Stop eliminating them.
324	Establish the permit parking. Eastgate P&R has a TERRIBLE problem with Bellevue College students parking in the lot when they KNOW they should not. Having permits would help Metro and Sound Transit enforce the no-students parking restriction and let those of us who legitimately park there FIND a place to park.
325	Build more parking spaces. There is room north of the Auburn parking garage. Those spaces will generate revenue from more riders.
327	We need more parking available. Too many riders for too few parking spaces. We already pay for our Orca cards. We shouldn't have to pay to park also.
330	You are on the right track we need more parking at all the stations now
331	no
332	Built a new garage at the Tukwila lot.
334	More frequent connector buses from remote park and rides Build actual parking garages that can handle the predicted need
335	It's already easy. This won't encourage any new riders. Just call it what it is - an additional revenue generator.
336	Increase local transit service throughout the entire day (not just rush hour) to get people from homes to hubs. If you do use permits, consider prioritizing for people who live in surrounding neighborhoods (but not able to walk to the station) rather than people who drive in 90% of the way to Seattle and take transit only the last 10% of the trip to avoid downtown parking fees.
337	Have more/larger park and rides in Seattle city limits that have direct lines to Bellevue. I live in Ballard, but drive to the Northgate park and ride to commute to Bellevue. Also, increase the amount of buses from north Seattle to Bellevue. The existing routes are so busy that you have to get there early and wait in line for 15 minutes to get a seat on the ST 555 (and Northgate is the first of three stops!). Other than that, I really enjoy commuting on Sound Transit buses.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

338	Utilize the ORCA card in the parking garages/lots similar to a transfer. If you go through the entire circle (ORCA card used to swipe on/off the train in the morning and on/off at night the parking in the garage would be free or reduced. Investments would need to be made for parking control equipment, however this would prevent cars parking in the garages that are truly not using Sound Transit.
339	Increase the number of trains that run.
340	For me the bus doesn't run by my house at the times I need so on weekends I have no choice but to park at a garage. You would have to increase all routes to housing areas but this would not be cost effective
341	The permit program should be provided only to those riders who use transit 3 or more days per week and have a proven record of using their ORCA card. Permits should not be provided to airport workers who park in Tukwila and ride to the Seatac station. This is the reason for the Tukwila parking area being full. Parking should be used for those actually commuting (needing to get downtown and/or longer distances).
342	Where I live there is no bus service and walking/ biking to Sumner train station would be very dangerous. Carpooling to the train station is not a viable option for majority of commuters as we do not live in the same area or have similar work hours. . Permit parking is great if one is lucky enough to get the permit. Otherwise, situation is worse than ever. I know individuals who started to drive when they did not get a permit! Is that the plan!. Thank you
344	Make better use of tax dollars. Build parking and access instead of massive train and bus stations. The Mukilteo train station is way over engineered as an example. ST lives in the past and needs modern approaches. Light Rail is a perfect example, how about high speed bullet trains instead.
345	Build a parking garage at puyallup station. Use revenue from parking permits to help pay for it.
346	You need to have the right balance between making people pay for parking permits and allowing space for late arrivers. Once I start being charged for taking the bus to park in the park and ride lots, I will start driving to work again. My time is not worth the money savings. Especially since my time is already inconvenienced by the limited buses to Issaquah.
347	Build more parking, adjusting bus fares to support underused park and rides (burien to tukwila costs as much as tukwila to westlake station for example).
348	I am very excited that the Angle Lake parking lot is opening in 2016. Thank you!
349	more frequent local buses that can at park & rides in time for the bus
350	I think you're doing a good job. I take the Sounder from Puyallup to Tukwila every day, and the F line from the Tukwila Sounder Station to my job. I love the fact that the bus comes so frequently now. Thank you.
353	We need parking garages that are just for transit riders! I think that if people knew they had a place to park to get on transit, it would help.
356	This will cut down on ridership and make people drive because the cost of parking and that of the pass will make it just as expensive as to drive in to work and have the convenience of our vehicle. This is counterproductive.
367	Add parking. Making it more difficult to park will not increase ridership. Make it easy for people to take public transit. Not more expensive.
368	Why don't you build parking garages that will accommodate the people instead of always running out of spaces because you can't get your act together.
369	perhaps if you force this on people, you might reserve it for people in areas under served by connecting buses or where taking a connecting bus is impractical, such as adding 20 minutes or more to a commute, then if they drove to the park and ride.
370	I hope, truly hope, that this is just a stopgap measure while you execute plans to greatly expand public parking garages. That is the only solution. It should be your only long-term objective. You have a growing population that is embracing public transport, and you are actively DISCOURAGING them from using it by proposals to charge for parking, and through any action other than to expand parking availability. Any work being done that is not involved in breaking ground for new parking garages is wasted work, including you, sitting here reading this comment. Get out there with a shovel and build some more F*\$%ing garages!!!
371	More trains and more often at peak times.
372	Either add more parking, or disallow carpools from using them. The one closest to me fills up with construction carpools.
373	Move stops from crowded parking areas to other park and rides that are near or add them as new stops. For example the st578 could stop at the south hill park and ride.
374	Yes. Increase number of buses on busy routes. Decrease the number of buses where they are not as busy.
375	Build multi-story car parks and provide shuttle buses from other areas down to the train. And build your own train line instead of paying BNSF tons of money to use their track.
376	Not additional suggestions. I would like to know how permit parking will be enforced so that spots are available and not taken by non permit holders. I am currently paying for parking at a private lot near Puyallup station so I would be interested to see cost comparison etc if I could be guaranteed that parking would be available consistently for permit holders
377	No

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

378	In Federal Way, we have the huge parking lot that only Metro uses (that I'm aware) and it is hardly full anymore. Have Sound Transit share that parking lot or provide a shuttle from it to the Transit Center.
379	All parking should be no cost parking for daily commuters. Today, transit park and rides are used by non transit commuters, this should not be allowed.
381	I think the permit program is a good approach for stations. What I haven't understood is why you would provide permits for those that are carpooling from those same stations. I believe it would be better to provide more permits AND parking for those of us who are actually taking transit from those stations and not parking our car to get into another one. Why not push the carpools/vanpools to the surrounding (and sometimes larger) park & rides rather than having them use the valuable spaces in the stations next to trains.
382	Include enough parking for ridership in original budget. If you're going to charge for parking, have the late arrivals pay.
383	make more parking available. many people are turned away daily at Kent because there is no parking after about 7
384	Shuttles from diff locales to Auburn Train station so more people can take the train at later times. Please do not permit the Auburn station lot. It already costs to ride the train, now parking. C'mon!
385	Are the lots monitored for people who park there but don't use transit?
386	Express route from Maple Valley to Seattle or Kent.
388	I can't believe you put the live meetings while we are at work for Kent -- 3:00 to 6:30? Are you crazy? This is making it so we don't have a fair chance to comment!!!
389	Work on better timing of service between ST and the other transit agencies, specifically between the Sounder train and bus service at King Street station.
390	Synchronize express bus from gig harbor and train schedule. I would ride bus to tacoma dome station if schedule was synchronized.
391	Offsite parking lot with frequent shuttles or via Pierce Transit parking. Move park and rides into rural and or industrial areas (ie port area)
392	Build more/larger parking facilities as demand increases.
393	I like the idea, but only that in my mind the sale of the permits should go directly to cover the costs of maintaining/construction of the park and rides that they are used for. I am concerned about the pending closure of the South Bellevue P&R and the effect it will have on the surrounding park and rides. With no bus service near I-405 exit 7 (where I live), I would definitely pay a nominal fee to guarantee myself a spot at a nearby park and ride.
395	I realize you need to prioritize usage of the high usage P&Rs but this permit system will force me out completely using them and likely it will force me to drive.
397	More parking. Also Kent Station Retailers put stickers on cars that use the parking lot even if parked far from store fronts. However, shoppers use the parking garage. If shoppers can take up commuter spaces, why can't commuters use some of the retail space especially if they park at the far ends? There are no parking spaces left for commuters by the last train.
399	Kent station is just fine. By providing the overflow people are able to find parking at all times. I don't think it needs to be changed
400	A route from Sumner to Lakewood and Roy Y to Puyallup or Sumner.
401	keep on keeping on - thanks for the good work!
402	Add more stations/garages/lots.
403	Better bike infrastructure (protected bike lanes, secure bike racks). Be more proactive on replacing broken and worn out bike racks on the buses.
408	Develop a staggered train schedule that ours a train into or out of Seattle every 20 min, but staggers stops. For example heading south in the afternoon one train would stop at Fukuoka, Auburn, Puyallup, and Lakewood. The next would stop at Kent, Sumner, and Tacoma. This would move more people, faster. Construct a joint Sumner/Puyallup station with a large parking garage at Shaw Rd and Main St.
409	I would love to be able to take the Sounder Train to work every morning. Unfortunately, in order to get a parking spot at Kent Station I have to be there at 6:30 in the morning for the 7:30 train. This is unreasonable!! I had to stop taking the train because of this. If you open up the parking permits, please PLEASE don't limit it to only those who currently take mass transit. There are many of us who would love to take the train and simply can't right now because of the parking situation. If I had a permit and a guarantee of a place to park at Kent Station, I would be taking the train every weekday to work! The other option is to offer a shuttle from the parking lot on James and N. Lincoln (beside Hwy 167) to the train. Or parking at the ShoWare Center during the week and running a shuttle over to Kent Station. Or work with the management for the other lots at Kent Station to set aside space there or at Green River Community College for some parking. I'd even pay a permit for that. There are plenty of spaces in the lots around Kent Station during the week, we should be able to park there.
410	Work with local traffic departments to come up with a PREFERRED route to/from parking stations, and adjust signals to favor this route. The current area around the Tacoma Dome station is a traffic mess with train crossings. If traffic signals favored exiting the parking garage and traveling along a route that didn't cross train/light rail tracks, the snarl around evening commute times wouldn't be as severe.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

412	My lot is full after 8. Permit parking as proposed (designated spots) would only compound the problem of limited space. We need more parking or enforcement capable of keeping non bus users out. Also need to patrol for long term parking in the lot as people will park there and take bus to go to airport for their vacation, bus trip, etc.
413	no
414	Eliminate Vanpool participant parking at Transit Center locations - they are taking already scarce parking spots away from people that DO need to take buses or trains. Keep parking permits at reasonable \$\$
415	I'd like a safe way to ride my bike from Bonney Lake to Sumner. Sometimes there are too many bike riders on the 596 so I am currently parking in Sumner.
416	Crack down on those who park in the lots but don't take a bus or a train.
417	Provide more parking, even if it is several blocks away from transit. Northgate transit center is a great model, where spaces are made available during transit hours in private parking lots.
418	The various transit agencies around the Puget Sound need a smart phone app to provide real-time updates on availability of parking at the park and ride lots. It's frustrating to not know if a parking spot will be available, and then get there to find nothing.
419	If buses and the train were more reliable I would ride it more. Bus to take riders from train station to park and rides are frequently late in Puyallup in the evenings. Also the train has lots of mechanical issues and other issues which cause many delays.
420	Buses should be linked time wise to train schedule. If I ride the bus from the train station, I have to sit and wait 20 minutes before the bus arrives. That is why I drive to the train station everyday.
421	The short version is, we need more parking. If people are going to take the sounder to Seattle daily it's impractical to rely on south king county bus service. It's like a 3rd world country riding the bus in Auburn. Made even worse with the transit cuts this last year. A number of times I've been stranded in Auburn not able to get home without calling a ride due to lack of bus service. We need more station parking, or offsite parking with a shuttle to the station. I can only imagine how bad it is in Sumner and Puyallup compared to Auburn. The good news is the Sounder train is successful with greatly increased ridership. Now let's just find a way to get people to the train! Thanks for continuing to work on these challenging transit problems!
422	Help state/city of Sumner to prioritize foot/bike overpass in the vicinity of Valley Avenue. That would allow safe bike or foot travel from South of Hwy 410 to Sumner station.
423	My commute to the train is already short and easy. I am constrained by having to drop a child off at a certain time so cannot use public transportation to get to the train.
424	Keep the carpool/vanpool folks out: There are tons of folks that use the parking lot at the Sumner Train Station that don't actually take the train or the bus. This takes up valuable parking for those that do. They need their own lot somewhere to free up more spaces for those that take the train or bus. Also, a shuttle of some sort between Orting and Sumner would be awesome! I can't do carpool/vanpool because my schedule is not static.
425	For Evening Southbound Sounder change offload to Track 1 at Kent Station. 90% of passengers are crossing over the fly bridge or waiting on train to leave at crossbars. And many run right in front of bars and train.
426	have buses pick up at the king street or 4th ave s & S Jackson actually align with the trains schedule. it can take me 45 -60 minutes to get to work from there, and it is only 3 miles away! it makes it so nobody wants to take public transportation, no buses can get you to work in a timely manner. Also, parking is getting ridiculous. If you are not at the train station by 5:30-5:45 AM you won't get a spot!! we need more parking!!!
427	Add more parking spots and trains that leave seattle. Most people work past 612
429	Make the park and ride lots bigger. You've created this great light rail system and Sounder Train but there's no way for people to use it if they can't park there. What were you guys thinking - that folks would take a bus in order to take the train/light rail???
430	We need more parking available at train stations & light rail stops. Not everyone can ride a bike, walk or take a bus to the station.
431	It would be nice to have a bridge over in sumner and a parking garage.
433	more parking spaces
434	Follow a city that has really good mass transportation and try to follow and implement that
435	More park and rides
438	Need more parking spots at park-and-ride.
440	More parking
441	Expand existing parking. It's unrealistic to expect people who live 8 miles away from a station to bike/walk to a train station.
442	Parking is free. Stay free. Not everyone can afford permits to park in the garage. Using an OCRA card covers the cost to park our cars at the lots. I will not pay twice for this.
444	Add to existing parking garages/lots or work with cities to provide more street parking.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

446	Add more trains Make some express trains Add beer car to raise funds We need more earlier trains in AM Encourage private funding for pay lots
450	Provide additional free parking. There are several permit only spots in the auburn garage that no one ever uses-open those up. There are lots across the street that Diamond parking owns and charges \$70 a month for, purchase those lots and build another garage. Provide free parking for your riders to make it worth our while to ride. I have to take a train and ride a bus just to get to work, its exhausting sometimes I just think I should drive and when I think about having to pay so much to park at the train station it pushes me to really think about just driving to work and paying for parking
451	Bus service out of Orting might be helpful.
452	Auburn station - Just add more parking somewhere, anywhere. And allow is to use the spots on the second floor that always seem to be empty.
453	Could you make the train come every 5 mins during afternoon peak hrs from Downtown to Seatac? The train gets full already at Westlake
454	Not at this time.
459	better scheduling to coordinate buses (CT) with trains (Sounder).
462	Do it!
463	Have larger parking lots that don't fill by 0730
464	Make the lot big enough for the riders to actually use it. South Everett Freeway Park & Ride was overcrowded from the day it opened. You should have anticipated that, because you moved the route from a larger lot to the smaller new one. Where I live there are not any feeder routes that work. If the lot is full - you can't ride. You say you want more riders but you don't design or build so they can use the facility. Very short sighted and expensive thinking. Now you think - Oh I know, charge them to park! No - I won't pay it - I won't do it. I am cancelling my monthly pass. Happy now?
465	I believe that taking away some of the routes that were closer to the residential areas of which many people could walk to the P&R in lieu of driving. There are many families with 1 vehicle and both working.....
466	The permit program was great, however, I have a lot of trouble using the website. I was never able to successfully signup and get my permit without sending emails to find out where my parking permit and new stickers after payment.
467	A lot of people live in outlying areas so their drive to a park & ride can be 10-20+ miles. Since there is limited parking at all train stations and at most major transit stations, there needs to be increased parking so people will take advantage of mass transit...that is why Seattle has a traffic problem. I can drive to work faster than I can take mass transit. That needs to be turned around!!
468	How would you address the open spots when permit holders aren't there every day? Such as all spots open after XX am? What happens if you sell more permits than spots and a permit holder can't find parking?
469	Don't require permits! If the stations are busy they are being used!
471	Build more parking
472	566 and 567 used to alternate every 15min. now they both arrive at same time, 30min spaces apart. so 566 ends up getting maybe 1 or 2 people and everybody else gets on 567 in kent station in the morning.
473	No
474	have more buses
475	This discourages people from taking buses from park and rides and instead will encourage people to abuse nearby non-park and ride solutions. The better solution would be to add additional parking or park and ride locations.
476	Build a bridge over the tracks at the Puyallup station so people can park on both sides. Allow for more street parking that is not an 8-hour limit.
478	Sumner needs more parking. Earlier this spring, Union Bank closed their doors which opened up approximately 28 off-street parking spaces in two different lots within 3 blocks of the train station. In the event the properties sell, those cars will be back to parking on the street, sometimes as far away as 6 or 7 blocks from the station. In the same area, there is a vacant grocery store whose south parking lot is used for transit riders. How about Sound Transit purchase the vacant properties, tear down the existing structures and create more off-street parking?
479	Yes - have reserved parking spaces for vanshares that are already doing their part to make the commute better for others. Stop punishing them by making them park a 12 or 15 person van in the farthest back corner of the lot in a "compact" space only to have their gas siphoned because it's so remote and many times miss their train because there is no parking at all. This is in the Tukwila station. Shameful planning on their part. What were they thinking????????????????
480	for God sakes get the van pool/ car pool people out of the train station parking areas. They can meet anywhere.
482	Add more parking or expand light rail in Tacoma. a light rail from TCC to downtown tacoma via S. 19th or S. 12th would enable me to leave my car at home. Park and Ride centers should be free to encourage ridership.
484	please include the Everett Amtrac Station as a permit lot. We desperately need more handicap parking closer to the terminal and permit parking would be a God send for the Seattle commuters
485	See explanation above.
486	no
488	open up all spaces as available in the Auburn Transit Center....

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

491	Build garages instead of flat lots!
493	Sell bonds to pay for more garages. Coordinate with other agencies so when I take the train I can catch a connecting bus instead of watching it leave as the train arrives.
494	Please also increase the amount of parking. Not everyone can carpool or bike (for instance, I have to drop off my kids at daycare on my way to the transit center) and it is ridiculous that I have to drive into the city and park downtown sometimes because there is no parking available at the transit center. Parking should NOT be a limiting factor for mass transit ridership. I want to take the bus, but sometimes I can't because there is nowhere to park. It also means that people without flexible work schedules, who often have lower incomes, are out of luck when it comes to transit access.
495	I read the information on the permit program page, and there is nothing on that page that talks about getting people to buses and trains. It only addresses parking permit fees. Charging a fee for people to park, won't help them get there, it will deter them. If you want people to use the transit system, you need 2 things. More short, shuttle type routes from neighborhoods to transit centers AND large parking structures for people who want to drive to the transit centers. If there isn't enough parking available in a current lot, then build a structure with several levels to accommodate the demand.
496	Maybe you can have some parking spots that can't be used after a certain time. Example if you have so many spots that are 8:00am time frame, for some riders that catch the later train will know they still have some parking spots saved for them.
497	Mercer Island P&R is full of riders that come from off-island to park (you likely know this too). What you should do on Mercer Island is make it available ONLY to Mercer Island residents from 6-9am. There must be some way you could enforce that.
498	I try to catch the train at Kent station every day and usually only about one day a week (Friday) is there parking by 7:30am when I arrive. I'm afraid if the number of parking spaces don't increase and all the permits sell out, I will still be stuck not being able to park at the train station at all. I prefer the train, but I always have to park at the ShoWare center or P&R. Maybe you could have a shuttle from ShoWare / P&R if more parking spots are not an option at the actual train station. For those times when I walk from ShoWare, if you could improve the gravel path (NE of station) that everyone takes, that would be helpful. Right now it is just rocks.
499	There needs to be a parking garage at the Tukwila Station to accommodate all the riders who currently want to ride the light rail
500	Teach Metro how to plan routes...major routes with few stops to employment centers, milk runs in neighborhoods to connect riders with major routes. Metro uses planning circa 1940 which means it takes 1.5 hours to get from the UW to the Bothell Park and Ride in rush hour. We need a system that serves the working taxpayers!!!
501	Provide more parking at transit centers, more local bus routes serving transit centers.
502	WHY would you think it is a good idea to have people walk, ride, or take a bus to a transit center? They are going there in order to get on a bus in the first place. Why would you put so few parking spaces at busy centers?
505	Make more buses/routes available to get to park-n-rides. Please do not do this. A gas tax was just passed, and people cannot afford a permit. It's fine the way it is, do not change it. You'll lost a lot of park-n-ride users and the side streets will become more congested, because that's where people will park, if you go to permit parking. Please do not do this.
507	Working with local transit to augment available buses and encourage ride sharing.
508	Survey the riders at the various stations to see what they want. Although you are having "Info Sessions" you could receive far more information by actually setting up on-line surveys to get detailed feedback from a much larger group of your customers.
509	It would be nice if the lots were big enough to accomodate the passenger needs rather than simply moving to permits. Permits look like you are just trying to make money. People already pay a lot to use transit; not to mention it's a sacrifice. It's frustrating to want to use a transit system but be unable to find adequate parking. Permits only solve this problem for a few individutals, they do nothing to further encourage people to stop driving so much.
510	Kent Station needs more parking in general. The garage is full by 7am.
512	Make more parking. One option would be to have an express bus that goes consistantly from another park and ride to the train park and ride. With Kent station there is the lake meridian park and ride which is much closer to me and doesn't get used. I would use it if there was an express bus from ther to Kent station that went in line with the train schedule. Currently my only bus option takes about 40 minutes to get to the Kent station, because it has so many stops on the way there. Where as driving only takes ten minutes.
513	more pierce transit buses running to the Tacoma dome in the morning then we would not have to drive and use spaces in the garage.
514	Put Park N Rides and parking garages where people live and start the bus, train, light rail services there. Now all transit seems to run along the I-5 corridor so all riders have to drive quite a distance (30 minutes) to the nearest Park N Ride. Reduce the use of cars by starting transit further into the suburbs. It increases the transit distances but reduces individual car usage.
515	Build a garage with multiple floors at the Tukwila station. That lot needs a LOT more parking.
518	Expand the parking lot and add more room to the train ,

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

519	Increase the fare to provide more parking. There are so many people tryign to get downtown. Maybe make more convenient bus routes for people trying to get downtown. Parking permits will not solve this, it'll only make it worse.
520	At Mountlake Terrace Park and Ride if the garage and lot are full there is no other place close by to park and walk to catch the bus -- which means missing the bus! Very bad outcome!
521	First come first serve
522	Add back more trips for 586
523	No
529	The nearest bus stop to my house is .8 miles away up a steep hill. It takes me 15 - 20 minutes to walk to it. It takes 30-45 minutes to get to the park and ride that is 5 miles from my house on bus 119, a 5-15 minute wait for the next commuter bus, and then an additional 45-60 minutes to get to where I work in DT Seattle. That's at least 2 hours each way for a 20 mile commute. That is not a viable transit option for anyone in their right mind!!! The Park and Rides near my house are all always full by 7:15 am. School doesn't even start unt 8:30. For many commuters in the suburbs you will have to increase local bus service in ways that can't be justified in order to make TOD options work. Please stop pretending walking/biking is feasible in the sprawling suburbs. Add parking spaces. We need them badly. You could triple bus ridership to and from Lynnwood Park and Ride/Ash Way if you put in the garage you're planning for light rail now. I'll happily pay to park there. Why wait 8 years? Light rail will do us no good with nowhere to park. People aren't going to walk miles to get to it. I can't believe we have to wait 8 more years with no real proposals to address the problem in the interim! I'm extremely frustrated.
530	Increase parking availability options at transit centers.
531	Have earlier routes to UW and downtown Seattle/Harborview/etc.
536	The region's population continues to grow and there's no reason to think that will stop. I feel the repeated decisions to limit parking at transit stations are very bad decisions. You're going to have to go to multi-story parking structures or people are going to continue giving up on transit. It's already getting dangerously close to "too expensive to put up with the hassle" and if you layer a charge for parking on top of that... there's a tipping point, and you're pricing people out of the market -- the very people that actually need transit. Anticipate growth and plan/build/increase parking capacity accordingly.
537	Create smaller spaces designated for motorcycle/two-wheeled vehicles. I see too many motorcycles parked in full-sized spaces. Seems some space could be made for them without reducing full-size space count very much. Everett Station park and ride lots allow tourist buses to pick up there - so non-commuters can take up a huge chunk of spaces, at no expense to the tour operator. Is this a common practice at other park and rides? Would like to see the tour operators find another place to load their paying customers. Work with local governments at all park and rides to increase security/cleanliness.
538	Offer more park and ride locations that service the train or transit centers. Population around the Orting/Puyallup/Sumner areas are increasing every year. you need more parking spaces, not permits.
539	Take the money you are wasting on this and expedite the plans to INCREASE parking spaces. Any "improvements" claimed through this program are purely because you have displaced other people that still need to park and use the train. It will just be making it more difficult for those displaced people. You can play numbers games all you want but in the real world it is not helping anything.
541	Start this sooner, and don't make single drivers wait. I have no carpool option to get to the park and ride lot. I'm not consuming a car by myself for the whole trip to work. I'm trying to do my part by taking the bus, which is the ultimate ride sharing after all! Penalizing me for that sends the wrong message!
542	Include more 554 busses from Seattle to Eastgate and Issaquah after Mariner baseball games - Add at least one bus on the half hour schedule between 9:30pm and 11:00pm
543	Increase number of park and ride parking spots.
544	Add parking
546	Increase bus services from residential areas to the main transit stations.
547	Keep it as is
549	Sound transit needs to invest in increasing its available parking, not charging for a limited number of spots. Many low income people use sound transit and adding costs will only deter their use. This proposal only benefits those who have money to spare but does not actually increase ridership.
550	Develop a communication tool to get potential riders in touch with each other. Improve the rider search tool to find individuals along the similar routes, similar times and similar destinations.
552	Build more parking garages
553	Add more routes for buses outside of the transit centers that go to the train stops and coordinate with the train departure times
554	frequent shuttle service to the big nodes
555	Find lots near the train stations to offer permit parking. I'd happily pay money to know I'd have a parking spot.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

556	PLEASE ADD MUKILTEO TO THE PARKING PERMIT PROGRAM!! IT'S ALREADY OVERCROWDED AND THERE'S NO OVERFLOW PARKING. THIS IS URGENT.
560	Please add additional available parking at the Auburn location.
563	Add an earlier train in the morning.
564	Work with the city of Sumner to allow more street parking! Over the last 5 years they have literally blocked street parking for transit riders and have unrealistic parking laws.
566	Having more parking within easy walking distance to the platform would make this much easier. I currently have to park at the park and ride 20 minutes before the next train to allow for the transit time from the bus (redlot) to Puyallup sounder station. The bus arrives 12-13 minutes before the train when the ride takes 3 minutes from the lot.
567	Please increase frequency and hours of operation of route # 556. It currently stops running at 9AM and starts only at 3PM, running every 30 minutes. It is always standing room only full and the limited hours of operation limit how often people can use buses. Sometimes I end up driving when I prefer to take the bus.
568	Better parking should have been part of the initial plan when building the parkades. Adding on to them would be an idea. There aren't enough spots.
569	What about expanding the parking lots or building parking structures in Puyallup and Sumner?
571	"make it easier for people to get to buses and trains"??? People will find a way...
573	no
576	Use the metrics already being collected to add to overloaded lots and overloaded routes. I know so many people who might take the bus, but don't, due to being forced to stand on buses in contact with other people, and lack of consistent availability of park and ride parking. Growing the system would help everyone. A permit system for parking is like rearranging the deck chairs on the Titanic.
577	Locate transit centers in residential areas. Add park and rides in residential areas. Locating these in "city centers" or on the very fringes of residential areas does not help anyone. More direct routes should be added. Shuttles from neighborhoods to transit centers. Etc.
578	More parking! The Sumner and Auburn lots fill up very early in the morning. If I don't get there by 6:15 there are no spots left.
579	More parking at/near the stations. I know more parking was made available in Puyallup but it is completely across town from the station and where I live. I loved having a parking pass in Sumner! I think more people would be willing to pay to have a guaranteed spot within a block or two max of the station.
580	Increase capacity in the parking lots and ticket drivers who park but don't ride.
581	Monitor how full buses are during certain hours so enough buses are scheduled; allow local residents to have first priority for permit parking in park and ride lots.
586	Offer a small "VIP" parking pass section for those who can afford it while leaving the majority of the lot open. Then dedicate the funds from the permits to either upgrading the parking structures or adding extra local tours.
587	Have the Sounder train leave Seattle on the 5s, (4:15). Not 4:12, 4:32, etc. The Link light rail gets into the International Station near those times so any little delay causes a lot of people to miss the trains. That or it is a run across the street and down the stairs.
588	(Sumner) The obvious answer is a parking garage. The next obvious answer is some sort of bus ride in from the west of the station (the only other public transit way for me to get downtown Seattle is a bus to FW Transit, then up to Seattle - about 2.5 hours one way).
589	Enforce parking and garage restrictions. Specifically, van pool only parking is offered at Kent station but is frequently used by casual vehicles with no consequences. Enforce direction restrictions.
590	as ST expands light rail, there doesn't seem to be a good plan on how people will access local stations, current stations don't have park and rides by them, assumption being people can walk. some of us are regular transit users but must have parking by a bus stop or rail stop.
591	If you want to increase ridership, add more parking.
592	Sumner station needs more parking in general. Additional permit parking, besides what was allocated for the pilot, would help.
594	Other than permits, more parking
595	Don't add red tape and additional fees.
597	More parking options. The three local park and rides are always full very early in the morning and we have had to drive to a neighboring city to find parking and change our method of transit from train to bus when this happens.
598	Increase capacity at Park and Rides.
600	Express bus service from NE Tacoma to Federal Way Transit Center.
603	Build parking structures at the stations that don't have them currently.
604	A service like the one offered in the Salem-Keizer area of Oregon would be amazing. (West Salem Connector) There are no bus stops anywhere near my house, but an uber or lyft-style bus service would make getting to Sumner station a lot easier.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

605	More free parking garages. Most of the stations were built smack dab in the middle of cities. It should come as no surprise that parking is limited and competitive. Many cities are short of parking anyway. They aren't pretty, but parking garages are necessary.
606	Build more parking capacity. There's no way you can build a system to deal with the last mile in the suburbs that will not cost more time. Already, my commute on the 577 from 9th and Stewart is over an hour - not counting the walking time from SLU. If you make it more difficult to get to/from the FWTC in the form of cost or requiring another leg of local transit service, you will disincentivize me from taking transit. Also, requiring permits will disincentivize potential riders from even trying transit. There needs to be greater access with fewer barriers!
607	How about you build a damn parking garage in Sumner?!?
608	Thank you! Hoping you'll give priority to local residents of the P&R. So frustrating to know that the majority of the parkers at my P&R come from other cities and locals can't count on a space.
609	How can we keep residents of nearby condos and apartments from parking in the Redmond Transit Center garage? Also, how can we keep employees in downtown Redmond from driving to work and parking all day in the Transit Center garage?
610	Increase parking availability
611	Better scheduling for connector busses
612	Patrol lot for ferry riders more often (Mukilteo) or provide parking permits (free) for known riders in order to cut down on non-train rider parking in the sounder lot.
613	I will be riding the train daily starting in 2016, and a guaranteed spot would be excellent. It would encourage me to get on a vanpool, or to start a carpool from my area, knowing that we have a guaranteed spot.
616	Add more parking, it makes no sense to have single level parking at any transit station. There are enough riders to warrant multi level parking.
617	Ensure that people parking in the lots are using transportation served by that lot. Employees for businesses in the area have been noticed using the park and ride spaces to park and then walking to work.
618	The problem with this is the notion of pay-to-use. Commuters are already faced with options of driving, bus, train, etc. We all make the choice of how we get to work based on time and efficiency. Adding a carpool-only requirement or a fee associated with a permit will only serve to add more cost for the average person. This cost comes in terms of time taken to find and transport a fellow commuter to the station/lot, or by way of additional fee to purchase said permit. I already pay a significant amount for train fare, and if you force me to purchase a permit or carpool TO the lot, it will very quickly become cheaper to just drive downtown SOLO and pay to park in the lot at my business. Thereby completely defeating the purpose of ANY carpooling/ride-share/public transportation efforts.
620	For locations such as Sumner and Auburn, where there's a bus that feeds the Sounder station from other lots, add an additional collector trip at the end of the day, approximately 1 hour after the last train, for people who missed the train due to work/traffic. At least for Sumner, a number of people, myself included, would be more likely to just use the Bonney Lake P&R if there weren't the problem that missing the last Sounder train means either a very, very long walk or calling someone for a ride back to our cars.
621	Buses that connect to all of the trains (specifically 186 - Auburn-Enumclaw). and more consistently ontime [considering it originates in Auburn].
623	Additional parking garages - Trains available past 6:15pm from Seattle
626	I take the 510 in the morning, but I have to take the Sounder Train home in the afternoon even though I work across the street from a 510 bus stop. I have to do this because in the afternoon it is common to wait 30-45 minutes for a 510 to show up and when it does there's maybe a 50/50 chance that there will be any room for me to squeeze on. Number 1 way to make it easier to get people on the bus is to make it POSSIBLE. The buses need to arrive somewhere remotely near their scheduled time, and if they are turning passengers away then clearly there are not enough buses on that route. I won't waste my money on gas and parking when my employer provides a free bus pass, so I travel across downtown to get the train home. Most people wouldn't do that, most people would give up and get back in their car.
627	I only speak for Kent Station. The garage at Kent station should have a gate that strictly allow only Sounder passengers who is taking Sounder Train. Everyday, I have to park at Park-and-Ride behind the Regional Justice Center and spend at least 12 min. walk back to the train station because the garage will be full with riders that don't take the train.
628	Our company will be moving to Seattle in July 2016. I will be driving to Puyallup or Sumner train station and really like the permit program. Paying a fee would more than offset the anxiety of trying to find a space.
630	Yes, build higher transit center garages to accommodate more parking!!!
633	Build a parking garage near the Tulwila station.
635	question 1 sounds like you park in a park and ride which is what the offsite parking lots are called. You should say and/or Station Garage parking.
636	Build more parking garages
640	How does this make it easier to get to busses and trains? People who arrive there and have to pass a bunch of empty spaces because they could not afford to pay for the permit will have to contend for far fewer spaces.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

641	Parking garage at Kent Station is full every time come to park around 8:20am. I have to find parking out on the street. This is very frustrating. Sound Transit has to do something about it!
642	Make parking garage affordable for paid spots and only allow up to 25% to be for permits.
643	Once on the corridor routes, everything is great. It's the "last 5 miles" between home and bus stop that's challenging. Waiting to connect is always horrible and can add over 1 hour to my day. The MI park and ride fills up by 7:45 every day. As a MI resident, it's simply not fair that people like to use the park and ride as "free parking" for seattle workers. MI residents should get fist dibs on the island P&R.
645	Build more lots and garages for parking.
646	More frequent buses to mid/south mercer island. The 201 only runs early morning and evening.
647	Yes, when I first became a sounder commuter I drove my car down to the station and there was no parking. Since it was my first day, I didn't know what to do. I found out later about parking at another spot and taking the bus over. So, could you provide information for people who do not ride the train often where they can park due to the parking lot being over-crowded. For people who use the train for Mariner's games, they don't know that the stations fill up with parking spots by 6 am. So having a better communication regarding parking would be great. Also, when I get off of the Puyallup Station, I take the 400 bus to my parking lot. So I have to tap when I get off the sounder and two seconds later tap again on the 400 bus. Could you make it for us to tap once instead of twice, Another thing is, it gets congested when people get off the sounder and then go take the 400 bus because people have to backtrack and tap.
648	More connecting buses or shuttles, such as on S. 200th St. from the new Angle Lake station heading west. Without sidewalks and adequate lighting, that street can be dangerous to walk on when its' dark or during inclement weather.
649	Expand light rail with more parking. There is little to no parking from Thkwila to DT Seattle. Make it easier to figure out the bus system. The website is awful and employees are not helpful to new ridwrs
650	I wish there were more stops (in rural areas) and busses running more frequently to make it easier for people to take public transportation. I love public transportation but I think a lot of people feel it's inconvenient or that it takes too long.
651	Since Tukwila is also used for Amtrak it is sometimes hard to find a spot. There are also Amtrak only spots. One suggestion would be to give parking priority to Vanpool/Vanshare riders, by having dedicated parking for the Vanpool/Vanshare vans for priority parking since most of these vans have 5 or more riders.
652	My issue. Just not enough parking at the Sumner Sounder Station.
654	There's a huge problem at Eastgate P&R. People who work in the surrounding office parks and students at Bellevue College are using the P&R lot as if it's their free personal parking garage. My thought was, put entry gates at the P&R lots which could only be opened by an Orca card. If the gate opening corresponds with a transit trip (also on Orca) then the parking would be free. If there was no corresponding transit trip then the Orca would be charged a parking fee. There would be no way to enter the P&R garage without an Orca card, period. This would greatly reduce or eliminate the problem of rude, inconsiderate people who fill up the garages with their cars while not using public transit. Thank you.
656	Run Sounder Train throughout the day.
659	Parking is my obstacle for using the light rail.
663	If there were greater frequency of express buses running from outlying park and ride lots, it would cut down on the need to drive to a primary station.
664	Provide more nearby parking with permits on the streets when the lots can't accomodate. Sumner specifically which is where I catch the train at
665	Connecting "Neighborhood Busses" to deliver people to and from Transit Centers and home respectively. Increased bus frequency helps too.
666	Pave everything for a mile around park & rides :) Just kidding. No, I don't have any real suggestions.
667	they need to make larger (more stories) park & rides. Or make people pay (EVERYONE). Or move the van pools to under used lots.
668	I use the Everett Transit Center and in the 5 years I have been going there, the lines in the parking have now all but disappeared. There are times when I have noticed that another car would be able to fit in a section if people knew their parking boundaries. Also, I think that van pools should have a designated area for riders to park and meet their ride instead of wherever the driver wants to meet. At Everett I think this should be in the parking area east of the train tracks.
669	I *really* appreciate the Tacoma Dome Station garages. I've been using them every week since they opened and appreciate how easy it is to park there, and that there is always room. Thank you!
670	Charging for parking passes is not going to fix anything. Keep things free as-is, first come first serve basis. Also, it would be nice if the Southbound Sounder Train arrived in the West lane in the evenings, making it quicker to get to parking garage.
671	Enforce that parking at sounder station is for sounder passengers not carpool commuters.
672	Please add permit parking. My life was so much easier when I participated in the pilot parking program.
673	No

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

674	Puyallup station (and adjacent lots) parking already fills up so early that I doubt a permit system would be of any benefit. Not many parking spots, if any at all, are taken up by non-transit-using vehicles. The Puyallup station lots already fill up so early with regular Sounder commuter vehicles. Recommendation for Puyallup station: for the busier arriving trains in the evening, consider a connector bus for the Red Lot only, and one for going up South Hill (Park&Ride, and the Mall). Currently there is some overlap of a morning connector bus followed by a Rt 400 bus from the South Hill Transit Center to Puyallup Station via the Park&Ride and Red Lot. Oftentimes the later buses are packed "high and tight" with every seat taken and people in every available standing space.
675	1. monitor the lots so that people are not using it for unofficial van pools. ie 5 construction workers drive to Sumner and get into 1 vehicle. No one rides the train or bus.
676	Cities seem to continuously spread zones of "limited hour" parking in order to shove commuters out of an area. While I can understand this to some degree for residents, it's also unfair given where our tax dollars go. I'm hopeful that additional negotiations with city offices can help alleviate some of this.
678	More bus routes that don't require transfers
680	I haven't commuted in the past year but I will be commuting again Summer 2016. I commuted for 15 years from Puyallup to Seattle and couldn't use the train station in Puyallup in the morning because there isn't enough parking. I would be interested in any program that expands parking at the Puyallup train station even if it requires a nominal fee.
682	Add more parking lots, even remote lots with feeder buses to the station.
683	No
684	I don't currently have the need to take public transportation to get to work but will when Weyerhaeuser relocates to Seattle in 2016. I will be taking the Sounder train out of Auburn and would be willing to pay for a guaranteed parking space.
687	My wife and I carpool daily to the Auburn station. We moved into area in February of this year. Each month that has passed by, parking in the garage has become increasing difficult. To many solo drivers and not enough parking space. We've recently had to resort to parking in near by residential areas on certain days. We typical arrive at the station by 6:30am. I'd like to reiterate that most commuters utilizing the garage are solo drivers. My wife and I would be happy to pay a monthly/quarterly fee for a parking permit that guaranteed we always have a spot. The last thing anybody wants when heading off to work is to be stressed out about parking. Thanks!
688	Build larger garages. The federal way transit garage was built too small to begin with.....and yet we are still paying fees for transit services we don't have.
689	Build parking garages that actually have enough stalls to handle the volumes. The Mercer Island P&R was closed for an extended period of time while the parking structure was built, but you only built a 2 story structure and now are strapped with not enough spaces. Why in the world limit it to such a small structure!
693	More parking
696	Many of the parking spaces at the transit hubs are taken by carpoolers who do NOT ride trains or buses, but are using these locations to meet and load into a car. Sound Transit should identify and promote other parking areas located away from the transit hub for these riders. One of the deterrents to riding transit is the congestion experienced when exiting the busy lots after disembarking from a train or bus. Sound Transit should work with local municipalities to improve traffic flow in these areas at peak times.
697	Have a closer correlation between Sounder and AM and PM bus schedules, not just AM. More parking at existing Sounder lots. Kent Station is full at about 7:00 AM. Providing only 50% of these riders a permit will not solve the problem.
698	Clearly posted approved parking. The Auburn city code used to read that unapproved parking locations shall be marked by the city engineer. I was ticketed at a Street location I parked at for more than a year to find out the law had been revised two weeks prior to my ticket. Please work with cities to help them understand the revenue we bring to their city isn't through ticketing parked cars.
699	Improve bicycle access to Sounder and light rail stations in order to reduce the need for parking. This includes bike lanes and bike-activated traffic lights.
700	No, this should have been thought through during the planning process. Seattle will always be far behind the curve and will never catch up with the anticipated population growth. Good luck!
701	Move van pools out of sounder station parking. To catch the sounder, riders must be at the station. Van pools can depart from other locations.
703	Coordinate better with KC metro on more connector buses from the outlying areas with better scheduling so that a vehicle is not needed to get to the train stations. It shouldn't take me 45 min to travel 9 miles by bus to connect to the train.
704	If adding reserved spaces please provide options for proper width spaces. As a driver of a full sized truck (Ford F150) it can be difficult to open the doors if the spaces are narrow. Will this program end problems of cars parked on the end of rows or in driving lanes as is often the case at Kingsgate P&R? These vehicles make navigation of the lot difficult,

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706	Link usage is not what was expected because routing was poorly thought out. As a result, funding is coming up short causing increased construction delays and demands for public money. It has become a money pit that will never be able to provide an efficient level of service. The route should have been straight up and down along I-5 with bus transit providing service to periodic stations. Current configuration on increases commute times that will ultimately become too long as the link system gets extended.
707	More frequent bus from red lot or pick up later. It comes 15 minutes before the sounder. If the street parking is full (because the lot is always full) then my only option is to park at red lot. By this point, 7:00-7:05am I've already missed the bus (leaves at 6:58-59) and cannot walk the distance to the train from the red lot prior to the sounder departure at 7:12!
708	Big businesses (MicroSoft, Amazon, Google, Boeing, etc.) should provide some of the circulator shuttles since their businesses are impacting all commuters. The UW provides a like service which commuters can access (The Health Sciences Express info at www.UWShuttles.com) so should they.
712	I have heard rumors about increasing available parking for the Puyallup Sounder Station. Is there a proposal in the works that can be publicized to the community? Also, if there is any data available from the pilot program it would be interesting to see how permits impacted parking.
713	I live about 1.5 miles from the Othello station and commute to the Pioneer Square Station on a daily basis for work. Sometimes I work until midnight and the bus that connects the Othello Station to my house stops running at 11pm causing me to drive my car to the station so it is there for me when I return. For a while, I was able to pay \$50/mo to park in a lot on the NE corner of MLK and Othello but was notified about 3 months ago that it would no longer be an option since they are putting up a new condo complex. All of the streets around the station are permitted for residential use so I have to park about 5 blocks from the station. Normally, this would not bother me except for the fact that just a few weeks later, I was assaulted while walking to my car from the station heading east on Othello. I have noticed that there is a vacant lot on the SW corner of MLK and Othello and often wondered why sound transit hasn't purchased the lot to put in a parking lot for the riders. With the gaining popularity of the light rail and Seattle's expansion south, I know that land will be at a premium but at the same time, the safety of the riders needs to be considered. I think that parking should be made available near all of the light rail stops, not just the stations you mentioned in the survey. Either purchase lots or work with street permitting or local businesses/ churches/etc. to implement parking plans similar to what you are proposing.
714	Quit cutting routes/eliminating stops. I used to be able to walk to a stop, and now I can't. (As they don't exist anymore.) The changes made thus far have pretty much made it impractical for me to use the bus. If it comes to pass that I'm not able to park at a park & ride to meet a carpool or as a solo driver trying to get to the bus, I'll be back to just driving alone.
716	Increase parking. Outsource rights to a garage. I'd pay up to \$5 to park in the garage.
720	shuttle buses from park & rides to the train.
721	Permit parking for MI residents and employees only.
722	The regional move toward "pay to play" for single-occupant drivers in park and rides and HOV lanes is disturbing from a social equity standpoint. Those with higher income jobs that probably have more schedule flexibility get a more reliable, on-time commute. Those with lower paying jobs who may have to clock-in at a set time get a less reliable commute, which makes retaining that job more difficult. Essentially adding first-class and coach to the park and ride is the wrong move. If it does move forward, at least put the permit parking areas at the back, so that those that can't pay for a spot and end up spending more time searching for a spot will have a shorter run to catch the bus. Second, if you realistically have to pay for a permit to get a chance at a spot at the park and ride, I will re-evaluate paying for parking at work and could possibly go back to SOV commute if the savings associated with transit decrease.
723	This is not what you're asking but, having only one exit out of the Tukwila Light Rail Station is also a stupid idea. One or two busses jams the whole thing up and people cannot enter or exit if they block the roadway, which they often do as there is a very short roadway leading to the light exiting the parking lot. many days I am not even able to get into the far right lane to take a free right and exit efficiently. The busses do NOT need to park along the south wall at that station, which by the way is CLEARING marked and posted: NO PARKING. Ssssheeshh, how about thinking about the paying customers for once instead of focusing the ease of use for the paid drivers?
724	Make more parking spaces! Build parking garages! This is just an attempt to start charging us for parking. Once again it is the rich that you are catering to! If I have to pay to park, I will drive my car to work and not utilize public transportation!
725	More parking at the south Bellevue park and ride would be great. Issaquah has major traffic issue exiting the garage and turning right on Newport to turn left on 900. Need to extend Left lane.
727	Relative to the Sounder trains, more frequent times the trains run and buses to get to/from the train from home location.
728	I would love to see a bus run from Orting on HWY 162 down to the Sumner station...making frequent stops along the HWY 162 to accommodate commuters so we don't have to drive to a park and ride.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

731	For the most part, add more parking spaces. A large amount of money was spent on the Tukwila train station, but they did not make it large enough to account for increased use. Why not put in a multi-level parking structure. If nothing else, put in more parking with short shuttles from the parking to the train stations - similar to remote airport parking with shuttles every 5 minutes while the trains are running. Longer train-dedicated bus routes, like Pierce Transit 497, waste too much time because they arrive at the train station 12-15 minutes early.
732	If you live in North Bend, park in North bend. Don't pollute the environment, clog I-90 and take parking spaces so that island residents wind up driving because there is no space. Make the permits reflect where people live. If they choose to drive have a segment toll for each P&R lot they choose not to use.
733	Feeder transit to the train is very poor from Orting where there is no bus service. To reduce the need for parking a regional community could increase feeder transit to and from stations or increase the number of stations. Permits are a band aide because population growth will quickly outstrip it.
736	Create new stations in areas that would support additional parking location. An example would be 8th East and East Valley Hwy at old Sumner Meadows Golf Course. This location would alleviate parking issues at both Sumner, where parking is very limited, and well as Auburn. Encourage vanpool riders to utilize other Park and Ride lots besides lots associated with the Sounder stations. Example would be for vanpool riders to use the Park and Ride location on 15th NW in Auburn instead of location at Auburn Station. Work with local cities to provide additional parking locations/facilities for Sounder train commuters.
737	Set up more routes from Snohomish county to Seattle; increase their frequency. Set up a later Sounder departure time from Seattle. Increase bus capacity by utilizing double decker busses. Put a better system in place for replacement transportation when Sounder service stops due to mudslides.
738	Build a parking garage. I've said it before, permit parking will only force more drivers to park on the streets and in areas that upset the community. If you want to know what people really thought of the pilot, poll those who didn't get a permit. Permits only benefit a select few that are able to be the 'first come first serve'. There isn't enough parking currently using 100% of the spots. During the pilot only about 30% of the spots in the actual Sumner lot were left permit free (unlike the 50% they said were open), so we ended up with the majority of drivers trying to cram into those 30%. If the permits are cheap it might benefit a few select number of commuters, if the permits are expensive then really it will only benefit Sound Transit and their pocket books.
739	Designate more park and ride spaces, or build multi-level parking for the busy lots. Also, I have seen construction workers park there and then walk (or get a ride with a co-worker) - they are not riding transit. Additionally, I have seen cars overnight there; get better control over enforcement.
741	I'm a supporter of this idea because I bike half the time and bus the other half. When I bus, I've NEVER
742	No. The money spent trying to increase transit to get people from outlying areas to the train stations would probably be better spend on more parking structures.
745	I love the parking program as its proposed. I participated in 2014 in Sumner and can't wait for the opportunity to sign up again when permits are made available for solo drivers.
748	It's Mass Transit, emphasis on "Mass". You should not offer a pay for parking option to special 1 person vehicles. The rich users will bump out the poor folks who have just as much right to expect a parking spot at the optimal part of the garage or lot. Don't want to start a fee to park system. Invest in more feeder routes and off site lots if necessary. Thanks for surveying our needs.
749	build larger park and ride lots
750	Re-schedule local routes to a more timely connection at Transit Stations.
752	There is LOTS of land not being used around the Tukwila train station. Why isn't that converted into parking? Adding permit parking that costs more money is not helping people on a tight budget get to work. Build more spaces vs. charge money to park. Then only richer people are using the transportation
753	It would be a great benefit to have a shuttle to and from the Red Lot at the Puyallup Station so we didn't have to rely on a bus that has a route and is late half of the time.
754	Enlarge available parking.
756	They should build a parking garage. The problem is that there aren't enough spots. Creating a permit program doesn't solve that, it just creates more problems.
758	I think frequent shuttles (just like those at airports) are the ideal way to get to park-and-ride centers...along with a function in the Trip Planner app to request shuttles? Type in or save your home address, the app finds the closest transit center, then you push to request a shuttle. Alternately, find a waiting shuttle at a transit center to drive you home. These could be partially funded by parking space permits. Shuttles could then hang out in/around transit centers while waiting for calls or waiting to bring people to their destination. Maybe add a \$0.25 surcharge to fares for taking a shuttle if too expensive? Thinking of the Issaquah Highlands/Snoqualmie loop shuttle, but way more frequent.
759	shuttles to lots.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

760	You had an opportunity to do a great survey here. I realize you want to keep it short but this is really an immense waste of public outreach to collect data. If Mercer Island doesn't get an opportunity to block East side traffic from the park and ride, it will assume it is because of this survey instrument. If you wish to conduct a better survey, I'm happy to volunteer my skills in this field. Erica Tripard 310-497-1920.
761	Make parking more accessible for all. Construction workers and others park in the already full parking lots and get into cars/trucks and drive away. The parking lots should only be used by people who are riding on public transportation, not using it as a personal park and ride. Also, when building these structures look at future use, not just use at the time.
762	I'm a supporter of this idea because I bike half the time and bus the other half. When I bus, I've NEVER been able to park in the Mercer Island Park & Ride, the only Park & Ride in my city. So I have to park 5 blocks away and purchase an annual Mercer Island permit to street park there.
763	When park-and-ride lots Philip provide continuous loop shuttles to nearby areas for parking
765	The bus from Bonney Lake Park & Ride to Sumner Station is not big enough. It would be nice not to have to worry about getting a seat.
766	Add more free parking. It's obvious the Auburn Station planners didn't expect the ridership levels they got and there is not enough parking for everyone. Charging for parking just makes that experience worse.
768	Would love more parking options, currently park in a gravel pay lot that will be demolished leaving less parking options in Auburn. Hoping I will be able to take advantage of this permit program.
771	As a district focused on regional transit, Sound Transit may need to prevail on King County Metro, etc. for the most valuable/effective improvements. Overall I would prefer a more robust local 'collector' bus service solution to the existing park-and-ride approach. Such local service would need technological innovation to move beyond fixed routing/timing to such ideas as an online real-time routing/timing request management system.
772	Build a parking garage in Puyallup and Sumner. If the cities do not want to support this, then move the station to a location that can support the current riders along with expected growth. I understand there is an opportunity for Sound Transit to charge for parking and do not have a problem with it. Why not. I would most likely pay for a parking space, but what you are suggesting and offering is really just to extract money out of those willing/able to pay for the limited space there is. Other than extracting money from them, you are not really solving the problem for anyone else. All the "open" spaces you leave that do not require a permit, will still be filled after or before the second train in the morning arrives. Charging for the spaces doesn't really make anything easier.
773	Bring back select spots for vanpools and carpools.
774	More frequent bus from red lot or pick up later. It comes 15 minutes before the sounder. If the street parking is full (because the lot is always full) then my only option is to park at red lot. By this point, 7:00-7:05am I've already missed the bus (leaves at 6:58-59) and cannot walk the distance to the train from the red lot prior to the sounder departure at 7:12! Permits - please make these accessible to those that cannot come to get them during the day. Possibly allow application online? The permits for parking at the red lot during fair times are handed out during the day so those needing them at night cannot access them. There needs to be a fairer way to distribute permits.
775	Work work the other partner buses to make sure people can get to the stations. I leave early from S Everett freeway station and I don't have any choice but to drive there since swift/ET won't get me to a commuter bus on time.
776	Keep parking free.
777	Strongly encourage enforcing violators who park using two stalls (a portion of two).
778	I'd love to be able to get to the train station another way than by car. Biking is not an option and there's no buss out this way.
779	Extend light rail options
781	no
782	Some train stations (i.e. Puyallup, Sumner) lack built-up parking facilities. The installation of multi-story parking garages would significantly increase capacity at those locations.
785	No
786	more local routes with more frequent bus runs on those route, particularly from 4:30am to 9:00am and 3:30pm to 8:00pm
788	Continue with the expanded parking plans that I have seen proposed already.
789	I take the rte 400/495 bus from the South Hill P&R daily. Lately there have been issues with the buses not being there on time. In the case of the Rte 400 last week the bus didn't show up at all for the 6:20 AM route and there were at least 20 people waiting for it. All missed the train. In the past the Rte 495 used to service this P&R and it worked much better. The Rte 495 buses for the 5:37 PM train have been late to very late showing up. One didn't get to the station until the next train showed up 20-25 minutes later. This is very discouraging. I love taking the bus/train but don't understand why there are these issues.
790	Ensure that the size and seating capacity of the busses being used on shuttle routes such as Bonney Lake are compatible with ridership. Increased security in park and ride lots to avoid vehicle prowls and break ins when riders are at work
791	create more parking at train and light rail transit stations

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

793	Easier connections. Provide a stop at the preston/fall city exit parking lot off of I-90. This could go directly to issaquah transit center or issaquah highland before heading into Seattle as an express.
794	Add a surcharge for single-person permits. This might encourage more carpools.
796	public transit does not seem to be an easy option due to the number of routes and the safety in the Seattle area.
797	Keep parking free. If you start charging for parking, more people will drive and not use public transport. This defeats the purpose of increasing reliance on buses and trains
799	Mercer Island park and ride should be primarily permitted to Island residents, with a few spots for off islanders. The situation now is out of control.
801	Purchase surrounding empty lots for additional parking. For Kent, don't allow college students to park there or allow us to use parking at Kent Station.
802	Build or add more parking garages at or within walking distance from stations.
805	I would like to use the bus to go downtown more often, perhaps once a week, typically departing from 8 a.m. on. But space is never available in the MI park and ride during the week. The permit system, as designed would not apply to people such as me.
806	Better local routes with more frequent stops during peak hours, which has become 4:30 AM - 6 PM. Eliminate parking for people who use the transit lots to ride an official vanpool or unofficial carpool. Make the lots for bus (or train) riders only. In my lot, people park there and carpool with friends, so it takes up spots that folks who ride the bus need.
808	The only suggestion that I have is to increase the parking capacity at the transit centers and/or increase the number and timeliness of buses to the train stations.
809	I've already mentioned one way - have the state charge all the solo drivers who drive during peek hours, instead of charging people who do carpool extra money. Just because it seems easier to do so, I'm sure the powers that be can figure out a way to do the right thing! If this passes, I will be forced to park and be another solo driver! It's not like the carpool lanes are faster than the regular solo driver lanes.
810	I have to drive to the station I have no alternative. I live in Covington that only has the 168 and it is 1 mile from my house.
812	Somehow tie parking in lots with bus/train use. Have a shuttle to the stations so we don't need to drive (no choice). We need to take one of the 1st trains just to get a parking spot in Sumner and then sit around Seattle until game time. Love being able to take the Sounder in but very time consuming. Give us more time to watch the end of the game and walk the .9 miles to the station. We have to race and sometimes leave the game early because I can't walk very fast. A shorter route would be nice.
813	Increase the number of parking spaces at the lots.
814	Additional parking garages.
816	I rarely need to use the P&R Lots, but when I do they rarely have space available. Both at Bothell and Everett. If I could try to reserve a space a day or two before, that would be very helpful.
817	More parking garages Reserved spots for carpoolers Better bus systems for remote lots - Red Lot system in Puyallup is absolutely terrible.
820	Yes, handle your finances and put the money in bus service that the voters have supported multiple times
821	I like the idea of permits. If possible purchase more property for increased lot space for users. I feel not having enough parking will slow ridership growth.
822	I am driven to the train because the parking is gone by the third train. We need MORE parking. During the permit experiment there were spaces that sat vacant all day. ALSO, people who carpool should not take up valuable parking at the train station. There needs to be a different parking location for people who carpool and don't take the train.
825	in puyallup build a garage where the old feed store used to be. we are already subsidising the train thru transit taxes and our yearly orca cards. no more fee's!! maybe you should bring some one over from europe to help you run the train system!
826	Nope you are doing a great job!
827	I'm not sure I agree with the permit program but I can't give a solid reason why. I park at Kent Station garage which is full by 8 am M-F. If I'm arriving later, I use other parking lots/options. I don't want to have to pay to guarantee a spot. If this program oversells permits there is still a chance of a full garage at 8 am, that would make me angry if I paid for a permit.
829	I enjoyed having the single occupant (during the pilot program) for my commute into Seattle because it enabled me to get in a little later (8:00 vs 6:30) and still be able to find a spot. However, I am a little nervous at the proposed schedule because it seems like it's going to add scarcity of spaces until 9:30, when the peak commute buses cease. If the situation becomes one where I am unable to find parking at the P&R, I will need to find an alternative commute method (likely driving). To that end, it's unclear what problem the permit program is attempting to solve. I would love to avoid the park and ride entirely, but can only do so when the bus routes closest to me (216/219) are reliable and have better coverage. Twice within the last two weeks, a 216 has gone AWOL, causing the subsequent bus to be standing room only by the time it reached IHPR. I was regretting taking public transportation those days. My suggestion: increase the fare for the peak commute routes and use the funds to provide better service. (Many of us on these routes have ORCA cards subsidized by our employers.)

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

830	Build garages. If you can spread out anymore then build up. Obviously riders need the space.
831	Expand Soinder service to include week nights till 11:00 pm and weekends. There are a lot of people that work different shifts and weekends.. Not everyone works Mon.-Fri. .. Plus the people that have weekends off would be more inclined to get out of their cars if they knew they could jump on the train to go downtown which in turn would lighten the already horrible weekend traffic on the freeways. Everyone I talk to ask the same question of why the train does not run more often and weekends....lots of people work weekends also.
832	Bikes do not work for Issaquah. No one will start biking here - it is too far to the transit center. We need more parking spaces for ordinary cars. In 2014, there were always prime "permit holder" spaces free when I wanted to park, but no space for me. I don't think reserving parking is fair or reasonable.
833	Build more parking garages (ex: tibbets vally p&r, south bellevue p&r) Increase/Update transit routes to serve neighborhood communities (554 goes to downtown Issaquah but 555 & 556 doesn't even if the extra time doing so is just few minutes).
834	You pretty much have all the options covered.
835	better transit availability to get you to the hub area in the outlying areas. If I could easily catch a bus to get to the bus or train I would do it
836	I would ride the 596 shuttle if it wasn't packed to the gills every single day. No room, I have bad knees and it hurts to stand. Bus is just way too packed to consider riding this unless a bigger bus is used or more trips to the station. I refuse to be crammed into a small bus.
838	Connect the bus and train stops. Transferring is a bear! Make it easier. Make parking available at more than just park & rides. You need more parking, not less.
840	if this happens, the funds could be used toward multi-level parking to allow for more parking spaces without the need for permits.
845	More light rail during peak hours and during sporting events! Please! Either trains more often or more cars per train.
846	The park & rides are very popular. What is your plan to build more P&Rs? You want people to use them yet you are now making it harder. If I use the P&R less frequently because I work part time I am penalized - yet you should want to encourage me to use the P&R so I can take public transportation even if my work schedule is not standard.
847	Yes, Have security eliminate the non-bus riders who are merely there using the spots so they can use their own cars to carpool. I see it everyday. It is easy to figure out who catches the bus and who is waiting for their ride (i.e., their own personal vehicle). So wouldn't be hard for security to ask if you taking the bus or not. Keep track of their plates and issue warnings. If repeat offenders then can ticket them.
849	build multi level parking
851	At train stations, Metro carpool vans should have designated parking area. Vans should not be scattered all over lot.
854	More parking close by to major transit stations/train stations.
856	Sound Transit has under built its parking structures. The anticipation of population growth and number of people who want to use public transit is woefully short. Start with firing your demographers - they are useless and incompetent.
858	Off sight parking lots with transfer buses to train stations
859	Currently I take the express bus from Bonney Lake to Sumner. A garage in Sumner would be ideal. You can't park there unless you're on the first train. I have two kids to drop off at daycare and then drive 15 minutes back to the BL P&R to catch a bus to get to the train...when it would be so much faster to drive to the train.
860	WAY,WAY more local buses to P&Rs and WAY,WAY more frequent.
861	More spaces in park and ride. More locations
864	Offer Uber-style door-to-transit center service at an affordable rate.
865	Add stops that make sense. One needs to be added at the Amgen campus.
870	Have random early morning transit police monitoring who is actually using the lots.
872	increase train frequency, lately a lot of people are riding standing up. increase parking lot size
873	It would be helpful to have more bus stops. I would walk to the bus if there were a stop along Newport in Issaquah between Sunset and Maple. A the bus stops are now in Issaquah, they are too far to walk to.
875	Allow free on-street parking near transit centers. More coordinated bus to train schedules, or bus to bus, or bus to link...
880	The Sumner lot is past capacity. A small fix would be to enforce the lot to not being used as a Park and Ride. I see this every morning, 4 cars come in and park and jump into a Truck or van pool and pull away. They are not riding the train. These commuters can leave from anywhere, we are stuck with the platform. Build a Park And Ride lot with access to 167. The empty fields are cheaper than trying to build a parking structure.
882	more parking - many people I talk too don't use Light rail because they don't want to get up early enough to get a parking spot before they are all gone
883	Provide buses from areas where routes were cancelled that we can take to the train such as Waller Rd in Tacoma. We have to drive and the lot already fills up fast. You'll cause inconvenience for many for the convenience of a few who can afford to reserve spaces.
884	But the lot next to the current Auburn park and ride and build another parking garage so ridership can grow.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

885	No. However, I normally walk to the transit center, but on occasion I will drive and park there if I need my car to go somewhere once I return to the lot. In these instances it is very early in the morning
887	support more local transit service so people can get to/from the P&R faster/easier. Bike share with GPS for recovery. Tracking ORCA use when the onboard readers malfunction all the time seems like a bad idea. Please make sure you also understand that Vanpools ARE public transit, so please do not reject that as a viable use of the P&R's. A single van takes at least 4 cars off the road, a carpool only takes 1 car off.
888	1) A connecting bus that is literally an express from certain locations (meaning it shows up at ONE location, people get onboard and then go STRAIGHT to the station). 2) As mentioned above in #4, I know of at least two lots wide open near Kent Station that Sound Transit apparently owns but has done nothing to develop. Make those premium lots or overflow parking. 3) Work with the vendors at Kent Station to allow overflow parking during certain hours. 7am to 7pm maybe?
889	Currently, getting home after getting off the sounder is very difficult for me if I don't have my ride. I live near 12th and Madison in Tacoma, and all of the convenient busses that would take me home have already left when I arrive at 6:34. Better coordination between the sounder schedule and the Pierce transit schedule would help me tremendously.
891	There should be more parking available to metro users. I park in Auburn and across the lot there is a gravel pit for \$30 that is owned by diamond. I think for \$30 a month it should be at least paved. Also, there is no more parking left at 7ish.
892	1. Add more parking spaces at the stations. Satellite parking is completely an idiotic notion. OR... 2. Convert two stations into one and centralize them. Example: Get rid of Puyallup and Sumner stations, and create a NEW "Valley" station off of Shaw Road with a gigantic parking complex, etc. The city of Puyallup and Sumner clearly haven't embraced the stations and obviously don't want us, so let's move to another area close-by. Make the tracks "crossable" by having an archway or elevated walkway so riders aren't walking all over the place to get to the other side of the tracks (like every other normal station has). Seriously doubt this feedback is going to help at all, but oh well. It has been very frustrating and many of us feel stuck with what we have to deal with.
893	Yes, do what was in the Sound Transit 2 plan! For example, extend the platforms: http://www.soundtransit.org/sites/default/files/documents/pdf/projects/planning/s110_souder--extensions_of_station_platform_length.pdf And build the second garage in Kent: http://www.soundtransit.org/sites/default/files/documents/pdf/projects/planning/s109_souder_added_parking_and_ped_bridge_at_kent_station.pdf Many of us voted to tax ourselves based on these items, yet nothing has been done about either.
894	More, more, more parking spaces. Sumner/Puyallup commuters have minimal spaces to utilize the train/bus stop services and are crowding parking areas north & south (Auburn/Tacoma). Residents are spread far enough with no easy access to get to these depots via public transit, so they require a car to even use services!
898	Kent station van pool should be moved to metro park and ride lot down up the way. Most van pool people drive and park at Kent station, and then get in vans. This would open a lot of spots at Kent station. A second idea would be that one of the van pool rides should park their car in the spot of the van when the van pulls out.
899	I don't have any
900	it's not fair to let non-mercer island residents take all the spots on the mercer island park and ride. there should be a majority of the permits allowed for island residents.
901	Add safe parking
902	Dedicated shuttles from overflow parking areas?

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

905	I have lots! I am between 25-30 years old. My friends do not have cars, they live in smaller places to be closer to work. Most people rent even those with a 6 figure salary. I have been thinking about this for quite some time what to do about multi-modal connections. You need park and rides all along the central link, you need to acquire land for parking because conceivably people are not going to stop driving YET. And enough people do not care about the environment frankly as the USA is so polarized, however for the rest of us who use transit for personal and social reasons there needs to be options. We aren't there yet. However, multi-modal trip are feasible. For example I like in Rainier Valley. I WOULD LOVE to use transit. However the line is such that it does not connect to my place of work (as a new professional I do not have choice where I work, work is work, and a job is a job after the great recession). Providing more bike shares along Rainier is important. I would like to bike from Angle Lake Station in the future to Federal Way but the Cycling facilities are not there yet (no bike lanes, issues for visibility at night), and I am afraid of safety along the corridor from Angle Lake to Federal Wat. However....I may with my carpooler buy a beater car, and drive to Angle Lake store my car there and use transit half way, because the reverse commute is quicker, and driving is bad for your health, stress, heart, and accidents are more prevalent on roads. Further, I can do work/ call my friends and family on a LRT, have peace of mind before a day of work. I will continue to carpool until the Federal Way Station is built. PUT CAR TO GO/CAR SHARES AT ANGLE LAKE STATION AND OTHER STATIONS AS A REQUIRED transportation mitigation/impact fee from developers. WHAT ABOUT SHUTTLE TO THE NEXT future LRT STATION TO TRACK RIDERSHIP and in grain those travel patterns before the LRT gets there? CAR SHARES! CAR SHARES! CAR SHARES! You need safe areas for bike shares along Rainier and enforcement so people feel safe, better parking opportunities. I will elongate my commute by 20 mins (from 45/50 mins to 1 hr. 10 mins) to use LRT to angle lake from Columbia City any day to cut CO2 emission and incorporate walking into my everyday commute. I use transit for personal reasons and beliefs.
910	Have no cost car registrations that are linked to ORCA or U-PASS or other cards that help to identify the vehicle as a frequent user of the lot. This may help decrease the use of the lot/garage for people not attempting to make use of Sound Transit services.
911	Offer more routes from neighborhoods to main transit areas.
914	Getting there isn't the problem. To increase ridership and reduce congestion you need to focus on making Sound Transit reliable and predictable. I have been a rider for almost 20 years and the number one complaint I hear from most people is that they cant rely on the service because its either late or early which results in unpredictable commute times.
915	Have bus routes that allowed for people to not have to park at light rail or train stations
916	Encourage vanpools to use park and ride locations with lower levels of bus and/or train service and P&R demand. Example: Instead of Ash Way, direct van pools to Swamp Creek.
919	I live in downtown Puyallup, but by the time I catch my train in the morning, all the parking is taken--much of it by people driving from farther away like Graham, South Hill, Edgewood, etc. Parking at the station should be prioritized for people who live close by, while people who live farther away should park at park-and-rides and take a bus to the station. Bottom line, people should drive the shortest distance possible and park at the closest possible public transit locations to their homes.
920	I used to take the bus from the Edmonds P&R train station to home, however they cancelled that bus line. But, now that the parking has been expanded at the train station, there is no longer parking limitations.
921	At the Tukwila Train & Bus station, there is a lot of open land, build more parking spaces, that would make things a lot easier.
923	Parking structure to accomidate or busses to the station every 10 to 15 minutes.
925	more trains and buses that leave later in the AM and later in the PM for those of us that don't work a 9-5 type of job
926	Provide more parking.
927	Expand parking facilities and or don't build a station where it cannot accommodate the ridership. You want us to use public transit so we use the train, but now you want us to not only pay for a train pass, now we need to "voluntarily" pay for a permit and then try to take a bus to the train station to make it "easier" - you want to increase ridership this way? It's getting more and more frustrating to take public transportation because there have been bus route cuts as well. We have the worst transit system I have ever seen - chaotic and unconnected/random. Check out Oregon, they know how to do it. I would never need a car there because their transit system is amazing.
928	Build a garage in Puyallup and Sumner. I know that you have been trying and it is easier said than done, but this would be a big help to these locations and for some the funding has already been approved. Add additional buses for passengers from station to park and ride locations. In Puyallup, the 495 bus in the afternoon is always standing room only and barely gets all passengers in. Include a Red lot only bus in the afternoon, similar to what is done in the morning.
929	Realize even though people may be within walking distance they have to drive to the PnR to be able to pick up children from day care before they close or charge late fees.
931	Better connections and coordination with metro.
932	I'd love to see some type of trolley or light rail NOT in the transit tunnel in downtown Seattle that takes people to and from King Street Station; just a few blocks circling the downtown core area for the sole purpose of taking people to the Sounder train. Bliss!

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

933	Yeah, have the south bound trains in the evening stop on the west side of the tracks instead of the east side.
934	Yes. Provide ample free parking to encourage ridership. Extend trains to additional destination points such as Issaquah and Bellevue to eliminate the use of diesel powered busses and traffic. On future train expansions provide grade isolated tracks that do not mix with road traffic and maintain accurate dependable schedules. Then people would be willing to pay slightly higher transit rates without having to deal with parking fees.
935	No
937	Discounted parking at other underutilized lots.
938	I recently used Link Light Rail to drop off my son at the Tukwila Station. It was barely 8 a.m. and the lots were full. I think it is only fair for those who use Sound Transit regularly to pay a fee to park because they are saving money on gas and wear on their vehicle. Maybe a fee for 1-2 week days, 3 or more week days, weekend fee, and flat daily fee. This will help pay for security and maintenance.
940	Add more local residential routes, buses that serve major transit centers.
941	a lot of us (myself included) have a 15-20 minute drive to the park and ride so that we are able to take the train or an express bus. unfortunately, if i took the bus from my home, i would add an additional hour onto my (already an hour) commute to work - not to mention that the local bus doesnt run early enough to get me to the train by 6/630am. i think building additional parking structures is the best solution. (from question 4) make it free for all frequent transit riders (maybe 15 rides the previous month?). we are all taking public transportation - it is completely unfair for you to expect us to carpool to the parking lot! also unfair for us to pay for both the train AND to park our car when all we are trying to do is help the area avoid congestion and save the environment a little. i would honestly rather drive than pay to park at a park and ride.
942	Unless permits are restricted to local residents as I stated on question #4 above, then the capacity problem isn't solved. Once the Park-and-ride is full (which typically early in the morning by non-residents), then local residents have no good options.
943	Provide access to shuttles closer to my residence
945	better coordination with other forms of transportation, like ferries or bus routes that will actually meet buses or ferries when they arrive. Not leaving when they are pulling into the depot or dock, as happens very often at ferry docks.
946	Instead of building parking lots, build parking garages. Terrible mistake with Tukwila. There isn't enough space as it is with having to share with Amtrak. So for people who depend on public transportation and having to add permit parking just to get a spot. It should be free to all. Isn't this what the city wanted was for more people to use public transportation so less cars on the hwy. We already pay lots of taxes we shouldn't have to pay to park our car all day. High tax state, so please don't do this. Keep it fair, first come first serve.
947	First come first serve basis is the fair way not charging customer more
949	Increase the number of feeder bus lines serving local neighborhoods to improve the reach of transit and enable more riders to leave their car/bike at home.
953	I think that there needs to be another parking garage for Sumner and Auburn as they are completely full after the second or third train to Seattle. I don't think that you should be charging people who ride alone because they could be riding there to meet their carpool or doing a ride share.
954	Create more parking. Don't penalize people who already use the transit system by making them pay for permits. If it gets too expensive, some will choose to drive.
955	This is for the Tukwila station in particular as I park and catch the Sounder there to Seattle Mon - Fri. Parking after the 8:05am train is horrible. There seems to be a lot of land available around that area. I believe most is Boeing land, however I'm certain they have no future plans for building expansion. The old lot on the east side of the station also seems to be vacated where you could easily open back up. This would add an additional 50+ parking spots. It would also be nice to build some sort of overpass walkway from the main parking lot to the east side of the station. Currently folks having to park in the far southwest portion of the lot have to walk a long ways to get to the actual train pickup on the east side. Again, I understand those open plots of land are Boeing owned, but there must be a way to make a deal with them. Adding more transit parking will only allow more folks to catch the train which in turn will minimize traffic. I'm sure they'd be all for that.
956	Increase parking capacity instead of building lavish stations. Ridership can't increase without parking capacity increases. Also look for more modern transportation systems. Light rail is nice for short trips but any ride over 40 minutes needs quicker technology. China, Japan and Europe push the envelope and we build old, slow technology.
957	Yes, for summer station purchase the old red apple lot and build a garage .
958	More parking. Most people don't take connecting buses to a park and ride.
959	Provide adequate parking to make it convenient for people to access transit. The practices that place disincentives on driving tends to jeopardize support from voters for subsidizing transit.
960	Partner with local transit to make it easier to use local transit to get to the ST stations.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

961	Yes. I need a Sounder at 4:30 AM at the Tacoma Dome Station. The present 4:55 AM train is too late to make my Seattle connection to Everett each morning. I need to be in Seattle not later than 5:30 AM to make my Seattle connection to Everett.
962	The only thing you can really do is have bus service close to where people live to allow access. There are MANY people who will just not be without their cars, no matter what transit is provided.
965	I strongly feel Puyallup should reverse the parking restrictions they put in place downtown. This has severely negatively impacted parking in the Puyallup downtown lots. I also believe there should be expanded parking created through an enhanced/expanded parking garage at the downtown Puyallup location, similar to other stations. For rider safety there should also be a rider overpass to allow for better crossing of the tracks.
966	More high volume park & rides; more buses from neighborhoods to P&Rs; more express buses; cheaper permits & spaces for motorcycle parking; secure bicycle storage at P&R
967	there never seems to be enough parking in Sumner and the city of Sumner doesn't want a parking garage, yet there is a warehouse being built less than a 1/4 mile from the train station. Sound Transit needs to convince the city of Sumner that there is a demand and need for organized parking for commuters. They need to think outside the small town mentality.
969	Add more trains and build more parking.
971	Could a busy lot like Eastgate which fills up by 10:30 with students have a gate like parking garages in Seattle? Your Orca card gets you out or you pay \$ to park for the day.
972	This sounds terrible, but add more parking overall.
974	Utilize unused nearby parking lots!
976	Underground or mixed use parking garage
979	Not really
980	Multi level parking
981	build a parking structure at the Tukwila station. That has to be the busiest station at this time and their parking is horrible. I get there 30 minutes before I need to leave just so I can park.
982	Offer buses from larger designated parking lots to and from the train station and that the buses make every train stop.
983	Auburn: have buses available exclusive to Train times like they do in Sumner. From Auburn to Enumclaw
984	The Tukwila station was built backwards for commuters - you have to run to the other side of the station to board a train. There appears to be space available on the east side of the station, why can't parking be added there to accommodate the overflow?
985	I take the 497 Pierce Transit bus from Sunset Park and Ride most days. But there are a few times that I need to drive to the train station to park. I have to be there by 6:15 a.m. in order to find a space. I think Sound Transit selling parking to those who can afford it is very unfair. We could use more parking around the station, but I know the City of Auburn frowns on it. Want to park there all the time? Get there early like I have to do when I use the garage.
986	As noted in my response to #4, it would be helpful if additional parking garages (free) were built in addition to the existing ones. Sometimes the lots are full by 6 am, and it's not fair for the remainder of the commuters to have to pay if they want a close parking spot to the train. Because I do not want to pay \$300 a month to park in the adjoining pay to park lots, I have to find street parking in neighborhoods and alleys that aren't the safest. On a side note, if the new permit program costs as much or equal to the existing pay to park lots, I would not use it.
988	Because we don't have the budget to add bus service to local neighborhoods, please provide more station parking. Instead of limited surface lots, budget for multi-story structured parking. Perhaps have agreements with local lots within walking distance or on the RapidRide line to allow for free light rail/transit parking. Also, I currently may not be eligible for a permit as I have been driving in to work a lot (downtown Seattle) due to unavailability of parking.
990	improve the routes and times.
991	Having smaller busses or vans that pick up from neighborhood stops that just drop off and pick up ever 30 minutes to the different train stations would be a great benefit. Park and rides where you catch buses to the train station get just as packed and full early as the train stations.
992	We need to build out the infrastructure that was originally planned including the 2nd parking structure in Auburn.
993	More bus service from parking lots such as the one from Bonney Lake
997	Form alliances with nearby parking lots for stores, build more parking lots.
1000	Other regional agencies such as Community Transit need to time feeder/local buses to coordinate with train departures & arrivals. This would cut down on the # of cars using the parking spaces.
1001	No
1002	I like the permit option but, ask that you don't base the application process on rider history (i.e. I would ride the train more if I was able to obtain parking) catch 22 . . . thanks!
1003	Offer incentives for people who commute. Also, build more parking garages and lots and offer shuttle services so people can park with a sense of comfort and the knowledge there will be a space for them.
1004	Create feeder routes to the major stations. Maple Valley to Kent on a "milk run" during commute hours is less efficient than an express option to Auburn.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1007	More parking access at all stations and work on an even cost if you have to take both. It is not worth for anybody to have to take a Bus 10 or more block to a station and have to pay again to take a train.
1008	Build a parking garage at the Sumner Station.
1009	if we do not link permits to local city residents we'll encourage people to drive and cram roads instead of jumping on the bus as soon as possible
1010	Have better fare enforcement for those who continue to think it's always a free ride, this might decrease the overcrowding; increase number of link/trains particularly in the afternoon commute. This parking permit just might cause commuters to drive to work rather than paying anything additional at the stations, cost just as much to drive to work as it would to park at park and rides.
1011	After the pilot, I have been anxious for this program to start and I am looking forward to being able to sign up. Thank you!
1013	Leave things the way it is. Your customers (the riders) and your business has survived together just fine up to this point. No need to poison the good-will by trying to take more money out of our hands. Like I said before, it's a selfish cash grab.
1015	I have more than one vehicle, this permit should be a 'mirror hanger' rather than a decal. Much like disabled person placards are today.
1017	Other public parking options between Canyon Park and McCollum for carpoolers to meet at.
1018	Free parking is important. I'll ride the bus to avoid having to pay for parking. Cost is also a factor. If it is going to cost me more to ride the bus than to park the car at my destination, I'll drive. I think bus fare should be \$1. Then more people would use it, and we wouldn't have the traffic problem we do.
1019	Prevent people from other cities to park at train stations in locations where they don't reside, i.e. Summer/Bonney Lake residents drive to Puyallup and take our parking spaces. So when residents want to park in the lot, they can't.
1021	More frequent connecting local bus connections to feed into transit stations. I'm retired, I would use Sound Transit to travel from Lynnwood, or Ash way, to Seattle on weekdays, but parking is difficult to impossible by 9am. Local bus service from my neighborhood is hourly mid day and not available after around 8pm.
1022	Build parking garages at Sumner and Puyallup to accommodate commuters. It is unfair that we should have to pay additional money to park. Our tax dollars paid for Stations and the lots and now you want us to pay for the parking permits too.
1023	Build a parking lot or garage for the Sumner station. Or move the Sumner station to the industrial district and put a parking garage out there.
1026	Please give priority to people who live closest to their Park and Ride. This ensures maximizing ridership on public transportation and reduces single rider private transportation
1027	Not really. I feel right now I have plenty of choices as it is.
1028	allow Mercer Island residents to reserve park and ride spots on Mercer Island and Bellevue residents to reserve spots at Bellevue park and ride, etc.
1029	Make more housing affordable near transit hubs. Higher prices continue pushing inner-city riders further from urban areas. Most of these are single family folk who need more access to transit Park & Ride and hubs.
1030	Better monitoring of how full parking lots are. I have sometimes arrived at Kent Station to find the lot full, gone to the park and ride, rode the bus back to the station and found that the garage full signs were still not put out. An app or alert for a full garage would also be useful so I could just bypass the garage if it is full. Also faster general alerts for transit issues. There have been many times when the train was late and I didn't get the alert till 20 minutes after the train had finally arrived. Some times I don't get the alert till the late train has reached King St.
1034	No. It's not about getting to the train it's about how many spaces we currently have. We do the best we can with what we've got. Add the permits and it punishes those who don't travel with more than 1 person or who don't always commute enough days.
1037	I tried for a permit at Tukwila light rail station last year. Was denied because I hadn't been parking there. Of course not, because I can't ever find a parking spot there, can't use the train if I can't park there. And I am not going to take the F bus to the station- that would add an additional 1/2 to hour to my daily commute. Is the new system going to take people like me into account this time?
1038	Increased frequencies
1041	A bus on Forest Drive in Bellevue - probably a Metro bus.
1042	More buses around residential areas.
1044	Build the Sumner garage sooner than later and make it as big as possible.
1045	Encourage van pool riders to park at lots that are not near the train.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1046	Many days when I ride the bus I try to think of the best way to fix our commute problems. For me I live in Tacoma and commute to Redmond. Since the drive can be ungodly I have decided to take the bus from kent station. This has saved my sanity a bit, but its still not right. I work from 930-530 and run into the same issues. 1. Not enough close parking at kent station. During the summer this isnt terrible, but it does tack on 10 minutes to either side of the trip when I have to walk to/from the satellite location. I am not positive I will be able to do this during bad winter days, I am looking into grabbing a bike to help relieve this. 2. End of the day trips are missing routes. That is the worst way to word it, but there should be a 567 from between the 5:22p and the 5:56p 566 bus. If that existed I would save almost 30 minutes on my bus ride home. Plus I wish there were later running trains. I almost missed the 630 train once and realized I didnt know how I would get home if I missed it. If there was a 7p and a 8p I would consider taking the train. 3. Tukwilla shuttle - the tukwilla park and ride desperately needs a shuttle that runs throughout the day so you could park down by the mall or something. 4. Tukwilla to Redmond bus - I have moved to a part of kent where it would make more sense for me to grab a bus from tukwilla instead of Kent, but there is not a bus that goes from Tukwilla to Redmond. I would imagine if that existed it would elevate some of the pressure that the 567 and 566 are feeling. 5. Extra big buses - I have ridden on those extra big buses a few times and I am shocked that the end of the day 545 and 566 are not using those buses. They fit much more people and those buses tend to get packed. Not going to reread hopefully not too many errors.
1047	build enough parking seperate bus and trains allowing their own lots move train station from downtowns to fringe where adequate parking can be built for cost. more than 1 transit center
1052	The bus doesn't work for me because it would real an hour or just to get to the station. More buses going more directly to the station would be a great benefit for me.
1053	Make sure there is adequate parking at high use stations, especially in the outlying areas that do not have good east west transit connections.
1054	I would like to see more connecting buses to the rest of my town. When I get off of the park and ride bus I have to wait another 25 minutes for the transfer bus.
1057	Create different time stays for parking spots and enforce it.
1060	Need more parking spaces at park and rides. A rationing system won't generate more riders.
1062	No.
1064	Actually have availability on the island for easy park and ride access. I drop my kids off at school and commute to work everyday into Seattle. The lot is full before I can get there. This is absurd when it's my only way to get to work quickly without timely transfers. The 630 doesn't go late enough to pick up. My parking costs almost 30\$ a day because I cannot arrive downtown before 9 when most parking lots offer early bird parking. Again absurd when we have a fantastic bus that takes me just blocks from my office but I cannot access.
1068	There is zero transportation to orting.
1069	Need more parking spaces, all of the transit centers do not have enough to meet the demand. Also need more trains, not enough seats.
1070	I would walk but I don't feel it is safe in the dark.
1072	multi storey'd park and rides to increase parking availability
1074	Perhaps during high use times provide a shuttle from satellite parking locations.
1076	More buses to station closer to train departing
1077	Permits should be allocated to the closest P&R lot to their home. Example: A person living in Bellevue would be provided a permit at a Bellevue lot and not on Mercer Island
1078	I doubt that I've thought of anything that your planners haven't already considered and not pursued due to budgets (e.g., more feeder routes). I'd like to see many more bike routes, (especially those isolated from vehicular traffic) which perhaps could feed riders to transit hubs.
1079	Sure: * Don't use permits, especially if people must pay for them. Another fee just makes no sense, and is very regressive. * Add more buses. * Ensure the buses are on time and are not packed. * Add more light rail. * Build more park and ride stalls at busy locations, instead of continuing to force people to drive when there's no more space. * Provide circulator buses to move people from neighborhoods to transit lots. This already happens here and there, but I have never lived in a neighborhood where it is offered. Offer more.
1081	Build a parking garage on site.
1083	More frequent reliable connecting buses.
1084	Sound transit is doing a good job, it's just more parking is needed as ridership incerases. When there are empty lots surrounding a full that can be utilized and are not, that is inefficient.
1086	Make sure a bus is scheduled to meet train arrivals
1088	Increase parking lots for people and keeping them free. Increase more buses from residential areas to the transit station. In Kent/Renton, there is only one bus 169 running thru the city and it doesn't have a stop at the Sounder station. Taking the bus to the station is not a feasible option.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1090	Add more parking. Add more train schedules to the lakewood station. Many in the south sound drive further from the south sound to park at the dome because if the need to leave work early there are no trains form seattle until after 4pm. This increases traffic, pollution, & parking at the dome. There are no buses from dome in the afternoon to lakewood station. Also a mid day train would be great for those who want to shop or attend events or medical appointments in seattle. Bottom line, provided better train schedules to lakewood and mid day and you will have more users. Love sound transit, just give us more.
1092	There is plenty of available parking in the area around the federal way transit center. I have rarely seen the overflow lot across the street at capacity. Sound transit should work with the city and businesses to take better advantage of the parking behind the \$2 movie theatre, and at the secondary park and ride location near the mall.
1093	Another approach might be to provide parking permits to those who travel at least 60% of the time on public transportation. The permit would be sent to those who meet the qualifications based on ridership the previous quarter.
1095	Add parking
1096	Need more parking at transit centers. Even with permits some people will still park in those spaces when there are no available spaces. Permits will help but not solve the parking problem.
1097	I ride the 550 everyday and it's always extremely full during rush hour (4-6). It would be a great if during these times that inner-tunnel travel was not permitted on this route and other routes that get full. There are plenty of "empty" buses that someone can ride to get through the tunnel. The problem is it slows down the route because someone sits in the middle of the bus and then has to fight through all the people standing up to get off. I suppose a route could also be added that just makes loops through the tunnel for this purpose.
1098	More parking more transit centers and more direct routes to seattle, everett, and bellevue
1099	Enlarge or add park & ride lots in busy transit areas. Add shuttle service between lots on busy routes.
1100	Build additional parking AND increase capacity of major commuting routes into Seattle. It is in the best interest of all communities to increase transit use for daily commuters, and providing transit center parking is better than forcing us to use business parking when the lot is full.
1102	I could not find anyone else who was driving to the station from the same area as my house, even with asking around and posting on several carpooling sites and apps. I don't think it is fair to punish people who drive themselves by making it so that they can't get a permit. I wanted to take the train to work but there is no bus service at my house, forcing me to drive and I was unable to take it in the morning because I went to the Puyallup station and there was nowhere to park and they had changed all of the street parking around it to four hour parking, which is another issue to address. I then drove to the Sumner station, only to run into the same problem with the parking lot being full and the streets around it were full of cars too. I don't see how we can have less cars on the road if we can't even find somewhere to park and use public transportation!!
1103	Tukwila International Boulevard: during the pilot; half the lot was vacant but we couldn't park during peak hours w/o permits---all the open spot filled.
1104	I would use ST more if I could be certain of getting parking at a park and ride. I now ride my bike from Seattle to Lynnwood where I work rather than chancing not being able to park and catch a bus to work
1107	More buses to the station in Puyallup and sumner
1109	You have no way from my house to get to a park and ride...riding a bike is out....no one that I work is a round to carpool to p&p
1110	Speaking for myself, I live in Sammamish and begin work at 8:30 am M-F in downtown Bellevue. I am forced to drive to Issaquah Transit Center because (1) there is no direct bus from Sammamish to Bellevue, (2) the newer Redmond Transit Center parking garage fills up long before 8:00 am, and (3) driving to Issaquah Highlands Transit Center is more out of the way from my house. There is a lot of room for improvement by Sound Transit to add more capacity at its transit parking garages. Why does ST waste advertising \$\$ trying to attract bus and rail riders when its parking facilities are inadequate to meet the demand?? ST needs to add a lot more capacity rather than make riders go through hoops to hopefully park their cars in the end!
1113	More bike accommodations for those who bike to/from the station. (bike lockers at the stations, as well as being able to bring bikes along on the trains) Our family is looking forward to having the light rail, but do not desire having buses turn around through Mercer Island downtown area.
1115	Getting to the buses and trains is not difficult and finding parking at the buses and trains is already a challenge. With the exception of Tukwila, there are not park and rides at light rail stations. Unless you live within 10-15 minute walk of a bus or train you have to drive to the bus / train. If there is no parking at the bus or train the only other option is to drive all the way to your destination.
1116	More connecting buses.
1119	More parking not permitted/paid parking.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1122	Later Bus Service from the Sumner Station to Bonney Lake Park and Ride and from Auburn Station to Lakeland Hills Park and Ride. The last train leaves Seattle at 6:12pm. The last bus up either hill is with the arrival of the last train. There are many people who get off work at 6 or 6:30 pm like myself who cannot make the last train, but catch the 578 between 6:20 and 7:00pm who would benefit from a connecting bus from the station to the park and ride. This actually would eliminate the need for me to have a parking permit as I would use the Bonney Lake Park and Ride instead of parking at Sumner Station. This would assist in reducing the use of parking spaces at the stations with limited parking that have the "Sounder Connector" buses.
1124	I don't see how assigning a dollar sign to parking spots helps encourage the use of public transit or helps the commuter. This seems more like a way for Sound Transit to make money and has little to do with the commuter. The public transit network in the Puget Sound is growing and demand for parking spots at transit centers is going to increase rapidly. We need more parking for commuters to be able to conveniently use the transportation network.
1125	1. Given limited parking for trains, find another parking spot for carpoolers who take up valuable space that train-riders need. 2. Do not go with the permit program - too many of those people work from home 1-2 days a week, leaving open parking spots valuable to those who come early. 3. First come, first served.
1126	Do not enforce parking permit, that doesn't help the overall congestion. That just favors the one who were able to sign up before the rest of the pack, while pinching the pack even more.
1127	Keep adding capacity to Park & Rides (Kingsgate, South Kirkland)
1128	Add buses. Get newer buses. Expand lots. Don't make it harder or cost more to take public transportation.
1129	Build parking structures with more levels, and have the cities where the transit centers are to make other parking lots in the city available for commuters, such as the Commons mall parking that is never filled during working hours. I see major areas of the Commons parking areas that are empty and just across the street from the transit center. Increase the number of schedules of the 187 and 189 buses from the Twin Lakes bus center, there's plenty of open parking there and even at the 348th bus center.
1132	I don't right now. I would take public transportation and TRIED in a previous employment situation, but I could never find parking at the MI park and ride and could not get to the lot or home without my car.
1133	Make the connection times with other agencies more effective.
1134	Make garages bigger and in lots without one build one. More busses to more outlying park and rides. Make ALL of the garage available for commuters (unlike Auburn where half the garage is unavailable)
1136	More assessing parking, charge for spots
1138	More parking at busy stations. Build a garage at each station, especially the Tukwila International Blvd Station. Or some sort of local bus modeled after school buses that picks up local people & brings them to the stations without parking. I live 1 mile from the station, it takes 20min to walk there, the light rail ride is another 30 & then walking to my final destination puts me at over an hour commute so I drive to the station. It might be worthwhile to survey & see how many of the spots are taken by solo drivers within a mile or two radius to ease congestion at the parking lots.
1140	you need rapid transit that will run from isolated places like Burien to get access to light rail
1142	Minibuses that people can call from their cellphones to reduce the distance for people making transfers. Or some other way of reducing the distance to walk, especially for handicapped people. Maybe a permit for them to be able to use the service.
1143	Charging riders to park isn't the answer. People are already using the easiest and most convenient form of transportation to get to the P&Rd.
1144	I can easily see this doubling my cost to work if implemented on the P&R I use.
1145	get pierce transit to sync with the sounder and increase bus service. when they reduced bus service in north tacoma, it became very inconvenient to take transit to the tdome station. now i have a car and drive there instead
1146	better connections between Sounder train and busses. I live only 1.5 miles from Kent station, but the terrible alignment of the bus and train forces me to drive. Waiting 15-20 minutes for a bus is crazy when the train ride is the same amount of time.
1147	More parking at the transit centers for everyone, not just carpools.
1148	Build parking garages with multi-stories to better serve the emerging transportation of these communities and improve traffic!
1149	yes, build parking garages and increase bus frequency so I can actually use the system. If I have to wait 1-2 hours for a bus to get home after taking a 1 hour train ride for a 30 minute commute I'm going to stop voting for any tax for you all. The train was billed as a valid way to commute to Seattle yet there are still only trains till 8 am and they only run every 45 minutes. If I work at night I'm screwed. Coming home the last train leaves Seattle at 612... I guess I'm screwed again if I need to work late. If I miss the train can I take a bus from Puyallup? NOPE! Amazing! I guess you all only pay attention to those that live in Seattle instead of the people you're supposed to be serving. Those that live outside of Seattle and commute there. I remember the first community outreach programs proclaiming high speed trains and Germany and Japanese like train systems. BAH! No trams have been built anywhere save for Seattle to the Airport, screw the fact that the TRAM in Tacoma was supposed to go to the waterfront and the airport too. bunch of low lifes at sound transit.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1151	Having to drive up the hill to Bonney Lake to catch the bus going back down the hill to Sumner station does not make sense. There is no bus service in Sumner and I live too far to walk so driving is my only option. Parking is difficult. To increase ridership, improve the parking or bus situation. Charging to parking does not help either.
1153	Sounds like you are selling half the spaces, giving priority parking to some people, and as long as the people who commute everyday from the stations can get parking fine, but I suspect this program will make it more difficult to find parking.
1154	More buses on the heaviest lines. Nobody wants to stand up both going into town and going home
1156	No Van pool parking , because they drive to the park- and -ride in personal car .
1158	That's your job...king county has been ruined. Buses and trains can connect everyone.
1159	Extend the Express Service time range. Also, not every rider has a smart phone, or even a computer at home to use to find available spaces.
1160	Lake Forest Park riders have no park n ride lot in their city. More would use the bus if there was a park n ride. Asking transit riders to pay for a permit makes sense at any park n ride, no matter whether it is in high demand or not.
1161	Run routes more frequently. Make it more convenient for riders.
1162	offer more uniformed officers on all trains. also offer, transit security on all parking lots. people will ride on trains if it is safe for them to do so.
1163	Limit carpooling in very small parking lots close to trains, or create carpool parking lots away from train parking which is very limited
1164	Get to work on more parking, the lots are jammed by the second train in puyallup and Sumner
1165	Yes- more buses on crowded routes such as 545
1166	The growth in ridership should prove the point that people are willing to change their behavior. Don't complicate the parking, it's not going to get better....think about no van pool space at Tukwila for example..... but do make it easier to get from the neighborhood to the station. You're proposing what amounts to another lane on 405. It's over capacity before they paint the white lines.
1168	More parking garages. I park on the street 4 blocks away from the Puyallup stations and have been harassed (and my car vandalized) by homeowners whose house I park in front of. Sound Transit is too cautious and moves too slow, make the changes sooner, we need them NOW! How many of you ride the south Sounder?
1169	Maple valley is not user friendly to ride into Renton and then Seattle or the return trip. Need some buses in our outlying area. Ravens dale, Hobart etc
1170	The main factor that keeps ridership down is scheduling. There isn't the flexibility of driving when express buses/trains only run during select times. Most people who live further than 20 miles from downtown don't want to be on an 1.5 he bus ride that stops every 15 feet to pick people up. Add additional buses/trains during the day, along with a more express route for those living out further. Also, it seems to me as you upgrade new stations larger parking garages should have been considered. Why was Tulwilla upgraded and a garage was not put in? If that is a station that had permits, you would have thought that a parking garage would have been included.
1172	Build more parking lots. I take the train everyday from Kent station. I commute with my husband so there is no one to "drop me off" at the train station and taking a bus there adds an additional 30 minutes to the commute that would be ridiculous. However, if we are not in the parking lot before 7 am there is no parking, and the closest additional parking is a mile away with no bus or any way to get to the train in a timely manner. Additionally, it seems the vanpool is really being pushed, but it's ridiculous and does no help parking. The vans take up valuable parking spaces and the cars of people who are getting into the vanpool still have to go somewhere! Really the only solution is to build more parking lots.
1173	Not at this time. I may in very near future.
1174	Check the parking lots and remove (tow) those who do not ride the train or bus. I see 5 to 10 vehicles parked daily at the Sumner Sounder lot who's occupants do not use the bus or the train. Your best time to check is just before the south bound afternoon trains arrive.
1175	Not at this time. I may in very near future.
1176	Please bring back the permits!
1177	From my location, my commute is 1 hour door to door each way using light rail. If I ride the bus, it's 1 hour going to work and 1 1/2 hours coming home. That's frustrating because, during off hours, I can drive to the same destination in 20 minutes. Because of that, it's completely impractical for me to drive into the closer transit station (Burien) and ride the bus to the train except in the case of emergency. That act alone would add 20 more minutes to my commute considering wait time for the bus. I also would never use the overflow parking in Tukwila at the parking garage 1/4 mile away. I estimate that would add 15 minutes or more to my commute given the time to get to the parking and ride, elevator, & walk to Tukwila Light rail station. I'm certain that I can't be alone and I honestly believe that planners at Metro don't actually think these things through when they come up with ""solutions."" It's even more frustrating having to endure being packed into the trains and busses like sardines (unsafe) because you claim you can't make money doing things any other way. Why do you even have seats installed in your vehicles if you expect that?

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1178	Provide over flow lots in South Everett near the p&r. Perhaps work with local businesses to create sanctioned lots. I'd walk a mile if I have to.
1179	More parking is necessary. People will ride the bus/train if parking is available. People who ride the train already have long commutes; not many people are willing to add time to their commute by taking a shuttle from other areas with more parking. Using the shuttle requires them to show up early for the shuttle to make sure they don't miss the shuttle, and then the shuttle needs to get to the train early to ensure it doesn't miss the train. Have you considered discounting fare for people who use a shuttle to get to the transit center and increasing fares for people who don't?
1181	More buses during peak times. More trains scheduled per day
1183	Shuttle buses running in main roads to pick up at neighborhoods.
1187	Parking at other locations along the route
1190	Mini bus/van routes at peak hours for key routes that have remote park and rides in those neighborhoods OR encourage uber or the like to get people to public transit hubs
1193	This proposal makes me sick. Empower people to decide for themselves how they will deal with the parking issue. Trying to force the issue one way or another by beginning permits causes real grief for those you are trying to exclude while granting access to others who are better able to afford it. This is really the opposite of what you should be trying to do.
1194	Need to create separate parking for auto commuters versus train and bus. The majority of parking spots in the early morning are typically taken by carpools.
1198	Put trains stations outside of downtowns so more land is available for parking.
1199	Vary pricing based on demand.
1200	More frequent smaller buses & continue service later
1201	Like you really care what we think. The escalator at Tuwilla station has been down for weeks (again). How bout you form a committee to plan a meeting to talk about getting that fixed before wasting more money on more boondoggles.
1202	Having a parking spot would be a huge incentive. I've had to drive after parking lot full before 7:00 am.
1203	If you go to a permit basis, lots like the S. Everett Fwy Station could have a low cost permit but only for those riding the bus. Car Pool riders should park at lots with more capacity like Eastmont. It's of course difficult to monitor and we these things can lead to other problems. People just want to get to somewhere without hassle. Parking permits are adding hassle.
1206	Ideal system would be a rail system that follows the major highways, with feeder bus routes in neighborhoods leading to/from the rail stops. But, with what we have now, the parking permit approach is really nice to have!
1207	More parking needs to be available. Additional train runs need to be added and need runs middle of day
1208	Have all services synced up. The buses should be timed to arrive close to the train departure time. Buses should not pull away as the train is approaching.
1210	Be sure at least 50% of spaces available for non-permit parking; don't make the permit price high; what if I use more than one car regularly?
1211	Having buses go where people live directly to trains and light rail. Fewer buses going all the way to down town Seattle. All buses should basically go east/west and connect with north/south trains.
1212	You could increase the available parking, where needed, so that using cars would continue to be practical. In order to make taking a local bus to and from a station practical, you would have to arrange for local trips to take less time. Any of the following could make the local trip quicker: provide more local bus routes that serve each station, so that getting to and from the local bus stop would be quicker; schedule buses on existing local routes to run more frequently during the hours when buses and trains depart from or arrive at a station, so that the wait time on either end would be shorter; or route local buses so as to connect local sites more directly to a station, so that the local trip would be shorter in distance.
1216	Make your bus schedules in sync with rider work be morning or evenings
1217	Not at this time. Thank you.
1220	Proactively identify other investments/changes that ST can make at or connecting to ST facilities that will increase access for existing and potential users.
1222	Available parking in Sumner is inadequate for the current ridership. If there is planned growth in ridership, more parking needs to be provided. There should be enough parking available for everyone that wants to use Sound Transit, not just for the LUCKY people that happen to get chosen for a pass, or the first people to arrive for the first train.
1223	Add more parking . there is a transit owned lot directly across the street from Kent station that will add an additional 60 spaces. Find some way to payroll the park and ride just down the street from Kent station. It's poorly lit, not patrolled and often has vagrants in it who prowl cars, this is contributing to its lack of use. I personally would rather drive to work than leave my car in the unattended lot.
1225	The permit process is a reasonable idea. However, it should not restrict single driver vehicles who require park and ride lot access for the Sounder Train. I would suggest a fee-based permit and allow all transit riders regardless of riders per vehicle to access park and ride lots.
1227	Also need to add more direct buses from area park and rides. For example, there should be direct buses from maple valley park and ride to the Auburn train station

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1229	Should be shorten waiting time for the train
1231	Park in lots nearest to them. The whole point is to get cars off the road.
1232	more neighborhood feeder service
1234	What about some kind of social media thing to determine the night before if there are enough people to run a little shuttle route to a bus stop?
1235	Better feeder routes to park and rides.
1237	Not at this time.
1238	Have more parking space available for people.
1239	Force people to park at park and rides closest to their homes. This way the busiest lots like mercer island can be used by actual mercer island residents.
1242	On the South train, 2 locations need a pedestrian walking bridge over the tracks. This would allow passengers to park in other areas around the train station, and give them access without having to walk around the train crossing areas. This would also reduce the number of people crossing these areas on foot, which has several vehicles already crossing tracks at busy times. Shuttle buses from parking areas to pick up points work, however this requires larger park and ride lots distributed further away from the main bus or train pick up locations. These areas would also allow for more express buses to be used from the main stations. The trains are a good option for people working the average work hours, however the times in the morning need a earlier run added to existing runs. The train return runs also need a earlier run added. The first return departing at 1445 hrs. This would bring more train commuters. The current times force early workers to use buses which are already full. This situation then pushes would be riders into their cars driving to and from work alone.
1246	Larger parking garages. More park and rides on local feeder routes to express busses. More routes like the rapid rides to get people from home to transit stations.
1249	Will this be in cooperation with Community Transit?
1252	More park & ride lots since I am not on a light rail line...I still have to drive to a park & ride, thus, may as well take the bus instead of finding my way to a light rail stop.
1253	you already have a parking garage planned for Sumner. Limit access to the lot using the airport model to create a drop off lane. Gate the rest so an Orca card is required to park. Charge \$5.00 per day for non transit users, meaning reimburse the parking fee when the orca card is tapped to ride.
1254	Get the city to take down all the restricted street parking.
1255	Raise fares . Permits for parking go for garage not your other projects
1256	Build parking garages
1257	Build parking garages to increase capacity. Build train overhead on I-5.
1258	Not at this time.
1260	I don't know if the permit program is the right approach but apparently so based on the pilot. Having more bus service to the train station would make it easier to get to trains. No bus runs early enough to get me there for the first train.
1261	hoping for a parking garage in Sumner. I get up early and get to work early just to make sure I can find a parking spot.
1262	I don't have any answers, but I do know that the ever increasing time for my afternoon commute from Seattle to Marysville makes me very angry. Something needs to be done.
1266	leave Seattle, go somewhere else.
1267	Provide busses to more rural areas so those riders don't have to drive to their transit stations
1269	Have designated parking stalls for vanshare vans like they used to at the Tukwila station. Not only is this an incentive to be on a vanshare, but ensures a parking spot. Build a garage with overpass at Tukwila, Puyallup, Sumner, like Auburn and Kent Station. Tukwila station was a waste of money, is not commuter friendly, parking lot is full at 3pm and no where to park.
1270	People could carpool to the bus/train. Meet at a friends house and take turns driving to the station.
1272	There are properties near the Puyallup Station that are ideal candidates for development of parking(i.e. they are vacant and won't be used for housing/retail). Spend the money you were allocated YEARS AGO and get on with the parking garage. If it took me YEARS to complete a project I wouldn't have a job. The permit parking is ridiculous. I don't have time to sit and try to be one of the few who are "first come, first serve." I also hate your endless surveys. Get on with it damn it.
1274	More parking and trains from the north end through out the day
1275	Build more parking. Require people I park in their own city vs. traveling to the next city to find parking. Which is what is happening.
1276	I wish there was a bus from the Tukwila Station to my home location at 177th Place in Burien. Then I wouldn't even have to drive my car to the Tukwila Station.
1277	replace surface lot at Tukwila Intl Blvd station with a garage for larger capacity

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1278	I live on 151st in Sumner, just off Meade-McComber. If the Bonney lake bus would come down Meade on the way to the train station, I could ride the bus. There are others on my block who also could use the bus. I do walk occasionally to the train but during the winter months it's very dark at 5 am and pretty cold and wet.
1280	It would be great if these permits are transferable between transit centers; specifically for the case of an office move. My office is moving from Bellevue to Seattle in 2018. That is going to require a complete change in commute route for me. It would suck if I was a permit holder for Issaquah TC to no longer have a permit and fight for free spaces post-move down in Auburn. I'd totally support this idea if the permits were transferable for specific situations like office moves.
1281	Resume early AM service to Olympia.
1282	Build bigger parking garages. Sound Transit needs to plan better.
1283	Shuttles from other parking lots.
1284	You already knew that trains were limited in access and inflexible in routes. That's why many of us are not in favor of them. You built them, now let the citizens figure out how to get to them, if they want to. And if you screwed things up by building train systems with limited access, then own it. Do not add additional burdens on top of the ones you already created. As for bus access, I think increased neighborhood service is a good idea which might get some people out of their cars on the way to the transit centers. Neighborhood Park and Rides are the best way to provide access.
1287	Add more parking. Everyone who rides the train needs a place to park. Why should we have to pay to park for a train ride that we already have to pay for!?? Add more train cars. It is like a cattle car in there every morning. It is standing room only by the 4th stop. Permit parking just sounds like a scheme to get more money and would force some people to start parking in surrounding neighborhoods to avoid it. Which I am sure would make the locals thrilled.
1289	If you implement this at Issaquah Transit Center would you PLEASE leave some of the prime parking spots as non-permit spots? (Ground level, close to bus islands) And what exactly are you doing with the money you collect from the parking program to help solve parking issues long term? It seems like this just makes public transportation more expensive for everyone while doing nothing to increase service. And how do you plan to compensate for the folks who will simply park across the street at the Tibbetts lot for free? Could you please make the Preston P&R lot useful somehow? Maybe use that as a "home base" for van shares for commuting to/from Preston/Issaquah?
1290	monitor lots for people not taking the bus/train or not car or van pooling
1294	If a remote parking lot is used frequent shuttles versus scheduled buses would work better.
1295	Maybe provide sites away from the train station for carpools. It seems there are many people that carpool and drive to work, but still use the train station lots as the place where they leave cars.
1296	Possibly more shuttle/bus services to the lots from other overflow lots and parking locations. Also, making it more clear where these overflow lots are and the schedule of the shuttles/buses that serve between the them. I park at the Puyallup Station and it took me a while to figure out where the overflow lots were and I couldn't find a reliable schedule as to when the buses were coming that would take me to the station. I have been taking the 1st train out daily just so that I have parking.
1297	More park n rides spaces - make it easier for riders to park their cars to get to the bus. If in need of revenue, start by charging corporations slightly more for bus passes for their employees.
1299	Construct parking garages at existing transit parking lots to provide additional parking.
1300	Enforce rules that you must use transit if you park at Sound Transit facilities. Parking should be for customers and not for people going to stores or locations nearby. At Kent Station you are not allowed to park near the stores and get on Transit. That means you shouldn't be able to park in Sound Transit lots and shopping or places nearby.
1301	We desperately need a bigger lot in Mukilteo -- it is full nearly every day and therefore limits the number of local riders who take the train (ie need to drive to the train). The number of ferry riders who take the train could increase, but these riders do not use the sidewalk, which is poorly designed (a very low arbor and plantings effectively narrow the space to one person (or 1 1/2) width). Since all these ferry riders care about is racing to the ferry, they all walk in the street, making it impossible for cars to pull out of their spots. In the summer this is annoying, but in the winter it is downright dangerous, since it is dark and hard to see the walkers who are all in the road. In the morning, if drivers come at the same time as ferry riders, it's hard to back into a parking spot because of the number of walkers who are in the way. Thanks for your help!
1302	Rapid Buses are great
1306	Bus and train schedules should coordinated with majority of transit (In Kent, this is North in the morning, South in the evening). Phone App. for bus schedules and times should be more accurate.
1308	I am a daily commuter using the Kent Transit center. I would be delighted to pay for a parking space. Parking has become challenging at Kent and if I want to take a later train it is not possible to find parking.
1309	Dedicated lanes! Look at Europe, or DC! model our transportation like that. Lots of stops, High speed trains, and dedicated lanes. Enough of this sharing with traffic and limited access....
1310	I love the idea of a parking permit. I have a "shared" vehicle with someone at my work, we use it to get to work from the Tukwila Train Station, he lives in Gig Harbor and I live in Tacoma.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1311	Please see comments to question 4 above. Urban buses in cites like Federal Way where I live are not efficient for me to use. My commute today from the Twin Lakes neighborhood to my work in the South Lake Union area takes an average of 75-90 each way. Catching the local Metro bus from my neighborhood to the FWTC adds 15-20 minutes each way. Most days it adds more time because the bus from Seattle is caught up in traffic and I would miss the connection. Periodically synchronizing Metro and ST schedules would help make it more practical. Another idea would be to increase the frequency of Metro feeder buses during peak commute hours. I strongly suggest you look for incentives rather than penalties if you are trying to avoid building additional parking at TCs. I believe charging parking fees will disincentives people from using transit.
1312	What I am tired of is you guys just talking about doing something. How about things get done. No more ridiculously long planning phases. How much more of our money needs wasted? I use the Puyallup station. It is over crowded and needs a pedestrian bridge over the tracks NOW. Not a few years from now.
1314	By not charging for permit parking. How does that make it easier?? Build more parking capacity. Period. Add routes. And - completely not related - but could you PLEASE tell the bus driver for the 545 for the 07:47 bus (8:6/15) to PLEASE turn on the air. She is the only driver who doesn't. Stale and stinky air make for a horrible experience. Yes I have asked her. She thinks it is on. It's really not. I have to hold my breath sometimes because people stink. Turn on some air!!!
1317	A multistory garage structure at Tukwila International Boulevard Station would be a nice start. It currently has too few spots for such a high-use station and the damned permit program only exacerbated the problem so if you're going to pursue this ridiculous classist pay system at least give the rest of us more spots so we can take the train. Also DO NOT SCREW WITH KENT STATION. Seriously please don't take away the precious spots it does contain to give rich folks extra special reserved spots.
1318	Allow free parking be having more time options
1319	More garages--more park and rides, or use more church parking lots. Also, there needs to be better security--roving from lots to lots might work, with high publicity for arrests. I don't use the Northgate P & R for that reason.
1320	I can get a bus down to the station in the morning, but not back up in the evening. Live on Lea Hill.
1321	coincide the trains and buses.
1323	yes. Build more parking garages
1324	Increase parking at least 10 fold. I have tried on multiple occasions to use the Tukwila station but I have never actually ridden the train due to NO PARKING.
1325	Increase parking. Many people I know won't take the train/bus because they can't get parking. I live in an unincorporated area and I can't get good bus service. Also, I have to be at the train station by 6:30am to get a parking spot. I'd love to be able to come in around 8-9 and get a parking spot and have a regular work day.
1326	Actually make more parking spots and add high speed trains everywhere. Average families cant afford to live close to work, now you want to add the burden of paying for a spot when taxpayers already paid for them. Get rid of all paid parking because it just causes more constraints on free parking. Kent is a prime example of that, now everyone from auburn drives there.
1327	Same as above in number 4. Parking is very slim at Kent station and I understand that the overflow is at the park and ride. But, that is quite a walk and if the van pool can just pick everone up at the park and ride it would not negatively impact them as it would a train rider. Thank you for looking for new options. I LOVE riding the train and the stress free commute, but the parking is extremely stressful and I need to get up extra early just to ensure I can get a parking spot.
1328	build parking garages with the idea that more and more people will be riding mass transit. most of the current parking available is insufficient for the number of riders. permit parking will only make the parking issues WORSE.
1329	it would be nice if Metro would not close there doors and pull away from the curb when they see train riders running for there bus. waiting 1 min isn't going to make them late. The other buses don't seem to do it as much as Metro. coincide the schedules better. have express bus for Sumner and Puyallup only to Seattle. Still need a parking garage at Sumner and Puyallup.
1330	This survey would be more effective if you would state how the pilot went and how much permit parking will cost. An ORCA card is not cheap!
1331	Permits will only work if there is enough parking. Do NOT start charging for permits if they are not usable - we already can't park in the lots, we don't want to have to PAY to NOT be able to park in the lots.
1333	I think you need to find a way to open up the lots for a lottery or possibility of entrance to others. I had applied for the Tukwila station light rail lot but was too late, the pilot closed and no slots are left. I'd like to be able to eventually park in that lot.
1336	Trains that work....too many delays from broken trains. Conflict on tracks too often with freight; better planning. Don't have a train if you don't have a track, please. More commuting trains; not enough times available.
1338	Increase the cost of the orca cards a bit rather than charge for parking
1339	Park and Ride stations in outlying areas would help to decrease traffic coming into urban areas. I live in Auburn at the edge of Enumclaw and I would be happy to drive a few miles to a park and ride that would take me to the Auburn Sounder station.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1343	Adding additional parking structures where possible. Metro/Sounder stations often draw people who live further out to their facilities where it is hard to find alternative access to these locations.
1344	If you are going to charge for parking it is sort of adding insult to injury, at least for the Auburn station. A number of bus routes were removed when the train service came on, right? So now the train is the only option for some folks. Seems cheesy to start charging for parking so people can pay more to ride the train than the old bus service was costing them plus now you want to charge for parking. Did tax dollars pay for any of the train station upgrades/parking? If so, how can you reconcile charging for parking? For Sumner, the parking is abysmal. Why did you put a train station in a community that was never going to allow you to have decent parking? Why should working class commuters pay for that error on your part? Just down the road several miles you could have put your train station with plenty of room for parking. Oops.
1345	A multi-level car garage should have been built in Puyallup. Everyone once us to use alternate transportation than driving into work alone, but you didn't plan for the level of ridership and now we have to quite literally pay the price if you want to start charging to use the transit lots. This is not right. Also, like I said above, the buses that take us to the red lot in Puyallup are only single length and right now, it's standing room only in the afternoons to get to the red lot. You put more people at the red lot because of unavailable parking at the transit center, the bus will not be able to handle the additional riders. And what happens if the State decides not to let us use the red lot any longer? What then? We have to start paying to park there or at the few pay for parking lots near the transit center? There is going to have to be a better solution than this. Multi-level parking garages!
1346	Add more buses to and from park and ride lots.
1348	Maybe create a shuttle bus program for outlying areas for people unable to get to bus stops?
1349	Charge for parking at So 200th new parking garage. Otherwise that will be the free airport parking lot
1350	A shuttle park and ride lot in Edgewood at the Lutheran Church. More parking in Sumner. Work a deal with the Old Cannery for parking. Why did you let Jet Chevrolet take all the parking in Sumner. Foolish!
1351	The permits should be limited to MI residents. Seattle residents are driving to MI, parking for free, and riding transit back to Seattle to avoid paying for parking. MI residents can't currently use the lot effectively since it fills up so early. With recent transit cuts, there is inadequate bus service to get to the lot without a car.
1352	More buses serving neighborhoods. Higher frequency of those buses. Dedicated parking along the A-Line route.
1353	Work with Pierce Transit to timetable their buses at Puyallup (and other stations?) around the Sounder train schedule. I waste so much time waiting for buses because the train just misses the previous bus by under 5 minutes, or sometimes missing trains because the bus misses it by under 5 minutes. I've nagged Pierce transit via their complaints system for months, but they wont change it. Maybe ST can run their own buses scheduled around the trains, how many people drive and park because the bus connections suck?
1354	Uber drivers under contract with Sound Transit ferrying people in minivans to and from locations where cutbacks have eliminated bus service to the park and rides. Or to work, for that matter!
1355	Expand parking lots and garages. Makes no sense to have all these expensive trains and light rail routes but then not have adequate parking for people to access the stations
1356	With the funds collected for permits, build more parking garages.
1358	BUILD PARKING GARAGES! We ALREADY PAY TO USE THE TRAIN. QUIT PUNISHING US FOR JUST NEEDING TO PARK!!
1359	Need to build an additional parking lot in Sumner.
1360	Increase local bus service from neighborhoods would help. Example - The 402 used to have early morning runs down Meridian. Increase those buses. And PLEASE make sure they match up with the train/bus schedules at the train station! I, for one, would be willing to take the bus to the train if one ran early enough to get me to the station in time for the 5:07 train. Also, while I know this requires dealing with the city of Puyallup (Always a fun prospect), get a parking garage at the station! We need both more parking and better bus service to the station! I've talked with several people who were involved with the Sumner permit parking and they hated it. You give examples of surveys taken from people who used the program who loved it. The few who used it and took the survey may have. For everyone else (the majority), it made commuting to and from the trains virtually impossible if you weren't willing/able to pay the additional money for a permit. It made the commute more difficult, not easier!
1361	Anyway to make parking more available at the Auburn Sounder Station. The garage is nearly fully for the 6:26 train and is completely full by the 6:46 train. Any thing that can be done to increase parking space availability would be helpful. Whether it be in the garage, an additional garage, paid parking lots or available street parking.
1362	Eliminate back in parking at all the parking garages. People are way to slow at back in parking and causes unnecessary delays. Fine people who don't park nicely.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1363	For a while I was taking the light rail from Tukwila to Seattle several mornings a week. I have since switched to a job in Tacoma and so I don't use the light rail any more. But my concern is that people will get the permits and then the people who can't afford them will end up getting pushed out. Riding the light rail is already an expensive proposition for someone who rides it a lot and has low income. I understand the desire to have a spot available for people who ride all the time, but worry that it will become another spot where the people with money get the priority and the people who need the help the most don't. Realistically, Tukwila needs many more parking spots. I had to get there by 7am or not get a spot to park even if I could have taken a later train. I just worry that allowing some people to "reserve" parking spots will keep other needier people from getting a spot at all.
1364	not at this time
1365	Let us buy spaces in the garage and install functioning security, the number of break-ins is too high. The new security measures would help you justify charging for parking.
1366	we need more nonstop buses from the issaquah transit center. the 214 only runs a couple of hours in the morning and evening. this bus is packed with people - standing room only. so, more buses to serve demand is necessary. also, parking is non existent after ~8 am. there is a small lot across the street at the park for overflow, but it is often filled as well. if you cannot park in either of these locations, you are out of luck. i have had this happen at least once a week and when this occurs, i have no choice bu to drive in to work. issaquah is growing faster than transit parking and seat availability. please help us so we don't have to drive!
1367	This is not a suggestion, in answer to question #1, I pay \$68 a month to park in a Diamond parking lot because by the time I get to Puyallup to take the 7:12 a.m. train to Seattle, there is no parking. I have had to pay for parking for over 4 years now.
1369	More security at stops so that people feel safe to use the train and or bus
1370	Shuttle service from alternate park-and-rides nearby. I ride the Sounder from Kent Station and although it is suggested that overflow parking use the nearby Metro P&R, safety and weather is a concern at certain times of day or year to walk this nearly 1/2 mile distance. A shuttle from this P&R timed with Sounder arrival and departure times would help and seems reasonable given the limited number of runs the Sounder has. This could also be considered from other P&Rs in the area, such as those on the East Hill that are not heavily used, but where bus service from these locations does not align well with the Sounder schedule.
1371	Add shuttle or Metro to the main streets that serve the park and rides.
1372	Create a sliding scale for permit costs based upon Carpool and Zip Code. This should NOT be a money maker, but a parking availability solution.
1374	Either add more parking or feeder buses to the P&R lots. The Lynnwood lot fills very early in the a.m. and impossible to park by 8:00 a.m.
1375	Would absolutely switch from carpool to downtown to carpool to a light rail station (either Angle Lake or Tukwila) if I could get reserved parking!!!
1376	the tukwilla station was not thought out well! should have had multi level parking!
1381	Add more Sounder routes
1382	Folks who live far away from bus service have to drive to park & rides. You spend a whole lot of money beautifying parking areas. Most of us would be happy enough with an overflow gravel lot!
1383	Add more parking, e.g. with a multilevel garage at Tukwila Int'l Blvd Station. More reliable/frequent neighborhood lines that connect with bigger stations.
1384	build a parking garage at the Tukwila station! There is not sufficient parking, which has caused a lot of riders/would be riders I know to stop even trying to take light rail since they have no option but to drive to work after trying in vain to get parking (it is filled as early as 6:30 most days).
1385	I occasionally use the Burien P/P to catch a F line to Tukwila Int'l Blvd station to catch the light rail downtown
1386	What kinds of parking solutions are there for those who have walking disabilities? I could take the bus route 186 but I have a long and steep driveway and have osteoarthritis in my left knee making that option not acceptable. I do pick-up another daily sounder rider daily and we both have walking long distance problems.
1388	Provide more buses (as if that were easy, I understand the complexity). Have buses start a few stops on the streets before they hit the park-n-rides so people can walk if they're able.
1389	Create better connections with other public/ridesharing options, like other transit orgs, zipcar, car2go, uber, etc.
1391	Sumner parking is a joke and the city refuses to assist in creating a small parking garage (Apple Market unused for years). Forcing people to carpool and providing incentives for this, such as a parking spot in the lot for a small fee, will assist with parking issues.
1393	The puyallup train station in particular needs more spaces in total. A parking garage with a second or third level would be best based on the amount of cars parked at the Red Lot and the unclaimed field south of the train station. There would not be enough permits to make any change in the Puyallup station.
1395	more parking is always a request. Not sure why there is not a parking garage at the Tukwila Int'l Blvd.
1396	If possible have more feeder service so people do not need to drive to park and ride.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1397	Provide as much parking as possible.
1399	Bus fare is already very expensive, so if a permit is too expensive, it will not be worth the hassle of using a P&R.
1400	I have quite a few friends who ride the bus with me from the Issaquah park and ride, I know of people that live in North Bend who drive in the Issaquah park and ride and catch a bus because its faster than waiting for the bus in North Bend. This is not isolated. At this point any bus you catch going downtown from Issaquah park and ride from the hours of 6am to 10am they are completely full with standing room only.
1401	The second floor of the parking garage at Auburn Station is reserved for people who don't ever park there. If it were cut in half there would be more parking.
1402	Coordinate with Metro to avoid duplicate service on routes and to instead provide complementary service routes. Sound Transit should focus on the "Express Services" and Metro on the "Local Services" as both are currently defined in the Metro Long-Range Plan. This would be a simple cohesive coordinated system between the two service providers.
1403	Huh? Permit parking is not a way to make things easier for people, it's a way of getting money from people. To make things easier, expand park and rides. For instance, expand overlake transit center parking - move Microsoft connect area, commuter building and bike building to MS's expansive campus and make that area be more parking. Plz plz don't decrease free parking at overlake park and ride!!!!!! It is used by students going to the UW and low paid workers. Increase park and ride spaces, don't make them an elite option. The results of your survey are non representative of the reality of this proposal. You surveyed the people with permits. Permits will be available on first come first serve. How will the people who didn't get permits and would have to deal with 50% less parking feel? Honestly, I don't know what I'll do if I have to get to the park and ride by 5 in the morning, ack. More parking, not permits, is the solution, yes it doesn't generate revenue and only serves the public.
1404	Build larger parking lots and parking garages. You need to encourage MORE people to park and then ride the bus or train into the crowded center. I commute from Sammamish to the city center. I presently use the Overlake transit center and ST 545 or Metro 268. Nice. I do this even though it takes ~2x longer in the early morning because I save daily bridge tolls. The afternoon ride home on the bus only takes 1.25x longer than driving and is less aggravating. IF YOU MAKE ME PAY FOR PARKING, THERE IS NO INCENTIVE WHATSOEVER TO TAKE THE BUS. I'll pay the freakin' bridge toll before I'll pay for permitted parking access.
1406	Other than picking them up at their doorsteps, no. It works well now. Don't enable people so much that they cannot be accountable and responsible to make their own travel arrangements.
1408	more parking spaces (if possible), as it is more and more difficult to find a space after 8am. Issaquah is building a couple of large apartment buildings right in downtown, so i am expecting even more bus commuters.
1411	Why do you find it necessary to monetize PARKING? Is what I pay to ride the train (7\$/day) and bus (5\$/day) not sufficient that Sound Transit feels the need to collect more money from me? A big part of taking public transit is to make it easier to carpool/rideshare/use methods of public transportation, its better for the environment, and should be more cost effective. This effort for permit parking is like me paying Sound Transit to save the environment. This is not cost effective for me nor does it make it easier for me to ride the train when i can never find parking at the station for me to catch it! I'm located at Auburn Station. The city has expanded with more people living in the suburbs, and more people using your system which means more money for you. You'd like to take even more? Why don't you accommodate the growing community and expand your facilities so that more people will use these services? The parking garage near Auburn station is always full. All previous areas for all day parking has become monetized. it is becoming more cost effective to drive to work. it is less of a headache to sit in traffic than to tolerate how much sound transit wants to gouge my wallet just for me to get to work. how well do you plan to to monitor this "permit parking" also?
1413	Because it is very hard to get timely buses to the park and ride lots, the lots must be expanded or nearby overflow lots need to be added. This should be a priority over adding train routes. Current system is underused as parking runs out as early as 7:30 am in some lots.
1414	put your parking within walking distance. i don't like parking in the park n rides because i don't like to depend on a bus. i already do that in Seattle don't want to do it when i get to my destination at night. i want to walk to my car and go home it has been a long day.
1415	I live on Mercer Island, commute by car to Bellevue everyday bk the PnR is full by the time I get my kids off to school. Permits are a great idea. In addition, additional shuttle service around the island during peak hours would be helpful.
1417	Better pick up locations for people that are further out from the train/bus stations. If you aren't on a main line you can't catch a bus to get to the train without it adding a lot of time to your overall already long commute.
1420	I use the Issaquah Transit Center, love it! My only problem is that it is difficult to get a parking place in the early Morning, like before 7:00. Bring back the permits.
1422	More parking or better connecting bus service for Sounder south line from/to Sumner or Puyallup
1423	We should build bigger park and rides!
1424	Better park and ride/bus connections to Sound Transit stations. Convince the general public that public transportation matter.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1425	Permit parking is a good start but it'd also be nice to have more parking spaces available. If that isn't possible at an existing station, look at using more off site lots with shuttles that take you to the stations and match the train schedules.
1426	Other than flying, no! What I never could understand is you built a brand new station on South Tacoma Way in Lakewood, why doesn't the 586 start there? Or even start at the 512, it makes no sense to drive from the Transit station on South Tacoma Way & 96 with no lone in it!
1427	Make more stalls available to transit users at the Renton Transit Center. Restore the former allowance of parking stalls. The need for parking will only increase. Why not be proactive?
1429	More bike lockers, more spaces for local residents so they don't have to compete with people who drive in from distant communities and prevent locals from using public transport.
1432	I cycle, so I don't usually park; however, I notice people driving around trying find a spot (maybe last minute); it would seem there should be a way - maybe with cost for these people.
1433	Our park and ride is already overwhelmed; taking half the parking spots away would place an impossible burden on local commuters. Permits are great, but should be available (free) to local residents.
1435	Limit parking at park and rides to the local neighborhood by using permits. Out mercer island lot is usually full by 7:30am. It is frustrating to have to drive to work due to non-locals parking in the lot.
1438	use the west tracks when the Sounder travels south from Seattle in the afternoon!! Crazy to have to walk all the way over and up to the east tracks both in the morning and afternoon in Tukwila and Kent. The first 3 questions on this survey won't work. I take the commuter train in to Seattle 4 days a week. I park at the train station - usually Tukwila, sometimes Kent.
1440	Please do not make this mistake. As I attempted to explain before solo permit parking reduces total parking availability as reserved spot will go unused a portion of the time when permit holders are sick, on vacation, etc. Also, I believe allocating parking on a first come first serve basis is more fair than an arbitrary waiting list or luck of the draw (everyone has the ability to get to the lot earlier, but can't influence your permit allocation process). How about adding more parking stalls?
1443	More Park and Ride lots
1444	It would depend what the charges for solo permit riders would be as the only reason why my family takes two cars to the train station is due to work schedules that are around childcare hours.
1446	More park and ride spaces.
1447	Restrict Park and Ride parking to where most parking spots are dedicated to local residents.
1448	NO bus turnaround on Mercer Island (with ahead-clogged streets and limited east-west access options)... Turnaround should be located in Bellevue / Eastgate or similar wide-open locations...
1450	I have to commute off-island to a park and ride to ride the bus because the MI PnR is full by 7:30 am and with kids in school, I cannot get there early enough for a spot. I drive nearly as long as I would if I just went to work to park. I do it to avoid paying \$150/month to park at work, but I'm not reducing the number of cars on the road by doing this.
1452	I am in favor of a Mercer Island Permit. For off island emergency purposes and event parking, there should be a ticket machine available for purchasing tickets to park in that lot for that day. Make it \$10 per day and ticket people with no MI sticker who park illegally.
1453	Live on Mercer Island. Easy access because non- islanders use the MI facilities. Use an MI exclusive garage or floor so MI residents can actually use the MI station.
1454	add more parking for motorcycles and scooters. It makes no sense to tie up a full parking space for one scooter, but there is no where else to legally park them.
1456	The Mercer Island Park and Ride is being overrun with those who live farther east, leaving way too few spots for MIA residents. For myself, and many others with whom I've talked, that often precludes our taking the bus, even when we would prefer to. Unless one leaves for work (or errands) before 7:30 am, the P&R simply isn't an option, so we end up driving. I don't care how it's accomplished, but something has to be done to increase the usability of transit by Islanders, and it will get exponentially worse when light rail comes.
1457	If you want them to bike to the lot provide lockers. Make deals with surrounding businesses who have unused lots.
1458	Not right now; thank you for your work on this complex issue.
1460	MI Parking with a sticker at Luther Burbank - so we can go to the doctor or an appointment downtown
1462	Offering enough parking and frequency. In my opinion that would encourage people to take public transportation.
1463	Better walking infrastructure and more TOD at stations and near bus lines. I really like what's happening with the TOD at the new Capitol Hill Link Station.
1464	Please keep the Mercer Island Park n' Ride available for MI residents. We are a small island and the Park n' Ride is very close to residential areas. I am very concerned to have learned that so many of the spaces are taken by non-Island residents who park here to keep their commutation cost to a minimum. This clogs the East Channel Bridge and robs some of us of the opportunity to use Sound Transit at all
1467	Make the lots bigger

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1468	Too many off Island commuters parking at Mercer Island - the cheapest parking in Seattle - so MI residents are left with no options. Other bus service around MI is poorly timed, too. Sound Transit should focus on keeping people's drives short - with incentives to park as close to home as possible or discourage them (e.g. fines) from parking in other lots.
1469	No
1470	Enforce the overflow parkers who make things bad for the locals.
1472	Community Transit has built park and rides with easy access on and off the freeways such as in Everett and Lynnwood; and I believe Sound Transit may have one in Federal Way, I would suggest something similar minus only allowing carpoolers to access them from the freeway. I also don't view the demand on parking as a negative; it is an indication that program is successful and that people are using the system. Instead of trying to limit the park and ride use a better approach may be to build more spaces and to take future growth and local retail spaces into account. Is there some sort of estimate Sound Transit has on how many spaces are being utilized by non-commuter parking prior to 9:30 am? I would expect it to be pretty low. My experience at Kent Station is that the parking filled long before the final train in the morning and it was more likely that commuters were parking in retail store parking rather than the other way around and park and rides such as in Issaquah don't have anything within walking distance. Remember that the ultimate goal is to encourage transit ridership not discourage it, the more it costs to ride the less people will utilize the system. Another comment I would have is the difficulty in the railroad tracks competing with the street traffic; Kent for example the train causes pretty large backups to and from the Park and Ride as well as other street traffic. This is probably more of a city area of responsibility but getting a couple of overpasses would definitely help traffic flow.
1477	Increase bus lines, operate more trains and provide more FREE parking. The current train schedule seems to provide preference to people that work a 7-4 schedule vs. the normal 8-5 or 9-6 schedule that most people work. Right now, if I need to stay late a work for any reason, or if I need to go in late, I have to drive because a) it is impossible to find parking after 7am and b) there are no trains that run late in the morning or later in the evening.
1478	More parking
1479	Tie parking price to demand/capacity so that it the price can increase or decrease over time in response to demand.
1480	Mercer Island residents should have priority over spots and permits
1482	Permit parking is a good option. I have a baby and two year old so public transportation is not a good option right now. I look forward to taking the train or bus when they are older.
1486	Parking is very expensive to provide so virtually every other mode choice should get preference over building new parking. Bike lockers/cages, improvements to pedestrian infrastructure around park & rides, Uber/Lyft/Taxi drop off points, connecting bus service, etc...
1488	Create more parking.
1489	Provide Mercer Island Residents with permits, then make most of the park and ride "permit parking only". Same thing for Bellevue and Issaquah, etc... encourage people to park in a lot close to where they live.
1491	direct transit from Eastside to 'pill hill' (Swedish, Seattle University, Polyclinic, etc.). Cable cars are not the solution and the traffic modifications on Broadway are abysmal.
1492	Partnership with businesses/institutions that have established, but under-utilized lots (e.g., churches, bars).
1494	No
1495	provide enough parking for the ridership to count on, on a regular basis throughout the day.
1496	Build larger parking lots! My husband wants to take the bus to work, but can't because there is no parking. This is a huge problem.
1498	Larger parking structures at busiest locations. Full by 8am is insane. People want to commute by bus, but can't because of parking
1500	The lots should be used for transit users only.
1504	I do not think it should start with carpoolers. I think anyone should be eligible to get a permit. Also, no matter how many times you park during the week, if you can afford a permit, you should be able to purchase one.
1505	I can never get a space during the weekday to take the bus into town. Mercer Island has very few other spaces on the street that are permitted. I would use the bus a lot if I could get a space at the P&R.
1506	Keep the trains off Mercer Island. Run then up the Eastside from Renton. You are going to sink our bridges again.
1508	stop building facilities without sufficient parking capacity
1509	Work with Metro to make it easier and faster for commuters to get from their homes to transit stations without driving.
1510	Reserve parking area for paid Mercer Island Residents at the Mercer Island Park n Ride. Require bicycles to walk bicycles on sidewalk in front of transit center so residents can safely use service.
1511	More parking.
1512	For Kent Station, there is a Park & Ride 3-blocks west. It would be nice if Sound Transit offered a courtesy shuttle to/from Kent station. It's not always safe for a woman to walk to/from this Park & Ride especially during the winter months when it's dark in the morning and at night. The Kent station parking garage should be for the commuters not the people going to school at Green River Community College. Thank you, Shelley

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1513	Those residing in the neighborhood where the P&R is located should be able to have first crack at obtaining permits, especially for weekdays between 6am--7pm.
1514	Have a bus/shuttle that leaves the MI Park & Ride that goes to the Link Rail on Rainier and back. We're forever going there to drop off and pick up folks coming and going to the airport. Have a secure and guarded parking lot at the Rainier station. Make the MI lot residents only or charge people to park there if they are off island, depending on the distance from their homes. Make it a substantial difference to encourage people in Issaquah to park in their own lots.
1515	I appreciate Sound Transit's dedication to the broader challenge of maximizing use of public transportation and reducing vehicular highway/roadway traffic. However, absent any cost-benefit analysis or other study indicating otherwise, I fail to see how the proposed Parking Permit Program will substantively achieve the aforementioned goal. I imagine the costs of establishing, administering and monitoring/enforcing compliance by permit users, to be substantial. Will Sound Transit have a way of measuring any Parking Permit Program benefit to this overarching goal, to justify this program's costs? Isn't the question really, why are commuters electing to drive farther from their homes/point of origin to park, before boarding public transportation? It seems to me that the Parking Permit Program will incentivize commuters to stay in their vehicles longer than they otherwise would, further serving to re-inforce admitted capacity strain on the high demand park n' rides. Residents of the communities served by park n' rides receive no special/priority treatment as users and neither should non-resident commuters-everyone should have a fair competitive shot for the available parking. On the other hand, Sound Transit would do well to encourage commuters to abandon their vehicles closer to their homes/point of origin, by converting the Parking Permit Program resources to building out more park n' rides in outlying and underserved areas/communities, in combination with very robust bus service support. Thank you for your time and attention.
1516	have more shuttle buses or smaller, I live 2 miles from the nearest bus stop, I would take a bus to the park and ride
1518	Build bigger Park and Rides.
1520	The current bus system that carries high school students in the morning is too crowded in the afternoon and is not efficient. It takes my south end son 45 minutes to get home from school or 3 miles. There should be a direct pick up point or drop off point in the south end that doesn't make stops all the way down the island
1521	If you could coordinate sound trains it with the busses that serve SLU that would be great right now we must wait 10-15 for a bus. When I started using mass transit 7 years ago there were 4 busses that all arrived with in minutes. I think the city busses and Sound transit need to work closer together.
1523	More parking.
1524	PUT A BUS ROUTE down to Sumner Station from Edgewood!!!
1525	More parking. Parking elsewhere for vanpoolers away from train station parking
1526	I like the idea of a guaranteed spot in Sumner, but would like to see a parking garage built *and finished* soon. That would be an immense help. Issuing/selling permits helps only some of the people, so if you are not able to get a permit, it actually makes it worse for you since you get pushed to park even farther away than you currently. It seems it helps some folks and punishes (inconveniences) others. I like it so long as I get a permit. * Still, a parking garage in Sumner is a much better solution. And not one that will displace current commuters from the existing lot while the garage is built. Pick a spot will lower impact while the garage is being built. (I realize the choice has already been made, but weighing in anyway.)
1527	More accurate real time bus arrival/location info to facilitate transfers. One bus away is not always very accurate.
1529	Auburn Station is accessible right now at almost any time of day. I have always parked in nearby neighborhoods in time to get the last morning Sounder. I've also come back in the early afternoon and found parking. Anyone who uses Auburn Station knows when the lot fills up and when they need to park in the neighborhoods. The proposed system will add uncertainty and cause many of us to miss our trains and buses.
1532	Sending a single bus at a time on the 550 route during peak hours is ridiculous. The buses are packed like cattle-cars if you can get on one. You need to send two at a time so people have a chance to get on one.
1533	(Re)Design parking garages to allow actual drop-off and pickup access. There are enough spaces in Issaquah now, even if some are across the street. If you restrict spaces again (and I bought a pass), there will effectively be fewer spaces available, because people won't buy the passes, and those who will buy the passes will suffer increased vandalism (I did). This is a counterproductive move. Please don't do it.
1534	No
1535	Don't put the parking permit program into effect, or if it is put into effect, use the money to expand out the parking areas.
1537	have more buses that are on the same schedule as the train so you don't have to wait for long periods of time after getting of the train or try getting to the train and miss it because the buses aren't coordinated with the train.
1540	Short of adding hundreds of buses in neighborhoods, riders need to be able to get to their stops and park&rides. In most cases driving is their only option, so more parking is needed.
1541	Building a suitable garage at the Puyallup Station is more convenient than spreading riders to lots further away that require bus service that doesn't get to the station in a timely manner and the buses are too small to handle all the riders. People planning this need to commute!

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1542	Bring back old bus routes such as 173
1543	Add shuttles from neighborhoods with high ridership
1544	More available parking spaces at point of transit.
1545	When I used the Puyallup station, I was paying Diamond Parking \$50 a month, so I could guarantee a spot to catch the train. I was on the first train out, and still had a problem finding parking, and missed the train a couple of times. It was stressful! Permitted parking that we pay for would be a blessing to know that we would have a guaranteed spot, and knew we would make our trains. That is why I left the train and went to Vanpool, but would prefer the train.
1546	I don't take the bus more often because I can't find parking at my local Mercer Island Park and Ride Lot.
1547	Build more/Expand park & ride lots please.
1548	Not everyone lives close enough to stations to walk and not everyone wants to get on a bike. Buses are not often convenient. I live 2 miles away from Tukwila and take the Link to work in Pioneer Square M-F. I expect to be able to park at the Tukwila station without a fee. If there were some lots closer to downtown where I could park, then I'd drive down Airport Way, park, and get on the Link. But don't charge me in Tukwila.
1549	Please add more bike lockers!
1552	I can't use Sound Transit due to the fact that there is NO parking available in the lots. Plus it takes TWO hours to get to North Seattle. FYI - trains are OLD technology. They will be outdated by the time they are built OR shortly before completion. Rapid bus transit is more flexible and less costly. Germany doing studies on self driving trucks right now. Any studies being done for bus transport for self driving?
1553	I don't believe permits will do anything other than provide an income stream to Sound Transit and make sure that less well off folks have parking problems.
1554	The essential problem in Mercer Island is that people from outside of MI are using the Park and Ride. People from the east drive to the Park and Ride, park there (defeating the purpose of taking mass transit) and then there are fewer spots for MI residents. I think that the best way to approach the goal of increasing ridership and making it easier, is to incent people to park at their own park and ride. Do not give out permits to people outside of their local zip code and designate 80% of the spots to local residents.
1555	Improve bus service into neighborhoods from train stations so train is higher value to those areas.
1557	Add a third car to the light rail during afternoon rush hour. It is wall-to-wall people in there. Security can't check cards and passes and riders have a hard time getting on and off the train.
1558	I take the train daily. Permits are fine, but limited to those who already have a permit or email faster than anyone else. We park in the neighborhoods, with increasing signs saying "No Parking". I don't mind parking 4 blocks or so away in the summer, but in winter I like to be closer to the train. Building a another lot would help in the Sumner area and maybe the only solution. However, I would take a bus from Orting if there was one available (but I think that ship has sailed).
1560	Permits should be only available to or reduced rate for people living close to their local park & ride. This will incentivize people to take the bus from where they live, not drive to Mercer Island to bus into Seattle.
1562	The carpool permits are logical, but should apply to the lots they are near. Otherwise, those of us (Mercer Island) nearest the major hub (Seattle) may have fewer spaces available for non-daily use as riders pick up on organizing their travel.
1565	1. Real-time mobile app for Windows Phone users (not just iPhone and Android) 2. Give residents near a transit center/park-and-ride some priority
1566	convert more P&R lots to high rise garages like at the King/Snohomish County Line. Also, add vanpool/carpool freeway on-ramp/exit pick-up/drop-off lanes similar to what buses enjoy. No one likes to fight the congestion around P&R's when you have a 30-second load/unload. For instance: at Canyon Park in Bothell or the 112th Freeway P&R in S. Everett; when as a single rider in a van or carpool you drive into the lot to pick-up riders, you're able to jump back on freeway using HOV on-ramps. When unloading riders and back down to a single rider, it can take 5 to 10 minutes in rush hour traffic to drive around to access the freeway again. Transit law should allow a single rider a 2,000' merge on as a single rider usnig the HOV on-ramp. The hassle of having to lose almost an hour per week due to having to drive around is misable when there is a 10-second on-ramp right there. I would be happy to provide further comments regarding tranist options if desired and can be reached at dale.brokaw@pse.com.
1568	Increase size of park and rides (similar to how the garage was built at South Kirkland Park and Ride)

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1569	I live in Federal Way and work in Auburn, so Sound Transit is largely irrelevant on a daily basis. If I do go into Seattle, though, I won't consider any other method. Before moving back to this area I lived in the suburbs and commuted by train into Chicago and I always said there were three types of people who drove into the city: those whose job it is to drive in the city, those who are unfortunate, and those who are downright stupid. We had the same problems, though; parking at the train stations was grossly inadequate. At my lot they had the same rule as your test, where permit spaces opened up (in their case at 9:30, timed to coincide with the train schedules). Unfortunately, driving to a transit center is almost a necessity for some of us. I don't live near another Park and Ride where I can catch Metro to the TC (I certainly wouldn't ride them all the way into the city when ST is much more comfortable and goes closer to my usual destinations, anyway). One of the shuttle-type buses is about a half-mile away, but I'm temporarily disabled and can't walk that far on the hills. And finding parking in Auburn to catch the train is impossible! Everything boils down to two things: there isn't enough bus feeder service, and there isn't enough parking. Regardless of everyone's (actually faulty) perception of the Millennials, the vast majority of workers still prefer living in their quiet neighborhoods with single-family homes and this need isn't going to go away anytime soon.
1570	More local transit that connects to the sound transit stations. Example downtown Tacoma stop doesn't help me get to the T Dome station from within Tacoma
1571	Build parking garages at Puyallup and Sumner. There is a perfect location in Puyallup west of the station that was an old fueling facility. The garage could be at least one level below ground and 2 floors above. That would clean up and cap the site (no doubt it is contaminated) provide additional parking and maybe even some of spots could be rented to Puyallup High School students to generate income.
1573	I don't believe that the getting to the bus is the issue. Increase were the bus routes go without having to change buses would be more effective at getting people to use transit.
1575	More commuter bus routes and extended commuter route hours (for example, the 183 that I could take to and from my house quits running toward my home at 5:50 p.m. My bus from downtown Seattle many times does not get me to the TC until 6pm or after. In the fall/winter/spring months, I then have to walk 3 miles home in the dark on unlit streets, which I won't do. If the route time was extended, I wouldn't have to drive to the TC at all. A short walk to the 183 pick-up on 32nd, and it takes me right to the TC. I'm sure there are many more people who could get home if they had commuter routes with 'go home' times that were realistic and in tune with working hours.
1576	Make sure to get the timing right. I always *just* miss the Rapid Ride F line bus connection when I get off the Link. It would be nice and could encourage more Link riders if the timing was better between services. A user survey might reveal some tweaks that could be made to make users' commutes faster/more convenient.
1578	We moved here specifically to be close to light rail but never have a space. I applied twice and never got a response during the pilot program. Also, a multi level parking garage *has* to be built to accommodate everyone OR shuttle service through the neighborhoods. I live .8 miles from the station and have to be parked by 6:AM to get a spot?? What good is having something so convenient that we can't actually use when we want?
1579	Just expand the park and rides.
1581	Continue shuttles to and from the trains to the park n rides and Malls. ST advertises and wants to increase ridership, but I don't think ST spends as much energy on deciding how to solve parking issues for its current and future riders as it does in deciding where to extend the light rail. Sounder trains are not 100% reliable. The northline is often cancelled due to mud slides and the southline is constantly delayed or canceled due to "mechanical issues". Why so many mechanical issues? It's almost every week that there is an issue with a southline train. How often are the trains maintained?
1582	Add or change routes to be able to bus to the train stations, then the trains can go downtown more often. I currently have a direct bus route to downtown (sometimes - partial route) from my neighborhood, but no direct route to the train stations, so getting downtown faster is not an option, and there is never parking in the lots.
1583	I think you should of created a far bigger lot. I don't have a problem with charging fees for parking during the weekday. Also we have a beautiful light rail, yet no one on Rainer Blvd can park near it for the day. I think it really reduces the use of the light rail. Not all of us can bike, walk or are close to connecting public transportation.
1584	Right now I pay to park at the Renton city owned garage at the transit center and would like that option available in Kent
1585	Route to trans should be to closest station to home, not Seattle
1587	Need to explore other options first. For instance I know a number of people who live in Lakeland and drive solo to Auburn station because there is no bus for the second train in the evening. People do not want to wait an hour for the bus.
1588	We're about 20 years too late! There is so much traffic on the interior streets-I do not know how you can fix that--nothing has worked on the freeway. I will take mass transit as I will not drive to downtown Seattle. I would love the light rail-but by the time it gets to FW-I'll be retired!
1589	Permits should focus on providing value to local residents first. At Mercer Island, a large number of spots are filled by people who live off island and have closer park and ride options.
1590	I would like to take the bus, but cannot because by the time I drop my kids off (8:30 AM) the Mercer Island Park N Ride is full. Therefore, I must drive and park in Seattle.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1591	The issue is not getting people 'to' the buses and trains, it is making sure there is sufficient space to house all the people that want to use your buses and trains. Expand your parking, don't limit it to the people who can pay to park. If you think there is a need to get people to the Park-and-ride. Why not reverse the vanpool program. have the van pick people up in the morning and drive them to the park-and-ride. Charge like uber and those that want to sleep in and pay to be able to ride the bus will still be able to. Us plebs who wake up at 5 AM to get to the Park-and-Ride will still get our great service.
1594	NO turnaround on Mercer Island - EVER !
1595	Continue coordination with local transit authorities like Pierce Transit to align local bus connector routes with regional Sounder or ST Bus service. I would catch PT bus to station if there was a quick, direct bus route.
1597	More frequent buses and more routes
1598	Build a garage for light rail! There's plenty of room for it. I don't have to be to my office in downtown Seattle until 9am, but if I'm not to the parking lot before 7am, I can't get a parking spot.
1599	I am NOT convinced that a significant number will walk, bike or carpool to get on a bus or light rail - they are going to drive a single occupant vehicle!
1600	Have designated spots for Mercer Island residents in the Mercer Island Park and Ride parking lot.
1601	need an app that can track when the next bus is coming. more automated real time alerts. less time or better planning for routes that are primarily connecting to other routes e.g., local 913 arrives at Kent Station just after the Bellevue busses (566/567) and the Sounder have left.
1602	More parking options for the Sumner train Down in summer.
1603	Build parking garages. Sumner and Puyallup are horrible - both for us and residents.
1604	When my wife was taking light rail she participated in the Tukwila parking permit pilot project and really liked. I would take light rail more often if I knew I had a space waiting for me when I left for work. Right now it is hit or miss Tuesday through Thursday. I really hope you reinstate the permit program.
1605	Parking has been an issue for the last 10 years, it's unfortunate that no steps were taken to address the problem then. In Sumner, if you do not take one of the first 2 trains, you have no parking. I have read through your proposal but you failed to address the negative impact of the parking issue. In my experience at least 2 drivers a day chose to drive into Seattle instead of using mass transit during the permit program test. This was solely because there were no open parking. On a side note - I have the option to take the bus to the train station where parking is available, but it adds too much time to my already long commute. However, I would take the bus, if you could shorten my commute by speeding up the train. The Amtrak seems to go much faster than we do. I am sure we could make it from Sumner to Seattle in 30 mins!
1606	Bring back more of the bus routes that were cancelled
1607	The parking situation at Sumner is absolutely terrible, I can't imagine it being any worse. I take an early train, yet still have to park over half a mile away every single day. Paying to park is expensive and not fair to charge commuters even more money. Buy more land, fix the problem, don't make this become an extra cost to commuters. I want permit parking because I'm tired of leaving my house extra early and walking so far, but I don't want to be charged extra. If you want people to take public transportation, then don't make it so frustrating, difficult and inconvenient.
1608	Have more access to the light rail. The only parking is the 2 south end stations. Have buses leave the area park & rides that go directly to the light rail. It would also be nice if the light rail left the south end earlier than 5AM
1609	I love the permit program. Please bring it back
1610	MORE PARKING at all park & rides, especially the Mercer Island one! I would love to ride the bus to work but can't because the P&R is always full by the time I get there. I can't switch to an earlier schedule because of family responsibilities so I'm stuck driving even though my office is directly across the street from a transit stop.
1612	Abide by the parking agreement you signed with the City of Tukwila. Local Tukwila residents are very upset they cannot find parking at the light rail station unless they arrive very early in the morning. It is not an advantage to live near light rail if you can't get to it.
1616	The sound transit is one of the easiest/accessible methods of transportation in Seattle. Don't change it or add anymore fees.
1617	Don't have a problem with reserved parking, but some people (solo drivers) may have no other option other than driving to the transit center. If you live 5-10 miles from the transit center with no other option, then you drive. The solo driver should be given first priority!
1619	The local shuttle in Mercer Island is potentially one idea and increasing the availability during peak commute times with drop offs timed to the bus schedule from the park n ride. Currently our park n ride fills up with mainly off island commuters so I've not even attempted commuting. Having access to a bus to park n ride helps alleviate traffic and issues with overcrowding in the lots.
1620	Permit parking for residents
1621	Build parking structures that can hold more cars or offer other parking areas with free bus shuttle to train station
1622	More parking for residents/locals that actually live near the park and ride. There are never enough spots, so end up having to drive my car.
1623	You guys figure it out!

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1624	build a multi-level parking garage! a parking permit is NOT the solution! we need MORE parking spaces!
1625	Service from Issaquah is excellent. My only problem has been if I wanted to use transit for the airport, there is no place to park my car over multiple days. The lots always prohibit overnight parking, which I understand, but that means I have to drive to the airport every time.
1626	More parking is desperately needed on Mercer Island. Too many non-Mercer Island residents drive to Mercer Island to park and take up all the spots by 7:30 am
1628	More parking @ all park and rides including Kent, Auburn and Puyallup
1629	Increase capacity of parking. Improve bicycle access.
1630	Reserved spaces for area residents--our P&R gets filled early with no local commuters
1632	More routes without multiple connections. My experience of MI to University was acceptable until that route disappeared.
1634	Better bus service from the a south end of mercer island
1636	Build a parking garage at the train stations to accomodate more riders and parking spaces. Street parking is a two hour limit and there is not enough parking at the Sumner Station. A large multi-story parking garage would go a long way.
1638	Shuttle service to major collector stops
1639	Park and Ride lots should be permit based on residency . I would ride the bus if I could park at the MI Park and Ride, but I can't always get there before 7:00 to allow me to get a parking spot. Because of this, I stopped riding the bus.
1640	Sound Transit is doing a good job in a bad situation
1641	I can rarely find a parking place at the Park and Ride, It keeps me from busing it more often than I do. It is frustrating that people come to the Mercer Island Park and Ride from far away neighborhoods to avoid paying for parking downtown and enjoy a quick commute over the bridge taking away the few parking places available at the park and ride. You need to be there before 7 AM or you can't find a place to park.
1642	Bus routes have been cut in my neighborhood on Mercer Island and now we're talking about charging for using the P&R. This is not how public transit should work!
1643	Offer parking at the Park and Ride for M.I.residents
1644	I love the permit idea for Mercer Island residents. By the time I drop my kids off at preschool the park n ride is full. I have to walk 2 miles every morning which increases my commute time so I can't take a lunch break at work.
1645	Where I live on Mercer Island we have no bus service after 6:57 PM so if you have to work after 7:00 or you get to the P&R late you have to walk 4-5 miles home.
1646	build more train lines
1650	Permit parking will only benefit the people who can afford the parking.
1651	Build more parking. Riding multiple buses to reach sound transit is not realistic given our region geography and limited options. Very disappointed in SeaTac link station. I have tried over 10 times to getting parking stale for link ridea to sports venue. Only once successful. Leadership planning of limited parking at park and rides is only driving people away from sound transit.
1653	Build a parking structure. I end up going to Burien now even though I live 1 mile from Tukwila station.
1655	More buse! ... so people don't have to travel so far between connections (put back many of the routes that were cancelled last fall that offered transit to connecting routes & less walking). Cancel the streetcar project that is still not finished & a year behind schedule and put the \$ toward more buses.
1656	Ridership & revenue would skyrocket if the pre-described staff were reassigned to confirm that riders paid the fare posted. As a fairly frequent rider it is surprising to see > the number of non-revenue riders-of all ages > the very few times that commissioned officers have boarded for the purpose of confirming payment A far less costly solution would be installation of turnstiles! Other similar transportation systems worldwide have successfully adopted this strategy.
1658	Restore more frequent bus service on mercer island
1659	I have recently seen statistics from ST itself about passenger throughput for light rail over I90. The low rate seems to be lower than all current uses and some options, which is very worrisome. ST needs to fix this looming disaster. We have a major transportation project that will actually REDUCE the number of people who can travel a corridor?
1662	More integration with local agencies
1663	The voters approved funds in the past for an additional parking garage in Auburn that has not been built. If you say you are going to do something with approved funds, follow through. Provide a park and ride lot in Covington with dedicated bus service to the auburn train station.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1664	Allow more people to *live* next to train stations. Once Angle Lake Station is open, sell the parking lot at TIBS to developers who promise to build several-story housing, and don't worry about protecting the view from the mezzanine. That view is readily available from the trains. Keep raising the price of parking permits, and charging for more of the stalls. Convert as much space to bike parking as there exists demand, and add ProntoCycleShare stations. Move bus waiting areas to the adjoining streets, to save travel time for bus riders, including those transferring. No more loop-de-loop specialty stops, please. (I'm talking about the A-Line and 574 at Angle Lake Station, and the F-Line at TIBS, for starters.) To make the buses and trains more economically accessible, honor the ORCA LIFT on ST Express and Sounder. Fund this targeted fare decrease by increasing cash fares on ST Express to \$3/\$4, thereby accruing operational savings from significantly-reduced change fumbling. Consider making this part of ST3, as Title VI mitigation, rather than the administrative nightmare of car tab rebates.
1666	Not exactly related to your question... but I keep hoping for a few Light Rail Express runs from south King County to downtown! One or two runs from SeaTac or Tukwila (or eventually Angle Lake) to the downtown region and vice versa during the commute hours so that we don't have to stop at every stop! Thank you.
1667	No
1668	Neighborhood shuttle to train station
1670	Keep the students at Bellevue Community College from parking at Eastgate P&R.!!
1671	Move vanpools to minor park and rides rather than have them take up valuable spots at transit centers. I use the Federal Way transit center and there a lot of vanpools that originate from there (haven't done a count so I don't know how many for sure). There are three that regularly are leaving around the time I arrive with 4-6 passengers in them. I see each leaving from a car they parked to take the vanpool (rather than maybe some coming in by bus to take the vanpool to it's destination). If I have a morning appointment that I need to go to before taking the bus downtown, I have a very limited chance of finding a spot and often just end up driving in after looping through the transit center. If those vanpool users parked in a different lot the transit center parking would be freed up for bus users. Let's say there are 30 vanpools using the transit center (this is the low end of my estimate) with an average of 5 people in each van that is 150 spaces that are freed up instantly (a little over 10% of parking capacity). Of course frequent and reliable feeder buses from the neighborhoods into the transit center would free up parking, but those routes are regularly cut down forcing us to have to drive to the transit center.
1673	More tunnel access stations
1674	Better connections to trains. Not having to pay 3 times for 3 different modes of travel. Permits are great for frequent users but need better parking for the casual user too.
1675	1)Increase frequency of bus service beyond "commuter" hours 2) Expand size of park and ride lots 3) Expand service to neighborhoods
1676	more parking spaces/build parking garages for more efficient use of limited parking space!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
1677	There was room for additional parking at Federal Way until you sold the property to a developer to build senior apartments.
1679	turn mercer island park & ride over to mercer island only.
1680	Provide a list of transit users at each location. Make it easily accessible (perhaps a Facebook group) and reward those who carpool with the permit pass and or discounted ORCA cards
1682	BUILD PARKING GARAGES!!!!
1685	Honestly you need to expand parking. It's that simple, if it becomes expensive or difficult to park I will return to driving. You don't force people to use the system, you make the system so good people really want to use it.
1686	Build more parking lots/garages. Build a train service. Add more bus routes.
1689	You need a connector bus from first hill area to the train. You also need more buses to first hill area from northgate. that bus is standing room only every morning.
1692	Put more money on bus routes serving these HCT stations. Have state put less money on highway building. Restructure ST so that one agency controls funding for buses, rail and highways, like Vancouver BC does.
1693	Increase capacity at park and ride lots
1696	expand routes and build more park-and-ride/garages
1698	Parking in Sumner and Puyallup in incredibly difficult. If a rider does not arrive in time for the first train or two, it becomes a scramble to find a space (often with the risk of a parking ticket if not located correctly). The ensuing search and long walk back to the station often result in missing the targeted train.
1699	Coordinate bus and train schedules to take into account work schedules. Current Sounder train schedules are not compatible with the majority of normal work schedules.
1701	More parking. Right now have to get to Park & Ride facilities very early in the morning, like before 7:15 a.m., get to work too early, wasteful of time. There should be enough parking at the Park & Ride facilities so that commuters can arrive up to 10:00 a.m. and still have a high probability of finding a parking spot.
1702	South hill Puyallup is hard to drive thru. once you get to the PnR, the sounder bus is great. Puyallup has to fix the commute on the hill!

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1704	Create a priority program for residents served within the park and ride service area. Our park and ride is filled by 7 am with non-local commuters and which limits options for local park and ride users. Local residents should have priority to use their local pnr.
1705	Have a public commuter option (van or so) picking up people who live in town. It would help saving parking spots for people with longer commuting distances.
1711	1. At Overlake P&R you can cite or tow Microsoft employees who park there and walk to work. This has always been a problem. 2. Either increase parking by expanding lots or building more garages like at Eastgate. Even Eastgate can be filled to capacity by 8:30 am to 9:00 am.
1712	Have some permit spots for 6 or less hours of parking. For those of us who don't go downtown to work all day, but need to take the bus.
1715	More bus runs. 545 is over jammed daily. Sick of standing an hour to hour and a half each way while your driver coaxes more people into the aisle. Unsafe.
1719	I park in Puyallup along the tracks due to lack of parking at the station. Two weeks ago I was attacked by a homeless person who tried stealing my backpack. I switched my parking to Sumner then my car tabs were stolen not once but twice. I am now driving to Kent until better parking is available
1720	Keep at least 75% of spaces available for non-permit drivers.
1721	More parking spaces - large parking garage. More spaces is the only thing that will actually help.
1722	Shuttles from local park and ride locations
1723	More bus routes. For example There is only one express between Sumner and Bonney lake
1724	Yes, buses should stop at the train station in downtown Seattle, and shuttle buses should run from the offside park and ride in Kent to the train station. Permit parking really only helps people who travel later on the trains by taking away spots from those who travel earlier.
1725	The large park and ride on James Street, a few blocks from the Kent station, has lots of parking available, but in inclement weather or in the dark, it is not feasible. If there were a shuttle going between that P&R and the train station, it would tremendously relieve the parking situation at the Kent garage.
1726	more frequent and reliable connection buses to transit centers and commuter routes.
1728	Better bus service to the park and ride. Better bus service to dense areas where people actually live. Faster buses with signal priority and dedicated lanes.
1729	Just that its hard enough financialy that making riders pay for parking could make it so I personally will need to find a job where I can drive in and forgo public transportation all together.
1730	Build a parking structure at Puyallup and Sumner similar to Auburn and Kent.
1732	Run smaller buses more often in the off hours. Again, I work swing and the buses hours and downtown locations stink after 2300. Just direct buses from downtown to large hubs like the Burien park and ride or the Tukwila station. Every 15 minutes and use Access type vans
1734	If I need to pay for parking at a P&R, then I might as well drive my car and pay for parking at my employment. The ends don't justify the means!
1736	The afternoon commute is horrible. How about putting more cars on the train or more frequent trains during the peak times. I have walked from Pioneer Square to University St hoping to get a seat and the train is standing room only after the 1st stop. It is difficult to get off of or onto these packed trains.
1739	Have neighborhood buses leave at more convenient times and with reasonable routed so they are an option for people to take to the park and rides.
1740	There are very few buses that go up and down Mercer Island during the day, and this adds to the need to use the park and ride.
1741	The train north is unreliable bec of slides. Also stops at intntl district. I work in queen Anne. Another 30 min at least to get north. Put 510 on third ave in Seattle so we don't get stuck by protestors or Westlake activities.
1742	Provide stops farther away from the city. The 554 route can easily be extended to Snoqualmie, for example. Currently, anybody in Fall City, Snoqualmie, and North Bend have to drive to the Issaquah transit center, which floods the already congested morning/afternoon traffic in Issaquah, and takes up space in the already crowded P&R.
1744	Please see above. Thanks for working on this!
1746	Make buses more often than every 30 minutes. The electronic signs that say how many minutes until the bus is coming that have appeared at some stops have been very helpful.
1748	More parking. Expand the garage. Create a new garage. Open up the gravel lot at Kent. Don't force an allocation battle between later train people and everyone else. If you think non transit people are parking using up the lot, do surveys vs assuming that is the case. Permits will not solve the problem. It will just spread it out to the middle trains.
1749	Make bigger lots, don't charge for small lots. This seems like a money grab and not aimed at helping people at all.
1751	Increase feeder bus service and increase parking lot size
1753	Work on feeder buses from areas that are further, and schedule timing to meet trains. Thanks!
1754	Enforce non-bus riding parking at park and rides.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1755	Expand the system so more riders can walk directly to a bus that takes them where they need to go. Work with Metro and Community Transit to have feeder buses going to transit centers during peak hours at a 5 minute interval.
1757	Offer more pick-up locations - i.e. shuttles to get to the buses and trains. Vanpool participants could meet at those offsite locations/approved parking lots. And not clog up the transit centers.
1759	Expand parking lots! Drop the push toward making people take the bus one mile to get to the park-and-ride lots. That just wastes too much valuable time. The good part about the proposed permit program is it would keep all the construction workers and private carpoolers from clogging up the park-n-ride lots.
1760	For Overlake Transit center, this needs an expansion with multi-level parking
1761	More parking at park and rides. Having those fill up is a significant deterrent to people accessing public transportation.
1762	As a resident who lived near the park and ride on Mercer Island (and still resides on MI), I feel that this is the right direction to go in regards to parking in the park and ride. We lived through the remodel process of the park and ride, which gave it more parking spaces but so many people come from off MI to come and park there, which has caused an increase of traffic off of the I-90 Island Crest way exit and N. Mercer way. I have noticed it always full. I do think it would be nice to give Mercer Island residents the first right of refusal to the permits at the MI Park and ride location.
1763	There is a big parking lot available near Showare and Justice Center. If there is a designated van or mini bus to transport people going to the train station then that will be a better solution.
1764	They should leave their homes earlier if they are having a hard time finding parking!
1765	MORE free parking would be a much better option than making it even more expensive for us to commute.
1767	Create more parking so more people will consider taking the trains. Currently the Tukwila sounder train station is already full before 8am. They should open up the other lot on the other side of the station. Right now people have to run around the station and the parking lot just to catch the train. The Tukwila Sounder station was poorly designed and did not have the riders ease of use in mind. They took out most of the parking to create a huge bus loop. There are only 2 buses that goes there and they do not need such a large loop. That space could have been more parking. They should have build a parking structure instead of having just a parking lot. They also should have build an overpass or underpass so people can get on the other side easily to catch the train.
1768	Need more routes to feed main ones and more main lines
1769	Build additional parking next to current Auburn garage and make it free.
1770	I have to travel to a farther away PnR to be able take a direct bus to my work. (brickyard rd vs woodinville pnr) I wish I had more options to take from the Woodinville pnr to get to Bellevue.
1771	How about coordinate your buses with the train. It is ridiculous that I have to run up the stairs to the bus because you leave us 1 minute to get there
1775	Build more parking.
1776	You might want to make the shuttle buses more reliable. Half the time when the train pulls into the station there is no bus sitting there. People stand out in the rain during the winter waiting for a bus. If you're going to have the train and operate, it's up to the transit agency to figure out options to make it easier for people. I don't want to have to pay for parking, because I already take the train so I DON'T have to pay for parking in Seattle.
1777	Issue \$50 tickets to car poolers who park at transit centers.
1778	Start the permit program earlier for solo drivers I don't have anyone to carpool with
1779	More parking at the train stations. It's really frustrating to have to try get to the station hours before you need to be at work just to get a parking spot. Even more frustrating to get there to find no parking.
1780	Earlier buses to the Puyallup station
1781	Don't do this it's a bad idea. If you want less people riding Trains and buses this is the way to go. Many of us will just drive if there is no parking at your lots. Let the van pools and some single cars take 50% of the spaces I bet you will see at least a 30% drop in ridership of buses and trains. If you make it harder for me I will just drive.
1783	Transit seems to take away bus service routes, not add them. I would say more routes to more areas that actually get you from a bus to the train (before it leaves) and waits to pick up riders getting off. Some drivers forget why they are there and tend to rush off not caring if you make the connection or not. [I'm not talking downtown Seattle but outlying stations).
1784	Eliminate street parking. Build more transit.
1786	Build another parking lot.
1788	More available parking spaces would be ideal, although cost prohibitive I'm sure. Maybe if there were more "shared lot" partnerships for overflow parking with access to direct buses to/from the crowded lots, that might help, but also costly I'm sure with the added routes. Although the permit program would generate some revenue for Sound Transit, I just don't think it will help ridership much (or at least not me personally, as I am not currently a "frequent rider" as I'd like to be).
1789	Reduce permit parking by 20% - 30% to allow less frequent riders more convenient access to buses. Overflow parking lots are close to maximum while permit spots are empty.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1792	Continue to follow sports schedules to meet demand if ridership, i.e. Increase buses before and after Seahawks, Sounders and Mariners games.
1793	More buses during rush hour.
1794	How about neighborhood connection busses that run passengers to the bus/train main stations to catch direct routes to business districts. By having smaller local busses that should free up the larger busses to make direct runs.
1798	Expand the service so that people can walk from residence to bus stop. I.e. do the opposite to service cuts implemented over the past few years as a result of financial crisis. Expanded service could be funded by clawing back trillions of dollars given to those who caused the crisis, even though they perceive themselves as doing "God's work" (http://www.reuters.com/article/2009/11/08/us-goldmansachs-blankfein-idUSTRE5A719520091108)
1800	Give Renton P&R permits to Renton residents. Give Bellevue P&R permits to Bellevue residents, etc., to prevent people from driving 20 miles to Mercer Island's P&R for the last 2 miles of the trip (by-passing the P&Rs in their own communities), which prevents Mercer Island residents from utilizing the bus at all. This would ease freeway congestion and possibly increase fare collection, as people would be originating trips from their residential area.
1801	My connector bus times to 550 are terrible. It's usually more equitable for me to walk to the Bellevue library than catch the connector, which is difficult due to my disabilities. Also, make the express part of 550 more express. There are too many stops once in Bellevue.
1802	Covered bus waiting area at Ellis and Highlands Drive. It is really exposed there.
1803	More parking spots. And more trains
1804	Partner with uber or taxi services with end destinations at public parking or transit stations - providing incentive for users. Also dedicate spots for van pool or carpool users at public lots.
1806	Build more parking in Mercer Island, Bellevue and Issaquah Transit Centers. Also, an app showing how much parking is available in real time would be very helpful.
1807	Provide frequent connecting bus service to regional bus and rail services. Existing local service connections to rail are infrequent, while frequent bus services tend to go downtown but don't connect well to rail.
1809	Have carpoolers meet somewhere else not near the train - too valuable of space
1810	Larger lots or spaces held for afternoon commuters. I know people who gave up riding the bus because they can't find consistent parking and most times they did find parking it was from someone leaving a spot. I have many times in the last year drove up all 7 floors both sides of the Tacoma dome lot only to either not find a spot and if I'm lucky I find someone leaving. Going to the Lakewood lot isn't option since it adds at least an hour a day to my long commute. Since there are no 592 routes running in the afternoon.
1811	More bus routes that service the outlying communities. There is not a bus that comes within 5 miles of where I reside, so I am forced to drive to Sumner Station to catch the train.
1813	more frequent or direct local bus rides
1814	Add more garages so that more people can park in less space
1815	Connector shuttles that loop around major neighborhoods and adding parking lots/garages (building additional spaces).
1816	plan adequate parking prior to adding station stops.
1817	Permits would be welcomed on mercer island - however a first come first served policy would mean that many spots would go to riders living in belleveue or issaquah, effectively reducing parking for MI residents bus transportation to the P and R is infrequent - operating a round island shuttle in peak periods to the P and R could ease congestion in the P and R
1818	N/A
1819	More parking at the stations. In Sumner, leave two parking spots open on every street that isn't limited to 2 hour parking or permit parking, thus diluting the impact of the train parking throughout Sumner instead of just pushing the problem further out, away from the station but other neighborhoods.
1820	Getting there isn't the problem. It's what to do with your car once you're there. There's nowhere to park after 7:15am, so we drive it to downtown Seattle.
1821	Add additional feeder lots like the Bonnie Lake P&R lot. Don't allow carpoolers who are not taking the Sounder to use the Sounder parking lots. Train parking is limited and location specific. Carpoolers can meet anywhere.
1822	Expand east of Issaquah allowing more lots to reduce the load at the busy lots.
1823	More parking for solo drivers!
1824	Stop cutting routes and forcing people to either walk farther to bus routes or having to drive to a bus stop/park and ride.
1825	Just build a reasonable garage for transit stations that don't even have one. Boom! Problem solved! The train schedule also could use more trains going north in the mornings and south in the evenings. It would also be useful if it were traveling south in the evenings a lot later. It would also be better if the train system was a lot more efficient in its operations. If the train was consistently reliable there would be more people utilizing it I'm sure.
1828	Make the transit parking lots larger

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1830	Build more parking lots and garages - this is my biggest complaint about light rail, in particular, and Sounder train stations. I hear it all the time from other train riders too. People in this area will never give up their cars. Light rail ridership is way below predictions. Why? Because people can't find anywhere to park! The proposal to charge riders for parking permits is just a revenue generating plan by Sound Transit and will exclude those potential riders who can't afford the permit & have to then fight for a parking spot. So, I think more free parking is the solution. If you build it, they will park. If they can park, they will ride!
1831	Build more parking garages near popular transit centers.
1832	More transit parking!!!!!!###!!
1833	A third "commuter" zone in the late evening (8pm -11pm) for swing shift employees scattered around king county and the general greater Seattle area.
1836	More local park and rides like the one in Bonnet Lake that has a connector that reduces the number of cars by locating them in more areas. Run the busses through the residential areas at easy to walk to stops eliminating the need for a car to park in the first place.
1837	Increase available parking
1840	Commuter bus from king street station to 1st hill with stops to local hospitals, later transit options for late workers.
1841	Increase fleet for routes 532 and 535. (Busses at capacity every peak hour especially between Overlake and Bellevue). Add to park and ride lot capacity. Please DO NOT Proceed with proposed parking permit program.
1843	increase parking
1844	Consider increased "feeder" routes to transit centers and train stations that can handle larger capacity.
1846	Charge more for those outside the RTA taxing district who use Sound Transit parking spaces and take up space on Sound Transit vehicles. Encourage more and better all-day circulator routes that begin and end at Kent Station (example: I won't ride the 158 home from Kent Station because it is never on time - if I knew there was a bus timed and waiting to take me from the train up Kent East Hill, I would not drive to Kent Station).
1847	I gave up on riding the bus last year when I constantly found the lot to be full by the time I arrived at 8am. Permits for local park and rides would do a better job of getting cars off the road and not just the last ~5 miles to downtown.
1848	Move Vanpool people to a different park and ride that doesn't compete with train parking.
1849	No bus to transit center at 4 AM from local areas.
1850	Much more parking in puyallup. The proposed new lot will be just a drop in the bucket.
1851	traffic signal management; better street access; more parking! We need MORE parking - not a permit!
1852	Use the P & Rides near their own neighborhoods. N
1853	I ride the Sounder from Sumner to Tukwila daily. I am on the first (sometimes second) northbound train in the mornings and the first southbound train in the afternoon. When we arrive at Sumner in the afternoon there are usually many empty parking spaces. Yet in the mornings the Sumner station lot is usually completely full after the second train departs northbound. This is because the train station lots are being used by those that do not ride the train. (Mainly construction workers and van pool riders from what I have witnessed.) The train station parking lots do not even have enough spaces to accommodate the train riders. Why are you allowing van pool and car pool riders to park in these lots? In the train station parking lots, those who ride the train should have priority over all others. No exceptions.
1854	More routes in low-income areas by Partnerin with King County and other metro transit agencies to decrease duplication and allow for low income service areas. Having to walk 2 miles to reach transit isn't feasible and can't afford parking permit
1855	Build bigger transit centers. Expand existing "busy" transit centers. If funding is an issue raise fares and add a progressive vehicle tax. Stop trying to Nickle and dime the people that use your service on a daily basis.
1856	Put carpoolers in another lot outside of precious train parking.
1857	I ride Light Rail daily and must pay to park in a private lot near the Rainier Beach station. It would be helpful if more businesses used part of their parking lots for Light Rail parking. I do realize that Park-and-Ride is what the City of Seattle is trying to get away from, but let's be realistic. With the weather here for eight months out of the year, I'm not going to walk in dress shoes, nylons, and skirts the several blocks from my house to catch the 106 on Renton Ave at 80th Ave S, wait in the dark and rain, ride the bus for half an hour, then transfer at Henderson and MLK and walk another block to RB station, to ride another 30 minutes (if no delays) to Pioneer Square Station. Currently I can drive the four miles on Renton Ave from my house to RB station in about ten minutes (with traffic lights, school zone speed limit decreases, school bus delays, etc.), then park in my pay parking lot, cross the street to wait for Light Rail, and be to work within 40 to 45 minutes, including the mysterious, unexplained delays that Light Rail has but we never know what's going on.
1858	Neighborhood bus routs that eliminate the need for a car. Europe had used these for years very effectively. You should study the British bus system, it works.
1859	I'm glad to see you are setting up info session I think that will be helpful at the train station unfortunately I take the 1st train out of Sumner and you aren't going to start your session until the 3rd train? that seems less helpful

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1860	Build a parking garage Get rid of all the VanShare riders - They take up dozens of spots. Once the permit program is in place the normal Sounder commuters will have to share the 'open' spots with all the VanShare drivers. Have a permit system but require every driver to get a permit and don't create guaranteed spots. Guaranteed spots will create more congestion and less parking. Build another train station with a parking garage between Puyallup and Sumner.
1861	Require van pools to park on upper floors. They park at entrances creating traffic congestion and hazards for others entering the parking garage.
1863	Build more and/or expand parking garages at transit centers as ridership increases.
1865	Where I live there is no other way for me to get to the garage other than by car.
1866	More parking
1867	Make. More parking available.
1869	You NEED TO address the needs of vanpool riders who use the Park & Ride garages/lots for "Parking & Riding". The needs for vanpool riders are woefully inadequate.
1870	Add more parking in the congested areas, instead of giving more affluent riders the privilege of paying for a reserved spot. Policies like these only hurt the poor, who already have limited options.
1871	Station a person at each Park and Ride to check permits as cars come in, there by not allowing people without permits in. Build more parking spots at the park and ride.
1872	Instead of increasing the price point to use public transit and pushing people back to single occupancy vehicles, Sound Transit should focus on building out parking at these regional hubs to encourage people to use mass transit.
1873	In Auburn, get rid of the restricted "Customer Parking" spots that take up the 2nd floor garage. No one uses them to "shop" in downtown Auburn. There is plenty of 1hour/2hour on street parking for that.
1874	Negotiate a deal with either GRCC or Kent Commons to use some of their lots for transit riders---we would spend money at the Commons if we were parked in their lots.
1875	A lot of people get dropped off and picked up at OTC, but it is dangerous because the cars stop or park in the driving lane. A dedicated loading zone would be helpful for people who don't park.
1881	have short term - 4 hour parking spaces available for people who ride busses midday, for people who have mid day appointments in town.
1882	work with local transit (such as Pierce Transit) to increase frequency of service on local bus routes -- I would take the bus from my neighborhood, but the bus comes only once per hour. Getting home would be difficult.
1883	I park at kent station and there is a park and ride a mile or two away that is very underutilized but it is a pain to park there and then walk to kent station to take public transportation. If in the morning and afternoons while the sounder train was running there was a very frequent shuttle back and forth it would be much easier to park there and ease load on the parking at kent station. Also, if you moved the vanship to that park and ride, not only would you free up the spaces for the vanship cars but also all the spots taken up by people who drive and park and kent station to take a van share.
1884	Create more parking areas, that is what is needed. At the Auburn station do not allow the Vanpools to park in the parking garage. Since they don't use the train or buses they can park at the 15th street King County/Metro parking lot. That would free up lots of spaces for the commuters who use the train and have no where else to park. It already is a long commute and to add taking the bus from the parking garage to home would add another 45 minutes on my commute each way. It only takes a few minutes to drive it. Quit trying to make it longer, harder and more expensive to commute. It's hard enough and expensive enough as it is. If a person is not at the train stations early there is no parking, whether there are permits or not. An if a permit driver is sick and that space is unused, a person cannot wait until 9:30 when there are no more trains anyway to try to get a spot if they work in Seattle. That is a waste of a parking space.
1885	permit parking is not the way,some people may not always have to get the same train in everyday
1887	More routes, more park and ride locations.
1888	I catch the bus at 5 am. If I was to not drive to the station, I would have to leave about 3:30 am. I would first need to walk a mile or more, catch a bus and transfer to another bus. I may still have to transfer a second time. There are not too many buses running at that time of the morning.
1890	Build a parking garage in Sumner which would open up some spaces in Auburn. Open up some of the handicap spaces to other people since most of those never get used, and in Auburn open up some of the tenet spaces for commuters. Those spaces hardly ever get used.
1892	This might be hard financially to accomplish, but real time info on parking availability would be very helpful. At the new Angle Lake station, if it's not too late to add signs at the entrances to alert drivers to how many spots are available on each floor, that would be a huge time savor. We all know parking is tight at a lot of these locations, and may have a back up parking plan (and probably a back up to the back up.) The killer is wasting 5+ minutes driving to the top of a structure, over RIDICULOUSLY tall and harsh speed bumps, only to find the lot is full. If it's full, I would love to know ASAP so I can use those 5 minutes to park elsewhere and get to my train.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1894	either more parking near light rail stations or more regularity/variety in buses from park & rides to light rail stations-especially when events are going on downtown...went to Tukwila LR station for S-Hawk game 8/14...no parking, took over an hour to get back OUT of the lot! Paid and parked at Clarion Motel lot near airport. Started out early but got to game an hour late. After game would've had to wait a long time very late at night to get a bus from airport LR station back to Renton-either P&R or The Landing on Rapid Ride. Light Rail is great but getting to it is inconvenient and difficult...P&Rs fill up...fairly empty shopping lots near bus stops get angry if you park there. Maybe an incentive to those lots to let people park there
1896	Subway
1897	Subway would be the best option. Underground parking like the Japanese use would consolidate space. You can then use methods to quickly get the parking individuals to from their cars to the platform. Don't charge us more money. You're already asking for 15 billion on the 2016 ballot.
1899	For the parking garages to have a parking attendant so the garage is filled from the top first and down to the bottom. Very frustrating to get to top of garage only to find it is full and drive all the way back down. No backing in spaces when people are behind you. Where there are open parking lots such as Kent Station have some reserve parking for commuters. Get train notifications out as soon as possible.
1901	I'd love to see a consolidated trip planner with your partner agencies. If I knew there was a connecting KC Metro bus that is likely to have me at the Federal Way TC in time for my planned express route, I'd definitely consider taking it. However, I have no way of planning that trip, so I drive to the TC.
1903	Instead of permit parking- just have a \$1 or \$2 parking fee each day for everyone who parks at the station. Like Chicago transit. A Couple problems with the Permit Program: 1. what if people use different park and ride stations, is the permit you buy only good at one station? 2. What about people with varying work schedules who don't routinely ride the daytime transit every week? 3. What about people who participate in the UPASS which is instead of an Orca Card?
1904	I don't.
1905	More parking!
1906	I think Sound Transit should leave it as it is. If a rider wants a parking space, then he or she should come earlier to get a parking space.
1907	More times for buses to pick up people at station.. Especially in Tukwila.
1908	Add more parking spots in your park and ride locations. Get the buses to run on time.
1909	Have a bus close to my house that will take me to Kent station
1911	Permit parking at Issaquah TC will just force people to park somewhere else and decrease ridership. Many of the permit spots are empty all day, because people are turned away earlier. Issaquah TC should remain as first come first serve.
1912	on time bus schedule
1913	Yes, 1st of all for the potential option of a Permit for Parking do Federal Employees have priority? 2nd are the permits by business types? 3rd what does a permit holder do if someone happens to park in their spot when they get there and they are not a permit holder? Where does the permit holder park? 4th the hours should be 24 hours a day availability for permit holders. 5th is there an additional fee for being a permit holder? 6th are the permits given out daily or is this a sticker on your automobile? 7th carpool or vanpools already take up some of the prime spots in the parking garages and would a permit holder have the option of better parking or do the vanpools still have the prime spots for parking?
1914	Increase LOCAL BUSES Supporting transit main lines. There should be a ST bus from Mukilteo Ferry, from Edmonds Ferry and a serious effort to get people out of their cars to save Ferry space and traffic on those slogs to their work places. I would be SO ONTO THAT. "You can't build your way out of sprawl", but it seems we're still trying. THERE ARE WAYS to fill those seeminly empty buses and one of several solutions is MORE SMALL Buses so more bikes can go and more trips during the day and less waiting for big buses that fill beyond capacity... I think somebody who rides THE COMMUTESSSSS has to run this survey, or you're about as out of touch as our elected RepreHensitives seem clearly to be.
1915	Offer busses with fewer stops, eg, only stopping at park and rides, not every two blocks. Why do so many buses stop at the same stops on 520?
1918	don't discourage ridership by offering reserved spaces for only those who can afford it.
1919	Love the Sounder and Link Light Rail, parking is the only problem that needs to be fixed.
1920	I know there is a proposed parking garage in Sumner and when I was last reading paper on that garage it is only designed to accommodate 65% of the expected ridership by the time it is finished? Really? If you want ridership to increase then you really should be planning on something that will handle 120% of train ridership and then use the remaining for your Van Pools and such. Why is the project posting something that they say we want cars out of the neighborhood and yet we are planning a fix that is 35% short of expected needs. I for one will be buying a permit or so that I can make it too work on time and not have to walk half the distance of my drive to get to the train I just think that more thought needs to be put into how your programs overlap and what your future projects can produce.
1921	Do not punish drivers who are utilizing mass transit to commute from suburban areas!
1922	Shuttle service from other area parking lots.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1923	More advertising to use the transit system on the weekends for sporting events, concerts and shopping. Buy ad time at the sporting events telling people to use the bus or train next time they come to the park. Get a Seahawk to star in the ads. (Seriously, \$40 to park your car for a game?) I also remind my friends to try the bus if they want to go into downtown to shop on the weekends - ads in suburban areas where there is a convenient line to get into downtown would be a smart buy. Thank you! And please don't reinstitute the parking permits. In addition to alienating your non-permit buying daily commuters, it seems like we are getting soaked for more cash.
1924	I have several issues with this idea. 1. Very few people carpool to get to a transit station because they are trying to use the facility to enable them to utilize a form of mass transit, why would I carpool there if I already could utilize multi occupant lanes. 2. We should be encouraging mass transit and permit requirement will be viewed as a barrier to this. 3. Additional cost and hassle in obtaining the permit. 4. I don't want any decals or mirror hangers on my vehicle
1926	The permit parking plan is the brainchild of underworked bureaucrats who are trying to raise more funds for transit. How many hundreds of thousands of dollars have been wasted thus far with this program, which will result in less use of our parking spaces. Empty spaces will exist because people need parking at 6:30 in the morning, not 9:30, when the permitted spaces become available to everyone! You don't even provide adequate room in your "No, Please Explain" box above. Are you really trying to get feedback?
1927	Improve traffic flow on second avenue through Seattle. Your buses have become very unreliable in the afternoon.
1928	I live closer to the Sumner Sounder station, but I have to drive to Auburn because of the limited spaces in Sumner. People I work with who use the Sumner station found it much more challenging to find parking spaces during the 2014 permit parking pilot at Sumner Station. I see that the parking permits will only create additional revenue for Sound Transit and not result in better parking options at the Sound Transit station.
1929	Do a utilization study at the Auburn Station garage. There are many spaces reserved for City of Auburn that are not utilized. Expand the garage or purchase additional property to provide parking.
1930	More parking at stations in SKC, almost every station is full by 7am.
1931	Expanded parking facilities if possible. Permit parking is a great idea. Right now I cannot drive to the train station because there is no parking available so I have to walk or have my partner drive me. This severely limits where I can live.
1935	I have never seen a problem, other than your routes were not planned out wisely, i.e. the train does not go to the Airport... big mistake. There could be a shuttle from Tukwila train station to the airport.
1937	Build parking garages. Ensure bike lanes to all park & rides & light rail stations.
1938	Parking is the key issue for me, including parking for bikes (bike lockers)
1939	If a permit will be required to park in transit lots and garages, then charge a nominal fee to everyone, regardless of how many passengers ride in the vehicle. I believe many commuters would be willing to pay \$10 - \$20 per month for a reserved space. Limit the reserved spaces to ONLY up to 9:00am. After that, the space should be free to anyone. Even at \$10 per month, Sound Transit would still generate a notable amount of revenue. And this daily commuter would gladly pay it if he knew he didn't have the daily stress of whether or not there will be a space available.
1940	More stations, more routes. I live in Maple Valley and drive to Issaquah to get to Seattle. The busses from Maple Valley run a short limited schedule that don't coincide with my work schedule. Driving to Auburn to take Sounder is also a limited schedule. Issaquah is most flexible, however the drive in the afternoon from there back home to Maple Valley is enraging on most days. Parking permits just helps those who are already taking the bus....and pissed off those of us that ride early enough to have no problems finding parking. Even arriving as late as 830 am, haven't had a problem finding a spot. Solution in search of problem....
1941	It would be great if seniors were given some priority.
1942	permit passes does not seem relevant to me as I think that first come and first serve is ok which is system right now. Otherwise when permits are allowed, mostly people wont be getting much space.
1944	I don't know anyone who can't get to a bus. There can't believe there are many in that predicament. Instead of using my car, I would have to get up at least 30 min before my usual 4am to get to a Rapid Ride (to the Fed Way TC) and would have to walk through a fairly crime-ridden part of town to get there. But a parking permit fee would necessitate that. A very bad idea.
1946	Create more spots if space allows, build garages, buy other lots.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1947	It seems to me that you need to overhaul your entire transit network-- extend the Light rail down to Tacoma, have it go on the West side of I-5, to prevent those from driving to stations on the east side of I-5 and filling parking garages that are already full enough. You need more express buses in the south part of the county. Increase the amount of stations the Sounder serves to decrease the amount of people forced to drive to stations. Your problem: Too many people drive to the stations, solution: you need to overcompensate on parking, expected travelers is only 300 a day, plan on having 500+ parking spots available. SO in hindsight: By considering population growth and parking costs in the city before you build, you'll be better prepared for the sheer volume of possible commuters. By doing this you'll prevent a lot of congestion on I-5, reducing the risk of accidents and making people's lives easier, making them happier and whoever instigates the above plan will be loved among the people and I'm sure their political career will surpass all others. Your welcome. Question for you: what happens when the amount of people willing to purchase permits exceeds the designated spaces? What then? By the way, the pressure cleaning going on at the Auburn station is stupid. Have them do it on the weekend-- taking even more spots away from the commuters to do it during the week isn't your smartest idea. Also why are all of the covered area's blocked off?
1950	Build additional parking lots or garages for people that commute.
1952	Keep services within walking distance to Park n' Rides, Bus Terminals, and Train stops.
1953	I'm not sure about other stations, but at the Auburn station there is both a multi story garage and a parking lot. If the lot could be turned into another garage there would be parking enough for everybody.
1954	We need more routes so that bus stops are more accessible by walking or biking from residential areas.
1957	Do a permit program that anyone can apply and pay for. Or an option to pay for a permit spot for specific days of the week and pay per days you use it. Make the permit spots open up earlier so you could still catch a train. Build a parking garage and charge for spots to pay for it. I know I would pay a lot of money to have a secure spot and not have to be at the station 40 minutes before my train.
1959	Mercer island residents should get priority over other commuters at the park and ride
1960	Add more parking spots within a SAFE walking distance from the train station. However I would much prefer adding connecting bus options to the park and ride lots outside of the train times.
1962	Shuttles in outlying areas.
1965	Let's face it, taking public transit is NOT the most convenient way to commute...it takes longer and requires participants to surrender considerable flexibility in their commute. Nevertheless, we participate because the benefits of less stress (usually!) and better environmental stewardship are real. The difficulty of finding a parking space is a MAJOR hurdle at many Sounder and Link Light Rail stations. I have personally had to abandon my intent to take public transit several times due to the lack of parking spaces. I am not alone in this. Making this more difficult by now penalizing (less spots available) folks who ride to the station solo is NOT going to produce higher participation. On the contrary, it will be one more negative to argue against participation...especially for newbies who may not yet have learned the tricks of the commute trade in navigating the growing challenge of taking public transit. Instead, build adequate parking facilities to support the public transportation you are asking us to take. You promised it, now fulfill it.
1966	Cut salaries to increase service.
1970	I believe that improving the local transit routes that feed these locations would encourage riders to not park there. I have a local route about 8 blocks from my house, but once I get on that bus it takes almost 45 minutes to get to Kent, where I transfer to a 566/567. That compared with about 10 minutes to drive to Kent does not make it a good option.
1971	BUILD MORE LOTS AND/OR PARKING GARAGES. IF CITIES WILL NOT ALLOW IT BUILD NEW STATIONS BETWEEN CITIES IN UNINCORPORATED AREAS. THIS IS NOT ROCKET SCIENCE.
1972	For getting to the train 8n everett, it would be helpful to have buses that go there.
1973	Build more park and rides and increase buses. At times I have to wait for 2 buses to go because of some much crowd . The bus route is 545
1974	Add more parking spaces!
1975	Since the Sound Transit Light Rail is meant only to connect parts of the local region you could build a subway that connected people in the neighborhoods to the light rail and if you're "thinking ahead" (relative term considering the Japanese and Europeans are decades ahead) a high speed rail that connected Pacific Northwest region; say Portland and Vancouver? Otherwise, a bandaid solution would be to start building more parking to accommodate the ridership and population growth you're always telling us is in the process of happening to our region.
1977	make all parking spaces large enough for big vehicles, OR ticket compact vehicles who park in large spots when there are compact spots open
1978	When traveling out of town for about a week, can not park and ride bus to work/business trip. Short term permit would be nice and vehicle would not get towed
1979	The addition of Parking structures and elevated walkways over the tracks, As a person with a disability whenever the train arrives or drops off on the opposite side of the tracks from normal it creates quite a inconvenience sometimes causing me to miss the train entirely.
1982	Build bigger parking garages or expand existing ones.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

1983	Not at this time
1985	Create a database of local street, private pay, overnight, and other available parking next to buses and trains. The parking is there, however riders don't have a way of finding out about it. Let churches rent their lots to commuters, either directly or through Sound Transit. Use a best-parking approach to what bus to catch instead of treating parking as an afterthought. Many people would drive a few more blocks to get to an emptier lot or street parking at the next stop, but they don't know what's available.
1986	Greater lots.
1987	We need more parking spaces! I can't even use Kent Station, Auburn Station, Tukwila station after 8am. Reopen the east side of Tukwila Sounder station. Better advertise/list/use the local church parking options and find more options like this especially along Light Rail which I literally cannot use due to no free parking anywhere after 8am that I know of. hbskies@hotmail.com
1988	Walk and bike...biking is problematic when taking train to king street.. There is no safe place to lock bikes up at king street station.
1989	Personally, I like the idea of giving carpools and vanpools first priority for parking. Other ideas to make it easier is better connecting bus routes to sounder station's.
1990	First there are insufficient buses and trains even if people could get to them. Second there need to be more short, neighborhood routes to get people to major hubs, and increased weather protection/access for pedestrians.
1992	People that take the train and can't get parking at Kent Station should consider taking the bus then.
1993	Expand the Mercer Island park and ride. Also, just another random suggestion, cover at that park and ride would be nice. It sucks to stand out in the rain and it's a busy enough place that I think it justifies the investment.
1994	I would have to ride my bike 5 miles to get to a park & ride. We have no bike lanes and mostly no street lights. Roads are rough and in bad condition. I do not feel safe on a bike by myself at 4:30 in the morning. My only choice is to drive to the train station.
1995	Lease private lots for parking for people who use the P&R but don't take the bus(carpools, vanpool, shuttles). Improved transit service at less popular lots might encourage their use. Fund more local feeder service. Local feeder was cut in my area.
1996	Nope
2000	Increase parking spaces by building more of them.
2001	Most riders drive solo to P&R. Restricting to dual riders per permit vehicle will only force all solo rider vehicle to compete for the 50% remaining parking spaces. Not a good idea.
2002	If you want to increase ridership on the various buses, you need to stop having express buses stop at various local stops and ONLY go to the transit stations. Last night it took nearly 30 minutes just to get through Renton because the 'express' bus stopped at nearly EVERY bus stop en route to the transfer station. I've heard from many people they don't use mass transit because it's actually faster to use a car. One idea to speed up service would be to have bus only lanes on the freeways (not shared with carpools or van pools). We also need more buses. The 567 going south out of Bellevue fills up with half the people standing 100% of the time around 5 pm, EVERY DAY. Add more buses, or start using larger (double) buses to accommodate the capacity. The key to getting more people to use transit is to make it comfortable and convenient. Having to stand in a very cramped bus is NOT comfortable. The addition of requiring a permit for parking is NOT convenient. You are doing the wrong things to endear people to using mass transit.
2003	Express buses have too many stops and thus move too slowly (why does the 550 stop 3 times all within 2 blocks of each other). Park and rides fill up too early, they should be built as structures more and built with excess capacity so they can grow as usage does.
2004	Bus only lanes.
2006	The current shuttle bus on Mercer Island runs too infrequently or with too much wait times between runs which makes it inconvenient to use in order to get to the MI Park & Ride. Therefore, it is more convenient for me to drive from the south end and park at the P&R lot on the north end.
2007	Although customers paid for it during the pilot, I have concerns about requiring additional "fees" to utilize transit. Most of the cities this program is targeting are areas where people live because of cost of living (it is too expensive to live closer to the city for them), and if the permit is required it has additional financial hardship impact for them. I do like the idea of having a guaranteed parking spot, but I do not agree with the cost that was part of the pilot (it doesn't seem that high but with the increasing cost of taking public transit it really adds up for a lot of folks).
2008	The bus schedules to the train stations from outlying areas such as Covington should be coordinated with the train schedules, i.e. #168. The bus schedules for busses leaving the various train stations for Seattle should NOT be scheduled for the same time as the train departure giving people options to get to Seattle if they miss the train or the train is late.
2009	More parking spaces. I park by 7.30 each day to get a space. If you introduce tiered permit parking I will just drive to Seattle.
2012	Consider adding shuttle vans (along the lines of Access) to take riders from their neighborhoods to the stations during morning commute.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2014	less efficient then first come first serve. This pushes car into the city earlier in the morning when dark and promotes crime and creates safety issues.
2015	Have specific lots for van pools that are not at the train stations. Run buses down 122nd Street to Military Rd to shaw road to Sumner Station to meet the train schedule. Run buses on the Orting Hwy to meet up with the train. All of the arterial feeds to Sumner Station are inadequate except from Bonnie Lake.
2016	People tend to be fearful of the unknown. They remain somewhat suspicious of government. The cost of the permits should be set and they should not be used as a significant income source for sound transit.
2017	build more parking spaces for Mercer Island
2018	Have shuttle services that collect people from bedroom communities, like microsoft does in redmond. This would diminish the need for parking spots at OTC for instance. Trying to regulate access to parking spots as opposed to trying to solve for the root cause of the problem (simply not enough spots available at critical P&R locations) is just crazy, and exactly what a government entity would do...
2019	Leave things unchanged. Works good as is. Although I doubt that any survey results will really matter if all you are really after is another revenue source. I would much rather pay more for bus fare than not be able to park in my park and ride just because I was not in the 'first come first serve' population...
2021	Improving local access roads would help, maybe adding sidewalks and pedestrian overpasses, even trails that bikers can use without driving on scary major thoroughfares. If location is an issue, large garages/lots nearby with shuttles to the train (like in Puyallup) seem adequate.
2022	Please institute a permit program for frequent transit riders. I have been a light link rail rider since its inception in 2009. Over the years, I have had to leave earlier in the morning to assure myself a parking spot. For regular riders to be able to rely on light link rail for their daily commute, it is necessary to have available parking.
2023	No
2024	No
2025	Build more parking structures. This new light rail will cause more problems than fix them bc where will people park to ride the link? Park and rides are for people trying to avoid the traffic nightmare as well as reduce their environmental footprint. We ride the bus service and pay a fee for that. This city needs to realize people will continue to drive and park and that more parking structures should be built. This city will never be a drive free city.
2026	I'd love to be able to take a bus from close to my home so that I could avoid driving to the P-R in the first place. Add local busses to take burden off P-Rs. Also my Metro bus is always packed with the aisle jammed and people get left at the stop when there's no room. It makes for a very uncomfortable ride. We need more busses.
2027	No
2028	increase parking. Provide more busses. My husband works in Northgate. Busses from Northgate going South are too infrequent. He has to wait 20 or 30 min to transfer to a bus to get to Renton. It's not worth it.
2029	Increase parking at these locations (parking garages like at Northgate and Issaquah)
2030	Provide more buses on Mercer Island that service the whole area, perhaps express buses that have a couple of runs from a specific area. I am disabled but the 204 and 201 buses don't run on weekends.
2031	Increase to double decker parking at Park & Ride locations, local neighborhood shuttle buses to park & ride locations.
2032	Work with local transit agencies to synchronize schedules of local bus routes that connect to express buses and trains and encourage more frequent local bus service so riders don't need parking spaces at park and rides.
2033	Expand park and ride lot or start policing to permit only real riders. Keep construction worker parking from nearby work sites away.
2035	build more park N Rides and larger parking lots, if you start charging why would should i not just drive and pay for parking at work.
2037	Make more park in rides, or with the 410, 412? Make it so there is less stops like the 410? It only runs in the morning and at night to help people who work in down town Seattle to get back north or the other way around. Also way more busses after sports games heading back north. I am sick of being on a bus that is so full it's packed in so people are standing past the yellow line after Mariners games. I don't even know what it's going to be like when I go to my first Seahawks game....
2038	Build more park and ride.
2039	I commute daily from Federal Way TC to Seattle. If I arrive after 7.15 am it is virtually impossible to park, which adds to the stress of the morning. Then when I stand in line, I and other commuters have to dodge the pigeon poop which is constantly dropping from above onto commuters and the sidewalk. ST should have more respect for its customers and fix this problem - this is not rocket science. Perhaps the Board of ST should come and join us in our daily commute and see the reality.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2042	Please coordinate the local bus / train schedule better so that people can take local busses to the train rather than having to drive. For the Seattle to Everett train there are only a few runs so if local bus schedules cannot be coordinated consider special express bus route that could connect the train to other hubs in the area where people could catch a bus. For example have a bus that runs from Edmonds station to Aurora Village transit center with one stop along the way. The bus can run to Aurora Village and be back to the train for the next arrival. There would be only 4 runs of the bus that match the train schedule. A lot of people could then bus, walk or bike to Aurora Village, take the connector bus and catch the train in a reasonable amount of time.
2043	light rail down the center of I-5 oly to sea and evt to sea. should have been done 30 years ago. no planning. and you wont get any more of my money!!!
2045	Working with the bus system to make arrival times to train station coincide with train departures/arrivals would benefit greatly. I would actually take a bus to the train IF THE BUS COULD BE EFFICIENT. Right now, it is completely off on timing increasing that method of commuting by more than 20 minutes each way. In talking with others, that is a common problem/issue. If mass transit is not CONVENIENT it will not be used. Period.
2049	For Kent, a connector bus from the Metro park and ride lot to and from each train. Note: I have not parked at the Kent station in the last month because it is always full at least an hour, sometimes two, before my train departs. My closest parking option is four blocks away, and I have some mobility issues that make it difficult to walk that far every day (but I don't qualify for a handicapped permit). I would gladly pay a monthly fee to know that I would be able to park in the garage.
2050	More parking spaces Expand parking lot
2051	More parking at the larger transit centers
2052	Have ample parking only reserved for transit users.
2054	build more parking spaces
2055	Please let riders know sooner rather than later if additional park and rides are included in the program. It appears Lynnwood Transit Center is not on the list, but I still need to get there before 7:30 to get a parking spot. I've changed my hours at work to accommodate.
2057	There simply needs to be more parking at the busy boarding stations. My concern is Federal Way. The transit center is packed, but the old park & ride lot a few blocks away is largely vacant. Why is it we are not making that lot more connected or encouraging vanpool riders to park there? They do not have to catch a bus at the transit center so they could park at the other lot.
2058	Increase bus service to and from the station to surrounding neighborhoods. For instance, I can take a bus to Auburn Station very conveniently, but the return trip does not have a good bus connection.
2059	In Auburn there is an additional "park & ride" down the street from the train station. If the buses were better timed, people could park in the larger park & ride and bus to the train possibly. At this time, it is a large delay and adds an additional 30-40 minutes, making it a non-viable option.
2060	Please ensure that permits are available for individual drivers. In order to take the bus I have to park at a P&R. I don't mind paying, but if I can park I am left with little choice but to drive.
2061	Bob Farrell 206-527-6262
2062	Build structures like the one at South Kirkland P&R.
2063	Rethink road diets and bike lanes for all else!
2064	Expand the bus service out to Cumberland, WA. There is no bus within 12 miles of it.
2066	Connecting buses frequently do not run often enough. The connecting bus I would need (Rt 240) is at best every 30 minutes and is unreliable in staying on schedule. It is also used by Bellevue School District students and is sometimes at capacity when it reaches my stop. Adding additional runs would be needed. Some cities also have express runs during peak times that stop at a fewer number of stops on a route.
2067	Have more frequent feeder routes to the transit centers and have the feeder routes coordinate with the commuter routes. It always frustrating to get to the the Federal Way transit center on the 577/578 and see the 187 or A-line just pulling out.
2068	Lower fares
2069	I think ST is doing a good job as is. If people are clogging up other transit centers or driving from somewhere to a different one you need to look at why? is the ride much quicker, safer parking, or what is the cause for someone to not use the local transit center.
2072	Please build more Park and Rides or work with local developers/local businesses to provide 8-5pm parking spaces for commuters. We really WANT to take the bus
2073	More vanpool that travel thru neighborhoods, linking for transfers at park-n-rides, more smaller buses during peak commute hours that are paratransit during the rest of day.
2074	There should be more and larger parking lots. Without more parking, there will NEVER be increased ridership.
2076	Add more parking spaces - have free tags people who park can display that are linked to their Orca cards so law enforcement can see how long it has been since a transit user has left their car in the lot and penalize those who abuse.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2078	More parking is needed for the Puyallup Train Station. build a parking garage like Kent and Auburn have!
2080	better connections from metro. more cross-town options. better connections from king county to boeing everett.
2081	Better coordination with metro to serve transit stations with frequent bus service.
2084	More designated parking. I honestly believe you have more ORCA holders at Sumner than you do parking spaces, so i am not sure how you plan on guaranteeing a parking space if the parking is full shortly after the first train has left. How many people tap on in Sumner and how many spaces are there? You are only moving cars from one place to another. People will still have to walk a considerable distance, the only difference is the earlier people who don't manage to get a pass or can't afford it will now be walking
2086	it's not a matter of how to get to the stations, its a matter of enough parking spaces. If you want more people to use mass transit, then provide enough parking to do so.
2090	Offer more frequent connecting routes from residential areas to get passengers to the transit centers where express buses stop.
2091	Consider more neighborhood circulators - like the Mercer Island 630
2093	Have the buses be more reliable with their times / schedules.
2094	Partner with local and state governments.
2095	I recently moved from Seattle back to Tacoma. I still work in downtown Seattle. I am very worried about the pending lack of parking spots at the Tacoma Dome Station when UW begins next month. If there were some way to encourage carpooling from outlying areas to the Tacoma Dome parking, I would strongly consider it but I'd want some assurance we'd have a parking spot when we arrive. If a lot of people are single occupancy drivers using the parking garages, will you consider some sort of program, incentives, anything to get more people into fewer cars and, thus, using up fewer parking spots?
2097	More Parking Availability.
2098	From my home in Lakeland Hills, more service. Right now I need to drive to the transit station to catch a train to get me to the light rail to get me to the airport and all of this is at a time service is not yet available.
2102	Build larger lots in future stations (and sell permits). Clearly, that is the preference for most commuters, to whom predictability in schedule is paramount.
2103	Charging for a parking space is no different than anywhere else you want to go shopping, entertainment venue, sporting event etc. You don't have to drive your car.
2104	Better access to parking throughout the day. I've left the Auburn station because there was NO legal parking available 3 times this year. I don't bother taking the bus any more.
2105	Develop park and rides that are not associated with shopping and entertainment locations so as not to penalize citizens using parking intended for dual purposes.
2107	Making people get and pay for parkinf permits so they can take the bus or train which they also pay for is not going to increase ridership.
2109	Find other free parking lots and provide a reliable and free shuttle to those busy sites if you are going to end up charging us anyways.
2111	Increase the number of trains to downtown Seattle and Tacoma instead of busses and increase the amount of busses within the city and create more stops to make it convenient for riders and to promote public transit
2112	Increase frequent smaller transit at minimal increased cost. Keep the Sound Transit trains running longer to support lower income workers on odd hour shifts. The schedule as it is supports higher income office workers. If you really are about providing transit opportunity, forget this garbage, make affordable transit that really helps those that need help a reality, and stop taxing the least able to pay.
2113	1) Create another lot. 2) Add more Parking Levels.
2114	I am not currently a frequent transit rider as I am not working outside the home, but thinking back to when I was working full time and looking ahead to when I may be working again I love the idea of having a portion of high-demand lots be permit parking until the end of the morning commute hours. I hope that this will actually be enforced and fine-bearing tickets issued to vehicles without a permit parked in permit-only spaces before the designated time. Otherwise I fear the program will not be as effective as desired.
2115	Run shuttle services.
2116	All lots surrounding the auburn station should be free
2117	The shuttles in use for Auburn and other locations that ferry passengers to/from the train that are timed with the train seem to be a better option. Providing more of them might encourage more ridership.
2118	How about building more parking facilities? People can't use the mass transit options if they can't park their cars at the transit hubs. All that selling permits accomplishes is that it makes it even more expensive to ride and it prices some people out of the market. Additionally, what will be the cost of policing the parking spaces for permits and who will make sure the car pool permits aren't being abused. Which will be a certainty.
2119	The PT497 shuttle to/from Lakeland Hills is a big help.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2125	Forget "Free" parking for those who carpool, if they want free they can keep their cars in their own garage. Kick the city of Auburn out of the Auburn garage. How many spaces are they taking up??? Build the second garage promised here in Auburn, that we've all paid for or give us our money back for this garage. And forget about making it easier for people to get to buses and trains. How about making it easier for the citizen's of Auburn move about their own neighborhoods without dodging around the commuter cars clogging our streets. Just build the second garage and start looking into a third and forth garage for Auburn.
2126	More local neighborhood trolleys to and from the stations.
2127	Provide incentives to local businesses (those with a large enough employee base) to encourage them to provide shuttling from transit centers for their employees.
2128	There is NOT enough parking spaces in the Auburn downtown park & ride. These are completely filled up by 7 am from train riders. Please, there is a demand for more spaces.
2130	Shuttle vans from major transit routes. In addition, run mid day trains to and from Seattle. I would use Sound Transit way more if I didn't need to commit to an entire day in Seattle.
2131	Sound transit is not for buses and trains only. They have vanpools and car poolers. Your goal is to get be out of single occupancy vehicles. Do you job not make a profit.
2132	A rush-hour Uber service from various areas to Sounder suburban stations is the way to go. We have the technology, people.
2133	More parking at the train and bus stations. People are willing to take transit, otherwise the parking lots wouldn't be full. But it isn't enough to for them to drive to the station, and take a train/bus, then catch another bus once in Seattle, to finally arrive at their location. No, you now want them not only frickin carpool on the way to the station, but also pay to do so. Just stupid. Worst idea ever.
2134	Build more and/or bigger parking garages. It would get a lot more cars off of the freeways.
2137	We have lived off 51st on Auburn's west hill for over 25 years. We have never had adequate transit support on 51st Avenue South, a major road on our area that feed a large and growing population. Instead a bus that connects with Sound transit and park and rides has gone the same exact route off of 288th through a neighborhood to Military Road...for over two decades with no modifications in spite of the population growth. Why not plan better connections with greater ridership due to increased population?
2138	FIX THE SCHEDULES!!! I would leave 30 minutes earlier to ride the bus if it got me to work on time, but with the current routes and schedules I would need to leave 1.5-2 hours earlier than driving.
2141	Adequate connecting bus service. ie, a 497 bus connecting to ALL Sounder trips in both directions and similar service to other neighborhoods.
2142	Provide additional free parking. Don't make the parking problem worse than it already is.
2145	Reserve space on small shuttle type bus that goes from designated location to train station directly. Or from home to transit center to pick up light rail. For example, we live in Auburn and use Federal Way transit center to get to light rail for 5th Avenue show at least 4 or 5 times a year. I have not seen an Auburn bus that takes you to the light rail. Is there one? Perhaps there should be one.
2146	no
2147	taking a bus is not an option. I have a car and I pay a TON of taxes. Build another parking structure. I think more frequent trains would be nice and an earlier train going south too.
2148	Add more parking. Add more bus routes. Bus routes, specifically the one from Auburn station to Lakeland Hills doesn't run after each train, it should. Don't make it more difficult for those already using it.
2150	The Park-n-Rides are the "last mile" of the transit system. There is no reliable, dependable transit in my neighborhood. If I have to pass up "permit only" parking stalls at the P&R, and risk not being able to find a parking spot, or pay to park, I may as well drive all the way to work. There are two solutions: 1. Improve "last mile" service by making it more frequent, dependable, and operate longer hours. 2. Provide more parking; either on-site or nearby leased lots with shuttle service.
2152	People need to understand it cost money for parking, so someone needs to pay for it. I have always said that people who use it should pay for it.
2154	The paid permits are a great idea. I will be first in line to get one.
2155	I don't currently have the need to take public transportation for my commute but will have the need when Weyerhaeuser relocates to Seattle in the summer of 2016. I would like the flexibility of having a guaranteed parking space at the Auburn station.
2156	Better security.
2158	More Sounder Trains, trains during the day and not just morning and afternoon, WiFi onboard
2159	Increase the number of sounder trains. I know that is hard given how the tracks are shared with railroad companies. Guaranteed parking spots (at least for a period of time during the day (i.e., up to 9-10am in the morning) would work well (for the permit parking.
2160	More would use if there was more parking.This stands true for the link as well. The lots are always full. Expand the hours it runs.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2161	Please build more parking space to accommodate high demand (I'd be willing to pay for parking if necessary). No parking space available prevents commuters like myself from taking public train to downtown Seattle from Auburn station. In addition, there're limited available trains after 8:30AM, further limiting options for folks who choose to take train as the preferred mode of transportation. Adding more bus routes to accommodate commuters from Auburn to Seattle will also be beneficial. Facing limiting train options, folks who depend on public transportation to get to Downtown need more bus choices and routes to get to their work sites.
2163	More trains going into/out of Seattle at later times. But definitely need more parking spaces for train riders.
2165	we need to increase capacity in the South sound for parking not control it. Raise the height of the garage at least 4 floors.
2166	1.) Build more parking lots. Even if the parking lots were pay lots (either hourly or daily rates). Maybe work with the Port and give transit rides a discount on parking at the airport. 2.) I live in Auburn and work in South Lake Union in Seattle, but have a kid in school in Burien. The parking permit needs to be flexible, some weeks I would take train from Kent Station, others currently from Tukwila International (future will be Angle Lake).
2168	Build larger parking garages; make buses with stops at Park and Rides -- go to Transit centers for trains.
2169	More bus routes to Lakeland Hills. I have to walk 2 miles to get to the nearest bus stop. I'm not doing that walk twice a day, let alone in the rain or icy seasons.
2173	Can you please explain, how charging people MORE money to use Sound transit services is making it easier for anyone? How is making more congested traffic on our road ways because people can no longer afford their commute with car pool/ public transit AND have to pay parking fees is making it easier?
2174	Express services to the Link stations. For me to take a bus from my house to the Tukwila Link takes 53-55 minutes. That is just not convenient when I can drive to the link station and cut my overall travel time by 15-20 minutes. If there was an express bus directly from say, the Auburn sounder station to the Tukwila Link station I would be more enticed to leave my car at home.
2175	Provide parking so people in the suburbs can count on being able to get to a park and ride and find a spot to use transit to the city.
2177	build more parking.
2178	DON'T require permits for parking.
2179	Having buses go to bus stops in surrounding cities to pick up and drop off at sounder stations. Thus no car needs to be parked at the station. Honestly if you start charging for permit parking at the train station, what's the point of commuting it's not cost effective, I might as well drive to work if you are going to charge parking for solo drivers.
2180	MORE PARKING SPACES and safer buses.
2181	Just give us more parking, please.
2183	Use some of those billion's you're soaking us for and build additional garages where they are needed.
2184	More transit routes with your partners King Metro and Pierce Transit to get folks to the train stations. Then you won't need so much parking. Need later train times while I'm at it.
2185	I do not understand how the Tukwila Station lot was build and is already at capacity. Why is the old parking on the other side closed? In Auburn, why is so much of the garage reserved for other things not related to commuting? I have no idea how permits would solve the issue of all parking being full way before the last 3 trains run. You will need to increase the capacity as promised in order to prevent parking spilling into the neighborhoods and businesses. Permit parking may change who gets a spot, but not how many people need a spot. I take the shuttle from Sunset Park these days, but it adds another 10 minutes to my commute. There's no way to get back up if the train doesn't run. And that happens more often than one would expect. The shuttle should wait until the train arrives.
2186	More parking, in the form of another garage, or change the existing parking in the area to be without threat of tow near Sounder station. As a normal commuter, I couldn't find a way on the city website to apply for a permit to park in the lots near the Auburn Station. And/or start a shuttle service between Park-and-Ride Lots and Sounder station. Those trains can carry more passengers to and from Auburn, but access is too limited due to the parking situation downtown.
2188	Yes, Sound Transit should honor its commitment to build a second parking garage at the Auburn Station.
2189	it would be nice to have a substation in lakeland hills area of auburn
2190	Direct buses from other locations
2193	Yes actually provide a bus from Auburn to Seattle. The original direct bus was canceled. Residents have only one direct way to Seattle and that is train. Hence TOO many people need transit center parking.
2194	Daily orca card users should be able to park free. The orca card should be your access to the garage or lot. Others who are not DAILY commuters should be charged. IF you want us to use public transportation then stop trying to charge us in addition to paying our fare.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2195	This is specifically for LINK Light Rail - allow people to park at all the stations and not just the one in Tukwila. What a waste to think everyone is going to get there on foot or bus. I would take the light rail system if I could park my car near one of the stations on MLK Way. What a shame that you closed all of the parking lots and eliminated all street parking. I would think you could have people pay an hourly fee to park close to the stations. I've never seen a mass transit system that offers no parking for anyone near the stations (maybe you should check out Dallas because they offer free parking). Thanks for the Link Light Rail System, just wish I could use it.
2196	Build the additional garage in Auburn that was promised by Sound Transit for the last tax increase. Offering permits for those that can afford it leaves a lot of people out that can't afford to pay, not fair. Once again the little guys get the shaft. And you expect people to vote to pay additional taxes this November. You want people to take trains/buses but you are going to be pricing people out of taking that route. People will just start taking their vehicles again, is that your intent.
2197	It's very easy right now. I drive 4 miles to a free park and ride, leave my car there and take the train to Seattle. Then I ride the train home and drive 4 miles back to my home. Don't try to fix something that isn't broken.
2198	If you want ridership to go up then make it easier for people to find parking in the areas of the train stations. Permit parking will not help this at all. If you have to issue permits (and have people pay for them) people will be less likely to park at the stations. The Auburn station already has a ridiculous amount of "permit only" spots in the garage and is already hard to find parking after 6:30am. Add more parking to the area and people will be more likely to use the train.
2199	You buses just don't work and the drivers have been rude and don't wait for the train even when the train is arriving and they driver know's that half his/her passengers come from the train they just leave anyway. You need more parking! More spaces and enforce the parking by towing cars out that are parked illegally in handicap zones or in non parking spaces. Permits don't do anything but make you money and add more of a burden upon the people who have to ride transit.
2200	Provide more options for getting to the train stations other than their cars. The Lakeland Hills shuttle seems to work well. Could this service be offered in other locations?
2201	Find a way to get the parking garage in summer built faster. It's been years since the voters approved the measure and there's no visible sign of progress.
2202	I think you all have made it easier to get to buses and trains but the real issue is the lack of bandwidth on the roads for the increase in population even for transits buses. I see a major issue of how buses go from getting on the free way and having to get over to the HOV and back out and off which causes more congestion but that's every vehicle. To remedy that would require more road space for vehicles to enter and exit the HOV lanes without disrupting the regular already congested lanes. Bellevue and Kirkland have great examples of that system currently. Hope to see more of those down the road in my life time.
2203	Only concern would be that the people unwilling to pay for permit to park would then spill out into street parking making that more congested than it already is. Realize that some street parkers may become permit parkers.
2204	Sound Transit should provide more free parking space to encourage people to take the public transportation. Expand bus route is another way to make public transportation more robust and appealing.
2206	Increasing the number of parking spaces at the Auburn station would make it easier to get to buses and trains. The Auburn station parking garage is full by the 6:55 train and reasonable street parking is also full. Without available parking spots, it is very difficult to take the train or bus.
2208	More parking spaces please!!! See Portland, OR
2209	more stops, more frequently so people can better be on schedule for work and productivity to boost the economy.
2210	I can not believe you spent all of our tax dollars building the "New" Tukwila Station and did not even come close to allowing for enough parking. Those of us who use that station could foresee the problem during construction. When we asked about it we were told that there was a significant increase in the parking stalls. On day "1" of the new parking lot opening it was over full. At the end of our work day when we arrive at the station we are lucky to find a parking spot and are forced to parking in the electric car parking stalls. Many times we have had to wait until the next train comes for people to go to their cars so we have a place to park. There is no way your permit parking is going to solve any of our parking issues it just makes it worse.
2212	Look to San Francisco for a better managed train system.
2213	Coordinate with Metro about train departure times and bus scheduling. Build a second parking lot in Auburn like was promised during the last request for funding.
2214	Make trains hours longer. Nights and weekends.
2215	'No-Cost' or 90% reduced fare must be provided to low income residents.
2219	Need buses from Auburn station to go directly to downtown Seattle
2220	Route 497 from Sunset Park to Auburn Station, arrives at Auburn Station nearly 15-20 minutes prior to the train. During the winter months waiting 20 minutes in the freezing cold for the train can be very difficult. Perhaps some design improvements at Auburn station (and other stations too like Kent) for inclement weather would be beneficial to the hundreds of daily users!

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2221	You should spend less hard-earned tax-payer money on buses & trains, so that money can be re-directed back toward roads & bridges where it belongs, and so that it's faster and cheaper for goods, services, and workers to get where they're going, which makes us more competitive nationally and globally.
2222	Build more parking. I have to scrounge for street parking every morning and it is discouraging to see the only parking completely full after the first train.
2224	Discover where most people are driving from; institute commute time feeder buses to the train stations from those locations. Bang for buck approach rather than the political approach.
2225	More parking Tacoma Dome station and north
2226	At the busiest lots ie mercer island, make it resident only (with permit) until 9am, the. Open the lot up to off island commuters
2227	Take away parking spaces that are reserved in the train station parking garage for "shopping" in Auburn. There is no shopping in downtown Auburn!
2228	the park and ride in Auburn on 15th does not go to the train station. There should be at least a few busses that go to train station between 6 & 7
2229	Restore the lost Metro bus routes. Build new preferred parking but don't take away parking that people counted on being free when they purchased there house or took a job in a certain location. Thanks "Traffic Engineer"
2230	See previous comment. Build the second garage like you promised.
2231	I am opposed to the proposed bus turn around and light rail train. Both will destroy the north end of the island and take away vital lanes for the bridge which connects our Mercer Island residents to Seattle with access to jobs, services, and healthcare in Seattle. It will not replace the current usage of the center lanes of the bridge and has never been done on a floating bridge of our length and size. This entire proposal is wrong-headed, will definitely be more expensive than we are being told, definitely have delays which every project the WSDOT has ever engaged in, and will undoubtedly be a fiasco as Bertha and the 520 bridge are. The solution is to grant parking permits to Mercer Island and continue to support and the use the buses already operating. This is the correct approach.
2232	Where is all the money going. I don't see it going back into the park and rides. Why not make them double decked parking garages? Use the space wisely. instead of just charging people for "premium parking"
2233	Build more multi-level parking facilities at present locations, ESPECIALLY at Tukwila International!!!!
2234	Not at this time.
2235	The auburn area and surrounding towns have little to no mass transit to get to the Sounder train station. Parking is a necessity as the available bus routes are neither frequent nor conveniently located.
2236	While I don't personally use transit services, I can see how permits would help commuters assure that they receive a parking space.
2238	Increase parking levels at stations and increase information about overflow lots with shuttles to transit stations.
2239	Increase parking capacity, our park n ride is full by 7am.
2243	Transfer buses every 10 minutes from the old Auburn Park n Ride on 15th Street NW tot he Sounder station.
2246	Second parking garage and a walk over bridge to the train station would be the right choice to move more people.
2247	The whole parking garage in Auburn should be for the Sounder train. To have the parking for shopping is not right. Maybe Auburn needs to put in more parking and also have the hours longer for the shops. I don't shop downtown as they are usually open the hours I work.
2249	My response is from a retired non transit user.
2250	Auburn City Govt has brought in a lot of money through their three hour parking limit law and should subsidize this project with some of their revenues.
2251	Have buses and trains going from where people live to where they want to go, quickly. Taking the train or riding the bus takes much longer than driving myself and sitting in traffic.
2252	I would love to see an officer checking the handicapped parking. I see abuse going on.
2253	heavier subsidy for low income / seniors. (75 cents "all you can ride" with bus transfer (can do grocery shopping on one fare if hurry) v. \$1.50 one way senior / low income fare on ST) better signage for non-english speakers esp. int'l station and airport
2255	Just would be nice to have more parking available for transit riders who pay and to have permit parking reasonably at cost due to those who also pay just to ride the train to work where the cost isn't much of a burden for those who ride and rely on transit.
2256	Have shuttle buses come by more frequently from park and rides to station (Puyallup) both in am and pm. Also have both bus and trains more reliable. Far too many cancellations due to mechanical issues. A lot of times the shuttle bus is late in evenings.
2257	Build Auburn second station
2258	Open additional Park & Ride Lots and expand bus service to and beyond the Maltby area

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2260	Auburn Station needs another parking garage. Making it more difficult to park by requiring permits, that have to be renewed constantly, is only going to discourage people from taking the train. We want to park and ride! No need to make things more complicated. Also, more frequent buses from Lakeland Hills to Auburn station would keep the cars at home all together.
2261	Please set aside parking spots at Mercer Island (MI) Park & Ride for MI residents, not just frequent travelers. I am not a daily commuter, but I often need to go to Seattle and would like to take the bus. However, I usually can't because I find no parking spots at the MI Park & Ride after 7:45 am on weekdays.
2265	I highly recommend reserving a few spaces for people who want to take the later trains. Because the spots are first-come first served, only those who take the earliest trains get spots, which kind of defeats the purpose of having later trains if people can't park.
2266	Build a parking garage in Puyallup
2267	We need an overflow parking lot in Auburn. It's frustrating that if I don't get there by 6:30, I then have no other option but to drive in to Seattle. With trying to juggle getting my child to school on top of that added stress, it's frustrating. There is an empty lot for permit holders right next to the garage but no way of knowing how to get a permit through a private vendor. I don't want to have to pay for parking just to then pay to ride a train but it is better than the alternative of having to drive in every day.
2271	get facts- look at how many people are trying to park in garages but that end up needing to park on side streets - I have this many trips going on from tacoma to seattle ... at X time my garage is full with X spaces still open but are unable to be used because of X - that means X # of routes could be missing \$\$ because X , X & X - do your self a favor and try it your self at different times to commute and see what you find - you could be suprised at what happens when you step away from the desk and learn something first hand and what is missing in your reports !
2272	More stops
2273	Additional services, more routes added , more frequent, reduce bus fare which is already high
2274	More parking spaces for non-daily commuters.
2275	Build another parking garage in Auburn. If there isn't enough parking spots, there is no reason to ride the train or bus.
2276	Increase parking capacity at stations/ transit centers.
2277	Feeder lines on Mercer Island. Limiting non-island residents to the PnR or giving them priority over someone who drives to MI from Bellevue or Issaquah.
2278	Need a lot more park and ride spaces outside of Seattle city limits--as far south to Puyallup and Lakewood and as far north as Mt. Vernon--with new ones funded with help from public-private partnerships. Charge for the ability to reserve a space; let flexible vanpools pick up riders; provide amenities (coffee kiosk); set up a link to smart phones for a registration system for parking and for flexible vanpools/carpools Uber/Lyft.
2280	Expand the park and ride lots and transit centers.
2281	Sound Transit should give priority to vehicles parking at the P&R closest to their home. That not only is the fairest policy but also tends to reduce emissions.
2282	I'm not a morning person and work in high tech, so by the time I get to Mercer Island P&R it is always full. I hear that non-residents often park here because it is the last stop before Seattle.
2283	Not at this time
2284	Make sure space is provided for parking their cars. When I retired I planned to go to Seattle for cultural events. It is not possible to take the bus as the PARK & RIDE has no parking spaces. I live on the Island and feel some provision should be made for residents!
2286	I have three small children and would like to take them to seattle during the weekend or a week day but not during work rush time. All children love trains so what a great thing to share. A train ride to seattle would make any kids day why is it that we have this train but its not avaiable for parents. I would like to see a train available for kids and parents to go to Tacoma or Seattle once a month would be nice. A parent could plan a trip in a month advance.
2287	Since biasing isnt an option for me leave the parking as is with early commuters getting the spaces or add more parking with the new spaces being by permit.
2288	Mercer island residents should have priority at the park and ride. It ridiculous that you need to be there at 7am to get a spot. Mercer island has horrible intra-island public transportation. Taking a bus to the park and ride is not an option for many of us.
2289	Reinstate more frequent public service from the south end of Mercer Island (I used to take that bus until discontinued and now have to park at MI park and ride if I want to use the bus into downtown). Limit permits to only MI residents. This will at least allow MI residents to use the bus service which frequently fills up with residents from the east who prefer to use MI park and ride instead of park and rides in their own neighborhoods.
2290	Make a simple mobile app to learn how full park n ride lots are in real time. Make a mobile app that makes it very easy to show available mass transit options based on inputting locations and timeframes.
2291	Build garages at busier lots

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2292	Available parking is your big bottle neck. Try finding a spot mid-day. Build it and riders will come. The BART found that out the hard way.
2293	better align bus routes with park and ride locations
2294	Invest in creating more space for parking at locations where there's consistently high demand.
2297	All you are doing by issuing permits is shifting the problem to other riders. I start work at 7AM, which means I am at the Fed Way P&R at 5:30 PM to catch the 5:45 bus. The garage is usually about half full by that time. (I generally park on the third floor) These are not people who "get up at dawn to find a parking space" they are people who get up at dawn to go to work. If I have to drive past all the permit spaces, and worry about finding a non-permit space, you have not solved the problem.
2298	Big park and ride lots. Make them 3 stories from the start! Make it possible for riders to actually use their local park and ride by issuing permits for locals. Our P and R is so packed by others, I gave up trying to use it.
2300	have the new 630 route go up/down SE 24th in the morning and afternoon, then people in East Seattle and First Hill can ride it to the P and R to catch the 550 etc. the 630 does go up SE 24th in the morning, but, not in the afternoon. so I have to walk from the P and Ride to East Seattle neighborhood, thank you
2302	Make resident only parking. And perhaps increase the amount of parking spaces that are available.
2307	More feeder lines from neighborhoods to the main stations.
2308	Available parking is critical. This is especially true in Mercer Island where the park and ride lot is small and fills up with cars from Bellevue and points East, leaving not enough spots for Mercer Island residents.
2309	If someone wants to take the bus or the train, they can. It sometimes takes a little longer - but with traffic the way it is, it can easily take just as long to drive. More buses might help - but there will always be a large segment of the population who simply don't want to do without their cars. And, if anything, charging for a permit to park will just discourage those of us who are already using public transportation. I may as well go back to driving.
2310	Free Parking. Even in Residents of NY state taking the train into the city park for FREE
2311	People that use and depend on the system should get no cost or very low cost parking.
2312	Sound transit is great, king county needs to start their routes earlier.
2313	Earlier local buses to transit center
2314	Add more stories to the current MI park and ride.
2315	Create more parking spaces. Maybe build a lot with multiple levels. I use the Tukwila park and ride at the Light Link station. The residents at the nearby apartment building uses the lot often and airport employees.
2316	A round trip fare from the suburbs to Seattle is almost \$7.I would hope that parking permit will not be too expensive. In addition to the parking permit, is there a plan to create more parking space?
2318	Stop allowing people from other cities with park n ride lots to utilize the Mercer Island lot. It is impossible for residents to use it!
2320	Expand lots if possible. Designate lots for folks carpooling only, separate from people taking the bus.
2321	Continue to add small park n ride lots by renting church lots along feeder bus routes.
2322	MORE bus routes, not less... Do not allow OFF-Island residents to clog up Mercer Island's Park and Ride lots...
2324	Get more parking spaces. Inadequate parking at this location, Sumner, Tukwila make it impossible to take the train into Seattle. I'd like to, but since I can't find parking I have to drive in or not go at all since parking in Seattle is too expensive or lacking.
2327	Build a parking garage in Puyallup.
2328	My neighborhood hasn't had bus service for years and the commuters must drive from our neighborhoods to get to a bus. We need more park and rides too. Having permit parking won't increase the amount of available parking spaces so it won't help with the problem. It will just add to the frustration of there not being enough spaces. If you don't have a permit and half the spaces become restricted, the number of available spaces will be cut by half and commuters may have to start driving in, adding to the already too congested roads.
2329	When I did work downtown and took the bus from Mercer Island....sometimes I had to drive to the Eastgate P&R in order to find a parking spot because the MI P&R was full. Would help to have some spots reserved for residents.
2330	Park and ride lots are truly the only way. Sound transit needs more garages.
2332	As a resident of Mercer Island, I cannot take the bus into Seattle if I get to the parking ride after 8:30 because there are no parking spots - and most of those are taken up by off island folks. I would like spaces for MI Residents only.
2335	No

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2339	Provide shuttles from neighborhoods not served by buses - at highest commute hour times; make fares for Metro same as for Sound Transit - why is there a difference?? Expand Park and Ride on Mercer Island to accommodate off-Island commuters. Give preference to local residents to use Park and Ride nearest to their homes, e.g. Mercer Island overwhelmed by off-Island commuters - how will Sound Transit deal with new residents if all permit spaces are used. There should be a "hold back" for certain groups, e.g. local residents; new residents; or an Open Enrollment period each year or something that gives all persons interested a chance to take advantage of the permitting process. For non-permit holders, a certain number of spaces should be designated for immediate area commuters; perhaps do a zoned permit (e.g. local, out of area, way out of area, e.g. Mercer Island, Bellevue, Issaquah, North Bend, etc.)
2340	More shuttles are needed: specifically from the South end of Mercer Island to the P&R on the northend along I-90. Please do not proceed with a "bus intercept" on Mercer Island! This island community can't absorb that level of traffic & congestion.
2341	Build parking capacity at train station . Not every one is 20 years old who can rise a bike to the station or carpool. School schedules dictate parent schedules making it extremely challenging to drop kids off then get to train early enough to get parking spot. It makes no sense to build train and light rail stations without parking. people give up on taking mass transit because they can't find parking at the station. When you work multiple jobs every minute counts.
2342	2 approaches are possible. Decrease the number of cars using the parking or increase the number of parking places. Decrease cars: 1. Provide better arterial transportation from communities to train stations. 2. Provide parking at other areas for vanpool and carpools. They do not need to have their cars at the train station. Increase parking places: 1. Build a parking garage. Placing a permit on parking only makes a bad situation to a less efficient worse situation. Please, do not do this stupid action!!!!
2343	Incentivize and look for partnerships to develop "neighborhood" park and rides with business owners with surplus parking and/or undeveloped land that could be combo parking and green space
2344	where there is a train/bus station put in a parking lot for people to park their cars need to make it easy for people to use train/buses but for a person to take a bus to the station would add so much more time on their commute who has the time so so treat all people equal, the ones with money and people who are struggling to make ends meet
2346	Local parking permits
2347	Build parking garages, bigger ones in some locations where they already exist
2348	Permits are cheap and easy to implement but make the experience of using public transit much worse. If the goal is to increase usage, they are not tenable. The present amount of spots is not enough. Locking up some of them for people who paid REDUCES the overall supply. Building parking vertically increases the amount of space available and increases transit usage long-term with the short-term costs of higher expenses to implement.
2349	On Mercer Island, we have few parking options. Please retain some of the MI parking lot for Mercer Island vehicles.
2350	We need to get people to use their own neighborhood park and rides. Mercer Island residents trying to use Metro or Sound Transit can't get into their own P & R because commuters from other communities fill it. I think the permits should have zip codes on them, and a list of permitted zip codes clearly posted online and on signs at the entrances to the lot. It doesn't seem fair that local residents get squeezed out by non-residents.
2351	Please consider the Eastgate Park & Ride as another location to be considered for the permit program. It is very difficult to find parking with so many Bellevue College kids parking their cars there. There are signs prohibiting this behavior but there is no enforcement so they keep doing it. I legitimately park there and take the bus into Seattle but I often encounter difficulty finding parking because of this huge problem. The student body increases every year, and I have to go earlier and earlier to find parking. When I cannot find parking, I drive into work which just adds to more congestion and discourages public transit. Thank you.
2352	Provide satellite parking lots near the transit centers and provide shuttle service. the bus Transit centers. Ive had to park 2 bocka away from the transit center to
2353	While I am not a current rider of the Sound Transit system, I will become one mid 2016 along with 800 of my coworkers as Weyerhaeuser moves our corporate headquarters to Seattle. Parking to be able to ride the train or bus is a major concern for many of us. I would gladly pay to ensure a parking space for myself.
2355	Drmamntically expand parking at 10-20 centralized park & ride nodes and implement trains and/or bus rapid transit among these nodes. Build sufficient space to maintain ZipCars or similar at each node.
2360	It's hard to get a park on Mercer Island park and ride because most spots are taken by off island people. People should park based on where they reside not what is more convenient for them.
2363	Ensure ample parking near transit stations. I'd take the bus more often if I knew I could find a place at the Mercer Island P& R but don't because of the off-island cars clogging up the limited P & R.
2364	More bus service more frequently
2367	As a future user of the transit system I think this is a great idea
2370	Add more parking spaces to the Mercer Island Park and Ride
2371	How much will one of these permits cost a person on a quarterly basis? How much of the parking garage currently in Auburn be taken up by permit parking?

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2372	Ash way park and ride is difficult to find parking.
2374	I believe that you need more parking at the facility or to add several buses to handle the 800-900 people that will be commuting when my Company Weyerhaeuser opens their building in Seattle July 2016. It is a bit daunting to find out that there is no room to park, buses run, but there is little room for error which can add several minutes of the commute if missed.
2375	i use the bus once/week to go to Seattle. Based on the current proposal i would be able to benefit from the permit parking, which would deter me to use the bus :-(. The Permits should be issued to local residents, or maybe have two kind of permits...
2377	Make it possible to reserve a spot at a P&R the night before.
2378	Underground parking.
2379	Yes if you are planning to do such a thing do it at no cost to the regular users
2380	Charge a fee for parking. Residents of the local neighborhood could pay a lower fee (or no fee) while non-residents can pay a higher fee. The fees can be adjusted based on local supply and demand
2382	Limit parking by non transit drivers. Limit amount of time cars can park in lot
2384	Give permit priority to those who live in the specific park and ride locations.
2389	yes set aside half the spots on the MI park and ride for MI residents. I would take the bus everyday but the P&R ride fills up by 7:30AM with people from Issaquah and Sammamish
2394	We need parking for those people who want to take the later train to Seattle for day trips. It's too dangerous and costly for retired taxpayers to drive into Seattle when the Sounder Train is so convenient. We need our second parking garage that was originally promised to Auburn. Thank you.
2395	We need buses to be available more frequently. I would take the bus into Seattle from the South end of MI but they only run twice a day. This may work for some commuters but not for me. If I drive to the park n ride to park and carpool or take the bus into the city, the lot is always full so I end up driving in.
2397	Better Fare Enforcement Transit Security could be more responsive Turnstyle for individuals to pay or at least have to use a machine before accessing the link (closed in, not set up like an ATM); Card or ticket reader on the Platform w/a Transit Security in attendance, especially since they aren't really doing anything except walking around trying to look like they are special.
2398	Lower rate, increase #of trains, increase # of cars, more train service from 6pm to 9pm
2400	MI Park and Ride is always full week day mornings. Living on the Southend of MI--it is impossible to use public transport. Very frustrating.
2401	I can not use the bus because the local park and ride is full of people from off Islander. There should be spaces reserved for residents to use during the day. Put an expensive fee for all day parking and a reduced fee for short term parking.
2402	I think ST has a lot of unsolved problems at the moment.
2406	drastically fewer express buses. more frequent all day routes.
2407	Increase awareness of bus routes. Marketing. The free bus tickets mail out was a good idea.
2408	Well lit and safe (and separate) pedestrian and bicycle access. Permits granted in a way to causes drives to switch to public transport as soon as possible (instead of driving to the last stop, parking for free, then taking the bus the last step). Permits for special events also need to be considered (ability to reliably park and ride for events that are not commute hours and are not regulated by minimum Orca card use).
2409	Frequent local shuttles or let me drive/park in a place that's within a few miles to home.
2412	Yes, More buses going to the Park and Rides. Most of ours have been eliminated or greatly curtailed. We need an East Mercer Way route!
2414	Restore bus service from south mercer island to the park and ride. It was halved in the metro cuts.
2415	Provide more parking spaced in the lots that are deficient. If the region desires to be more reliant on public transportation, privileged parking for a fee doesn't provide a long term solution.
2417	Monitor the lots!! Ticket offenders! There is a great parking lot dilemma many riders are facing. There are cars parking at ST park and rides who don't use the system but get picked up by their co-workers at these lots. It is nice that they carpool (not ST or Metro pools) but they take up precious space your riders need!
2421	Mercer Islanders can never find parking @ the park and ride. Please allow island residents the ability to park first. 70% of spaces should be dedicated to island residents to encourage more use of public transport
2422	1. Preferred permits issued to residents of nearest park & ride lot. 2. Levy a nominal charge for park & ride parking. 3. Rezone areas to allow private investors to lease/own and operate Park & Ride lots. 4. Designate space for drop off Car to Go, Zip Car at Park & Ride locations.
2423	Need to run busses before 6am and after 8 pm on mercer island
2424	More parking at Auburn Station
2427	Parking permits should be limit to mercer island residents only otherwise it would create additional congestion to the island and have an negative impact to local residents. If off island permit is allowed, sound transit should pay for update of parking structure and road maintenance cost for the added traffic to mercer island

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2428	Add more local buses that go to major destinations. For example from MI south end to Seattle. That will limit the pressure on P&R locations, especially on Mercer Island.
2433	perhaps more local buses to the train station if you do not want people driving and parking at the train station. The permit pilot program was WONDERFUL - finding parking even NEAR Sumner station is so difficult after 6:15 am, I have ended up driving to work in frustration because on-street parking was so difficult to find and far away.
2434	Just more frequent mini buses to major park and rides.
2435	Not sure if it will work or not because the Kent parking garage is full if you don't get there by 7:30am except for weekends and holidays + a day before and a day after the holiday.
2436	Build bigger parking structures. If the demand for spaces has outstripped the supply, that indicates you need more spaces. Additionally, if you want to increase ridership, and you don't have enough spaces, there is a fundamental problem achieving your goal.
2438	If people have to go to a transit center for permits they will stop using transit. My only strong suggestion is to make it widely available to those who qualify w the orca card.
2439	think about getting back home at the end of the trip ... need to solve both ends of the trip.
2440	Increase the parking space in park and ride.
2442	Bigger lots, more parking spaces.
2444	For 574 it would be nice if the travelers with luggage, will stay in the bus and let the employee get off the bus so they don't hold the line all the way in the back.
2445	Sound transit should purchase more lots and it shouldn't cost riders anything more than the cost to ride sound transit...
2446	Building adequate parking facilities to handle the volume of eople willing to use public transportation.
2447	Figure out how to accommodate dropoff zones / cell phone waiting lot type approaches. People are using your facilities to do this, whether you planned for it or not.
2449	Build more/bigger parking lots and garages!
2452	More frequent reliable local service within Kent, timed to take riders from the Sounder up into neighborhoods, would mean fewer people needing to park in the Kent station garage.
2453	Regular small transit buses from the East Hill and West Hill of Kent to the station that arrive in time for Sounder train.
2455	In the Kent area, I see no need for change. Kent station never runs out of spaces and there is plenty of access to the buses.
2457	Build for demand instead of political goals. EVERY other country does
2459	Add more bike space on Sounder, it's really full right now. Provide an incentive to bicycle to the bus or train.
2460	Keep policing parking lots to prevent nontransit users from using the park and rides as a pickup place thus taking the only spots available to transit riders. At the South Everett station, you have to arrive by 6 am for a parking spot during the winter when the nontransit riders take up all the spots.
2462	Puyallup, Sumner, 1/2 of Auburn and now the brand new lot in Tukwila are all single level parking lots. WHY? So rather than fixing the problem, charge the user a premium to park in the inadequate lot and leave everyone else to find parking on the street. Then call it a plan to "increase ridership". The logic escapes me.
2463	Routes more often and every day. On MI, the bus doesn't run on weekends. :(
2464	Frequent shuttles or buses connecting surrounding neighborhoods with the transit stations. Not everyone can walk or ride a bike to the train
2466	More connector buses. I live on Eastlake Sammamish right between Bear Creek park and ride and Issaquah. 3 miles to one 4 to the other. Closest bus is 1.5 miles to the top of the hill.
2467	I see that Metro (not necessarily Sound Transit) has begun to use different size buses to accommodate different route usage patterns that scale capacity to demand which hopefully is more efficient and thus able to increase the breadth and frequency of routes.
2469	Street parking availability or shuttles to park and rides
2471	Provide a safe very low cost taxi program to and from the stations. (That could reduce the need to drive and park.)
2472	Any future growth will seriously need additional parking spaces.
2475	Have frequent shuttles from multiple stops to a park and ride
2478	More local transit options that feed into the park and ride area.
2479	Reliable openings in P n R would make it easier to ride bus. Rather than drive around the garage and the nearby streets, I just drive in to city.
2482	If there were a bus service so that those of us not within walking distance to the Sound Transit stop, we would not need to park. Encourage residents near to a Bus Car Park to park at the one closest to them- save our Environment. Possibly the charge for a permit should be increased if a person could park in a closer Transit Park and Ride.
2483	Provide shuttles from several places in a community.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2485	SoundTransit shall extend frequent bus service to further distances, e.g. Redmond ridge: a bus is coming every 2 hours. Of course noone is using this bus, if the busses would go more frequent, more people would use the bus. The parking space in BearCreek is too small. Ask UPS/Fedex if they can share some space. SoundTransit should invest in Railroad systems, (eg. Redmond to Seattle via 520 bridge) , then the bus is not staying in traffic jam all the time. Do not decrease the number of 545 busses going directly to Seattle citi center because of the new train station at Montlake. Each changing of bus/train is costing lots of time.
2486	he situation on Mercer Island right now makes it very difficult for most residents here to use transit. There is no parking after 7:45. Transit service serving the south end of the island is too infrequent to make it a viable alternative to driving to the north end to catch a seattle bus. If you issue permits without consideration of residence, the problem won't be solved. Riders further east will still prefer to drive to Mercer Island, the closest park and ride to downtown seattle, to catch their bus. They will consume a large percentage of permits, just as they consume a large percentage of the parking in the Mercer Island park and ride lot. Why would it be any different?
2488	I have a few suggestions: Give us more bus routes and more times for pick-up on the island. It has to be convenient for people to ride the bus to the park and ride. It is not convenient especially from the southend. The buses stop at 6:30 or 7:00 and they only run about every 30 minutes. The stops are particularly sparse the further south you go. When my family goes downtown it costs us more on the bus than it does to park downtown. If you want people to ride the bus why would you charge the people with the fewest options a high price. Isn't one goal to get people to ride the bus when we have enough parking places? It makes more sense to increase fares for boats or sea planes. I have heard from employers that they can't find employees because people can't afford to live in the city and nor pay for transportation to the city.
2490	Start coordinating with Uber or other ride share services to take people from their homes to their nearest transit stop on demand. Think into the future even further and create partnerships that develop driverless vehicles that can server this function cost effectively in the future.
2493	More non stop buses to train station. I can't take the 20 stops with people who can't move slowing the whole travel process down
2494	Build bike trails to P&R and provide bike storage racks at the P&R.
2495	MORE PARKING and more trains during RUSH hours in the afternoon
2498	1. Expand Park-n-Rides. 2. Expand feeder transit routes.
2499	Increase frequency of buses from other points on Mercer Island that go to and from Seattle. This will also help alleviate the park and ride issue by decreasing the amount of cars using the lot.
2502	Mercer island residents should have the majority of access to the Mercer island park and ride. People cole from Bellevue, Kirkland and Issaquah to park here and it eats up the parking spaces. They have much larger lots than we do but park here because it's easier.
2503	There are never spots available after 7:15a - so I can never use the bus. People from Bellevue & issaquah drive to mercer island park 'n ride & Park there. It therefore doesn't allow people whom work at 8a or later to be able to use the sound transit
2504	frequent shuttles from alternative parking lots to main bus station/stops
2505	You also need to think about the other end: getting people to their final destination. I hate to say it, but we probably need a hub and spoke model for mass transit. Access to offices on the east side is nearly non existent.
2506	Not having available parking at the mercer island park in ride makes it more encouraging to drive to work instead. I have to walk 1.5 miles to the park n ride currently which makes me later to work & it isn't a great option when it is raining or really cold.
2509	Charge people for parking, and use the earned funds to lower fares for walk on customers
2510	Can never use Park and Ride on Mercer Island because it is always full. Therefore, the only alternative it to drive.
2511	Improved sidewalks, crosswalks and bike paths for the areas around the park and rides. Make it as safe and easy as possible for people to get there by foot and bike!
2512	Provide more buses, specifically the 550 westbound.
2514	Preference for permits at P&Rs close in to the city should be given to residents of the town in which the P&R is located.
2515	I would use transit anytime I go to Seattle if I could find a place for my car near the transit stop--
2517	If possible, increase parking spots and bus frequency during early mornings on weekdays and home seahawk football games.
2518	Other than provide more parking at the stations? No suggestions. I think it was a gigantic mistake to not have parking nearby and is frustrating to all, especially to those who really do want to decrease use of cars but cannot do so. The lack of parking is ridiculous!

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2519	Yes, build more ParkNRide slots or make more slots available to local residents. The system as proposed would reduce the number of slots available to Mercer Island residents. Already one has to get to the ParknRide prior to 7:30 to have any hope of gaining a slot. The large numbers of drivers from outlying areas who use I-90 to take free slots in the Mercer Island Park N Ride still drive long distances in autos and take the last free parking spaces before arriving in Seattle. Mercer Island residents who have already had their Metro bus service reduced would, under this plan, have fewer parking slots available.
2520	Issaquah TC always has open stalls, especially on the top level. I've been using this parking facility for over a decade and have never been unable to find parking regardless of time of day. So this facility, though busy, is not yet operating at capacity. Please do not implement Permit Parking at this facility. If you do anything, ticket drivers who park so badly that they use two stalls!!!
2521	It is the responsibility of commuters to manage how they get and from to buses and trains. Sound Transit should not be managing how commuters get to and from public transportation. Sound Transit's only responsibility should be adhering to schedules (within reason given traffic conditions) and rider safety during the time commuters are on the bus or train. If someone is having difficulty using public transportation, they need to find their own solution that works - just like any other situation in life.
2522	I have often driven to work when the Mercer Island Park and Ride when I was unable to get there by 7:30 a.m. on a weekday. I do this due to time constraints. I believe that if a community's land is being used, the community should primarily benefit from that use.
2524	Can bus 111 stop at the Renton TC to transfer to the rapidbus to tukwila int'l blvd station?
2525	Riders should park in their local lots.
2526	Dallas has an on demand program. Why don't we have something like that here? https://www.dart.org/riding/dartoncall.asp
2527	Better coordination with other agencies.
2530	Not off top of my head
2532	increase capacity at Mercer Island park and ride
2533	Support local bike lanes to transit
2534	More connecting transit options outside the immediate Seattle area. Increase frequency of existing routes.
2536	Can we reserve certain amount in MI P&R so that locals can get a spot? I know I can have a parking spot by arriving at MI P&R before 8am, but I am afraid that will change with the permit program since there will be less space available for un-permitted cars (given that I fail to get a permit). It doesn't feel right having to compete with out of area commuters for a parking spot in a park and ride that locates within our community.
2537	<p>• The parking permit program penalizes low income commuters who work for an employer that does not subsidize transportation costs.</p> <p>• Create more parking sites in the Kent Transit Center garage by limiting it to commuters only M-F until 9:30. No Kent Station employees (Social Security, Green River College), GRC students, or shopping/movie customers permitted before then. Sound Transit hasn't addressed this issue and the non-commuters parking vehicles take up a lot of space.</p> <p>• Provide parking at the old abandoned Metro bus transit park-and-ride lot nearby on James Street and provide shuttle buses to transfer commuters to the Sound Transit center.</p> <p>• The parking permit program is a thinly disguised plan to increase revenue for Sound Transit. But it's not addressing the problem " Sound Transit has made a committed effort to successfully increase ridership (and revenue) but lacked the foresight or wherewithal to reasonably address or plan for the parking needs of the increased customer base. Duh . . .</p> <p>• Suggest that Sound Transit reduce the salaries of its executives and management by 10% to make up for any lost revenue instead of dunning your customers by forcing them to purchase a parking permit or park elsewhere at their peril.</p>
2538	Add more parking. Even if they need to add a lot down the street and shuttle back and forth. More parking lots are necessary.
2540	Significantly expand parking available at high demand lots. Mercer Island, Eastgate, Issaquah etc.
2543	More parking availability for MI residents.
2544	Express buses from other locations to popular transfer points. Eg express bus from south end of mercer island to north end park and ride, offered at peak times.
2545	Provide more parking lots/garages rather than permit parking. In my opinion, that is not going to solve the ridership problem. More parking spaces is the only solution (referring to Sumner Train Station again).
2546	We need to be building more lots or increasing capacity of current locations (parking garages).
2547	The parking garage is nice, but it can take 20 minutes to exit the garage when I leave at night as I have to park at the very top level to catch the 7:37 train from Kent Station. The park and ride is quite a long distance from the station. Can more parking occur at the bus station or across the street? 2 hour parking spaces are south of the station but are open most of the day.
2548	Perhaps Sound Transit could develop a ride-share system to help riders find carpool partners?
2551	Let people register their commutes so that you can better match demand and supply.
2552	Turn MI P&R spaces into 4 hr parking spaces for people who need to get to drs and errands downtown.

Survey ID **Fill-in responses for Survey Question 6: Do you have any other suggestions for how Sound Transit can make it easier for people to get to buses and trains?**

2553	I don't really have any suggestions. Just comments and thoughts. I think the idea behind the permits is a good idea. But I'm nervous that the execution of this idea won't go well. What will the application process be like? As a frequent bus rider, I notice the same people ride my route and we all deserve this type of opportunity. How will you keep it fair?
2556	Zone for more apartments/mixed-use areas < 0.5 miles from hubs. I just moved to as close as possible to the Tukwila Sounder station to reduce my commute time to Seattle as much as possible. The more public transit saves time b/c it is itself efficient, as opposed to only being efficient relative to I-5, the more people will use transit.
2557	Canyon park park and ride is far to small. If you get there after 7am, there are no parking spots available
2558	More organized stations, ie most stations are a free for all with seating. Also, more frequent bus routes at the top of the hour in the evening along with 1/2 hours. This is the busies time and if there were more that came around the same time it would move people at a steadier pace vs. overpacking
2559	Besides the obvious idea of increasing parking, I suggest changing the way bicycles are stored on the train. Currently only 2 bicycles can fit per car. A simple change to vertical transport would increase that number to 4 or more. Bicycles would make it easier for local riders to get to and from the train.
2560	Fees will eliminate riders
2561	Simply need more free parking spots. Women are not going to park 4 blocks away down some side street and walk at night in the rain to their car. Build proper parking structures for the future rider numbers. Provide minimal up charge to park within 100 feet of the station for solo cars and free for car pool and motorcycles. Easy parking access equal more riders which equal more \$.
2563	Help cities identify and prioritize walk ability near stops for connector busses.
2565	The Sounder train needs to run more often and on the weekends.
2566	I believe you are on the right track by providing better parking options for folks. Not having a guarantee makes one not want to take the risk. More connector routes will help too. thanks for a great service!
2567	I do not utilize the Park & Rides in any of the proposed lots above, but I will take the opportunity to add my opinion about the parking issue. Permit parking does not solve the underlying problem, which is that there are not enough parking spaces for those who want to ride the bus. If you want to encourage ridership, YOU MUST PROVIDE SUFFICIENT PARKING. Period. Or people cannot ride the bus, no matter how much they want to. I live in an area where there is no bus service to any Park & Ride, at all, within 60 miles. So to ride the bus I need a place to park my car. All of the Park & Rides I use (Lynnwood Transit, Ash Way, Mountlake Terrace) are full by 7:00 or 7:30 AM, except Everett, where there is always parking, albeit somewhat of a walk. You can't get cars off the road unless people take the bus, so please provide parking. And while I am at it, why can't we park overnight at Everett? Everett is the only place to catch Amtrak where there is actually parking available, but you can only use it for a day trip. How stupid is that? If I want to take the train to Portland or Vancouver BC, I have to drive to Lynnwood, park my car, then take a bus to either Seattle or Everett to catch the train. And even then I can only leave it for three days. I would be happy to pay for long-term parking so I could take a bus to the airport or a train to Portland, but I cannot leave my car in Everett. So again, to encourage ridership, you must make it easy and convenient to park.
2568	Provide more parking. Make the gravel across the street from the Auburn Station parking garage
2572	have more Park & rides on the SR 5-22 route.
2573	More frequent routes.
2575	build additional spaces above the ground spaces now being used.