

*2/1/2024 Rider Experience and Operations
Committee Meeting Written Public
Comment Submissions*

Submissions

Cascade Bicycle Club, Feet First, Futurewise, Hopelink, Move Redmond, Transit Trekker, Transportation Choices Coalition, and the Urban League of Metropolitan Seattle 2

Troy Serad 2

Alex Tsimerman 3

Cascade Bicycle Club, Feet First, Futurewise, Hopelink, Move Redmond, Transit Trekker, Transportation Choices Coalition, and the Urban League of Metropolitan Seattle

The substance of this comment is within a letter included at the end of this summary.

Dear Sound Transit Board Members and Sound Transit Interim CEO Sparrman,

Thank you for the opportunity to comment on the parking policy at Sound Transit.

Attached are comments for both REO and the Exec board from Cascade Bicycle Club, Feet First, Futurewise, Hopelink, Move Redmond, Transit Trekker, Transportation Choices Coalition, and the Urban League of Metropolitan Seattle.

Thank you for your consideration.

Respectfully,

Matthew J. Sutherland (he/him)

Advocacy Director

Troy Serad

Good afternoon REO Committee,

I am calling to oppose cuts to the 590 ST Express, and to ensure that Downtown Tacoma remains served by Sound Transit buses.

Before cutting any trips of the 590, cut non-essential buslines like the 586 first. Doing so would avoid cuts now planned for the 590 between Tacoma and Seattle, helping to preserve what is a bedrock service of this regional transit authority.

Suspending the 586 means its riders would need to transfer. In this environment of cuts, this is a reasonable trade-off. Transfers are easily made in Seattle to countless destinations that are well served by the 1-Line or other bus routes, especially UW.

For a good rider experience, it is essential that transfers occur in places where connections are always abundant. Sound Transit staff, however, now seek to impose one on Pierce County riders at Tacoma Dome where that is not the case, and eliminate legacy service to Downtown Tacoma. This should alarm every Pierce County board member.

The Dome area is not the heart of Tacoma, and very little of the County's transit actually goes there. Just 5 of Pierce Transit's 31 buslines serve it, and zero of those are the trunk routes that form the backbone of the County transit system. To delete the Downtown Tacoma bus segment means we sever most local connections, disrupting travel not only for riders going to Tacoma, but virtually everywhere in urban Pierce County.

As the T Line will remain a local service, it is no replacement for regional trips into Downtown, especially with its limited headways and poor span of service. If forced to transfer to it, riders would be needlessly inconvenienced, and some even left stranded.

Promoting the use of transit here is already difficult as it is. Please don't make it harder. Save the 590 and our regional transit to Downtown Tacoma.

Thank you.

Respectfully,

Troy Serad

[Alex Tsimerman](#)

STOP! NOW!
DEM NAZI FASCISM
YUNTA!!!
BANDITO!!!

Alex Tsimerman

Pt. Standup-America!

Date: January 31, 2024

To: Sound Transit Leadership

From: Cascade Bicycle Club, Feet First, Futurewise, Hopelink, Move Redmond, Transit Trekker, Transportation Choices Coalition, Urban League of Metropolitan Seattle

Re: Comments on 2024 Link Light Parking Program

Dear Sound Transit Board members and Sound Transit Interim CEO Sparrman,

Thank you for the opportunity to provide comments on the 2023 Link Light Rail Parking Program. As Sound Transit is planning and building the most ambitious transit expansion in the country, it is important that you hold safety, climate, equity, and rider experience while evaluating the options for the 2023 Link Light Parking Program. We offer the following comments:

- **Continue to evaluate the need for building new parking.** Travel patterns have continued to change, and post-COVID commutes (plus continued improvements in local multimodal networks) may require less investment in expensive and unsustainable parking infrastructure. Per ST3 policy, before any more investments in parking structures are made, staff should analyze alternative sustainable options or opportunities to scale down costly plans.
- **Revenue should be reinvested in sustainable access.** While driving to and parking at stations remains the reality for many areas in the region without sufficient or safe sustainable transit access options, we must continually work to move away from investing in expensive and harmful parking infrastructure. Using revenue generated through parking pricing to help fund improvements and incentives to encourage and improve sustainable access is a common sense policy.
- **Explore incentive programs.** Consider how to encourage people who do live closer to stations to only use the parking if they need to. Right now, many people park and ride as default, but strategically encouraging walking, biking, and bussing to light rail when possible will ensure parking facilities best serve those who need it the most.
- **Ensure inclusive access at parking stations:** Prioritize features that empower a diverse range of users, particularly those with disabilities, to seamlessly navigate the station and integrate with our transit system.
- **Daily pricing.** We support and recommend a shift toward daily pricing, which incentivizes users to pay for their actual usage and discourages behaviors tied to monthly parking, such as driving, simply because it's already paid for.
- **Use data.** We also suggest you continue using demand to determine which parking lots should have pricing and let demand influence price setting, at least to some extent.
- **Continue equity and engagement work.** The equity analysis you've outlined should serve as a guiding principle for maintaining lower rates for individuals with no alternative but to use the parking facilities, ensuring equitable and accessible parking access. Additionally, while considering parking proposals, we strongly advocate for thorough community engagement to explore alternative program designs and gather feedback

from the public. This engagement process will contribute to a more well-rounded and community-centered approach to parking management.

- **Prioritize education over enforcement.** While users using the parking correctly is an important part of parking management, we urge Sound Transit to rely primarily on education and warnings rather than trapping people in the enforcement system.
- **Coordinate with NextGen ORCA.** Work with regional agencies to ensure ngORCA can be used to pay for parking in the near future.

Thank you for taking this step toward better access and alignment across your services.

Sincerely,

Cascade Bicycle Club

Feet First

Futurewise

Hopelink

Move Redmond

Transit Trekker

Transportation Choices Coalition

Urban League of Metropolitan Seattle