SOUNDTRANSIT

REALIGNMENT PUBLIC ENGAGEMENT

May 2021

Executive Summary

The COVID-19 pandemic immediately reduced tax revenues Sound Transit relies on to deliver voter-approved projects on schedule. Updated cost estimates for major projects in planning compounded Sound Transit's financial challenges.

In May 2020, staff launched extensive efforts to inform and engage the public in the realignment process the Sound Transit Board initiated in response to these two financial pressures. This comprehensive approach engaged jurisdictional partners, stakeholders, community-based organizations and the general public.

Engagement began with an online town hall on May 29, 2020, to inform local jurisdictions of the potential financial impact to the capital program. Seventy-eight mayors, local elected officials and staff from cities throughout the Sound Transit District attended the event. Over the course of the year, Sound Transit hosted more than 50 jurisdictional briefings that included many city councils, state, county and city elected officials, and several port commissioners. In May 2021, Sound Transit held updates for all jurisdictional staffs active with the agency.

During this same period, staff also engaged a broad range of stakeholder groups through approximately 55 online briefings. These groups ranged from civic organizations, Sound Transit advisory boards and healthcare industry leaders to Rotary clubs, chambers of commerce and disability advocates.

In April, as Sound Transit’s 2021 Progress Report arrived in 1.3 million mailboxes of households across the district, we expanded these efforts. Along with continued group briefings and listening sessions, the agency kicked off a public involvement period encouraging input from all Sound Transit District residents.

An online open house spanning three weeks explained the revenue and cost estimate issues underlying realignment. A survey allowed participants to rank their priorities among the voter-approved projects not already under construction and subject to potential realignment decisions. In addition to ranking projects in order of importance, participants were invited to provide written input on an open-ended basis.

In addition to mailing the districtwide report, Sound Transit promoted the opportunity to provide input via channels including, but not limited to, emails to more than 100,000 Sound Transit subscribers as well as paid online advertising. The advertising as well as the open house content and survey appeared in English and in the region’s six most common other languages: Chinese (Traditional), Korean, Russian, Spanish, Tagalog and Vietnamese.

In all, the online open house generated more than 31,000 unique visitors and 9,730 completed surveys. In addition to the themes summarized in this report, the report’s appendices include the verbatim input provided via 6,717 open-ended survey responses.

Public engagement will continue. Intensive stakeholder and public input during our environmental review and final design processes will remain a key part of shaping the scopes, schedules and budgets of every single project we design and build.

Engagement going forward will include informing and involving the public in work to improve the agency's project delivery by securing more funding and working to control costs without sacrificing projects' public benefits.

The following pages provide details of engagement activities and themes of input. The appendices document includes:

Appendix A: Jurisdictional, Stakeholder and Community Organization Briefings and Engagement
Appendix B: Graham Street: A Community Driven Neighborhood Vision
Appendix C: Detailed Engagement Metrics
Appendix D: News Articles
Appendix E: Detailed Survey Data
Appendix F: Open-Ended Survey Responses
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Appendix B Graham Street: A Community Driven Neighborhood Vision

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1 JURISDICTIONAL, STAKEHOLDER AND COMMUNITY ORGANIZATION BRIEFINGS AND ENGAGEMENT

As concern about the potential scale of a COVID-driven recession grew rapidly, Sound Transit organized an online town hall on May 29, 2020, to inform local jurisdictions of the potential financial impact to the capital program. Sound Transit Board members joined CEO Peter Rogoff and CFO Tracy Butler as they shared information about the pandemic's projected impact on Sound Transit's tax revenues. Seventy-eight mayors, local elected officials and staff from cities throughout the Sound Transit District attended the event.

Over the course of the year, Sound Transit hosted more than 50 jurisdictional briefings to continue the conversation, keeping local elected officials and staff apprised of changes to Sound Transit's financial situation and soliciting input on how the agency might respond to lower tax revenues and higher estimated costs. These briefings included many city councils, state, county and city elected officials, and several port commissioners. In May 2021, Sound Transit held updates for all jurisdictional staffs active with the agency.

During this same period, Sound Transit staff also engaged a broad range of stakeholder groups through approximately 55 online briefings. These groups ranged from civic organizations, Sound Transit advisory boards and healthcare industry leaders, to Rotary clubs, chambers of commerce and disability advocates.

Here are some of the themes these stakeholders shared:

- **Continued commitment to completing projects as soon as possible.** Sound Transit projects are seen as crucial to recovering from the pandemic by creating jobs, enhancing mobility and stimulating local economies and opportunities. Many groups we talked to wanted to know more about how to support agency efforts to find additional funding to keep projects on track.

- **Prioritization considerations.** There was desire to prioritize projects that have the highest potential for affordable housing development in proximity to the station. We also heard interest in prioritizing projects in communities that rely on transit more because of low car ownership. There was also interest in ensuring that the Board prioritize ST2 projects.

- **Protect accessibility.** There was stated preference to not reduce project access allowances or the ST access grant program, and to not reduce accessibility of stations to close the affordability gap.

- **Questions about finance plan and affordability gap.** There were many questions about details of the financial plan; questions about debt ceiling, impacts of subarea equity; cost increases for individual projects and alternatives; certainty of the affordability gap and cost estimates. There was strong interest in third-party funding or other ways to infuse projects with the financing they need to be built as soon as possible.

- **Consider the region's recovering economy.** Regional job growth in the next few years will be explosive, and most of it will be outside of Seattle. We need to keep our commitments

and try to keep up with this growth in our transportation and housing systems, not get further behind.

- **Process questions.** There were requests for information on the timeline for realignment decisions and more time for the community to engage in the conversation. There were questions about what decisions are made during realignment versus what decisions are made at the project level.

Sound Transit staff also completed a round of listening sessions with organizations that work with communities most affected by institutional and systemic racism and other forms of oppression and who are potentially impacted by program realignment decisions. This effort included organizations that serve or represent Black communities, other people of color, people experiencing economic hardship, limited- or non-English speaking communities, immigrants and refugees. We offered these organizations a stipend for their time.
In these listening sessions, Sound Transit staff asked:

- What are important destinations for your community (e.g., cultural centers, schools, etc.)? Would planned ST projects support your access to these destinations and resources?

- What would you like the Sound Transit Board to understand before delaying, phasing or modifying future projects?

- How can we best stay connected with you to provide updates about Board decisions?

These listening sessions with community-based organizations were intended to supplement the equity analysis completed in 2020 and to supplement on-line survey input. We asked these groups for information that a demographic analysis may not provide. Here is what we heard:

1.1 Regional themes

- **Delaying projects that serve communities of color erodes trust and does not consider systemic racism borne by the communities near these projects.** Communities in the Rainier Valley endured the most impact during the development of Link light rail. Continued delays to infill stations and extensions to connect regional populations perpetuates the history of systematically underserving these groups.

- **The efficacy of community input can expire if the timeline between project planning and delivery is extended.** Stakeholders expressed a desire to evaluate planning timelines if project delivery dates are extended. On one hand, there was concern that community input and enthusiasm to provide guidance would have limited relevancy in Sound Transit's rapidly evolving service area. On the other hand, some communities did not want planning to be delayed, because they need a lot of time for understanding and engaging in Sound Transit's planning process, setting community priorities and building capacity to engage with Sound Transit. We also heard comments that Sound Transit should consider changes in new census data, versus the data that formed the basis of the ST3 plan. Many things have changed dramatically.

- **If project timelines must be extended, utilize the extra time to ensure future stations and services reflect the values and needs of the surrounding community.** Focus efforts

on making sure that services meet the needs of populations who have been underserved, namely those who speak languages other than English, aging populations and those living with disabilities. Do not reduce accessibility to save money on projects. Be aware of important cultural centers, government and human services destinations when considering delays, and during planning and construction. Additionally, ensure station artwork is community-driven, culturally relevant and co-created.

- **Perception from Snohomish and Pierce County organizations that they have been waiting a long time for light rail and that completing the Everett to Tacoma spine is critical to system success and the developing cities they will serve**. In addition, interviewees in the North and South corridors shared that future light rail stations are the centerpieces of many local development plans, and delays to light rail projects greatly impact these municipalities' abilities to plan for transit-oriented development or further connect historically underserved populations to social and cultural resources. Further, developer investment in Snohomish and Pierce counties is in anticipation of future light rail connection, so our project delays could hinder or dissuade development.

- **Sound Transit can act as a convener between community organizations and elected officials.** Some stakeholder organizations in Snohomish and Pierce Counties reported difficulty in collaborating with their respective elected officials on important considerations such as affordable housing around future stations. Sound Transit's access to elected officials through the Board and project Elected Leadership Groups provides the opportunity for collaboration with social service and cultural organizations who serve priority populations.

- **Coordination with partner agencies delivering capital projects in the same area is critical to minimizing construction impacts to communities and businesses.** Small businesses recovering from pandemic impacts are fragile and would be particularly sensitive to prolonged disruption from repeated construction periods due to delaying or phasing projects. Sound Transit can demonstrate trustworthiness by coordinating with partner agencies delivering capital projects in the same area (e.g., in the Chinatown-International District and Pioneer Square area).

- **Delaying parking at stations is a polarizing issue for community organizations in car-dependent communities in Snohomish and South King counties.** Some groups feel that access to free parking is critical to community's ability to use future stations, while others recognize the cost savings associated with delaying parking and prioritize station construction.

- **Continued engagement with priority populations requires partnerships with community organizations.** Interviewees expressed strong appreciation for existing partnerships with Sound Transit, especially monetary and time investment through sponsorship, regular Sound Transit staff attendance at stakeholder meetings and briefings tailored to individual stakeholder interests and priorities. These investments build trust, which is essential to engage with these priority populations. Sound Transit needs to continue to build trust in these communities.

- **Transit education is crucial in advance of project delivery.** Stakeholders who live near existing Link and Sounder service can name specific benefits of being located proximate to regional transit, but stakeholders who are not current riders have difficulty imagining their

communities with regional transit access. There is desire for more resources on how to ride transit, what transit passes exist, and what happens if you forget your pass.

- **Make reduced fare applications, information and how-to-ride resources easier to access, ideally online.** Many aging, low-income and unsheltered populations do not use light rail. They need help learning to access the system. Using the system can be uninviting to those with low incomes.

- **Consider community representation on the Board.** Stakeholders expressed a desire to be more directly involved in the realignment process, and many are unsure of how the community fits into Sound Transit decision making.

1.2 Community-specific input

1.2.1 Everett

- Development of an early learning center west of the Everett Station is underway, which will allow the center to move out of their current location in the old Sizzler. Many government and human services are at Everett Station, so it's key to connect as soon as possible.

- There are 22 multi-family facilities managed by Housing Hope that will benefit from Link extension to Everett.

- Even if projects are segmented and sections have different delivery timelines, it's preferable to talk about all projects holistically in community conversations.

- Extended project timelines could allow communities the opportunity to build resiliency to prevent gentrification in the Casino Road community in Everett.

1.2.2 Eastside

- Social service providers anticipate ridership from locations outside Sound Transit's ST3 service area to use the system once complete and are working to organize connections from these destinations to projects that will open between 2021 and 2024. For example, Hopelink is working on connecting Snoqualmie Valley to the easternmost Link station.

- The opening of East Link is highly anticipated and will greatly expand access from Eastside communities to the Chinatown/International District.

1.2.3 Seattle

- West Seattle: Anticipates more than 200 additional residential and affordable housing units in the Brandon, Delridge and Avalon nodes, which will benefit from the Delridge station. Near that station is the Youngstown Cultural Arts Center, the library, South Seattle Community College, trails and multiple key human service destinations. The RapidRide H line will connect communities South of Delridge to the entire network.

- The Graham Street station: this location is important to the Filipino, Somali and Cham communities, amongst others. This station is a key hub for community services (Somali Health Board, International Community Health Services), cultural centers (Co Lam Pagoda, Al-Noor Islamic Center), housing projects (Filipino Village, open to residents this year), childcare centers, ethnic groceries and businesses. The Graham Street Action Coalition has worked for years to prepare for development around this station, and their community vision is attached to this report. (See Appendix B.)

- Chinatown/International District: The station is the destination – a transit hub. The CID is the cultural connection of the diaspora around the region, and the future light rail station planned there is a major destination. The community needs some time to recover from the pandemic before construction begins and does not want to recover from the pandemic only to be hit by one major capital project after another. Project timing should be coordinated with planned SDOT, WSDOT and other public projects that will impact this area. There was an interest in continuing efforts on station planning and reconnecting the CID and Pioneer Square neighborhoods, and a concern that the affordability gap would lead to scaling back of station accessibility and usability (100-year infrastructure decision).

- Pioneer Square: Opening the light rail will reduce bus congestion on Alaskan Way, so the longer the West Seattle and Ballard light rail project is delayed, the longer it will take to realize the full potential of the waterfront revitalization project. Pioneer Square has been under high-pressure construction since 2008, and delays make it seem like the pressure will never end and prolong a return to normal. Getting the station at Jackson Hub right is better than getting it early. The timing of construction and minimizing the length of the construction delay is a top priority.

1.2.4 South King County

- Perception that the majority of certain communities do not currently use Sound Transit services. Those who do use public transportation use buses, and many expect to keep using buses even after the Federal Way Link Extension opens.

- A perception that transit is Seattle-centric when there are other priority destinations for South Sound residents, particularly for communities of color, those living with disabilities and elderly groups.

- There was a question of whether now is a good time to rethink the system plan, given that light rail will be slower than regional bus services in South King.

1.2.5 Tacoma/Pierce County

- South Sound residents have become accustomed to broken promises by government entities and feel they are the last to be served despite a pressing need for transit access. The more transit, the sooner, the better. Need more access and housing for the aging population.

- Prioritize connections to school districts that serve communities of color. There is a new school being developed in West Tacoma at S. 10th and Mildred that will need transit accessibility.

- The connection from Hilltop to Tacoma Community College is a top priority to provide access for people pushed out of Hilltop in search of more affordable living. There are 650 units of affordable housing planned at the end of the Hilltop-TCC line. There are 200 units of multi-family housing near the Tacoma Dome. These projects are catalysts for redevelopment and affordable housing projects that will improve community.

A full listing of all organizations and input received is in Appendix A.

2 APRIL 2021 PUBLIC ENGAGEMENT

As called for in the Board's schedule, staff launched a broad public engagement effort from April 12 through April 30. This provided an opportunity for Puget Sound residents to share their transit priorities through an online open house and survey, consistent with Sound Transit's public engagement efforts for other major planning efforts.

The online open house explained the revenue and cost estimate issues underlying realignment, while the survey allowed participants to rank their priorities among the voter-approved projects not already under construction and subject to potential realignment decisions. In addition to ranking projects in order of importance, participants were invited to provide input on an open-ended basis. **This input is non-scientific since the participants were not randomly chosen, but rather self-selected.**

The online open house and survey were available in English and the region's six most common other languages: Chinese (Traditional), Korean, Russian, Spanish, Tagalog and Vietnamese.

2.1 Promoting broad participation

A robust promotional campaign amplified the online open house and survey, which were live April 12-30. This campaign included specific efforts to engage people with limited English proficiency, low incomes and/or disabilities.
Amplification tactics included:

- 2021 Agency Progress Report mailed to 1.3 million households in the taxing district, ensuring every resident received information about system expansion and potential realignment.
    - Coordinated public engagement period to begin as reports arrived in mailboxes.
    - Report included an invitation to learn more and submit written or verbal feedback by connecting to the realignment website or by commenting through a dedicated email and voicemail address.

- News releases resulting in coverage in major news outlets, ethnic media and neighborhood news outlets.
- Extensive digital ad and social media buy* that emphasized reaching under-represented communities through:
    - 2:1 ratio of non-English to English investment, with in-language ads linking directly to in-language open house/survey
        - "Geofencing" strategy to target residents living within a mile of future stations.
        - Text message pilot* utilizing a vendor that allowed us to directly reach:
    - 4,500 people who speak one of six prevalent non-English languages
        - 3,500 people with household incomes less than $35K
        - 2,000 persons with disabilities
- 100,000 emails to Sound Transit riders and project subscriber lists.
- Community engagement through project teams.

**More information on advertising and promotion tactics, including impressions and click rates, can be found in Appendix C.*

As in previous public engagement efforts and despite our equitable promotion strategies and new tactics, responses skewed toward those who self-identified as white and high-income. This over-representation is critical to consider when viewing the results that follow. We'll present regional data in two ways in order to specifically elevate what we heard from people of color, people with low incomes, people with disabilities and those who are transit dependent.

2.1.1 Overview of participation

The online open house and survey from April 12-30, 2021, ultimately generated:

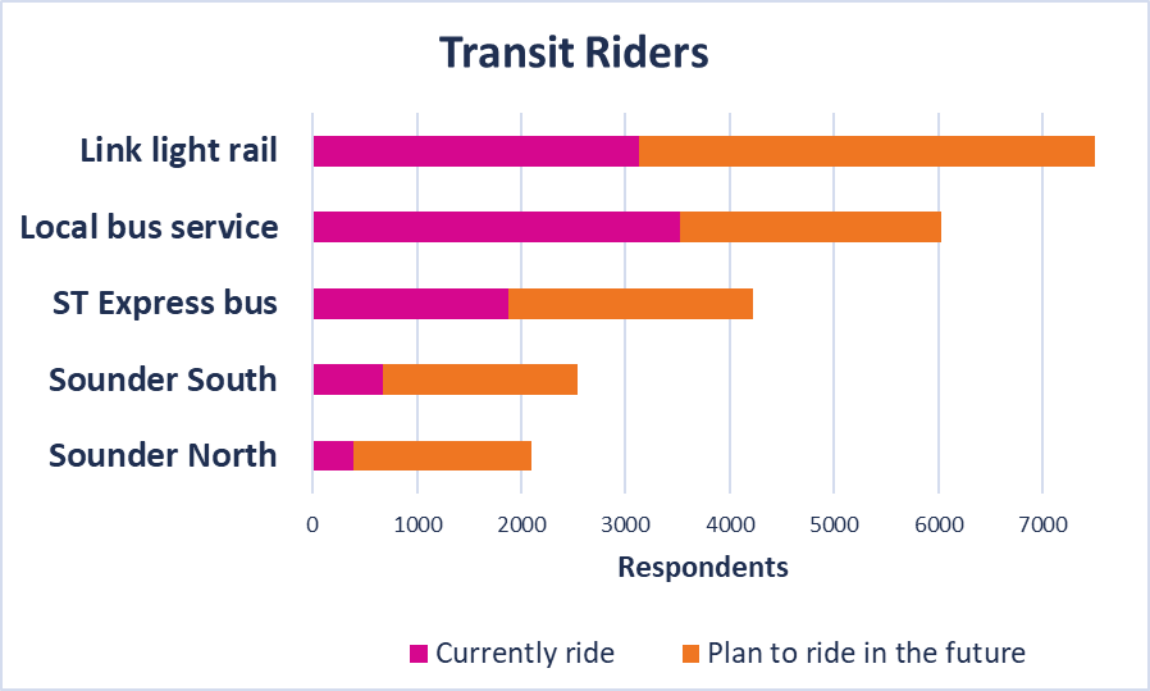
- 31,086 unique visitors
- 9,730 surveys completed
    - Including 6,717 open-ended responses
- 202 emails from the general public (via designated engagement inbox)
- 55 verbal messages from the general public (via designated voicemail inbox)
- 76 other emails (direct to Board and/or executives)

Online open house and survey engagement by language

Language	Unique visitors to online open house	Survey responses	Open-ended responses
English	23,277	9,641	6,676
Russian	1,276	37	18
Chinese	1,235	19	10
Spanish	1,550	19	8
Vietnamese	1,374	9	2
Korean	1,026	5	3
Tagalog	1,348	0	0
Total	**31,086**	**9,730**	**6,717**

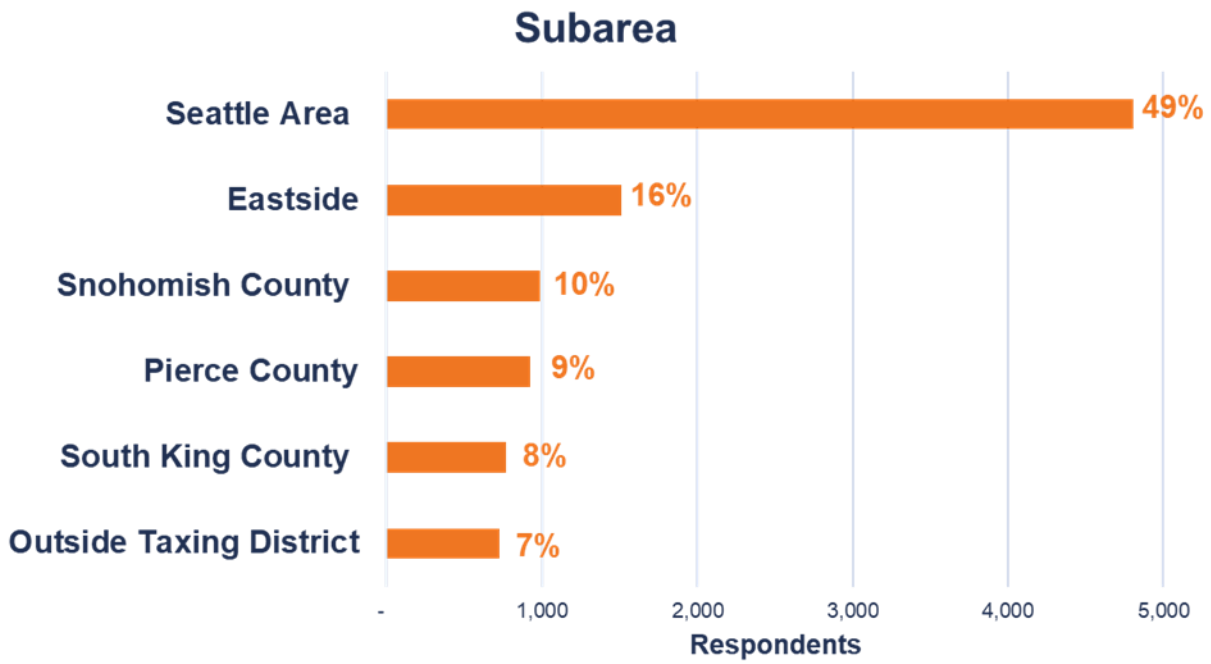
Respondents' transit usage

- 86% said they currently ride transit or plan to in the future.
- 13% don't have reliable access to a working motor vehicle at home.
- 7% identified as having a disability that impacts their use of public transportation.



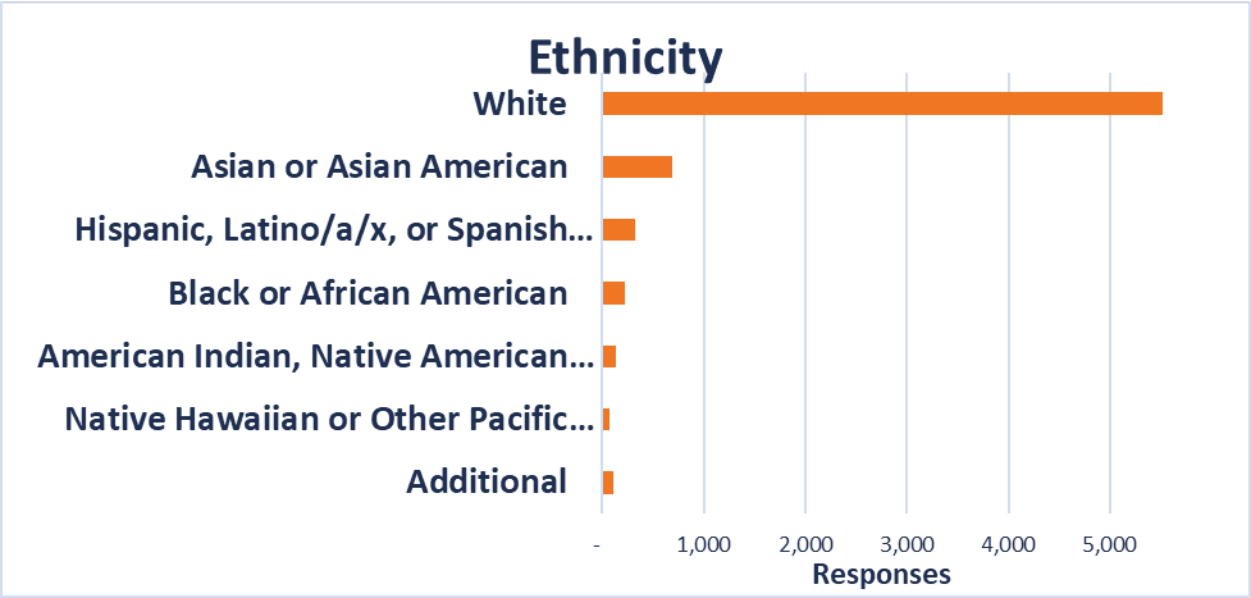
Respondents by subarea

- About 95% of survey respondents provided their ZIP codes, enabling breakdown by subarea with high degree of accuracy.
- Despite concerted efforts and new outreach tools, our respondent demographics mirror those of other major capital project public engagements. As in the past, we saw a high number (almost half of all self-selected respondents) coming from the Seattle area.



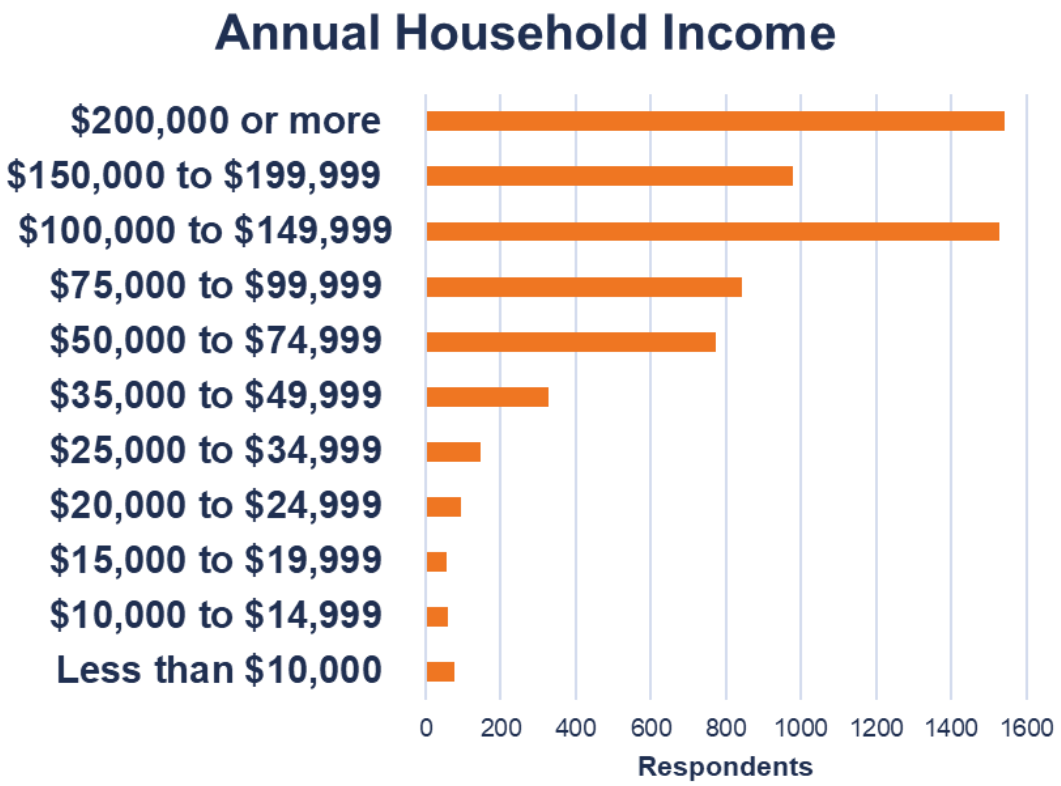
Respondents' race/ethnicity

- While 24% of survey respondents self-identified as a person of color, 83.7% self-identified as white. (Respondents were offered opportunity to self-identify for more than one category). It is critical to note this over-representation of white respondents.
- This result is consistent with past online engagement in which responses to surveys consistently tend to be whiter and wealthier, despite the described methods that sought to counteract this tendency.



Respondents' annual household income

- Despite additional efforts and new tactics to increase our engagement with lower-income households, responses skewed heavily toward people who reported high incomes.
- 63% reported household income of $100,000 or more.



2.2 Survey results

Respondents were invited to rank their top five project priorities in one or more geographic corridors from voter-approved projects that are not yet in construction and are thus subject to the realignment. Some people chose to rank projects in only one corridor, while others ranked projects in multiple corridors.

By cross-tabbing ZIP codes, we are able to isolate the project rankings of residents from each subarea with their corresponding list of projects. Thus, the **subarea local priorities graphs** (the first graph presented in each section below) reflect only the feedback of people living in that subarea.

Respondents were also invited to **answer open-ended questions**: "Why are the transit projects you've prioritized important to you? What would you prioritize when considering delaying, phasing or modifying future transit projects?"

In more detailed tables, we break down **regionwide perspectives on subarea projects**.

Juxtaposed against local priorities for local projects, these tables also show the feedback of all people regionwide who ranked priorities for a given subarea. Importantly, they also break down priorities expressed by people of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent.

Because response rates from certain demographics *within* certain subareas were sometimes limited to single digits, this document does not break down data to that molecular level. However, because these valuable perspectives on our system are critical to realignment decision making, we are highlighting priorities and themes expressed by *all* in these key demographic groups, regardless of where they live in the region.

Complete survey results, including all open-ended comments, are included in the attached Appendix E and F.

2.2.1 Regionwide themes

Respondents from throughout the Sound Transit taxing district consistently expressed these themes:

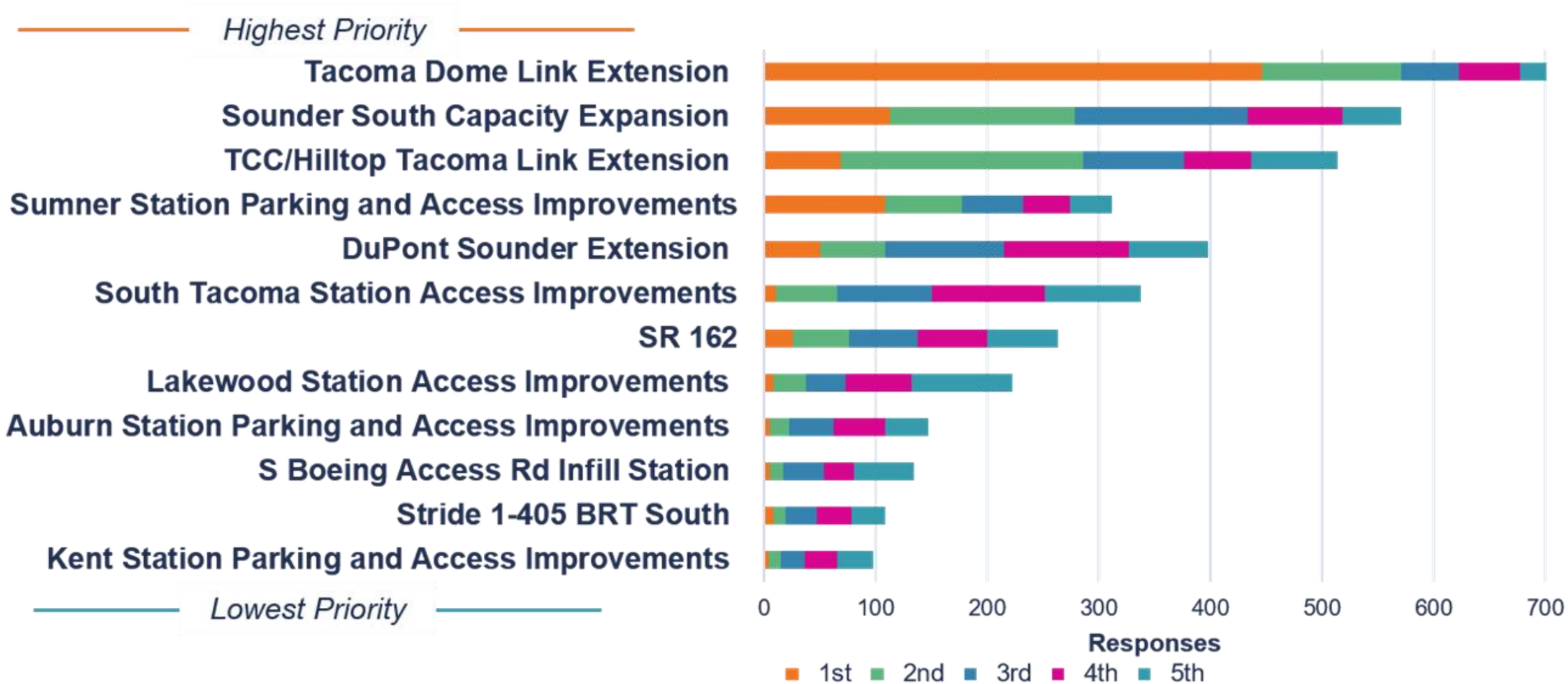
- Expanding Link light rail is the highest priority.
    - People often noted that Link serves the most people, isn't impacted by traffic, and improves travel time.
    - People who suggested prioritizing buses instead of Link typically believed buses can be implemented faster and cheaper and are more flexible long-term.
    - Light rail operation hours offer more flexibility for residents who travel outside of business hours when bus service is unavailable.
    - Anticipation of light rail investment is a catalyst for multi-family housing construction, which is needed to accommodate the growing population, and would grow the tax base.
- Support for parking is divided.
    - 6% advocated to deprioritize parking, often citing the cost, small number of people served, climate change impacts and alternative means to improve access to stations.
    - 5% advocated to increase parking, particularly in Pierce, South King and Snohomish counties, often citing personal experience with overcrowding at existing parking facilities.
- Perception that cost increases should have been planned for more effectively.
- Concern that costs, particularly property costs, will only increase the longer we wait.

Consistent drivers behind expressed priorities

- Transit is personal: I'd use the service to reach work, entertainment, friends and family, school or medical services.
- Current transit options in my community are insufficient.
- We've already waited and contributed financially.
- Traffic and congestion are only getting worse, especially with population growth.
- ST should focus on projects with the greatest ridership potential.
- ST should prioritize transit-dependent and historically underrepresented communities.

2.2.2 Pierce County

The below chart shows Pierce County respondents' priorities among South Corridor projects



Respondents were asked to rank their top five projects in the corridor. Orange reflects first-priority rankings, followed by green for second priority, blue for third, pink for fourth, and aqua for fifth.

Pierce local themes

- Improve access to the airport.
- Low transit access between Tacoma Community College and surrounding areas makes it difficult to reach this vital economic development resource.

- Tacoma Dome is not central to Tacoma residents—need east/west connections to north/south regional transit.

Pierce/South King* priorities, ranked by residents regionwide
Pink column shows ranking from all respondents who live in Pierce County and ranked Pierce/South King projects
Blue columns show rankings from respondents across the region who ranked Pierce/South King projects

Project	Subarea	Regional										
	Live in Pierce County	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	856	2,576	49	117	87	22	101	40	17	246	162	266
Tacoma Dome Link Extension	1	1	1	1	1	1	1	1	1	1	1	1
Sounder South Capacity Expansion	2	2	2	2	2	3	2	3	6	2	2	3
TCC/Hilltop Tacoma Link Extension	3	3	3	3	3	2	3	2	3	3	3	2
Sumner Station Parking and Access Improvements	4	8	8	12	11	9	10	12	11	11	11	11
DuPont Sounder Extension	5	6	7	7	7	10	7	5	5	6	5	6
South Tacoma Station Access Improvements	6	11	12	8	9	4	8	11	10	10	9	10
SR 162	7	10	6	9	12	12	11	8	4	8	10	7
Lakewood Station Access Improvements	8	12	11	11	8	8	12	10	12	12	12	12
Auburn Station Parking and Access Improvements	9	9	9	10	10	6	9	7	9	9	8	9
S Boeing Access Rd Infill Station	10	4	4	4	6	7	5	9	7	5	4	4
Stride 1-405 BRT South	11	5	5	5	5	11	4	4	2	4	6	5
Kent Station Parking and Access Improvements	12	7	10	6	4	5	6	6	8	7	7	8

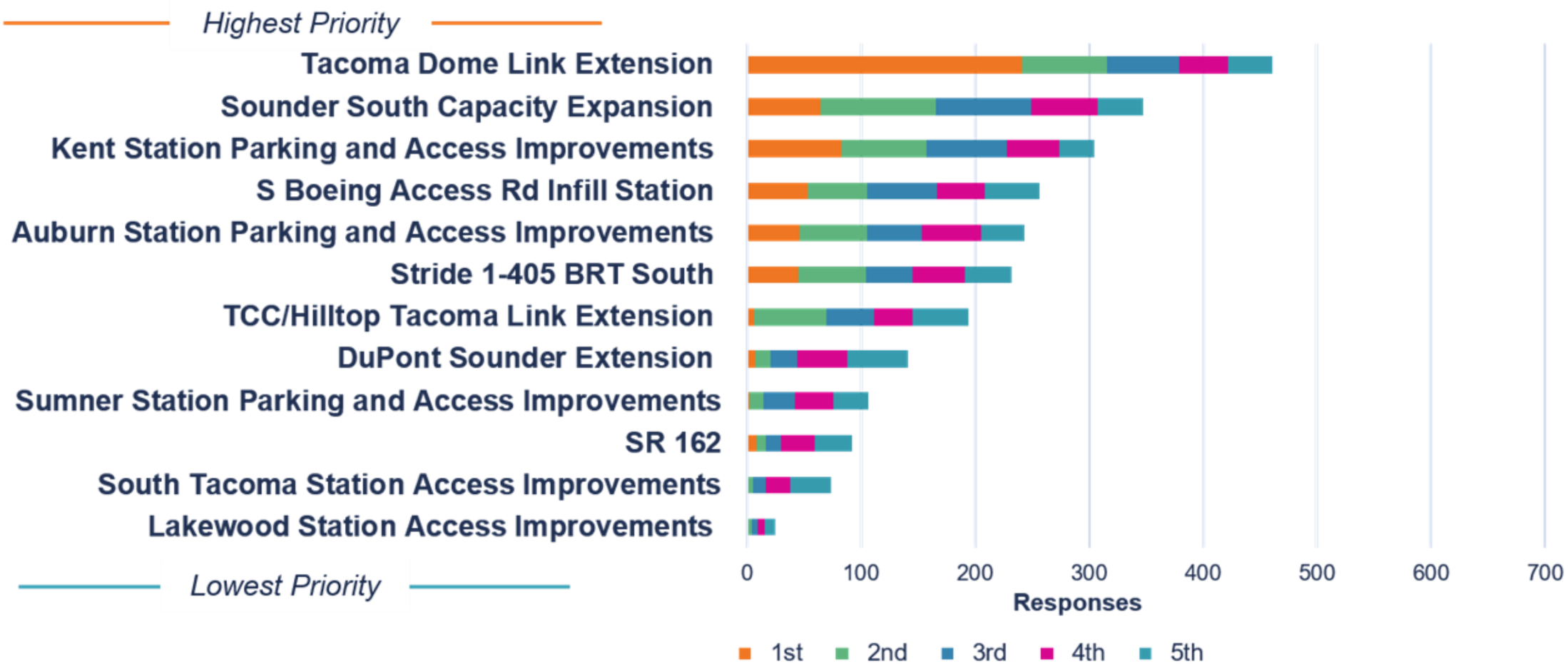
Ranked from highest priority (1) to lowest priority (12).

- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent all ranked their top priorities in Pierce/South King as:
    1. Tacoma Dome Link Extension
    2. Sounder South Capacity Expansion

- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent generally ranked these Pierce/South King projects higher than other groups, at:
    3. TCC/Hilltop Tacoma Link Extension
    4. S Boeing Access Rd Infill Station
    5. Stride 1-405 BRT South

2.2.3 South King County

The below chart shows South King County respondents' priorities among South Corridor projects.



Respondents were asked to rank their top five projects in the corridor. Orange reflects first-priority rankings, followed by green for second priority, blue for third, pink for fourth, and aqua for fifth.

South King local themes

- Connect Seattle and Tacoma.
- Boeing Access Road Infill Station is important to advance equity, improve access and create multi-modal connections.

Pierce/South King* priorities, ranked by residents regionwide
Pink column shows ranking from all respondents who live in South King County and ranked Pierce/South King projects
Blue columns show rankings from respondents across the region who ranked Pierce/South King projects

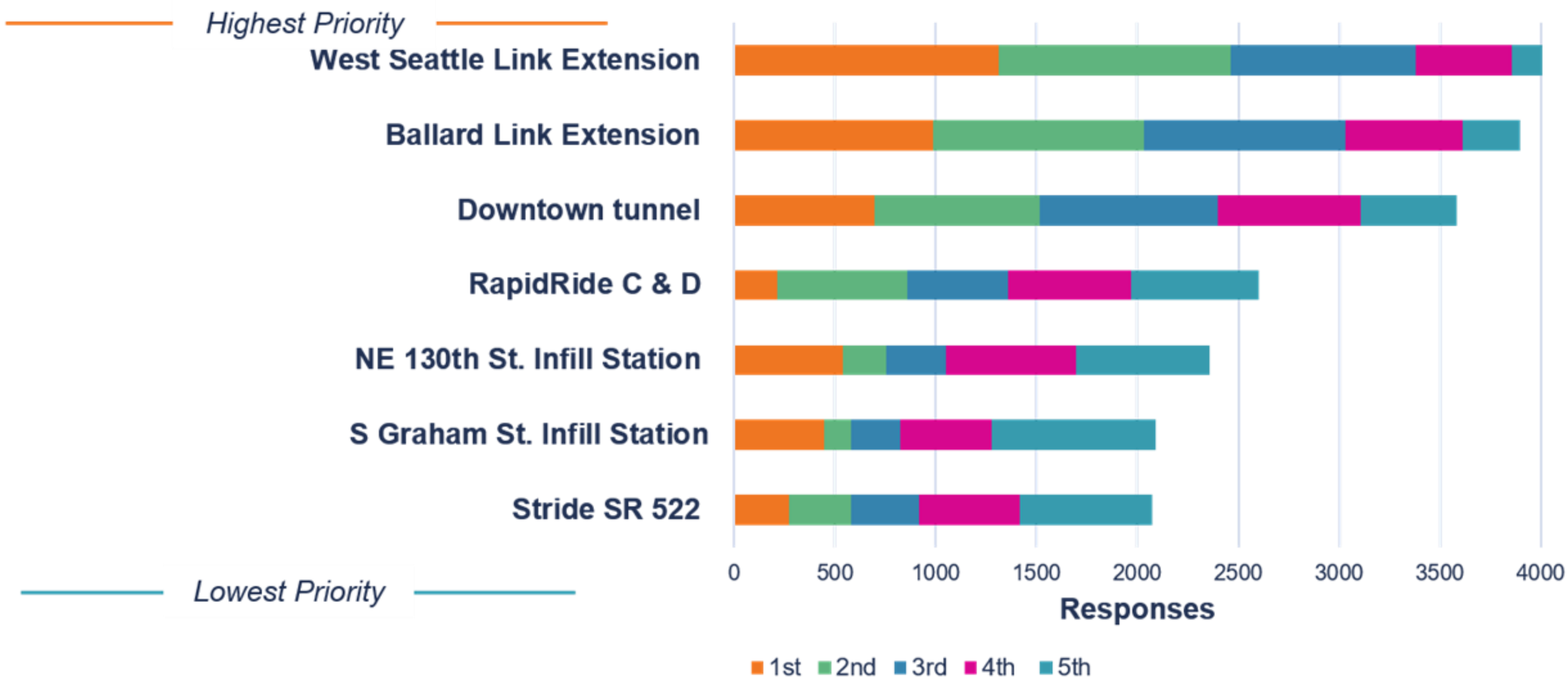
Project	Subarea	Regional										
	Live in South King County	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	602	2,576	49	117	87	22	101	40	17	246	162	266
Tacoma Dome Link Extension	1	1	1	1	1	1	1	1	1	1	1	1
Sounder South Capacity Expansion	2	2	2	2	2	3	2	3	6	2	2	3
Kent Station Parking and Access Improvements	3	7	10	6	4	5	6	6	8	7	7	8
S Boeing Access Rd Infill Station	4	4	4	4	6	7	5	9	7	5	4	4
Auburn Station Parking and Access Improvements	5	9	9	10	10	6	9	7	9	9	8	9
Stride 1-405 BRT South	6	5	5	5	5	11	4	4	2	4	6	5
TCC/Hilltop Tacoma Link Extension	7	3	3	3	3	2	3	2	3	3	3	2
DuPont Sounder Extension	8	6	7	7	7	10	7	5	5	6	5	6
Sumner Station Parking and Access Improvements	9	8	8	12	11	9	10	12	11	11	11	11
SR 162	10	10	6	9	12	12	11	8	4	8	10	7
South Tacoma Station Access Improvements	11	11	12	8	9	4	8	11	10	10	9	10
Lakewood Station Access Improvements	12	12	11	11	8	8	12	10	12	12	12	12

Ranked from highest priority (1) to lowest priority (12).

- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent all ranked their top priorities in Pierce/South King as:
    1. Tacoma Dome Link Extension
    2. Sounder South Capacity Expansion
- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent generally ranked these Pierce/South King projects higher than other groups, at:
    3. TCC/Hilltop Tacoma Link Extension
    4. S Boeing Access Rd Infill Station
    5. Stride 1-405 BRT South

2.2.4 Seattle area

The below chart shows Seattle/North King respondents' priorities among North Corridor projects



Respondents were asked to rank their top five projects in the corridor. Orange reflects first-priority rankings, followed by green for second priority, blue for third, pink for fourth, and aqua for fifth.

Seattle local themes

- Prioritize ridership (strongest emphasis amongst the subareas on this priority).
- Insufficient transit alternatives and travel times to West Seattle and Ballard.
- Potential isolation and urgency to connect West Seattle, particularly given the West Seattle High Bridge.
- Prioritize the NE 130th St. Infill and S. Graham St. Infill stations, because they will:

- Cost more, take longer to build, and (in the case of NE 130th) greater disrupt service if built later.
- Serve dense neighborhoods and advance equity.
- Reduce what's currently a long distance between stations.

Seattle-area priorities, ranked by residents regionwide
Pink column shows ranking from all respondents who live in Seattle area and ranked Seattle-area projects
Blue columns show rankings from respondents across the region who ranked Seattle-area projects

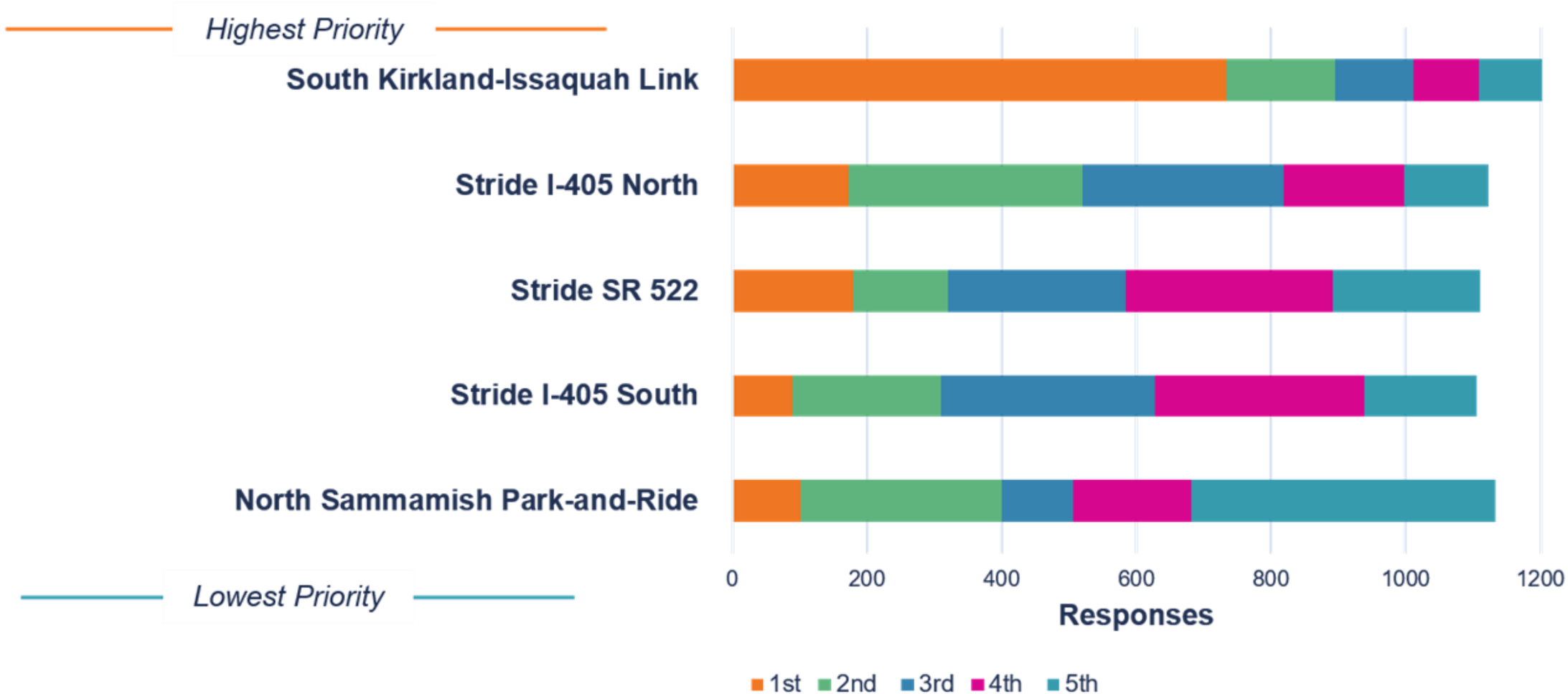
Project	Subarea	Regional										
	Live in Seattle-area	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	4,466	5,984	74	462	138	43	203	57	32	675	314	456
West Seattle Link Extension	1	2	2	2	2	3	2	2	3	2	2	2
Ballard Link Extension	2	1	1	1	1	1	1	1	1	1	1	1
Downtown tunnel	3	3	3	3	3	2	3	3	1	3	3	3
RapidRide C & D	4	4	6	4	6	7	4	4	6	4	4	4
NE 130th St. Infill Station	5	5	5	5	5	4	5	5	5	5	6	6
S Graham St. Infill Station	6	7	7	6	4	5	7	6	7	6	7	7
Stride SR 522	7	6	4	7	7	6	6	7	4	7	5	5

Ranked from highest priority (1) to lowest priority (7).

- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent prioritized the West Seattle Link Extension over the Ballard Link Extension.
- Black and African American respondents ranked S. Graham St. Infill station higher than other groups, as their fourth priority.
- Many people of color (including American Indian, Native American or Alaskan Native; Black or African Americans; and Native Hawaiian or Other Pacific Islanders) ranked RapidRide C & D as a low priority.

2.2.5 Eastside

The below chart shows East King County respondents' priorities among East Corridor projects



Respondents were asked to rank their top five projects in the corridor. Orange reflects first-priority rankings, followed by green for second priority, blue for third, pink for fourth, and aqua for fifth.

Eastside local themes

- Connecting Seattle to the Eastside is more important than connections within the Eastside.
- Increase access to affordable housing.

Eastside priorities, ranked by residents regionwide
Pink column shows ranking from all respondents who live on the Eastside and ranked Eastside projects
Blue columns show rankings from respondents across the region who ranked Eastside projects

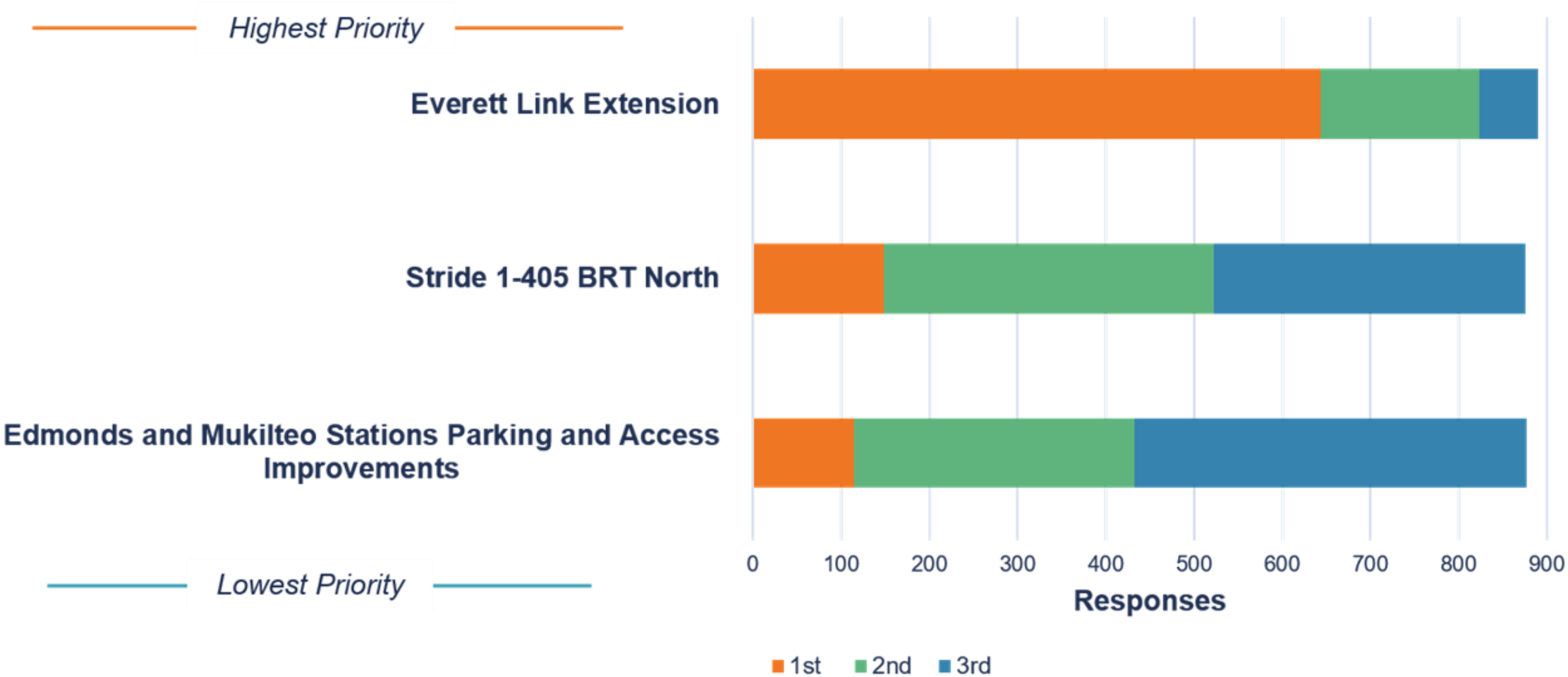
Project	Subarea	Regional										
	Live in Eastside	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	1,276	2,763	33	226	53	23	90	26	28	249		185
South Kirkland-Issaquah Link	1	1	2	1	1	1	2	2	1	1	1	1
Stride I-405 North	2	2	1	5	3	3	1	1	2	2	2	2
Stride SR 522	3	3	4	3	4	4	4	4	3	3	3	3
Stride I-405 South	4	4	3	4	2	2	3	3	4	4	4	4
North Sammamish Park-and-Ride	5	5	5	2	5	5	5	5	5	5	5	5

Ranked from highest priority (1) to lowest priority (5).

- Most people of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent ranked their top Eastside priority as South Kirkland-Issaquah Link.
- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent generally prioritized Stride I-405 South over Stride SR522.
  - Stride 1-405 South was ranked higher by Black or African American respondents and Native Hawaiian or Other Pacific Islanders, as their second priority.
  - Stride SR 522 was ranked higher by American Indian, Native American or Alaskan Native respondents, as their fourth priority.
- Asians and Asian Americans ranked the North Sammamish Park-and-Ride as their second priority and Stride 1-405 North as their lowest priority.

2.2.6 Snohomish County

The below chart shows Snohomish County respondents' priorities among North Corridor projects



Respondents were asked to rank their top five projects in the corridor. Orange reflects first-priority rankings, followed by green for second priority, blue for third, pink for fourth, and aqua for fifth.

Snohomish County local themes

- We've been contributing financially and want to see benefits. Many residents feel that they pay a lot in taxes to help fund Sound Transit but they haven't seen much in terms of promised service and feel left behind in transit expansion. Some respondents were heavily in favor of prioritizing more ST Express bus service over light rail due to a perception of lower cost and faster service delivery.
- Many respondents questioned the point of paying into the RTA tax if they have to keep waiting and waiting for light rail to reach their area, possibly for a decade or more.

- It's important to reach Everett, particularly for access to human services.
- Respondents mentioned that they want alternatives to traffic on I-5, especially for those who commute into Seattle and who work at Boeing. Common threads include long commutes and overall frustration with existing travel infrastructure.
- Some respondents were in favor of increasing Sounder service and parking facilities at Sounder stations to boost ridership.

Snohomish County priorities, ranked by residents regionwide
Pink column shows ranking from all respondents who live in Snohomish County and ranked Snohomish County projects
Blue columns show rankings from respondents across the region who ranked Snohomish County projects

Project	Subarea	Regional										
	Live in Snohomish County	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	907	2,143	29	163	36	14	74	31	16	184	144	187
Everett Link Extension	1	1	1	1	1	3	1	1	1	1	1	1
Stride 1-405 BRT North	2	2	2	2	2	1	2	2	2	2	2	2
Edmonds and Mukilteo Stations Parking and Access Improvements	3	3	3	3	3	2	3	3	3	3	3	3

Ranked from highest priority (1) to lowest priority (3).

- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent were generally consistent in ranking their Snohomish County priorities as:
  1. Everett Link Extension
  2. Stride 1-405 BRT North
  3. Edmonds and Mukilteo Stations Parking and Access Improvements

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SOUNDTRANSIT

REALIGNMENT PUBLIC ENGAGEMENT APPENDIX

May 2021

Appendices

Appendix A	Jurisdictional, Stakeholder and Community Organization Briefings and Engagement
Appendix B	Graham Street: A Community Driven Neighborhood Vision
Appendix C	Detailed Engagement Metrics
Appendix D	News Articles
Appendix E	Detailed Survey Data
Appendix F	Open-Ended Survey Responses
Appendix G	Emails, Transcribed Phone Calls, and Board Correspondence

1 APPENDIX A: JURISDICTIONAL, STAKEHOLDER AND COMMUNITY ORGANIZATION BRIEFINGS AND ENGAGEMENT

1.1 Jurisdictional

- 5/29/20- Elected Leader Town Hall with 78 elected officials
- 6/16/20- King County Joint Transportation Boards (Central, East, South)
- 9/25/20- State Elected Officials: Sen. Liias, Sen. Saldana, Rep. Fitzgibbon, Rep. Slatter, Debbie Driver (Governor's Office)
- 10/2/20- State Elected Officials: Sen. King, Rep. Macri, Rep. Barkis, Rep. Fey
- 2/16/21 - King County Joint Transportation Boards (Central, East, South)

1.1.1 Central

- 6/25/20- City of Seattle Department Leadership Team
- 6/26/20- Port of Seattle
- 1/21/21- Councilmember Tammy Morales
- Various - Port Commission (Commissioners Bowman, Calkins, Steinbrueck, Cho, and Felleman)
- 2/3/21- Councilmember Teresa Mosqueda
- 4/7/21- Councilmember Dan Strauss
- 4/19/21 - Seattle Metropolitan Chamber of Commerce
- 4/27/21 - Seattle Center Advocacy Committee
- 5/17/21- Seattle Metropolitan Chamber of Commerce (20 members)

1.1.2 North

- 3/3/21 - Everett Planning Commission
- 8/26/20 - Everett City Council
- 3/17/21 - Lynnwood City Council
- 3/22/21 - Mountlake Terrace Planning Commission

- 4/21/21 - Everett City Council
- 5/3/21 - Mountlake Terrace City Council
- 5/17/21 - Lynnwood City Council
- 5/18/21- Jurisdictional staff briefing- (12 staff)
- 6/1/21 - Snohomish County Council

1.1.3 East

- 6/30/20- WSDOT 405 Executive Advisory Group
- 2/22/21 - Bellevue City Council
- 3/16/21 - Kirkland City Council
- 4/13/21 - Sammamish City Council
- 5/13/21- I-522 City Managers Group
- 5/20/21- Jurisdictional staff briefing

1.1.4 South

- 8/4/20- Tacoma City Council
- 3/8/21 - Sumner City Council
- 3/15/21 - Lakewood City Council
- 3/17/21 - Tacoma Transportation Commission
- 3/30/21 - Tacoma City Council
- 5/19/21- Jurisdictional staff briefing

1.2 Stakeholders

- 6/4/20- Transit Access Coalition
- 6/16/20- King County Mobility Coalition
- 6/29/20 American Council of Engineering Companies
- 7/21/20- Microsoft
- 7/22/20- Sound Transit Citizens Oversight Panel

- 7/30/20- Boeing
- 8/6/20- Health Care providers listening session- International Community Health Services, Providence, Fred Hutch, and Virginia Mason
- 8/14/20- Sound Transit Diversity Oversight Committee
- 9/3/20- Amazon
- 9/25/20- Sound Transit Citizens Accessibility Advisory Committee
- 12/5/20- King County Building Trades
- 3/4/21- Transit Access Coalition
- 4/20/21 - King County Building Trades
- 5/4/21- Sound Transit Citizen's Accessibility Advisory Committee
- 5/20/21- Transit Access Coalition

1.2.1 Central

- 7/23/20 West Seattle Transportation Coalition
- 1/19/21- South Downtown Stakeholders
- 1/28/21 - West Seattle Transportation Coalition
- 2/24/21 – SODO Business Improvement Authority
- 2/24/21- Mercer Corridor Stakeholders
- 2/25/21- Seattle Chamber Transportation Committee
- 3/9/21- Ballard Alliance
- 3/19/21- Pioneer Square Monthly Information Session
- 4/19/21- Seattle Chamber of Commerce
- 4/27/21- Members of the WSBLE Stakeholder Advisory Group
- 4/27/21 – Seattle Center Advocacy Committee
- 5/7/21- Members of Mercer Corridor Stakeholders
- 5/17- Seattle Chamber of Commerce

1.2.2 North

- 6/18/20- Everett Station District Alliance
- 7/28/20 - Snohomish County Committee for Improved Transportation (SCCIT)
- 12/2/20 - Snohomish County Tomorrow
- 12/8/20 - Economic Alliance Snohomish County
- 2/23/21 - Snohomish County Committee for Improved Transportation (SCCIT)
- 2/25/21 - Lynnwood Rotary
- 4/30/21 - Everett Station District Alliance/SnoTrac

1.2.3 East

- 6/18/20- Bellevue Chamber of Commerce Transportation Committee
- 6/18/20- Bothell Library
- 7/17/20- EastTrail Regional Advisory Group
- 2/10/21 - Bellevue Chamber Policy Committee and
- 4/1/21 – Bellevue Chamber
- 4/28/21- Bellevue Downtown Association Transportation Committee
- 5/19/21-Eastside Transportation Association

1.2.4 South

- 8/5/20 Regional Access Mobility Partnership (RAMP)
- 8/5/20- Federal Way Chamber
- 12/11/21 - Seattle Southside Chamber
- 2/22/21 - Tacoma TOD Advisory Group
- 3/23/21 - City of Tacoma Bike Pedestrian Advisory Group
- 4/1/21 - Kent Chamber of Commerce
- 4/7/21 - Regional Access Mobility Partnership (RAMP)
- 4/9/21 - Tacoma Area Commission on Disabilities
- 4/20/21 - Washington State Transportation Commission Lakewood Meeting

- 4/28/21 - South Puget Sound (Washington) Building Owners and Managers Association
- 5/12/21 - Clover Park Rotary

1.3 Community Organizations

Between May 10 and May 17, Sound Transit completed 17 Realignment listening sessions with the following organizations:

- Alliance for Pioneer Square – King County
- Amara – Pierce County
- Community Foundation and Connect Casino Road – Snohomish County
- Delridge Neighborhood Development Association – King County
- Federal Way Black Collective – South King/ Pierce County
- Hilltop Action Coalition – Pierce County
- Historic South Downtown – King County
- Hopelink – King County
- Housing Hope – Snohomish County
- InterIm CDA – King County /Regional
- Mi Centro (formerly Centro Latino) – King County/ Regional
- Multi-Service Center – South King/ Pierce County
- Pierce County Affordable Housing Consortium, City of Tacoma and Tacoma Housing Authority – Pierce County
- Puget Sound Sage – South King County
- Seattle Chinatown International District Preservation Development Authority (SCIDpda) – King County
- Uwajimaya – King County

Sound Transit asked three questions of all interviewees:

1. What are important destinations for your community (e.g., cultural centers, schools, hospitals, social services, economic resources, etc.)? Would planned Sound Transit projects support your access to these destinations and resources?
2. What would you like the Sound Transit Board to understand before making changes to future projects?
3. How can we best stay connected with you to provide updates about the Board decision (e.g., email, phone, briefing to you and/or your community, etc.)?

The notes from these conversations are represented below.

1.3.1 Amara

Attendee: Veronica Huff (Foster Care Specialist)

- **Important destinations and initiatives:**
  - Amara is changing its priorities to work towards reunification of families of those foster children with their biological families. Bio parents come from everywhere and do use Sound Transit systems and reliable transport is vital for parents working to regain custody of their children
  - Have visitation space where families can have supervised visits with children, but difficult for parents without cars to navigate.
    - Pierce Transit is adding service to get people closer to Amara offices
  - Tacoma Community College is a vital destination and it's difficult to get to efficiently – Pierce Transit buses are not great and don't do enough to connect South Tacoma and East Tacoma to this resource.
    - Hilltop to TCC is a key connection point
  - West Tacoma is being built up big time because property on Hilltop is not affordable anymore and people are getting priced out
  - Transportation from downtown to the West End and South End is missing
  - Hunt Middle School is being built (South 10th and Mildred) and will be done this fall—also a key destination
  - Lakewood is also becoming a destination for those priced out of rising housing prices in Tacoma
- **Would like the Board to know:**
  - Access to public services is CRITICAL.
- **How to stay informed:**
  - Strong interest in partnering with Sound Transit in new initiative to reunify bio families—reliable transportation is a huge piece that bio families need in order to work with the State in getting their children back.
  - Working to partner with organizations because Amara is located off of 104th St and has too much space—difficult for people without cars to access
    - Just started a partnership to teach kids about farm animals

1.3.2 Alliance for Pioneer Square

Attendees: Lisa Howard (Executive Director), Ryan Smith (Board Member) and Barry Blanton (Chair of Board of Economic Development Alliance for Pioneer Square and Co-Chair of Chinese-International Business Association and Board Member of Seattle Investment Fund)

- **Important destinations and initiatives:**
  - Pioneer Square has a low resident population, but Pioneer Square is a destination in and of itself for the businesses, Art Walk, Waterfront, etc.
  - Delays put additional pressure on our road system.
  - It's possible that there will be more people who live in SODO, the International District, etc. by the year 2037 so additional delays mean uncertainty in that evolution of this area.
  - There are so many people living in West Seattle who work Downtown who are stranded now.

  - Opening the light rail line decreases traffic on the Waterfront and we don't necessarily realize the full potential of the Waterfront until we reduce traffic on Alaskan Way. So delays to the light rail projects delay the full potential of the Waterfront.
  - Expect construction costs and acquisition costs to increase over time so anything that can be done to speed up the process is better.
  - Note: Pioneer Square has a moratorium on construction during holidays. That's one that the neighborhood may be able to acquiesce on, if it meant we'd finish the project sooner.
- **Would like the Board to know:**
  - Pioneer Square came under high-pressure construction in 2008 and the delays have continued year after year. There is no "normal" for this area because the construction impacts have lasted for so long.
  - Getting it right is more important that getting light rail sooner.
  - How people access the new station and the hub with the Pioneer Square station
  - Half or more of the people in Pioneer Square are using the ID station instead of the Pioneer Square station.
  - Expedited planning coupled with delayed construction doesn't feel right. If we have delays in construction duration, let's take the time to do more thoughtful planning.
  - Making sure there is one construction period—especially if there's construction in phasing—and coordination with other agencies is critical to helping businesses survive.
  - If delays are necessary, use the time to engage in more station planning outreach. It's been challenging to do so during COVID, so need to ramp up now. There are not enough people who know what's happening on WSBLE.
  - The goal is to have seamless transitions between transit modes, particularly in Downtown Seattle. Think about the transit hub and improving interconnectivity of the system, while will help reduce car reliance in Seattle.
  - As people do come back - they will be more car centric and may lead to artificially low numbers in terms of ridership and fare box recovery. I think employers will have employees come back in a significant way over time. A lot of my tenants are hearing people come back… hinges on schools. They will want to do it "safely" and will drive – leading to a traffic/ vehicle capacity issue on our roadways.

1.3.3 Community Foundation and Connect Casino Road

Attendees: Sara Boyle (Director of Connect Casino Road) and Karri Matau (CEO of Community Foundation)

- **Important destinations and initiatives:**
  - Connect Casino Road refers to community effort of over two dozen cross-sector organizations and residents who live on Casino Road. Connect Casino Road functions as the conveners of these organizations.
  - Just finished construction on community center on Casino Road that opened two days after the lockdown began.
    - Work with children and local schools
    - Casino Road is 50% are Latinx
    - One of the lowest income communities in Snohomish County
  - Community Foundation is the backbone of Connect Casino Road. Started it with funding from local donors.
  - Community Foundation works with partner non-profit organizations, but have a lot of influence and view the wholeness of community.

- **Would like the Board to know:**
  - Excited about the possibility of increasing transit connection, but expect it to lead to gentrification, which could rapidly change the communities.
  - Housing insecurity is rampant in Snohomish County, so need to prioritize that over transportation needs.
  - Extended timeline would be helpful in allowing social service organizations more time to organize in building resiliency in advance of expected gentrification.
  - Stronger relationships with electeds is critical—Sound Transit acknowledging the value of having conversations about gentrification with elected partners would help community organizations to have a voice.
  - If there was more trust in Everett about affordable housing, we would feel more confident. Everett doesn't have a great track record for affordable housing conversations. Partnership with Sound Transit about TOD would be helpful.
  - Critical to begin conversations now. Give BIPOC communities lead time to have these conversations now. We're not making the decisions 20 years from now, but these conversations today provide the framework for those decisions in 20 years.
- **Questions:**
  - Is gentrification a goal of transit? If the answer is no, then we need to begin to bring people together around this idea.
  - What are the unintended consequences of doing a Lynnwood to Mariner and Mariner to Everett lines separately? Breaking up those timelines feels less continuous in community work and for neighbors.
  - We hear about so many negative impacts to communities when there isn't parking. Why delay that? If residents can't access the station via cars, then who are we building this transit for?

1.3.4 Delridge Neighborhoods Development Association

Attendee: David Bestock (Executive Director)

- **Important destinations and initiatives:**
  - Youngstown Cultural Art Center, Delridge Community Center, South Seattle College
  - Connection point to RapidRide H is critical
  - The 125 bus route is an important transfer point on Delridge
  - The Avalon area is more of a local destination than a regional destination, a transit relay to get to Alki Beach
  - Department
  - Andover Business Core – a transit node of people getting on the bridge, going to Marginal Way. Important intersection for commercial core.
  - The Brandon Node is the next urban village that you would get to on Delridge.
    - The library and DESC building are also important.
  - High Point transit connections are important to the community
  - Longfellow Creek Park trail system, Dragonfly Park
  - Westwood Village is a transit connection
  - Access from West Seattle to hospitals on Pill Hill to get to medical appointments and Downtown Seattle for work (also as a transit node for other regional destinations); connections to Beacon Hill also important; the stadiums and industrial resources + warehouse stores in SODO are also key destinations for West Seattle residents; the Eastside is an important destination for West Seattle residents who work in tech

  - DNDA is going to put an offer on three parcels near McQueen Commons and there's an EDI supported project by a Black family—150 units of housing in the Brandon Node. There is increasing density planned for the Brandon Node.
  - Lambo Apartments is a SHA that will be rebuilt on Delridge and Holly streets
  - Transitional Resources is working on a 40-unit project on Avalon—expecting leases by 2022
  - Capital Hill Housing is working with West Seattle Junction Association to maybe purchase some parking lots to develop into housing and maintain the parking lots
  - Property on Henderson is for sale—efficiency units (30 units)
- **Would like the Board to know:**
  - DNDA wants to be in coordination with ST about surplus property around the Delridge station to build more affordable housing. Readying to be stronger partners for Sound Transit.
  - Prioritize input from BIPOC, low-income and other underserved populations to guide this process. Weight efforts more heavily to serve people with fewer resources.
  - Talk to the White Center CDA and others further South where priority populations live.
  - Might be worth hearing out the SkyLink people to see if that's a viable solution.
- **Questions:**
  - What percentage of the $8 billion shortfall of the overall budget for ST3?
    - $1.78 billion is revenue lost during COVID and the remainder is increases in cost. The total package in 2014 dollars was $54 billion.

1.3.5 Federal Way Black Collective

Attendees: Lyn Idahosa-Berry (Executive Director & Co-founder) and Ashley (Case Manager)

- **Important destinations and initiatives:**
  - Very excited about the FWLE being on-time.
  - FWLE adding 400 more parking spaces to the Federal Way Transit Center
  - Adding more lights and sidewalks to ¼ mile path between additional 900 spots in park and ride
    - Concern about steepness of hill for those with disabilities
  - Concern about not including parking in South Federal Way and Fife because it could strain parking in surrounding neighborhoods.
  - Critical resources are educational resources, jobs, economic opportunities and connectivity opportunities for purposefully underserved communities.
- **Would like the Board to know:**
  - Strong opposition for creating paid parking in the Federal Way Transit Center because there isn't paid parking at all in Federal Way. Paid parking is very harmful to communities.
  - Strong concern about delaying three infill stations because those neighborhoods house many immigrant populations and the perception that delaying those stations insinuates that those communities don't matter to Sound Transit
  - Transit has always focused on Seattle out to the region, but that has never worked. Why would we continue to build on that model when that doesn't work? COVID-19 has highlighted that there are broken systems here.
  - Bus route 574 is 38 min – buses are faster than Link light rail and Sounder
  - Black people do not have time to keep getting around unsafely on transit, Black people are dying

  - This is not regional, it only connects the three counties
  - They just built a $400 million college in Richland, and how are we connecting people to those assets?
- **How to stay informed:**
  - Commitment to have more tailored discussions with Carrie, Jefferson and parking policy folks at ST

1.3.6 Hilltop Action Coalition

Attendee: Brendan Nelson (President)

- **Important destinations and initiatives:**
  - Glad that the Hilltop Link Extension is still on schedule; seeing more folks coming to Hilltop that aren't driving so having additional transit options are important
  - Seeing more housing being built for elders, so access to transit is pivotal for them
  - As someone who built up in the Hilltop we need to see successes and projects come to completion. This is where trust comes into play. Sound Transit has been a great partner and Liz has been a tremendous supporter and team player. We've spent this time building this trust up and when these things come up, see another project comes to our community and is not complete or pushed back, while other projects are moving forward
  - Communities like the Hilltop have had a lot of pain, for example, there's a Rite Aid building that was vacant for 10 years because of a poor contract where the community wasn't involved. Was purchase 2 years ago and is moving forward with community involvement
- **Would like the Board to know:**
  - For the Hilltop this is not something new, projects start and get paused. We get the last end of the stick. If there's any way that these delays can be prevented, that would be great
  - Especially with communities that have marginalized populations, elders, limited mobility, transitioning out of the prison system who are looking for work and so don't have access to transportation
  - Community will understand as long as they're informed along the way
  - Important to know to plan ahead for street closures and that businesses still have access
- **Questions:**
  - Our coalition is really great about making sure the community is informed; Liz provides Brendan with a report on a regular basis that the coalition passes along to their network of a few thousand people
  - Hilltop Action General
    - Printing ~4 K copies; currently scaled back during COVID to ~200-300
    - If we get information from Sound Transit and the Board we can definitely get that out to our community
  - Really good message to get out that Hilltop won't be impacted
  - Keeping the Tacoma part connected and access to the community college is more important
  - Ask people which they'd prefer to have prioritized:
    - Connecting the Link
    - Connecting from Tacoma Dome to South Federal Way
  - Next coalition meeting is in June

- We've taken a pause this month and have encouraged folks to tune into the State of the City address by the Mayor
- People just aren't doing surveys
- Looking to partner with a local business, Grit City Cider Works to host Cider and Conversation the last Monday of every month
    - No particular topic, just in conversation about what's going on in the neighborhood
    - Could tie the survey to some sort of incentive (e.g., free cider)
    - 2 weeks from now on Memorial day
    - Picture of the map, scenario, and questions on the A Frame
        - Which project is most important to you
        - Hilltop won't be affected
        - We'd appreciate feedback on what comes after
        - Could capture the feedback as a letter from the Hilltop Coalition

1.3.7 Historic South Downtown

Attendee: Kathleen Johnson (Executive Director)

- **Important destinations and initiatives:**
    - The CID and Little Saigon have more residential areas—people in those neighborhoods need to commute out and back. A lot of cultural connections between the CID and Bellevue and North Seattle.
    - Small businesses really depend on people having easy access to the CID.
    - There is a significant amount of development that is in anticipation of additional connections in the CID/SODO area:
        - Development around Uwajimaya
        - INS building was just sold
        - Stadium District improvements
    - The Jackson St Viaduct is an important project
- **Would like the Board to know:**
    - The service impacts during the Seattle Squeeze when you had to change trains at Pioneer Square were very impactful for people.
    - If “delayed by 2 years” means 2 more years of active construction, that will be extremely hard on businesses, cultural centers and resources in the CID.
    - In 2037 or 2035, people will not remember the pandemic so messaging about delays will be really important.
    - Coordination with other construction projects and agencies is critical to businesses in the area.
- **Questions:**
    - What is too long of a delay (i.e., at one point does the shelf-life of the engagement expire and you need to start over)? What do you risk as a result of the delays?
    - Will these delays damage Sound Transit’s reputation? Will voters be less likely to approve ST4 because of reputational damage?

1.3.8 Hopelink

Attendees: Bebhinn Gilbert, Camille Heatherly and Staci Sahoo

- **Important destinations and initiatives:**
  - West Seattle: existing infrastructure prioritizes connection to Alaska Junction and out of West Seattle
  - Community members want to have more connections/entry-exit points into the neighborhood, not be so reliant on Alaska Junction
  - Federal Way: connections closeby, especially to public health offices, libraries, schools
    - Community highly values walkability to community assets surrounding stations
  - Eastside: Issaquah and Sammamish communities with folks who are already accustomed to a particular service, concerns about how folks from outlying areas will connect to service
  - Connections from Snoqualmie Valley to the easternmost Link station (Issaquah)
- **Would like the Board to know:**
  - Invest in walkability/access experience around stations
  - Also invest in well-lit stations close to community resources
    - Example: UW station negatively affecting access for folks with access limitations, need to consider how the new stations will interface with the rest of the transit system, especially from Metro to ST and vice versa
  - Riders also come from far outlying areas--- make sure service gets to those folks as well and that service is not super concentrated in denser urban hubs
  - Be mindful of the entire region and how affected communities will still be connected to service
  - Keep in mind the consistent transit users of the system: workers who work nontraditional hours, especially on weekends--- ensure that said transit users can still access the service at diverse hours
  - Fare restructures should have a positive impact on especially transit dependent constituents such as youth and seniors
  - Light rail to the Eastside will have a huge impact on regional travel and encourage more ridership throughout the region
    - Also looking forward to opening of light rail extensions in the near future
- **How to stay informed:**
  - Transparency in process--- community that Hopelink serves is very transit dependent and the affected communities are very focused on this process
  - Explain the delay announcement and priority setting will make a difference for a lot of folks
  - Explain how communities will continue to be supported if there are project delays
  - Opportunities for public feedback and board meetings--- forecasts may change depending on costs of materials
  - Context: Hopelink runs mobility coalitions throughout North, East, and South King County as well as the Snoqualmie Valley
  - Upcoming meeting next week on Next Gen ORCA
  - Hopelink encourages Sound Transit to come and present more info at their meetings, especially to their diverse groups of community members, advocates, and staff
  - www.kcmobility.org

1.3.9 Housing Hope

Attendee: Ed Petersen (Executive Director)

- **Important destinations and initiatives:**

  - Get people to the center of Everett, where government offices, entertainment opportunities, Everett Community College, and Washington State University
  - Light rail needs to be paired with some connectors up Broadway to the colleges
  - Would love to develop at the location just west of the train station, including an early learning center. 25-year-old program in a Sizzler building, so it's looking for a place to build a state-of-the-art facility and this is the ideal location
- Just finished the convergent study, which looks at what kind of Master Plan would be conducive to transforming the neighborhood, which is really dependent on some catalyst projects like this
  - Just went to City administration and will be presented to Council shortly
  - Generating buzz and excitement
  - 2036 opening date for Everett Link has been a central talking point
  - State Legislature funded the convergent study
    - 16 acres and 3 acres and private property opportunities
    - Currently a park-and-ride lot + private parcel ; 500 mixed-income housing units
    - 70 units of supported housing on the 9% tax program with the additional market rate housing being done by the private sector
    - Ground level = amenities that are important to the community, including:
      - Business development collaborative that would entrepreneurial and trade training, wealth building ideas, with the businesses in the neighborhood, including green new jobs and internships in the local community
      - Bicycle emporium
      - Library and print center
      - Businesses like coffee shop
      - Safety program as part of the business improvement area
      - Meeting spaces
    - Looking at vacating 32nd street and making it a pedestrian friendly plaza at the block
    - Pretty significant conceptual framework - looked at utilities, parking, and streetscapes
    - Concept includes a loop that will go for 5 blocks east-west and 2 block north-south; green loop with connectivity across the tracks
    - Sound Transit Grant for $2 M that will allow us to connect the Everett Station with the Everett Event Center
- **Would like the Board to know:**
  - Very disappointed to see these kinds of delays, we've been waiting for a long time in Everett. Feeling like the Spine needs to be prioritized and built out first. We've been trying to create a vision for the Everett Station neighborhood, which is hindered by these kinds of delays and uncertainty.
  - We need to create a neighborhood that is transit oriented that brings housing into the neighborhood. The earlier the light rail can be programmed, the earlier that development can get established.
  - Ideal to have jobs near the transit center
- **How to stay informed:**
  - Ed will likely not be involved for much longer; stepped down from the CEO role 5 years ago and have been in strategic development role

- Fred Saffcrun - CEO
    - Social Enterprises
    - *Two executive directors that report to him that could be good community leaders to engage with*
- Two sister organizations
    - Housing Hope is all over the county and relies on people from supportive housing county wide into the Everett station through the bus system
        - 22 multi-family facilities
    - Hope Works Social Enterprises, which is located in this neighborhood
        - Workforce development at housing

1.3.10 InterIm CDA

Attendee: Derek Lum (Equitable Development Policy Analyst)

- **Important destinations and initiatives:**
    - Delay does affect new CID station by a few years, but Ballard/West Seattle are not primary destinations for folks InterIm works with directly
    - Primary destinations are already in the International District, most folks walk to the grocery store or take the bus from relatively close by neighborhoods (e.g.: Beacon Hill)
    - Rainier Valley constituency: S Graham Station is an important part of organizing, many non-profits/cultural centers based in that area. It is important that the voices of that community be respected and work with the coalition of folks around that proposed station.
    - New ID station does not appear fairly complicated, nothing that is super top of mind/important
    - What aspects of the new ID station are important? Language, accessibility, etc.
        - Ensure font is big enough for folks to read
        - Has not seen details of new ID station yet, not publicly available
        - Language accessibility is very critical, as well as accessibility for older folks/the elderly
            - ST is planning for some of these concerns, but the planning has not reached that phase yet
        - Artwork that is community-driven, led by those who live in the community or consider the community a cultural home
            - Artwork should speak to the community, should be well received by the community and honors the community that currently exists in the ID
- **Would like the Board to know:**
    - InterIm constituencies: Chinatown/ID (primary constituency), Rainier Valley (secondary constituency, but still important to the organization)
    - Connections between Chinatown community to diaspora community at large throughout the region
    - Asian diaspora is all over the region, but ID is still a focal point of the Asian diaspora
- **How to stay informed:**
    - Work with InterIm's Rainier Valley constituency, especially concerning the project timeline for S Graham station

1.3.11 Mi Centro (formerly Centro Latino)

Attendees: Yazmin Aguilar (Deputy Director)

- **Important destinations and initiatives:**
  - Majority of our clients come from Hilltop Tacoma –we have always heard a need for individuals with special needs. Need better access to the stops. What are the times that buses would stop by. Is there an app for transit (One Bus Away app)—what is the accessibility through this app? Is it self-explanatory when navigating? Is it in Spanish? Etc.
    - From Yazmin Aguilar in the chat: https://www.census.gov/data/academy/webinars/2021/data-summit-series.html
    - Response: Have not done an updated demographic analysis based on the 2020 census. Back in January, were looking at demographic information within a mile of the stations. But we do have a snapshot from 5-years ago.
    - Response: Also started to look at mobility scores—locations and key community amenities that we are serving or not serving? Looking for the things that don't show up on maps.
    - Because of COVID and new data, things have changed so dramatically.
  - There are a lot of local businesses (cultural stores to restaurants) –one specific area where there is the big market where there are a lot of different small businesses. Don't think I've seen a bus stop there, not served by transit—folks that need transit frequent there.
    - Follow up: want to understand where that market of small businesses is.
  - What kind of advertisement do you use inside of your buses? Story of someone who didn't know how to pay/didn't have the exact change and had to put in the bigger bill, don't have the accessibility. Only takes one bad experience to not take it again.
  - In Latino community, everything is word of mouth, what about radio stations, what kind of advertising are you using?
  - We have been doing focus groups from very small to large to get individuals who are new but also have access to past experiences.
- **Would like the Board to know:**
  - For community, we unfortunately at the stage where there is not trust. It's vital to be able to get a card or something from a cultural center, a place that is well-trusted within the community. In the past, we have worked with the auditor's office to make sure people got info about voting. Will go along with the partnership that we're going to talk about on Wednesday, would be picking central community locations as a place to buy a pass. People call us for one thing, then they end up leaving with 4-5 things. Only going to be able to get that at community locations and community organizations, as an important destination to access the passes.
  - About state agencies, including DSHS, we have to put ourselves to the same educational level—feeling is not to trust government agencies. Has not helped or work as well as we expected, DSHS administers child support and foster care– that's the extent of what they know, not other ideas of services. Best bet would be community orgs. Would target schools that have a high percentage of low-income schools and students of color.
  - When offering COVID testing, people were saying they didn't know how to get there. Access to food banks, access to places to access unemployment benefits. Make sure the stops are there to serve where are people are going aside from schools and local

community gathering places and stores. Licensing location an important destination because people wouldn't be able to drive there.

1.3.12 Multi-Service Center

Attendee: Maju Qureshi (Economic Stability Director)

- **Important destinations and initiatives:**
  - Initial reaction is that it is unfortunate, but glad that that side of Federal Way there are fewer organizations and they are faith centers. One on 348th I believe. I think most of the people who attend the center at this time are not using public transportation at this point so I don't imagine a significant impact.
  - For members of the community that are unhoused, they would probably utilize a bus service, so don't think that the light rail delays would impact their ability to access a bus.
  - I do feel like for the most part, not speaking for all of Federal Way residents, it is more of a community that has only been utilizing their transportation or the bus service. I think once the light rail is here, it's real, it's in front of us, we have access to use it. There probably will be a shift and a huge learning curve at that point. But I don't see realignment being a major inconvenience. Construction from FWLE has been impactful.
- **Would like the Board to know:**
  - Would be interesting for people to get an all-day pass, almost as an incentive – here is the light rail, it is new in the community – thinking about that type of a system. If the idea is to encourage the use of public transport, that might be one way. A lot of the people we work with would probably use it if available to them.
  - Using public transport systems can be burdensome to people who are low-income, King County Metro has a reduced fare program that we've been participating in over 5 years where we purchase ticket. Harder to distribute those tickets during COVID, but could be a program for agency and faith based orgs to purchase and distribute in the community.
- **How to stay informed:**
  - Conversations like these [briefings] – keeping in contact with us, if there are other agencies or entities, we're happy to make those connections.
  - As we get closer to opening up Federal Way, a lot of opportunity to educate about reduced fare. We have the same programs, but not known and not easy to get access to, especially in languages other than English.
  - Pierce County Department of Public Health has done a great job in the last year making their materials available in a multitude of languages.
  - There was a period of time where we would get referrals from public health and other agencies and give people bus fares for emergencies.
  - Public Health and HealthPoint are right behind me, the location has served as an advantage.
  - One of the other things we have done to educate the public about how to ride a bus or read routes. Group of us working with young adults over the summer was to take buses with them and teach how to read maps until they were comfortable. But a lot of people are not actually comfortable with how to use it. So kind of like a peer education program. Pre-COVID, this was a program we had.
  - Really glad that you were able to show a map and specific impact areas—was worried about what part of Federal Way would be impacted, but can't speak to Fife or other parts of the region.

1.3.13 Puget Sound Sage

Attendees: Velma Veloria (Filipino Community of Seattle and Graham Street Action Team Coalition), Emma Catague (Filipino Community of Seattle and Graham Street Action Team Coalition), Abdi Yussuf (Al-noor Islamic Center and Graham Street Action Team Coalition) and Warsame Adan (Al-noor Islamic Center and Graham Street Action Team Coalition)

- **Important destinations and initiatives:**
  - South End community organizations: Filipino Community Center (CC), Somali CC, Cham CC, Vietnamese pagoda on MLK along existing light rail line
    - Note: Filipino CC also serves other ethnic groups, not just the Filipino community
  - Many small businesses in the South End are owned by people of color who have been negatively affected by light rail construction and development.
  - 10 faith/cultural centers that are in the vicinity of the proposed Graham Street station that function as community hubs and cultural anchors.
  - Examples: Islamic cultural center, mosque, other places of worships, Aki Kurose MS
  - Island Pacific Shopping Center on MLK--- though it is closed, it is a major destination in the Graham St area
  - Lots of mom and pop businesses were negatively affected by transit decisions and were forced to close due to lack of foot traffic

- **Would like the Board to know:**
  - Race and racism--- communities of color have been skipped along the existing light rail line, especially between the Columbia City and Othello stations.
    - Communities have been patient about the gap between Othello and Columbia City, but delaying the project further would be detrimental to a low-income community that is very transit dependent.
  - These community centers listed in question 1 are important to the community, but the existing stations are too far away from these community assets
  - **Community patience is not unlimited**, small businesses have already suffered enough during construction but have not received the foot traffic light rail stations bring
  - Disappointing to see Sound Transit delay Graham St station again, community has been wanting Graham St station for a long time and their patience is running out
  - Explanation of the ST Board consisting of elected officials as well as a labor liaison
  - Concerns raised about no community members/representatives on the board, notes that these changes must be raised with state government in Olympia
  - Additional concerns of oversight committee being too late to input concerns, they usually come in after decisions have been made
  - Reiteration of the need for community members to be at the table in ST Board meetings
  - **Community vision for Graham St**: https://www.pugetsoundsage.org/graham-street-a-community-driven-neighborhood-vision/
    - Community wants to submit this report to the Board, report is a product of 3 years of organizing and hard work to identify options to develop the community land bank (identified surplus ST property)
    - Vision is centered around preserving the diversity of the community and preventing displacement brought on by light rail
    - We have a plan and we don't want you to mess it up
  - Filipino community has been negatively impacted by reduced bus schedules and bus route changes, expressed a lot of concerns about being passed over

  - Point of communities being passed over is a recurring theme
  - **Last to be invested, first to be divested, first on the chopping block**
  - Community projects are already underway in anticipation of the Graham St station opening in 2031--- e.g.: Filipino-led affordable housing project that contains a senior lunch program and a youth learning center
  - Existing transit infrastructure is not enough: the Rt 106 bus is the main local transit route in the neighborhood, distance between light rail stations is very far
  - Senior lunch program would receive a boost in membership with the opening of the Graham St station, as well as a youth learning center for after-school programs
  - Request to put station on the north side of Graham St for better accessibility
  - Lots of momentum around community that has been built, concern of losing momentum with station delays
  - Grievances brought up against the original alignment that skipped over Graham St between Columbia City and Othello
  - Transit access is not as streamlined as it used to be: more transfers make getting around a little more confusing
- **How to stay informed:**
  - Puget Sound Sage will send more info on the Filipino Community Village with learning center and housing for seniors
    - Also includes a child development center
  - Community orgs to note: Somali Health Board, ICHS office on Holly St, Cham CC

1.3.14 Pierce County Affordable Housing Consortium, City of Tacoma, Tacoma Housing Authority

Attendees: Josh Jorgensen (Project Manager - Tacoma Housing Authority), Felicia Medlen (Housing Affordability Manager - City of Tacoma), Amanda DeShazo (Executive Directive – Pierce County Affordable Housing Consortium)

- **Important destinations and initiatives:**
  - There are many developers who want to invest in the Tacoma Dome area who want to develop because the TDLE project will be delivered. If the delivery date is pushed out, it breeds uncertainty and causes developers to question investment in the City.
  - Affects community engagement and developing excitement among community members for future Link lines and addressing transit gaps/ needs.
  - Please communicate new delivery dates when known so we can instill confidence in investors and developers.
  - There are 600 housing units planned for development at the end of the TCC line.
  - 200 housing units are planned in the Tacoma Dome area.
- **Would like the Board to know:**
  - Hilltop Link (delivered next year) cannot connect to the regional system without TDLE.
  - Difference in demographic groups who are relying on transportation. More people are reliant on transit in the Tacoma Dome area than they are in Fife or Federal Way, and especially Seattle. The impact of a delay will be felt a lot greater in Tacoma than it might in other areas.
- **Questions:**

- Is funding distributed equally across the region (e.g., saving $4 billion in the South and $4 billion in the North)?
    - Subarea equity
    - Delays are happening in all subareas
- We can't skip delivery of Fife and Portland Ave. stations to get down to Tacoma Dome, correct?
    - Yes. Crossing the river is the most challenging and expensive piece of that project.
    - Bet on not phasing stations and shuttling riders to Fife, for example.

1.3.15 Seattle Chinatown International District Preservation Development Authority (SCIDpda)

Attendees: Jamie Lee (Director of Community Initiatives) and Jared Johnson (Director of Operations)

- **Important destinations and initiatives:**
    - There are many developers who want to invest in the Tacoma Dome area who want to
    - Can understand delays, but has to be within reason. Can't have done all this work in facilitating community engagement and getting their input to have the lifetime of that input expire before the project is built.
    - The CID IS the regional destination and the major transit hub on the west coast for the AAPI community—really easy walkshed
    - Important: period of construction for the neighborhood
    - Extended construction or construction twice (particularly what might be happening to I-5)
    - This community was highly impacted by I-5 construction in the 60's and 70's and sensitive to prolonged construction
    - Majority of the community rides the 36 bus from Beacon Hill
    - Communities that live in the CID and work downtown typically take the bus because the light rail gets crowded
    - Make sure construction period is far enough after pandemic recovery period for CID businesses
    - Like that delay for WSBLE is only 2 years, anything beyond that will be difficult to accept
    - If they go through the growing pains once, that's acceptable. During construction of the SDOT streetcar, SDOT came back repeatedly again and again and that negatively impacted businesses.
- **Would like the Board to know:**
    - AAPI community is largely moving to the Eastside so connections between the Eastside and the CID are important
        - Once the East Link opens, want to be sure there are connections between the AAPI community on the Eastside with the CID
    - Get the end product right! Ensuring it can support the community for 100+ years. Let's not sacrifice what could be a really wonderful transit hub (linking Pioneer Square to CID) due to budget constraints. From the 100-year view of this project, it's WORTH IT for successful connections.
    - It would be disastrous for the neighborhood if the WSBLE/ downtown transit tunnel construction happens at the same time as the I-5 underpass + SR-99. Can ST coordinate with WSDOT?

1.3.16 Uwajimaya

Attendees: Tomio Moriguchi (CEO) and Miye Moriguchi (Development Manager)

- **Important destinations and initiatives:**
  - Uwajimaya has already benefitted from proximity to the existing ID station, don't have strong opinions about one scenario over another
  - Uwajimaya residents + patrons would love to be connected to other regional destinations, but don't have strong pulse on key destinations for those group
    - Would love to connect to West Seattle
- **Would like the Board to know:**
  - The Downtown tunnel work is the most impactful to Uwajimaya and other CID businesses.
- **Questions:**
  - Have major assumptions about ridership and fees changed?
    - ST assumes ridership will rebound, but will not recover will be revenue. Ridership increases are not expected to reach a level that will make up for revenue losses during COVID.
      - FOLLOW UP: Would need to ask CFO about that for true numbers
  - Do timetables of the planning work change?
    - This depends on how long project delays account for – a 2 year shift probably makes planning work relevant still so it continues full steam ahead
    - Ideally, more planning time would translate to more shovel readiness in additional 2 years. When would we know about changes to the planning schedule timeframes? What can the community see as benefit there?
      - We should know more in July
      - WSBLE is still full steam ahead on a DEIS before the end of this year and want to get the data out there to have a conversation with the community
  - Have there been any updates to technology? Japan is thinking about hydrogen cars and such. If projects are pushed out, how are we reevaluating advancements in transportation technology that might occur during that time and incorporating advancements into projects? Could technological advancements help save costs?

2 APPENDIX B: GRAHAM STREET: A COMMUNITY DRIVEN NEIGHBORHOOD VISION

Graham Street: A Community Driven Neighborhood Vision

Acknowledgments

This vision is brought to you by the hundreds of community stakeholders who shared their knowledge and time with us. The following individuals and organizations comprised the teams of people that made the visioning process work and who are committed to organizing together to make our vision a reality.

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“The heart learns what the hands do.”

Movement Generation
Justice and Ecology Project

Introduction

Our vision allows us to imagine the world we want to live in. It's not just about the challenges we face now or in the future. It's not the opposite of what's wrong, but the affirmative of what would be right. While we have to find solutions to immediate threats and looming challenges, we also have to know where we are going and why. Our vision will help guide us through the challenges and forces beyond our control that we will face in the next 10 years.

Our vision puts community stakeholders and people of color at the center of that future, not the margins. Our vision states that we who have built resilience and cohesion over past decades should lead in building that future. We are lifting up communities that usually are left out of planning and decision making.

Our vision is not set in stone. We see it as a living thing that will change and improve over time, as old and new hands shape it. We anticipate many new ideas, some conflicting, that will make it better.

We hope this vision can be used by our communities as a source of inspiration. We hope that policy makers use it to guide their decisions on who gets to benefit from public investment. We hope that our vision shapes the physical and social environment for the next generation. We hope that people who come to make money in our community from land-use it to understand how to do their role better.

In the following sections, you will find:

1 The story of who we are and why we did this.

2 What we learned from the process.

3 What we imagine for our future.

PART I.
THE STORY OF WHO WE ARE
AND WHY WE DID THIS

We are the Graham Street Neighborhood

We found ourselves here in many different ways. Some of us came a long time ago. Some of us came recently. Many of us grew up in Seattle. Many of us grew up across the globe. We are black, brown, and white. We are Filipino/a, Somali, Ethiopian, Vietnamese, Cham, African American, Latinx, American, and much more. We are Muslim, Buddhist, Christian, and more. We speak many languages, but share the same home.

We do many things in our community—raise our families, go to school, work, worship, celebrate, do business, shop, build, care-give, and hope for the future. We are youth, elders, and everyone in between. We are strong and resilient together.

Some of us no longer live here because rent became too expensive or we didn't own land. But we frequently return because our families, businesses, schools, cultural centers, and places of worship are still here. We have roots here.

For all of these reasons, and despite increasing economic pressure to make us leave, we intend to stay.

In 10 years, Sound Transit will build a new light rail station. That station will connect our neighborhood to opportunities across the region – including jobs, schools, goods, and services. Along with the new station will come a hub of new business space, new homes, and new infrastructure. We imagine our community benefiting from this investment, by building on what we already have and what makes us strong.

We know that new people will also want to move to be near the station, many of whom can afford higher priced homes. Just as we have seen with the other stations along the light rail, this could increase economic pressure to move far away where homes and business space is more affordable. We see that after huge public investments in things like light rail, new libraries, new community centers, new parks, and new schools, the people who have made a neighborhood home often don't benefit because rents and home prices rise as a result. We also have seen how a huge public construction project can close businesses too long for them to survive.

But we see a different outcome - a future Graham Street where both the existing community and new people can all benefit from the station and other public investment. We imagine a community where we aren't leaving it up to other people, whether the City or for-profit developers, to plan our future. We imagine owning land, overturning the dirt, constructing things, and building community power for local governance.

This is our vision to stay and prosper in the Graham Street neighborhood.

Filipino Community Center Youth plan for the scale of development and uses along MLK Jr. Way S.

WHO IS TELLING THIS STORY?

The Graham Street Community Action Team

The Community Action Team (CAT) comprises local leaders, businesses, and institutions that are deeply committed to preserving and growing our community. The CAT started meeting in early 2018 with a goal to develop a vision for the Graham Street neighborhood that placed existing stakeholders at the center of planning for a new station. As a group of local organizations, we hope to inspire our community to plan, own, and build our future neighborhood.

Cham Refugees Community

Cham Refugees Community first opened its doors to serve the ethnic Cham population from Vietnam and Cambodia more than 30 years ago. Today, it is a non-profit agency serving the local Muslim refugee and immigrant communities in Seattle and the surrounding areas by providing family and community-focused services. The organization continues to serve ethnic Cham populations, and newly arrived refugees from East Africa, Iraq and Burma (Rohingya). Annually, the organization sees more than 1600 individuals and families in Seattle and South King County, who utilizes our facility and services.

Filipino Community of Seattle

Filipino Community of Seattle is committed to promoting cultural diversity, ethnic pride, unity, and educational and socioeconomic empowerment among Filipino Americans in the Pacific Northwest. The organization leads youth programs, senior services and programming, and cultural and arts programs. FCS is one of the oldest community institutions in the neighborhood.

Co Lam Pagoda

Co Lam Pagoda is a Vietnamese serving Buddhist Temple. The temple opened in 2000 and serves more than 300 people each week through religious services and youth programs.

Somali Community Services of Seattle

Somali Community Services of Seattle works towards the success of refugees to undergo a smooth transitional process, and attain self-sustainable status in their new country.

Al Noor Islamic Center of WA

Al-Noor Islamic Center of Washington was established in 2004 and serves 600 community members each week through prayer and youth programming. They offer Islamic studies programs, family and youth counseling, mental health services, know your rights workshops, and community outreach programs.

Bethany UCC

Bethany United Church of Christ, better known by the people as Beloved Bethany Community for its ministry and vision in seeking faithfully to be God's Beloved Community, courageously opened its doors in the cold winter month of December 2000.

Tenants Union of WA

Tenants Union of WA works to create housing justice through empowerment-based education, outreach, leadership development, organizing, and advocacy. Founded in 1977, the TU carries on a proud legacy of work to create concrete improvements in tenants' living conditions and challenge and transform unjust housing policies and practices. As a membership organization, the TU's work is grounded in the strong conviction that tenants must be the leaders of efforts to transform our housing conditions and communities.

Debre Mihret Kidus Michael Ethiopian Orthodox Tewahedo Church

Debre Medhin-Medici Michael Ethiopian Orthodox Tewahedo Church was established in November 2001 and serves Ethiopian and Amharic speaking populations in Seattle and the region.

Somali Health Board

The Somali Health Board works to reduce health disparities of Somali immigrants and refugees and to improve health outcomes within the communities by: advocating for and ensuring culturally/religiously appropriate and relevant policies and services within the health systems; developing and implementing meaningful partnership with the health systems; developing mutual education for providers and community leaders.

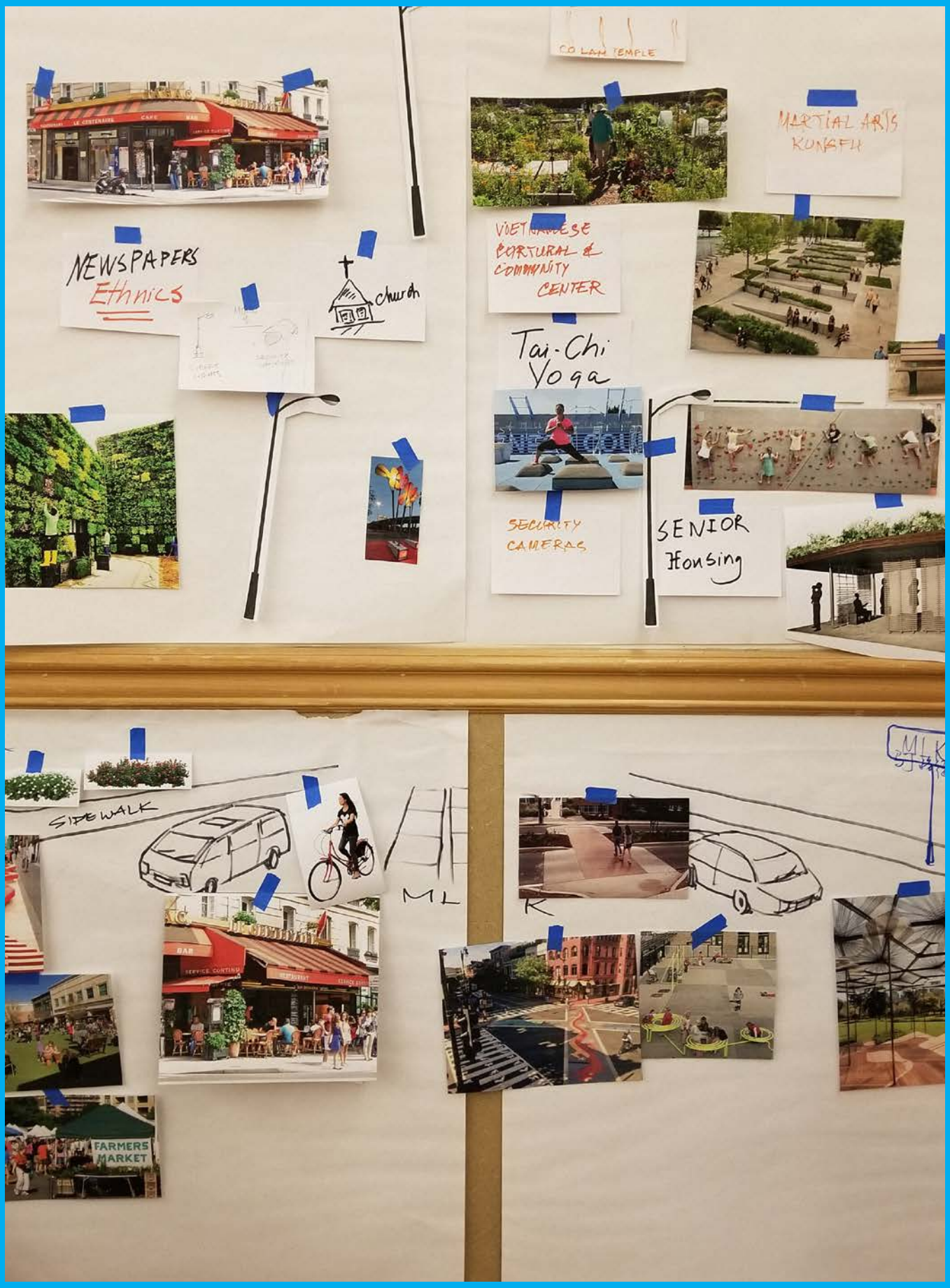
South Communities Organizing for Racial and Regional Equity

South CORE is a 20-member coalition of people of color-led organizations, from the International District to Rainier Beach, formed to provide a collective voice for planning and development along the light rail. Our goal is to support community driven and inspired development in the greater Rainier Valley. Since 2013, South CORE has helped win a more equitable Comprehensive Plan for the City of Seattle, a groundbreaking assessment of displacement risk to guide City-wide planning, a new City program to fund community-driven equitable development projects, and equitable surplus property practices at the City and Sound Transit that favor community-led projects.

Puget Sound Sage

Puget Sound Sage has worked over the past 10 years to build a city where communities of color and low-income communities benefit directly from Seattle's economic growth. We work to ensure that the families who power the city's growth aren't pushed out due to rising costs. We fundamentally believe that development without displacement is possible when communities of color and low-income communities are able to directly benefit from growth and direct major decisions about how development occurs. Sage helped found and facilitates South CORE. Puget Sound Sage is the recipient of foundation and King County COO funding to resource both South CORE, the CAT, and all of the visioning activities led by the CAT.

PugetSoundSage
Growing communities where all families thrive.



Vietnamese stakeholders desires for the future of the neighborhood.

Our Community Process

We set out to plan differently. Traditional planning processes, often led by government, planning consultants, or private developers, emphasize community input on physical improvements to a neighborhood, like open space, lighting, public art and facades. While relevant, we believe this limited kind of planning fails to address fundamental issues of ownership and control. Planning that does not help low-income communities and communities of color thrive in place or change systems required for development without displacement will fail those involved. We have modeled the Graham Street planning process as a community driven and community led planning process to ensure that we're both addressing the physical improvements to the neighborhood AND building the power to address the underlying structural and systemic barriers, resulting in a better plan with stronger implementation.

Our strategy for Graham Street visioning starts with the Community Action Team (CAT). The CAT represents organizations with large, diverse memberships and well-connected community leaders. Collectively, the CAT brings not only expertise about residents, businesses, and cultural institutions, but also can reach their own members in culturally relevant contexts. The key to a truly participatory process is harnessing the power of organizations to engage their own way with their constituents.

In January 2018, South CORE and Puget Sound Sage engaged with a dozen local organizations and leaders, resulting in eight initial members forming the CAT. Through King County's Communities of Opportunity program, we were able to provide funding for each to compensate for staff time and organizational resources throughout the year. Sage provided a community organizer and community planner to facilitate the process.

Early in the year, the CAT, Puget Sound Sage, and South CORE helped shape the agenda for the vision process. We launched what became three efforts to get maximum community participation and direction:

1. Community-wide, multilingual planning sessions to identify existing assets we can build on and aspirations for around the new station.
2. Surveys of businesses, tenants, and homeowners.
3. Listening sessions with each CAT organizations' own members to get reflections on what we learned in the planning sessions.

Throughout the visioning process, over 2,000 people were reached and 500 directly participated.

PART II.

What We Learned From The Process

To know where we are going, we have to know where we are. While we all hold expertise and wisdom about our communities, we want to ground our vision in a shared understanding of the whole picture that will affect us in the future. We recognize that we have much to learn from each other and much to learn about physical landscape around us. To guide the visioning process we investigated the following conditions:

Who calls our neighborhood home?

What rules currently apply to how we use land and who is planning to build?

What infrastructure supports our neighborhood?

How healthy is our environment, now and in the face of climate change?

What is the scale and character of our local business community?

How stable or unstable are current residents in their homes?

Determining scale of development and uses.

What We Learned

→ Who calls our neighborhood home?

Graham Street is a diverse neighborhood, and significantly more diverse than the City of Seattle as a whole.[1] Results from the 5-year 2016 American Community Survey (Figure 1), show that 42 percent of residents identified as Asian, 25 percent as Black, 24 percent as white, five percent identified as multi-racial, two percent as other, one percent as Native American, and one percent as Native Hawaiian or Pacific Islander. To compare, citywide, nearly 70 percent of residents identify as white, 14 percent and Asian, and seven percent as Black. Finally, close to six percent of residents in the Graham Street neighborhood identify as Latinx, matching percentages citywide.

Relative to the City of Seattle, the Graham neighborhood has a higher percentage of young (under 20) and older (over 75) residents. Graham also has a much higher average family size of nearly four, while family size in the City of Seattle hovers just under 3 people.

More than 50 percent of residents reported speaking a language other than English. Citywide, only 20 percent of residents reported speaking a language other than English.

Of residents over the age of 25, nearly a quarter reported that they had finished high school, 25 percent had completed some college or an Associates Degree. Just over 20 percent of residents had a bachelor's degree and less than ten percent of residents had completed an advanced degree.

Excluding income from public benefits and

Figure 1. Residents by Race in Graham Street Neighborhood —2016 American Community Survey

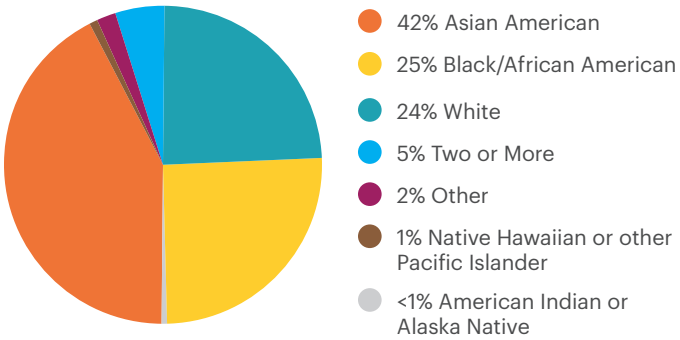
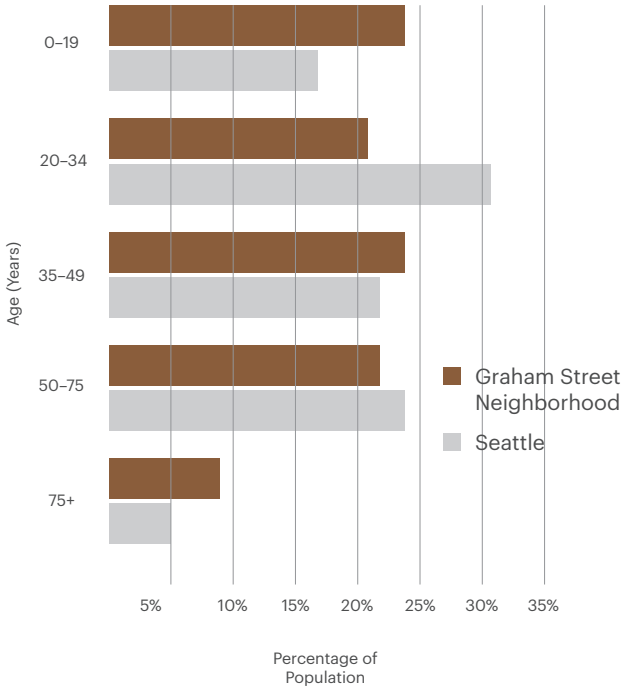


Figure 2. Residents by Age in Graham Street Neighborhood, compared to Seattle



subsidies, nearly 15 percent of households in the Graham Street neighborhood reported earning less than $10,000 annually. This group includes households on a fixed income, such as seniors. Close to 30 percent of households earn less than $35,000 per year. For scale, a full-time minimum wage job pays just above $31,000 annually. More than 40 percent of all households in the neighborhood earn less than minimum wage. Residents of Graham Street are disproportionately low-income compared to fewer than 30 percent of households citywide earning less than minimum wage.

Renters of the Graham Street neighborhood feel the pressure from the housing and displacement crisis of the region. More than half of all renters in the neighborhood pay more than 1/3rd of their household income on housing costs.

→ City Rules and Land Ownership

Zoning and Land Use

The City creates and applies a set of rules, called zoning, across Seattle that specify how big buildings can be, what they can be used for, and how much can go in them. Generally speaking, the zoning code primarily applies to new construction or major renovations rather than buildings that have been in place for long time. Most of the properties to the East of MLK Way are zoned for single family homes. All of the properties that abut MLK Way are zoned for commercial use with an allowable height of 65 feet, ranging from four to five floors. Surrounding the intersection of MLK and Graham, several parcels are zoned Low-Rise 3, which allow smaller apartment buildings, town homes, and row houses. Most of the property in these commercial and low-rise areas have one to two-floor commercial spaces, such as retail strip centers, community centers, or offices, and small, auto-oriented facilities.

The City of Seattle has proposed rezoning Seattle's urban villages, including the Othello Urban village where the future Graham Street station is located. The purpose of the rezone is to increase development capacity in exchange for a requirement that new buildings have to include affordable housing or contribute to an affordable housing fund. The rezone at Othello will allow for taller, mixed-use buildings and more dense housing types close to the existing station, including cottages, townhouses, duplexes, and apartment buildings. However, the City of Seattle has agreed to delay any major zoning changes around the future Graham Street Station so as to respect the community driven process to define a vision for the neighborhood. Instead, the City will make small height increases along MLK way and Graham Street so that the affordable housing requirement can be implemented.

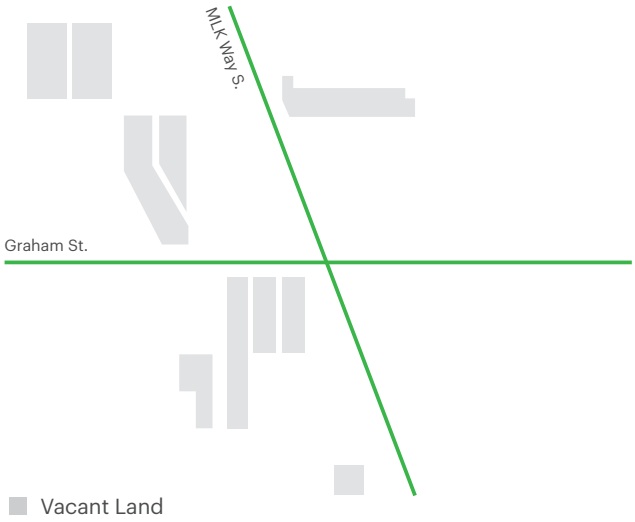
Land Ownership

We studied over 85 properties to determine the scale of ownership by individuals and businesses. Ownership of multiple properties by one person or company that are clustered together can indicate plans for development. The 85 properties represent most of the privately-owned land within the urban village around the station. We found that the vast majority of the parcels in the neighborhood are owned by individuals or families rather than investment companies.

Plans for Vacant Land

There are a significant number of vacant properties and lots around the intersection of MLK Way and S. Graham St. According to the Seattle Department of Construction and Inspections, several permits have already been approved to develop multi-family or single-family homes on these parcels.

Figure 3. Plots of Land along MLK Way S. and Graham St. that are to be developed.



→ Local Infrastructure

To learn about our infrastructure – the physical and public investments that enable activity – we focused on publicly subsidized housing and publicly funded transportation.

Affordable Housing

Multiple affordable housing developments are located in or planned for the Graham Station area.

King Way Apartments

This garden-style apartment community on seven acres offers large one, two, and three-bedroom units, as well as some town homes. Bellwether Housing owns and operates the building, which serves 164 households earning below 50% and 80% of area median income.

Katharine's Place

Katharine's Place provides 25 units of low-income family housing in Seattle's Rainier Valley, with some units set aside for families with special needs. Fifteen units are subsidized by Seattle Housing Authority and are designated as permanent housing units for homeless families with children.

Rainier Vista and New Holly

The Seattle Housing Authority owns and operates 385 units at Rainier Vista (several blocks north of Graham Street) and 620 units at New Holly of majority family-sized affordable housing units (beginning a few blocks south of Graham Street). Both Rainier Vista and New Holly are mixed income developments, with private market rate housing developments integrated with low-income units.

Filipino Village (Planned)

The Filipino Community Village of Seattle is a first of its kind project that will provide 68-units of affordable, low-income housing to seniors as well as an expanded science-technology-engineering-arts-math (STEAM) program to youth. The Village

will be an expansion of the current Filipino Community Center of Seattle (FCS) that has been providing health and social services since 1935.

Transportation

We walk, use public transit, and drive to get to the places we need to go. We learned about what facilitates our mobility, as well as how public infrastructure is serving us.

Existing Transit Service

There is currently only one bus that serves the immediate Graham Street neighborhood. The 106 bus runs along MLK Way from Downtown Seattle, through the International District, through the Rainier Valley, Skyway, and finally to the Renton Transit Center. In 2012, King County Metro severely reduced bus service along MLK, claiming redundant service after the opening of LINK light rail. Community groups in the Rainier Valley fought to have the route fully reinstated. Many in the neighborhood rely on the bus which stops more frequently along the corridor than the light rail, including at Graham Street, creating greater access for seniors, folks with disabilities, students, workers, etc. The 106-bus route replaced previous service along MLK. There is currently no East- West bus service that would give access to Beacon Hill or Rainier Ave.

Proposed New Transit Service

Community groups won the inclusion of an infill station at Graham Street in the Sound Transit 3 plan adopted by voters in 2016 as well as supplemental funding from the Move Seattle Levy. The King County Metro Long Range Plan alludes to the creation of a frequent East- West route along Graham Street to improve access to the planned light rail station. This new transit line has no planned date for implementation.

Walking

Walkability is measured in two ways. The first, as demonstrated by tools like Walk Score, count the number of destinations within walking distance. Graham Street has a relatively high walk score due to the great number of stores, restaurants, community institutions, churches, etc. in the neighborhood. The second way to measure walkability measures how long it takes to walk to important places, like open space and transit, and show gaps in walkability for areas where it takes longer than 5-10 minutes. There are several walkability gaps in the neighborhood, where it takes longer than five minutes to get to a park and longer than ten minutes to reach transit.

Biking

The bicycle infrastructure network includes one Neighborhood Greenway near the station area, and also the multi-use trail (Chief-Sealth trial) but there are no major connections in the West-East direction for bicycles.

Impact of Transportation on Safety

Since December 2017, 50 vehicles were involved in 24 collisions in the Graham Street Neighborhood. Cars speeding down the steep hill from Beacon, paired with traffic congestion, and irregular traffic signals create a hazardous environment for drivers, cyclists, and pedestrians. Specifically, at the intersection of MLK and Graham over 14 collisions occurred, including a vehicle striking a pedestrian.[2]

→ Environmental Health and Resiliency

Our climate is changing and Seattle is not immune. According to a recent City of Seattle Climate preparedness report, by 2050 our annual summer temperatures will increase by 10 degree and the sea level is expected to rise 1.5 feet, our winters will be wetter with more extreme rain events, snow in the mountains will decrease by 25%.[3] Increased risk of flooding, wildfires, and heat events exacerbate respiratory disease and increase other public health risks.[4] We know that climate change is a "threat multiplier" and disproportionately impacts communities of color and low-income communities.[5] Community-led and owned transit-oriented development at a new South Graham Street station in the Rainier Valley has the potential to combine climate mitigation and adaptation strategies that create true climate resiliency. We set out to identify the climate and environmental threats to the Graham Street Neighborhood, including:

Resiliency to Earthquakes

The Rainier Valley is a relatively safe place to be in the case of a strong earthquake. Most of the neighborhood is located on bedrock, which diminishes ground shaking compared to weaker soil types.[6] The new station and its immediate surrounding area are in a zone that is less prone to earthquake damage.

Resiliency to Flooding

The immediate area around the future station is a 'Peat Settlement Zone,' and designated wetland with a water table near street level which may lead to flooding during intense rain events. Additionally, steep slopes to the West of the station may channel rainwater down to the basin of the valley and/or create risk for mudslides.[7]

Soil Contamination

Historic and current auto-related uses along MLK Way may have contributed to a pattern of soil contamination from fuel (gas and diesel) and cleaning solvents. This kind of contamination can harm vulnerable people, such as youth and elders, by leaking into water or being exposed to the air. For long-term environmental health, the contamination must be removed.

Figure 4. Environmental Risks in the Graham Street Neighborhood

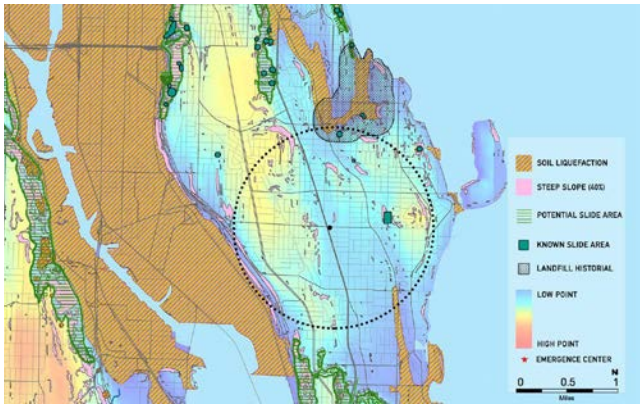
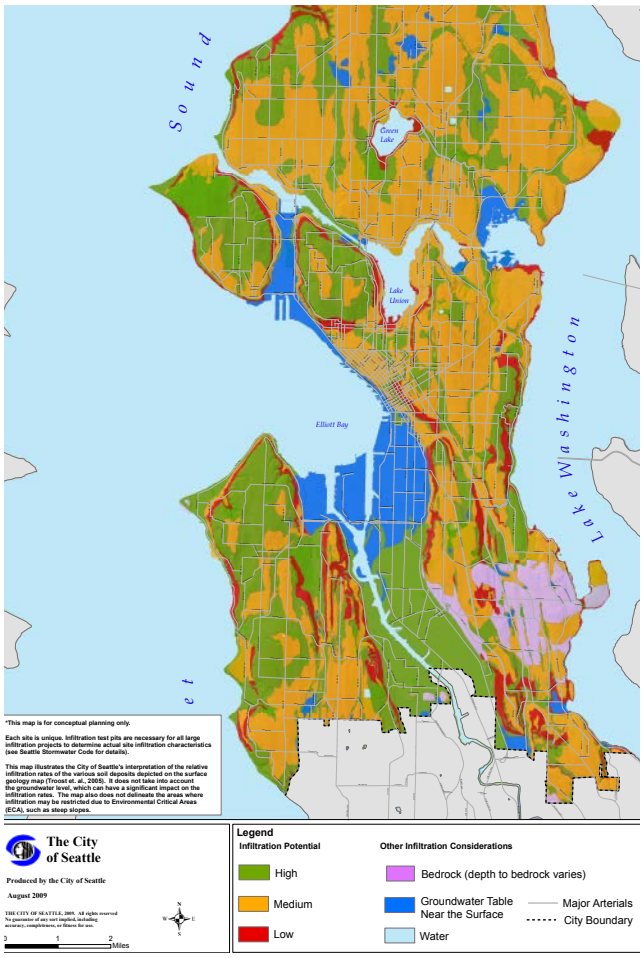


Figure 5: Geology of the Graham Street Neighborhood



→ Scale of Local Business Community

To learn about local businesses, we obtained data across the neighborhood and did a door-to-door survey to dig deeper.

Within a 1-mile radius of the future Graham Street Light Rail station, there are nearly 190 registered businesses. Almost all of the businesses, except for a few local franchises of national chains and public companies, are very small. More than half of the businesses report fewer than five employees and sales less than $500,000.[8]

The businesses include and provide the following services (Figure 6).

We surveyed 15 small businesses for a deeper understanding of who businesses serve and the challenges they face. Most business respondents cater to a local market, such as families of students from Aki Kurose Middle School and nearby residents, but also rely on a regional customer base. All of the business respondents rely to some degree on other businesses in the area to succeed and a majority felt connected to the local business community. Several businesses identified rising costs as a barrier to operating in the neighborhood. Other challenges include the perception of safety and the inability for drivers to cross MLK to access their businesses. Most businesses felt that the new station would improve foot traffic, which would then improve sales, but most were concerned about potential drawbacks. Concerns with the arrival of the new station include:

- Small businesses we surveyed don't trust Sound Transit to protect them during the construction phase.
- Landlords will sell property without thinking about what will happen to the businesses.
- Fear that commercial rents will increase.
- Fear that they will see reduced sales during construction of the light rail station.
- Fear of losing important cultural institutions that they depend on for customer base.
- Residents and stakeholders depend on small businesses and want to make sure that businesses can stay and thrive in the neighborhood.

Figure 6. Businesses found in the Graham Street Neighborhood

Business Type	In the neighborhood
General Services	Beauty salons, cleaners, child care, janitor, locksmith, landscape, manicure, personal chef, kennel, pet services, photographer, interpretation, sewing machine repair
Medical Services	Chiropractor, dentist, herbalists, midwives, massage therapists, counseling, registered nurse, physical therapists, physicians, naturopath, social worker
Legal/Financial	Attorneys, insurance, money transfer, tax preparation
Auto-oriented	Gas stations, mechanic, auto glass, U-Haul
Manufacturing/ Wholesale	Food related
News	Vietnamese and Somali print media and language based radio.
Education Institutions	St Edwards, Jazz Night School Brighton, Dental Assisting School, Torah Day School, New Holly, MLK School, Aki Kurose
Restaurants	16 restaurants in the neighborhood provide affordable cultural foods
Retail	Convenience store, Halal butcher, jeweler, pawn, grocery
Housing	Non-profit, senior housing, for profit rental housing

→ Connection of Residents to the Community

Part of understanding how rooted, or unstable, people feel in the Graham Street neighborhood is how socially connected they feel and the quality of their housing conditions.

Single Family Resident Survey

Filipino Community of Seattle surveyed 23 residents in single-family homes around the future station. More than half of the respondents had lived in the neighborhood for more than five years with a majority having lived in the neighborhood for more than ten years. Of these long-time residents all but one owned their homes. Some of the major concerns and priorities were around public safety, affordable housing, and preserving/creating new small business opportunities.

Respondents who lived in the neighborhood for less than five years were more likely to be renters than owners. Many of the concerns and priorities were similar, but newer residents also prioritized the neighborhood experience- greenery, fencing, lighting- in addition to preserving and creating new opportunities for businesses.

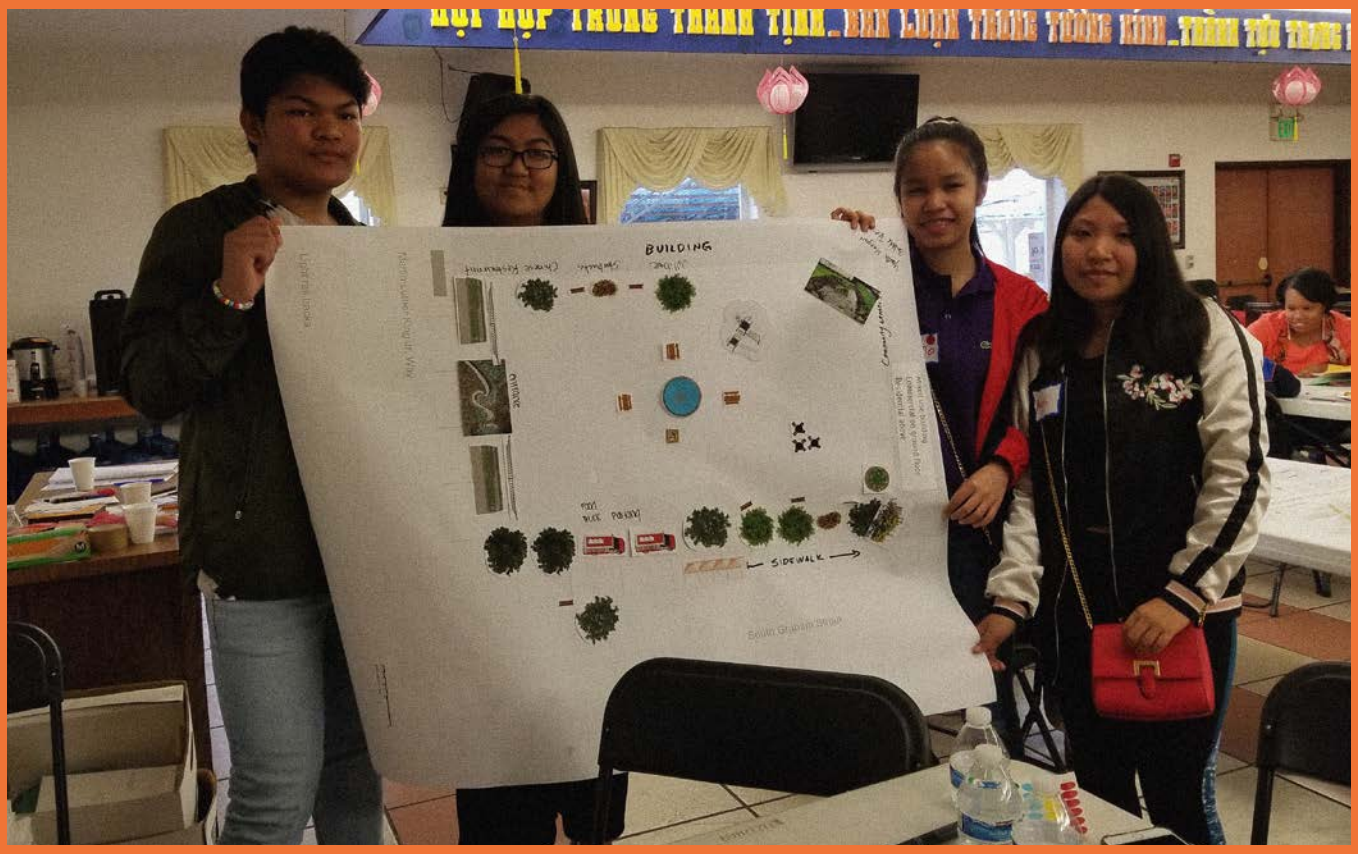
FCS reported their experience collecting the surveys: "After 20 completed surveys, we started to see a really interesting trend. Folks who have been living in the area for under two years were more concerned with litter/greenery and wanted to see more small businesses. While folks who have been here for more than 5-10 years are more concerned with property taxes going up and wanting to see the continuation of people of color/ethnic business in the area. You can literally see the gentrification on these surveys."

Multi Family Tenant Survey

Puget Sound Sage and the Tenant's Union surveyed 45 tenant households in the neighborhood surrounding the new station to better understand the conditions in rental housing in the neighborhood. There are more than 10 privately owned multi-family building in the neighborhood. Through this survey we wanted to connect with tenants, learn more about their connection to the neighborhood, their concerns, and what would help them be able to stay in the community despite rising housing costs.

- A majority of residents have lived in their unit for less than three years, with over 40% of respondents for less than one year. Over 25% of respondents had lived in their unit for more than five years.
- Nearly 70% of respondents felt somewhat or very connected to the neighborhood and had a desire to stay.
- Three quarters of respondents identified as people of color.
- Nearly 25% of respondents identified as black, either specifically as an African immigrant or as African American/ Black.
- 20% of respondents had a Section 8 voucher.
- 80% of respondents worked (either paid or unpaid).
- Two thirds of respondents were worried about rent increases or being forced to move.

Planning for public and community space



Youth plan for active public space

PART III.

What We Imagine For Our Future

Over the course of 2018, we held many small and large conversations, shared our stories with each other, learned more about our neighborhood, and came to shared ideas about a future in which we thrive. We affirmed what we already knew - our communities have deep strength and resiliency that we can build on. Sometimes discussing the challenges our communities face created a feeling of powerless: that displacement is inevitable, that our voices will continue to go unheard, and that our future will be determined by forces beyond our control.

But we also realized that what we have already built in the Graham Street neighborhood can be a model for the future. And that we do not have to be afraid of change, if we are part of that change. Our challenges can be overcome by working collectively and building power across our communities. In this section of the vision, we lay out this story as we made it – starting with what we already have, identifying the threats to our stability, and then imagining a future together in which we are the agents of change.

What We Already Have

We began our conversation about our strengths by asking: what do we need to preserve to stay and thrive in our neighborhood?

→ Community institutions and local businesses provide vital support and connections

Community members voiced the importance of community centers, small businesses, and faith centers as the places they gather, receive important information, and sustain their cultures and language through youth education. These important cultural hubs provide a wide range of invaluable support to immigrants and refugees, including economic support, emergency food, finding and applying for housing, navigating public assistance programs, translation and interpretation, and finding and applying to jobs.

Small businesses serve as more than just places to buy culturally relevant goods and services – they provide income to owners and their employees, invest in and lend to community initiatives, and provide critical gathering spaces for young and old alike.

In short, these interdependent institutions are the heart and lifeblood of this neighborhood and without them the communities rooted here would not survive. Stabilizing and growing them will be key to our vision.

We have mapped, on page 24 and 25, the key businesses, cultural institutions, and faith centers that make up our web of support. (Please note that more businesses and places could be added as we grow this story.)

→ Resiliency strategies and cultural practices create stability

In addition to the critical places to preserve, participants named survival and resilience strategies central to their cultures as assets to build on.

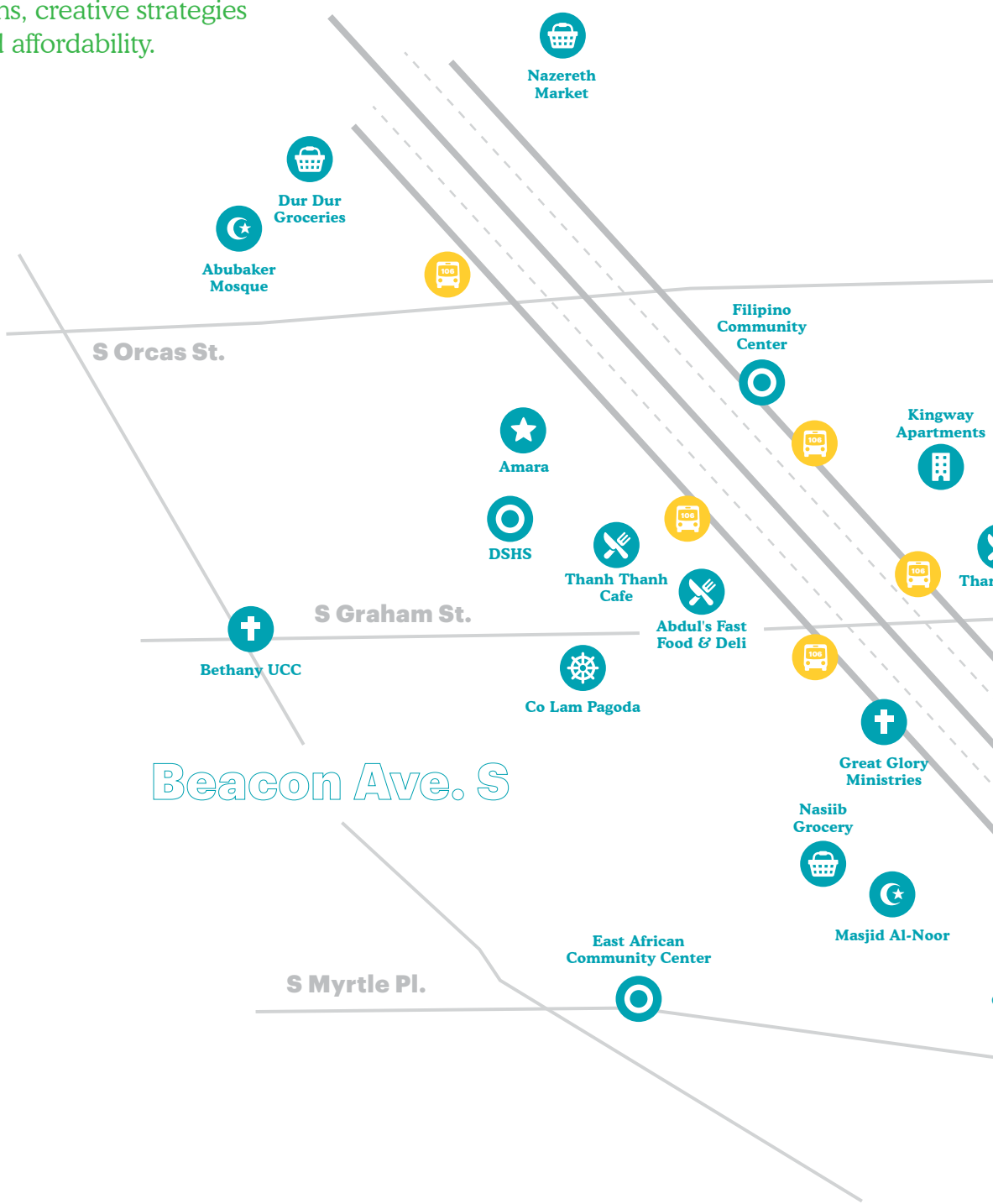
Community members identified intergenerational family structures as important to stability, which allow elders to take care of children and their own children to take care of them. These built-in mutual support systems address multiple challenges of access to and affordability of childcare, aging in place, and housing affordability generally.

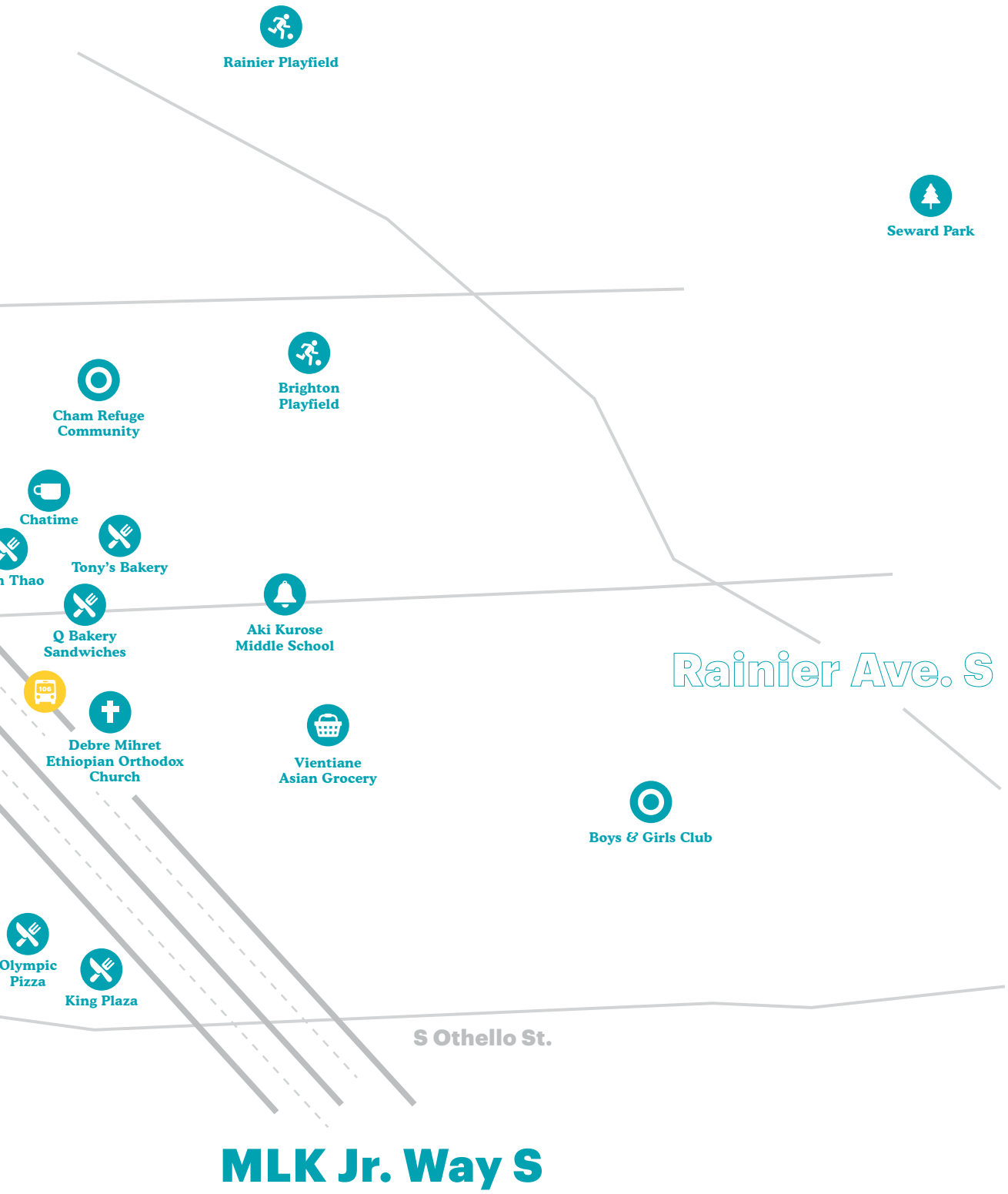
Participants also spoke to their resourcefulness in growing food (both as a way to access cultural foods, but also to be able to eat healthfully on a budget), saving and reusing water, and creating their own fertilizer by composting. These practices help to reduce carbon emissions and minimize household costs.

Perhaps the most powerful strategy is the use of financial assets of the communities around Graham Street. Multiple community and cultural centers used community fundraising models to acquire land and build their facilities, including the Cham Community Center and Co Lam Temple. Furthermore, among Muslim residents of the neighborhood, fundraising/fund-sharing models have supported the purchase of land and homes without the use of traditional financing tools like mortgages or loans prohibited by Sharia. The Cham community alone has helped 1,000 members purchase homes, in the neighborhood and in South King County. Within these practices are embedded a key lesson —ownership and control of land, whether as individuals or together as a community—allows our cultural connections and strengths to flourish.

What should we preserve in the community?

Small businesses, religious and cultural institutions, creative strategies for resiliency, and affordability.




Rainier Playfield
Seward Park
Brighton Playfield
Cham Refuge Community
Chatime
Tony's Bakery
n Thao
Q Bakery Sandwiches
Aki Kurose Middle School
Rainier Ave. S
106
Debre Mihret Ethiopian Orthodox Church
Vientiane Asian Grocery
Boys & Girls Club
Olympic Pizza
King Plaza
S Othello St.
MLK Jr. Way S

What Threatens Our Stability

With a combination of information from our investigation into existing conditions and stories about what makes us strong, a number of external threats also emerged that could undermine our ability to stay and thrive in our neighborhood

- We already feel the pinch of rising land values. Housing costs for both renters and homeowners have increased substantially and commercial tenants are feeling pressure from both unfavorable leases and increases in rents.
- Over the last year we learned that investments in public infrastructure like transit, without adequate mitigation can lead to gentrification and displacement.
- We also learned more about the disproportionate impact that climate change will have on communities of color and low-income people.
- We talked about how changing global economies and climate change will increase population growth in cities like Seattle and that if we try to preserve our community exactly as it stands today, we won't be able to accommodate new climate refugees and other displaced peoples seeking a safe and healthy place to call home.
- Finally, we shared with each other the challenges of systemic racism that creates multiple barriers to thriving for our communities, especially related to displacement and climate change. Racism has an everyday impact as well as long-term consequences, and we need to center racial equity in addressing threats.

These threats and challenges have ripple effects at the neighborhood level. Some are beyond our control and feel impending. By clarifying together what we face, however, we can commit to support each other in overcoming them.

We recognize that finding solutions to these challenges must be part of our plans for the future. We also recognize that we don't have to be overwhelmed by challenges and can simultaneously hold in our hands both the problems we face and the future we want.

Threats	Concern
Displacement	Renters and homeowners are already being pushed out due to rising housing costs and lack of tenant protections. Small businesses are under threat of displacement due to precarious lease terms and rising commercial rents. While many cultural institutions own land in the neighborhood, some do not and impending lease negotiations and rent increases may lead to displacement. Limited options for housing large, multi-generational families. High cost and insufficient childcare capacity drives up living costs for families in the neighborhood.
Transportation And Mobility	Transit service is not reliable and there is currently no service to take residents from East to West. Limited transit options for workers traveling late at night or early in the morning. Pedestrian environment is unsafe, especially at the intersection of MLK and Graham. High car speeds, reckless driving resulting from unreliable traffic lights and crosswalk timing, and poor lighting lead to a complete lack of safety for people walking in the area. Fear that the new station would squeeze already tight parking, with people driving and parking nearby to catch the train.
Climate Change and Natural Disaster	Lack of emergency response protocol in the case of a major earthquake or other natural disaster. Lack of infrastructure to manage flooding, extreme rain events, and extreme heat. Quality of local infrastructure—heating, cooling, water supply, food supply, communications, etc.
Employment	Few employment opportunities, including good paying jobs and jobs for youth.
Community Activities	Lack adequate cultural and language education centers. Lack spaces to gather socially, including spaces for seniors and space for youth. Perceived personal safety risks in the neighborhood limit active outside time for residents.
Environment	Not enough open green space in the neighborhood. Existing green space, street trees, gardens, and parks are poorly maintained and perceived as unsafe.

Vision for the Future

Throughout our community planning meetings and listening sessions we built towards a collective vision for our community. What is our shared vision for a neighborhood where all communities thrive, dreaming beyond what is possible? How do we counter and mitigate the threats and challenges?

To ground our conversations in place, we focused on issues such as neighborhood scale, the future of MLK Way, community and public space, climate resiliency, affordability, and displacement. We drew on our creativity, lived experience, and expertise to develop this vision. Like any community process we did not all agree on everything all the time, but we had a consensus that we wanted invest in our community to make it stronger, that we are not afraid of change as long as we see ourselves in it. Our biggest challenge may be to inspire our communities to believe that this vision is possible!

A Shared Definition of Community

A shared definition of 'community' across participants was foundational to developing a collective vision for the Graham Street neighborhood. We began our public meetings with a question: what does community mean to you?

- To see our communities flourishing in our neighborhood
- To practice solidarity and mutual respect across culture, language, and religious beliefs
- To support one another and make sure that nobody is left behind.
- To organize, advocate, and engage in activism to make us stronger
- To share a community identity
- To see community reflected in stories, new development, and general community visibility

Complete Community as Designed by Somali Participants

Our Graham Street neighborhood will be:

- → A beautiful, supported, and stable neighborhood.
- → A place to find jobs and economic opportunity.

- → Community-centered mobility that gives safe and simple access to what we need.

→ An abundance of multi-generational and multi-cultural community spaces.

→ A healthy environment that helps us thrive.

Our Graham Street neighborhood will be:

→ A beautiful, supported, and stable neighborhood

- Community ownership and stewardship of land and property ensures places for us and future generations.
- Everyone has a home who wants to live here, including larger families, seniors, and people historically with barriers to housing.
- People who own buildings, but don't live in the neighborhood, are accountable to community standards for quality housing and commercial space.
- Housing costs, including rent, are stable and predictable.
- Businesses that serve unique cultural roles thrive from both local and regional customers and are secure in their locations.
- People and businesses in the neighborhood are building wealth for future generations.
- Parents and guardians have the local child care they need to work and go to school.
- Widespread public art reflects local culture and community.
- Community-centered health care is available to all who live in the neighborhood.
- Everyone feels safe and free to be themselves, especially youth and elders.

→ A place to find jobs and economic opportunity

- All people who want to work, especially young people, can get jobs.
- Residents can access good jobs both locally and throughout the region via light rail
- Local investment in renewable energy, health sciences, and education creates new job opportunities.

→ An abundance of multi-generational and multi-cultural community spaces

- We have many acres of shared open and recreation space that promotes community health and connectedness, especially for:
  - Senior activities (including mahjong, ping pong, and yoga)
  - Youth activities
  - Play for young children
- We can access dozens of places for our community to gather, where we connect across cultures and generations.
- Businesses and commercial spaces provide both culturally relevant services and places for the community to gather.
- Community spaces provide classes and

build skills including, like libraries, tutor centers, and education programs that instill cultural values and traditions and language training (both to English and languages of heritage).

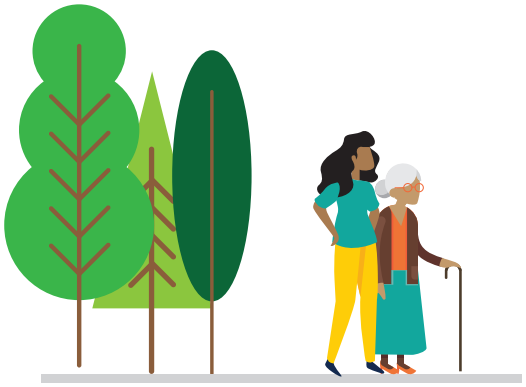
- We center life around places for cultural celebrations and festivals.

→ A healthy environment that helps us thrive

- We have access to healthy, culturally relevant foods through farmers markets, grocery stores, and by growing our own food.
- Green spaces and open spaces have been created along with new buildings.
- A green, verdant, and welcoming tree canopy provides shade and coolness on hot days to come.
- We have in place robust resiliency strategies for climate events that include:
- Community and individual preparation for disasters.
- Community and cultural centers that are built to serve as emergency hubs during a climate disaster.
- A warning system for residents, businesses, and community institutions that reaches all people and in all languages.
- Community-centered and owned water, power, and communications systems that mitigate climate events and can boost the local economy.

→ Community-centered mobility that gives safe and simple access to what we need

- Our neighborhood is a safe place to walk, play, and be active.
- Everyone can get around the neighborhood and outside the neighborhood, quickly, affordably, and safely.
- Residents and local stakeholders can walk and use transit along MLK without worrying about speeding vehicles.
- We have swift, efficient bus and train service, with timed signals and bus lanes.
- We have wide sidewalks that promote safe and healthy walking.
- We can quickly and easily access the new light rail station on routes designed to safely get us through the neighborhood.
- We have space for people from outside the neighborhood to visit our cultural and religious centers, either by transit or vehicles.
- We have access to personal vehicles when we need them, and places for them to park.



Making the Vision a Reality

We recognize that our vision will take hard work and struggle to achieve. It will take many years. It will take many public and private partners taking risks. It will require building community power to overcome barriers. By building on what we have already created, organizing, using our collective power to change policies, buying and controlling more land, and leading development, we can keep our businesses, centers of faith, and community institutions to thriving in place.

In the next two years, we hope to create a plan and set of strategies that will advance stabilization, community ownership, and community-driven development. To the right are priorities that will guide us.

1

First and foremost, we must stabilize key institutions, businesses, and residents which are at immediate risk of displacement.

2

We will seek knowledge about successful community-driven development efforts from across the country.

3

We will develop a collaborative strategy to determine key roles, capacity building, technical assistance, and partnerships with external agencies and institutions.

This will answer questions such as:

Who will buy and hold land?

How do we invite development partners to collaborate who will be accountable to the community?

What roles could cooperatives and community land trusts play?

4

We will identify land acquisition priorities based on our overall plan and vision.

This includes: Determining the number of affordable housing units, square footage of culturally relevant businesses, acres of open space, community activities, and growth required to implement our vision.

Matching large-scale needs we've identified with current zoning and parcel sizes.

Working with public agencies and institutions with land banking capacity to purchase land that can be used for affordable housing and other equitable development.

5

We will identify long-term priorities for services and other community-ownership opportunities, including:

Community-centered mobility

Community-owned renewable energy

Community-owned social and educational services

Village commons,
i.e., open space market areas

6

We will continue to develop local leadership and coalition capacity for long-term, deep collaboration.

7

We will explore policy changes that we need within the City of Seattle, transit agencies, and possibly the State that will allow for true community ownership of development in the station area.

NOTES

[1] Unless otherwise noted, all data comes from the US Census Bureau's 2016 ACS 5-year estimates for the following census tracts: 103, 104.01, 110.01, 110.02, and 111.01. These census tracts cover a 1-mile radius from the intersection of MLK Jr. Way S and South Graham Street, and include residents of New Holly.

[2] Tim Ganter, Seattle Collisions (2018). Retrieved from: http://seattlecollisions.timganter.io/collisions/sd/2017-12-10/ed/2018-12-10/m/1/nelat/47.549377209848316/nelng/-122.28357195854188/swlat/47.5425842642798/swlng/-122.29000926017763.

[3] City of Seattle, Carbon Neutral, Climate Ready: Preparing for Climate Change (2017). Retrieved from: https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/SEAClimatePreparedness_August2017.pdf.

[4] Seattle & King County Public Health, Blueprint for Addressing Climate Change and Health (2018). Retrieved from: https://www.kingcounty.gov/depts/health/~/media/depts/health/environmental-health/documents/publications/blueprint-climate-change-and-health.ashx.

[5] Got Green and Puget Sound Sage, Our People, our Planet, our Power (2016). Retrieved from: http://gotgreenseattle.org/wp-content/uploads/2016/03/OurPeopleOurPlanetOurPower_GotGreen_Sage_Final1.pdf.

[6] US Geological Survey, Soil Type and Shaking Hazard (2018). Retrieved from: https://earthquake.usgs.gov/hazards/urban/sfbay/soiltype/.

[7] City of Seattle. Infiltration Potential Conceptual Level Planning Map (2009). Retrieved from: http://www.seattle.gov/util/cs/groups/public/@spu/@usm/documents/webcontent/spu01_006677.pdf

[8] Seattle & King County Public Health, Blueprint for Addressing Climate Change and Health (2018). Retrieved from: https://www.kingcounty.gov/depts/health/~/media/depts/health/environmental-health/documents/publications/blueprint-climate-change-and-health.ashx.

[9] Infogroup, Inc. (2018). Puget Sound Sage analysis. Retrieved November 20th, 2018, from ReferenceUSA database.

PugetSoundSage
Growing communities where all families thrive.

Puget Sound Sage combines research, innovative public policy and organizing to ensure all people have an affordable place to live, a good job, a clean environment, and access to public transportation. For more information visit: pugetsoundsage.org

3 APPENDIX C: DETAILED ENGAGEMENT METRICS

We promoted participation through **digital advertising**, not only in English but also in the six most common non-English languages that people speak in our region: Chinese, Korean, Russian, Spanish, Tagalog and Vietnamese. People could click the in-language ads to go directly into the online open house in that same. To promote diverse input, we targeted two thirds of our advertising budget at outlets serving non-English populations. The digital advertising in English and six other languages included:

- Facebook ads
- Pandora, podcast and local radio ads
- Direct placements with local publications, including Russian Town Seattle, Seattle Chinese Times, Korea Times Seattle, La Raza, NW Asian Weekly, South Seattle Emerald, International Examiner, and Sound Publishing's publications like the Federal Way Mirror and Renton Reporter.
- Display ads, targeted by language, appeared when users in our target areas browsed the web. They could have appeared across many sites such as The Seattle Times, ESPN, CNN, The New York Times, etc. as long as they met our targeting criteria. This also included:
    - Targeting ads to emphasize areas within a mile of current and future Sound Transit stations.
    - Placing a retargeting pixel on the survey pages to continue to serve ads and "retarget" people that visited the online open house, but did not fill out the survey.

The ad campaign generated strong awareness and engagement with:

Audience	Impressions	Clicks
English	1.4 M	1.7 K
In-Language	1.8 M	1.9 K

English

Platform	Impressions	Clicks	CTR *Click through rate*	CPC *Cost per click*
Facebook	425,678	3,255	0.76%	$0.92
Digital Display Banners	1,221,582	1,659	0.14%	$2.10
Google Display Ads	88,934	29	0.03%	$5.34
Pandora	190,775	300	0.16%	$5.00
Podcasts	53,294	0	0.0%	N/A
Direct Digital Placements*				
South Seattle Emerald	90,000	N/A	N/A	N/A

International Examiner	17,468	1	0.01%	$210.00
NW Asian Weekly	3,500	12	0.34%	$53.33
Sound Publishing	99,645	104	0.10%	$9.61

**N/A indicates that the local publications doesn't track impressions and/or clicks.*

Platform	Impressions	Clicks	CTR *Click through rate*	CPC *Cost per click*
Facebook	960,595	4,521	0.47%	$2.06
Digital Display Banners	1,805,088	1,900	0.11%	$4.21
Pandora	58,475	64	0.11%	$23.44
Direct Digital Placements				
Seattle Chinese Times	3,802	N/A	N/A	N/A
La Raza del Noroeste	7,214	6	0.08%	$41.66
Korea Times	3,500	12	0.34%	$6.25
KXPA (Radio)	N/A	N/A	N/A	N/A
Russian Town Seattle	N/A	N/A	N/A	N/A

**N/A indicates that the local publications doesn't track impressions and/or clicks.*

Our efforts also included **GovDelivery emails** to the almost 100,000 people who are subscribed to receive updates about Sound Transit services and projects.

Email Date	Recipients	Unique Opens	Unique Clicks	Unique Clicks In-Language
4/14	99,991	21,076 (32%)	6,172 (9%)	53
4/26	99,891	18,649 (28%)	3,909 (6%)	41

We also tried a new approach using a platform to push out **text messages** to cell phone owners with online open house links. We were drawn to try this based on the fact so many people are currently using their smartphones to access the internet, and with 82% of people reported to open every text message.

- We sent messages to 10,000 cell phone customers, including:
  - 4,500 speakers of the six non-English languages
  - 3,500 people with household incomes lower than $35,000
  - 2,000 people with disabilities.

- Overall, we achieved a 6.15% click rate through this experiment, which is very strong response rate in comparison to other channels.

Audience	Total contacts	Click Rate
Chinese	977	7.6%
Korean	424	7.3%
Spanish	1,690	1.2%
Russian	478	9.2%
Tagalog	309	7.5%
Vietnamese	622	4.8%
Total in-language	4,500	6.3%
People with disabilities	2,000	5.5%*
People with household income ≤ $35 K	3,500	

** English surveys share the same tracking URL so we can't track these groups individually*

Additionally, we encouraged public engagement in April through several **organic channels**, including:

- Highlighted input opportunities on our website, including as an event on the home page and by updating soundtransit.org/realignment whenever new information was presented to the Board.
- Generated coverage in major news outlets as well as ethnic and neighborhood outlets with more than 15 articles.
- Encouraged community members to share their input with organic social media posts.
- Supported organic input through individual projects by sharing a realignment presentation, frequently asked questions, and outreach toolkit as resources for GCR and Community Engagement.

4 APPENDIX D: NEWS ARTICLES

4.1 Regional

- April 14th- "With affordability gap at a whopping $11.5B, Sound Transit asks public for input" –Railway Track and Structures (RT&S)
- April 19th - Share Your Input On Priorities For Sound Transit's ST3 –Seattle Metropolitan Chamber of Commerce
- April 20th- "Sound Transit's dilemma: What to delay, cut, or scale with $11.5 billion hole"- MyNorthwest
- April 21st- ST3: How to Get the Best Value Amid a Budget Crunch- Charles Bond, The Urbanist
- April 23rd- Sound Transit 3's Affordability Gap Shrinks to $7.9 Billion, So What's Next? -The Urbanist
- April 26th- Public input on ST3 realignment this week -Seattle Transit Blog
- April 27th- ST board members want more time for realignment -Seattle Transit Blog

4.2 Snohomish County

- April 13th- "Sound Transit Board seeks public input on managing revenue impacts, program realignment for future voter-approved project" –My Edmonds News
- April 14th- "How to Build a Faster, Better Everett Link" –The Urbanist
- April 25th- Good News And Bad News For Funding Transit In Everett -MyEverettNews

4.3 Eastside

- April 18th- Sound Transit Looks to Community Feedback as COVID-19 Delays Future Projects- Downtown Bellevue Network

4.4 Seattle-area

- April 18th-Shoreline Residents: Take the Sound Transit Realignment Survey-Patch.com
- April 19th- "City of Shoreline urges citizens to take the Sound Transit Realignment survey to preserve bus service to Shoreline South station"- Shoreline Area News
- April 23rd- Notes from Shoreline Council meeting April 19, 2021 -Shoreline Area News
- April 26th- WEST SEATTLE LIGHT RAIL: Should Sound Transit hold off on major 'realignment'? -West Seattle Blog

4.5 Themes and recommendations

- Themes that have emerged from these earned media include Sound Transit's funding challenges and the importance of public comment to help the Board prioritize projects and determine how to best allocate diminished revenue and resources. In addition, many articles noted that the Sound Transit Board emphasized pursuing additional revenue sources first before considering delaying or modifying project delivery schedules.

- Among regional publications, projects that were commonly mentioned included I-405 and SR 522 Stride BRT, Everett Link Extension and West Seattle-Ballard Link Extension

  - Both the Shoreline Area news articles contain a call to action urging residents to voice their opinions to the Board in favor of not delaying Stride BRT, one article in particular ("City of Shoreline urges citizens to take the Sound Transit Realignment survey to preserve bus service to Shoreline South station") explained that Stride will be *one of the few high frequency east-west routes in the north end, is a low cost and efficient way to move people quickly* and its importance in connecting riders to the Lynnwood Link Extension.

- In some of the editorial pieces, themes that emerged included possible new alignments for projects that can help reduce cost and boost ridership, as well as minimizing the importance of new parking structures to free up funding to keep projects mostly on schedule.

  - The author of the Urbanist editorial "How to Build a Faster, Better Everett Link" proposes several solutions to speed up the project and reduce cost, including realigning the segment to run along I-5 instead of going around Paine Field and focusing service on more densely-populated areas to achieve greater ridership. The author argues that these methods could save up to $1 to $1.5 billion in construction costs.

  - Another Urbanist editorial ("ST3: How to Get the Best Value Amid a Budget Crunch") proposed various solutions for each subarea with a Sound Transit project in the works, including rebuilding the West Seattle Bridge with capacity for light rail and scaling back on parking to redirect resources to more urgent transit needs.

    - The solutions involve looking for ways to reduce costs on aspects of projects that may not be necessary to allow for more resources to go into ensuring projects can be built mostly within the specified timelines so that service can begin as soon as possible.

5 APPENDIX E: DETAILED SURVEY DATA

5.1 What is your home zip code?

Q1 Sub Area Derived on Zip Code

BASE = ALL RESPONDENTS

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	9730	925	771	4809	1511	986	8325	1223	7506	2535	2103	4218	6025	6007	905	6383	517
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Pierce County	925	925	-	-	-	-	743	172	572	601	202	427	361	606	62	611	51
	10%	100%					9%	14%	8%	24%	10%	10%	6%	10%	7%	10%	10%
South King County	771	-	771	-	-	-	619	132	552	354	130	281	380	503	63	518	48
	8%		100%				7%	11%	7%	14%	6%	7%	6%	8%	7%	8%	9%
Seattle Area	4809	-	-	4809	-	-	4413	313	4175	978	932	1895	3687	2874	565	3194	242
	49%			100%			53%	26%	56%	39%	44%	45%	61%	48%	62%	50%	47%
Eastside	1511	-	-	-	1511	-	1166	313	1015	198	224	819	803	917	98	950	66
	16%				100%		14%	26%	14%	8%	11%	19%	13%	15%	11%	15%	13%
Snohomish County	986	-	-	-	-	986	809	165	692	180	416	514	455	686	63	677	70
	10%					100%	10%	13%	9%	7%	20%	12%	8%	11%	7%	11%	14%
Out-of-Area	728	-	-	-	-	-	575	128	500	224	199	282	339	421	54	433	40
	7%						7%	10%	7%	9%	9%	7%	6%	7%	6%	7%	8%

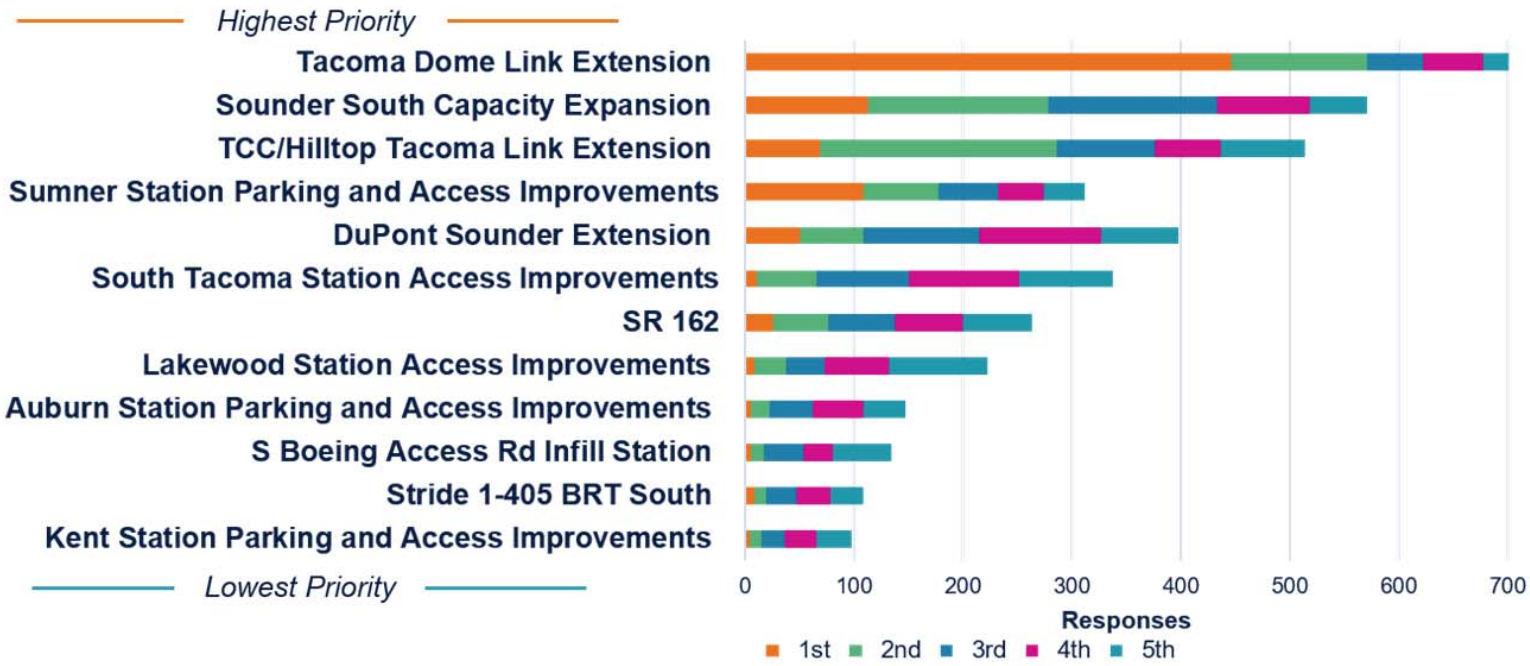
		D4 Household Income				D3 Ethnicity									Language of Survey						
	Total	<$50K	$50-$99K	$100-$149K	$150K +	American Indian/ Native	Asian or Asian American	Black or African American	Native Hawaiian/ Pac Island	Hispanic/ Latino/a/x /Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Spanish	Viet-namese	-	-
TOTAL	9730	763	1613	1530	2522	133	687	217	70	323	5588	105	9641	89	19	5	37	19	9		
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Pierce County	925	81	201	162	180	19	43	27	8	27	548	10	919	6	-	2	1	2	1		
	10%	11%	12%	11%	7%	14%	6%	12%	11%	8%	10%	10%	10%	7%		40%	3%	11%	11%		
South King County	771	86	155	138	139	13	51	29	7	28	443	15	763	8	-	1	2	4	1		
	8%	11%	10%	9%	6%	10%	7%	13%	10%	9%	8%	14%	8%	9%		20%	5%	21%	11%		
Seattle Area	4809	353	757	744	1388	61	352	107	30	164	2829	46	4789	20	5	-	5	6	4		
	49%	46%	47%	49%	55%	46%	51%	49%	43%	51%	51%	44%	50%	22%	26%		14%	32%	44%		

Eastside	1511	97	178	200	439	13	125	19	12	43	811	12	1481	30	8	-	17	4	1
	16%	13%	11%	13%	17%	10%	18%	9%	17%	13%	15%	11%	15%	34%	42%		46%	21%	11%
Snohomish County	986	85	194	190	226	17	75	17	7	37	585	17	976	10	3	2	5	-	-
	10%	11%	12%	12%	9%	13%	11%	8%	10%	11%	10%	16%	10%	11%	16%	40%	14%		
Out-of-Area	728	61	128	96	150	10	41	18	6	24	372	5	713	15	3	-	7	3	2
	7%	8%	8%	6%	6%	8%	6%	8%	9%	7%	7%	5%	7%	17%	16%		19%	16%	22%

5.2 As the Board modifies project schedules and plans to address the affordability gap, which future projects are your top priorities?

5.2.1 Pierce County

The below chart shows Pierce County respondents' priorities among South Corridor projects



Pierce/South King* priorities, ranked by residents regionwide

Pink column shows ranking from all respondents who live in Pierce County and ranked Pierce/South King projects

Blue columns show rankings from respondents across the region who ranked Pierce/South King projects

Project	Subarea	Regional										
	Live in Pierce County	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	856	2,576	49	117	87	22	101	40	17	246	162	266
Tacoma Dome Link Extension	1	1	1	1	1	1	1	1	1	1	1	1
Sounder South Capacity Expansion	2	2	2	2	2	3	2	3	6	2	2	3
TCC/Hilltop Tacoma Link Extension	3	3	3	3	3	2	3	2	3	3	3	2
Sumner Station Parking and Access Improvements	4	8	8	12	11	9	10	12	11	11	11	11
DuPont Sounder Extension	5	6	7	7	7	10	7	5	5	6	5	6
South Tacoma Station Access Improvements	6	11	12	8	9	4	8	11	10	10	9	10
SR 162	7	10	6	9	12	12	11	8	4	8	10	7
Lakewood Station Access Improvements	8	12	11	11	8	8	12	10	12	12	12	12
Auburn Station Parking and Access Improvements	9	9	9	10	10	6	9	7	9	9	8	9
S Boeing Access Rd Infill Station	10	4	4	4	6	7	5	9	7	5	4	4
Stride 1-405 BRT South	11	5	5	5	5	11	4	4	2	4	6	5
Kent Station Parking and Access Improvements	12	7	10	6	4	5	6	6	8	7	7	8

Ranked from highest priority (1) to lowest priority (12).

People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent all ranked their top priorities in Pierce/South King as:

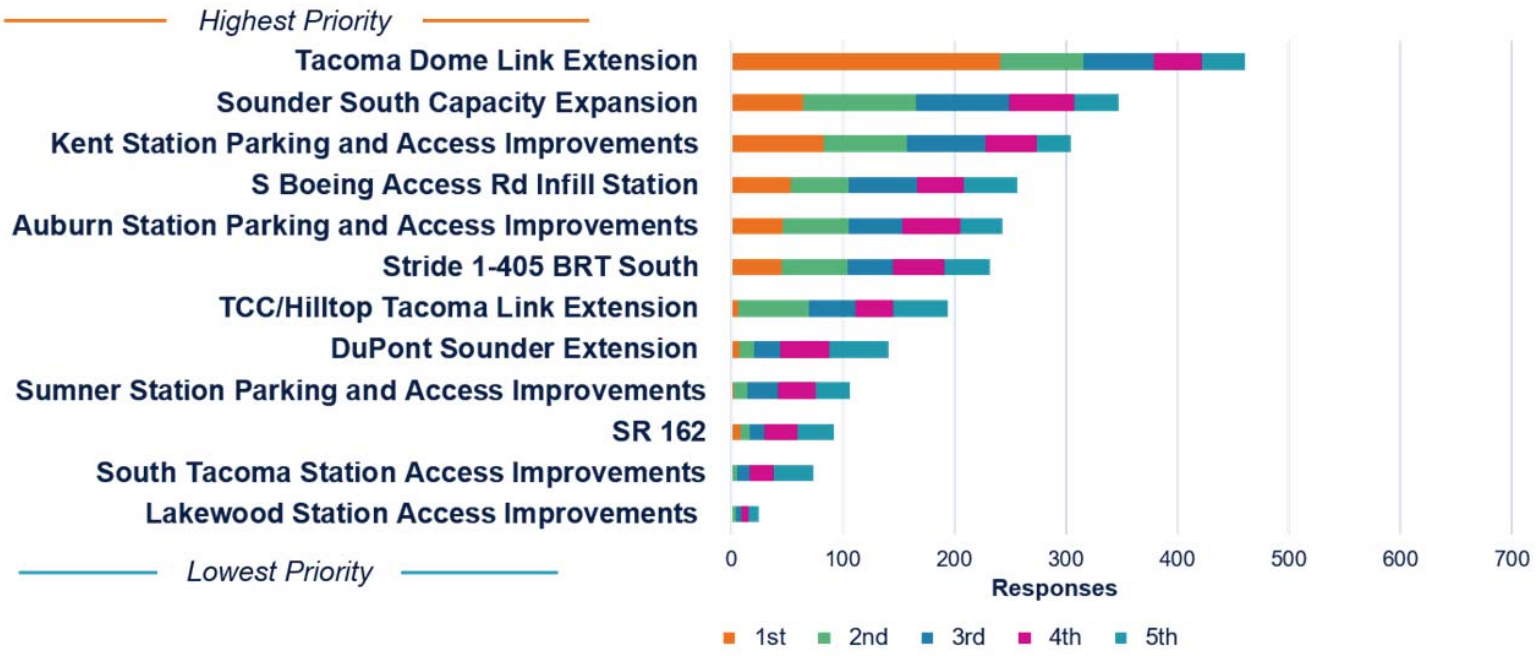
1. Tacoma Dome Link Extension
2. Sounder South Capacity Expansion

People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent generally ranked these Pierce/South King projects higher than other groups, at:

3. TCC/Hilltop Tacoma Link Extension
4. S Boeing Access Rd Infill Station
5. Stride 1-405 BRT South

5.2.2 South King County

The below chart shows South King County respondents' priorities among South Corridor projects.



Pierce/South King* priorities, ranked by residents regionwide

Pink column shows ranking from all respondents who live in South King County and ranked Pierce/South King projects

Blue columns show rankings from respondents across the region who ranked Pierce/South King projects

Project	Subarea	Regional										
	Live in South King County	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	602	2,576	49	117	87	22	101	40	17	246	162	266
Tacoma Dome Link Extension	1	1	1	1	1	1	1	1	1	1	1	1
Sounder South Capacity Expansion	2	2	2	2	2	3	2	3	6	2	2	3
Kent Station Parking and Access Improvements	3	7	10	6	4	5	6	6	8	7	7	8
S Boeing Access Rd Infill Station	4	4	4	4	6	7	5	9	7	5	4	4
Auburn Station Parking and Access Improvements	5	9	9	10	10	6	9	7	9	9	8	9
Stride 1-405 BRT South	6	5	5	5	5	11	4	4	2	4	6	5
TCC/Hilltop Tacoma Link Extension	7	3	3	3	3	2	3	2	3	3	3	2
DuPont Sounder Extension	8	6	7	7	7	10	7	5	5	6	5	6
Sumner Station Parking and Access Improvements	9	8	8	12	11	9	10	12	11	11	11	11
SR 162	10	10	6	9	12	12	11	8	4	8	10	7
South Tacoma Station Access Improvements	11	11	12	8	9	4	8	11	10	10	9	10
Lakewood Station Access Improvements	12	12	11	11	8	8	12	10	12	12	12	12

Ranked from highest priority (1) to lowest priority (12).

People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent all ranked their top priorities in Pierce/South King as:

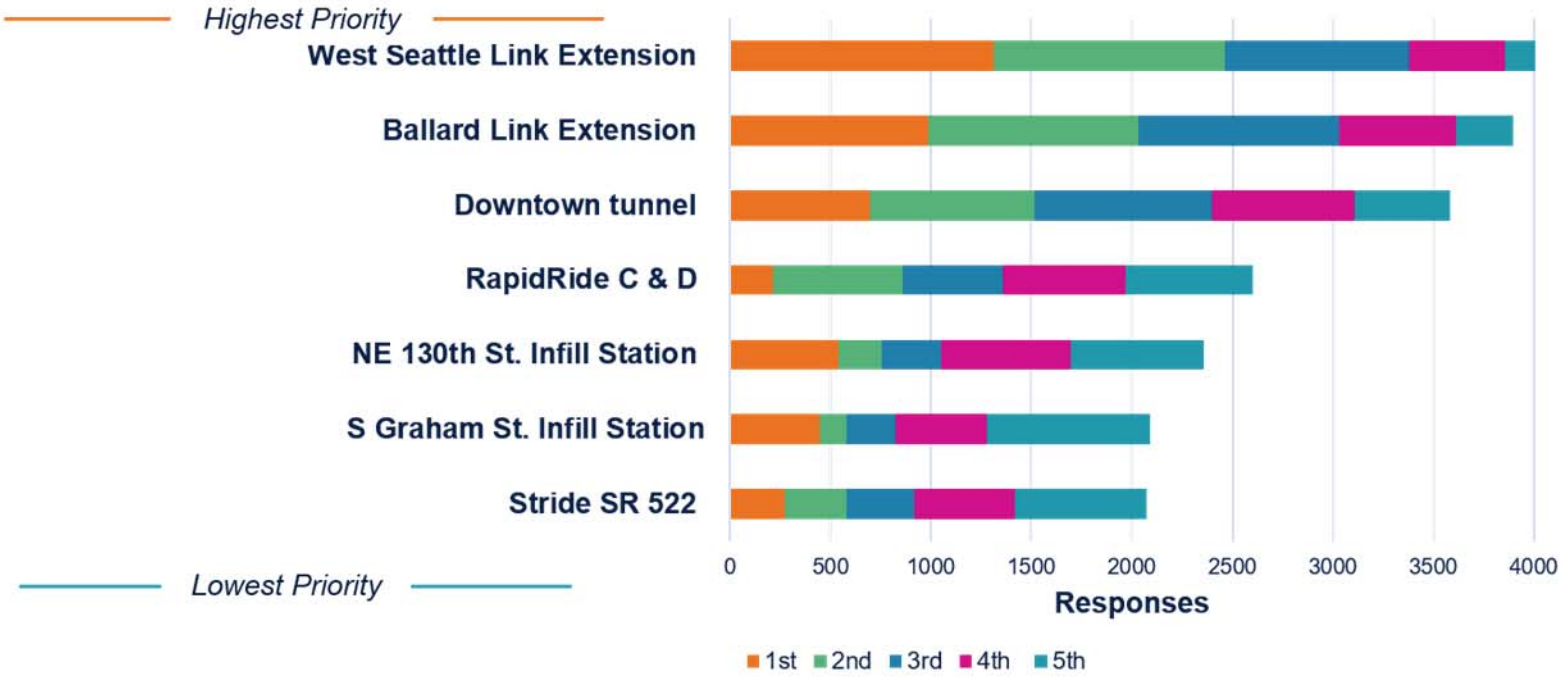
1. Tacoma Dome Link Extension
2. Sounder South Capacity Expansion

People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent generally ranked these Pierce/South King projects higher than other groups, at:

3. TCC/Hilltop Tacoma Link Extension
4. S Boeing Access Rd Infill Station
5. Stride 1-405 BRT South

5.2.3 Seattle area

The below chart shows Seattle/North King respondents' priorities among North Corridor projects



Seattle-area priorities, ranked by residents regionwide

Pink column shows ranking from all respondents who live in Seattle area and ranked Seattle-area projects

Blue columns show rankings from respondents across the region who ranked Seattle-area projects

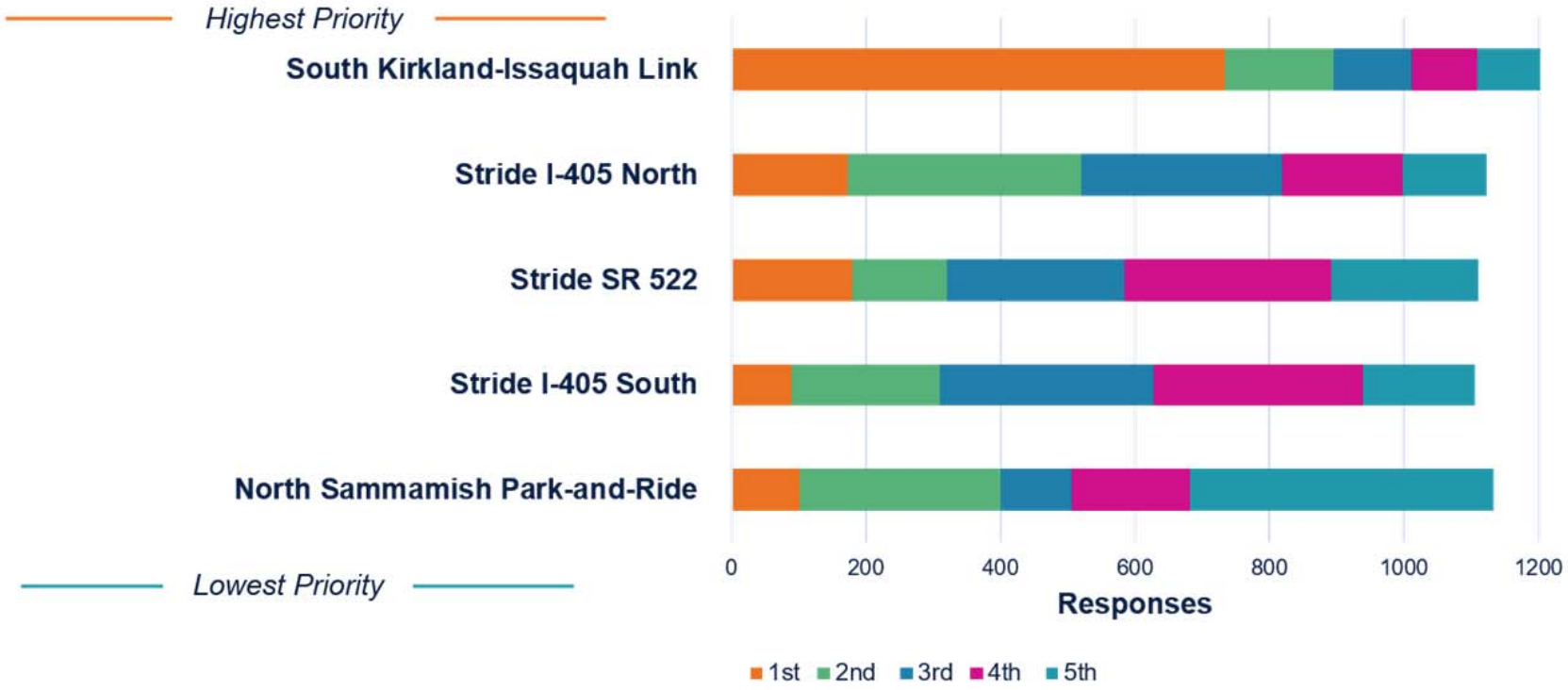
Project	Subarea	Regional										
	Live in Seattle-area	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	4,466	5,984	74	462	138	43	203	57	32	675	314	456
West Seattle Link Extension	1	2	2	2	2	3	2	2	3	2	2	2
Ballard Link Extension	2	1	1	1	1	1	1	1	1	1	1	1
Downtown tunnel	3	3	3	3	3	2	3	3	1	3	3	3
RapidRide C & D	4	4	6	4	6	7	4	4	6	4	4	4
NE 130th St. Infill Station	5	5	5	5	5	4	5	5	5	5	6	6
S Graham St. Infill Station	6	7	7	6	4	5	7	6	7	6	7	7
Stride SR 522	7	6	4	7	7	6	6	7	4	7	5	5

Ranked from highest priority (1) to lowest priority (7).

- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent **prioritized the West Seattle Link Extension over the Ballard Link Extension.**
- Black and African American respondents ranked **S Graham St. Infill station** higher than other groups, as their fourth priority.
- Many people of color (including American Indian, Native American or Alaskan Native; Black or African Americans; and Native Hawaiian or Other Pacific Islanders) **ranked RapidRide C & D as a low priority.**

5.2.4 Eastside

The below chart shows East King County respondents' priorities among East Corridor projects



Eastside priorities, ranked by residents regionwide

Pink column shows ranking from all respondents who live on the Eastside and ranked Eastside projects

Blue columns show rankings from respondents across the region who ranked Eastside projects

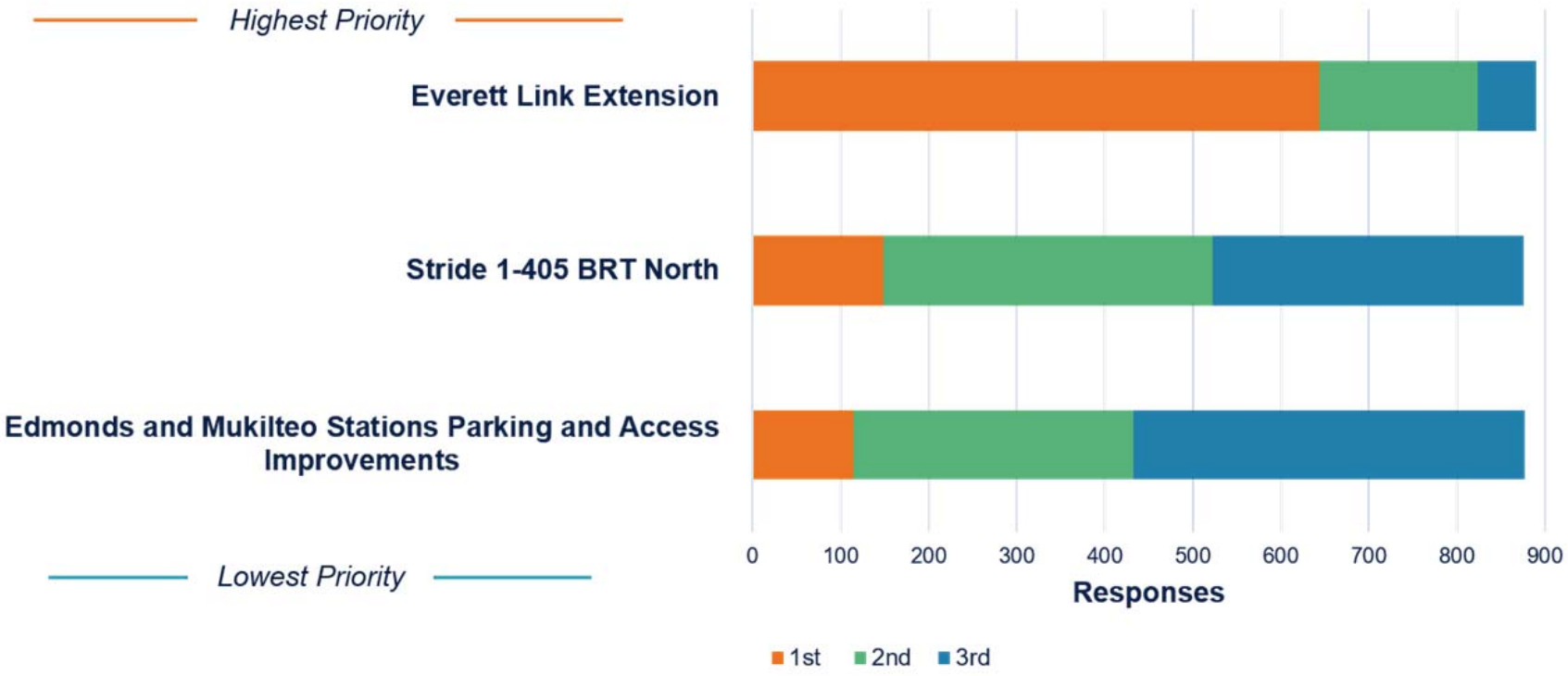
Project	Subarea	Regional										
	Live in Eastside	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	1,276	2,763	33	226	53	23	90	26	28	249		185
South Kirkland-Issaquah Link	1	1	2	1	1	1	2	2	1	1	1	1
Stride I-405 North	2	2	1	5	3	3	1	1	2	2	2	2
Stride SR 522	3	3	4	3	4	4	4	4	3	3	3	3
Stride I-405 South	4	4	3	4	2	2	3	3	4	4	4	4
North Sammamish Park-and-Ride	5	5	5	2	5	5	5	5	5	5	5	5

Ranked from highest priority (1) to lowest priority (5).

- Most people of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent ranked their top Eastside priority as **South Kirkland-Issaquah Link.**
- People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent generally **prioritized Stride I-405 South over Stride SR522.**
    - **Stride 1-405 South was** ranked higher by Black or African American respondents and Native Hawaiian or Other Pacific Islanders, as their second priority.
    - **Stride SR 522** was ranked higher by American Indian, Native American or Alaskan Native respondents, as their fourth priority.
- Asians and Asian Americans ranked the **North Sammamish Park-and-Ride** as their second priority and **Stride 1-405 North** as their lowest priority.

5.2.5 Snohomish County

The below chart shows Snohomish County respondents' priorities among North Corridor projects



Snohomish County priorities, ranked by residents regionwide

Pink column shows ranking from all respondents who live in Snohomish County and ranked Snohomish County projects

Blue columns show rankings from respondents across the region who ranked Snohomish County projects

Project	Subarea	Regional										
	Live in Snohomish County	Total	American Indian, Native American or Alaskan Native	Asian or Asian American	Black or African American	Native Hawaiian or Other Pacific Islander	Hispanic, Latino/a/x, or Spanish origins	Additional ethnicity	Translated	No Vehicle Access	Disability	Income <$50 K
Responses	907	2,143	29	163	36	14	74	31	16	184	144	187
Everett Link Extension	1	1	1	1	1	3	1	1	1	1	1	1
Stride 1-405 BRT North	2	2	2	2	2	1	2	2	2	2	2	2
Edmonds and Mukilteo Stations Parking and Access Improvements	3	3	3	3	3	2	3	3	3	3	3	3

Ranked from highest priority (1) to lowest priority (3).

People of color, people with disabilities, households that make less than $50,000 a year, and people who are transit dependent were generally consistent in ranking their Snohomish County priorities as:

1. Everett Link Extension
2. Stride 1-405 BRT North
3. Edmonds and Mukilteo Stations Parking and Access Improvements

5.3 Do you currently ride or plan to ride transit in the future?

BASE = ALL RESPONDENTS

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	9730	925	771	4809	1511	986	8325	1223	7506	2535	2103	4218	6025	6007	905	6383	517
TOTAL RESPONDING	9548	915	751	4726	1479	974	8325	1223	7506	2535	2103	4218	6025	5994	902	6368	516
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
	87%	81%	82%	93%	79%	83%	100%		100%	100%	100%	100%	100%	88%	95%	89%	85%
No	530	82	67	113	136	69	-	530	-	-	-	-	-	298	18	279	37
	6%	9%	9%	2%	9%	7%		43%						5%	2%	4%	7%
I don't know	693	90	65	200	177	96	-	693	-	-	-	-	-	420	24	400	42
	7%	10%	9%	4%	12%	10%		57%						7%	3%	6%	8%
No Answer	182	10	20	83	32	12	-	-	-	-	-	-	-	13	3	15	1

	D4 Household Income					D3 Ethnicity								Language of Survey					
	Total	<$50K	$50-$99K	$100-$149K	$150K +	American Indian/ Native	Asian or Asian American	Black or African American	Native Hawaiian/ Pac Island	Hispanic/ Latino/a/x /Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Spanish	Viet-namese
TOTAL	9730	763	1613	1530	2522	133	687	217	70	323	5588	105	9641	89	19	5	37	19	9
TOTAL RESPONDING	9548	759	1609	1527	2519	133	687	215	70	323	5576	105	9463	85	19	5	37	17	7
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16	7
	87%	87%	88%	91%	90%	84%	90%	84%	83%	88%	90%	82%	87%	66%	68%	40%	49%	94%	100%

No	530	56	71	49	109	10	31	19	7	18	224	7	511	19	-	3	15	1 -
	6%	7%	4%	3%	4%	8%	5%	9%	10%	6%	4%	7%	5%	22%		60%	41%	6%
I don't know	693	46	119	95	137	11	36	15	5	21	337	12	683	10	6	-	4	- -
	7%	6%	7%	6%	5%	8%	5%	7%	7%	7%	6%	11%	7%	12%	32%		11%	
No Answer	182	4	4	3	3	-	-	2	-	-	12	-	178	4	-	-	-	2 2

5.4 What transit do you currently ride or plan to ride in the future?

5.4.1 Summary - I currently ride

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5] / VARIABLE/RESPONDING

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
Local bus service	3518	183	193	2317	406	226	3518	-	3266	1163	1015	2073	3518	2059	584	2438	202
	50%	35%	40%	59%	42%	35%	50%		50%	52%	52%	53%	58%	46%	73%	50%	54%
Link light rail	3130	256	263	2030	225	147	3130	-	3130	1192	925	1671	2513	1855	503	2185	167
	41%	43%	47%	48%	21%	21%	41%		42%	50%	46%	42%	44%	38%	61%	41%	42%
ST Express bus	1875	230	113	758	375	259	1875	-	1669	749	635	1875	1555	1105	319	1285	135
	30%	42%	25%	24%	39%	38%	30%		28%	34%	33%	44%	31%	27%	44%	29%	39%
Sounder South	672	288	125	119	22	32	672	-	540	672	262	416	419	397	98	439	54
	11%	44%	25%	4%	3%	6%	11%		10%	27%	13%	12%	9%	10%	14%	10%	17%
Sounder North	387	56	27	83	20	140	387	-	330	211	387	271	259	224	59	242	39
	7%	11%	6%	3%	3%	23%	7%		6%	10%	18%	8%	6%	6%	9%	6%	12%

		D4 Household Income				D3 Ethnicity								Language of Survey					
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Spanish	Viet-namese
TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16	7
Local bus service	3518	379	660	566	908	47	275	81	26	147	2147	42	3487	31	5	-	15	8	3
	50%	66%	54%	47%	46%	50%	51%	57%	57%	60%	49%	58%	50%	67%	42%		88%	80%	60%
Link light rail	3130	322	605	525	787	46	250	87	29	126	1893	37	3103	27	5	-	9	9	4
	41%	54%	46%	40%	37%	44%	43%	52%	55%	48%	40%	46%	41%	60%	45%		60%		

75%	80%																		
ST Express bus	1875	221	363	304	459	32	138	49	18	87	1124	30	1855	20	4	-	8	7	1
	30%	43%	32%	27%	26%	36%	28%	37%	43%	40%	28%	46%	30%	49%	36%		53%	78%	25%
Sounder South	672	85	127	110	146	16	42	27	7	29	379	11	665	7	-	-	4	2	1
	11%	18%	12%	10%	9%	19%	9%	21%	19%	15%	10%	16%	11%	23%			33%	40%	25%

5.4.2 Summary - I don't currently ride, but plan to in the future

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5] / VARIABLE/RESPONDING

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
Link light rail	4376	316	289	2145	790	545	4376	-	4376	1124	1067	2228	3134	2976	306	3053	225
	57%	53%	51%	51%	75%	76%	57%		58%	47%	53%	56%	55%	61%	37%	57%	56%
ST Express bus	2343	197	168	1137	444	255	2343	-	2230	898	845	2343	1991	1618	247	1732	130
	37%	36%	37%	36%	46%	38%	37%		38%	40%	43%	56%	40%	39%	34%	39%	37%
Local bus service	2507	178	187	1370	397	229	2507	-	2381	714	635	1473	2507	1792	171	1833	128
	36%	34%	39%	35%	41%	36%	36%		36%	32%	32%	38%	42%	40%	21%	37%	34%
Sounder South	1863	313	229	859	176	148	1863	-	1776	1863	1108	1231	1458	1256	243	1371	125
	32%	48%	46%	29%	23%	26%	32%		32%	73%	57%	35%	31%	32%	36%	32%	38%
Sounder North	1716	146	103	849	204	276	1716	-	1662	1159	1716	1209	1391	1149	230	1259	117
	30%	29%	25%	29%	26%	45%	30%		30%	53%	82%	35%	30%	31%	35%	31%	37%

	D4 Household Income					D3 Ethnicity								Language of Survey					
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Spanish	Viet-namese
TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16	7
Link light rail	4376	269	688	764	1321	59	324	76	23	131	2733	42	4359	17	6	2	6	3	-
	57%	45%	52%	58%	62%	56%	56%	46%	43%	50%	58%	52%	57%	38%	55%	100%	40%	25%	
ST Express bus	2343	181	440	459	669	24	215	40	10	71	1538	21	2330	13	4	2	4	1	2
	37%	35%	39%	41%	37%	27%	43%	30%	24%	33%	39%	32%	37%	32%	36%	100%	27%	11%	50%
Local bus service	2507	142	425	480	782	32	210	40	14	83	1648	21	2494	13	5	2	2	2	2
	36%	25%	35%	40%	40%	34%	39%	28%	30%	34%	38%	29%	36%	28%	42%	100%	12%		

20% 40%																			
Sounder South	1863	188	443	356	431	32	161	49	17	73	1212	30	1850	13	4	2	4		
2 1																			
	32%	39%	42%	34%	26%	38%	35%	38%	47%	37%	32%	44%	32%	42%	50%	100%	33%		
40% 25%																			
Sounder North	1716	164	405	334	388	35	147	39	12	66	1113	23	1705	11	3	2	3		
2 1																			
	30%	35%	39%	33%	24%	42%	32%	35%	34%	34%	31%	36%	30%	35%	38%	100%	23%		
40% 33%																			
Sounder North	387	53	81	58	77	5	32	8	5	19	214	11	377	10	1	-	5		
3 1																			
	7%	11%	8%	6%	5%	6%	7%	7%	14%	10%	6%	17%	7%	32%	13%		38%		
60% 33%																			

5.4.3 Summary - I don't plan to ride in the future

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5] / VARIABLE/RESPONDING

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
Sounder North	3562	295	288	2043	553	203	3562	-	3481	800	-	1992	2944	2380	377	2593	162
	63%	59%	69%	69%	71%	33%	63%		64%	37%		57%	64%	63%	57%	63%	51%
Sounder South	3349	47	143	2010	580	390	3349	-	3287	-	572	1883	2786	2228	339	2419	146
	57%	7%	29%	67%	75%	68%	57%		59%		29%	53%	60%	57%	50%	57%	45%
ST Express bus	2038	123	173	1304	151	159	2038	-	1995	578	468	-	1448	1391	157	1464	85
	33%	22%	38%	41%	16%	24%	33%		34%	26%	24%		29%	34%	22%	33%	24%
Local bus service	942	156	103	242	160	187	942	-	892	368	305	347	-	660	42	654	46
	14%	30%	21%	6%	17%	29%	14%		14%	16%	16%	9%		15%	5%	13%	12%
Link light rail	142	27	11	38	36	22	142	-	-	53	31	75	82	80	10	82	8
	2%	5%	2%	1%	3%	3%	2%			2%	2%	2%	1%	2%	1%	2%	2%

		D4 Household Income				D3 Ethnicity							Language of Survey					
	Total	<$50K	$50-$99K	$100-$149K	$150K +	American Indian/ Native	Asian or Asian American	Black or African American	Native Hawaiian/ Pac Island	Hispanic/ Latino/a/x /Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Viet-namese
TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16 7
Sounder North	3562	254	549	627	1169	43	280	66	18	109	2322	30	3552	10	4	-	5	- 1
	63%	54%	53%	62%	72%	52%	61%	58%	51%	56%	64%	47%	63%	32%	50%		38%	

33%																		
Sounder South	3349	208	496	594	1109	37	263	54	12	96	2170	27	3338	11	4	-	4	1
	57%	43%	47%	56%	66%	44%	56%	42%	33%	48%	58%	40%	57%	35%	50%		33%	20%
ST Express bus	2038	112	327	351	661	32	143	43	14	57	1314	14	2030	8	3	-	3	1
	33%	22%	29%	32%	37%	36%	29%	33%	33%	27%	33%	22%	33%	20%	27%		20%	11%
Local bus service	942	55	145	161	286	15	58	20	6	13	581	10	940	2	2	-	-	-
	14%	10%	12%	13%	14%	16%	11%	14%	13%	5%	13%	14%	14%	4%	17%			
Link light rail	142	9	18	23	33	-	6	3	1	6	71	2	141	1	-	-	-	1
	2%	2%	1%	2%	2%		1%	2%	2%	2%	2%	2%	2%	2%				20%

5.4.4 Link light rail: Currently ride or plan to ride in the future

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5]

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
TOTAL RESPONDING	7648	599	563	4213	1051	714	7648	-	7506	2369	2023	3974	5729	4911	819	5320	400
	100%	100%	100%	100%	100%	100%	100%		100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	7506	572	552	4175	1015	692	7506	-	7506	2316	1992	3899	5647	4831	809	5238	392
	98%	95%	98%	99%	97%	97%	98%		100%	98%	98%	98%	99%	98%	99%	98%	98%
Currently ride (Net)	3130	256	263	2030	225	147	3130	-	3130	1192	925	1671	2513	1855	503	2185	167
	41%	43%	47%	48%	21%	21%	41%		42%	50%	46%	42%	44%	38%	61%	41%	42%
I currently ride 2-5 times per week	998	73	87	703	47	31	998	-	998	417	324	540	819	517	239	678	78
	13%	12%	15%	17%	4%	4%	13%		13%	18%	16%	14%	14%	11%	29%	13%	20%
I currently ride around 1-8 times per month	2132	183	176	1327	178	116	2132	-	2132	775	601	1131	1694	1338	264	1507	89
	28%	31%	31%	31%	17%	16%	28%		28%	33%	30%	28%	30%	27%	32%	28%	22%
I don't currently ride, but plan to in the future	4376	316	289	2145	790	545	4376	-	4376	1124	1067	2228	3134	2976	306	3053	225
	57%	53%	51%	51%	75%	76%	57%		58%	47%	53%	56%	55%	61%	37%	57%	56%
I don't plan to ride in the future	142	27	11	38	36	22	142	-	-	53	31	75	82	80	10	82	8
	2%	5%	2%	1%	3%	3%	2%			2%	2%	2%	1%	2%	1%	2%	2%
No Answer	677	144	56	200	115	95	677	-	-	166	80	244	296	365	41	369	37

	D4 Household Income					D3 Ethnicity							Language of Survey					
	Total	<$50K	$50-$99K	$100-$149K	$150K +	American Indian/ Native	Asian American	Black or African American	Native Hawaiian/ Pac Island	Hispanic/ Latino/a/x /Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Viet-

Spanish namese																		
TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16
TOTAL RESPONDING	7648	600	1311	1312	2141	105	580	166	53	263	4697	81	7603	45	11	2	15	12
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	7506	591	1293	1289	2108	105	574	163	52	257	4626	79	7462	44	11	2	15	12
	98%	99%	99%	98%	98%	100%	99%	98%	98%	98%	98%	98%	98%	98%	100%	100%	100%	100%
Currently ride (Net)	3130	322	605	525	787	46	250	87	29	126	1893	37	3103	27	5	-	9	9
	41%	54%	46%	40%	37%	44%	43%	52%	55%	48%	40%	46%	41%	60%	45%		60%	75%
I currently ride 2-5 times per week	998	141	189	139	247	15	100	47	16	58	558	14	986	12	2	-	3	4
	13%	24%	14%	11%	12%	14%	17%	28%	30%	22%	12%	17%	13%	27%	18%		20%	33%
I currently ride around 1-8 times per month	2132	181	416	386	540	31	150	40	13	68	1335	23	2117	15	3	-	6	5
	28%	30%	32%	29%	25%	30%	26%	24%	25%	26%	28%	28%	28%	33%	27%		40%	42%
I don't currently ride, but plan to in the future	4376	269	688	764	1321	59	324	76	23	131	2733	42	4359	17	6	2	6	3
	57%	45%	52%	58%	62%	56%	56%	46%	43%	50%	58%	52%	57%	38%	55%	100%	40%	25%
I don't plan to ride in the future	142	9	18	23	33	-	6	3	1	6	71	2	141	1	-	-	-	-
	2%	2%	1%	2%	2%		1%	2%	2%	2%	2%	2%	2%	2%				20%
No Answer	677	57	108	71	132	7	40	15	5	21	318	5	666	11	2	-	3	4

5.4.5 Sounder South: Currently ride or plan to ride in the future

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5]

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
TOTAL RESPONDING	5884	648	497	2988	778	570	5884	-	5603	2535	1942	3530	4663	3881	680	4229	325
	100%	100%	100%	100%	100%	100%	100%		100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	2535	601	354	978	198	180	2535	-	2316	2535	1370	1647	1877	1653	341	1810	179
	43%	93%	71%	33%	25%	32%	43%		41%	100%	71%	47%	40%	43%	50%	43%	55%
Currently ride (Net)	672	288	125	119	22	32	672	-	540	672	262	416	419	397	98	439	54
	11%	44%	25%	4%	3%	6%	11%		10%	27%	13%	12%	9%	10%	14%	10%	17%
I currently ride 2-5 times per week	314	161	70	21	5	12	314	-	220	314	92	164	160	189	33	196	25

	5%	25%	14%	1%	1%	2%	5%		4%	12%	5%	5%	3%	5%	5%	5%	8%
I currently ride around 1-8 times per month	358 6%	127 20%	55 11%	98 3%	17 2%	20 4%	358 6%	-	320 6%	358 14%	170 9%	252 7%	259 6%	208 5%	65 10%	243 6%	29 9%
I don't currently ride, but plan to in the future	1863 32%	313 48%	229 46%	859 29%	176 23%	148 26%	1863 32%	-	1776 32%	1863 73%	1108 57%	1231 35%	1458 31%	1256 32%	243 36%	1371 32%	125 38%
I don't plan to ride in the future	3349 57%	47 7%	143 29%	2010 67%	580 75%	390 68%	3349 57%	-	3287 59%	-	572 29%	1883 53%	2786 60%	2228 57%	339 50%	2419 57%	146 45%
No Answer	2441	95	122	1425	388	239	2441	-	1903	-	161	688	1362	1395	180	1460	112

		D4 Household Income				D3 Ethnicity							Language of Survey					
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or Asian American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Spanish
TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16
TOTAL RESPONDING	5884	481	1066	1060	1686	85	466	130	36	198	3761	68	5853	31	8	2	12	5
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	2535	273	570	466	577	48	203	76	24	102	1591	41	2515	20	4	2	8	4
	43%	57%	53%	44%	34%	56%	44%	58%	67%	52%	42%	60%	43%	65%	50%	100%	67%	80%
Currently ride (Net)	672	85	127	110	146	16	42	27	7	29	379	11	665	7	-	-	4	2
	11%	18%	12%	10%	9%	19%	9%	21%	19%	15%	10%	16%	11%	23%			33%	40%
I currently ride 2-5 times per week	314	30	52	55	71	11	18	16	4	18	155	4	309	5	-	-	3	2
	5%	6%	5%	5%	4%	13%	4%	12%	11%	9%	4%	6%	5%	16%			25%	40%
I currently ride around 1-8 times per month	358	55	75	55	75	5	24	11	3	11	224	7	356	2	-	-	1	-
	6%	11%	7%	5%	4%	6%	5%	8%	8%	6%	6%	10%	6%	6%			8%	25%
I don't currently ride, but plan to in the future	1863	188	443	356	431	32	161	49	17	73	1212	30	1850	13	4	2	4	2
	32%	39%	42%	34%	26%	38%	35%	38%	47%	37%	32%	44%	32%	42%	50%	100%	33%	40%
I don't plan to ride in the future	3349	208	496	594	1109	37	263	54	12	96	2170	27	3338	11	4	-	4	1
	57%	43%	47%	56%	66%	44%	56%	42%	33%	48%	58%	40%	57%	35%	50%		33%	20%
No Answer	2441	176	353	323	587	27	154	51	22	86	1254	18	2416	25	5	-	6	11

5.4.6 Sounder North: Currently ride or plan to ride in the future

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5]

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
TOTAL RESPONDING	5665	497	418	2975	777	619	5665	-	5473	2170	2103	3472	4594	3753	666	4094	318
	100%	100%	100%	100%	100%	100%	100%		100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	2103	202	130	932	224	416	2103	-	1992	1370	2103	1480	1650	1373	289	1501	156
	37%	41%	31%	31%	29%	67%	37%		36%	63%	100%	43%	36%	37%	43%	37%	49%
Currently ride (Net)	387	56	27	83	20	140	387	-	330	211	387	271	259	224	59	242	39
	7%	11%	6%	3%	3%	23%	7%		6%	10%	18%	8%	6%	6%	9%	6%	12%
I currently ride 2-5 times per week	147	27	8	15	4	66	147	-	115	71	147	99	90	82	21	90	13
	3%	5%	2%	1%	1%	11%	3%		2%	3%	7%	3%	2%	2%	3%	2%	4%
I currently ride around 1-8 times per month	240	29	19	68	16	74	240	-	215	140	240	172	169	142	38	152	26
	4%	6%	5%	2%	2%	12%	4%		4%	6%	11%	5%	4%	4%	6%	4%	8%
I don't currently ride, but plan to in the future	1716	146	103	849	204	276	1716	-	1662	1159	1716	1209	1391	1149	230	1259	117
	30%	29%	25%	29%	26%	45%	30%		30%	53%	82%	35%	30%	31%	35%	31%	37%
I don't plan to ride in the future	3562	295	288	2043	553	203	3562	-	3481	800	-	1992	2944	2380	377	2593	162
	63%	59%	69%	69%	71%	33%	63%		64%	37%		57%	64%	63%	57%	63%	51%
No Answer	2660	246	201	1438	389	190	2660	-	2033	365	-	746	1431	1523	194	1595	119

	D4 Household Income					D3 Ethnicity								Language of Survey							
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or American	Black or African American	Native Hawaiian/Pac Islanders	Hispanic/Latino/a/x Spanish	White	Additional/Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Viet-namese	Spanish
TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16	7
TOTAL RESPONDING	5665	471	1035	1019	1634	83	459	113	35	194	3649	64	5634	31	8	2	13	5	3
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	2103	217	486	392	465	40	179	47	17	85	1327	34	2082	21	4	2	8	5	2
	37%	46%	47%	38%	28%	48%	39%	42%	49%	44%	36%	53%	37%	68%	50%	100%	62%	100%	67%
Currently ride (Net)	387	53	81	58	77	5	32	8	5	19	214	11	377	10	1	-	5	3	1
	7%	11%	8%	6%	5%	6%	7%	7%	14%	10%	6%	17%	7%	32%	13%		38%	60%	33%
I currently ride 2-5 times per week	147	15	29	20	32	3	10	2	1	8	79	3	143	4	-	-	4	-	-
	3%	3%	3%	2%	2%	4%	2%	2%	3%	4%	2%	5%	3%	13%			31%		

I currently ride around 1-8 times per month	240	38	52	38	45	2	22	6	4	11	135	8	234	6	1	-	1	3
	4%	8%	5%	4%	3%	2%	5%	5%	11%	6%	4%	13%	4%	19%	13%		8%	60%
I don't currently ride, but plan to in the future	1716	164	405	334	388	35	147	39	12	66	1113	23	1705	11	3	2	3	2
	30%	35%	39%	33%	24%	42%	32%	35%	34%	34%	31%	36%	30%	35%	38%	100%	23%	40%
I don't plan to ride in the future	3562	254	549	627	1169	43	280	66	18	109	2322	30	3552	10	4	-	5	-
	63%	54%	53%	62%	72%	52%	61%	58%	51%	56%	64%	47%	63%	32%	50%		38%	33%
No Answer	2660	186	384	364	639	29	161	68	23	90	1366	22	2635	25	5	-	5	11

5.4.7 ST Express Bus: Currently ride or plan to ride in the future

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5]

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
TOTAL RESPONDING	6256	550	454	3199	970	673	6256	-	5894	2225	1948	4218	4994	4114	723	4481	350
	100%	100%	100%	100%	100%	100%	100%		100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	4218	427	281	1895	819	514	4218	-	3899	1647	1480	4218	3546	2723	566	3017	265
	67%	78%	62%	59%	84%	76%	67%		66%	74%	76%	100%	71%	66%	78%	67%	76%
Currently ride (Net)	1875	230	113	758	375	259	1875	-	1669	749	635	1875	1555	1105	319	1285	135
	30%	42%	25%	24%	39%	38%	30%		28%	34%	33%	44%	31%	27%	44%	29%	39%
I currently ride 2-5 times per week	659	76	45	218	141	119	659	-	555	228	204	659	507	378	118	429	64
	11%	14%	10%	7%	15%	18%	11%		9%	10%	10%	16%	10%	9%	16%	10%	18%
I currently ride around 1-8 times per month	1216	154	68	540	234	140	1216	-	1114	521	431	1216	1048	727	201	856	71
	19%	28%	15%	17%	24%	21%	19%		19%	23%	22%	29%	21%	18%	28%	19%	20%
I don't currently ride, but plan to in the future	2343	197	168	1137	444	255	2343	-	2230	898	845	2343	1991	1618	247	1732	130
	37%	36%	37%	36%	46%	38%	37%		38%	40%	43%	56%	40%	39%	34%	39%	37%
I don't plan to ride in the future	2038	123	173	1304	151	159	2038	-	1995	578	468	-	1448	1391	157	1464	85
	33%	22%	38%	41%	16%	24%	33%		34%	26%	24%		29%	34%	22%	33%	24%
No Answer	2069	193	165	1214	196	136	2069	-	1612	310	155	-	1031	1162	137	1208	87

	D4 Household Income					D3 Ethnicity							Language of Survey						
	Total	<$50K	$50-$99K	$100-$149K	$150K +	American Indian/Native	Asian or Asian American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Viet-namese	Spanish
	8325	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	6256	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	4218	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	67%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1875	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	30%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	659	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	11%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1216	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	19%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	2343	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	37%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	2038	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116
	33%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	2069	1116	1216	1016	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116

TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16	7
TOTAL RESPONDING	6256	514	1130	1114	1789	88	496	132	42	215	3976	65	6215	41	11	2	15	9	4
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	4218	402	803	763	1128	56	353	89	28	158	2662	51	4185	33	8	2	12	8	3
	67%	78%	71%	68%	63%	64%	71%	67%	67%	73%	67%	78%	67%	80%	73%	100%	80%	89%	75%
Currently ride (Net)	1875	221	363	304	459	32	138	49	18	87	1124	30	1855	20	4	-	8	7	1
	30%	43%	32%	27%	26%	36%	28%	37%	43%	40%	28%	46%	30%	49%	36%		53%	78%	25%
I currently ride 2-5 times per week	659	78	127	96	169	15	50	23	12	33	371	11	646	13	1	-	7	4	1
	11%	15%	11%	9%	9%	17%	10%	17%	29%	15%	9%	17%	10%	32%	9%		47%	44%	25%
I currently ride around 1-8 times per month	1216	143	236	208	290	17	88	26	6	54	753	19	1209	7	3	-	1	3	-
	19%	28%	21%	19%	16%	19%	18%	20%	14%	25%	19%	29%	19%	17%	27%		7%	33%	
I don't currently ride, but plan to in the future	2343	181	440	459	669	24	215	40	10	71	1538	21	2330	13	4	2	4	1	2
	37%	35%	39%	41%	37%	27%	43%	30%	24%	33%	39%	32%	37%	32%	36%	100%	27%	11%	50%
I don't plan to ride in the future	2038	112	327	351	661	32	143	43	14	57	1314	14	2030	8	3	-	3	1	1
	33%	22%	29%	32%	37%	36%	29%	33%	33%	27%	33%	22%	33%	20%	27%		20%	11%	25%
No Answer	2069	143	289	269	484	24	124	49	16	69	1039	21	2054	15	2	-	3	7	3

5.4.8 Local bus service: Currently ride or plan to ride in the future

BASE = CURRENTLY RIDE OR PLAN TO RIDE TRANSIT IN THE FUTURE [Q5]

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	8325	743	619	4413	1166	809	8325	-	7506	2535	2103	4218	6025	5276	860	5689	437
TOTAL RESPONDING	6967	517	483	3929	963	642	6967	-	6539	2245	1955	3893	6025	4511	797	4925	376
	100%	100%	100%	100%	100%	100%	100%		100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	6025	361	380	3687	803	455	6025	-	5647	1877	1650	3546	6025	3851	755	4271	330
	86%	70%	79%	94%	83%	71%	86%		86%	84%	84%	91%	100%	85%	95%	87%	88%
Currently ride (Net)	3518	183	193	2317	406	226	3518	-	3266	1163	1015	2073	3518	2059	584	2438	202
	50%	35%	40%	59%	42%	35%	50%		50%	52%	52%	53%	58%	46%	73%	50%	54%
I currently ride 2-5 times per week	1681	73	78	1178	163	100	1681	-	1556	576	491	1013	1681	868	389	1130	126
	24%	14%	16%	30%	17%	16%	24%		24%	26%	25%	26%	28%	19%	49%	23%	34%
I currently ride around 1-8 times per month	1837	110	115	1139	243	126	1837	-	1710	587	524	1060	1837	1191	195	1308	76
	26%	21%	24%	29%	25%	20%	26%		26%	26%	27%	27%	30%	26%	24%	27%	20%

I don't currently ride, but plan to in the future	2507	178	187	1370	397	229	2507	-	2381	714	635	1473	2507	1792	171	1833	128
	36%	34%	39%	35%	41%	36%	36%		36%	32%	32%	38%	42%	40%	21%	37%	34%
I don't plan to ride in the future	942	156	103	242	160	187	942	-	892	368	305	347	-	660	42	654	46
	14%	30%	21%	6%	17%	29%	14%		14%	16%	16%	9%		15%	5%	13%	12%
No Answer	1358	226	136	484	203	167	1358	-	967	290	148	325	-	765	63	764	61

		D4 Household Income				D3 Ethnicity								Language of Survey				
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Spanish
TOTAL	8325	657	1419	1383	2273	112	620	181	58	284	5015	86	8269	56	13	2	18	16
TOTAL RESPONDING	6967	576	1230	1207	1976	94	543	141	46	243	4376	73	6921	46	12	2	17	10
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ride or Plan To (Net)	6025	521	1085	1046	1690	79	485	121	40	230	3795	63	5981	44	10	2	17	10
	86%	90%	88%	87%	86%	84%	89%	86%	87%	95%	87%	86%	86%	96%	83%	100%	100%	100%
Currently ride (Net)	3518	379	660	566	908	47	275	81	26	147	2147	42	3487	31	5	-	15	8
	50%	66%	54%	47%	46%	50%	51%	57%	57%	60%	49%	58%	50%	67%	42%		88%	80%
I currently ride 2-5 times per week	1681	204	308	257	437	23	143	34	17	82	1010	17	1663	18	3	-	8	6
	24%	35%	25%	21%	22%	24%	26%	24%	37%	34%	23%	23%	24%	39%	25%		47%	60%
I currently ride around 1-8 times per month	1837	175	352	309	471	24	132	47	9	65	1137	25	1824	13	2	-	7	2
	26%	30%	29%	26%	24%	26%	24%	33%	20%	27%	26%	34%	26%	28%	17%		41%	20%
I don't currently ride, but plan to in the future	2507	142	425	480	782	32	210	40	14	83	1648	21	2494	13	5	2	2	2
	36%	25%	35%	40%	40%	34%	39%	28%	30%	34%	38%	29%	36%	28%	42%	100%	12%	20%
I don't plan to ride in the future	942	55	145	161	286	15	58	20	6	13	581	10	940	2	2	-	-	-
	14%	10%	12%	13%	14%	16%	11%	14%	13%	5%	13%	14%	14%	4%	17%			
No Answer	1358	81	189	176	297	18	77	40	12	41	639	13	1348	10	1	-	1	6

5.5 Do you have reliable access to a working motor vehicle at home?

BASE = ALL RESPONDENTS

	Q1 Sub Area				Q5 Ride or Plan To	Q6 Transit Currently Ride or Plan To				D1 Access to Vehicle	D2 Disability
	Pierce	South King	East-	Sno-homish	No / Don't	Link Light	Sounder	Sounder	ST Express	Local Bus	

	Total	County	County	Seattle	side	County	Yes	Know	Rail	South	North	Bus	Service	Yes	No	No	Yes
TOTAL	9730	925	771	4809	1511	986	8325	1223	7506	2535	2103	4218	6025	6007	905	6383	517
TOTAL RESPONDING	6912	668	566	3439	1015	749	6136	760	5640	1994	1662	3289	4606	6007	905	6375	511
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes	6007	606	503	2874	917	686	5276	718	4831	1653	1373	2723	3851	6007	-	5672	311
	87%	91%	89%	84%	90%	92%	86%	94%	86%	83%	83%	83%	84%	100%		89%	61%
No	905	62	63	565	98	63	860	42	809	341	289	566	755	-	905	703	200
	13%	9%	11%	16%	10%	8%	14%	6%	14%	17%	17%	17%	16%		100%	11%	39%
No Answer	2818	257	205	1370	496	237	2189	463	1866	541	441	929	1419	-	-	8	6

	D4 Household Income					D3 Ethnicity								Language of Survey				
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or Asian American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional/Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Viet-namese
TOTAL	9730	763	1613	1530	2522	133	687	217	70	323	5588	105	9641	89	19	5	37	19 9
TOTAL RESPONDING	6912	760	1608	1526	2521	133	685	216	70	323	5577	105	6852	60	17	3	22	14 4
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100% 100%
Yes	6007	496	1353	1379	2320	109	552	161	60	258	4923	95	5958	49	16	3	18	8 4
	87%	65%	84%	90%	92%	82%	81%	75%	86%	80%	88%	90%	87%	82%	94%	100%	82%	57% 100%
No	905	264	255	147	201	24	133	55	10	65	654	10	894	11	1	-	4	6 -
	13%	35%	16%	10%	8%	18%	19%	25%	14%	20%	12%	10%	13%	18%	6%		18%	43%
No Answer	2818	3	5	4	1	-	2	1	-	-	11	-	2789	29	2	2	15	5 5

5.6 Do you consider yourself to have a disability that impacts your use of public transportation?

BASE = ALL RESPONDENTS

	Q1 Sub Area						Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	9730	925	771	4809	1511	986	8325	1223	7506	2535	2103	4218	6025	6007	905	6383	517
TOTAL RESPONDING	6900	662	566	3436	1016	747	6126	758	5630	1989	1657	3282	4601	5983	903	6383	517
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

No	6383	611	518	3194	950	677	5689	679	5238	1810	1501	3017	4271	5672	703	6383	-
	93%	92%	92%	93%	94%	91%	93%	90%	93%	91%	91%	92%	93%	95%	78%	100%	
Yes	517	51	48	242	66	70	437	79	392	179	156	265	330	311	200	-	517
	7%	8%	8%	7%	6%	9%	7%	10%	7%	9%	9%	8%	7%	5%	22%		100%
No Answer	2830	263	205	1373	495	239	2199	465	1876	546	446	936	1424	24	2	-	-

		D4 Household Income				D3 Ethnicity								Language of Survey				
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or Asian American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Viet-namese
TOTAL	9730	763	1613	1530	2522	133	687	217	70	323	5588	105	9641	89	19	5	37	19 9
TOTAL RESPONDING	6900	756	1604	1527	2516	132	685	216	70	320	5570	103	6839	61	17	3	22	14 5
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100% 100%
No	6383	574	1473	1456	2414	104	633	182	58	280	5189	85	6329	54	16	2	20	13 3
	93%	76%	92%	95%	96%	79%	92%	84%	83%	88%	93%	83%	93%	89%	94%	67%	91%	93% 60%
Yes	517	182	131	71	102	28	52	34	12	40	381	18	510	7	1	1	2	1 2
	7%	24%	8%	5%	4%	21%	8%	16%	17%	13%	7%	17%	7%	11%	6%	33%	9%	7% 40%
No Answer	2830	7	9	3	6	1	2	1	-	3	18	2	2802	28	2	2	15	5 4

5.7 Do you identify yourself as (please check all that apply)?

BASE = ALL RESPONDENTS

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	9730	925	771	4809	1511	986	8325	1223	7506	2535	2103	4218	6025	6007	905	6383	517
TOTAL RESPONDING	6608	629	536	3324	975	703	5907	687	5435	1909	1598	3170	4466	5731	864	6100	484
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
American Indian, Native American or Alaskan Native	133	19	13	61	13	17	112	21	105	48	40	56	79	109	24	104	28
	2%	3%	2%	2%	1%	2%	2%	3%	2%	3%	3%	2%	2%	2%	3%	2%	6%
Asian or Asian American	687	43	51	352	125	75	620	67	574	203	179	353	485	552	133	633	52
	10%	7%	10%	11%	13%	11%	10%	10%	11%	11%	11%	11%	11%	10%	15%	10%	11%
Black or African American	217	27	29	107	19	17	181	34	163	76	47	89	121	161	55	182	34
	3%	4%	5%	3%	2%	2%	3%	5%	3%	4%	3%	3%	3%	3%	6%	3%	7%
Native Hawaiian or Other Pacific Islander	70	8	7	30	12	7	58	12	52	24	17	28	40	60	10	58	12
	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%	1%	1%	1%	1%	1%	2%

Hispanic, Latino/a/x, or Spanish origins	323 5%	27 4%	28 5%	164 5%	43 4%	37 5%	284 5%	39 6%	257 5%	102 5%	85 5%	158 5%	230 5%	258 5%	65 8%	280 5%	40 8%
White	5588 85%	548 87%	443 83%	2829 85%	811 83%	585 83%	5015 85%	561 82%	4626 85%	1591 83%	1327 83%	2662 84%	3795 85%	4923 86%	654 76%	5189 85%	381 79%
Additional/Mixed (unspecified)	105 2%	10 2%	15 3%	46 1%	12 1%	17 2%	86 1%	19 3%	79 1%	41 2%	34 2%	51 2%	63 1%	95 2%	10 1%	85 1%	18 4%
Refused	84	13	6	22	9	20	51	32	41	20	17	29	34	75	7	70	11
No Answer	3038	283	229	1463	527	263	2367	504	2030	606	488	1019	1525	201	34	213	22

		D4 Household Income				D3 Ethnicity							Language of Survey				
	Total	<$50K	$50-$99K	$100-$149K	$150K+	American Indian/Native	Asian or Asian American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional/Mixed Unspecified	English	Non-English	Chinese	Korean	Russian
TOTAL	9730	763	1613	1530	2522	133	687	217	70	323	5588	105	9641	89	19	5	37
TOTAL RESPONDING	6608	724	1572	1492	2469	133	687	217	70	323	5588	105	6550	58	17	3	20
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
American Indian, Native American or Alaskan Native	133 2%	35 5%	31 2%	26 2%	36 1%	133 100%	17 2%	26 12%	15 21%	24 7%	79 1%	6 6%	133 2%	-	-	-	-
Asian or Asian American	687 10%	87 12%	171 11%	148 10%	244 10%	17 13%	687 100%	31 14%	35 50%	24 7%	143 3%	13 12%	663 10%	24 41%	17 100%	3 100%	1 5%
Black or African American	217 3%	57 8%	60 4%	46 3%	41 2%	26 20%	31 5%	217 100%	16 23%	32 10%	47 1%	5 5%	215 3%	2 3%	-	-	1 5%
Native Hawaiian or Other Pacific Islander	70 1%	15 2%	22 1%	15 1%	15 1%	15 11%	35 5%	16 7%	70 100%	17 5%	22 *%	3 3%	70 1%	-	-	-	-
Hispanic, Latino/a/x, or Spanish origins	323 5%	60 8%	82 5%	71 5%	98 4%	24 18%	24 3%	32 15%	17 24%	323 100%	106 2%	6 6%	309 5%	14 24%	-	-	-
White	5588 85%	539 74%	1309 83%	1290 86%	2153 87%	79 59%	143 21%	47 22%	22 31%	106 33%	5588 100%	19 18%	5570 85%	18 31%	-	-	17 85%
Additional/Mixed (unspecified)	105 2%	20 3%	29 2%	22 1%	27 1%	6 5%	13 2%	5 2%	3 4%	6 2%	19 *%	105 100%	104 2%	1 2%	-	-	1 5%
Refused	84	20	19	17	10	-	-	-	-	-	-	-	82	2	-	-	1
No Answer	3038	19	22	21	43	-	-	-	-	-	-	-	3009	29	2	2	16

5.8 What is your household's total annual earnings?

BASE = ALL RESPONDENTS

		Q1 Sub Area					Q5 Ride or Plan To		Q6 Transit Currently Ride or Plan To					D1 Access to Vehicle		D2 Disability	
	Total	Pierce County	South King County	Seattle	East-side	Sno-homish County	Yes	No / Don't Know	Link Light Rail	Sounder South	Sounder North	ST Express Bus	Local Bus Service	Yes	No	No	Yes
TOTAL	9730	925	771	4809	1511	986	8325	1223	7506	2535	2103	4218	6025	6007	905	6383	517
TOTAL RESPONDING	6428	624	518	3242	914	695	5732	682	5281	1886	1560	3096	4342	5548	867	5917	486
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<$50K (Net)	763	81	86	353	97	85	657	102	591	273	217	402	521	496	264	574	182
	12%	13%	17%	11%	11%	12%	11%	15%	11%	14%	14%	13%	12%	9%	30%	10%	37%
Less than $10,000 ($5K)	78	5	9	33	12	12	63	14	52	24	22	41	49	46	32	46	32
	1%	1%	2%	1%	1%	2%	1%	2%	1%	1%	1%	1%	1%	1%	4%	1%	7%
$10,000 to $14,999 ($12.5K)	60	6	9	26	5	7	55	5	50	35	26	41	51	29	31	36	24
	1%	1%	2%	1%	1%	1%	1%	1%	1%	2%	2%	1%	1%	1%	4%	1%	5%
$15,000 to $19,999 ($17.5K)	55	10	5	24	9	6	47	8	45	26	22	33	39	29	26	37	18
	1%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	3%	1%	4%
$20,000 to $24,999 ($22.5K)	96	12	6	46	15	12	78	18	69	28	25	40	63	62	33	71	24
	1%	2%	1%	1%	2%	2%	1%	3%	1%	1%	2%	1%	1%	1%	4%	1%	5%
$25,000 to $34,999 ($30K)	147	15	13	65	20	15	127	20	112	58	42	82	101	97	49	118	27
	2%	2%	3%	2%	2%	2%	2%	3%	2%	3%	3%	3%	2%	2%	6%	2%	6%
$35,000 to $49,999 ($42.5K)	327	33	44	159	36	33	287	37	263	102	80	165	218	233	93	266	57
	5%	5%	8%	5%	4%	5%	5%	5%	5%	5%	5%	5%	5%	4%	11%	4%	12%
$50-$99K (Net)	1613	201	155	757	178	194	1419	190	1293	570	486	803	1085	1353	255	1473	131
	25%	32%	30%	23%	19%	28%	25%	28%	24%	30%	31%	26%	25%	24%	29%	25%	27%
$50,000 to $74,999 ($62.5K)	772	95	68	363	82	99	675	95	617	280	246	400	527	625	145	702	66
	12%	15%	13%	11%	9%	14%	12%	14%	12%	15%	16%	13%	12%	11%	17%	12%	14%
$75,000 to $99,999 ($87.5K)	841	106	87	394	96	95	744	95	676	290	240	403	558	728	110	771	65
	13%	17%	17%	12%	11%	14%	13%	14%	13%	15%	15%	13%	13%	13%	13%	13%	13%
$100,000 to $149,999 ($125K)	1530	162	138	744	200	190	1383	144	1289	466	392	763	1046	1379	147	1456	71
	24%	26%	27%	23%	22%	27%	24%	21%	24%	25%	25%	25%	24%	25%	17%	25%	15%
$150K+ (Net)	2522	180	139	1388	439	226	2273	246	2108	577	465	1128	1690	2320	201	2414	102
	39%	29%	27%	43%	48%	33%	40%	36%	40%	31%	30%	36%	39%	42%	23%	41%	21%
$150,000 to $199,999 ($175K)	979	104	63	506	134	109	880	98	817	281	213	455	659	889	90	930	46
	15%	17%	12%	16%	15%	16%	15%	14%	15%	15%	14%	15%	15%	16%	10%	16%	9%
$200,000 or more ($225K)	1543	76	76	882	305	117	1393	148	1291	296	252	673	1031	1431	111	1484	56
	24%	12%	15%	27%	33%	17%	24%	22%	24%	16%	16%	22%	24%	26%	13%	25%	12%
No Answer	3302	301	253	1567	597	291	2593	541	2225	649	543	1122	1683	459	38	466	31

	D4 Household Income					D3 Ethnicity								Language of Survey					
	Total	<$50K	$50-$99K	$100-$149K	+	American Indian/Native	Asian American	Black or African American	Native Hawaiian/Pac Island	Hispanic/Latino/a/x/Spanish	White	Additional /Mixed Unspecified	English	Non-English	Chinese	Korean	Russian	Spanish	Viet-namese

TOTAL	9730	763	1613	1530	2522	133	687	217	70	323	5588	105	9641	89	19	5	37	19	9
TOTAL RESPONDING	6428	763	1613	1530	2522	128	650	204	67	311	5291	98	6370	58	17	3	22	12	4
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<$50K (Net)	763	763	-	-	-	35	87	57	15	60	539	20	739	24	8	1	3	8	4
	12%	100%				27%	13%	28%	22%	19%	10%	20%	12%	41%	47%	33%	14%	67%	100%
Less than $10,000 ($5K)	78	78	-	-	-	5	12	10	3	12	42	4	73	5	1	-	-	3	1
	1%	10%				4%	2%	5%	4%	4%	1%	4%	1%	9%	6%			25%	25%
$10,000 to $14,999 ($12.5K)	60	60	-	-	-	2	7	4	2	8	41	2	53	7	1	-	3	2	1
	1%	8%				2%	1%	2%	3%	3%	1%	2%	1%	12%	6%		14%	17%	25%
$15,000 to $19,999 ($17.5K)	55	55	-	-	-	3	9	5	2	3	40	2	53	2	1	-	-	-	1
	1%	7%				2%	1%	2%	3%	1%	1%	2%	1%	3%	6%			25%	
$20,000 to $24,999 ($22.5K)	96	96	-	-	-	3	9	8	2	4	69	2	94	2	1	1	-	-	-
	1%	13%				2%	1%	4%	3%	1%	1%	2%	1%	3%	6%	33%			
$25,000 to $34,999 ($30K)	147	147	-	-	-	8	9	8	2	8	113	3	145	2	1	-	-	1	-
	2%	19%				6%	1%	4%	3%	3%	2%	3%	2%	3%	6%			8%	
$35,000 to $49,999 ($42.5K)	327	327	-	-	-	14	41	22	4	25	234	7	321	6	3	-	-	2	1
	5%	43%				11%	6%	11%	6%	8%	4%	7%	5%	10%	18%			17%	25%
$50-$99K (Net)	1613	-	1613	-	-	31	171	60	22	82	1309	29	1596	17	6	2	6	3	-
	25%		100%			24%	26%	29%	33%	26%	25%	30%	25%	29%	35%	67%	27%	25%	
$50,000 to $74,999 ($62.5K)	772	-	772	-	-	16	81	38	10	39	616	13	761	11	4	2	2	3	-
	12%		48%			13%	12%	19%	15%	13%	12%	13%	12%	19%	24%	67%	9%	25%	
$75,000 to $99,999 ($87.5K)	841	-	841	-	-	15	90	22	12	43	693	16	835	6	2	-	4	-	-
	13%		52%			12%	14%	11%	18%	14%	13%	16%	13%	10%	12%		18%		
$100,000 to $149,999 ($125K)	1530	-	-	1530	-	26	148	46	15	71	1290	22	1526	4	-	-	3	1	-
	24%			100%		20%	23%	23%	22%	23%	24%	22%	24%	7%			14%	8%	
$150K+ (Net)	2522	-	-	-	2522	36	244	41	15	98	2153	27	2509	13	3	-	10	-	-
	39%				100%	28%	38%	20%	22%	32%	41%	28%	39%	22%	18%		45%		
$150,000 to $199,999 ($175K)	979	-	-	-	979	15	83	13	7	49	837	7	974	5	1	-	4	-	-
	15%				39%	12%	13%	6%	10%	16%	16%	7%	15%	9%	6%		18%		
$200,000 or more ($225K)	1543	-	-	-	1543	21	161	28	8	49	1316	20	1535	8	2	-	6	-	-
	24%				61%	16%	25%	14%	12%	16%	25%	20%	24%	14%	12%		27%		
No Answer	3302	-	-	-	-	5	37	13	3	12	297	7	3271	31	2	2	15	7	5

6 APPENDIX F: OPEN-ENDED SURVEY RESPONSES

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	Yes	Yes	Yes	Adding bus service should be under the purview of Metro. Sound Transit continues to ignore Renton. It's a crime that light rail isn't planned for the 405/167 corridor.
Eastside	Yes	Yes	Yes	Yes	Build out the light rail spine with all promised stations and reduce Sounder and bus services/expansion till it's complete.
Eastside	Yes	Yes	Yes	Yes	I will actually use them potentially. The bottom three are a waste of money.
Eastside	Yes	Yes	Yes	Yes	
Eastside	No	Yes	Yes	Yes	First thing is to get rid of all parking lots and garages in any of sound transits current projects now and in the future . This is my saying "It Is Sound Transit Not Sound Parking" Needs to be housing at all of sound transit stops stations transit centers. Light rail is best because is either underground or in the air and can run all the time and move lots people. transit bus lines need to have bus transit lanes the hold line. Light rail is fast most of the time when it is underground or in the air but not on street level is slow. we need train system then busses feeding the light rail train stations from neighborhoods. Also is eaisyer to have lots of housing and sidewalks at light rail, sounder, & buss stations and in neighborhood. It should be easiy to walk and take local transit to the stations transit centers We do not need anymore parking lots or garages at stations transit centers we need lots of housing at stations transit centers. I voted for sound transit to build transit not parking lots and garages. Light rail and busses needs to run 24 hours 7 days a week.
Eastside	No	Yes	Yes	Yes	I would delay rapid transit buses on 522 until the light rail is done. route 5222 Seattle works just fine

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Yes	Yes	Yes	I like to know what is going on. I also like to see if you add or take away bus routes. We need a Bus here in Kenmore that goes all the way down Juanita way to the Kirkland transfer center. & to have a bus stop by the park & ride to get on & off. The 234 bus only goes a tiny bit down Juanta way before it turns. Sound transit or Metro needs to have a direct bus to Kirkland , Evergreen Hospital. Not Easy to get to Kirkland then Bellevue or anywhere other then the 522 bus to Seattle. At least you can take the 522 to Woodinville. If you want to go to Kirkland, that's another story. No connection from 522 downtown Kenmore to 1-405 so we are kind of lost here in Kenmore. I don't drive & I'm 69 years old. I now live in Kenmore for over 7 years . & I don't take the bus much because it isn't very convenient. Now with you changing to that rapid ride, what will that do for you going on the bus & not wanting to go to the park & ride for Seattle? When I lived in Bellevue, Kirkland , when working I took the bus always & on the weekend too. Which wasn't very good time wise. Actually the buses need to run more often. So yes it's going to be nice for people going to work, but some looking into just taking the sound transit or Metro around the Eastside all the way to Issaquah , Redmond . Not many people feel safe enough to go into Seattle anymore. So I believe unless something is done to clean Seattle up. & making it inviting like it was when I moved here 32 years ago from NYC , lots of people won't want to go to Seattle if not working & maybe a lot of people will be leaving Seattle. So You need to put that into planning growth. Don't put all your eggs into one basket (Seattle) think of expending into Neighborhoods in the Eastside & Bothell & further North . Thank you , Christina Rust
Eastside	No	Unknown	Yes	Yes	NO MORE TAX INCREASES! Sound Transit did a sleight of hand when they exploited a loophole in the WA State Legislator legislation authorizing the 2016 ST3 vote. No expensive deep bore tunnel station at 5th & Jackson (do the least expensive 'cut & cover' alternative). Look at the most cost-effective options to access West Seattle and Ballard (including crossing the ship canal). If local residents want more expensive options, they need to pay for the extras (like Bellevue for their tunnel). Streamline permitting, local government reviews and land acquisition. Delay lines that primarily service low density areas such as Issaquah to South Kirkland (a line tgg hi at doesn't even teach downtown Kirkland or Totem Lake!). Evaluate cost/productivity of Sounder North when Lynnwood LR opens. Do not delay BRT on I-405 (especially if Issaquah LRT line is delayed).

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	Yes	Yes	Improving transit service and access to transit service is important, not necessarily the building of additional light rail stations. I walk, bike, bus, light rail, and heavy rail. Certainly some of these are nicer than others, but providing some form of service, if only bus service, is better than no service.
Eastside	Yes	No	Yes	Yes	I-405 has a lot of traffic, and it is a dorsal spine that I need to take to go to work, entertainment, medical appointments, etc. If I could go to Seattle, Redmond or Bellevue with a reliable service I would stop to use the car.
Eastside	Yes	No	Yes	Yes	Increases congestion in Issaquah from growing plateau and apartments on Newport Way
Eastside	Yes	No	Yes	Yes	I don't see much transit between areas on the Eastside, so i think a Kirkland-Issaquah rail would help congestion a lot. I also use I-90 to commute to Seattle so i hope a park-n-ride in N Sammamish could help with that. Finally, there is always a lot of traffic on I-405, both N & S, so i hope the Stride bus can help with that.
Eastside	No	No	Yes	Yes	It is important to me that Sound Transit recommit to actually implementing the light rail system presented to voters, and to do so in a timely manner. Figure out how to do it!
Eastside	No	No	Yes	Yes	Bothell BRT
Eastside	No	No	Yes	Yes	Rail is greater than bus. While we need reliable bus service in the meantime, more bus lines or BRT is not the best long term solution
Eastside	No	No	Yes	Yes	I'm looking for better point to point transit for me. Multiple transfers end up being delayed, or buses don't come, or are full. Each transfer is an opportunity for something to screw up your commute. Not very reliable. I prioritized the projects that will let me get around with fewer transfers.
Eastside	No	No	Yes	Yes	I need public transit to get to work
Eastside	No	No	Yes	Yes	Kenmore is stock in a no man's land for transit. I commute by air to California multiple times a week and I'd love the chance to get to the airport by light rail. I'm also epileptic so I go months being unable to drive. Uber has been my only option.
Eastside	No	No	Yes	Yes	With the amount of housing being added to Issaquah, and more people moving to snoqualmie/north bend due to housing prices, the link rail needs to help with the increase in traffic on the I-90 corridor. Adding a Sammamish park and ride would also free up space in the issaquah highlands park and ride. Any additional rapid busses removing cars from 405 is always good as well.
Eastside	No	No	Yes	Yes	More transit users can be served more cost effectively and more quickly by expanding bus rapid transit service than by building more light rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	Yes	Yes	I work in Auburn and commute from Issaquah (reverse commute) and see the 405 and 167 commute - these poor, wretched souls driving on 405 need a break. I also have a lot of clients without transportation that are trying to work in Seattle and taking buses takes them 1.5-2 hours to get there. Help them out!!!! I-90 has seen a huge increase in congestion in the 15 years I have lived in Issaquah - by the time 2040 rolls around, we will need that link rail.
Eastside	No	No	Yes	Yes	If a building or stop already exsist, I wouldn't add to it. Lightrail butchers green spaces. If you stop building parking and expand bus service, you may force people into giving up cars in favor of public transportation. And I know you'll get Federal Grant money for infrastructure so, I think really just slow the structure development. Or halt it for 2 yrs.
Eastside	No	No	Yes	Yes	
Eastside	No	No	Yes	Yes	
Eastside	No	No	Yes	Yes	
Eastside	No	No	Yes	Yes	
Eastside	Yes	Yes	No	Yes	Please add transit to Lakemont!
Eastside	No	Yes	No	Yes	I think they are all priority but the basic integral structure of the full expansion with later infill stations as needed and funded is of greater importance.
Eastside	No	Yes	No	Yes	Kenmore , just off of 522, - is the major connector and missing from all of this.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Yes	No	Yes	Generally, I prefer not having more underground tunnels for reasons of women's safety. I prefer street level transit where people are passing by and where there is good lighting. A Sammamish Park & Ride is really needed because 228th St. is not a wide street, and because of the terrain, there aren't other parallel streets between Pine Lake and Redmond. One thing I want to emphasize concerning the financial issues. From the time of the Light Rail ballot initiative, there was no corporate tax to fund the light rail. However, the system was designed with a stop at Microsoft. If companies like Microsoft are going to get nearby stops to get their people to and from work, then these companies should pay their fair share. Senior citizens, whose priority is medical transportation, shouldn't be paying a disproportionate amount of their Social Security checks to fund corporate expenses and not get the medical transport that senior citizens need. Corporations need to start paying their fare share. Also, if ridership is going to increase, the buses need to be clean, as in immaculately clean, not just with a disinfecting spray, but with carful *wiping* (not mopping that slogs dirt around) of *all* of the dirt and grime, and disinfectant wiping of the upholstery, more than once per day. People go to restaurants that are clean. They are not going to get on buses that have filth and grime on the floors. The little detail areas have to be done. If ridership is decreased, why not use more smaller buses? The windows should be open when it's not raining, to let fresh air onto the bus. Cross ventilation is crucial, especially on highways and in suburbs, to prevent virus transmission. The other priority I see is medical transportation. There needs to be a shuttle from the light rail on Capitol Hill to Harborview and one to Swedish. There needs to be a better connection to Northwest Hospital and all of the medical centers near there, such as Neighborcare and a few UW Medicine buildings.
Eastside	No	Yes	No	Yes	Make cuts on low usage routes and times. High usage routes should support themselves and not the rest of the system.
Eastside	No	Yes	No	Yes	Those are areas where I ride the bus
Eastside	No	Yes	No	Yes	more people in outer areas needing transport to cities
Eastside	Yes	Unknown	No	Yes	Fulfill your promises. We've waited much too long now. The government always has excuses. I'm tired of promises promises promises. You should have planned ahead For unexpected delays.
Eastside	No	Unknown	No	Yes	Seeking reliable public transit to get from ISSAQUAH to downtown Seattle in reasonable time with limited transfers.
Eastside	No	Unknown	No	Yes	
Eastside	No	Unknown	No	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	Yes	The light rail line between Lynnwood TC and Mariner should be completed well in advance of a subsequent line *within* Everett from Mariner to Boeing to the Everett TC, and the City of Everett should bear a substantial fraction of the responsibility for securing funds for the latter. Mariner is a major multi-city transport nexus in SnoCo, but everything north of that is intramural to Everett.
Eastside	Yes	No	No	Yes	Most important to me would be Redmond to Downtown Seattle, and Redmond to Sea Tac.
Eastside	Yes	No	No	Yes	Link light rail is the best for the future and we should prioritize that as the most sustainable solution. The more light rail, the more it is easy to get around without having to plan for transit schedules.
Eastside	Yes	No	No	Yes	
Eastside	Yes	No	No	Yes	
Eastside	No	No	No	Yes	These aren't the most important. I am alarmed and dismayed at the number of projects based on population trip density maps that provide relief and reduction of daily commute struggles to upper income residents while middle to lower income brackets are pushed further and further outward to more and more commute miles on roads and environment.
Eastside	No	No	No	Yes	Please do not delay the SR 522/NE 145th Stride Bus Rapid Transit project. Here's why: 1. BRT is a fast, efficient, and relatively inexpensive way to move a lot of people quickly. 2. This SR 522 BRT project will bring a lot of people to the new light rail station at 145th in Shoreline. The parking planned at 145th will not be sufficient for all of the north end commuters that will be coming to that station, so BRT is the logical way to get people there. 3. Sound Transit needs to deliver something on ST3 sooner rather than later. The SR 522 project is planned to be one of the earlier (if not the earliest) ST3 project to be delivered. If this early-wine project is delivered on time, it will inspire public confidence.
Eastside	No	No	No	Yes	Own property in the eastside
Eastside	No	No	No	Yes	There will always be something getting in the way of funding, but we need to relieve contention now to improve air and water quality and get people moving more efficiently. The eastside is one of the most congested areas with huge growth north and south where homes are more affordable. Also East west traffic is horrible.
Eastside	No	No	No	Yes	I would like to use the light rail but need a way to get to the 148th street station 1 - rank priority by projected number of daily riders, target higher population 2 - Install parking garages at more stations - and make them bigger
Eastside	No	No	No	Yes	The ones I have prioritized are projects which I feel the MOST citizens would utilize.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	Yes	I would delay future Eastside projects so the community can adjust to Eastlink and monitor the ridership numbers. I would next work on Everett to the North and then continue expansion to the South. Stride would be my last priority.
Eastside	No	No	No	Yes	BRT is the Eastside's HCT investment for at least the next twenty years, and I-405 is our economic lifeline. With 30,000 new jobs coming to Bellevue alone over the next few years, we must keep people moving north-south and provide commute trip alternatives. As for LRT from Kirkland to Issaquah, I'm skeptical that this will be the preferred HCT technology in 2041.
Eastside	No	No	No	Yes	The traffic is starting to increase dramatically with the population growth east of 405 on the I-90 corridor. I think its important to stay ahead of the population growth when it comes to traffic.
Eastside	No	No	No	Yes	It is important to provide an opportunity for cities on the north and east sides to have a fast and direct ride to light rail.
Eastside	No	No	No	Yes	Ease of access to bus routes I would use
Eastside	No	No	No	Yes	Linking Bothell/Kenmore with Seattle and Lynnwood.
Eastside	No	No	No	Yes	Since I'm still working from home, any delays due to lack of funds are not a big problem.
Eastside	No	No	No	Yes	Because I would like to use transit 100% of the time and not own a vehicle
Eastside	No	No	No	Yes	Reduce traffic on 522
Eastside	No	No	No	Yes	Reduce costs to match budget
Eastside	No	No	No	Yes	
Eastside	No	No	No	Yes	
Eastside	No	No	No	Yes	
Eastside	No	No	No	Yes	
Eastside	No	No	No	Yes	
Eastside	No	No	No	Yes	
Eastside	No	No	No	Yes	
Eastside	No	No	No	Yes	
Eastside	Yes	Yes	Unknown	Unknown	I am not paying more taxes for this light rail that is going to fail. Look at what Covid is doing, all this money and no one will use it.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	Stop wasting our money and mark up our cities with ugly link rails. Public transport is inefficient in suburbs until the last mile is properly served. We do not need link rails until we do not have frequent routes in suburban areas. Keep link rail in Seattle and please get rid of East side.
Eastside	Unknown	Unknown	Unknown	Unknown	Neither of these projects are useful to me. Please lower my taxes instead.
Eastside	Unknown	Unknown	Unknown	Unknown	I live on the eastside and would like to take advantage of lighrail as it becomes accessible in my area. The traffic bottleneck of Bothell is only growing with little opportunities to ease traffic.
Eastside	Unknown	Unknown	Unknown	Unknown	You should not build super expensive transport that nobody is going to use. the light rail costs so much. People are not going to use because of the poor connectivity to places other than the main hubs.
Eastside	Unknown	Unknown	Unknown	Unknown	Whatever loses the least amount of money.
Eastside	Unknown	Unknown	Unknown	Unknown	Eastgate is the Eastside's largest park and ride. Bringing light rail to that location will do more to reduce commuter congestion than any other project.
Eastside	Unknown	Unknown	Unknown	Unknown	Most of these projects aren't important to me. As someone who routinely takes the bus, the Northeast section of King County is getting virtually nothing for the many thousands of dollars sent to Sound Transit. I have an idea, give the money to Metro and let them build BRT for much, much, less money.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	For daily transit. Easier commute along Bellevue Way between NE 10 and 520 entrance.
Eastside	Unknown	Unknown	Unknown	Unknown	Access for West Seattle is paramount, with the bridge closure. Intracity travel in Seattle is very important due to increasing population density. Kirkland, especially north Kirkland, is no longer well served by Metro.
Eastside	Unknown	Unknown	Unknown	Unknown	Issaquah Link project should be replaced by BRT (true BRT, with full transit priority throughout). Aside from being less expensive, BRT can better serve the Issaquah Highlands/South Sammamish areas without transfers, as well as provide faster, more direct service for Issaquah-Seattle trips.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	Users should pay for the service. If it's more economical, convenient, or faster, then people will use it, which is good. But I do not understand why rider fee increases are not being considered. Sales tax from people who don't even live near ST should not be paying for someone else's commute. So if sales tax is down, raise rider feeds. They, or their company, can pay for themselves. If people can't afford it, create an income limit to for reduced fares. (School lunches do this.) We all don't need to be subsidizing high paid workers and Amazon and Microsoft who can easily afford to pay more.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	Gives me good transit options for my travel needs in Eastside
Eastside	Unknown	Unknown	Unknown	Unknown	Stride bus on 405...
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	This is costing King County property tax owners an enormous amount of money. Poor planning to begin with. Bit off too much. Cut employee salaries. Focus on the projects that will cost the least and serve the most and put money back into the taxpayers pockets.
Eastside	Unknown	Unknown	Unknown	Unknown	The more people in our greater region that have access to mass transit the more the quality of life improves for everyone whether its a transit user or not. Building out the system to serve the most people has to be the prime directive. Otherwise, its putting a small band-aid on a larger sore.
Eastside	Unknown	Unknown	Unknown	Unknown	Best bang for the transit dollar and most effective form of transit around the world
Eastside	Unknown	Unknown	Unknown	Unknown	Bus Rapid Transit along I-405 is more important to me than the other projects. It addresses a gap in existing service: there is no efficient way to get between downtown Bellevue and downtown Kirkland. All the current routes make a lot of stops in between.
Eastside	Unknown	Unknown	Unknown	Unknown	I would love to see us prioritize any project that helps increase mass transit. My priority is squishy since I can imagine all having wonderful benefits. I am planning on making full use of the Redmond -> Bellevue -> Seattle Link light rail when complete.
Eastside	Unknown	Unknown	Unknown	Unknown	More bus, less rail, stop light rail
Eastside	Unknown	Unknown	Unknown	Unknown	Density and connecting workplace/social places with neighborhoods. Giving better alternatives to commuting via car or multiple-bus per trip commutes.
Eastside	Unknown	Unknown	Unknown	Unknown	Where we live kirkland and go to work, redmond and sodo
Eastside	Unknown	Unknown	Unknown	Unknown	We need light rail on the Eastside now! The existing infrastructure can not accommodate the current population.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	I dont give a shit about any of your projects that do not run rail down the center of i 90. we need light rail that allows us to take a train from issaquah to the airport. it is the cheapest cost and a straight line with available median. fuck you and your taxes. we are paying for nothing
Eastside	Unknown	Unknown	Unknown	Unknown	Make it faster to go long distances by transit to reduce car commutes to job centers like Bellevue by prioritizing projects like Stride.
Eastside	Unknown	Unknown	Unknown	Unknown	Pre-covid traffic levels on SR-522 during morning and evening rush hours had traffic effectively stopped from Lake City to Bothell. The dedicated bus lane and more busses will help some but is already seen as inadequate with the amount of new housing under construction in the Bothell area. We need light rail connecting Shoreline to Kenmore to South Kirkland to make the loop of the lake.
Eastside	Unknown	Unknown	Unknown	Unknown	Permanent new capacity not subject to SOV and trucks is the highest value
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail is the most important.
Eastside	Unknown	Unknown	Unknown	Unknown	These would alleviate much of the traffic currently clogging surface streets and freeways, and make transit much more tolerable for those with limited resources.
Eastside	Unknown	Unknown	Unknown	Unknown	Actually connect Redmond downtown station to Woodville via Stride bus rapid transit
Eastside	Unknown	Unknown	Unknown	Unknown	They're the areas I travel most or want to be sure people can travel to/from easily.
Eastside	Unknown	Unknown	Unknown	Unknown	Eliminate the Kirkland to Issaquah line altogether. Too high a cost that doesn't justify the low ridership forecast. Funds could be better used elsewhere in the system.
Eastside	Unknown	Unknown	Unknown	Unknown	I think the biggest concern is whether people will ride the transit. Currently, with security on buses lacking, I'm not sure people will want to jump onto the mass transit options if they can't feel secure in doing so.
Eastside	Unknown	Unknown	Unknown	Unknown	The I-90 corridor is growing in population at an alarming rate. We need solutions to mitigate exploding east-west traffic on I-90, as well as north-south traffic on 405
Eastside	Unknown	Unknown	Unknown	Unknown	Kirkland, Bothell, Woodinville got skipped by Light rail. I love lightrail and I guess I'm happy to pay for it even though I'll never use it in my lifetime because it does not serve my area. It's the right thing to do. I will suffer. But at least give us our [2nd rate] bus rapid transit and make it a priority!
Eastside	Unknown	Unknown	Unknown	Unknown	Speed and consistency from trains is the best long term investment.
Eastside	Unknown	Unknown	Unknown	Unknown	They are the earliest deliverables, highest return for the lowest cost. FREEZE PARKING INVESTMENTS - PARK AND RIDES are a terrible investment, follow Roger Millar's advice and invest in projects that actually get people into the system TOD, feeder services, station access etc.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	my own benefit from the project
Eastside	Unknown	Unknown	Unknown	Unknown	I am prioritizing commuters who need to get to work and are less likely to telecommute. Also - people will not use public transit unless they can access stops via park and rides.
Eastside	Unknown	Unknown	Unknown	Unknown	My main use of light rail will be to travel from Bellevue to Climate Pledge Arena. I also intend to use light rail to attend other events in Seattle.
Eastside	Unknown	Unknown	Unknown	Unknown	I live in Bellevue and work in Kirkland
Eastside	Unknown	Unknown	Unknown	Unknown	I don't want to use an automobile in the city of Seattle or its suburbs.
Eastside	Unknown	Unknown	Unknown	Unknown	Every area should get some service before any area gets additional service. Look at how many residents are impacted vs the cost (cost per resident) Some projects are just too expensive - such as areas that demand tunnels when other areas have to settle for above ground solutions.
Eastside	Unknown	Unknown	Unknown	Unknown	Light Rail serving Seattle is very important because it is the core of the system and will encourage more use of transit in Seattle, where capacity for cars is being systematically eliminated.
Eastside	Unknown	Unknown	Unknown	Unknown	Providing a frequent all-day rail network that's fast with dedicated ROW.
Eastside	Unknown	Unknown	Unknown	Unknown	My priorities are straightforward. Rail links are simply too expensive and no one has answered the question of who pays when those trains are running around near empty except for rush hour trips into Bellevue and Seattle.
Eastside	Unknown	Unknown	Unknown	Unknown	They have a direct impact on me. I ride the 522 bus often.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	The light rail projects are most likely to be successfully funded, and would best "complete" the effort already underway. The rapid bus initiative should be tabled altogether until there is actual money and ridership to support it.
Eastside	Unknown	Unknown	Unknown	Unknown	Currently severe underservice levels in the Eastside compared to other light rail and express bus service locations.
Eastside	Unknown	Unknown	Unknown	Unknown	Graham street station was promised a long time ago. It will provide a high benefit for low cost.
Eastside	Unknown	Unknown	Unknown	Unknown	Light Rail and parking to support it. Buses are too slow.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	I am a retired senior citizen on a fixed income. We have a shortfall due to non spending. I would delay rather than seeking additional taxes due to people not having jobs or additional income to spend at this time. As more people go back to work, they will spend again and your income will go up. I am looking for safe transit that is easy to use. Don't make me stand in the rain to wait for my next bus. Extend the hours on the part-time routes. I live on route #111 and I have to drive and park next to route #105 or just go into Renton to connect. Route #111 doesn't have hours that I can use and you discontinued DART #908. I need to make sure I can get home.
Eastside	Unknown	Unknown	Unknown	Unknown	They are the ones I would use. The *only* thing you should be considering when prioritizing projects is projected ridership. Nothing else matters.
Eastside	Unknown	Unknown	Unknown	Unknown	Top priority is to stop loosing staff (trained medical staff) coming from south and North for our clinics in kirkland and bellevue due to long commutes.
Eastside	Unknown	Unknown	Unknown	Unknown	I have not prioritized any. The reason being is that Sound Transit could have put Rapid Bus Transit on in the first place for a fraction of the price of Light Rail and you wouldn't be in this boat. Plus, it costs way less to run Rapid Bus Transit than light rail Where can one find how long it would take from Kirkland to South Bellevue to Seattle via light rail and then see whether it is worth spending the money on light rail. And where can one find the breakdown of how many commuters who would normally take the bus will be taking light rail versus how many new riders are expected with the extensions. And with Covid, concerned about germs. I don't want to be on a packed train or bus. The bus drivers shouldn't be letting people on the trains/buses without paying the fare.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	Enforce fares on lightrail. Stop letting homeless piss, shit, do drugs , harass passengers and threatening them, no riding trains all day free as there homeless shelter , garbage, needles,biohazard left on train. I will never take my family nor ride train, and tell others not to because your policies at metro,ST ,county and city council have made riding transit dangerous. Trying to be "compassionate" has in reality made it the opposite of that. Wake up !!!!!
Eastside	Unknown	Unknown	Unknown	Unknown	core eastside & i405 corridor
Eastside	Unknown	Unknown	Unknown	Unknown	The best thing would be to stop all construction for the light rail project. I do not want to continue to finance this project as taxes are too high.
Eastside	Unknown	Unknown	Unknown	Unknown	Expanding east side network
Eastside	Unknown	Unknown	Unknown	Unknown	I may use them.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option. Upzoning is the best way to improve funding and quality of life around transit developments.
Eastside	Unknown	Unknown	Unknown	Unknown	Where are the trail connections? Cancel parking garages. Add bike parking.
Eastside	Unknown	Unknown	Unknown	Unknown	I-405 is always slow during rush hour. Also tons of cars have to crowd through Redmond from Sammamish.
Eastside	Unknown	Unknown	Unknown	Unknown	They are not important and a waste of our tax dollars.
Eastside	Unknown	Unknown	Unknown	Unknown	Need to get people to job centers easily (downtown, SLU). There is high density in these neighborhoods. Currently bad cross-town traffic might be eased by light rail.
Eastside	Unknown	Unknown	Unknown	Unknown	#1 priority: Stride bus SR522 improves one of the few east-west connections in service. This project is under budget. Communities on the route support the project and have made considerable infrastructure improvements to make this project feasible.
Eastside	Unknown	Unknown	Unknown	Unknown	We are both in our seventies and as such we have never used the light rail system because it is so far to even reach a station. It does affect us greatly by costing a significant amount of money which takes away from other expenditures...
Eastside	Unknown	Unknown	Unknown	Unknown	Would like faster access to Bellevue and Kirkland.
Eastside	Unknown	Unknown	Unknown	Unknown	Finish what's currently under construction first before moving onto additional Link Light Rail lines.
Eastside	Unknown	Unknown	Unknown	Unknown	Need a strong North South corridor.
Eastside	Unknown	Unknown	Unknown	Unknown	Lower car tabs to what voters voted for twice. Do it now.
Eastside	Unknown	Unknown	Unknown	Unknown	N/a
Eastside	Unknown	Unknown	Unknown	Unknown	Issaquah needs better transit services or it will not be able to handle additional residential growth.
Eastside	Unknown	Unknown	Unknown	Unknown	Most likelihood of taking cars off the road
Eastside	Unknown	Unknown	Unknown	Unknown	Buses don't work, Light rail does not get stuck in traffic.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	I believe that we have to get cars off the road.
Eastside	Unknown	Unknown	Unknown	Unknown	eliminate the transit station at I405 and 85th St exit in Kirkland. estimated to serve 100 people. waste of tax dollars and i live in kirkland and use the bus
Eastside	Unknown	Unknown	Unknown	Unknown	Connecting West Seattle is critical. Kirkland has been neglected for years. It is time to connect Kirkland to the rest of the region to spar economic growth in the urban growth center.
Eastside	Unknown	Unknown	Unknown	Unknown	Growing employment on east side requires better transit.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	Only reason I voted for ST3
Eastside	Unknown	Unknown	Unknown	Unknown	Already have decent rapid bus service in N. Eastside via 405- during normal times issaquah has rough commute options that are less than reliable. Light rail will improve reliability and ridership compared to cheaper alternatives of expanded bus routes that just get stuck in traffic.
Eastside	Unknown	Unknown	Unknown	Unknown	Public transit in Issaquah!
Eastside	Unknown	Unknown	Unknown	Unknown	Kirkland has an opportunity to significantly rezone it's Rose Hill neighborhood to support a rapid transit station with transit oriented development. We need affordable housing, workforce housing and and better bike/ped infrastructure to get fewer cars on the road for shorter amounts of time. The Kirkland area is expecting 1000s of new Google and other tech employees and we need to get them here without cars.
Eastside	Unknown	Unknown	Unknown	Unknown	I would prioritize Link expansion at the top of all projects. I would prioritize commuter, errand, and entertainment corridors.
Eastside	Unknown	Unknown	Unknown	Unknown	I would discontinue downtown projects until the Eastside connection to Issaquah is complete. That is a priority and the majority of people who will use and pay for the system live on the Eastside.
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail from Issaquah -> Downtown will stimulate investment and growth in communities further from Seattle, spreading growth.
Eastside	Unknown	Unknown	Unknown	Unknown	All light rail projects should be cancelled.
Eastside	Unknown	Unknown	Unknown	Unknown	The top priority in my family is light rail access. And I say this as someone who has commuted via bus for over twenty years. Bus access is great, but we believe light rail needs to be the priority for Sound Transit. 'Plans to Ride' responses below are skewed due to the pandemic and "Working From Home".
Eastside	Unknown	Unknown	Unknown	Unknown	All future growth is focused on the Eastside in areas like Issaquah which you have prioritized last on the list and really should be first. People in Issaquah are sharing the brunt of traffic through the east side towns as well as Cutthrough traffic and we are being forced to pay for all the improvements that are happening elsewhere when we are impacted the most immediately and will be continued to be impacted in the future in the worst possible way so we're paying for everyone else's fixes and we are last this is not fair
Eastside	Unknown	Unknown	Unknown	Unknown	To help ease traffic from Sr 18 through Issaquah a bus connecting Issaquah to Maple Valley during peak hours would help with congestion and valley air pollution.
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail is critical to improving traffic across eastside and downtown

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	I don't want it bring all the drug addicts to the area I live in. Keep it in Seattle, that place is already terrible.
Eastside	Unknown	Unknown	Unknown	Unknown	Prefer bus rapid transit now over building light rail and having to wait.
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail is a 20th century solution to a 21st century reality. Despite the investment, we'd be much better off abandoning this obsolete plan and replacing it with decentralized, electric "pod" vehicles that avoid having to build expensive lines and deal with the "last mile" problem of centralized systems.
Eastside	Unknown	Unknown	Unknown	Unknown	I would prioritize finding alternate funding rather than delaying projects. Sound Transit express buses are needed between Redmond and Canyon Park. This commute spans two systems today and is not practical with transfers.
Eastside	Unknown	Unknown	Unknown	Unknown	The link light rail should go from Issaquah to Seattle non stop. Additional expenses should focus on busses, which can be reconfigured more rapidly than rail and expansion of roadways to remove congestion from city streets.
Eastside	Unknown	Unknown	Unknown	Unknown	These can all be delayed in my opinion
Eastside	Unknown	Unknown	Unknown	Unknown	Growth is heading east. Transit services aren't.
Eastside	Unknown	Unknown	Unknown	Unknown	I want light rail in Issaquah
Eastside	Unknown	Unknown	Unknown	Unknown	Getting light rail to Issaquah is already taking way too long. Don't delay any further, just get it done
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	I would use them in that order and believe my neighbors would most likely use them in proximity to residence, medical facilities and shopping
Eastside	Unknown	Unknown	Unknown	Unknown	With current traffic patterns on the highway, Light Rail options can dramatically ease up the traffic jam.
Eastside	Unknown	Unknown	Unknown	Unknown	Link light rail to Issaquah is the only service that I would personally use based on my anticipated needs. However, I would typically be using light rail to get into Seattle and I don't like the idea of going all the way into Downtown Bellevue to switch to the line that would then go to Seattle. I would much rather connect the Issaquah line to the South Bellevue P&R station.
Eastside	Unknown	Unknown	Unknown	Unknown	Reduce future traffic in downtown Bellevue
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail is an essential addition to transportation from the Eastside. As easy as the bus is, having an integrated light rail system lowers transportation burden for community ridership.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	We move around Eastside a lot. Adding more busses doesn't contribute with traffic. Trains are a cleaner way to move We also work on Seattle and we will love to leave our car in the Eastside. We could also consider having just one car if this works for us
Eastside	Unknown	Unknown	Unknown	Unknown	Prioritize moving people. De-prioritize car infrastructure. Put high-frequency, reliable, all-day lines near where people live, and make them fast. Put those lines near housing, not park-and-rides.
Eastside	Unknown	Unknown	Unknown	Unknown	Take the growing pressure off of I-90
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail should come first. Bus lines are nice, but are subject to traffic.
Eastside	Unknown	Unknown	Unknown	Unknown	I would ride the light rail from Sammamish to Bellevue or Seattle, if available.
Eastside	Unknown	Unknown	Unknown	Unknown	I pick light rail between south kirkland and Issaquah via Bellevue as the top priority because of the high population concentration in these areas, a light rail will significantly improve the commute time and reduce traffic congestion.
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail is a complete waste of money, is not as effective as buses, and takes roadway away from cars and buses.
Eastside	Unknown	Unknown	Unknown	Unknown	Based on the usefulness/impact to commute routes for myself and people I know
Eastside	Unknown	Unknown	Unknown	Unknown	Issaquah & Sammamish is important to me because it's where I live. But transit is needed for me to get to work in Bellevue. It's hard to support these efforts when rarely, rarely we, in these areas, are ever included.
Eastside	Unknown	Unknown	Unknown	Unknown	All the sound transit projects are in Seattle. All the money goes to Seattle and the Eastside and Snohomish county have not gotten anything. The Ballard to West Seattle project should be a bus line like the eastside is getting on 405. It would solve the budget problem.
Eastside	Unknown	Unknown	Unknown	Unknown	Prior to the pandemic I was a bus and bike commuter, and since I live in Kenmore, improved commuting options that include north of Seattle are my highest priority. Better options on both the west and east sides of the lake would improve my commute range and therefore my range of jobs I could consider.
Eastside	Unknown	Unknown	Unknown	Unknown	The light rail will allow me to cut down on driving and help with my commute. I think it will also help with traffic congestion. I don't utilize the bus so much because their schedule doesn't really align with my work schedule.
Eastside	Unknown	Unknown	Unknown	Unknown	These are the pieces that fit with the Kenmore area to complete access to most other areas.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	I don't think any of them are particularly worth prioritizing; the cost of the whole project is absurdly high (especially when compared to other western countries). I would modify future plans by cancelling any future expansions (anything in planning, design, or voter approval). If that is not going to happen, I would prefer to delay all projects while saving funds until the projects are feasible at the current funding rate.
Eastside	Unknown	Unknown	Unknown	Unknown	SR522 would make my commute much more efficient
Eastside	Unknown	Unknown	Unknown	Unknown	Live on eastside, work in Seattle- bus service has been reduced and there is standing room only on the bus between 7am to 9am; 2:30 pm to 6:00 pm. living on the eastside, we have been paying sound transit in taxes for years and still won't see any improvements until 2041. this is unacceptable.
Eastside	Unknown	Unknown	Unknown	Unknown	Keep costs low. Dont hit the taxpayers more, even the rich ones. We pay enough already.
Eastside	Unknown	Unknown	Unknown	Unknown	none are important. costs out way benefits.
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail is the most efficient form of transportation.
Eastside	Unknown	Unknown	Unknown	Unknown	I want to be able to easily use light rail to get to and from the eastside to additional areas in Seattle, including downtown, Ballard, and W. Seattle. Also, north to Kirkland and Bothell. These are the primary locations I would be working in and regularly commuting to/from.
Eastside	Unknown	Unknown	Unknown	Unknown	more bus service to sammamish
Eastside	Unknown	Unknown	Unknown	Unknown	this is where i see traffic jams
Eastside	Unknown	Unknown	Unknown	Unknown	BRT is better bang for the buck.
Eastside	Unknown	Unknown	Unknown	Unknown	Feel free to delay or cancel parking garages.
Eastside	Unknown	Unknown	Unknown	Unknown	None are important for me
Eastside	Unknown	Unknown	Unknown	Unknown	The shutdown due to Covid has permanently changed traffic patterns. Please stop all projects before re-evaluating the need for transit projects. Additionally, the current transit plans do not help residents, are unnecessary, and a waste of money. I want to cancel the transit plan.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	Some of these I wouldn't prioritize but I'm responding to the list you provided. My interests are the Kenmore to SoDo area primarily.
Eastside	Unknown	Unknown	Unknown	Unknown	Most cost effective
Eastside	Unknown	Unknown	Unknown	Unknown	For my personal interests, getting to downtown and the airport are priorities. If driving is better for me, I will drive. I don't like the concept for the second downtown tunnel because it would result in a change of trains on the way to the airport.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	The SR 522 has become EXTREMELY crowded ever since the SR 520 became a toll road. The Northshore School district area has also exploded in population. This improvement was already on the books and the prep work has been done. It's relatively cheap and will be a major problem if it's not done right away. It's not fair to Kenmore to leave us out and send Redmond traffic through our city.
Eastside	Unknown	Unknown	Unknown	Unknown	Bus service is cheaper and provides more bang for the buck
Eastside	Unknown	Unknown	Unknown	Unknown	The Eastside has been sidelined for all of the 50+ years I've lived here. It's time for us to be your first priority so that we can leave our cars at home, reducing carbon emissions and leaving a cleaner planet for our grandchildren. Thank you for listening.
Eastside	Unknown	Unknown	Unknown	Unknown	I would ride between Kenmore and downtown Seattle
Eastside	Unknown	Unknown	Unknown	Unknown	Stop buying private land. put the light rail down the middle of the existing freeway instead of destroying peoples property light rail was NOT WELL THOUGHT OUT should have been a monorail much Cheeper to build and operate.
Eastside	Unknown	Unknown	Unknown	Unknown	Where are cities planning their multifamily housing and where do these people commute to? Connect the origin and the destination with Transit.
Eastside	Unknown	Unknown	Unknown	Unknown	Stay within the current budget. Cut or delay whatever projects you need to cut or delay to stay within the budget. A recession and reduced sales tax revenue is your signal that it's time for you to cut your overhead, too, not double down on the public pain by adding more tax burden.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	That's where the new growth will be.
Eastside	Unknown	Unknown	Unknown	Unknown	Decrease size of these projects. We are in too much debt as it is and taxes are too high.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	Need for public transportation to/from Issaquah.
Eastside	Unknown	Unknown	Unknown	Unknown	I would prioritize any project utilizing link light rail. This removes cars from the road. Secondarily, providing park and ride areas in central areas to permit use of the rail system. Anything that prioritizes bus riding, thus the freeway system, should be deprioritized. Freeway usage isn't going down enough to justify using a vid just dedicated rail lines. We consistently shortchange the infrastructure components in the Puget Sound region, putting it off for tomorrow... But 'tomorrow' never comes. I think we've done that enough at this point.
Eastside	Unknown	Unknown	Unknown	Unknown	I would like to see light rail all throughout the state! The light rail from Eastgate would be something I'd use often.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	None of these are important to me. I expect that I'll be working from home more than 50% of the time. None of these projects have any impact on my commute
Eastside	Unknown	Unknown	Unknown	Unknown	Connectivity from Issaquah to Kirkland is missing right now and leads to increased traffic on 405. Bellevue needs connectivity from all regions as amazon and other companies build more in bellevue (and less in Seattle)
Eastside	Unknown	Unknown	Unknown	Unknown	I think it is prudent to just complete projects underway and then to STOP any future projects till funds allow. I am NOT in favor of increasing debt to pay for any more future transit projects. Bus services are more then sufficient. Light rail was and still is a bloated waste of tax payers $$.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	lynnwood to bellevue has always been horrible traffic, especially with boeing's shift changes.
Eastside	Unknown	Unknown	Unknown	Unknown	Future housing expansion for population
Eastside	Unknown	Unknown	Unknown	Unknown	I would use the link rail connecting Issaquah to Kirkland and also think it's important to build rapid transit to help with traffic.
Eastside	Unknown	Unknown	Unknown	Unknown	A lot of people in Issaquah area commute to Seattle and Bellevue for work. Having a light rail option that is not dependent on traffic will be critical in helping Issaquah grow as a desirable place to live.
Eastside	Unknown	Unknown	Unknown	Unknown	I'm going to have to drive from Tacoma to Everett very soon. I'd like to not have to sit in traffic the whole way there. Forget improving busses they're already good, as long as they're on time. If you want to finish this light rail y'all need to focus.
Eastside	Unknown	Unknown	Unknown	Unknown	Quicker to bring online. I would want to see equitable spreading of dollars among the regions taxpayers. Would also partner with other local agencies that support long term ridership through land use changes near transit lines/stations.
Eastside	Unknown	Unknown	Unknown	Unknown	Adding bus rapid transit is critical for the north end cities, since these cities will not get light rail.
Eastside	Unknown	Unknown	Unknown	Unknown	Eastside is always first to see service cuts
Eastside	Unknown	Unknown	Unknown	Unknown	Connecting rapid transit availability to the north end would substantially reduce congestion on major bi-ways. And allow access to light rail from the north end to SEA_TAC.
Eastside	Unknown	Unknown	Unknown	Unknown	ST3 Projects already have a prioritization. They should be prioritized in the same order regardless of these budget cuts. Ballard and West Seattle need to get connected. Like, yesterday. I moved from Ballard to Bellevue because the transit issues became unbearable.
Eastside	Unknown	Unknown	Unknown	Unknown	Issaquah needs higher priority for light rail, Interstate 90 use will continue to increase. We also need direct transport to the airport.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	I live in Bothell and work downtown Seattle, and want to get there as fast as possible.
Eastside	Unknown	Unknown	Unknown	Unknown	none of these are . StopLink projects completely. Promote work from home. Streamline transit planning app...it's not viable. See Boulder's.
Eastside	Unknown	Unknown	Unknown	Unknown	Prioritized based on use
Eastside	Unknown	Unknown	Unknown	Unknown	Commute from Issaquah to Kirkland is currently too long by bus, so I'm taking the car instead, while I would prefer to ride public transportation to work. An easy connection between Issaquah and SeaTac airport would also be great.
Eastside	Unknown	Unknown	Unknown	Unknown	Bothell is densifying and needs more robust transit service to match the planned and existing development downtown, Canyon Park and the growing UWBothell Cascadia College Campus. As other communities are becoming unaffordable, Bothell is an affordable place to live and work in nearby cities. We shouldn't have to get in our cars to do so.
Eastside	Unknown	Unknown	Unknown	Unknown	I hope to have better transit options to and from Issaquah so we can reduce the number of individual cars on the road.
Eastside	Unknown	Unknown	Unknown	Unknown	Thousands of people east of I-405 and along I-90 are being ignored and denied light rail.
Eastside	Unknown	Unknown	Unknown	Unknown	The only thing I want to say and make clear is that you should make sure that nothing in any way changes THE YAKIMA MARKET in Bothell. This is a local landmark, a critical part of our neighborhood. It's like getting rid of the Pike's Place Market in Seattle. Or let's do away with Mt. Rainier. Put whatever you have to on the other side of the street or something.
Eastside	Unknown	Unknown	Unknown	Unknown	Need more reliable options to commute from Issaquah to Seattle
Eastside	Unknown	Unknown	Unknown	Unknown	Stop building and spending our money on this financial disaster.
Eastside	Unknown	Unknown	Unknown	Unknown	Add more routes between Issaquah and Bellevue down town to make use of more connections until the Issaquah station is ready.
Eastside	Unknown	Unknown	Unknown	Unknown	Connecting Eastside cities reduce congestion on 405
Eastside	Unknown	Unknown	Unknown	Unknown	I believe the Issaquah area has an increasing congestion problem, while the other areas might have multiple options already available to them
Eastside	Unknown	Unknown	Unknown	Unknown	I would use the light rail to commute to work
Eastside	Unknown	Unknown	Unknown	Unknown	Currently can't use mass transit as it takes longer than driving! You should focus on why you have a problem with your cost over runs before you ask the public for more money!
Eastside	Unknown	Unknown	Unknown	Unknown	East side should be first priority given the growth within the area all the way to north bend. Tapping into those future resources would provide money for other projects and help to drive economic growth. Having Issaquah connected with kirkINd Bellevue and ultimately Seattle would be huge boost for east side and help to get greener and drop traffic jams into these cities

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail will make easier to commute to downtown Seattle and will help to avoid traffic jams
Eastside	Unknown	Unknown	Unknown	Unknown	I live in Issaquah and the need to wait until 2041 is insane. The area needs reliable transit yesterday. Also, I know it's not part of the plan, but having a direct line between Issaquah & Seattle should really, REALLY, be put back on the table as it could really increase usage dramatically.
Eastside	Unknown	Unknown	Unknown	Unknown	It would be great to have light rail from Issaquah. We have so many people in this community -- from seniors to professionals to students -- who would take light rail over the slow and harder-to-navigate bus system that is beholden to traffic and requires multiple transfers to get to most popular destinations. ... That said, I'm a lucky one. There are many who work on the Eastside but can't afford to live here, so helping them get here from South King County quickly without driving is important, too.
Eastside	Unknown	Unknown	Unknown	Unknown	Keep transit in Seattle
Eastside	Unknown	Unknown	Unknown	Unknown	waiting until 2040 for light rail in Issaquah is too long
Eastside	Unknown	Unknown	Unknown	Unknown	We live in Issaquah and commuting to Redmond or Kirkland is a pain
Eastside	Unknown	Unknown	Unknown	Unknown	Transit options in Issaquah have lessened in recent years
Eastside	Unknown	Unknown	Unknown	Unknown	With Covid, we've seen huge growth in the suburbs. Building light rail between the Eastside is critical.
Eastside	Unknown	Unknown	Unknown	Unknown	Greatest benefit to greatest numbers.
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail to Issaquah and connecting Sammamish to transit
Eastside	Unknown	Unknown	Unknown	Unknown	The light rail spending should be stopped. There is no reason to have great transportation to Seattle when businesses are moving out. Money should be moved over to bussing people. Light rail could be finished when Seattle is a viable and safe city again. What a waste of money right now for something that won't be used!
Eastside	Unknown	Unknown	Unknown	Unknown	Because the I-405 corridor north of Kirkland is critically underserved both currently and in the projected projects going forward. Seems the only thing the Bothell area gets is the lot to store the buses for everyone else and gets no service!
Eastside	Unknown	Unknown	Unknown	Unknown	Heavy 405 congestion between Bellevue and Lynnwood
Eastside	Unknown	Unknown	Unknown	Unknown	I've prioritized the projects that go to areas where I see myself traveling to and from more often in the next 5+ years. I would prioritize opening stations along a new line in stages so more people can access the new lines quicker, even if the full line is not yet complete.
Eastside	Unknown	Unknown	Unknown	Unknown	the rail system is a huge waste of taxpayer money. it is never going to benefit the people who are actually paying for it and this covid 'realignment' is most likely the beginning of an unending series of excuses of why they can't finish in time.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	There is no rail along I 90 and there is huge growth in this area.
Eastside	Unknown	Unknown	Unknown	Unknown	As Issaquah continues to grow, we need efficient and fast ways to get residents to/from Seattle and Bellevue.
Eastside	Unknown	Unknown	Unknown	Unknown	I live in Issaquah and need light rail.
Eastside	Unknown	Unknown	Unknown	Unknown	Kirkland has revived no be for in the prior Sound Transit phases. Growth is on the east side and not in Seattle right now.
Eastside	Unknown	Unknown	Unknown	Unknown	Because there is no decent transit option to commute from Issaquah to Bellevue and Kirkland for work. Convenient means of getting to Bellevue from Issaquah means eastsiders can connect to other locations such as SEA-TAC airport and Renton. North Sammamish P&R will be a good option for Sammamish residents to commute to downtown Seattle and downtown Bellevue offices. Right now, their option is limited to getting to Redmond or Issaquah park and rides and commuting from there.
Eastside	Unknown	Unknown	Unknown	Unknown	I actually think that this whole sound transit project is ridiculous along with the 405 hot lanes. Let traffic flow by opening up the freeway lanes to all without cost. Use buses to transport light rail riders to the other cities and cut down on costs.
Eastside	Unknown	Unknown	Unknown	Unknown	Renton area residents are paying our fair share for no benefit for the foreseeable future.
Eastside	Unknown	Unknown	Unknown	Unknown	I live in Redmond and work in Auburn, so many of these projects will enable me to replace my one-hour drive time with rapid transit. Expanding services in the Southern Tier plus Issaquah makes rapid transit more useful to me.
Eastside	Unknown	Unknown	Unknown	Unknown	They deliver a comprehensive, high-frequency network. Cut parking, it's a terrible return on investment and cripples future transit-oriented development potential.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	1. My family member wants to commute from Bothell to Kent if work from home does not continue. 2. A major concern: I understand that a low barrier (ie not limited by drug use & criminal background) housing/shelter is planned near the proposed transit center in Bellevue. This endangers commuters--imagine a woman arriving late at night. In my opinion, shelters serving people with mental health / addition / criminal backgrounds will be better served by a remote location where the money saved on land cost can be put toward staffing/ best practices costs. Once the people have recovered from their issues and successfully gained job training / successful lifestyle habits a return to society will be more successful. That said, I am all for smaller/affordable housing near transit. Studio apartments for example are very needed and would be a great fit for the area around a transit center. (I think this may be what I see near surrounding the Trader Joe's near Evergreen Hospital in Kirkland. The main issue I see is a lack of small affordable housing near transit for workers (many of whom are single or couples/roommates) AND the dangerously unrealistic tendency we have of expecting those with mental health/addition issues to get over their issues without best practice treatment.
Eastside	Unknown	Unknown	Unknown	Unknown	Trains > buses. Won't ever ride buses in this area. Ever
Eastside	Unknown	Unknown	Unknown	Unknown	People from the south part of the county have been delayed in receiving benefits that we've all paid into. If phasing and modifying transit projects is possible that achieve the same results, I would prioritize those methods first.
Eastside	Unknown	Unknown	Unknown	Unknown	Transit funding comes from taxpayer pockets, and it seems to me that $54 billion is quite enough. Operating costs, likely losses, also have to be taken into account. It is likely that traffic on transit will be heavy only during the two rush hours. The rest of the time will be devoted to racking up operating losses.
Eastside	Unknown	Unknown	Unknown	Unknown	Improve park and rides. The light rail system was not well designed and I do not favor expanding it at all.
Eastside	Unknown	Unknown	Unknown	Unknown	Rescope the work to meet existing funds. Do not increase budget.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	The focus should be to expand the Light Rail system. We have already invested in its success.
Eastside	Unknown	Unknown	Unknown	Unknown	Any projects that expand access between Redmond and U-District, Redmond and Airport would be my priorities. The current East Link plans don't do much to offer real alternatives to driving my car.
Eastside	Unknown	Unknown	Unknown	Unknown	None of the above are important. The only project that should be prioritized is light rail across 520.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	I prioritized connecting the link light rail and adding parking.
Eastside	Unknown	Unknown	Unknown	Unknown	Central core link trains only. Eliminate distant locations.
Eastside	Unknown	Unknown	Unknown	Unknown	I am proposing these designations based on where I think ridership would be greatest.
Eastside	Unknown	Unknown	Unknown	Unknown	The airport along the Stride frequent bus rapid transit is a great opportunity for car owners to actually take public transit.
Eastside	Unknown	Unknown	Unknown	Unknown	In general, the bus rapid transit projects seem to allow for more flexibility and faster ramp-up than light-rail-related projects - this seems especially important with the current economic/transportation changes resulting from COVID - there's a lot we can't know about how this will all shake out. Having said that, the network effects of connecting Kirkland to the rest of the east-side rail seems important for the success of rail on the east-side.
Eastside	Unknown	Unknown	Unknown	Unknown	The bus system is good. It's intimidating to learn it. Once I leaned, I think it's great. Don't add anymore light rail. There's enough busses
Eastside	Unknown	Unknown	Unknown	Unknown	I may make use of it.
Eastside	Unknown	Unknown	Unknown	Unknown	Best bang for the buck
Eastside	Unknown	Unknown	Unknown	Unknown	Bus first, sounder second, light rail garbage can
Eastside	Unknown	Unknown	Unknown	Unknown	we need light rail to Issaquah with connections to Sammamish and Snoqualmie plus light rail connections from Issaquah and Maple Valley to Redmond WITHOUT having to go west to Bellevue.
Eastside	Unknown	Unknown	Unknown	Unknown	This highway has been gridlocked and the bus needs to run to the airport with convenient parking (no fee). Also needs to be cost effective. We can't help you charge so much for this ineffective transit system and still can't budget. What a poor plan you developed, really? Just like the governor. Maybe his capital gains can pay for it. What do the car taxes go for? Really?
Eastside	Unknown	Unknown	Unknown	Unknown	The 522 is such an efficient bus ride. I rode it for 10 years. The Stride 522 plan is an expensive disaster that will turn a one seat 40 min ride into a 3 seat 90 min ride. Building bus lanes thru LFP will cost the Agency dearly . Scrap the entire plan, including bus base north and buy new electric buses for the existing 522 route. One other suggestion put all garage projects out for bid to concessionaires.
Eastside	Unknown	Unknown	Unknown	Unknown	Bus cheaper more flexible and immediate. Light rail Kirkland to Issaquah too costly and unnecessary. Poor value. Doesn't reduce congestion. Eliminate that option
Eastside	Unknown	Unknown	Unknown	Unknown	The Kirkland 85th St BRT does not need to exist. It is too expensive and disruptive to the area. Utilize the BRT at Totem Lake.
Eastside	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	Server the regions lower income people, and those more likely to use public transit should take priority over more privileged areas.
Eastside	Unknown	Unknown	Unknown	Unknown	Please prioritize rail lines and stations. Delay or cancel parking garages. Sound Transit shouldn't be spending TRANSIT money on parking structures.
Eastside	Unknown	Unknown	Unknown	Unknown	Frankly, I don't think you've thought this out. First, people are going to do a lot more Zoom work. I won't go to Seattle anymore to have professional meetings because they can all be Zoomed with ZERO carbon footprint and less stress on my body. You're building for a future that is in the past. You're going to cause a lot of Eastside congestion without thought of how to deal with that and what it's going to do to neighborhoods. Thus you will ultimately destroy affordable housing availability that you could have preserved along with established neighborhoods of character, nature, and peace. You have not leveraged the Houghton Park & Ride to get people to park and take the bus which would have benefitted both properties; instead, you've made that impossible when it was easily doable. I know we are growing but you are not looking at the whole picture. For one thing the Eastside in particular – but the whole area– has no city center that everyone gravitates toward. There is no bus line that would take me to any of the places I go and to use that system would require more time because of multiple time-consuming transfers. It could not take my housemates to their jobs, even at nearby Microsoft. So all this expense is much noise for little progress – and it's no fun either. And I've seen how these projects go. You've already made up your mind. There's no point in citizen participation.
Eastside	Unknown	Unknown	Unknown	Unknown	Proximity to home
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	At this point in the process, the most important thing is to build out the basic infrastructure to bring the most people into the system. These basics also allow the system to expand faster in the future with extensions.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	Right now I drive when going to Kirkland, Bellevue, and Seattle. I would like faster, more efficient mass transit options instead.
Eastside	Unknown	Unknown	Unknown	Unknown	405 traffic is only going to get worse, even with new toll lanes. It needs relief.
Eastside	Unknown	Unknown	Unknown	Unknown	Prioritize keeping or adding public transit to congested routes that will help connect folks to light rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	Unknown	Unknown	Unknown	Getting updates on Eastside Light rail would be useful - I see much progress when driving by but I only hear the 2023-2024 date [e.g. I heard that Northgate will open in Oct '21 and then extend further later; seems like the entire rail from S Seattle to Redmond will only open in 1 full set versus anything incremental?].
Eastside	Unknown	Unknown	Unknown	Unknown	Critical for commuting to work, schools and go from east side to seattle regularly.
Eastside	Unknown	Unknown	Unknown	Unknown	Connecting suburban areas to light rail and employment centers via rapid bus routes is critical to making transit usable in outlying areas and reducing traffic.
Eastside	Unknown	Unknown	Unknown	Unknown	Light rail makes transit better for everyone
Eastside	Unknown	Unknown	Unknown	Unknown	Rail is the most efficient people mover - let's prioritize moving the most people the most efficiently. Issaquah is experiencing incredible growth and while it's served by buses along 90 corridor, traffic is unprecedented, and lanes can't get added at pace to alleviate it.
Eastside	Unknown	Unknown	Unknown	Unknown	Bus service to minimize people getting in cars.
Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	Unknown	Unknown	Unknown	Unknown	Anything that helps reduce traffic pressure on 405 between Bellevue and Lynnwood is critical. Why isn't there any plans for a light rail to get from Lynnwood to Kirkland or Redmond? If this is where the tech jobs are, that would be most helpful
Eastside	Unknown	Unknown	Unknown	Unknown	light rail is most important project and takes longest to complete. it is imperative that we get this implemented and plan on even more projects to make most impact to climate change
Eastside	Unknown	Unknown	Unknown	Unknown	I prioritize getting from Kenmore to the Shoreline rail station as quickly as possible.
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
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Eastside	Unknown	Unknown	Unknown	Unknown	
Eastside	No	Unknown	Unknown	Unknown	
Eastside	No	Unknown	Unknown	Unknown	Light Rail > Busses
Eastside	No	Unknown	Unknown	Unknown	Get rid of Sound Transit - massive waste of money
Eastside	No	Unknown	Unknown	Unknown	expanding transit options to north king county and snohomish makes the areas of Everett, Lynnwood etc. much more attractive to live due to increased transit. This will allow people to buy affordable homes without giving up too much in transit times.
Eastside	No	Unknown	Unknown	Unknown	Plain and simple, if you don't have the money to do a project, then you need to put the project on hold until you have a way to pay for it. I teach my kids not to spend money they don't have. Even if they vote we should go on a vacation, we can't go unless we can pay for it. If we have unforeseen circumstances arise, we cut other expenses to prioritize the new situation. and, increasing taxes is not recommended.
Eastside	No	Unknown	Unknown	Unknown	I can't prioritize these projects because I don't fully understand the scope. I live in Issaquah, and while I would love to see transportation available on the I-90 corridor, it's 405 that undrivable; both directions. On the Eastside, public transportation is good for one thing, getting to downtown, Seattle or Bellevue. If you want to go Issaquah to Renton or Redmond, forget it. It'll take hours! Make 405 move with great public transportation along the freeway and short bus routes to lots of destinations. It isn't rocket science. I ride when I'm going downtown, it's great.
Eastside	No	Unknown	Unknown	Unknown	Light rail Airport service from the east side
Eastside	No	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Unknown	Unknown	Unknown	
Eastside	No	No	Unknown	Unknown	
Eastside	No	Unknown	No	Unknown	My project selection is based on criteria of moving the most people the cheapest way. As such, improvements and expansions of Sounder and Bus Rapid Transit (BRT) are recommended because much more cost effective than expanding Link. In areas where Link service is delayed, consider replacing with BRT.
Eastside	No	No	No	Unknown	North-South transit is really needed along the east side of Lake Washington. It's very difficult to travel those routes with the traffic we have, at least what it would be like without the pandemic.
Eastside	Yes	Yes	Yes	No	Long term infrastructure viability.
Eastside	Yes	Yes	Yes	No	I think it's important to consider that not all of us can or have the means to buy a car to move around the city or surrounding areas. That is why I think it is important to invest in infrastructure that allows pedestrians and users of public transportation a service with greater coverage and reliable.
Eastside	Yes	Yes	Yes	No	
Eastside	Yes	Yes	Yes	No	
Eastside	No	Yes	Yes	No	DO NOT extend Link Light Rail from the Microsoft campus into downtown Redmond
Eastside	No	Yes	Yes	No	Those items seem to enhance the Link vs Sounder. I personality think that improving Auburn, Boeing Access Link, and Lynnwood-Everett get more for our money.
Eastside	No	Yes	Yes	No	I do not see people using the south Kirkland connection to Bellevue so it should be deprioritized./ phased out. On the other hand people do need the rapid bus.
Eastside	No	Yes	Yes	No	Having reliable and frequent service along 405 would help riders to travel to/from the Bellevue Transit Center.
Eastside	No	Yes	Yes	No	For the Seattle projects, I would put the highest priority on projects that expand or enhance light rail. Bus service, especially funding for Rapidride, seems counterintuitive since that money could instead be put to opening light rail to those areas sooner. Station access, assuming there would be demand, is another good improvement, as well as fast connections to light rail. For Eastside, highest priority should be expanding light rail, with improved service and bus rapid transit next. Park and rides should be lowest priority, since people with cars have options, while expanding light rail adds mobility for anyone. In Snohomish county service, again priority on light rail, followed by faster and improved connections to light rail, and lowest priority for adding parking

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Yes	Yes	No	Issaquah is hard to get to by bus. A light rail connection would make it easier for me and others that work there to get there. And it would make it easier to visit Issaquah on weekends for shopping, dining, and other activities.
Eastside	No	Yes	Yes	No	Connecting light rail to Issaquah is my NUMBER ONE priority. They city is growing Eastwardly and traffic is a mess.
Eastside	No	Yes	Yes	No	Need for doctor appointments! Shopping occasionally. I do no own a vehicle.
Eastside	No	Yes	Yes	No	I believe in prioritizing ridership. Most of the ridership is to be found in Seattle. Ballard is denser and has more ridership potential than West Seattle. An infill station in Rainier Valley would also be good. The 130th Street station could be good. But I am skeptical that Seattle will adjust their zoning to take much advantage of either station. I don't believe any of the other projects are worthwhile at all. Our cost of labor is too high for bus rapid transit to be a very wise investment in the long run. The Issaquah-Kirkland light rail project seems to have poor routing. Parking lots are not transit.
Eastside	No	Yes	Yes	No	I work at a tourist spot in Pioneer Square. Tourists often ask how to get from there to the Space Needle and there currently isn't any easy path to give them. If the Link system is built out, it becomes far easier for both locals and tourists to navigate the city.
Eastside	No	Yes	Yes	No	I really think Sound Transit should just stop building any new stations, then reassess the entire project. An option of Redmond to Kirkland to UW (via underground under Lake Washington) should be considered.
Eastside	No	Yes	Yes	No	So I can use the light rail to go farther with my bicycle. I retired my car years ago and only walk, cycle and use transit.
Eastside	No	Yes	Yes	No	
Eastside	Yes	Unknown	Yes	No	The communities are growing in the area and having proper public transportation will relieve traffic from highways. I would prioritize how many potential people it
Eastside	Yes	Unknown	Yes	No	With covid and population increase in the Eastside, it is critical to look at the new demand.
Eastside	Yes	Unknown	Yes	No	
Eastside	No	Unknown	Yes	No	Bothell needs more routes and better continuity to points North and South.
Eastside	No	Unknown	Yes	No	
Eastside	No	Unknown	Yes	No	
Eastside	Yes	No	Yes	No	I picked these because i would use this system more if they come to be.
Eastside	Yes	No	Yes	No	Prioritize rail and regional connectivity; deprioritize commuter rail and especially parking.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	Yes	No	Current Park-and-Rides are not sufficient. Not everyone can walk, ride a bike, or easily take a bus to current transit centers. Additional Park-and-Rides will help. Moving large numbers of people from point A to point B and beyond should be the goal. Improving lightly used bus routes to help fill out "the last mile" are not good uses of funds. Building a park-and-ride and then heavily investing in infrastructure from the park-and-ride to other transit centers is a much more useful investment.
Eastside	Yes	No	Yes	No	Expanding light rail and parking in general. Amtrak is currently bad for commuting. After covid has been dealt with or accepted working at home, further from their workplace will most likely increase. It's been a year since I've ridden the bus due to Covid and it's impacts on volunteering. I don't imagine people who drive wanting to take a bus to connect to light rail. (For the last twenty years when needing to ride the bus, which is always off time in order to traffic.) Light rail and trains are more reliable
Eastside	Yes	No	Yes	No	Please prioritize linking highest population centers to light rail. Prioritize rail over bus (bus means sitting in traffic whereas rail bypasses traffic). NO NEW TAXES! NO NEW TAXES! NO NEW TAXES! NO NEW TAXES! Live within your means like the rest of us and stop bleeding us dry.
Eastside	Yes	No	Yes	No	Take bus from Eastgate to Issaquah often
Eastside	Yes	No	Yes	No	This is the worst Survey ever. No wonder you cannot run this project anywhere but into the ground.
Eastside	Yes	No	Yes	No	I'm a resident of Issaquah and with most jobs in Bellevue, Redmond, and Seattle, being connected fully by light rail will be the difference between driving vs light rail. I don't prefer to light rail and then bus but would use the light rail. Issaquah needs ways to more easily and quickly connect to the rest of the area.
Eastside	Yes	No	Yes	No	Light rail should always come first.
Eastside	Yes	No	Yes	No	
Eastside	Yes	No	Yes	No	
Eastside	Yes	No	Yes	No	
Eastside	Yes	No	Yes	No	
Eastside	Yes	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Unknown	No	Yes	No	The Board should be willing to split projects, e.g. the long Lynnwood-Everett Link line could be phased with an interim terminus at Mariner Park-and-Ride; the Issaquah-South Kirkland Link line could be phased to end at Eastgate; etc. The Board should prioritize some affordable early projects like infill stations, bus improvements, etc. The Board should strongly consider subarea equity when making prioritization decisions. As an Eastside taxpayer, I do not want all my taxes being funneled to the keep the Everett or Tacoma extensions on-time or mostly on-time while my subarea gets nothing but long delays.
Eastside	No	No	Yes	No	Bus>rail, parking lots are least important.
Eastside	No	No	Yes	No	Light rail is the way to commute. Rapid transit is just another bus and no one wants to ride a bus
Eastside	No	No	Yes	No	We are long overdue for efficient light rail service on the east side.
Eastside	No	No	Yes	No	Finish the ones that have already made significant construction progress and cancel the rest. Ridership is unlikely to return the 2019 levels in foreseeable future, let alone the projected ridership levels. It's simply not worth the cost.
Eastside	No	No	Yes	No	I am most interested in fully transit commuting systems, not park and rides. Light rail is more reliable than bus service.
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	Delay 85th street rapid transit center. Studies already show ridership is expected to be super low. No one seems to make sense of this expansive buildout when there's a transit center one exit north that barely gets used as well. Makes no sense!
Eastside	No	No	Yes	No	The drive time during peak hour traffic on I-90 from Issaquah to downtown Bellevue and back again to Issaquah can take 1 hour each way. Like rail to Issaquah is my top priority.
Eastside	No	No	Yes	No	Any project that makes my commute from Woodinville to UW Seattle faster and easier is important to me. The connection to the light rail at Shoreline South would really benefit me. Additionally, the light rail line connecting south Kirkland to Issaquah would help me get around easier. I don't have a car, so I support any additions to transit in the area and I believe that they should be done sooner rather than later.
Eastside	No	No	Yes	No	downtown Bellevue is a regional jobs center and enabling access to it for as many people as possible goes hand in hand with affordability - make more affordable areas within commuting distance of the jobs
Eastside	No	No	Yes	No	Continue to prioritize connecting the Eastside with the Seattle area with Light Rail for long term, but maintain current ST Express routes with full schedules as much as possible!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	Yes	No	The northern Eastside is currently the hardest place to get to via transit for me. It usually takes multiple connections and over an hour travel time each direction. Faster access to Eastgate/Issaquah would make me more likely to travel there for shopping etc.
Eastside	No	No	Yes	No	Parking option near station at redmond. Most people do not live near station location. We need to drive from home to station before taking transit to Seattle. Station with no parking won't help most.
Eastside	No	No	Yes	No	They impact me directly
Eastside	No	No	Yes	No	We have be promised light rail to Issaquah, it would certainly help with traffic congestion on the I-90 corridor.
Eastside	No	No	Yes	No	I would prioritize maximization of the existing route network. The more places people can get through light rail the more likely they are to use it. Also, ease of use must be paramount. Redirecting the light rail route to capture every possible neighborhood is admirable, but taking a 20 minute ride and making it 30 minutes is not worth it. It MUST be fast.
Eastside	No	No	Yes	No	Keep the biggest capital projects moving forward--the current situation is only temporary, and we've waited decades already for decent regional rail service. Ridership will return when the pandemic ends, and the network effect will kick in as system reach and capacity rises, increasing ridership (and revenue) even further. The federal gov't is committed now to significant infrastructure funding--get on with mass transit and inter-regional connections that would be the envy of European cities. My ridership is limited now because there are too many places I want to get to that aren't served by an easy rail connection. Consider making it easier for bicycles to ride on the train.
Eastside	No	No	Yes	No	Continue to build out ways to alleviate traffic issues along 405 North of Bellevue. Even with lower pandemic travel there are still issues which highlights that existing solutions aren't enough. Want to see more utilization of Kingsgate/Highway ramp as well as options for new Totem Lake
Eastside	No	No	Yes	No	Bringing light rail to areas where I travel is always a high priority for me!
Eastside	No	No	Yes	No	I would prioritize the light rail for earlier completion, as I feel the costs will increase faster for rail vs BRT.
Eastside	No	No	Yes	No	I think the Stride/BRT is the biggest bang-for-buck. That said, I think rail is key too (I'm not against rail at all, just feel that BRT really needs to not be delayed at all).
Eastside	No	No	Yes	No	Because Bothell does not have enough connectivity.
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	No	Yes	No	
Eastside	No	Unknown	Unknown	No	For Seattle -- Ballard has been promised rail for many many years. They were zoned for limited parking in new construction because 'rail is coming' give them a break, bring the rail. For Eastside. We need Park & Ride for people to have access to the system.
Eastside	No	Unknown	Unknown	No	The traffic is unbearable here, an efficient quick, direct route into Seattle urgently needed
Eastside	No	No	Unknown	No	light rail does not get stuck in traffic like bus transit does.
Eastside	Yes	Yes	No	No	Places I'd use the system.
Eastside	Yes	Yes	No	No	None of it!!!!$$$$
Eastside	Yes	Yes	No	No	Please keep equity in mind!
Eastside	Yes	Yes	No	No	We need to expand the area it is feasible to commute into Seattle or the east side to work. People should be able to take the link from Federal Way to Seattle or get from Issaquah to Bellevue.
Eastside	Yes	Yes	No	No	The incompetence of the Sound Transit to detect the need for better transportation in the Renton_Auburn_Kent_south area for large population of people that has low income and would benefit for using public transportation it is mind blowing. Catering to Issaquah and Bellevue , some of the richest neighborhoods in the Puget Sound area. It shows once more the racism against marginated communities and caters to benefit those with the highest incomes and no need for public transportation. People in those neighborhoods never will use public transportation/
Eastside	Yes	Yes	No	No	More riders needs should come 1st we do not need 3 stations in Kenmore. One at 73rd and 61st is fine. We do need service up Juanita or Simonds rd as many commuters are up the hill. We do need an overpass at 522 at 73rd for the number of commuters that cross the street to the park n ride. There has as already been a fatality and a few accidents. We need the garage to be close to 522 to avoid emissions hurting the heron rookery...

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	Yes	No	No	It is close to my living area, and it will benefit me the most in the following 10 years.
Eastside	Yes	Yes	No	No	More people move to Eastside; clean air; mass transportation allows more people to come Eastside for work.
Eastside	Yes	Yes	No	No	Public transportation in the east-west direction is the bottleneck
Eastside	Yes	Yes	No	No	
Eastside	Yes	Yes	No	No	
Eastside	Yes	Yes	No	No	
Eastside	Yes	Yes	No	No	
Eastside	Yes	Yes	No	No	
Eastside	Yes	Yes	No	No	
Eastside	No	Yes	No	No	Sammamish is seriously, seriously underserved. I'm happy to vote for an increase in taxes to support transit, voted for ST3, all that---but I get little to no direct benefit.
Eastside	No	Yes	No	No	More connectivity to other areas via lightrail is important to me, it would be nice to have a wider network, especially along normally busy commute routes. The speed of lightrail compared to driving (whether via car or bus) would make getting around the greater Seattle area so much more convenient. As it is now, it takes too long to get from the Eastside into Seattle via bus, but also via car. Traffic (during non-pandemic commutes) is only getting worse, and it's also important to establish better commuting options to limit the environmental impact of individually commuting via car, which is currently the most convenient (and sometimes only) option for people who don't live near a rapid form of transit like light rail, sounder train, or rapid bus lines.
Eastside	No	Yes	No	No	Although the South Kirkland P&R light rail station would be near me, I don't anticipate needing it. I would prioritize the buses.
Eastside	No	Yes	No	No	Anything but the train.
Eastside	No	Yes	No	No	Anything but rail
Eastside	No	Yes	No	No	Downtown LINK improvement serves the most people, so seems it should be prioritized. My second priority would be the LINK connecting South Kirkland to Issaquah since I think this will make a big difference for reducing traffic on the eastside.
Eastside	No	Yes	No	No	Tacoma is where the affordable housing is NOW. not King County. It is imperative you get the Light Rail down to the Tacoma Dome. More important than Lynwood for gosh sakes. And quite giving priority to the Casinos. The Tribes are important, but to put their casino stations in first, before Tacoma Dome, defies Common Sense. The system is first and foremost for Commuters. Not leisure gamblers.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Yes	No	No	I need to get from renton to th u district every day
Eastside	No	Yes	No	No	I prioritized projects based on locations where I MIGHT be interested in going. OK - since this is the only field to write something directly to Sound Transit, here it is, even though this is not related to the question above. I have lived & worked on the Eastside between Renton, Issaquah, Bellevue, and Redmond for over 20 years. I have NEVER been able to commute by mass transit. Reasons at a particular time have varied over the years and include the following: (1) No service at one of my endpoints; (2) No service when I need to ride; (3) Excessively long travel time via mass transit - 2 hours and multiple transfers as opposed to 20 minutes driving alone; (4) Higher daily cost to ride mass transit than to drive alone - $10 a day on mass transit or 1 gallon of gas.
Eastside	No	Yes	No	No	Speed and cost. I would prioritize popular areas and ensure that there is enough demand to satisfy the cost.
Eastside	No	Yes	No	No	I want to minimize environmental impacts to Issaquah and the surrounding areas by offering transit alternatives to SOVs.
Eastside	No	Yes	No	No	Each segment of new rail projects needs to include parking, so don't delay on that piece of it. Prioritize rail over buses unless the buses connect directly to rail service. Busses for commuting should be labeled as such, prioritizing speed over broad coverage. Maximum ridership needs to be sought so it becomes a new norm to use rapid transit for commuting.
Eastside	No	Yes	No	No	Crowding on I-90 Westbound would be dramatically reduced by completion of light rail to an Issaquah station.
Eastside	No	Yes	No	No	Do not add more financial burden to residents now. Postpone for one year.
Eastside	No	Yes	No	No	I'd like to actually see the light rail extend to Marysville as more people are moving north due to high cost of homes, etc.
Eastside	No	Yes	No	No	I personally like to use the bus in Kirkland and Bothell, especially if I need to go into Seattle. My two favorite routes are the 522 and 255, for their timing and convenience. If I need to go to the airport, I love to use the rail service, and will most likely catch it at either Northgate or the UDub station. Therefore, I am keenly interested in bus service to either of those stations, as well as downtown. I am happy to keep my car in my garage and enjoy the bus or train :-)
Eastside	No	Yes	No	No	With big tech moving in more and more, roads are getting congested and cost of living on the Eastside is skyrocketing. May individuals and families can't move closer to their jobs and are having an increasingly hard time budgeting for private transit. Having a robust light rail system would alleviate this significantly.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Yes	No	No	Concerned that costs will push us from our home with increasing taxes. We are able to afford our home, but, will new taxes prices us out? We are seniors.
Eastside	No	Yes	No	No	federal help
Eastside	No	Yes	No	No	None of them are important . The entire system is a significant waste of money and ridiculous taxation on the citizens of the area. I live in an area where we have the burden of paying for this with no rail coming here, just 'more buses.' Buses are inefficient-why would I want to take a bus that takes 2 hours to get 13 miles because we need to go to a transfer station. There is never any parking at any of the stations, because apparently people think we should use the system but shouldn't have any way to get to it.
Eastside	No	Yes	No	No	Park and ride last, we don't need cars to be easier. I live in issaquah. I know a lot of humans here would utilize a fast and parking free way to get downtown.
Eastside	No	Yes	No	No	It's what I'd use.
Eastside	No	Yes	No	No	Densifying cities AND enabling car-free journeys within that denser city is crucial to addressing climate change. I tried to prioritize projects that have the potential to eliminate the greatest number of car journeys
Eastside	No	Yes	No	No	Need more reliable options from renton/may valley areas to Bellevue and u district
Eastside	No	Yes	No	No	I won't respond to such a corrupt organization! ST has so much money it is shocking more money is sought & cutbacks considered! Was on a flt. recently sitting next to folks from Oklahoma. Visitors to WA. Asking about transportation in the area & when I mentioned ST they had heard it was a corrupt org. I was supprised. Their son is in the transportation business. Your reputation is nationwide.
Eastside	No	Yes	No	No	Would prioritize significantly better use of taxpayer money. Don't want any more projects, busses are all empty and have been for over a year. Cut expenses, cut routes, cut spending.
Eastside	No	Yes	No	No	I may want to ride the link/think it adds value to an area. It can attract people to use transit. Things likely to have more users. This includes roads. Some places have sorely needed new lanes for years. Opening up carpool lanes to more people, especially in areas with very low transit/bus use. Carpool lanes have been a massive failure since their invention. It's impractical for most people. How many users will benefit relative to cost for prioritizing.
Eastside	No	Yes	No	No	I commute for work from Kenmore to Seattle. Having a robust transit system is important to me.
Eastside	No	Yes	No	No	The transit projects I've prioritized would help areas not planned for light rail stops to access those stops with more ease.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Yes	No	No	You want too much money, There is no bus, no train going from my house, so I have to use my car. The people who use this service should pay for it. I pay you but haven't used it a single time. You should cancel all of you projects!
Eastside	No	Yes	No	No	
Eastside	No	Yes	No	No	
Eastside	No	Yes	No	No	
Eastside	No	Yes	No	No	
Eastside	No	Yes	No	No	
Eastside	No	Yes	No	No	
Eastside	No	Yes	No	No	
Eastside	No	Yes	No	No	
Eastside	Yes	Unknown	No	No	Priority for bus routes, which are flexible
Eastside	Yes	Unknown	No	No	Important to get BRT north and south on the Eastside.. Phase or modify the Kirkland to Issaquah light rail.
Eastside	Yes	Unknown	No	No	issaquah to seattle bus routes take too long
Eastside	Yes	Unknown	No	No	I live in Renton and despite being the 8th most populated city in Washington state with a significantly diverse population in terms of race and economic status that is also sandwiched between two incredibly congested interstates, i5-i405, Renton is largely left out of the sound transit plan. The only thing that Renton has is a promise of a future stride bus. To back burner that tiny promise would just be insult to injury and solidify the perception that Renton doesn't matter because it's not filled with affluent people like Mercer Island, Bellevue, Kirkland, Issaquah, Sammamish, Redmond. I think sound transit first needs to reevaluate whether it's goal is to serve as a means of public transportation or as only an alternative commuter option for people who already have many transportation options available to them. And then consider whether it's actions align with that goal.
Eastside	Yes	Unknown	No	No	As Issaquah continues to grow, we are in need of more transportation options and the light rail will significantly improve our transportation options.
Eastside	Yes	Unknown	No	No	Allowing Issaquah and other cities to link to Bellevue gives them a connection access to downtown seattle, minimizing use of bus and personal vehicles on I-90 and I-405. Anyone working or visiting Seattle from these cities will not need to use their car or bus.
Eastside	Yes	Unknown	No	No	100's of people travel between Issaquah and Bellevue. It will help alleviate the traffic congestion

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	Unknown	No	No	Bothell has grown so much and so fast with very little road expansion to accommodate the additional large number of commuters/drivers. SR522 is crowded and always completely jammed during peak hours to and from downtown Seattle where my office is. Husband commutes to CA every week so light rail to and from airport close to Bothell would be extremely helpful.
Eastside	Yes	Unknown	No	No	Add routes I might use
Eastside	Yes	Unknown	No	No	
Eastside	Yes	Unknown	No	No	
Eastside	No	Unknown	No	No	Light Rail should be first priority, delivery / exceeding timelines set. Any car and/or parking related projects should be considered low priority.
Eastside	No	Unknown	No	No	Focus on expanding Link to connect more cities to Seattle and Eastside.
Eastside	No	Unknown	No	No	Light rail service to W Seattle, and particularly Ballard should reduce automobile traffic significantly. Bus service from Ballard to downtown is relatively slow. Issaquah-Kirkland light rail line has straight forward corridors, and will bring these high technology areas on par with the Redmond tech area.
Eastside	No	Unknown	No	No	I am not for raising taxes at all. There has been too much abusing the funds Sound Transit has already gotten. There is no way I can get to light rail unless someone drives me to the area I could get on light rail. At the time of COVID I will not take public transportation. People are hurting in all sorts of ways either their housing, food, or other necessities and should not be burdened with more taxes. The salaries of the people running Sound Transit should be lowered. Sound Transit should not have spent $1,000,000 when Sound Transit opened at the University. That money could have been spent on the project.
Eastside	No	Unknown	No	No	BRT should be a top priority, it is needed to make the rest of the ST investments work.
Eastside	No	Unknown	No	No	Want a fast and convenient way to commute to Bellevue downtown from Sammamish. Ideally, I'd like to have a direct Link to Seattle as well.
Eastside	No	Unknown	No	No	my past and potentuial future usage of public transportation
Eastside	No	Unknown	No	No	It is presently difficult to get from North KC to where light rail station s are built. Bus is fastest to build out.
Eastside	No	Unknown	No	No	They're probably the only ones I would use
Eastside	No	Unknown	No	No	They get me to where I want to be. The BRT on 522 is key to getting me to light rail at 145th and I-5 that I would use. Getting to West Seattle would be great as I spend time at South Seattle College. I drive up and down 405, so adding the BRT to the 405 corridor in conjunction with the 522 BRT would be valuable to me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	Sammamish is getting nothing from all the taxes collected. The bus service in Sammamish is terrible. The "milk run" through Sammamish make it painfully slow. Need a real park and ride with a real express bus to other hubs.
Eastside	No	Unknown	No	No	Transit between Kirkland and Seattle is very difficult right now with connections always required.
Eastside	No	Unknown	No	No	Focus on bus routes - Stop new light real expansion, especially Ballard and West Seattle.
Eastside	No	Unknown	No	No	I think the 405 projects operating on existing highway systems offer the quickest and most cost-effective way to keep population moving. South 405 will require major highway improvement/lane additions however. Regardless of the transportation infrastructure, growth and redevelopment are coming to Kirkland's 85th Street corridor in a big way and fast - with it without Sound Transit's changes.
Eastside	No	Unknown	No	No	Commuting between Renton and Bellevue is a real challenge. It seems like a majority of the project listed above are focused on more affluent areas...
Eastside	No	Unknown	No	No	The 130th Station is very important to me and my family.
Eastside	No	Unknown	No	No	I only care about downtown Bellevue, Overlake and Microsoft Campus access
Eastside	No	Unknown	No	No	Don't modify completed studies. Delay things before half-ass design. Haven't we spent a lot already just to arrive at the choices we have now? Serve existing high housing-density areas and worst traffic areas before expanding into heavier rail and urban-to-urban lines. When you make the first mile easier, riding transit becomes more attractive. Transit options every 10 minutes isn't helpful if a person has to walk a mile to start or get home. Also, legislators should penalize cars severely: time restrictions, licensing fees, fuel taxes.
Eastside	No	Unknown	No	No	Taking public transit from Issaquah to Bellevue is complicated and time consuming; the light rail would make commuting so much easier and faster for a lot of people.
Eastside	No	Unknown	No	No	Prioritize Link System over Bus routes
Eastside	No	Unknown	No	No	We need to address the traffic on 405
Eastside	No	Unknown	No	No	I believe that LRT is yesterdays solution to tomorrow (and today's) problems: high upfront cost, not changeable in the face of changing circumstances, does not make use of mobility related technological advances , Puget sound does not have the population density to support fixed rail transportation of this nature
Eastside	No	Unknown	No	No	I 90 is becoming a parking lot and without dedicated bus lanes and the closure of the the mercer island express lanes bus commutes are getting longer and longer. We cannot wait until 2050 to buils a rail solution

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	Kirkland to Issaquah link light rail
Eastside	No	Unknown	No	No	Prioritize projects by placing first those projects that would increase the most ridership and reduce car commutes.
Eastside	No	Unknown	No	No	Delay mass transit to downtown Bellevue it is a project that started in very high times and now does not make sense.
Eastside	No	Unknown	No	No	Expanding the bus services are the quickest and lowest cost options to expand service and reduce car travel. Prioritizing those options provides the most benefits relative to the costs.
Eastside	No	Unknown	No	No	BRT to the airport (assuming a fast connection between Burien end and Seatac) is most important. We can get to NE 85th St and 405. Now/in the past, we prefer ST bus 560 from Bellevue TC to airport over 255-light rail. Generally prefer Express transit service, and BRT is the only Express option that ST is offering.
Eastside	No	Unknown	No	No	These are areas that I currently visit using SOV or would visit using transit. I also perceive the improved functionality of the 'system' to be a valuable asset that will increase overall utility. I fear that added bus capacity in highway destinations south of Bellevue will be underutilized based on my experience with sound transit busses that use these routes. The demand is insufficient to support these investments.
Eastside	No	Unknown	No	No	I want to see more options that service my area or might lead to service in my area (building rail to S Kirkland doesn't help me yet but gets us closer). I want to be able to get to downtown areas from my suburb (downtown Seattle, downtown Kirkland)
Eastside	No	Unknown	No	No	I support and have used light rail. I would like good access from Kenmore to light rail stations. I travel to Tacoma and want to see Tacoma connected to light rail that connects to Seattle and beyond. As housing costs increase, especially in Seattle, the population is moving outside of the city and needs public transit.
Eastside	No	Unknown	No	No	I've prioritized projects that impact my commute or that I believe impact greater Seattle area traffic in general. As a tax payer I want transit to stick to a budget.
Eastside	No	Unknown	No	No	My commute
Eastside	No	Unknown	No	No	I want to be able to get from where I live in Bothell just off NE 160th St to Downtown Seattle and not be stuck in traffic.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Unknown	No	No	You tax me here in Bothell to build LINK stations in Redmond and Lynwood which are remote from me. Now you are telling me you aren't even going to give me an optimized bus route to get me to those stations because you spent all the money to make the new LINK stations? For now, I'll just say its unacceptable to tax us and then pull the rug out from under us on the already second rate benefit we were promised. You must conserve an equitable distribution of the benefit of the taxpayers investment. Do not leave us with nothing to show for the dollars you took from us.
Eastside	No	Unknown	No	No	Having the options to move about the metro area using mass transit is. great benefit.
Eastside	No	Unknown	No	No	We need bus rapid transit options along the SR 522 corridor for getting people to and from the Link light rail station at Shoreline/NE 148th station. I'd like to be able to commute to my job in downtown Seattle from Kenmore via light rail but need quality options for getting to the Shoreline station. If those options don't exist, I'll still have to drive my car for a significant portion of my commute.
Eastside	No	Unknown	No	No	There is significant growth in the Bothell area and 522 traffic continues to become even more challenging. Delays in the project will compound this situation even further. Residents in this area need more reliable transit options that they can depend on in order to use mass transit. Construction on 522 needs to be completed as quickly as possible. It has been many years already of dealing with these construction issues, traffic snarls and growing usage. This is clearly an important project that must be a priority. I ride transit & would like to ride more but need to know I can reliably make it to my destination on time & not spend significantly more time doing so!
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	Please build the light rail to Issaquah. I-90 is congested; there are many families in need that could benefit from public transport to the cities and lots of commuters could benefit and help the environment via light rail. 2041 is too long.
Eastside	No	Unknown	No	No	Connecting Kenmore / 522 to the other lines would be helpful if I need to go into an office or get somewhere I want to visit without a car. Working from home makes this a rare need, however.
Eastside	No	Unknown	No	No	Very obvious that traffic between Issaquah and Bellevue, via I-90 is very dense. It is the only corridor between the two.
Eastside	No	Unknown	No	No	Seem most likely ways to remove automobile traffic. Believe the South Kirkland spur is completely unnecessary.
Eastside	No	Unknown	No	No	To relieve traffic pressure on I-5 and allow for more people to utilize link rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Unknown	No	No	Morning traffic on I-90 corridor is out of control. Current design of Issaquah toKirkland is useless. The Issaquah train should go direct to Seattle via Mercer Island. It should also be linked further east, eventually to North Bend.
Eastside	No	Unknown	No	No	I think flexibility is important. Please work within your budget. Please consider better parking volume when you create these stations. I think thoughtful delay would help build trust with the public which right now feels like you don't consider how much money these projects always END UP costing.
Eastside	No	Unknown	No	No	1. The likelihood that I would use the line or service. 2. The amount of car traffic that would be relieved by the new transit.
Eastside	No	Unknown	No	No	Cost. We should consider not doing some projects to reduce the spend, particularly now cost budgets are blowing out.
Eastside	No	Unknown	No	No	Im so glad you are getting Seattle to Eastside done and running in 2023, perhaps holding on the Kirkland to Issaquah route is a good way to cut?
Eastside	No	Unknown	No	No	Because I own in Kirkland and I'm tired of getting screwed by transit
Eastside	No	Unknown	No	No	Although not commuting to work via transit due to retirement, my wife and I want to utilize transit for other local travel interests -- shopping connecting with friends or family, access to airport.
Eastside	No	Unknown	No	No	These projects would give my community more efficient access to the regional transit network, connecting with jobs and services.
Eastside	No	Unknown	No	No	None of the future projects have a direct bearing on me. As a cyclist, it would be fun to take transit to new areas to explore, but again only infrequently. The current light rail from Seattle through Bellevue is of greater value to me.
Eastside	No	Unknown	No	No	Please don't scale back any projects! The Puget Sound desperately needs to improve public transportation! Please concentrate on raising more revenue instead!
Eastside	No	Unknown	No	No	Better service to areas with more people is more important than extending service to lower density areas. Better connections to existing/planned light rail stops is more important (and less expensive) than further light rail extensions.
Eastside	No	Unknown	No	No	system expansion with highest ridership
Eastside	No	Unknown	No	No	The north end of the east side needs light rail, so connections to Kirkland are important. It is disappointing the light rail won't go over the 520 bridge, because people will continue to drive over 520 instead of the long detour to take light rail over the I-90 bridge. Connecting light rail to Kirkland, and then connecting Kirkland to north Seattle stations would help.
Eastside	No	Unknown	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	No	Unknown	No	No	
Eastside	Yes	s	No	No	Convenience to my location, dearth of transit options for South I-405 that connects Bellevue to Tukwila/Airport.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	I think that it's essential that we prioritize transit over cars, which means that things like parking should be put last on the priority list, and should instead be sold off to developers for transit-oriented development, which will give far more demand for transit at a profit to Sound Transit. I also think that there are several issues with some of the Link and BRT expansion plans in terms of how they will form an effective network, and that these need to be resolved before those projects move ahead. For example, those riding from Issaquah to Seattle on the proposed line would have a very long journey with an inconvenient transfer point, and the Stride BRT system will also duplicate part of that line, from what I've seen, even if it doesn't have stations at the same locations, it will still serve the Kirkland - Bellevue market, cannibalizing the train's ridership. There are other issues with the plans, but those are some examples. That's why I chose to prioritize the plans that I thought were the best thought-out and effective at being able to carry passengers from A to B efficiently, which will make transit a competitor to driving.
Eastside	Yes	No	No	No	Stop building the light rail spine to far flung exurbs. People need a NETWORK of light rail in Seattle and cities within 10 miles to get where they are going. Kirkland to Bellevue/Seattle connections are thin. Parking should be the first budget item to be cut.
Eastside	Yes	No	No	No	Getting out of Kenmore to the freeways is a pain either to I5 or I405. I feel nothing has been done and something faster like Light rail along SR522 would be better suited to our needs than a hacky solution like stopping the 522 bus service and forcing everyone to change to a train in Shoreline to reach Seattle. WRT Eastside, there is no commuter bus to hubs like Overlake and Bellevue and Kirkland downtowns. We have a useless bus service 225 which takes too long and doesn't go anywhere useful in reasonable amount of time. I always see it running empty from and to Kenmore P&R. In conclusion, ST is completely out of touch with reality with respect to the needs of Kenmore residents and is just wasting money on the BRT bus to Shoreline.
Eastside	Yes	No	No	No	light rail from kirkland to south issaquah seems not to fit well with the plan
Eastside	Yes	No	No	No	We need mass transit quicker rather than later. Busses can always be run but good rail transit needs to be the priority. Reliable transportation unhindered by traffic is the only way to convince people it is better.
Eastside	Yes	No	No	No	Kirkland (especially North i.e. Juanita, Kingsgate) has been left out of a lot of these mass transit options in previous Sound Transit plans. It would be great to connect these large growing neighborhoods to mass transit to help alleviate car traffic on 405.
Eastside	Yes	No	No	No	Have family & friends living at those areas. :)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	For me, my commute between Renton and Bellevue when life gets back to normal will be fairly long with normal traffic. It'd be great to use the bus (or even light rail if someday that comes along!) to get between Renton and Bellevue in a reasonable amount of time without having to drive in that traffic.
Eastside	Yes	No	No	No	Kids need to go to UW Bothell
Eastside	Yes	No	No	No	The 405 rapid transit projects seem convenient for me but would also alleviate pressure on 405, so I think those are most important for the east side.
Eastside	Yes	No	No	No	I believe light rail is absolutely necessary to get cars off the road (reduce/manage traffic) and provide reliable public transportation. New bus routes are great, but light rail should always be the priority.
Eastside	Yes	No	No	No	Building Ballard to West Seattle makes good on the unfinished promise of the monorail. BRT projects are cheap and should be last things cut.
Eastside	Yes	No	No	No	As a Renton resident, the Sound Transit projects in place or underway offer less for residents of our area (many of whom are people of color and lower income) compared to elsewhere in the region. Focus on the needs of people who need the service the most.
Eastside	Yes	No	No	No	We need transportation to Seattle from Kirkland. You need to prioritize this route above others. Buses get stuck on the bridge and a seamless track from north lake Washington to Seattle is needed.
Eastside	Yes	No	No	No	affects where I normally travel
Eastside	Yes	No	No	No	I 405 BRT traverses the City of Renton and building it will potentially decongest I405 as it provides an option for drive alone vehicles along the corridor.
Eastside	Yes	No	No	No	They would help to solve the congestion issues as Eastside grows.
Eastside	Yes	No	No	No	Finish projects that provide the most bang for the buck. Most of the original plans focused on Seattle so we should look at more east side, Pierce & Snomomsh projects.
Eastside	Yes	No	No	No	Live in Sammamish
Eastside	Yes	No	No	No	Delay all projects see if ridership comes back could take years for ridership to come back.
Eastside	Yes	No	No	No	Issaquah Kirkland line should connect to existing light rail at South Bellevue P&R rather than building new track all the way to E Main. This would save time for the majority of commuters who will be going to Seattle and may avoid the need to continue Metro and ST bus service between Issaquah, Eastgate and Seattle.
Eastside	Yes	No	No	No	Easy ride into downtown Seattle via light rail.
Eastside	Yes	No	No	No	Build from downtown Seattle outward.
Eastside	Yes	No	No	No	BRT is cheaper and provides frequent and reliable bus service.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	Kirkland has been designated as an urban center, which along with that comes more density in residential and commercial residents. Therefor a mass transit mode like Link would be expected to support that density. Bus rapid transit is secondary priority because it is slower and carries less capacity per time unit, I'm assuming.
Eastside	Yes	No	No	No	Growth in ridership
Eastside	Yes	No	No	No	I am an Eastside resident and transit user who prefers using transit options to driving whenever possible. These options allow me and other Eastside riders to get around Eastside more conveinently and also to SeaTac Airport using public transit instead of driving.
Eastside	Yes	No	No	No	The bus rapid transit is crucial in connecting communities to rail service in Shoreline and Bellevue. Without them, I will be inclined to driving instead of using public transport.
Eastside	Yes	No	No	No	As a resident of the Eastside paying ST tax, I feel all the money from the Eastside has no benefit to me. I live in Sammamish and none of the proposed project would help me to get out of my car. The North Sammamish Park and Ride project does not include enhance bus service to Sammamish. I wish I could say that there is a project that could benefit me. I do not think the Issaquah light rail will benefit Sammamish as it stops at the existing Issaquah Transit Center. Too bad, the light does not stop at least Issaquah Highlines. Also, all the bus routes are focused on going to downtown Seattle from Sammamish and Seattle. I work in Bellevue and it takes way too long to get to work in Bellevue. It is faster for me to go to work on the bus if I worked in downtown Seattle.
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	Actually NONE of them are important to me. We should be increasing lanes on the freeways, getting bottlenecks fixed and stop the massive backups at on-ramps. I couldn't care less about "light rail" and buses that rarely offer the eastside any practical uses for commuting to work. Still extremely angry that this was shoved down our throats and the massive fees/taxes were lied about. I have zero trust in this system or the people who couldn't bother to be honest with us. Remember when we were told the bridge tolls wouldn't "go up" for years? Went up in less than 6 months. No one believes anything we're told and YOU have a huge trust gap to deal with.
Eastside	Yes	No	No	No	I would like to have connect to Bellevue & Redmond for office commute.
Eastside	Yes	No	No	No	Connecting the I90 corridor to Seattle via Light Rails seems like an amazing opportunity to connect jobs to the Eastside and connect Seattle to recreation.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	Light rail is the most efficient and most forward-looking public transportation. Unlike buses, it doesn't take highway space and carries a lot more passengers, and is the best solution to our traffic problems.
Eastside	Yes	No	No	No	Cause I'm live in issaquah
Eastside	Yes	No	No	No	I think priority shipping oils be made for the working class to access this for work. From lower income housing areas to cities
Eastside	Yes	No	No	No	I-90 Corridor is next major access to Bellevue and Seattle centers for work, culture events, theatre and sports
Eastside	Yes	No	No	No	Prioritized based on where I experience the worst traffic
Eastside	Yes	No	No	No	I believe pre-pandemic our bus ridership is already high judging from my commute previously. Once all the other housing projects finish in our area there will be even more people needing convenient commuter options. A light rail will be a sound project for the eastside especially if it includes Bellevue and Eastgate stops.
Eastside	Yes	No	No	No	Just looking at which services I would likely utilize. I also prefer light-rail over bus wherever possible.
Eastside	Yes	No	No	No	Light rail will help reduce traffic congestion by getting people off the roads - whether they were using their own cars or buses. It is also a faster mode of transportation than bus.
Eastside	Yes	No	No	No	Improve the commute from Bothell and Millcreek to Seattle or Bellevue.
Eastside	Yes	No	No	No	I used to use public transit all the time till i moved to renton. i now go southbound to kent in the morning and northbound in the afternoon. public transit is useless on the south side of king county. buses feel like they come by every 30-45 mins and take 4-5 bus transfers to get to home or work. Taking up to 2 hours to get to work which is only 9 miles away. I've biked to work faster than that (even though it doesn't feel safe on roads which is different issue). Also getting to any main bus route is a too difficult. So I don't recommend public transit to friends or family. Lastly i'm really saddened that no light rail is coming to Renton. It's not even on the project list. How did we get skipped in this project while Issaquah is on the list for light rail. We have double their population and more workers. I feel like you're forgetting everyone in south King county. if you really wanna get rid of traffic get more mass transit down here and on a more frequent basis.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	Link light rail system should be, well, linked - so please complete the spine from Seattle to Tacoma. Also, mass transit should provide a convenient alternative to driving into densely populated areas - and so there is potential to achieve that by building Link (via tunnels) to West Seattle and Ballard. Also, please consider developing high-rises next to Link stations (form partnerships, lease land, whatever the means) - I think this is the only way to get Sound Transit out of deep red...
Eastside	Yes	No	No	No	Those are the projects that I feel best expand access to the most people while being the most cost effective.
Eastside	Yes	No	No	No	Reduce car traffic near downtown bellevue
Eastside	Yes	No	No	No	They should all be put on hold as you blew your budget
Eastside	Yes	No	No	No	I would like to know why Renton is not included in any light rail expansion projects, if cities such as Redmond (and subsequently Bellevue/Mercer Island) are. I do not use public transportation due to the unreliability of the bus system. Many times in the past, buses would be overcrowded and I would not be able to get on the bus that I needed to get on, in order to get to my job on time. It seems like adding a station in Renton is just not in the books and it has not been so for a while.
Eastside	Yes	No	No	No	Link rail project will help address lot of vehicular traffic from existing roads and free up space on the existing roads for ancillary traffic.
Eastside	Yes	No	No	No	I feel that Link Light Rail system build-out is our best people mover for our areas.
Eastside	Yes	No	No	No	I live in the area and go to work in downtown seattle and travel to Bellevue frequently
Eastside	Yes	No	No	No	I live in Kenmore, which would directly benefit from this East -West line to Shoreline. Additionally, as the areas along the Link Light Rail grow and attract new businesses and residences, I worry that LFP, Kenmore, and Bothell could be left out of the economic benefits of the growth if there isn't easy connection or access to the light rail/mass transit.
Eastside	Yes	No	No	No	Eastgate and Issaquah light rail stops are my top priority.
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	It was my priority because those places are close to where I live.
Eastside	Yes	No	No	No	Commuting from Bothell to Seattle is slow. Would love something faster than ST 522
Eastside	Yes	No	No	No	For daily commute
Eastside	Yes	No	No	No	We hope to improve transit service to and from Issaquah, and increase connectivity at points between Issaquah and other East Side locations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	The Bothell/Woodinville region is growing rapidly and without reasonable connections to access light rail, traffic issues will continue to worsen. In particular, the connection to the Shoreline Station should be prioritized as that station would be finished and available sooner than the Lynnwood City Center. With UW Bothell campus and its surrounding community continuing to grow as well, having access to mass transit and light rail is critical for students and a decent commute for those in the neighborhood.
Eastside	Yes	No	No	No	Link between Issaquah, Bellevue, Kirkland and Redmond is critical for me. Right now, transit between Issaquah and Bellevue takes too long and is too unreliable.
Eastside	Yes	No	No	No	There is increase in population on the east side (Issaquah, Sammamish, SNoqualmie) that travels to downtown seattle. We have either over crowded buses and all park and rides dont have enough spots too. It will be good to get the link rail to the east side
Eastside	Yes	No	No	No	Light rail above everything
Eastside	Yes	No	No	No	Issaquah light rail line
Eastside	Yes	No	No	No	Love in Issaquah and depend on public transport for commutr
Eastside	Yes	No	No	No	I would like to see a complete overhaul and review of the actual needs. I am tired of you wasting my hard earned tax payer dollars. You have forgotten who pays you.
Eastside	Yes	No	No	No	i am from bellevue . All the transport in and out of bellevue will help me transit better.
Eastside	Yes	No	No	No	Do NOT want transit projects in Renton. We already have high crimes due to the proximity to the Skyway area and Metro Transit Center, which will be relocating to a bigger and new location. We also have to deal with the Red Lion hotel housing of 200 homeless people with a lot who have opioid addiction or mental illness. I will vote against tax levies to pay for this.
Eastside	Yes	No	No	No	LINK is the most important thing to me, because I would be able to take it to and from my day job, once it is completed.
Eastside	Yes	No	No	No	Get more people off the road.
Eastside	Yes	No	No	No	Buses add a lot of road traffic
Eastside	Yes	No	No	No	Buses are not my preference for transit
Eastside	Yes	No	No	No	I prioritized based on perceived need with number of commuters. However the top priority in my mind, including how I will use mass transit once I return to the office, is security and safety of the riders.
Eastside	Yes	No	No	No	I believe rail is a long term better solution over busing.
Eastside	Yes	No	No	No	Importance to my area and needs and what I think would help most transit riders
Eastside	Yes	No	No	No	My first preference would be light rail from Issaquah to downtown Seattle. So my choice above is really just about getting light rail to Issaquah as a start.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	I want to improve the commute from/to Renton, especially the Highland (East of I-405). I would still consider the Stride bus rapid transit when considering delaying, phasing, or modifying future transit projects.
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	I live in the Eastside and being able to travel to Downtown centers using Transit will be nice and transit travel to Bellevue would be good once office reopen. Secondly adding more light rail access to downtown Seattle areas would make it easier to get there and return. However, I would NOT like to pay more than already approved and we should spend money to affordable housing and other social infrastructure.
Eastside	Yes	No	No	No	I live in Bellevue and work in South Lake Union. I want to be able to commute to work using light rail.
Eastside	Yes	No	No	No	Issaquah downtown is inundated with cars during rush hour. Specially front street Issaquah. I would prioritize long distance project these would allow people to buy homes outside the expensive areas of Seattle and spend less time driving while reducing traffic in small city roads not built for high traffic volume. Consider reaching out to companies who pay for current buses for their employees to use like T-Mobile, and Microsoft
Eastside	Yes	No	No	No	Building more lightrail options away from downtown would incentivize my wife and myself to move.
Eastside	Yes	No	No	No	Prioritize rail-projects because these add long-term value to neighborhoods and have the potential to move large numbers of people with minimal greenhouse gas emissions.
Eastside	Yes	No	No	No	The transit system, due to understandable geographic and population center constraints, has a north-south orientation bias. Frequent East-west crosslinks would make it much easier to use the transit system to get around the region.
Eastside	Yes	No	No	No	Before covid, I commuted to downtown Seattle and there were not good options from Bothell. Bus service to light rail at UW stopped 40 times and times did not align. The 522 route from Bothell to Seattle also stopped too much and was overcrowded. The Bothell population is growing and we need options.
Eastside	Yes	No	No	No	Prioritize build near population centers on the Eastside. Don't increase our tax burden (e.g., vehicle tabs and property tax) any further.
Eastside	Yes	No	No	No	I prioritize trains because they do not pollute directly like cars on the road and their traffic is independent of road congestion, so service quality is assured. They also carry more people in one go, so I think they are better suited for the future. They also allow cities to increase the population density without adding more cars.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	Disappointed that I can't get on the bus and get to the airport without changing stations several times!! Traveling with luggage makes it very difficult to say that I will use this to avoid driving to the airport! Don't the designers put themselves in the shoes of their clients?
Eastside	Yes	No	No	No	Residents of north Lake Washington cities would have to drive and park at light rail station - which means I would just drive instead of using transit. Rapid bus lines would make it more feasible to use light rail. BUT, there will need to be adequate parking at the bus stop (e.g., Kenmore park and ride). Most residents are not within walking distance of the bus line.
Eastside	Yes	No	No	No	Density, likelihood of commuters using it. Impact on traffic congestion.
Eastside	Yes	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	Sound Transit has all but destroyed the possibility for King County Metro to continue offering local service on the Eastside, especially east-west axes. I believe there is no real vision for the two organizations to merge because Sound wants to impose its vision on what's left of Metro. This chicken and egg resource allocation is pushing riders into nonexistent solutions that will likely force all but the poorest or the least afflicted back into their cars. from what I've seen I give Sound Transit a failing grade. Sound's capital-heavy projects have been warped around the wishes of big businesses. We get light rail to Microsoft, but surface buses are taken away. The 235 going by my house is cut and now my disabled brother has to walk blocks to get here on a visit. for others not near main lines it's far worse now. Not only did COVID affect your business model, Sound Transit's neoliberal high ticket expensive infrastructure eats the whole budget when more electric buses on semi dedicated lanes would work now. Instead we get solutions that absolutely transform every town they touch with gentrification. I don't like the outcome I see at all. And of course no critique of Sound Transit can be complete without the absolute unfairness of the nimbyism of Big Capital setting priorities. We can't use existing rail lines because wealthy women would rather sip lattes on rail-to-trails, walk and talk to each other while public transportation riders are shut out of their communities. Seriously, public transportation brings people that existing residents think are undesirable, so they said no KCorridor from downtown Bellevue to Kirkland on the old rail lines and we're all supposed to just roll over. Instead now it's non-dedicated bus lines up the valley of death (i-405) that would force everyone to breathe the same exhaust as if they were driving, but hey - at least those homeowners can walk and sip latte knowing Kemper Freeman won. Then Sound Transit builds a light rail to Microsoft and select developers make bank off Overlake real estate. Then Redmond gets to the point that only tech workers in tech worker beehives can afford to live there because someone thought east-west busses weren't sexy or high tech enough. Even buses get routed through the Microsoft transfer station because that's who's calling the shots. The government's big defense contractor has far more pull than you let on. The whole economy and now the transpo system has been warped around the biggest players only and Sound is there to help build out the winner-take-all transportation system. I spent my first two years of college in Munich. I got to know several German cities' public transportation systems growing up there. This ain't it. It wasn't just covid but neoliberal central planning has built so much privilege and inequality and exploitation into tSound Transit that bringing your rails to a town pretty well ruins it for the bottom half of the economy. Then you write homeless people a $175 ticket and criminalize poverty and create a new police presence to protect your assets.
Eastside	Yes	No	No	No	Not for my self, but for connecting the south King with job opportunities.
Eastside	Yes	No	No	No	Stop wasting money and building something that very few people would use. All project costs are too high and timelines are very long.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	I would stop to persue the losses, close this unprofitable project as soon as possible, and sell all the assets at the auction.
Eastside	Yes	No	No	No	Light rail is always a friendlier and more efficient option to get around. Which is why these types of projects are generally beneficial in every way. Although I am aware of the costs to be able to make it happen.
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
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Eastside	Yes	No	No	No	
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Eastside	Yes	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
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Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	Yes	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	Emphasis on job and school connectivity. There are more jobs Eastside and growth. Need better transportation options for UW Bothell, as well.
Eastside	No	No	No	No	Transit requires place to leave car to access (for the majority who don't live close enough to walk, especially during rainy weather not conducive to riding bike). I-90 corridor excluded without extension to Issaquah. Personally think I-90/Kirkland extension needs to connect at South Bellevue station to avoid going to downtown Bellevue to access light rail to Seattle. I-405 deserves service too of course!
Eastside	No	No	No	No	Kirkland is a bottle neck on the freeway with fewer lanes. Link light rail will help with this. Also a tunnel will help save land for other uses. Boring tunnel does it the cheapest.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	
Eastside	No	No	No	No	I think it is very important to add more rides from Issaquah and Sammamish to Seattle. We have a lot of people who lives in Issaquah and Sammamish and they work in Seattle.
Eastside	No	No	No	No	Connect Issaquah
Eastside	No	No	No	No	Need a ride from Bothell (town center) to Seattle (South lake union and Fremont, or at least UW)
Eastside	No	No	No	No	Better rapid bus transit
Eastside	No	No	No	No	Please cancel all parking projects. Use existing righr-of-way for West Seattle. Work to modify state law on using WSDOT right-of-way. Increase phasing of projects. Prioritize light rail over all projects with SR-522 BRT as a second highest priority. Ensure that Ballard Link is a priority.
Eastside	No	No	No	No	Bus rapid transit can be rerouted easily. Light rail is permanent and cannot be rerouted like busses can.
Eastside	No	No	No	No	They are connecting projects rather than a straight shot out to one location. Please consider standing up the service first, delaying it as little as possible, and if you have to circle back and build parking later delay that.
Eastside	No	No	No	No	Light rail has higher throughput than busses and a better value. I personally would feel safer on a train than a bus
Eastside	No	No	No	No	Save money - stop building parking garages!
Eastside	No	No	No	No	I'm in downtown Bothell which is growing significantly, yet we've been neglected by ST and Metro. I'd like to see a lot more public transport focused on Bothell. It's like we barely exist. There are tons of new residents here and we don't want to drive everywhere.
Eastside	No	No	No	No	Finish all light rail before BRT (which is stupid anyways). Really, ST has gotten themselves in a bind because land purchases were deferred over a decade late instead of purchasing when voted on.
Eastside	No	No	No	No	Rail is our best long term asset, and rail cost is the most affected by delays.
Eastside	No	No	No	No	Suburban transit improvements
Eastside	No	No	No	No	Integration of Tacoma into the Link system is most important to me because I want to be able to seamlessly transit around the region. I would be most willing to delay or modify any parking facilities; land currently allocated to vehicle storage would be better used for housing and human centric uses.
Eastside	No	No	No	No	Building new lines and service should be a higher priority than parking. Building infill stations makes sense. Cancel south sammamish parking please. Existing parking isn't even full. What a waste of $$.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	The BRT projects are less expensive and can do a lot to relieve traffic congestion in the region. Sound ridership may not recover quickly post-covid due to probably more people working at home full or part time.
Eastside	No	No	No	No	A large percentage of Bothell residents work at Microsoft but there is no good Sound Transit option to use public transit between Bothell and Redmond.
Eastside	No	No	No	No	Priority to routed I plan to use for work and weekend travel
Eastside	No	No	No	No	I would only travel between Sammamish and Seattle
Eastside	No	No	No	No	I would prioritize decreasing the largest amount of rush hour traffic on I-90 and 520 bridges so that those commuting Seattle to Eastside or vice versa can take light rail as well as those commuting north/south on I-5.
Eastside	No	No	No	No	Prioritized based on getting to and from work, downtown for events, and to friends and families houses. I would prioritize based on number of expected cars taken off road, and number of riders served.
Eastside	No	No	No	No	I think bus transit options should be delayed. People are going to be driving cars during and after the pandemic. We need to keep building toward a robust Link lightRail system so when people are ready to use mass transit, the system is in place.
Eastside	No	No	No	No	Now that my children are grown, I intend to move to a TOD for the next phase of my life. Walkability and easy access to Transit options to decrease my carbon footprint are important to me.
Eastside	No	No	No	No	The North/South rail is most important and makes the most sense based on population density. Eliminate stops in less population dense areas and charge riders for the cost of their transportation system.
Eastside	No	No	No	No	Connecting South Bothell to Downtown Kirkland and Downtown Bothell, investing more in 522 route from downtown Seattle to Woodinville.
Eastside	No	No	No	No	i90 corridor is not serviced by light rail and this would be heavily beneficial for Eastside connectivity and also reducing commuters across i90
Eastside	No	No	No	No	Eastside needs consistent transit from Issaquah to Bellevue and Seattle for jobs. People will even drive from further east to Issaquah for light rail if it was here. Need to build out high parking capacity to ensure good use of this system.
Eastside	No	No	No	No	I live in downtown Bellevue. One of my main reasons for moving here was the availability of public transportation. My wife and I have only one car. We both work in Seattle. If safe, clean, reliable public transportation is available for where we need to go, that is our first choice.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Generally prioritized rail-over-bus, and high-ridership routes over lower-ridership routes. Principle is to attain maximum ridership benefit and maximum time savings for riders as early as possible in timeline.
Eastside	No	No	No	No	As I live in Redmond, I'm primarily interested in things that connect the Eastside to other Eastside areas (like Kirkland-Issaquah-Bellevue).
Eastside	No	No	No	No	Where my usual travel takes me
Eastside	No	No	No	No	We need light rail to Issaquah in order to relieve congestion on I-90. More people are moving to Issaquah, etc., and it will get worse unless we prioritize light rail to Issaquah.
Eastside	No	No	No	No	LRT Spine should be completed
Eastside	No	No	No	No	Because I live between Totem Lake and Kenmore. I occasionally commute to downtown Seattle.
Eastside	No	No	No	No	People will ride a train who won't ride a bus. Busses still get caught in trafffic.
Eastside	No	No	No	No	more stations in dense areas is more important than outlying areas
Eastside	No	No	No	No	I will take more mass transit when the pandemic is over.
Eastside	No	No	No	No	Transportation linking the two UW campuses Seattle and Bothell to handle growth and creating a North Side connection around Lake Washington.
Eastside	No	No	No	No	I would prioritize adding transit projects to areas not currently served by mass transit.
Eastside	No	No	No	No	Making Link light rail work well is really important. With the Kraken and Climate Change Arena being refurbished, service there is really important. I live in the north end of Sammamish, so that Park & Ride is important to me
Eastside	No	No	No	No	Because the extension of light rail network along the Eastside will facilitate participation in the overall light rail network, both to downtown Bellevue and Seattle as well as SeaTac Airport. This will have the greatest impact of reducing cars on our freeways and improving traffic over all of the other options.
Eastside	No	No	No	No	I prioritized Seattle and the Eastside as Pierce and Snohomish have consistently voted against expansion of transit. I live in South Kirkland so the light rail line would directly benefit me, but I think any transit that brings people to and through Bellevue should be prioritized given it is the Eastside hub and the connection to Seattle.
Eastside	No	No	No	No	There are no planned transit projects that are important to me. We need transit - but you are taxing me excessively and giving me exactly NOTHING. I have gone from a huge proponent of transit 10 years ago to diametrically opposed to your leech like existence.
Eastside	No	No	No	No	I believe that expanding and expediting Link Light Rail projects is of the utmost importance; building out the rail system will only get harder and more expensive as time passes.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I've been paying for transit for decades and service to Kirkland is terrible. I refuse to vote for any more transit taxes until I get some service, I'm tired of being Seattle's cash cow. Eastside projects are my number 1 priority.
Eastside	No	No	No	No	SR 522 is in desperate need of help and can connect a lot of North Kirkland, Bothell, and Kenmore neighborhoods to light rail. As a second option, light rail from S. Kirkland to Issaquah provides a connection to Bellevue, and employment centers at Eastgate.
Eastside	No	No	No	No	East Link is the critical backbone, and I'd like to see a strong bus network bring passengers from the low-density hinterland to stations like South Bellevue and Redmond.
Eastside	No	No	No	No	The larger Bellevue area keeps growing jobs faster than any other area - and that will impact the entire transportation infrastructure in and around Bellevue. I, therefore, believe that offering efficient long-range connectivity to and through Bellevue to key areas of development is a key priority. Especially efforts that take a long time, such as building a new Link line, need to stay funded to be ready as the region keeps growing in density.
Eastside	No	No	No	No	1. Value engineer the projects to reduce costs 2. Explore partnering to help pay for additional costs 3. System connectivity and potential ridership are key (cost/benefit)
Eastside	No	No	No	No	It seems best to get a few stations in more new areas and then expand the number of stops later. I worry that if money is put into rapid ride first, then the actual light rail build out will keep getting pushed out, as costs are only going to increase.
Eastside	No	No	No	No	Adding connectivity to the existing light stations.
Eastside	No	No	No	No	Centralizing urban density on the east side to south Bellevue
Eastside	No	No	No	No	Seattle answers are random. The things I feel you must do are get light rail across 520 and get light rail to the new Krakhaus. The next thing you need to do is get a movable walkway from the light rail station at SeaTac to the terminal.
Eastside	No	No	No	No	I-405 BRT and Bellevue -> Redmon Link Light Rail.
Eastside	No	No	No	No	Simple. We have zero service with transit within 2 miles of 44th (exit 7 i405). Light rail is prioritized, and I won't be able to access it without driving 7 miles, so what's the point??? Clearly ST doesn't care about the folks paying the bill. You folks are gouging us for an enormous amount of money over the next decades and I'd like to see something for the value; going from zero transit so SOMETHING is infinite progress. Naturally you'll prioritize us out anyway, but be happy to take our money all the same.
Eastside	No	No	No	No	Getting from Bellevue to Seattle Center on Link light rail. Getting from Bellevue to Redmond Town Center on Link light rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I am considering what I would use as someone in their 70's. I would like to have access to Kirkland D/T, Redmond and Issaquah
Eastside	No	No	No	No	Light Rail
Eastside	No	No	No	No	Bringing HCT to more people sooner is best. Projects like stride extend rapid bus service connecting people to investments we've already made. Sure, light rail extensions are awesome but getting HCT to more people sooner is cheaper and more in reach.
Eastside	No	No	No	No	Hello! I live in Issaquah and Sammamish. Since early 2000s the public transportation options in this area were difficult in getting to Bellevue and Greater Seattle. Thankfully it has greatly improved, but, I believe, can be further improved. Thx for the survey! Mom.
Eastside	No	No	No	No	It has taken far too long to complete the system. The costs of continued unending construction, and resultant congestion are unsustainable. Finish the project!
Eastside	No	No	No	No	Impact my neighborhoods directly
Eastside	No	No	No	No	Light rail is a priority to me and one I would most likely use. Navigating south 405 is also a priority.
Eastside	No	No	No	No	The Stride 522 Project is most important to me because there is no planned Link Light Rail service for Lake Forest Park, Kenmore and Bothell and having reliable service to the nearest Link Light Rail stations is important. I also support the overall Link Light Rail system and would prioritize system expansion over other considerations except in areas that have no Link Light Rail service planned. The expansion to Everett is critical because the pre-pandemic commute between Everett and Seattle was one of the worst in the country and will likely regain that status at the end of the pandemic. I have family and friends who have moved to Everett for affordable housing but may need to commute to Seattle or Bellevue when offices reopen.
Eastside	No	No	No	No	Ranked by my perception of cost/benefit. I also encourage replacing Bellevue to Issaquah LRT with Bellevue/Issaquah/Sammamish Stride BRT.
Eastside	No	No	No	No	Opportunity to relieve general traffic congestion in the near term on the Eastside 405/520 corridors while making longer term foundational investments in light rail which create new future options. Its a balancing act but I would like to see ST apply this thinking but with the benefit of input from transportation experts. Adjust priorities and set timeline based on available funding.
Eastside	No	No	No	No	Light rail is the only option which will potentially reduce traffic on roadways. the others are a waste of time and money.
Eastside	No	No	No	No	Never voted for it in the first place. Complete waste of tax payer money.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	more light rail
Eastside	No	No	No	No	Renton doesn't have much access to the sounder or link. So I think the I-405 stride improvements should be a top priority.
Eastside	No	No	No	No	Delay the Link light rail to from Issaquah to Kirkland. If you're going to build any more Link on the Eastside build it north through Kirkland where there is more population and demand.
Eastside	No	No	No	No	I would use them most often and saves me most time What serves suburbs best and most people who will use it
Eastside	No	No	No	No	Supports rapid growth in downtown Bellevue and the 522 corridor. Would like to have a light rail option in Kirkland.
Eastside	No	No	No	No	why: areas that I frequent, regular bottlenecks, improved service what: prioritize projects with greatest chance of increased ridership, improve existing system before expanding, robust and frequent service
Eastside	No	No	No	No	I would prioritize transit such that in a dense transit zone it is easy and convenient to go anywhere within that zone. I would focus my efforts more tightly, rather than spread them ineffectually across the region without the transit availability density to make it convenient. Making the bellevue/kirkland corridor more transit-friendly, while connecting it to Seattle, should be the top priority.
Eastside	No	No	No	No	My priorities lie where I live and work(ed), so East side, particularly Renton-to-Bellevue.
Eastside	No	No	No	No	I only checked a few projects because I have no interest in the others. I don't go to those places, or if I do, it's rarely. The projects I checked might make it easier for me to go from a P&R to downtown Seattle, S. Lake Union, and Seattle Center. I would use a light rail from Eastgate where I live to get downtown Bellevue (because traffic will be horrendous).
Eastside	No	No	No	No	Light rail is largely grade-separate and is much more convenient for riders (faster trips, frequent service, much less likely to get stuck in accident traffic). Light rail will have the largest impact and should be prioritized.
Eastside	No	No	No	No	Stride stations are a waste of money
Eastside	No	No	No	No	Light rail is the best solution for minimizing traffic snarl. Successful communities all have a rail system as it's backbone. We're behind the curve and are paying for it. Buys lines are good for peak rush hours, but not as a solution to all day transit
Eastside	No	No	No	No	From what I have read, throughout the pandemic, transit ridership has been highest in South King County, where many essential workers live. Essential workers need better and more access to transit. Many of us on the Eastside will continue to have the option of working from home in the future. All my responses below are for my ridership in pre-pandemic times.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Finishing East Side transit to Redmond and adding light rail to Issaquah and other areas where housing is still affordable, and the north-south spine from Tacoma to Everett and connecting services to make non-downtown destinations more accessible. Rail lines in Seattle are essential to survival of dense neighborhoods close to downtown. Operating expenses should be paid by tolling I-5, I-405, I90, SR-520, and other congested roads. The special toll lanes in I-405 are a failure and delayed a generation of commuters to build while providing no benefit to non-toll users. Owners of non-residential parking spaces should pay for highway capacity and drivers should pay for use. Businesses should also help pay for transit. It is time for producers to step up and share the cost of transportation instead of forcing consumers to pay the entire cost of transit from fares and regressive sales taxes. There must be a better way. Let highway users pay transit riders not to drive. Missing from the project list is commuter rail on the East Side. While some new rights of way may be needed, the right to use existing abandoned rights of way should be acquired by Sound Transit for possible future service.
Eastside	No	No	No	No	We need to fix roads and bridges, mas transit doesn't work, here or anywhere else.
Eastside	No	No	No	No	Bus service can be implemented and adjusted fairly quickly. Other projects can be phased in as funding eventually stabilizes.
Eastside	No	No	No	No	I live in Sammamish and hopefully the new park n ride will ease traffic
Eastside	No	No	No	No	The Eastside is experiencing tremendous growth. You mention that costs are rising but they're going to be even higher the farther out you push these projects. Issaquah and Bellevue are both high growth cities and the I-90 corridor should be targeted for transit initiatives.
Eastside	No	No	No	No	We should invest in physical infrastructure that changes development patterns over bus routes, which do not.
Eastside	No	No	No	No	First priority I think should go to South King and Pierce County service, emphasizing completing the LRT spine to Tacoma and enhancing Sounder. Second, should be the BRT linkages that connect riders to ST2 light rail in Bellevue and Shoreline. Third should be projects completing the north end of the spine to Snohomish County (as far as is feasible). The second downtown Seattle tunnel should be postponed until the 22nd century (or abandoned completely). The Ballard and West Seattle light rail expansions should be abandoned in favor of expanded Rapid Ride (or ST BRT). The Issaquah light rail should be evaluated later in the 21st century.
Eastside	No	No	No	No	There's already an underused P&R in Sammamish. Why another one?

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Appear to reduce costs since that is an issue
Eastside	No	No	No	No	Prioritize most impacted by waiting. Protect projects that will move the most people
Eastside	No	No	No	No	We're prioritizing access to downtown Seattle from Bothell, as well as a public transit commute to Kirkland/Bellevue.
Eastside	No	No	No	No	My prioritized projects are those I would ride.
Eastside	No	No	No	No	Continue rail from existing facilities. No bus improvements.
Eastside	No	No	No	No	Even in our COVID world I-405 is still a mess, anything helps. The WSDOT widening between Renton and Bellevue will certainly help ease congestion, but should also pave the way more reliable bus service along this corridor with a minimum of capital expense. Sammamish is booming, buy land now before it is built up and even more expensive. Link to Issaquah/Kirkland would be amazing but given geographic constraints will be pricey, by the time the construction would start economy should be back on track. Sorry 522 it's too soon for ST to focus on last mile issues.
Eastside	No	No	No	No	The projects I've prioritized are the ones I would use the most
Eastside	No	No	No	No	I would use them!
Eastside	No	No	No	No	Rail is forever and growth continues to the east. And provides better access to highly favored recreation areas.
Eastside	No	No	No	No	They will bring service to the area that I live and with in.
Eastside	No	No	No	No	Less cars on the road. Affecting places with larger influence.
Eastside	No	No	No	No	There is are a lot of committees from Issaquah and Lynwod to Bellevue. Will get worse with Amazon moving in. Don't see why Stride bus is better than a regular ST bus.
Eastside	No	No	No	No	no comment
Eastside	No	No	No	No	Getting rail down and having a strong core of the system is more important than any improvements that could enhance the system (i.e. parking, bus connections, and infill stations)
Eastside	No	No	No	No	Need to get to Bellevue and Seattle number 1 priority..
Eastside	No	No	No	No	deprioritize the Microsoft stations on the Eastside. Please consider all the people who do not work for MS.
Eastside	No	No	No	No	I would prioritize building transit in places where car travel is a less attractive option due to density, parking density, etc., hence I would prioritize the light rail projects within the Seattle city limits.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I live in the Eastgate area and am looking forward to light rail coming to my neighborhood. I want to be able to access light rail to go to the airport, downtown Seattle, U district, and other locations along the rail line. I want us to finally build the light rail system that we should have invested in decades ago.
Eastside	No	No	No	No	Renton is under served, and the south end Sounder stations have been long due for a refresh
Eastside	No	No	No	No	I would prioritize extending light rail to the densest neighborhoods that would add the most riders.
Eastside	No	No	No	No	The eastside traffic is getting worse and these projects are important to prioritize
Eastside	No	No	No	No	The most important thing for Sound Transit to do is to honor the democratic process and abide by Initiative 976, in which taxpayers rejected outrageous and illegal car tab fees.
Eastside	No	No	No	No	The entire Light Rail system is a massive PORK laden obsolete dysfunctional ineffective abomination of a system that should NEVER have been built in the first place, and certainly now should NOT be extended. Period. It does not and CANNOT ever solve the regions "Origin and Destination" transportation needs, for individuals, families, or businesses. It is just going to induce demand, destroy Puget Sound and the entire region. I say that an an MIT trained undergraduate and graduate level engineer having served an entire career in transportation related fields, including NE Corridor studies in the '60s and '70s.
Eastside	No	No	No	No	My personal, retired life will have me mostly using light rail from Bellevue into Seattle and back. I will also use it for Seatac. But I think more weight should be given to folks who will use the Stride buses to get to work and be able to use cars less. That would be my priority.
Eastside	No	No	No	No	405 is a terrible mess during rush hours. Kirkland is becoming a huge hub for tech companies which I hope are contributing to these expansion expenses but they are probably not the ones that will use the lite rail with all the expensive cars they buy. Since you are taxing the hell out of us we are having to move out of king county and hopefully the state eventually.
Eastside	No	No	No	No	I'm still amazed that downtown Kirkland is completely out of the loop! I want to leave my car in the garage and be able to walk to a transit center that will actually connect me to where I need to go.
Eastside	No	No	No	No	I live near the proposed Kirkland Stride station and look forward to using it. I'm also likely to make some use of a South Kirkland to Issaquah transit line.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I prioritize concentration of rail transit on major north-south arterials (I405 and perhaps Sammamish River Valley, then Hwy 9) and the solving east-west feeders with a mix of rail, Rapid Ride, etc. as feeders. If an arterial plan comes with good support and proposed solutions for local TOD and first-/last-mile innovations, then that hugely boosts my support for that plan.
Eastside	No	No	No	No	Issaquah has only one major route (I-90) into Bellevue or Seattle.
Eastside	No	No	No	No	Because Kirkland didnt get CRAP in any of the Sound Transit initiatives and we deserve it!!!!!!!!!!!!!
Eastside	No	No	No	No	parking is one of the biggest issues I have with rapid transit.
Eastside	No	No	No	No	I don't support any funds going to sound transit adding bus service. Our roads have been so severely neglected and we have failed to add any additional road capacity relative to our population growth, so that travel by bus is ridiculously slow and unreliable.
Eastside	No	No	No	No	I will use the projects when completed that I prioritized. Also expanding Seattle's underground metro map is essential.
Eastside	No	No	No	No	Light rail is best change in traffic for people and riders much better than busses
Eastside	No	No	No	No	Most impact on largest number of people with less infrastructure changes required.
Eastside	No	No	No	No	Need fast bus from Bellevue to the airport.
Eastside	No	No	No	No	Productive mobility within the subregions.
Eastside	No	No	No	No	Connecting Kirkland to Seattle is the most important priority. Get people to 520 quickly, and get them across to DT seattle quickly. That should be the top priority for kirklanders. The bus routes were terribly changed to turn a 2 seat ride into a 3 seat ride. This has caused me to stop using public transit (old 235-255 route) and begin driving a single occupant vehicle again.
Eastside	No	No	No	No	Increased public transit options from the Sammamish/Issaquah area to downtown Seattle are important. Increase investment in a well functioning public transit system to facilitate and encourage use of public transportation is important.
Eastside	No	No	No	No	The Eastgate station in my neighborhood is a primary reason I was in favor of the ST3 tax measure. More specifically because Bellevue and Redmond light rail development compromised the bus commute for Eastgate residents along I-90.
Eastside	No	No	No	No	Trains only go where they go
Eastside	No	No	No	No	Quit taking my damn money and complete the job.
Eastside	No	No	No	No	Because it's about me, just how everyone who takes this survey will respond. Make sure you are building equitably.
Eastside	No	No	No	No	Decrease 405 congestion

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Prioritize areas that are underserved that are east of Redmond
Eastside	No	No	No	No	Buses are much more flexible and available - electric buses rather than fixed rail infrastructure. So much money wasted on concrete.
Eastside	No	No	No	No	Best way to utilize the transit system for all riders and get more cars off the road.
Eastside	No	No	No	No	I live in Sammamish at the south end of the Sammamish Plateau. I am nearing 80 years old and would like to be able to take the train to Seattle sooner rather than wait until I am 100.
Eastside	No	No	No	No	Bothell is under served
Eastside	No	No	No	No	This is basic math, don't spend what you don't have. Quite spending money on fixed guideway systems from the 1800's. Quite destroying our environment for antiquated transportation modes.
Eastside	No	No	No	No	Receive congestion on 405. Use existing infrastructure (like freeways). Don't under facilitate rail links under construction. (if you have spent the money make it the best that may be needed)
Eastside	No	No	No	No	Issaquah traffic due to Issaquah/Sammamish/Snoqualmie communities
Eastside	No	No	No	No	I would prioritize projects that unlock new trip pairs or invest in Downtown Seattle. Downtown Seattle has a lot of demand to both other regional destinations and in itself and I would prioritize keeping service fast and frequent. I would seriously consider cancelling all parking projects. If the land is acquired already or negotiations are being had I would consider selling or leasing it to developers for high density market rate mixed use development. We want to develop buildings that induce transit usage and parking lots don't attract enough riders for how much they cost and end up subsidizing high income riders. In a climate emergency intending for station access by car is unwise.
Eastside	No	No	No	No	I'd like to see ST prioritize Link and Sounder projects. I try to think of places where I know the freeway traffic is really ghastly. Also, I'm not opposed to BRT in Kirkland as some of my neighbors are, but I haven't heard any solid ideas about how Kirkland residents are going to get there so I don't see how it really benefits Kirkland. The closest bus stop to me is over 1/4 mile away - across the freeway from where I live. That's the more immediate transit problem for me and lots of people like me.
Eastside	No	No	No	No	1, 2,and 3 address service where there are no Link rail or other dedicated express service. 4 addresses the rapidly growing population on the Plateau. 5 has alternative (if inconvenient) service to North Seattle. Shuttle service can be looked at from the I-5 Link service.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I would personally use the BRT on SR522 to get to the light rail station at 145th without having to drive. I believe that project will get a lot of drivers off of SR522. Also, is it cheaper to complete than a light rail extension or parking structure?
Eastside	No	No	No	No	I think that rather than building a vast patchwork that serves no one very well, Sound Transit should focus on making the existing network serve riders well, and to make it second nature for people in the coverage area to become riders by seeing how convenient the service is. Meanwhile, continue to expand the network over time to extend the reach for people who need to commute larger distances, thus reducing the need to clog freeways with cars.
Eastside	No	No	No	No	BRT is an important interim step that is faster and more cost effective to implement
Eastside	No	No	No	No	I believe Light Rail is a "If you build it they will come" sort of deal. The sooner it gets built, the sooner we have a more complete system of light rail, the sooner the rest of our transit system, and truly how we as a region move around can begin to fall into place. Light rail expansion should be the number one priority as that was the big ticket item on ST3 that has to come through.
Eastside	No	No	No	No	Bus rapid transit where possible is far less capital intensive, so I prioritize it. Light rail is the long term future, but deferring it serves more people during a transition phase. Busses seem necessary to bridge the gap.
Eastside	No	No	No	No	i live in Kirkland. LRT to Issaquah will help a lot of people
Eastside	No	No	No	No	I5 between Seattle and Everett is an absolute mess and dangerous to drive on. The roads are not equipped to handle the traffic that it sees everyday. Major accidents, very long traffic jams, etc. make commuting this stretch of freeway extremely arduous and even dangerous.
Eastside	No	No	No	No	West Seattle is in need of expeditious transit improvement. The Stride BRT could address West Seattle via Burien providing access to both Seattle via transfer to Link at Tukwila and the Eastside via I405 BRT. BRT build could be more expeditious than West Seattle Link. BRT on I405 could be coordinated with on-going WADoT improvements.
Eastside	No	No	No	No	More light rail is more economically and environmentally efficient than more buses. Areas more critically in need of light rail is Seattle Center (due to Kraken) and growing Ballard/Fremont areas. West Seattle as well while the bridge may long term need a replacement strategy.
Eastside	No	No	No	No	Having access to a more efficient travel option to get me from Kirkland 405 to Sea-Tac airport. Currently, I must take a bus from Kirkland Rose Hill to Kirkland Transit Center to Bellevue Transit Center to board the ST560 to the airport.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	These projects will get more people out of their cars and help improve areas that are underserved by transit.
Eastside	No	No	No	No	More likely to use them. Based on where I live and the places they'd serve, I'm unlikely to use any of the proposed BRT lines.
Eastside	No	No	No	No	Without the North Sammamish P&R I will continue to drive
Eastside	No	No	No	No	I personally want north 405 stride because it covers places I go right now by car that do not have a decent transit option. I would prioritize items in dense areas first over feeding less dense areas inward. Issaquah and Sammamish are already extremely car centric and high income majority single-family housing areas that I associate with extreme unlikeliness in using transit... so bad ROI. Lynnwood, Tukwila, South Renton, and Burien are areas where it is denser, there are a larger variety of incomes and housing styles, etc.
Eastside	No	No	No	No	Accessibility from Bellevue to Seattle to attend events, shopping. Commute to work from Bellevue to Tacoma.
Eastside	No	No	No	No	I'd like to see the light rail extend up I-405 to Lynnwood.
Eastside	No	No	No	No	
Eastside	No	No	No	No	usability for ME
Eastside	No	No	No	No	Seattle and Eastside
Eastside	No	No	No	No	I live in sammish would like more options
Eastside	No	No	No	No	The "true" Eastside includes (from N to S) Woodinville, Redmond, Sammamish, Snoqualmie Ridge and Issaquah. While Woodinville and Redmond will be served, starting in 2024, the remaining Eastside municipalities (excepting perhaps the north end of the Sammamish Plateau) won't be unless the route to Issaquah is funded and built.
Eastside	No	No	No	No	They are the ones affecting Kirkland the most, the city where I live.
Eastside	No	No	No	No	Issaquah, Sammamish need to be included somehow rather than continuely being ignored.
Eastside	No	No	No	No	Keep on expanding the light rail please. The more places it goes, the more useful and viable it becomes.
Eastside	No	No	No	No	Light rail in Issaquah would serve, Issaquah, north Renton and north Sammamish. We need access to that. Traffic through Issaquah is terrible. Hopefully, the rail would help that
Eastside	No	No	No	No	ST3 to Issaquah is significantly important to me. My household wants to become more dependant on alternative transportation and if ST3 came to Issaquah, then I can nearly get rid of my car. I commute to Bothel and its like a 4 hour bus ride which is nuts. I also need to go to Seatac and it is impossible to do by bus. If ST3 came to Issaquah then I could more esily travel to Tacoma and bike the rest of the way to Olympia.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I often travel to downtown Seattle.
Eastside	No	No	No	No	I live in Issaquah and work near the South Kirkland park and ride. If light rail was available I would have a much better commute. In the future, getting from Issaquah to downtown Bellevue and then to Seattle, all by light rail would be a benefit to me.
Eastside	No	No	No	No	I use transit to visit popular areas and tourist attractions in greater seattle area. Driving and parking isn't ideal. I don't use busses outside of jury duty.
Eastside	No	No	No	No	I would love to see that whatever we build, we have *fast* and *frequent* service, with lots and lots of apartment buildings and shops right next to each station. Everything else is much less important -- people will move to where there's fast and frequent transit
Eastside	No	No	No	No	What seems most useful, the link rail system is the best form of public transit
Eastside	No	No	No	No	projects should be determined by both community growth and density as well as which communities are traditionally underserved
Eastside	No	No	No	No	Ample parking needs to be available at stations & bus stops to make ridership convenient. I would like to prioritize the projects near where I live and work
Eastside	No	No	No	No	As much as I love the idea of a holistic light rail network for Seattle, the South Kirkland to Issaquah line is just silly. Issaquah is adequately served by express buses and South Kirkland is a poor site for trying to give Kirkland access to the rail network. It offers few opportunities for transit-oriented development any time in the near future (especially as the project wasn't even scheduled for completion for another 20 years!). Kirkland residents might as well go to Wilburton or one of the other East Link stops to avoid an extra transfer. I'd much rather the community invest in building a reliable, frequent bus network and significantly upzoning around those transit hubs. We need to improve the availability of housing where it's viable to actually rely on public transit and not private vehicles. This is the only way we make a dent against climate change and improving the livability of our cities.
Eastside	No	No	No	No	I would love to see light rail built everywhere as soon as possible - we need a better system than buses, and rail can be that solution.
Eastside	No	No	No	No	These reasons depend on the corridor/area. I'm not as much of a fan of the large new capital LRT corridors inside the city of Seattle in the current revenue situation.
Eastside	No	No	No	No	First, delay to make budget. Seek federal infrastructure funds, if become available. Consider, excepting pandemic conditions, how ridership assumptions have changed since developed the Master Plan. For example, are Park and Ride stations a patch that causes auto dependency and prevents transit-oriented development? If so, cut out P&R. Try to keep the Master Plan intact otherwise.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Getting to the places I tend to travel to regularly.
Eastside	No	No	No	No	BRT between Bellevue and Lynnwood must be the top priority for Sound Transit! The highly congested highway serves a large part of the ST3 tax district that so far has been completely ignored by ST. Please make this happen!
Eastside	No	No	No	No	being able to get to Bellevue & Eastgate will eliminate one of my frequent car routes
Eastside	No	No	No	No	Light rail to Issaquah is important because Issaquah is not well served by any public transportation options currently.
Eastside	No	No	No	No	I want smooth transportation from Issaquah. I DO NOT want to be dumped off the bus at Mercer Island to get on the light rail. I do not believe buses are the traffice problem in downtown Seattle. I will ride light rail from Issaquah happily, but I don't like the transfer idea at all.
Eastside	No	No	No	No	Speed up the rail link to Issaquah.
Eastside	No	No	No	No	Ridership
Eastside	No	No	No	No	The I-90 corridor in Eastgate/Issaquah is getting worse and worse. The traffic at the westbound interchange to 405 backs up at all times of day/night. For anyone commuting from Issaquah to Bellevue/Kirkland, the commute is almost worse than the one to downtown Seattle at this point. Light Rail is the only viable long term answer for handling sustained growth in the region. I want to be able to take light rail from Issaquah to either Bellevue/Kirkland or Seattle - having this option would open up so many career opportunities for me that are a non-starter right now due to commute.
Eastside	No	No	No	No	they are the closest to my home where a growing population will need to rely on public transportation
Eastside	No	No	No	No	prioritized based on my transit needs
Eastside	No	No	No	No	The light rail is important because I work in downtown Seattle and it would allow me to not drive my car into the city five days a week. I would prioritize light rail over all other options. It's the long-term invest the region needs.
Eastside	No	No	No	No	Servicing major Interstate links to the public transportation system. Servicing communities that have prioritized smart growth, integrated affordable house and public transportation, and that are home to service sector workers who cannot work remotely.
Eastside	No	No	No	No	Connecting Issaquah and further east will improve affordable housing by opening up reliable transportation options the housing demand can spread out and equalize.
Eastside	No	No	No	No	Where people live and where they work and how inconvenient is it for them to take transit rather than their car.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I would probably use the N. Sammamish P & R, the Light Rail between Kirkland and Issaquah and the Stride route to Tukwila before I would use the other two.
Eastside	No	No	No	No	The light rail from Issaquah to Bellevue and along to Seattle is most important to me. The I 90 corridor is already set for the line and would serve many working class people who otherwise commute in their cars.
Eastside	No	No	No	No	Commute to Seattle and would like lightrail option.
Eastside	No	No	No	No	Enabling people to use link light rail (park-and-ride) is the priority, but then building out bus transit is important because you can do it faster than rail.
Eastside	No	No	No	No	If there was a light rail station in Issaquah, I would use it over driving!
Eastside	No	No	No	No	building the Stride bus routes is relatively low lying fruit. There is a huge need for transportation along the 405 corridor as long as people can get to the stations it will move more people for less money. While I love light rail and definitely want to see it get to Everett, BRT systems are less expensive than Light rail. Parking improvements are ridiculous at this point, especially for the north Sounder service which is perpetually cancelled and delayed due to mud slides.
Eastside	No	No	No	No	The BRT lines are easier and quicker to get going with less funding than light rail. Light rail remains important for connecting to downtown Seattle, but going further south is not a priority.
Eastside	No	No	No	No	Access from Bellevue and prefer rail options over motor vehicles, due to traffic and environmental impacts.
Eastside	No	No	No	No	Connecting Issaquah to the light rail system will allow for more growth eastward and fewer cars on the road
Eastside	No	No	No	No	My family relies on mass transit on 522 & to Kirkland/Bellevue
Eastside	No	No	No	No	Equity-driven! Those with higher incomes have options; South King County needs investment!!! Let's leverage public transit to improve access to good paying jobs along the routes! Lets reduce the burden on those hardest hit from the pandemic! Transportation equity is a national effort, so perhaps monies for this realignment are available? Federal Way, Renton Highlands, Rainier Valley need your leadership!
Eastside	No	No	No	No	I was very excited about light rail when the Issaquah route included a stop at Lakemont. It seems that that station died shortly after we voted for funding for the route. It seems like fraud to me. It appears I'll be dead before any of the Issaquah route is delivered.
Eastside	No	No	No	No	we plan on moving from renton to issaquah & Link light rail is very appealing

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Incremental improvements in bus service first (followed by rail), with focus in existing developed areas. Parking last.
Eastside	No	No	No	No	Driving is increasingly horrible, and anything that brings me closer to leaving my car behind, I will support, but I am more inclined to support projects either where I live or the places I frequent.
Eastside	No	No	No	No	Issaquah is such a great place to live, having better rail options would go a long towards reducing car dependence here.
Eastside	No	No	No	No	Improve access from Issaquah and Sammamish to Downtown Seattle and to Bellevue. I have just moved back to the area. Got my Orca Card and hope to use transit as much as possible.
Eastside	No	No	No	No	Parking plans need to be kept- from what I've seen parking spots are already going to be in short supply. My other priorities are routes I think I would use and also routes which I perceive as more communities needing
Eastside	No	No	No	No	I live in Redmond and commute to overlake transit center by bus. I also take the bus to kirkland, Bellevue, and seattle. I'd like for Redmond to keep or improve its connectivity.
Eastside	No	No	No	No	They add reliable express bus and light rail to underserved areas.
Eastside	No	No	No	No	Light rail from South Kirkland to Eastgate and Issaquah is a good idea.
Eastside	No	No	No	No	I live in Kirkland. At the moment, the train in only useful to me on the Seattle side of the lake. Without a link to the Bellevue station, I might as well just take the bus to the University stop and catch the train there (but that leaves me vulnerable to the traffic on 520).
Eastside	No	No	No	No	We know we are going to have a lot of growth in Bellevue and we are desperate to find ways to get folks to and from work.
Eastside	No	No	No	No	Reduce traffic congestion on 405 and between Ballard and downtown Seattle
Eastside	No	No	No	No	Light rail around the eastside for weekend use and between the eastside and seattle downtown for commuting.
Eastside	No	No	No	No	The projects I have prioritized re the more practical and cost-effective. for the Downtown to West Seattle and Downtown to Ballard LRT, I would cut off the lines as a priority - no LRT extension to West Seattle and no LRT extension to Ballard.
Eastside	No	No	No	No	These will complete the integration and increase usefulness of Eastside transit assets the most.
Eastside	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	First priority should be to delay parking. Parking attracts a very small percentage of projected future riders, and adds a very high cost per rider. Parking in ST3 costs an average of $128,000 per space, far outpacing the cost per rider of nearly every ST3 project. A ST board meeting presentation showed that the actual transit part of Sound Transit could achieve minimal delays by putting parking parking in last priority for completion. If parking were delayed, then even with a modest $4 billion in additional funding, the delay to every actual transit project (except for TCC Link) could be brought down to 2 years. Secondly, BRT should be prioritized for a few reasons. First, BRT makes use of existing infrastructure that is already being built regardless. WSDOT is already paying for HOT lanes on I-405, and while ST is spending money on additions to improve BRT speed, it is nothing like the cost of building the roadway from the ground up, and even some of these pieces can be phased. It's analogous to a light rail line, where someone else is building the light rail track, and you just need to pay for the stations. If that were the case, it would make little sense to delay construction by many years when it is uniquely positioned to be opened the soonest with comparatively little impact on finances. I-405 BRT is also by far the best value in terms of miles per dollar, with SR 522 BRT being the third best behind I-405 and DuPont Sounder. Both I-405 Stride lines together from Lynnwood to Burien cost less than the light rail extension from Kent-Des Moines station to Federal Way TC, which only adds two new stations. And despite having a much lower overall future ridership than urban rail projects like Ballard and West Seattle, both I-405 and SR 522 BRT cost per rider are comparable to that of Ballard and WS (this by ST3 estimated cost, before the recent cost increases for the Ballard and WS lines), and much less than Issaquah-S. Kirkland.
Eastside	No	No	No	No	Importance is highest for me when I might use the service. Second highest is to make sure the services we do add / have are most usable (sufficient park & ride and connections). Finally, ensuring better north / south interface.
Eastside	No	No	No	No	Rapid Bus is more flexible than light rail and more parking is needed for the first mile to get to rapid bus or light rail.
Eastside	No	No	No	No	I believe the rapid-ride and bus-rapid-transit projects will give the greatest near-term benefit for the least money. Extending link lines are worthwhile projects, but I think will be quite expensive and won't be finished for a long time.
Eastside	No	No	No	No	Park and Ride access needs bigger lots in Woodinville/Kenmore Bothell area. Rapid transit routes to Issaquah from other eastside areas north of Bellevue.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Living in Kenmore, anything that helps improve my ability to use mass transit (which seems to be lacking in our area) is a good thing.
Eastside	No	No	No	No	Build up of the core and spokes to the outlying areas. Increase potential use and utility.
Eastside	No	No	No	No	I expect traffic congestion to worsen in the future. I already use public transit some of the time if I'm traveling into Seattle. I would use it more if it was more efficient on the east side. My children are teenagers and I anticipate when they are college-aged they may rely on public transit more, so I'm interested in projects that will connect our area to desired locations.
Eastside	No	No	No	No	The planned light rail extension should be built along 15th Ave. to Ballard as originally proposed and approved by the voters. An elevated rail system similar to the current monorail from Seattle Center to Westlake, will be the least expensive to construct down the middle of 15th. The land is already owned by the City.
Eastside	No	No	No	No	North shore communities are growing, and BRT connections to light rail are crucial to managing traffic
Eastside	No	No	No	No	The importance of my priorities are to relieve congestion on the major freeways so that I can drive my electric vehicle without being stuck in traffic. My schedule and obligations do not allow use of transit myself.
Eastside	No	No	No	No	For my family, the most critical projects are those connecting SR522 with 145th. We use transit to get into the city, to connect with Amtrak, and to get to SeaTac Airport.
Eastside	No	No	No	No	My highest priority is the SR522/NE 145th St because it would provide a critical East-West link that doesn't currently exist without multiple transfers. Other priorities are based on linking areas where housing is slightly more affordable with areas where jobs are located. -- All of this assumes it will be safe to ride once the pandemic is under control.
Eastside	No	No	No	No	These are areas of high congestion and providing enhanced public transit can hopefully help mitigate that by making it easier to travel by means other than private vehicle.
Eastside	No	No	No	No	greatest probability of use

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I would love to see the BRT line completed along SR-522 to the NE 145th street LINK station. I currently usually drive for work because my commute on public transit takes too long. When I did take public transit, I parked at the Kenmore P&R, then took the 522 bus to downtown Seattle and connected to LINK there. The LINK takes me to my workplace at Seatac airport. Each way takes 2 hours. Even with traffic I can usually make the drive within 1 hr 15 minutes. If the BRT/Link commute time is reduced to around 1:30, it would be a great way to commute to Seatac and not have to concentrate on driving or battle traffic. I would also not need to make a connection in downtown Seattle which can sometimes get a little "sketchy" at night. When I took public transit, it was also less expensive than driving, and freed the car for other family members to use. I feel like a lot of the roadwork has already been prepared for the SR-522 BRT line also.
Eastside	No	No	No	No	given my location, the sr522 project link rail access to Shoreline would be most used to go to downtown Seattle. This may also mean using the Bothell part of the sr 522 project and north 405 project to go to downtown Bellevue.
Eastside	No	No	No	No	Not only do the rail systems have to extend further north, there needs to be a valid reliable connection between the Eastside and Seattle stations to be able to utilize the transit in either direction
Eastside	No	No	No	No	None of these projects would get me out of my car. My work address is 18080 ne 76th st in Redmond and i live in kings gate
Eastside	No	No	No	No	Easing congestion on 405 has to be top priority.
Eastside	No	No	No	No	Prioritize transportation options from lower income areas to higher income areas
Eastside	No	No	No	No	Many of the Lake Washington cities are underserved in terms of all public transit and should be prioritized accordingly. Buses allow for future changes whereas rail is more permanent. Given the possible changes to commuting behavior post-covid, bus service should be prioritized.
Eastside	No	No	No	No	Many more homes are being built in Issaquah, North Bend, Hobart, Sammamish and all over East King County and using I90 and Issy Hobart to get into Seattle , Bellevue and Kirkland. Need to Tax those areas who are using Issaquah and Bellevue P&R and roads . Currently not enough service into Seattle to ride for evening events and must drive in to be able to get home.
Eastside	No	No	No	No	I live within walking distance to S. Kirkland P&R. Then I can access the entire metro area and not pay tolls.
Eastside	No	No	No	No	SR 522 for Kenmore and Bothell

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	The ability to get to light rail and get to downtown and back. With parking limited we need to be able to ride the link to rail. When you look at what areas need the transit vs. who has more revenue public need should be a priority. It is not going to do much good to build light rail or offer bus service where the people do not use the service. They will drive.
Eastside	No	No	No	No	Very few options from Issaquah to Bellevue. Light rail would be a game changer to access Bellevue and Seattle.
Eastside	No	No	No	No	These are the areas in which I live or plan to live and travel to. I think with traffic the way it is getting our community from Everett and North to Seattle is a top priority.
Eastside	No	No	No	No	Consideration of the Eastside's traffic patterns, movement and needs
Eastside	No	No	No	No	I find rail to be safer, healthier, more efficient in terms of people moved, and less at risk to delays from external factors such as weather or car accidents. Prior to opening, I am more fearful of budget fluctuations delaying or cancelling rail projects. Once built, the rail is permanent in a way that buses are not due to changing routes or budgets. Rail requires dedicated land and labor in a way that buses do not that become more difficult each year we allow private construction to fill in the corners of the map without setting aside paths for rail.
Eastside	No	No	No	No	Light rail to Issaquah is critical to managing traffic on I90 due to growth in the eastern suburbs that travel into Seattle.
Eastside	No	No	No	No	Transportation outside the downtown core where traffic is the worst needs to be prioritized to meet our regional transportation goals most effectively. In addition, SR 522 is a critical path for many commuters that needs priority attention.
Eastside	No	No	No	No	I am a Kenmore resident, whose work is in Interbay. Being able to get there on transit reliably is very important to me! However, I understand that ST needs to triage, so I get why the downtown core needs to be prioritized.
Eastside	No	No	No	No	Would prefer for Issaquah to Seattle connection with stops along I-90
Eastside	No	No	No	No	Because they include lines/stations that I'm more likely to use.
Eastside	No	No	No	No	Issaquah high density housing needs a better connection to Bellevue and Downtown Seattle.
Eastside	No	No	No	No	The current light rail plan (as I understand it) seems to entirely ignore south Bellevue and Issaquah. Traffic on 148th from 90 to 520 and traffic on 90 from 405 to Issaquah was unbearable and getting worse pre-COVID. Amazon and Microsoft are building/expanding on huge campuses and hiring like crazy. There absolutely needs to be some mass transit option that doesn't leave half the city behind.
Eastside	No	No	No	No	Please prioritize light rail to Issaquah!! We are a huge and growing community and Sound Transit needs to move east with its projects, not just North and South.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Traffic on 405 and 90 gets worse and worse. We have to do something short of building more freeways to alleviate some of the congestion.
Eastside	No	No	No	No	I would love the ability to go from Northgate to West Seattle, plus Ballard. Those neighborhoods can be isolated and hard to get to - I think they need to be a higher priority. With the extension to Lynwood, that will better serve my needs of getting to work.
Eastside	No	No	No	No	I would prioritize specific areas of traffic congestion that could benefit from transit options to reduce traffic.
Eastside	No	No	No	No	
Eastside	No	No	No	No	Building further light rail line should not be delayed over other projects as it's cost is only going to increase further. The Issaquah extension was my main reason for voting for the ST3. I understand not everyone will get rail to their neighborhood but extending access to right of way transportation again should be a priority given the growth of traffic in the area.
Eastside	No	No	No	No	Bus service provided by ST in these areas is already pretty good so my intention is to prioritize alternative means of transportation or parking facilities
Eastside	No	No	No	No	The Link light rail I believe will make the most impact on traffic in this area so I believe that should be prioritized. I also think encouraging more to use the park and ride in Sammamish will help traffic coming across I-90. Personally I also prioritized based on what I would use, and Issaquah light rail link would be something I would use.
Eastside	No	No	No	No	Lightrail is a vast improvement over increased bus lines. We need to improve mass transit in the Puget Sound by connecting everyone through lightrail.
Eastside	No	No	No	No	Bothell is being asked to absorb more growth, that only means road and parking infrastructure expensive problems unless transit is improved here so that the people have another way to get to Bellevue and Seattle for employment, healthcare and services options.
Eastside	No	No	No	No	None. These projects are over budget. Underused. Will be antiquated by completion. Sound transit doesn't care about the community. They care about an endless funding feeding the pockets of the people running it. Using eminent domain they go through anything in their path. Times are tough with the pandemic. People out of work. Extra projects like sound transit should be shut down from expanding more and stop costing the people money when they can't maintain a budget or schedule.
Eastside	No	No	No	No	Plan on using stride to commute to Seattle for work, visit Seattle for kraken games and aquarium.
Eastside	No	No	No	No	We need a train system yesterday!!!! Do whatever needed to prioritize the link light rail. It will help alleviate housing shortages, gridlock, and pollution!!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I rode mass transit only for many years and I found rail transit as a superior transportation. Even if I never rode I would support paying for low fare mass transit, especially by rail or dedicated bus lanes.
Eastside	No	No	No	No	Population density and historical mass transit use data. Places that don't now use mass transit are less likely to do so in the future.
Eastside	No	No	No	No	Connecting Kirkland and Issaquah would extend the reach of the entire light rail system, impacting a wider scope than just Kirkland/Issaquah.
Eastside	No	No	No	No	In my area, transit projects that rely on Park and Ride are not going anywhere because there really is no place to park and ride. Current lots are full or over full.
Eastside	No	No	No	No	I live in DT Bother, work in DT Redmond. Transit would double/triple my commute time compared to driving, so I chose to prioritize the projects that best affect the somewhat affordable communities left. Areas with the worst I-405 traffic are still left unserved by light rail (Bothell/Kenmore and Renton). 'BRT' is a misnomer because there's nothing rapid about buses on either 405 or 522. I would prioritize creating an actual faster system to get from one suburb to another.
Eastside	No	No	No	No	These are the projects I would use personally. We need to consider congestions and time to get from one part of the city to the next as we open back up with covid. The traffic in this area is a nightmare, and needs to be address.
Eastside	No	No	No	No	We have no solution for 405 / eastside from Lynnwood to Bellevue/Issaquah
Eastside	No	No	No	No	which projects i would use are higher prioritized
Eastside	No	No	No	No	Get people out of cars on the highways and onto light rail. I would to for all key Eastside cities to have a light rail connection to each other and Seattle
Eastside	No	No	No	No	Want to get from Bothell to other places without a car.
Eastside	No	No	No	No	It is crucial to reduce reliance on cars. Without the SR 522 Stride the cities of Lake Forest Park, Kenmore, Bothell, Woodinville are basically left out of the light rail picture, requiring driving to Shoreline to board LINK. Traffic on SR 522 is already at capacity at commute times with long waits at the many traffic lights on that route. Keeping Stride will provide the needed alternative to driving that will both ease car traffic on SR 522 and boost ridership on LINK from the northend.
Eastside	No	No	No	No	They will give us access to light rail, otherwise wee will not have easy access to it.
Eastside	No	No	No	No	This feels like a choke point and prioritizing this way would make it more viable for the most amount of commuters.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	This transportation route would reduce the amount of traffic congestion in the Kirkland, Bellevue, Eastgate, Issaquah areas
Eastside	No	No	No	No	Stop spending money you don't have.
Eastside	No	No	No	No	405 is incredibly congested and so many folks tie up side streets trying to avoid it. Creating public transit into Bellevue along the 405 corridor should be a priority.
Eastside	No	No	No	No	Traffic on SR522 from I-405 to Lake City is too dense and too slow. Any improvement to get cars off the road will help everyone involved.
Eastside	No	No	No	No	There is pretty much no public transit where I live on the Sammamish Plateau. I would love to see some transit options for the Sammamish/Issaquah area.
Eastside	No	No	No	No	The projects I chose to prioritize are ones that I believe would have the biggest impact on the most people. These are projects that I have heard friends, family, and coworkers talk about being important to them, and they live all over the region.
Eastside	No	No	No	No	I bought my house specifially because the SR522 BRT improvements. The biggest piece of transportation missing is a connection from the light rail to the 405.
Eastside	No	No	No	No	The most important thing to me is to better align transfers so that I don't arrive 2 minutes after my transfer has left. P.s I don't ride know because of Covid: I chose ridership based on that
Eastside	No	No	No	No	Getting to Bellevue is most important because that is where I work. I also want the flexibility to use transit to go to downtown Seattle from Bothell if needed (for Sounders games, etc.)
Eastside	No	No	No	No	Major transportation lines for commuters living on the north end and east side of the lake
Eastside	No	No	No	No	
Eastside	No	No	No	No	It connects the proper region
Eastside	No	No	No	No	I go daily to bellevue and weekly to kirkland. I would use the lightrail instead of my car.
Eastside	No	No	No	No	Ease of using close to me
Eastside	No	No	No	No	
Eastside	No	No	No	No	I work in Kirkland
Eastside	No	No	No	No	I look at projects that are important to me and my family. I love the idea of going to regional transit areas like the airport without my car.
Eastside	No	No	No	No	The easiest light link rail is down the I-90 corridor. Places east/north/south of issaquah and drive to issaquah park and ride to access light rail. This is very effective in DC and NYC and should be adopted ASAP here
Eastside	No	No	No	No	These projects are the ones most likely to impact my ability to use public transit to travel from home to work

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	We live in issaquah and Kirkland
Eastside	No	No	No	No	Before COVID I was a frequent bus rider to downtown Seattle and to Bellevue. Many others living on the East side use these services and so need public transportation. The I-405 Stride is particularly important to the East side as are no good alternatives. Also, the U-W and Cascadia campus in Bothell mean students need to be able to use convenient public transportation.
Eastside	No	No	No	No	They add improved transit to the area I live in or they improve transit in areas that need it the most.
Eastside	No	No	No	No	Transit options in Issaquah are lacking for the South Lake Sammamish community. It isn't possible to get anywhere in a reasonable time frame unless you drive to a P&R
Eastside	No	No	No	No	Because driving is IDIOTIC and dangerous. We are waaaaaay overdue for light rail from Seattle along 522 and 527 and from the very start of 405 all the way up to Mulkiteo. My NUMBER one priority would be lightrail and stations down 405, 522, and 527.
Eastside	No	No	No	No	Sammamish and Issaquah are outliers. They aren't as populated or congested.
Eastside	No	No	No	No	It would make it possible to efficiently connect the east side and then he city. Making me less reliant on a personal vehicle and raising my children to emphasize public transit.
Eastside	No	No	No	No	Transit is important
Eastside	No	No	No	No	I'd prioritize long haul fast transit options. Ex: open stations in major hub cities and have good transfers to last mile transport options. My experience with light rail and ST bus service is it runs infrequently, has a lot of stops and is too slow. This results in us usually driving. This is especially true during off hours due to infrequent departures and too many stations. Last bus / train of the night ends too early for late arriving flights and/or evening activities (ex: movies in park, musicals, etc).. If funding is tight, lay track as planned and skip adding all the stations and prioritize long haul ~8-10 major cities/locations for stations. Then have fast reliable transit in a hub and spoke design vs building a stations in every neighborhood. I appreciate that ST wants to have a bus route for everyone near their home, but when its a 1-2 hour bus trip to get places vs a 30 minute car drive, this is failing. I'd gladly walk/drive a few miles to a route if it would get me within a couple miles of my major destination (seattle center, redmond, bellevue, lynnwood, etc) quickly. I don't want to have 8 stops on a transit system just to get out of downtown seattle or downtown bellevue/etc. I'll walk from Seattle center (or take the monorail) to west lake if route reductions enabled remaining routes to have frequent, fast departures with limited intermediary stops enroute.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Prioritize rail, bus, and BRT infrastructure (stations + service), and delay or cancel parking projects if anything needs to be delayed or canceled. While park and rides can help with ridership, parking spaces are not more important than extending the rail spine into more neighborhoods.
Eastside	No	No	No	No	Best opportunities to reduce congestion. Connect existing transit to each other to speed travel between urban centers.
Eastside	No	No	No	No	Ranks the areas that my family most use transit now and into the future.
Eastside	No	No	No	No	Until more of the east side is connected via light rail, I won't be able to give up driving. Bus routs are my least important priority. Build light rail now
Eastside	No	No	No	No	Issaquah connection to light rail is the most important to me. I want to be able to connect to all of the other stations with light rail.
Eastside	No	No	No	No	The furthest parts of East King County (specifically Issaquah a.d Sammamish) have been underserved by mass transit and should be prioritized when reassessing planned projects. These locations also have the highest costs in terms of real estate, so Sound Transit would be wise to buy land now while it is still available.
Eastside	No	No	No	No	Commuting to work in Bellevue from Issaquah
Eastside	No	No	No	No	need to plan to use the eastside rail corridor for light rail! Why is this not in any plan???
Eastside	No	No	No	No	To allocate fund to the areas that needed the most to resolve the conjunction
Eastside	No	No	No	No	get more vehicles off the road. build more rail
Eastside	No	No	No	No	If property is worth so much, why can't we raise property taxes. That revenue is crucial to finish these projects.
Eastside	No	No	No	No	Congestion is going to get bad very fast when people stop working remotely. Please prioritize projects which can make an immediate impact.
Eastside	No	No	No	No	I deal with the traffic between Kirkland and Issaquah. Getting people out of cars would be great.
Eastside	No	No	No	No	You must build out the Lightrail backbone and then connect with spiders
Eastside	No	No	No	No	I'd like to be able to take light rail from Bellevue into Issaquah and Kirkland.
Eastside	No	No	No	No	I'd like to see light rail going past Kirkland into Bothell UW and it to connect in Lynnwood.
Eastside	No	No	No	No	The upper Eastside currently is poorly covered by Sound Transit and needs attention.
Eastside	No	No	No	No	I'm considering moving to Sno county and would like quick access to my job in Seattle
Eastside	No	No	No	No	Prioritize project that are close to my home or close to places I need to go.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I believe since we cannot have a fully functioning transit system serving every single community, that we should prioritize rapid bus service that connects to main line Link & Sounder/Amtrak services to major sites (e.g., SEA airport, downtowns, large employers & large sports & entertainment facilities).
Eastside	No	No	No	No	I live in Redmond, on Redmond Ridge, unincorporated King County. None of these priorities comes close to my neighborhood so it wouldn't help me. I would have to drive to a commuter lot and park my car before I can access public transit. For that reason, I can't imagine riding it in the future, considering the added time to any possible trip. I really don't care to pay for it thru my taxes or otherwise.
Eastside	No	No	No	No	Accessibility to services for underserved communities and reducing traffic.
Eastside	No	No	No	No	Disappointed there is no Link light rail planned for 405 corridor south from Bellevue
Eastside	No	No	No	No	I think it's important to making light rail fast, reliable, affortable, and available for all.
Eastside	No	No	No	No	Creating a rail network network between major communities and associated parking is top priority. This will reduce overall congestion of limited resources and be of most benefit to low income communities, enabling employment mobility. After that, connecting to more remote/isolated communities such as Issaquah, Ballard, and West Seattle. Third, extend the network to even more low income areas.
Eastside	No	No	No	No	First priority is filling in gaps with cost-effective service, which means Stride in areas that have not received rail or contributing to RapidRide capital improvements. Second priority is making the existing investments work better, with the new stations and even the new tunnel. Third, and last, priority is new expansions.
Eastside	No	No	No	No	
Eastside	No	No	No	No	priority to cars, then buses, then trains
Eastside	No	No	No	No	I live in Kenmore, so I am eagerly anticipating quick connections to light rail in the future. However, I think you should prioritize south king county and snohomish for equity reasons.
Eastside	No	No	No	No	I live in Kenmore and work in the Eastlake neighborhood of Seattle. Both of these areas were neglected in ST3 compared to other areas, while the traffic coming around Lake Washington on 522 and Lake City Way toward Seattle has increased substantially. I rode the bus downtown everyday for 20+ years before starting my job in Eastlake and would do so if there were a viable option to connect Kenmore and Eastlake. As it stands now, a single-passenger car commute takes far less time - even with increasing traffic jams.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	With a growth rate of 7% per year, we would double the number of cars, the number of lanes on the freeway and parking in both Bellevue and Seattle every 10 years. We have reached the limit on the number of lanes on the freeways and parking in town. Instead of commuting into Bellevue or Seattle, people should be encouraged to park their cars closer to home and take Light Rail or Buses to where they work. We need to move ahead building light rail and park and rides.
Eastside	No	No	No	No	We live in Kenmore and feel very isolated from the Sounder systerm.
Eastside	No	No	No	No	Delay South Kirkland/Issaquah, as Issaquah already has good ST bus links to Seattle. Also consider adding ST 542/545 access to South Kirkland.
Eastside	No	No	No	No	I think light rail is a complete waste of money and we should be investing in smart bussing and looking forward to 21st Century solutions instead of trains which are from the 1800s. Foolish planning.
Eastside	No	No	No	No	I live on the Eastside
Eastside	No	No	No	No	Prioritize the light rail. Add parking structures so people have a place to leave their car and get on the light rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Living in Kenmore and working downtown near space-needle, and carpooling with my spouse at UW, I regularly spend 4 hours a day door to door commuting. This is absurd. I have no parking available for park-and-ride in Kenmore, have one route (522-5-45th-99-Denny), which could be replaced by Light-rail if I could easily get to it from Kenmore. I've spent 16 years waiting for transportation to improve from Kenmore to Seattle, but it's gotten worse with tolling on 520 bridge (no-toll drive-around thru Kenmore), and increased density, and fewer bus options (306, 312 retired), and higher demand and lower inventory of park and ride spaces in Kenmore. All the talk about water taxi to UW/Lightrail went nowhere, which would have been an amazing alternative commute option to get my spouse and I out of our cars and on a normal commute schedule. So, I need something to get me to lightrail fast, by vehicle, with parking available at any hour, that doesn't stop every two blocks. The bus lanes on 522 do not allow the bus to pull out of traffic to off/onload, so blocks an entire lane of traffic every two blocks when people get on and off, causing delays and cars lane-changing and back-ups and extreme commute delays... buses are the cause of most traffic delays on 522 morning commute because the buses stop PRIOR to the intersection rather than offload and onload during a red light cycle as they could do if they stopped AFTER clearing an intersection. OR, providing a bus a dedicated area to pull out of BOTH LANES OF TRAFFIC to offload and onload at 145 - this alone would improve the flow of morning traffic and would have probably saved me a year of my life during morning commutes in the past 16 years commuting from Kenmore to Seattle. Kenmore Residents need fewer stops between Kenmore and Seattle - more express buses and fewer bus stops (not every two blocks - this is very difficult every morning on a crowded bus and extends the onload and offload and blocking of auto-traffic).
Eastside	No	No	No	No	access to light rail from Issaquah and Sammamish
Eastside	No	No	No	No	I Pay taxes for Transit in Renton and we are traditionally FUCKED over-be it 405 expansion, ot light rail. NO one can argue that 405 is congested and that it impacts us in time and money and developement. NO ONE has bothered to iincude our community in REAL LONG TERM SOLUTIONS. 'Fast Buses' on 405? Someone it hallucinating. Stop the shrooms and incude th eother part of King County in your plans
Eastside	No	No	No	No	The West Seattle and Ballard light rail links are the most important.
Eastside	No	No	No	No	They are the things I would most likely use/benefit from.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I think bus rapid transit along I-405 (north and south) could provide the most bang for the buck on the Eastside, and would do the most to help disadvantaged communities get where they need to go.
Eastside	No	No	No	No	Long Term Prioritization of our Environment. Helping the most people- highest ridership. Taking the most cars off of the road
Eastside	No	No	No	No	Prioritize projects based on highest ridership projections (cost benefit priority)
Eastside	No	No	No	No	The only value-adding options. The rest can be cut due to budget constraints.
Eastside	No	No	No	No	The highest ridership by line should be the first priority regardless of cost. The lowest priority should be eliminating/delaying duplicative services such as Sounder North when Everett get LRT and delaying LRT to Tacoma because of Sounder south. Unless the Issaquah line goes to Issaquah Highlands it should be eliminated/replaced by bus service.
Eastside	No	No	No	No	Because they are closest to where I live.
Eastside	No	No	No	No	These are places that I want to go.
Eastside	No	No	No	No	Helping the most underserved areas in terms of density to access rapid transit.
Eastside	No	No	No	No	Light rail lines should be extended to the eastside south of 1-90. There are more than 400k ppl living east and south and all they get is a bus. I would think that Renton, Kent and Auburn would use light rail more than a light rail between Kirkland and Issaquah.
Eastside	No	No	No	No	For ST (and Metro) to be a far better steward of the public's money. There are ZERO reasons that transit construction costs should be multiples higher here than elsewhere in industrialized nations. We need to do better. It is a shame that ST3 cost over $52B. Insane amount if money.
Eastside	No	No	No	No	Stop rail development and focus on bus rapid transit including lane access priority , traffic light priority for the buses. Expand this to more areas. I am in Woodinville and get next to nothing from this ST3. This would be far more equitable to far more people with far less infrastructure cost with more scalability and flexibility than fixed tracks.
Eastside	No	No	No	No	No one has any more money to give you. We already voted against you taking our money, yet here we are in the middle of a pandemic, paying astronomical fees just to own a car. Even if we wanted to take the bus, so many routes have been cut that it is no longer practical.
Eastside	No	No	No	No	Adding/supporting Bus Lines are less expensive than adding Link Light Rail Lines.
Eastside	No	No	No	No	With bridge out, West Seattle travels are a huge pain.
Eastside	No	No	No	No	Perceived usage.
Eastside	No	No	No	No	Rail is the future; mature and thriving cities have rail / trams.
Eastside	No	No	No	No	Frequency, flexibility, proximity

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Burien, Kent, Renton to Downtown Bellevue along I-405 is a commuter/commercial traffic mess that has been under recognized and under funded in every transit package to-date.
Eastside	No	No	No	No	They are not
Eastside	No	No	No	No	South king county needs better access
Eastside	No	No	No	No	Connecting Kirkland with light rail is my #1
Eastside	No	No	No	No	Adding accessibility to link light rail to North Lake Washington.
Eastside	No	No	No	No	
Eastside	No	No	No	No	The goal should be to create as much connectivity as possible
Eastside	No	No	No	No	total costs reduced congestion reduce negative impacts to communities (congestion, safety)
Eastside	No	No	No	No	From my own personal point of view they would greatly facilitate my commute. In general I see them as being essential for all travel throughout the Seattle area which is so crowded and car heavy.
Eastside	No	No	No	No	Northbound 405 traffic needs relief from congestion and rapid transit is a great resource fo thr those who commute each day.
Eastside	No	No	No	No	Light rail to Kirkland and Bothell in the future is important. We are getting the shorted on ST3. Bus rapid transit is far less helpful than light rail.
Eastside	No	No	No	No	How much I would use each
Eastside	No	No	No	No	Rapid bus transit along freeways should be given top priority because they can be implemented more quickly and cost a lot less money. Buses are flexible, and can run on existing city streets along with dedicated freeway lanes. Bus fleets can be changed over time to be more environmentally friendly (e.g. electric or liquid hydrogen). Sound transit should coordinate with Metro, Community and Pierce Transit in bus fleet acquisitions (signed written agreements to cooperate) so that fleet purchases can be made collectively, thus lowering the cost per bus.
Eastside	No	No	No	No	BRT on 405 north is very important to me. I will likely be a frequent Sound Transit user if the 85th St. BRT station is built. I-405 is one of the most highly congested roadways in the area and exist in an dense area that has not yet been serviced by the ST1 or ST2 projects. If I were Sound Transit, I would delay the South Kirkland to Issaquah light rail station because I do not think many people travel in that direction.
Eastside	No	No	No	No	These transit projects have the most impact on my driving.
Eastside	No	No	No	No	I live in Kenmore; so having the 522 corridor figured out would be great for taking the new future light rail station from lake forest park or 145th.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I would prioritize linking growing employment centers and residential areas that are increasing in density (Canyon Park, North Creek and Bothell) to Link light rail connections with express / direct bus service. I'd like to see Link up and down the 405 corridor but if that is not possible, at least have very efficient rapid bus service to Link connections in Shoreline, Lynnwood and Bellevue.
Eastside	No	No	No	No	Prioritize rail to issaquah then spend money on transit, not parking structures. Another park & ride makes sense but it should be paid for by the local cities.
Eastside	No	No	No	No	Park & ride is most needed to get people used to light rail
Eastside	No	No	No	No	I'm more likely to use the higher prioritized projects
Eastside	No	No	No	No	Bothell and other north Lake Washington communities need better linkage to existing and planned light rail. Also, please prioritize providing access to minority, low income, and disadvantaged communities that are forced to work further away and commute to cities like Seattle.
Eastside	No	No	No	No	Prioritize transit over parking. The priority moving forward should be to keep the most valuable transit lines as close to on schedule as possible. Parking can be delayed until more funds are available.
Eastside	No	No	No	No	Downtown Redmond
Eastside	No	No	No	No	More and more people are moving to the eastside, in particular Issaquah, Sammamish, Snoqualmie, and North Bend areas - we should start prioritizing these areas.
Eastside	No	No	No	No	BRT can (presumably) get built faster. Create good connections between local transit/bike/walk and BRT stations. Do not put money into park and rides.
Eastside	No	No	No	No	Light rail to Issaquah! A must!! Connect to Bellevue and Seattle. Growth in Issaquah and Sammamish has caused lots of congestion.
Eastside	No	No	No	No	405 demand has quickly rebounded amid covid-related slowing. This should continue to be a priority to encourage ridership and reduce traffic on the 405 in both directions (North/South). Demand will continue to outpace highway capacity as Amazon adds additional employees on the Eastside. This should be a high priority to encourage ridership and reduce high congestion.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I would rather have more light rail done than bus lines. Busses are fine, but I've seen how long the 522 express bus lane has taken compared to the east link light rail. It doesn't seem like a time or cost save, and that new bus is still going to be subject to all the stop lights and right turning cars. I wonder if that effort would have been better spent on another light rail line. It's a shame to me to look at the map and see this area isn't going to benefit much from the light rail. I'd like to see the existing light rail plans get finished so we can have discussions about expanding it further.
Eastside	No	No	No	No	
Eastside	No	No	No	No	Need LR to Issaquah and add Lakemont Station on I 90 to better serve S Bellevue;
Eastside	No	No	No	No	I would prioritize 1) ridership (how many boardings a project is expected to serve), 2) equity (focus on south Seattle which is more transit dependent, and more diverse in income & race).
Eastside	No	No	No	No	I might use them.
Eastside	No	No	No	No	I'd prioritize the work along I-90, as this is a very congested, major corridor, and without it this major freeway is one of the last without light rail capacity.
Eastside	No	No	No	No	Having these routes would enable me to consider jobs and shopping in those areas. Although I own a car, my goal is to get rid of it.
Eastside	No	No	No	No	Local access, traffic relief and creating access to parts of the city that don't require a car to get to.
Eastside	No	No	No	No	I think the whole thing needs to be looked at with the advent of covid and people's commutes changing or disappearing. Do we need all of this?
Eastside	No	No	No	No	I would prioritize transit projects that allowed our communities to move farther out from Seattle for more space and affordable housing while still allowing those community members easy and affordable access to downtown Seattle and other important metropolitan areas in our community.
Eastside	No	No	No	No	Deprioritize parking options. Getting the lines established should be the priority. Surrounding businesses, ride share, bus options, carpool can make up the parking difference. Large parking garages are very expensive and incentivize not utilizing other forms of transit. There is a lot of growth in the Eastside area very little transit access for Seattle/Airport use.
Eastside	No	No	No	No	People need to be able to commute, and there are no rapid transit options from where I live now. It takes over an hour and a half by public transportation to get from Kenmore to downtown Seattle. It's just over 15 miles, that's a horrific and ridiculous amount of time to take to get there.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	I405 corridor between Bothell & Bellevue need priority, as there is way too much car traffic and no good fast public transportation options
Eastside	No	No	No	No	I prioritize a bigger/broader coverage area - getting me to more places and more riders from further away into the destination centers like Downtown Bellevue and Seattle, and other eastside higher density work areas
Eastside	No	No	No	No	1. pre-pandemic, I had to handle the i-90/405 interchange on a daily basis. Some nights, it would take me an hour to drive 5 miles between my office in eastgate, and my home in south bellevue just off of exit 9. Light rail keeps more cars off of that interchange. 2. pre-pandemic, the 240 was perpetually late and packed during peak evening commute times. There are nights I would wait at the eastgate park and ride for 45 minutes for a bus to get me home. Sometimes it was just as quick to walk the 5 miles from my office to my home. The people I rode with were often people of color, immigrants, and appeared to be lower income. They were on the bus when I got on, and stayed when I got off of the bus, so they were traveling even father than me. That's a long bus ride and wait for just a few miles. I felt like these people were underserved. Rapid Bus routes might help some people have more reliable transportation. 3. My office is moving from Eastgate to Shoreline. Like many of my coworkers, I'm married to someone who works on the eastside. I was surprised to see limited options to get people across the North Side of the Lake. I know 522 is a bottleneck, any options to keep more car off of the road is probably a good use of money, right? 4.I'm not as familiar with this now as I used to be. If transit options are similar to what they were 10 years ago, I felt like a had a lot of options to move between bellevue, Lynnwood, and Bothell when I lived in Bothell and commuted to Bellevue. I didn't feel like I had to count on one route to get me to downtown bellevue. 5. Where would this be exactly? I think this could be a good idea, but I don't know if it serves lower-income and unders-served populations as much as the other options.
Eastside	No	No	No	No	Making link light rail as fully developed as it can be as soon as possible. That's my highest priority. Get money from the federal government and the state to do this.
Eastside	No	No	No	No	I think the rapid transit would be the easiest to implement on a tightened budget with a large impact. For example along 522 rapid transit would really help with access to existing and soon-to-open light rail.
Eastside	No	No	No	No	Getting people direct access to the spine is the most important thing ST can be doing right now. The Stride lines are an important piece of that access - more important than the parking structures (which are disappointingly left largely unmentioned in this survey).

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	Link light rail to Everett, in particular to Boeing, would be fantastic for commuters who want to avoid parking on site, especially where such parking can be challenging. Connecting 522 to light rail (while avoiding placing actual light rail along an already cramped corridor) would allow access to light rail from LFP, Kenmore, Bothell, and beyond.
Eastside	No	No	No	No	Building out bus, even though inferior to light rail, is cost effective and serves greater area and entry points into a system that has historically underserved the corridors covered.
Eastside	No	No	No	No	I want the transit projects that will generate the most incremental rides on our mass transit system, reducing traffic and congestion. In Seattle, with the issues of the West Seattle bridge, I think that merits specific attention. I did the understand the new downtown tunnel and why that is needed or what is accomplished.
Eastside	No	No	No	No	Building core rapid transit is key to cutting traffic, reducing emissions, and building the groundwork for the future of Seattle and the Puget Sound. Building where a lot of dense and walkable neighborhoods already exist will help build ridership and enable me to visit my friend, family, shops, and attractions more conveniently.
Eastside	No	No	No	No	The upper East side of Lake Washington is in critical need of public transportation options to Bellevue and Seattle. The growing rate of traffic along Bothell Way and the I-405 corridor between Bothell and Bellevue has created extreme congestion for employees of large Seattle-area employers that commute to and from work. Kenmore, Bothell, Lake Forest Park and Woodinville are attracting vast numbers of new residents in search of semi-affordable housing in the greater Seattle metro. As this growth continues, the northeast side of Lake Washington must adapt and prepare by developing and offering transportation options for local residents to access downtown Seattle and Bellevue.
Eastside	No	No	No	No	I want to be able to go from Kirkland to downtown Seattle by Link light rail. The South Kirkland to Issaquah light rail line, with a switch of trains in Bellevue will give me that capability. I would prefer to delay or phase out the remaining East side projects listed above.
Eastside	No	No	No	No	We need more transit in Kirkland.
Eastside	No	No	No	No	Please focus on cheaper projects with higher value. Don't build parking. Don't spend money on highway improvements like 85th street. Concentrate light rail on dense areas, not west Seattle or Issaquah.
Eastside	No	No	No	No	I live not too far from the Kenmore Park and Ride, and work in Redmond, but could easily be working in Bellevue, Ballard, or South Lake Union in the future. In normal times, I commute to work mainly by bus, and go into downtown for fun on the weekends, also by bus & link rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	My husband commutes on his bike and motorcycle. BOth of which have been increasingly risky with traffic. On days when he is unable to ride bike he often uses buses from Kenmore to 522. It would be a no brainer for him to always use a light rail over biking, motorcycle or bus for it's efficiency and cost. Also, I must drive to patient's home for work so getting our freeways less congested is a win for me... yeah light rail!
Eastside	No	No	No	No	Ease congestion on I-405
Eastside	No	No	No	No	Significant development in outer King county needs more infrastructure to improve public transportation use. Rapid Bus to get to link lines are critical where their is no direct link access
Eastside	No	No	No	No	I live in Kenmore, and I like to ride public transportation when I go into Seattle. The SR 522 rapid transit connection will provide critical access for me and many other north King County residents to the Link light rail Shoreline South/NE 148th Station.
Eastside	No	No	No	No	Ridership and costs are most important, and we will never get sufficient density to make light rail anywhere close to cost effective. Therefore BRT is the only mode making any sense for us in the future.
Eastside	No	No	No	No	The government is in charge of infrastructure and should not expect nor rely on citizens to make important decisions which will negatively impact the area's infrastructure or impede the ability for the infrastructure to support its citizens. In other words, when it comes to building and maintaining infrastructure, we voted government in office to make it happen. Quite going back to the people to have them approve the a-b-c basics. PLEASE PLEASE PLEASE just get it done. Our transportation is so very much lacking, our roads and bridges crumbling. Don't rely on the citizens to vote for progress. While you're in office - just get it done.
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	
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Eastside	No	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	
Eastside	No	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Eastside	No	No	No	No	
Out-of-Area	Yes	Yes	Yes	Yes	While we struggle to get vehicles off the road, even with and increase in population Level Five transit is difficult to navigate and negotiate. the better solution is to move people to rail and expand rail capacity.
Out-of-Area	Yes	Yes	Yes	Yes	
Out-of-Area	Yes	Yes	Yes	Yes	
Out-of-Area	No	Yes	Yes	Yes	
Out-of-Area	No	Unknown	Yes	Yes	This survey does not offer, "none" You are not offering a "do not extend", or "do not add Stride bus", or "build Edmonds.."
Out-of-Area	Yes	No	Yes	Yes	The Puget Sound area desperately needs mass transit to cut down on traffic and make it more beneficial for our community. A subway is something the Seattle-Tacoma area should have had already! PERIOD!
Out-of-Area	Yes	No	Yes	Yes	transit completion Renton to Bellevue
Out-of-Area	Yes	No	Yes	Yes	
Out-of-Area	No	No	Yes	Yes	
Out-of-Area	No	No	Yes	Yes	West Seattle light rail is more important to me than Ballard link.
Out-of-Area	No	No	Yes	Yes	Lightrail access to Ballard & West Seattle need to continue to be priorities 1 & 2. Ensuring more seemless service downtown is #2a. Beyond that is less important at this time IMO.
Out-of-Area	No	No	Yes	Yes	To make the light rail, sounder, and buses run more like every 10 minutes 24 hours a day.
Out-of-Area	No	No	Yes	Yes	
Out-of-Area	No	No	Yes	Yes	
Out-of-Area	No	No	Yes	Yes	
Out-of-Area	No	No	Yes	Yes	
Out-of-Area	No	No	Unknown	Yes	
Out-of-Area	Yes	Yes	No	Yes	
Out-of-Area	Yes	Yes	No	Yes	West Seattle needs new transit to reduce traffic. Current connections to Ballard are poor, a transit journey takes more than twice as long as driving.
Out-of-Area	Yes	Yes	No	Yes	^_^
Out-of-Area	No	Yes	No	Yes	I would like to use transit more often but access and schedule often don't work for me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	Yes	No	Yes	The Sounder North from Everett to Seattle is overcrowded and at time barely standing room. Until you add more cars and additional time schedule, EVERYONE HATE THIS TRAIN RUN. That's why no one wants to use it and would rather just drive their car.
Out-of-Area	No	Yes	No	Yes	Difficult to visualize that West Seattle has the capacity to absorb all the disruption that a light rail extension will bring - especially including a park n ride facility! - although improved rapid transit service is always good.
Out-of-Area	No	Yes	No	Yes	The most important priority for me is to provide 24 HOUR service through each district transit passes through. I don't want to have to's walk to or from hospitals between 2 and 5 am AGAIN. It's too far, when we're in pain. Also, I'd like to be able to get to Green Lake without having to change transit. And I'd like stations that are NEVER int the sun. As to the sun, one reason I use tunnels is to stay OUT of the sun. Making station platforms at street level makes life harder for those sensitive to bright lights. Also station platforms are often too brightly lit. Good lighting and bright lighting are two entirely different things.
Out-of-Area	No	Yes	No	Yes	
Out-of-Area	Yes	Unknown	No	Yes	West Seattle link route shod be rethink - current proposal affects so many homes and businesses, many of them are newly purchased but was given an estimate half of the purchasing price. This is unacceptable, and unfair.
Out-of-Area	No	Unknown	No	Yes	I use public transportation as my primary mode of transportation.
Out-of-Area	Yes	No	No	Yes	Rogoff clearly does not know what he is doing. He was capable of raping the Washington tax payer with the sneeky passage of ST3, now in a moment of stress he cannot figure out what to do FIRE ROGOFF and 70% of the overpaid Sound Transit staff. washington has not suffered thefinancial loss from the pandemic as much as every other state...Good planners would have anticipated a downturn, but we dont have good planners. Sound Transit did not reduce taxes when when tax revenues came in over $10b than the original $52b budget. If you cant forecast one year in advance, you will do a terrble job in year 2 onward. Hang it up now. Each of you board members: Steal some more money and shut sound transit down!!!
Out-of-Area	Yes	No	No	Yes	I live in olympia and need a better way to get to the airport or Seattle than driving.
Out-of-Area	Yes	No	No	Yes	I am I have been a writer for over a decade and I am dismayed by the way you seem to continually ignore the South Sound. I mean Olympia is the capital of the state and you don't have anything down to it other than just buses that run on a periodic schedule that's hard to make plans with. Extending the light rail to Olympia would be the best way to go and fill in all the blanks in between. Please don't forget about us.
Out-of-Area	Yes	No	No	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Yes	No	No	Yes	
Out-of-Area	No	No	No	Yes	Grandkids live in Kirkland and We are not getting any Younger
Out-of-Area	No	No	No	Yes	The growth in the south Puget Sound, especially in the Sumner, Bonney Lake, Orting and South Hill areas, is out of control. Commuters need options and the current system isn't working. Even with COVID 19 still impacting communities it feels like people are traveling like pre pandemic times.
Out-of-Area	No	No	No	Yes	Consider underserved communities when making funding decisions
Out-of-Area	No	No	No	Yes	The south sound needs better transportation options to the Seattle area. I would like to see Sounder connections increased further south to Dupont. (Preferably to Thurston Co.)
Out-of-Area	No	No	No	Yes	Link to Tacoma Community college.
Out-of-Area	No	No	No	Yes	1) Will I use it/will it be useful to me? 2) Does it expand light rail? 3) is it good from a social justice perspective
Out-of-Area	No	No	No	Yes	I would like the light rail to cross the Narrows into Pierce and Kitsap County. Get those cars off the roads!
Out-of-Area	No	No	No	Yes	
Out-of-Area	Yes	Yes	Unknown	Unknown	Dupont has no daytime public transportation. The railway runs along the city of Dupont. We already have a good station area that's used for a limited number of express buss to Seattle in very early mornings but none during day time. A good size parking area is there, too. JBLM's Dupont gate is a minute away for military families. We have a large community of Retirees who would benefit daytime public transportation. Getting old, I would definitely use Sounder.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
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Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	They're important to both me and communities in south king county. I think that public transit options need to improve vastly in the south end because majority of BIPOC communities take public transit. It's important to increase access and make the bus/train stops safe and accessible.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	There are no reliable transit options from the south end to the east side so improving that service line is first. Light rail is a great service and is badly needed in the south end so that is second. Everything else comes later
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Cancel all of them. The per ride subsidy is outrageous.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Please cancel Park and Ride construction and sell excess land to developers for market rate housing. Perhaps the private developers can bake some extra parking into their development plans.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Everett has waited long enough and I remember the long commute from Everett to south Seattle. Buses weren't an option since it would take me three hours to get to and from work.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	This is already too expensive! Start delaying the projects
Out-of-Area	Unknown	Unknown	Unknown	Unknown	1) Getting to work in SLU from North Beacon Hill. 2) Having transit options in other areas of the city we'd like to live in.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Everett has been promised light rail since 1996. It's time to make good on that promise.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	We need light rail to issaquah as soon as possible!!!!
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Because those are the ones I would use.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Relatives live in West Seattle
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Focus on light rail and related infrastructure.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Faster travel from Everett to key downtown Seattle areas are most important.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	A fast light rail from Everett to Seattle to alleviate one of the most trafficked corridor in the US should have been a priority many years ago. Driving I5 is a nightmare during regular commuting and over the past 5 years even weekends are problematic. Looking at the project timeline, how does it possibly take 20 years to implement from voter approval? What happened between 2016 and 2020? Now there is another 6 years of planning - this is 2021, we will travel to Mars quicker than it will take this State to build a light rail system to support the population. There must be improvements to project methodologies and contractors need to be held accountable for missing deadlines. The tunnel fiasco in downtown Seattle was just another example of a horrendously run project that delivered years late and hundreds of millions over budget. What is the State and Sound transit doing to improve their project management and delivery? Who is accountable? Enough with the excuses and enough going back to the taxpayers yet again for more money. Streamline, hire effective PMs, hold contractors and vendors accountable and deliver. There are countless cities globally that have implemented far more sophisticated mass transit systems decades ago.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Allow me to take the train from Seattle to Dupont
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Connections between snohomish county and seattle
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Leverage the existing system, then build it out to high demand areas.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	We need access to transit in the South sound. I woiuld prefer Link, but Sounder is better than nothing.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	It makes no sense to have south sound service without enough parking for those who want to use it. Stop expanding without supporting infrastructure.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Efficiency, lower commute costs, and safety.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	We must prioritize tying the various sections of the Link light rail together and expanding the number of stations for the light rail. Having a light rail system to connect Tacoma, Seattle, Everett, and Bellevue will provide the backbone of the transit system for the region. The Sounder is good, and we should expand service there, but the Sounder will always be competing with freight on the heavy train rails. It also doesn't travel through much of the most densely-populated part of the Sound Sound. We have an opportunity to create a comprehensive light rail system with Link. Please, please do not pass up the opportunity to connect Tacoma and Seattle on dedicated passenger lines. If you don't connect to the Link segment in Tacoma now, it will likely never happen. Property costs will only continue to rise, and it would be a complete waste to have an isolated segment of line in Tacoma that can't reach the rest of the system.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I feel that bus rapid transit will capitalize on the investment of Eastlink in downtown Bellevue. The 1-405 corridor desperately needs high speed transit. Because Issaquah LRT is so far off in ST3, it could be absorbed in a subsequent funding package.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I commute from north of Everett to the the BECU commercial complex in Tukwila. The BECU complex is underserved by transit given the number of people working there and a Boeing Access Road station would greatly improve transit access and use by the people in the complex.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I think if Washington residents have to pay tax on these projects then every resident should have access. Until then I don't really care what you do. Just don't take my money for projects effect a small area, even if that area is population dense.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	They are the route I use to commute to work
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I'd like to easily and safely get to the airport from Gig Harbor. Extending Light Rail to Tacoma is the beat option for that.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	There is not many options for us northenders
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Use to live in Ballard.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	This region's transit system is incomplete and a joke. After making the mistake of passing up the money for a system 30 some years ago, you need to play catch up quick and prioritize light rail.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Traffic volume and control
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	The 130th street station is a key hub between 145 and Northgate that would be a huge loss to the community if it were cut.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Light rail more important than busses in long run.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	The ability to access Downtown Seattle areas. Especially to be able to access Benroyal Hall
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Population continues to move away from Seattle, but transit is not following. With the closed bus lines, I need to hire or beg a ride to the nearest working bus stop, 20 minutes away. Trains are ideal for long term, but developing AND RUNNING busses needs to happen first.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	FYI - the N. Samm P&R - so, you are going to add MORE congestion to an already congested area, and providing only 200 parking spots- that seems a waste of time and money. The transit projects SHOULD have anticipated economic and financial downturns and SHOULD have planned for them. EVERY responsible mature adult does that for their own budgeting purposes. So, given it appears that Transit wasn't responsible in including possible downturns, then it isn't right to ask for more taxpayer money, and like any other household, certain aspects of the projects will need to be either downsized, pushed out to the future or eliminated.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I would add a cut and cover tunnel from Avalon to Alaska Junction if a regular tunnel is found to be to expensive.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Light rail to Everett just not be cut! This includes keeping all the planned stations.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Cancel the 85th St Kirkland project!! It is too large for the volume of riders that will benefit.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I live in Federal Way and plan to commute between here, Lynnwood, & Tacoma. Expanded light rail will help me avoid commuting by car
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I would prioritize additional stations and service along existing lines - for example the station at Graham or additional Sounder service. Additional Sounder south service is vital as more and more people are priced out of living in Seattle proper, as well as additional light rail capacity in the city.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Shove Sound Transit up Inslees ass hole
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I-5 is the main transportation corridor, if traffic can be reduced on this corridor by extending the Link light rail north to Everett then this would be the most efficient and best use of resources.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I had already thought that our timeline for getting light rail to everett was painfully slow.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Rail to Snohomish and Lake Stevens
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Everett was in the first plan ever offered and fundamentally in fairness should be first overall not be shifted by these other follow on expansions. Keep your first promise from 1995. Bus traffic on I 5 is becoming impossible very congested. The north south artery of I 5 is important to the whole region.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Alleviate traffic along critical corridors and completing the necessary light rail system. Nobody wants to transfer from LRT to bus to LRT... make the system easier to use.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	145th rapid transit to light rail station already fully funded should be first so you can raise more revenue on a project already in progress

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	The Sound Transit Board approved Everett as a priority in the early 90's as a condition for getting regional support for the RTZ. Subsequently, the board recanted that decision. Everett should have sued, but did not, and I've never known why, but I'm willing to revisit that lawsuit.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	West Seattle is in need of more transportation connections asap. With the bridge closure, it would bring hope and relief to this region to know ST is prioritizing projects here. With the issues and constraints arising with bringing light rail to West Seattle on time and with costs increasing, I want to recommend the board strongly consider an alternative project to light rail. There is a group proposing a gondola/arial tram idea that I think could be a brilliant solution to delivering more transit options sooner, with less cost and impact to West Seattle. I also think this idea could have potential to be expanded around the city, as a link between light rail, in places where a gondola system would make more sense (Queen Anne perhaps?). I hope this proposal can be explored and considered. It might be a hard sell for the public initially because it's a new concept, but will all the potential benefits and considering current light rail challenges, I think it could be widely accepted and utilized, with good education efforts. Here is a link to the proposal website, and thank you for reading my comments and for your consideration. https://www.westseattleskylink.org/
Out-of-Area	Unknown	Unknown	Unknown	Unknown	None of Sound Transit's projects are important to me. I think they should all be terminated right now.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Move cars and people off crowed freeways and onto light rail it works. Push for more federal dollars to improve transit INFRASTRUCTOR push for support for PRES. Bidens plan.. Less diesel buses more Electric.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Make existing connections efficient. Don't stop buses in lane; that stalls traffic. End the practice of rapid ride buses running on the same general areas as Sound Transit trains. Be customer friendly with buying passes and recognize METRO transfers..
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Rail is the future unless sh#% gets like "The Jetsons" Bus improvements are a great short term investment Parking lots encourage one to drive. Everyone should walk more.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	We have paid enough by getting screwed over on our car tabs. We will be working hard to defund and shut down your welfare train project. The state ignored our votes about the welfare train tax on our wehicles now its time for revenge.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I live in Dupont with one bus that goes to Seattle. I pay an exorbitant car tab tax for a bus service that I take once to twice a year. If I had a convenient way to get to the airport or JBLM (Sounder train stops,) I would at least have use of the transit service more than twice a year. Thank you.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Tax proportional. King county gets the most benefits. The end of the rail (Dupont) receives the least benefits and waits until 2036. Charge more to ride from county's that are not taxed.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	There is especially no public transportation options south of lakewood. Would be amazing to expand the light rail and train access to Dupont. The tracks are literally already laid.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Cost effectiveness of adding new riders to the system, or hours saved by shifting riders from local to ST routes. Ability to deliver some permanent improvements in a timely manner.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Transit within Seattle for local residents to get to work, school, shopping, etc. more easily will help alleviate traffic danger for pedestrians, bikers, other drivers, etc.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	There is need to restore and improve bus service to the outlying communities, until we do we're forcing people into their cars and onto the roads. Without adequate, safe parking at existing stations there are few reasons to leave their car to use public transportation. Even so, if we don't build it (rail), then it can't be used either. Transit isn't even a viable option for me, the closest bus is 13 miles away. And we are not alone in the community.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Light rail will be used by all residents for many future generations. Bus lines are old tech. If a rail line ran to Issaquah, I'd give up taking my car into the city in a heartbeat.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Get your blocking add off the articles I am accessing. Really annoying!!!
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Cost are not going down stop the delay and get it build.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Improve 522: 2 LANES ALL THE WAY!! Another thought: utilize existing railway connecting Skykomish Valkey with Kirkland/Redmond. This seems a straightforward solution, since tracks have been in place for years. Also, replace removed tracks in Kirkland running along 124th. Another option, place railway above center freeway, using Park-n-Rides for parking.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	They aren't important. I do not use and should not be paying taxes to pay for them.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	The near northwest of Seattle city center is a transit desert. 15th Ave. W/NW is a regional critical transportation corridor; it is increasing more congested at all travel times (except 21.00-05.30...., which aren't times well-served by transit). It's very challenging to rely on existing public transit for getting anywhere on a reliable schedule. This broader near northwest urban populous when combined with W. Seattle likely approaches 180,000. It is imperative that these communities be well-served with reliable and efficient LINK light rail, which voters expressly earlier approved!!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	The light rail is the singular most important component to helping alleviate the crush of traffic and congestion of daily life.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	It's so sad I have to pay way more money on my tabs for soundtransit when we voted no.. where I live sound transit does nothing for us.. no link trains.no sounder trains.. A bus stop that would take me 30 minutes to get to.. nothing in the future plans for the community I live in.. sound transit does nothing for anyone south of puyallup
Out-of-Area	Unknown	Unknown	Unknown	Unknown	NO ADDITIONAL TAXES. COMPLETE AUDIT OF WORK TO DATE. REAL ESTATE COSTS ARE NO SURPRISE.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I lived in the south end for my entire life before moving to N. Mason County 4 days ago. I can work from home most of the time, but will still need to commute to Seattle on occasion. When that happems, I may take the ferry and then hop a bus or I may drive around and hop a bus. Either way, I plan to use it. With the growth of Tacoma Pierce County and people rapidly leaving Seattle, it's important to improve services to the south end and stop treating it like the red headed step child. It's not.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Build more light rail. Make the light rail grade separated so that it isn't affected by traffic.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Spend the money on more useful project. Cancel the rail.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	At some point in the near future the Ballard bridge needs to be replaced and I desperately hope that the light rail is in place by then or every commute (I commute by bus) from northwest Seattle will get so much worse.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I think it is important to delay construction of the park and ride structure in order to better use capital for creating necessary stations and link connections for lower served population that would benefit most from public transportation options. Please do not delay construction of link stations. Please continue to work on improvement for the Sounder Commuter rail services.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	BRT shoreline to Bothell and beyond
Out-of-Area	Unknown	Unknown	Unknown	Unknown	They are in my area and they would help reduce traffic on I5.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	You can't wait until 2040 to connect Issaquah while you continue to gouge the RTA tax out of citizens in that community.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I am not a supporter of Sound Transit because of the lies and outright deceit of the organization including mismanagement of tax payer funds. I will not use it and don't want to be further taxed to pay for it.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	If you build light rail from Issaquah to Bellevue, I will not drive to work.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Link light rail
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Minimizing time spent in freezing rains and burning suns while waiting for buses is a priority.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I live on the Eastside and we need more transit options.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I ranked these in order of closest to where I love to farthest. Traffic on 405 is bad so a train is better than a bus.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Buses are cheaper to run than rail and could build passengers when the ability to transition to rail becomes an option. The infill stations weren't slated to start until later in the ST3 timeline, were moved ahead and now should be moved back to the end of the priority list. They aren't expected to be high ridership generators either.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	West Seattle, in particular, and Ballard are in dire need of transit improvements.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	This fills in the areas I travel to that are currently not served by transit.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	nothing your doing helps maple valley
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Postpone or cancel park & ride facilities to free funding for core system expansion. If suburban municipalities insist on park & ride facilities at new Link stations, create a mechanism in which those municipalities can provide their own Independent funding.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I would prioritize extending light rail and additional sounder trains.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I will not go to Bellevue. I would like Everett options better.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Actually I only care about getting Everett done, the other 2 don't affect me.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle. I would like to be able to go all the way to Ballard.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Reduce costs as much as possible utilize surface modes eg buses where feasible
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Living in Monroe, there are no practical opportunities to commute to Seattle on public transportation. I would like to be able to use public transportation to get to work in Seattle.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Stop running this transportation agency like a social experiment and you won't run out of money before the infrastructure is built. You have a responsibility to we tax payers that you are not living up to. It's disgraceful.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I feel light rail is more efficient than buses, so generally prioritize those. However I do not use the light rail yet; I do hope to use the Redmond light rail station when it is finished.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	There are no convenient transit options from everett area to n seattle

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Adding the ability to catch the light reail from the eastside will make me more likely to use sound transit to commute to work, as well as other destinations for personal time. Additionally, my daughter has regular appointments at Seattle Children's and adding eastside access will allow use of the sound transit for these trips. Adding access to Tacoma will alleviate traffic associate with rush hour.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	let Snoho and pierce county get their equity, Seattle has reaped all the benefits to this point.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I believe the traffic throughout Bellevue is the worst in our State. Between 7-10 AM and 1:00-7:30 PM (yes, afternoon rush 'hour' begins by 1:00 PM now), 405, 90 and 520 are backed up for miles with commuters. This pushes commuter's onto Bellevue City streets and it can then take an hour to drive just 2 miles on city streets in Bellevue. Bellevue has 3 freeways passing completely through our small City, the most high traffic freeways of any City in our State - with the largest number of commuters With all the large employers in Bellevue, as well as North, South, East and West of our City, amd more office towers now under construction for the Amazon expansion, Apple, Google... the only way to help mitigate this is with the light rail.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	We need to get cars off the free way once the pandemic os over and people start driving to work.. It will be nice to bus to Northgate then take light rail toi Seattle, but nicer yet when we can go by light rail all the way.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Less cars on I5
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Bill Gates should pay for the improvements in Redmond. The main industry there is Microsoft. You should focus on areas that are not rich. The south always get set aside. It is time to extend the rail to DuPont for residents in the south. We need our fair share now
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Better access to the Mukilteo station will reduce pressure on the ferry system which is already over-taxed.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I would delete Boeing Access Station, in the future Boeing is history save some dollar's you need to get down the Kent Valley to Graham look to the future of growth. Seattle is losing business, its going to become a pass through destination. Consider the Eastside North South as the movement plan.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Do not spend extra money on Feel Good projects like beautification. Keep it simple, practicable and reliable.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I can't believe the stupid decision made to run a TRAIN from downtown Tacoma to Hilltop. Millions of dollars spent and years of construction destroying the beautifully repaved Stadium Way, relocating underground utilities, detouring traffic, severely hurting local businesses (before COVID did its damage to the same businesses). Did anyone think, maybe we should try this route first with buses to see if the demand exists? No, no...let's just put in the track and the awful overhead power lines, purchase the trains, then see what happens. And if ridership is low, or if a route change would prove necessary, too bad....we're stuck with what Sound Transit has done. And of course, the tracks will eventually need to be replaced meaning more construction costs and interruption. Old photos of Tacoma show street cars operating downtown and I believe even along part of the same route near Tacoma General Hospital. The public paid for that system, which was trashed and now the public is paying again for more track and trains. What is it with ST and the belief that TRAINS are the answer to transportation? And the ST answer to funding shortfalls? - get the funds from the Federal Govt and/or the State. Brilliant! Feds and State have no money! Have you checked the National debt recently? Maybe ST plans to hitch a ride on the multi-trillion dollar 'infrastructure' spending train?! Super idea! All of that debt will probably be magically erased or forgiven like perhaps student loans. Great work Sound Transit.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Access to services.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	East side
Out-of-Area	Unknown	Unknown	Unknown	Unknown	North of Everett should be a priority. It should of been a priority 10 years ago. Businesses are moving in, housing is increasing and still the area north of Everett continues to get ignored. You ask if I plan to ride transit in the future and the answer depends on if you can get a working transit plan installed. I lived in the Bay area twenty years ago and I cannot believe how backwards Washington State is. Quit talking and Quit realigning and just build it. There needs to be light trans from Arlington to Everett!
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Congestion will likely get worse in the Seattle Center area as the Climate Pledge arena is completed--so additional service there to/from downtown and Ballard will help address this. Additional service to West Seattle will help address issues associated with the West Seattle Bridge closure, future repairs, and likely future replacement.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	I take 510 bus daily &would like buses as frequent as possible. Excited for link rail to come north!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	There are a lot of apartment buildings under construction with no parking in Ballard, but public transportation options in the area are lacking. There has been considerable growth in the area and it will continue to increase, so we need proper light rail options to get into downtown and the eastside where the large employers are.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Build the spine up to Everett asap. We need to see progress. Our traffic is the worst of any area. People need a fast and easy route to Seattle and South.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Fix the roads
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Because waiting will just make transit say 'we're behind schedule so costs have gone up. Please give us more money so we can continue wasting it.'
Out-of-Area	Unknown	Unknown	Unknown	Unknown	In addition to increasing revenue, decrease costs. Concentrate on functionality and scale back on all the environmental and decorative frills.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	None of the above. What about bus transit for West Pierce County, Gig Harbor Area? Expensive light rail should be abandoned for Bus and Rapid Bus service to serve lower income areas and rural areas
Out-of-Area	Unknown	Unknown	Unknown	Unknown	Light rail to Everett is crucial. The north end of Snohomish County has limited access to mass transit and deserves to be able to utilize it as well. Parking at stations is also very important for access from more remote areas.
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
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Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
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Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
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Out-of-Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
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Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	Unknown	Unknown	Unknown	Unknown	
Out-of-Area	No	Unknown	Unknown	Unknown	Tacoma seems that it is overlooked with continual missed opportunities but yet as the link expands northwards there is a boom and demand for more housing and denser development.
Out-of-Area	No	Unknown	Unknown	Unknown	These are important for this area at moment Remember to plan transit line to eastern side awashington. If you need another idea to help solve some issue, try an enclosed track hanging monorail as suggestion.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	Unknown	Unknown	Unknown	Parking!!!!!!!! How do you expect us to use the sounder or light rail if there is no afforable and available parking? These surveys seems to be a simple check in the box that no one actually takes into consideration, must be a joke especially since we the people and passengers of sound transit voted on approving measure I-976, yet Sound Transit wastes our tax dollars and time on court preceedings.
Out-of-Area	No	Unknown	Unknown	Unknown	
Out-of-Area	No	Unknown	Unknown	Unknown	
Out-of-Area	No	Unknown	Unknown	Unknown	
Out-of-Area	No	Unknown	No	Unknown	You need to allow parking permits to anyone not just in your service area to raise more money.
Out-of-Area	Yes	No	No	Unknown	I love light rail for its speed and the fact that it is unaffected by traffic. I drive south to the Husky Stadium Link station most times that I go to Seattle. I can't wait for the Northgate and Lynnwood stations to open and having one in Everett would be wonderfully convenient. Right now, whenever I head toward King County, I try to time my travel to avoid afternoon rush hour. This often prevents me from patronizing local stores or restaurants because the cost of getting stuck in traffic is too great. Link could vastly reduce or eliminate this issue.
Out-of-Area	Yes	No	No	Unknown	I consider cost and timing. West Seattle, Ballard is underserved. Suburban/Lake Washington Cities would also benefit from increased rapid ride access, especially as they consider densifying their core neighborhoods.
Out-of-Area	Yes	No	No	Unknown	I live in Kirkland and being able to travel with better routes to Sammamish and Issaquah would be great!
Out-of-Area	Yes	Yes	Yes	No	It's vital To provide efficient stress-free traveling. Make Transit more accessible to the black residence and the indigenous individuals. How about you increase your equity with black run companies for some of these projects. Don't read don't be on the wrong side of History sound Transit. How about you create a fun for displacement from gentrification for the residents displaced by the light rail or inconvenience by sound Transit.
Out-of-Area	Yes	Yes	Yes	No	
Out-of-Area	Yes	Yes	Yes	No	
Out-of-Area	No	Yes	Yes	No	They are important because they are near me & would help as I work and try to make commuting easier.
Out-of-Area	No	Yes	Yes	No	Pierce county is growing rapidly. Improved transportation to and from other regions will be very important as we get back to a new normal after covid
Out-of-Area	No	Yes	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	Yes	Yes	No	
Out-of-Area	No	Unknown	Yes	No	
Out-of-Area	Yes	No	Yes	No	
Out-of-Area	Yes	No	Yes	No	Delay or cancel parking. Concentrate on removing the need for folks in the urban cores to not need cars at all.
Out-of-Area	Yes	No	Yes	No	Emphasize light rail expansion. Do not spend money on park and rides, it's a terrible return on capital. We must deemphasize the automobile.
Out-of-Area	Yes	No	Yes	No	The Columbia City and Othello Stations are about 1.5 miles apart and between those 2 stops are a school, local businesses, including pharmacies, places of employment, restaurants, places of worship and other community hubs that people need to reach. Having a stop here would be much more convenient rather than having to get off the light rail then walk about a mile or transfer to another bus to get to Graham.
Out-of-Area	Yes	No	Yes	No	I live in Sultan and commute to Bellevue 7 days a week. It's 32 miles each way. Will there be a rail out northeast?
Out-of-Area	Yes	No	Yes	No	I value increased connectivity across the greater Seattle region. This eases the effects of urban sprawl (more reasonable to commute farther), helps the economically disadvantaged (more job/housing accessibility), and creates a sense of social cohesion (transfer of culture). I would prioritize any project that extends the Light Rail's breadth and worry about rail extensions or bus routes later.
Out-of-Area	Yes	No	Yes	No	
Out-of-Area	No	No	Yes	No	We needed a light rail network between Everett, Seattle, Bellevue and Tacoma in 2016. Well it's 2021. So build the spine please.
Out-of-Area	No	No	Yes	No	The completion of the tacoma to seattle light rail is most important as I believe it would ease the most congestion and benefit the most amount of people.
Out-of-Area	No	No	Yes	No	As someone who doesn't own a vehicle It is important for me to be able to get to locations throughout the city in a consistent and timely manner. While I do ride the bus I find it to be unreliable at best in a city as dense and geographically constricted as we are. I would rather the focus be put on expanding grade separated light rail then more bus routes which just get bogged down in traffic.
Out-of-Area	No	No	Yes	No	They're long-time promises that will add the most capacity.
Out-of-Area	No	No	Yes	No	Currently working from home due to COVID restrictions, but once my workplace re-opens, I will need to commute from Stanwood to South Lake Union in Seattle.
Out-of-Area	No	No	Yes	No	The ones I would use. Most used by the most folks with greatest need and fewest options

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	Yes	No	Sound Transit is the key to growth in the Puget Sound region. We need to even think about connecting to the Kitsap Peninsula at some point.
Out-of-Area	No	No	Yes	No	I'm in North Bend. Issaquah Light Rail will have the most impact.
Out-of-Area	No	No	Yes	No	Because I go to Ballard a lot. I could also access the airport and downtown from Tacoma if there were better transit
Out-of-Area	No	No	Yes	No	It's good to have the light rail and bus service but green spaces should be added in order to reduce carbon pollution. Plant bushes and trees to help with air quality and to help prevent mud slides.
Out-of-Area	No	No	Yes	No	Seattle has a really bad traffic problem that can only be solved by getting people out of their cars. We can't get people out of their cars without investing in the transit they need.
Out-of-Area	No	No	Yes	No	Expand capacity from non-405 cities.
Out-of-Area	No	No	Yes	No	For me, any transit projects that would make commuting from Snohomish to work would be my highest priority.
Out-of-Area	No	No	Yes	No	These are the ones I would use.
Out-of-Area	No	No	Yes	No	I need to get from east south snohomish county to UW seattle. I do not and most of the people I know DO NOT GO TO DOWNTOWN SEATTLE
Out-of-Area	No	No	Yes	No	I work in Issaquah, but I live in Kenmore. It would be nice to have reliable transit options. Also, I think you can save money if you use existing bus stops for the STRIDE system and planned BRT routes. If money is a problem, then try not spending it on duplication of services.
Out-of-Area	No	No	Yes	No	I feel like implementing STRIDE will provide transit access to a lot of people and provide connections for communities that do not have rapid transit. I think LINK extensions should mostly continue except for the Issaquah-Kirkland corridor at this time. I think parking projects should be put on the back-burner while we build out actual transit lines.
Out-of-Area	No	No	Yes	No	
Out-of-Area	No	No	Yes	No	
Out-of-Area	No	No	Yes	No	
Out-of-Area	No	No	Yes	No	
Out-of-Area	No	No	Yes	No	
Out-of-Area	No	No	Yes	No	
Out-of-Area	No	Unknown	Unknown	No	The East side communities beyond issaquah have virtually very little transit options. Extending light rail to issaquah is very important to us.
Out-of-Area	Yes	Yes	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Yes	Yes	No	No	Sounder train is a waste of money. Link current alignment is waste of money. Link should go to Everett Station without going through Paine Field. Maybe consider a special Sat bus or BRT just for Everett Station to Paine Field terminal and Seaway TC?
Out-of-Area	Yes	Yes	No	No	Everett Link is important and should be completed by 2036 or sooner. SnoCo taxpayers deserve that much. However, I believe the Everett spine should be completed without going through Paine Field and Boeing/Seaway. Build along I-5 from Mariner all the way to Everett Station with perhaps a station at Everett Mall Everett Transit bus bays. Explore a Stride S2 extension from Lynnwood to Everett Station mostly via the originally planned Everett Link extension (Ash Way, SR99/Airport Road, Paine Field Passenger Terminal, SW Everett Industrial Center, Everett Station). This should reduce the cost and offer about the same convenience.
Out-of-Area	Yes	Yes	No	No	
Out-of-Area	Yes	Yes	No	No	
Out-of-Area	Yes	Yes	No	No	
Out-of-Area	Yes	Yes	No	No	
Out-of-Area	No	Yes	No	No	
Out-of-Area	No	Yes	No	No	They take funds from my limited, fixed income to support something that does not help my wife and I.
Out-of-Area	No	Yes	No	No	Pierce County is under-represented in money spent and projects started in comparison to the unnecessary focus on King and Snohomish projects. Let's get some equity in future decision.
Out-of-Area	No	Yes	No	No	The West Seattle improvements are important because they are an essential link between the Washington State Ferries and the existing Link and other transit options in Seattle and throughout the region.
Out-of-Area	No	Yes	No	No	I LIVE IN THE NORTH END.
Out-of-Area	No	Yes	No	No	The Eastside doesn't connect very well to other points in the Eastside -- everything feels aimed towards downtown. Considering Seattle has multiple city centers, it doesn't serve my needs that well -- I'm not headed downtown all that much.
Out-of-Area	No	Yes	No	No	As Seattle continues to grow, reducing the number of cars that go back and forth between King and Snohomish county is going to be increasingly important. Both for economic development and the environment.
Out-of-Area	No	Yes	No	No	The expansion of the Light Rail will allow further avoidance of the over taxed freeway system, and allow out of town visitors/tourists greater access to all of Seattle, with out having to drive in the grid lock.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	Yes	No	No	Dramatically reduce annual spending. The only options above are on spending money the tax payers are not giving to Sound Transit. On your website ... learn to spell. Finally remove Peter Rogoff who continues to demonstrate no management capabilities.
Out-of-Area	No	Yes	No	No	Lynnwood to Everett likely has more utility in reducing traffic on I-5 Then Edmonds to Mukilteo.
Out-of-Area	No	Yes	No	No	The 130th street station will give my partner and I the ability to travel to downtown seattle without using our personal vehicle. This would increase the amount that we travel downtown for "pleasure" or recreational activities. We love exploring the city, but due to our housing location we are hesitant because of the parking/transportation endeavor.
Out-of-Area	No	Yes	No	No	I work for king county metro, but I can't take the sounder in because it doesn't go far south enough. It only goes to Tacoma, and by the time I get through all the traffic I might as well drive the rest of the way to seattle
Out-of-Area	No	Yes	No	No	I live inIssaquah Highlands along with others who use the public transit system for work and trips into Bellevue and Seattle. Having the light rail connecting in will greatly reduce traffic as will connecting the light rail at the Shoreline South/148th Station.
Out-of-Area	No	Yes	No	No	More options for arriving at Seatac
Out-of-Area	No	Yes	No	No	Improvements to transit are always made first to seattle with little options for South king county. What about some equity with the services that are provided? We need improvements to south king county transportation services instead of pouring all the funding into Seattle and directly surrounding it. Buss schedule are scarce or non existent in south king county and even if you want to take public transportation you have to be able to drive to transit center with no where to park. You might see more ridership if you actually put some of the funding to outside seattle.
Out-of-Area	No	Yes	No	No	I live in Kitsap County. I like to take the ferry to Seattle, then transfer to light rail for either the a SEA-TAC airport or to the Space Needle area for entertainment and educational purposes.
Out-of-Area	No	Yes	No	No	They aren't.
Out-of-Area	No	Yes	No	No	I think extending reach and availability is more important than increasing pre existing routes. Extending routes may encourage more people to use public transit.
Out-of-Area	No	Yes	No	No	I would prioritize getting light rail to communities where affordable housing exists.
Out-of-Area	No	Yes	No	No	These are projects in my area that would benefit me and help me get around town
Out-of-Area	No	Yes	No	No	
Out-of-Area	No	Yes	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	Yes	No	No	
Out-of-Area	No	Yes	No	No	
Out-of-Area	No	Yes	No	No	
Out-of-Area	No	Yes	No	No	
Out-of-Area	No	Yes	No	No	
Out-of-Area	Yes	Unknown	No	No	I believe these projects to carry the most benefit but also likely to be pushed to the back due to not being extensions of the light rail. Sounder South corridor is major and should receive service boosts when possible including if midday service could be negotiated. The infill stations add more use to the current lines in Seattle and I may use those. The C and D lines need improvements and this would help
Out-of-Area	Yes	Unknown	No	No	They facilitate expanding service along I-5 corridor and impact/serve a large geographic area. Prioritize projects already in process and projects that would expand geographical coverage/area served.
Out-of-Area	Yes	Unknown	No	No	
Out-of-Area	Yes	Unknown	No	No	
Out-of-Area	Yes	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	I live in Issaquah and would like to be able to get to West Seattle and Ballard and Renton and Bellevue and Kirkland easily using public transportation without it taking all day, and connecting those areas to downtown would help those residents more than what is currently available.
Out-of-Area	No	Unknown	No	No	Light rail extensions should be prioritized first
Out-of-Area	No	Unknown	No	No	I live in Olympia and commute often to the Pinehurst Neighborhood of North Seattle. I would prioritize parking in Federal Way and a station at 130th in Seattle.
Out-of-Area	No	Unknown	No	No	When are you guys plan on putting back the other trains in the afternoon and morning?
Out-of-Area	No	Unknown	No	No	The link rail makes most sense for investments. Not so happy about the rapid busses that displace neighborhoods
Out-of-Area	No	Unknown	No	No	Mukilteo sounder or link light rail is my priority based on my commute
Out-of-Area	No	Unknown	No	No	Maple Valley transit!!
Out-of-Area	No	Unknown	No	No	I am greedy. I want more access to places I want to go via a transit option I like.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	Unknown	No	No	It's vital to get LLR to West Seattle, esp. due to structural unsoundness of the bridge. The Lake Union, Interbay and Ballard LLR will also serve big poulations of the city. Both also address the lack of decent east-west (and vice versa) transit lines; Seattle's been heavily north-south oriented. Although it's out of Seattle proper, my next priorities would be the Everett and Eastside links.
Out-of-Area	No	Unknown	No	No	Need Federal Way station to help with traffic in south end. Would reduce traffic further by adding light rail station in fife and Tacoma dome. Enough riders to add Boeing access road station. Sounder needs more parking as ridership increases.
Out-of-Area	No	Unknown	No	No	The projects noted represent areas that are best suited for mass transit versus car travel. In particular, linking Ballard to downtown would greatly enhance accessibility to this growing urban node. The same is true with West Seattle and Kirkland.
Out-of-Area	No	Unknown	No	No	Sound Transit shouldn't be in the parking business. BRT is the most cost effective way to move people efficiently, as a precursor to light rail.
Out-of-Area	No	Unknown	No	No	I live in West Seattle so I prioritized accordingly.
Out-of-Area	No	Unknown	No	No	JBLM continues to be a HUGE traffic impact on I-5. Current construction efforts may help, but we need more ways to move people through that corridor. Please come to DuPont!!!
Out-of-Area	No	Unknown	No	No	Frankly none are. What is important is ST living within its means. Charge your users, not the rest of the drivers. What should be prioritized it what your fare paying riders can fund, and not a penny more.
Out-of-Area	No	Unknown	No	No	Cancel Entire Link Light Rail program beyond Lynnwood. Concentrate on small busses and Sounder Rail.
Out-of-Area	No	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	Lack of parking prevents me from using sounder.
Out-of-Area	No	Unknown	No	No	Redevelopment of Issaquah's Central area and COSTCO corporate headquarters expansion along with REI's new regional office and major TOD in the vicinity the Issaquah Transit Center over the next several years with will place additional ridership demands on transit.
Out-of-Area	No	Unknown	No	No	Prioritize the south sound. Pierce County and west Pierce County are extremely underserved.
Out-of-Area	No	Unknown	No	No	Focus on most costly capital improvements and construction first with busses to follow. More cost savings ultimately.
Out-of-Area	No	Unknown	No	No	The light rail seems like a better investment. I won't go back into Seattle unless I have to and absolutely would never ride a bus there again. I rode the bus every day to work for 7 years and will not go back to that. The bus was unreliable, took too long, overcrowded, and slow. It often took me at an hour and a half to 2 hours to commute 12 miles.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	Unknown	No	No	They will reduce traffic congestion.
Out-of-Area	No	Unknown	No	No	Traffic in and out of Tacoma is difficult every day if the week
Out-of-Area	No	Unknown	No	No	Focus on Sounder and ST2 as promised to the voters.
Out-of-Area	No	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	
Out-of-Area	No	Unknown	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	Top priority is fast public transit access to and from Seattle from Whidbey Island
Out-of-Area	Yes	No	No	No	I prioritize Sounder improvements last, because both capital and operating costs per passenger are so much higher than light rail, and because the railroads hold all the cards in negotiations for scheduling improvements and track improvements. I also oppose improvements on SR 162 because WSDOT should be responsible for getting adequate mitigation from development that is generating the need for more roadway capacity in the corridor. If it were a joint project to both provide roadway capacity AND speed and reliability improvements, I'd rank that 5th. Finally, I rank TDLE 1st because having Federal Way be an interim terminus will overload the facility and exacerbate existing parking overflow issues until TDLE is built.
Out-of-Area	Yes	No	No	No	I feel that transit is lacking in Snohomish County which prevents more growth and economic opportunities to our county. I live in Marysville and there is no bus stops in my neighborhood at all. What if I did not have a car? This is both inequitable and lacks foresight as our communities continue to expand and grow.
Out-of-Area	Yes	No	No	No	I-405 is the main headache not just for eastside resident but around the metro Seattle area who may need to get in/out of eastside no matter to/from North or South side, using or not using public transit service. thus should be highest priority. moving around within eastside should be relatively lower priority

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Yes	No	No	No	These are the projects with the largest potential ridership contributions, serving the densest quadrants of the city. Sound Transit should delay infill stations on existing lines and consider only partially constructing some station within planned lines that might be in close proximity to others (example: build only the "footprint" of the Avalon station for the West Seattle line, but postpone the full station to prioritize getting the tunnel built between Delridge and Alaska Junction stations).
Out-of-Area	Yes	No	No	No	North Snohomish County has been paying into ST with the promise of light rail to Everett, even as resources continue to go to central/south projects. Most of us figured that something would happen to push 2040 even further back, but to see it as a real possibility/probability is still disappointing. My first inclination would be to look at the Boeing loop for realignment given the plan reductions, although whether Paine Field will ultimately become a full-fledged regional airport is the $64k (m/b?) question.
Out-of-Area	Yes	No	No	No	I have to commute and go in person for work daily. It is important to me that these routes are priority. Also historically south end services have always been on the bottom of the list and I believe there is disparity when it comes to public services depending on the location.
Out-of-Area	Yes	No	No	No	I live in Olympia and currently have to go to SR 512 for a 574 bus since the 59x have been cut from Olympia.
Out-of-Area	Yes	No	No	No	Anything to help with the congestion from Lynnwood down to seattle vice versa. The traffic is horrible.
Out-of-Area	Yes	No	No	No	Easier link and commute to Seattle if we can connect to Bellevue from Kirkland
Out-of-Area	Yes	No	No	No	Traffic north of Lynnwood has become heavily congested and there is a dire need for relief. Connecting Everett with light rail would be a tremendous step forward to providing a highly reliable transportation option while reducing congestions along the I-5 corridor.
Out-of-Area	Yes	No	No	No	East Pierce have paid into this system and gotten mostly nothing out of this system but delays. Give the voters and riders of Sumner something so they feel like they aren't being robbed of their money.
Out-of-Area	Yes	No	No	No	Because it feels like Everett is always left behind with all major projects. Boeing Everett's plant is the number one cause of traffic in the north end, thus, priority should focus around serving that area.
Out-of-Area	Yes	No	No	No	Because that order have the greatest impact on the biggest number of people
Out-of-Area	Yes	No	No	No	They would make it more likely for me to actually use the train. I would prioritize projects making it more attractive for daily commuters at large businesses to take the train instead of driving to and from work.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Yes	No	No	No	These locations have lots of housing coming up at graham street. Black and brown folks were promised this years ago - fulfill the promise. Also, anything to alleviate Amazon / SLU employee traffic would be great for this city
Out-of-Area	Yes	No	No	No	I live close to where the south graham street stop would be.
Out-of-Area	Yes	No	No	No	The Bonney Lake, Sumner and South Hill areas are expanding rapidly
Out-of-Area	Yes	No	No	No	To provide mass transportation and ease freeway congestion.
Out-of-Area	Yes	No	No	No	Commuting and access.
Out-of-Area	Yes	No	No	No	I believe it's really important to reduce congestion in the Seattle area as this is the most densely populated area. Also, most people moving to Seattle tend not to have a vehicle so the onus is to provide good transit for everyone.
Out-of-Area	Yes	No	No	No	Keep expanding light rail to Everett, Tacoma (from federal way), to Ballard, and to West Seattle. Seattle region is way behind mass transit like San Francisco, Portland Or and New York City.
Out-of-Area	Yes	No	No	No	Connecting to areas outside the 1-5 corridor
Out-of-Area	Yes	No	No	No	None are important to me. I will never use it and it will not reduce traffic. Projected total cost of 80 Billion dollars would have purchased 1,333,333.00 electric cars at cost of $60k per car. Enormous waste of money for an huge white elephant. It will require endless taxpayer infusions to keep it running and maintained. Rider fees will never support it.. Sell it to Elon Musk then fire yourselves for gross incompetence.
Out-of-Area	Yes	No	No	No	The link light rail has the best and biggest impact. Second is getting the traffic off of the 405
Out-of-Area	Yes	No	No	No	I know from personal experience that driving north to Seattle from South Pierce county is a hellish nightmare. I consider what would help the most people. Improvements are nice and all, but expanding access/services has more and helps mitigate traffic as well.
Out-of-Area	Yes	No	No	No	I live in Federal Way currently. I see a lot of people commuting from the south into Seattle and think this should be the priority. I also think there should be more parking in some places. When covid was not rampant, there was always an issue finding parking at the stations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Yes	No	No	No	I live north of Everett and worked in downtown Seattle prior to the pandemic. My business's return to office planning includes some hybrid but also requires in person work. I have taken sounder regularly but service is unreliable so to hill slides north of Edmond. The Everett Link would make the commute consistent and potentially reduce automobile commuting. The HOV lanes do not work effectively for buses. True bus rapid transit could be a substitute for link but would make automobile commuting marginally worse. I wouldn't spend dollars on the sounder parking at Edmond and Mukilteo. Spend those dollars delivering link ASAP.
Out-of-Area	Yes	No	No	No	I use the Tacoma/ Lakewood transit
Out-of-Area	Yes	No	No	No	Based on ridership and effectiveness to link critical commercial centers with each other.
Out-of-Area	Yes	No	No	No	West Seattle deserves to be prioritized. I've been living here for five years and whether it's lack of bussing or the bridge repairs, it always seems like we don't get the same considerations as elsewhere in the city.
Out-of-Area	Yes	No	No	No	It is important to connect Everett to Seattle to Tacoma for Puget Sound traffic mitigation and jobs. I would prioritize getting to the end destinations and forgoing some non-essential stops. Consider having rapid transit to boeing instead of the train. It probably would save a lot of money and it would make the construction faster if the train just went straight to EVCC.
Out-of-Area	Yes	No	No	No	My commute begins in Olympia. I drive to Lakewood Station which can take 45 minutes to an hour in normal traffic. Sounder trains south of Lakewood should reduce drivers on I 5. That the extension will take so long is super frustrating. With more people moving to Pierce & Thurston counties right now, opening a station in DuPont in 2036 will be too late to meet the demand.
Out-of-Area	Yes	No	No	No	The transit projects that I've prioritized most impact west Pierce County, where I live. These priorities would impact my access to the rest of Pierce County, but also Seattle and King County. Acquisition of right of way must be prioritized when delays or modifications are encountered.
Out-of-Area	Yes	No	No	No	The need and the lack of existing connections.
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	Yes	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	Allow all dogs on light rail.
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	No strong preferences.
Out-of-Area	No	No	No	No	Ballard and west seattle are two places that I visit often and would benefit strongly from having a light train option.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Delay/cancel all parking-related projects (instead, work on last-mile solutions alternative to driving) Prioritize the 3 Stride lines because the Eastside desperately needs a transit spine of its own Prioritize the 130th infill station because doing it later will be much more expensive Prioritize Ballard Link over West Seattle Link because once the WS High Bridge is restored, road capacity to Ballard will be severely constrained in comparison
Out-of-Area	No	No	No	No	Take a tip from Portland Max. Connect south sound (Tacoma) to SeaTac then the from that connection south sound people can catch the existing light rail into Seattle.
Out-of-Area	No	No	No	No	Connecting Everett to Seattle
Out-of-Area	No	No	No	No	Delay the parking or sell it for TOD housing
Out-of-Area	No	No	No	No	Bring light rail to Everett. We have been paying into ST and not getting anything adequate. Stop catering to the wealthy communities that at least have reliable bus service.
Out-of-Area	No	No	No	No	Light rail expansion for local access between Everett and Lynnwood will reduce traffic and emissions significantly, but will likely be expensive. Likewise, improving bus access between Lynnwood and Bellevue should be relatively inexpensive and will make commuting to the east side a lot easier. While station parking improvements may improve access to and usage of the Sounder, there may be less-expensive alternatives that will serve a similar purpose, for example, adding a shuttle loop between nearby parking areas or something along those lines could also increase access without incurring as heavy a cost.
Out-of-Area	No	No	No	No	I think sound transit should be disbanded and shut down - then a class action suite should divide all remaining $$ between the people you've stolen from.
Out-of-Area	No	No	No	No	Mass transit expansion between Everett and Seattle would be most impactful. Light Rail expansion would be the best way to do that.
Out-of-Area	No	No	No	No	THEY ARE THE ONES I TAKE OR MAY TAKE IN THE FUTURE
Out-of-Area	No	No	No	No	As an Olympia to Seattle commuter, I would like to see better sounder access from the south sound.
Out-of-Area	No	No	No	No	I can see a new downtown tunnel might be important to the system, but it 's a very big lift. Seems like additional stations on existing lines (130th & S. Graham) may be able to be done more quickly and easily with limited funding.
Out-of-Area	No	No	No	No	I need better access from Olympia to Seattle
Out-of-Area	No	No	No	No	Link rail is critical to connecting the south sound to Seattle and north. Bringing link to Tacoma is a must to accommodate commuters and those who cannot afford to drive the roads. If I had link access all the way to Tacoma I could stop using my POV for most of my personal traveling and commute to/from work.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	With the west Seattle bridge issues and limited accessibility of Ballard, light rail access to those areas should be prioritized.
Out-of-Area	No	No	No	No	I would not need my car!
Out-of-Area	No	No	No	No	Anything that makes it easier to get to the airport without a car is good. Same for getting to and from seattle.
Out-of-Area	No	No	No	No	Why not consider consolidating transit systems.. One overhead and management structure vs. Metro, Sound Transit. Rail, etc, etc. It is ridiculous to me the lack of coordination, inefficiencies and duplications of overhead.
Out-of-Area	No	No	No	No	Need to get light rail to the Seattle Center. NHL and future NBA is going to inundate the area with traffic. Seattle council chose to renovate Key Arena instead of adding an arena near Lumen Field where there is already transit and parking so the transit must now follow at Seattle Center.
Out-of-Area	No	No	No	No	The major projects I've prioritized are mostly ones that your agency has been talking about for about as long as I've been alive (26 years). I want to see you complete them. Beyond that, I am in favor of expanding light rail and Sounder trains over bus service because our roadways are crowded enough. More buses just means more traffic congestion. Light rail and Sounder rail have their own tracks and will zip right past the gridlock. Therefore, they seem to be the best ways to get this region moving. I would prefer that you did NOT delay or phase future projects. It'll just take longer to complete them, and the cost of each new delay or phase will be more than the previous one due to inflation, higher property values, higher taxes, and increased regulations. They risk becoming unachievable. As for modifying future projects, DO NOT even consider the idea of building new stations and lines without adding the necessary parking spaces. We don't have that many truly walkable, mixed use neighborhoods yet. You could get away with it in only a few locations. But your services will be highly underutilized if you don't provide parking at most locations, especially in Pierce and Snohomish counties, where many of your riders will be coming from several miles away where other transit options may not even exist. So they'll be driving to and from the stations and will REQUIRE ample parking.
Out-of-Area	No	No	No	No	I live in Skagit County. Having the ability to park in Everett and take Link into the city would be very convenient. Each project benefits people living in different areas. It would be difficult for me to say one project is more important than another. I know what I would benefit from the most.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	I fly into Seattle from Redmond, Oregon, to visit my son in Lake Forest Park. I love the light rail which I can board at the airport, and am looking forward to Northgate station opening. I would like a further north station at NE 130th. And a rapid transit connecting to Lake Forest Park would be wonderful. Then I could get to my son's house without his having to pick me up anywhere.
Out-of-Area	No	No	No	No	I think it needs to be easier/faster to get down from Snohomish to the eastside and Seattle.
Out-of-Area	No	No	No	No	Having light rail in Issaquah opens more of the Eastside to light rail. Communities like Snoqualmie, North Bend, Issaquah and south Sammamish will have better opportunity to reduce their commutes to employer hubs like Seattle, Redmond, and Bellevue.
Out-of-Area	No	No	No	No	Everett was a priority long before Bellvue, Issaquah and West Seattle were added. It's time to stop adding new King County extensions before Snohomish County
Out-of-Area	No	No	No	No	Closer access for me. Purchase the right of way as a priority along with design.
Out-of-Area	No	No	No	No	Graham should be done to serve the south Seattle community. This has been on the books for so long and is a huge need for the long stretch down south with no stops.
Out-of-Area	No	No	No	No	4 & 5
Out-of-Area	No	No	No	No	I live in Arlington, but usually take transit from Everett to the office in downtown Seattle. Better north service will improve my commute, and that of many others.
Out-of-Area	No	No	No	No	Because of the challenges West Seattle has had to deal with for the past year and upcoming years. In and out of West Seattle is a bottle neck even when we have the bridge.
Out-of-Area	No	No	No	No	Access to most people.
Out-of-Area	No	No	No	No	Places I travel to, and that seem to serve a large area population.
Out-of-Area	No	No	No	No	I think it is important in general to extend as far as possible.
Out-of-Area	No	No	No	No	High. Link from Everett. Lotsa traffic. Old people wouldn't have to drive.
Out-of-Area	No	No	No	No	There is literally zero effective public transportation in the part of the sound. Community transit needs to connect to the outdated and inconvenient Everett transit system to get anywhere. Transit needs to be under one cost center/contractor and it needs to be consistent and efficient. It is a joke.
Out-of-Area	No	No	No	No	This survey does make any sense.
Out-of-Area	No	No	No	No	I live in west seattle. I am so excited to use the light rail. I will certainly be using the light rail daily if I can access it near alaska junction. I would like to be able to get to the seattle center and ballard and bellevue and seatac and of course downtown. I would be using it frequently. Such a service would be amazing and finally help me avoid my reliance on owning a vehicle

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Supporting regional transit solutions are critical investments that help increase the mobility throughout the Puget Sound area and reduce the impacts caused by congestion. Building out a regional system should remain the priority with the ability to "fill in the gaps" occurring in the years and decades to come. The priorities that mean the most to me include building out Sounder capacity to Tillicum and DuPont and completing light rail to Everett. This provides a complete Piece to Snohomish backbone that can be expanded as resources become available. Ideally, a Sounder system that ran from DuPont to Everett and vice versa during peak times would really increase mobility by essentially creating a full capability commuter rail and light rail system.
Out-of-Area	No	No	No	No	I am more apt to take the sounder train and light rail than the bus. I live in Edmonds and don't go to Bellevue very often.
Out-of-Area	No	No	No	No	Help ease traffic issues at peak times from Snohomish to King and King to Snohomish counties. Commute times account for many lost hours with loved ones and a larger percentage chance for exposure to accidents. Also, wear and tear on the car and driver fatigue at end of shift are all problems for our family.
Out-of-Area	No	No	No	No	Finish what you've already started and make sure people can actually use it. If people can't park, they aren't going to use the damn thing. If you don't make it easy and convenient, NO ONE is going to ride this money pit. Because the pandemic has proved people can work from home more, even fewer people are going to ride this thing. Modify projects by canceling plans for expansion and focus on improving existing infrastructure like rapid bus services. People voted on these things pre-Covid. I think they would vote to halt further projects at this point. Housing and property prices have been going up for 40 years. So pretending like that was some sort of unexpected cost is complete BS.
Out-of-Area	No	No	No	No	It's time for seattle to have real train connections throughout the city, this is a priority even for us Eastsiders. The real value of a train in redmond is being able to get where you want in seattle fully by train. Bus is not acceptable. Time to be a real city. Need real trains.
Out-of-Area	No	No	No	No	Easier access to Seattle. Driving there is a nightmare so I intentionally avoid looking for jobs there but if there were convenient public transit, I could look for jobs there. Having rapid transit on the Eastside would also be nice, but Community Transit would probably still have to change their bus schedules from Snohomish to be useful.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Downtown transit, especially connecting to western transit (ferries) is incredibly important for me to be able to move about the city without a car. I commute daily to the city from Kitsap, and need to be able to get around easily. So for me strengthening the core is most important (reliability), followed by extending accessibility to other regions.
Out-of-Area	No	No	No	No	Link light rail to/from central/northern snohomish county to downtown Seattle and SeaTac is most important to me.
Out-of-Area	No	No	No	No	I need to be able to get from Bothell to Renton.
Out-of-Area	No	No	No	No	South sound transit is extremely important for me and my family to get to and from work, we live in Yelm and have to either go into Tumwater or Tacoma inorder to catch transit. Dupont and further south is a priority for us right now.
Out-of-Area	No	No	No	No	Light rail cost me an absurd fortune in taxes. I'd like to use it in my lifetime.
Out-of-Area	No	No	No	No	Whatever is most environmentally friendly (I.e., I'm assuming light rail is relative to buses?) and that will allow the public to cut their dependence on cars for daily commute/airport runs/etc (and/or being able to drive a short distance to a park-and-ride and take public transport from there)
Out-of-Area	No	No	No	No	I live North and these projects would allow me to ride the system sooner, M's, Kraken and Sounder games would be why I would be using the system.
Out-of-Area	No	No	No	No	there is very little service of any kind where i live and none on weekends. i know light rail will never come here but i hope to be able to drive to it in redmond or s. kirkland soon (at least before i die)
Out-of-Area	No	No	No	No	130th!!! Consider delaying downtown service
Out-of-Area	No	No	No	No	This is my guess at what will have the most impact.
Out-of-Area	No	No	No	No	The Eastside population is increasing steadily so traffic is worsening. More/wider roads do not ease congestion. Transit is needed. As for Seattle, all major cities need connected, efficient transit. Additionally, Seattle's roads cannot and should not be widened to accommodate ride-alone car traffic.
Out-of-Area	No	No	No	No	Rapidly growing area with huge congestion issues needs transit now
Out-of-Area	No	No	No	No	I believe that scrapping Link light rail to Issaquah and instead adding Stride bus rapid transit between Issaquah and the South Bellevue Link station should be considered.
Out-of-Area	No	No	No	No	I live in N Seattle, so the addition of the Ballard & Northgate stations are important to me! I'd also prioritize W. Seattle link stations because I have friends who live in W. Seattle and the bridge outage has negatively impacted them.
Out-of-Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Auburn, Kent, Maple Valley, Black Diamond, Enumclaw, Sumner, Bonney Lake - all these communities are exploding with growth and all are underserved with transit. Expanding schedules, routes and expanding/improving station access for these communities is critical.
Out-of-Area	No	No	No	No	Seems like it would alleviate the most congestion to have more rail stations between Ballard and downtown, and obviously West Seattle has a huge need for non-roadway transit. Also, we need better inter-neighborhood transit. Everything is hub and spoke with downtown, but it's hard to get between SLU, QA, Magnolia, Ballard, Wallingford and Fremont without a car.
Out-of-Area	No	No	No	No	Extending access to South Federal Way will greatly impact how much I'm able to take advantage of public transit.
Out-of-Area	No	No	No	No	I would use the Link light rail from S. Kirkland to Issaquah, through Bellevue, quite often. I would probably not use any of the rapid transit buses. Bellevue is becoming a major employment hub, and it would be great to have light rail to the downtown from Kirkland and Issaquah.
Out-of-Area	No	No	No	No	Because they will be the most transformative projects and all but one do not immediately include parking projects.
Out-of-Area	No	No	No	No	Equity - what gets the best service to the most people with limited/no alternative transportation options.
Out-of-Area	No	No	No	No	I live in n. Seattle and would use the 130th st station regularly
Out-of-Area	No	No	No	No	We need better regional transport between Tacoma and Seattle. More and more cannot afford to live in Seattle if they work there and need reliable transportation from Pierce County that won't increase congestion on I-5.
Out-of-Area	No	No	No	No	Reducing commute times for residents outside of the downtown core to make public transit a real alternative to cars.
Out-of-Area	No	No	No	No	I live near sumner and ride often to the station. More parking and better bike access would help me continue that.
Out-of-Area	No	No	No	No	These are how I will get from home to work in the future. The eastside is expected to take on a lot of population growth in the future and needs the transit to support it because we will never be able to build enough car lanes.
Out-of-Area	No	No	No	No	I'd like to see more expensive light rail options. The south end has had light rail for years, but the north end and east side need transportation options too.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	The spine as originally envisioned needs to be completed, which means the Everett connection must be built, and preferably sooner then what the current schedule calls for (2036). With the Seattle Center and the new Climate Pledge Arena opening up, that becomes a priority also, at least to get people to the Seattle Center Area. Sound Transit should look at the Sky Bridge concept for West Seattle. With the uncertainty on the bridge itself, and the huge expense, this could be a viable win-win option in the near term at greatly reduced cost.
Out-of-Area	No	No	No	No	These are the projects that will most impact my ability to commute to work and get around outside of work quickly.
Out-of-Area	No	No	No	No	Ballard and West Seattle are some of the most important districts not connected to the light rail network. Making these connections will greatly reduce traffic by giving people another way to get around Seattle, improving commutes. Extending Link to Everett will be another extremely important connection, reducing traffic and giving people easier access to the Downtown and the UW. Most everyone I talk to says they would use Link to get to Seattle if they could get on in Everett. I think these projects should be top priority. Clean-energy powered grade separated transportation MUST be the solution to removing cars from the roads and reducing greenhouse emissions.
Out-of-Area	No	No	No	No	I live at 130th St and 5th Ave NE. My neighbors and I want this station finished, and light rail service to this station to begin, as soon as possible, certainly by early 2022. Thank you.
Out-of-Area	No	No	No	No	Light rail needs to connect all of the Eastside with the airport and Seattle. That makes the most sense for spending money.
Out-of-Area	No	No	No	No	I would prioritize getting the basic infrastructure in place to make the light rail stations useable and less on making the light rail stations elaborate and filled with other unnecessary items that could simply be added later. West seattle desperately needs to be the highest priority since we barely have bridges to get buses or cars across and the bus capacity has been so greatly reduced the system is no longer viable. The faster the lines can be built the better it will be for the environment and actually being able to allow us to visit businesses and generate sales tax revenue. The road/parking infrastructure and mass transit is so woefully behind the increase in population that I'd rather stay home than try to get to stores, bars, restaurants, or visit friends and family. It would be great if parking at light rail stations could increased so it's possible to be able to consistently find parking and not require driving on the already gridlocked main roads. Also stop making bus only lanes. I'm seeing a lot of buses not even using these lanes and clogging the general purpose lanes.
Out-of-Area	No	No	No	No	Metro Seattle mass transit by rail will provide the biggest benefit over the long term.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Edmonds is where I live and would like better parking and access without going to a park and ride
Out-of-Area	No	No	No	No	Closest station to my house, which would get me to ride more. Please consider simply charging more for rides to make up for budget shortfalls. No more taxes. I'm begging you!!!
Out-of-Area	No	No	No	No	I'd like to get out of west seattle in under and hour someday. We should prioritize west seattle, ballard, and south seattle residents, and delay additional stops when there is an existing one within 2 miles.
Out-of-Area	No	No	No	No	Improving Mukilteo station will give better access to all whidbey island residents. Edmonds parking favors higher income as free spots at the station were turned into paid parking.
Out-of-Area	No	No	No	No	As a resident of Federal Way I value access via light rail to Tacoma. This provides greater access to jobs, schools and other opportunities. This is my biggest priority. Access improvements at the larger Sounder stops would help provide access to a greater number of people. I chose the Auburn platform improvements as a central point between Sumner and Seattle that people could drive to for access. I prioritized the Auburn site where greater alternate transportation access is needed. Also there may be more residents without cars. I chose my other two choices to provide greater access to cities in the outskirts hospitals and colleges.
Out-of-Area	No	No	No	No	Ability to get to the city
Out-of-Area	No	No	No	No	Complete the link spine. It's closest to my home. More job opportunities for me. Relieves the most traffic.
Out-of-Area	No	No	No	No	I would like to see more transit options for the east side. It's also important to have park and rides because without them people end up driving.
Out-of-Area	No	No	No	No	Improve traffic for this section of I5 corridor. I would use light rail 185th to everett.
Out-of-Area	No	No	No	No	I want to be able to visit Seattle and other points north of Olympia without getting a headache driving.
Out-of-Area	No	No	No	No	Finish what we started. We definitely do not need a full station on 130th. That's too close together. We do need to improve accessibility east and west especially here in Shoreline. And reopen the bus tunnels downtown. If anything needs to get delayed I think creating new stations should be delayed and finish the ones that we started
Out-of-Area	No	No	No	No	rail to everett before i retire, i watched them build an underground metro in less time then it will take to get to Everett done

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Getting more cars off the road (or keeping them off) is crucial. The interstates are the spines and bulk of traffic. Address this first, then work on ways to make it easier to get to the spines without cars.
Out-of-Area	No	No	No	No	Need more rapid east side transit into downtown and with local bus service to hubs like park and rides. Link light rail would be crucial to reduce traffic congestion on freeways.
Out-of-Area	No	No	No	No	I have family in the area and have always wanted to go from SeaTac to them using mass transit. Hasn't worked out so far and I need to rent a car.
Out-of-Area	No	No	No	No	Continue to build light rail. Delay parking garages, TOD and city improvements.
Out-of-Area	No	No	No	No	Honestly the south sound doesn't receive the proper attention compared to the eastside. The south sound is growing at a fast rate and needs to be accommodating to it tax base. We are tired of give all our tax dollars to King County
Out-of-Area	No	No	No	No	I believe that focusing on making more transit available is more important than parking. Making transit more attractive will drive people to be willing to pay for more parking access rather than the reverse.
Out-of-Area	No	No	No	No	proximity to where i live to where i play.
Out-of-Area	No	No	No	No	New ferry terminal in Mukilteo is such a disappointment. No parking and a long unprotected hike to bus or train. Do Sounder trains return empty from Seattle? We need more access from Mukilteo!
Out-of-Area	No	No	No	No	Issaquah is overpopulated and still growing. We need more rapid transit to eleveate the overabundance of cars.
Out-of-Area	No	No	No	No	I prioritized based on the projects that i think can get the most people moving quickest for the lowest cost.
Out-of-Area	No	No	No	No	There is already busses and Sounder Stations. Let's get one done before working on multiple.
Out-of-Area	No	No	No	No	I would love it if light rail came right to the Mukilteo ferry, but that is not going to happen. But if light rail is extended to Everett, maybe the bus from Mukilteo will connect to it someplace closer than Lynnwood.
Out-of-Area	No	No	No	No	Living in Marysville/Lake Stevens area makes travel into Seattle very tricky and traffic-dependent. While it is fine outside of regular rush-hour situations, the ability to get to and from Seattle to the north suburbs would be hugely convenient with light rail. I believe the approach for completing the rail line while maybe delaying parking would make some sense.
Out-of-Area	No	No	No	No	Go big or go home. Extend to every community on attached to a highway west of the cascades. You are thinking to small.
Out-of-Area	No	No	No	No	I live in Everett and, when in-office, work in Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	I commute through Mariner and Ash Way park and ride. Light rail would give me a consistent travel time and would give me a single bus ride to access the light rail from my residence in Snohomish. I would prioritize building the light rail and corresponding stations through Mariner. Boeing would be best serviced by BRT lines and link should be designed to travel up highway 99 to save funds vs. the extension out to Boeing. Stations should be built to prioritize transit connections over building parking spaces as a better use of funds.
Out-of-Area	No	No	No	No	Intercity travel getting hard
Out-of-Area	No	No	No	No	These projects are critical to completing the spine of the Sound Transit network to Tacoma and helping ST & local communities make the most of transit investments by investing in active transportation access to help people safely access the stations - particularly underserved communities. I ask ST to maintain active transportation access investments in all South Sound projects!
Out-of-Area	No	No	No	No	I believe in light-rail. Having experienced Europe's train infrastructure, the ability to travel distances for shopping, sight-seeing, or visiting family/friends without having to navigate through traffic nor find/pay for parking is worth the cost to implement. Once you learn how to ride the train (e.g. routes, schedules, cost, and best ways to haul goods) it becomes second nature and a wonderful, less stressful mode of travel.
Out-of-Area	No	No	No	No	Focus on light rail extensions
Out-of-Area	No	No	No	No	Over the last 20 years the traffics on I-90 has progressively increased as mass transit options have decreased while the housing options also increased. The I-90 Issaquah to Bellevue-Seattle is the greatest bang for your buck. People will ride transit when it is faster than there car.
Out-of-Area	No	No	No	No	Living on the Eastside there's not nearly enough transit to the west and during the work day it gets full quickly with a large gap mid day.
Out-of-Area	No	No	No	No	We lived in Woodinville for almost 20 years. Taking over an hour to get to Seattle made mass transit a useless option for most folks. The 405 corridor feeds into Microsoft and with their 50k+ employees, anything we can do to help them get to and from work is fantastic.
Out-of-Area	No	No	No	No	Continuing to build the lines is crucial to be able to offer light rail service to our region as quickly as possible. It is not worthwhile to invest in parking at this time (and building large parking next to a high capacity transit station goes against our region and state's climate goals).
Out-of-Area	No	No	No	No	I live in issaquah and would like to have the light rail run here.
Out-of-Area	No	No	No	No	Intuition. Don't have any solid rationale

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	I would consider alternatives to routing link light rail around BFI, and instead serving BFI with bus or other rapid transit, rather than a direct link
Out-of-Area	No	No	No	No	Without Park and Ride options, the rest of Sound Transit pushes riders to have to make more connections, making them less likely to ride. Push forward on lots/garages to encourage people to drive to a centralized line and then ride.
Out-of-Area	No	No	No	No	Just moving to tacoma, and feel a decent investment will help absorb planned inrease in density. Density for destiny. Har. Parking structures dont scale, so focus on laet mile access.
Out-of-Area	No	No	No	No	Prioritize north south continuity of service and prioritize areas with most ridership
Out-of-Area	No	No	No	No	Need to connect west seattle and Fauntleroy ferry. Rapidride is insufficient. Tie it into the new dock getting planned there..... Each transfer = problems! Also 560 to the airport is critical. Maintain or increase that service.
Out-of-Area	No	No	No	No	I currently live in west seattle and work at Seattle center, so getting a rail line from west seattle to Seattle center is important to me, especially as the bridge is closed, and also as the newly renovated arena approaches opening, the need for a rail line to the Seattle center is important to alleviating traffic flows!
Out-of-Area	No	No	No	No	I think light rail extensions, with using bus service as a way to get passengers to the light rail termination points, is the key to making public transit practical for more of the population. Kind of like Boston does it, where busses from outlying areas take you to the nearest T station.
Out-of-Area	No	No	No	No	The south end service is scarce, and we need to expand.
Out-of-Area	No	No	No	No	Living on the Sammamish Plateau it would be great to have transit options to Sea Tac -- right now we drive to Bellevue TC and bus from there.
Out-of-Area	No	No	No	No	Expanding transit to encourage higher density housing close to core of jobs in Seattle and Tacoma Expand transit to support diverse communities needs for access to jobs, schools, health care
Out-of-Area	No	No	No	No	Snohomish county is well overdue for this type of service all the way to Everett. the traffic is increasingly a nightmare. I think extending the light rail all the way to Everett would be a very important part of our regional transportation system and would greatly increase ridership. If you look at the current options: the 510 bus tends to get delayed significantly. The sounder is nice but doesn't address the Boeing access and other stops along the way and also is sometimes affected by the weather - snow landslides - and mechanical delays. Thanks

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	1 of 4) Increase service hours for the Bremerton to Seattle loop, including the 595 regional buses (earlier and later during the commute). 2 of 4) SKIP TCC - in favor of more direct/express routes / shorter commute times. Adding TCC to every HWY 16 route is a huge waste. Better to have a direct route to TCC and a direct route to Bremerton/Port Orchard. 3 of 4) Add longer light rail trains and platforms. This is a success story. Celebrate it. Build it out. 4 of 4) Widen Stairs/Platforms at King Street Station. Safety hazard during peak commute. Again, this is a symptom of success. Celebrate this. Build it out.
Out-of-Area	No	No	No	No	Hazardous traffic every day between Tacoma and Seattle and it's getting worse.
Out-of-Area	No	No	No	No	I would use these services
Out-of-Area	No	No	No	No	I travel a lot out of seatac and help international students traveling here and going to Conway often.
Out-of-Area	No	No	No	No	Prior to the pandemic, I mainly commuted from Lake Stevens to Seattle. I either travel to Everett Station and use the Sounder train or 510 bus, or commute from Lake Stevens on the 425 bus. I like increasing the options for traveling to King County.
Out-of-Area	No	No	No	No	Most important to me is extending Link light rail north to a place where it's accessible without a lot of driving on I-5. Anything that gets cars/buses off I-5 and surface streets and provides an alternative to driving or bus would be high-priority for me. Especially to serve communities that are hard to get to (i.e. West Seattle) or have high proportion of people using public transit (i.e., South Seattle)
Out-of-Area	No	No	No	No	I 5 traffic is affecting all of us in this region. Primary goal is to get cars off the road. Improves carbon footprint, quality of everyone's life especially commuters, safety, and allows decrease in cost of living by allowing people to move out of the high cost Seattle Bellevue areas and still be able to safely get to work in the high employment locations.
Out-of-Area	No	No	No	No	My wife and I are retirees who would love to be able to transit the entire Puget Sound area sans automobile. Since we live in the Tillicum area of Lakewood, we are mostly land-locked with I5 the only realistic way to escape. A Sounder station at Tillicum would greatly enhance our lives -- especially as we age and become less likely to drive. However, the current time schedule for Tillicum Sounder access will be in our mid/late 80's. Could it be done sooner .... especially with the rapidly expanding DuPont area which is associated with the Tillicum expansion?
Out-of-Area	No	No	No	No	I live in Edmonds and would like to see easy public transit from Everett to Seattle improved.
Out-of-Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	More South Tacoma and Dupont light rail, so people ling in Olympia can use the light rail to Tacoma and Seattle.
Out-of-Area	No	No	No	No	Link and BRT are more future focused. The Sounder while cool, will never be the solution.
Out-of-Area	No	No	No	No	Lack of parking in Sumner has inconvenienced home owners next to the station will creating an obstacles for higher ridership adoption. Stations without parking creates a gap.
Out-of-Area	No	No	No	No	they are the ones I use
Out-of-Area	No	No	No	No	I resided in south king and now in pierce and with the influx of southward movement getting to and from seattle or further north is becoming too difficult without reliable transit and more of it. Sitting in traffic and having our Express buses stuck in the same traffic is not acceptable for a region like ours. Our infrastructure is a joke compared to most major cities in the US and is even worse when compared globally. For so much money and tech up here we lack in the basics.
Out-of-Area	No	No	No	No	People in Snohomish County have been paying for Sound Transit projects just as long as King County drivers. They have received virtually nothing for their money, they've been ignored! The traffic to Seattle and Bellevue is terrible! Mass transit is badly needed in. Snohomish county. Because they have been ignored and the service has been sketchy, it's been difficult to attract people out of their cars. Hence, minimal service is offered. Add more, more will be inclined, especially with light rail, to ride.
Out-of-Area	No	No	No	No	I live in the Ballard-Magnolia area. I strongly believe that light rail does not need to go to Ballard. Rapid Ride bus services is sufficient for this area. Given its relative geographic isolation West Seattle should be treated as a much higher priority for light rail service. I
Out-of-Area	No	No	No	No	Light rail from Mukilteo would serve the Whidbey Island community and reduce ferry congestion. The budget for an extension to Everett would likely be much larger.
Out-of-Area	No	No	No	No	I find it insulting that you send this after taxpayers passed a initiative to limit having to pay for this project only to see there elected officials file suit to stop the process. The people's vote was overturned of course but the message should have been clear. STOP spending tax dollars on a project that is outdated technology and is grossly over cost. You can and will do what you want I don't care. My family is moving to a state we're it's citizens aren't sued by its corrupt politicians.
Out-of-Area	No	No	No	No	Remove the loop to Paine field and replace it with a streetcar or stride bus
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	I live in Carnation/SE Redmond area. Bear Creek and Redmond Park and Ride lots fill up quickly, another park and ride option in this area would be a nice option.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Light rail with a 24hr run makes more sense in moving the most people with the most efficiency. I'd use it myself, but my commute is across the Trestle from Lake Stevens into the Casino area of Everett.
Out-of-Area	No	No	No	No	Public Transit along the I-5 corridor from Tacoma to Everett should be the priority and it makes sense because of the already-existing transit infrastructure and existing park in rides. Busses get stuck in traffic but light rail does not. We should complete light rail to Lynnwood as soon as possible and continue it through to Alderwood Mall, Boeing, Mariner PW, Everett without delay. This will move the largest number of people across the region as we return to in-person recreation, work, and school.
Out-of-Area	No	No	No	No	I work at the University of Washington, commuting from the Kitsap Peninsula via ferry and Link light rail (with occasional bus usage within Seattle). I prioritized the Link extensions to make it fast and convenient to access different parts of the city for work or recreation for residents and visitors (like me) alike. Having said that, when making decisions for future projects, I think it is critical to also make these decisions through an equity lens to ensure that currently underserved communities within the Sound Transit territory are not excluded from the enhanced mobility and economic opportunity afforded by improved transit service.
Out-of-Area	No	No	No	No	Ballard needs improved service whether it is bus or light rail due to growth.
Out-of-Area	No	No	No	No	I want to reduce traffic on the eastside or north of lake washington. These are the places I want to live and live currently.
Out-of-Area	No	No	No	No	Time is money...prioritizing those projects 'in city' (high density, sky rocketing property values) that both maximize the taxpayers return on investment will permit additional investments in suburban cities...
Out-of-Area	No	No	No	No	Difficult to reach these areas otherwise.
Out-of-Area	No	No	No	No	Those would be the closest to where i live, work, and typically travel if i am traveling south and it is not related to where i live and work.
Out-of-Area	No	No	No	No	Focus on lightrail and getting that done and implemented all around the seattle area
Out-of-Area	No	No	No	No	I commute from Olympia to Seattle for work. The lack of transit from Olympia to Seattle is so disappointing, it would be nice if the train went at least to DuPont. Also, maybe add a train to Lakewood in the middle of the day (like, noon?) Having to wait until 3:30 pm to leave is not ideal. I know there is the 594, but traffic always sucks, and the train is far superior to the bus.

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Out-of-Area	No	No	No	No	Everett-to-Seattle ST services have emphasized Express Bus, while Pierce and King County have gotten the bigger rail piece of the pie since ST's inception. It's time to give the northern part of the service area more options than sitting on I-5 on a bus or hoping there won't be a landslide interrupting the already meager Everett-Seattle Sounder service.
Out-of-Area	No	No	No	No	It is time to stop delaying construction projects in Snohomish Co. Construction costs increases appear to be exceeding interest rates. the Sounder train costs exceed the benefits when comparing the travel times compared to a bus. And new King Co. projects are being given priority over existing and waiting Snohomish Co. projects.
Out-of-Area	No	No	No	No	Prioritizing better bus service is a cheaper solution in times of funding shortfalls. Beyond that, West Seattle and Ballard can always use better connective service 5o the rest of the city.
Out-of-Area	No	No	No	No	Stations are important to me so that I know I have a place that is safe to park my car to begin my journey. It's also important that I am close to my destination once I arrive. If it isn't within walking distance such as the Tacoma dome then I need a safe well lit comfortable place to wait for an Uber or have an easy transition to a short bus ride.
Out-of-Area	No	No	No	No	What is most important is to expand the light rail system throughout the puget sound as was promised in the ST3 package. Expansion of the system will allow more people, of all diverse backgrounds, to use the system and provide cheap affordable transportation to everyone while reducing the impact on the environment.
Out-of-Area	No	No	No	No	I choose projects that would enable me to use transit from South Sound area more efficiently and also make transit in Seattle area easier,
Out-of-Area	No	No	No	No	Need better parking to take Sound Transit
Out-of-Area	No	No	No	No	Make sure the dang trains work!!! Too many breakdowns!!!!
Out-of-Area	No	No	No	No	Adding train service to West Seattle and Ballard will have a tremendous impact on the ability of Seattle residents to get around. Beyond that I'd like to see some of the ideas presented by Seattle Subway to increase service in the city core, but understand that this may not be within the scope of the Sound Transit agency.
Out-of-Area	No	No	No	No	Since I live in Snohomish County, my priorities are those projects that improve transit options for traveling from there to work in Seattle/King County.
Out-of-Area	No	No	No	No	I live in Thurston county and commute to Lakewood for work. It would give me a better alternative for some of my daily travel, as well as options for traveling North into Seattle and South Snohomish County.
Out-of-Area	No	No	No	No	Nobody takes the bus. Takes too long on the roads

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	Access further south (and even across the water to Gig Harbor/KP) is essential as those areas grow, and the freeways into Seattle become ever more clogged.
Out-of-Area	No	No	No	No	Link from Everett to Seattle
Out-of-Area	No	No	No	No	Tacoma is growing rapidly and needs greatly improved public transit. The current system is far behind the times, and needs to be upgraded and expanded to meet the growing population.
Out-of-Area	No	No	No	No	Good public transportation. Prioritize sounder south projects please.
Out-of-Area	No	No	No	No	Building out light rail takes priority over bus improvements.
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
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Out-of-Area	No	No	No	No	
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Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
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Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
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Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Out-of-Area	No	No	No	No	
Pierce County	Yes	Yes	Yes	Yes	Those without money tend to live more to the south. You've built your donors their rail up north, please now build the parts that will actually be used in the south by people who genuinely need it!
Pierce County	Yes	Yes	Yes	Yes	Additional SounderTrains TO/FROM FEDERAL WAY to SEATTLE.. Add Additional Runs to Current SounderTrains TO/FROM SEATTLE to SOUTH TACOMA during week until 8pm. And, RUN SounderTrains WEEKENDS TO/FROM SEATTLE to SOUTH TACOMA.
Pierce County	Yes	Yes	Yes	Yes	We need the train here in DuPont. Traffic will make this committee cut off without it.
Pierce County	Yes	Yes	Yes	Yes	Pierce County has paid into sound transit from the beginning. Light rail has been a priority in Seattle and now the east side. Pierce County is the second largest county and tacoma is the second largest city in the district, yet it has repeatedly been left out of light rail. Tacoma link does not count. Stop acting like it is something, it is not, it in now way provides regional transport. It barely provides local transport. Please give us something useful.
Pierce County	Yes	Yes	Yes	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Yes	Yes	Yes	I love in these areas, I'm 64, disabled and my community is priority!
Pierce County	Yes	No	Yes	Yes	Need access in the south end, growth is happening quickly
Pierce County	Yes	No	Yes	Yes	sound transit is commiting fraud and embezzling money. If we dont get a link rail connection to tacoma from seattle by 2030 people are going to start making bus drivers and their family go AWOL. Be very careful im frearfull for your safety people are unhinged now cant imagine in a decade.
Pierce County	Yes	No	Yes	Yes	Sounder is key for transporting the most people in east pierce county
Pierce County	Yes	No	Yes	Yes	The transit projects are important for commuting between Pierce and King Counties. They can also play a role in connecting parts of Pierce County with reliable public transit service.
Pierce County	No	No	Yes	Yes	
Pierce County	No	No	Yes	Yes	Rapid growth in south King county. Need to get ahead of this surge in population.
Pierce County	No	No	Yes	Yes	Improves access to work locations, encourages more people to use transit instead of cars.
Pierce County	No	No	Yes	Yes	The Tacoma Link and FW-Tac Link Extensions are important to me because they are routes a I travel and would benefit from, particularily in time saved vs bus travel. I would prioritize those projects ROUTES.
Pierce County	No	No	Yes	Yes	
Pierce County	Yes	Yes	No	Yes	Transit should ditch the horrific multi billion dollar boondoggle of light rail and return to a full bussing network that maximizes coverage and minimizes costs. Our current system is a starving mess because so much money was squandered on an idiotic pipe dream of a single rail line. Until our officials have enough guts together to call this stupid planning stupid, we will continue to waste money and harm the people of the northwest.
Pierce County	Yes	Yes	No	Yes	Vehicle traffic, travel time, and capacity were the three most important factors when making my decisions. Light Rail projects wood require crater funding and longer deadlines I believe it is more important to focus on projects with longer-term Benefits then what might solve problems in the immediate future. I am a legally blind user access to more areas is also important to me. So I live in Bonney Lake I frequently travel all over Pierce County and Seattle.
Pierce County	No	Yes	No	Yes	
Pierce County	No	Yes	No	Yes	I live in the south sound
Pierce County	No	Yes	No	Yes	Seattle to the south linking the cities of Fife, Tacoma and Lakewood to the line. Seattle to the north, adding other stops along the I-5 corridor

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Yes	No	Yes	Mainly care about the ones in pierce county as i live in Tacoma and as usual we seem to be the least favorite dog at the table getting scraps while it seems east king seems to be highly favored. Most important to me overall is the link to Tacoma dome since we would like a way to the airport that doesn't include the slow butt 574 route. Expand the sounder back to where it was pre COVID would be second on my list 3rd is the light rail in Tacoma that is heading to st joes soon and i know because i live on hilltop so I've seen it.. personally I don't think it needs to go to tcc was there after several busses that cover that trip. From downtown Tacoma there are 3 busses that cover that's already the 1,2,16.
Pierce County	No	Yes	No	Yes	We have paid into Sound Transit light rail since 1995. We live in Tacoma and would really like to see Tacoma booked up to Federal Way. I think they should have put the dollars into this instead of the loop in Tacoma to MLK.
Pierce County	No	Yes	No	Yes	Because they effect me in my area of the sound. It is time that the south sound got what we have been paying fore
Pierce County	No	Yes	No	Yes	Because more Sounder train hours are the best way to improve quality of transportation options. As someone who lives in Tacoma and works variable hours in Seattle, I really wanted the train to work out, but the limited and commuter-centric hours made it impossible to work into my schedule. Now, I understand that my schedule and most peoples' schedules are different, but it would be great to be able to catch the train on a weekend, or home after a show at 5th avenue or the paramount lets out. Later hours offer greater flexibility to all commuters, and will increase ridership.
Pierce County	No	Unknown	No	Yes	Increase ridership at lowest possible cost
Pierce County	No	Unknown	No	Yes	I live where you dropped public transportation. None over theses expensive projects will ever benefit our area. However, we are being forced to pay for them. Now, oh gee, the system promised needs more money. Next will be 'We've spent too much to stop.'
Pierce County	No	Unknown	No	Yes	
Pierce County	Yes	No	No	Yes	They are areas I already know to be underserved or in need of improvement
Pierce County	Yes	No	No	Yes	I'm concerned that not all of the Pierce County improvements could be ranked. If you only plan to cut Pierce County plans, this was made clear in the ranking system.
Pierce County	Yes	No	No	Yes	South Sound is the most overlooked and underserved part of ST's service and plans.
Pierce County	Yes	No	No	Yes	Because they are improving services that are already regularly at capacity, rather than expanding a service that does not meet capacity in its current state. Link light rail is a service where the price tag does not fit the amount of riders that use it.
Pierce County	Yes	No	No	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	Yes	I prioritized things that I could see myself using if built. I prioritized Sounder and Link projects since that's the transit mode of now and the future.
Pierce County	No	No	No	Yes	Pierce county is rapidly becoming a hub for people working in seattle/ king county. if they have better light rail/non-automobile options for their commutes, they will be far likelier to use them and ease some of the congenital traffic issues on I-5
Pierce County	No	No	No	Yes	These are the projects that will most improve Tacoma's transit options
Pierce County	No	No	No	Yes	Extend to the South Sound. More riders are communicating from the south Sound then within Seattle.
Pierce County	No	No	No	Yes	I am a resident who has no access to "transit" but pays RTA tax to fund it. Our public transportation was canceled in this area. With everything that has happened and is happening, I have ZERO faith that my opinions matter to you or the elected officials.
Pierce County	No	No	No	Yes	Once the Light Rail gets to Federal Way and Dowtown Tacoma, about half of my jobsites should be accessible by train/bus connections that don't add time to commute through the I-5 corridor time during peak hours.
Pierce County	No	No	No	Yes	We need a fast and reliable method of getting to and from the airport from the south sound. We also need a fast and reliable alternate routing to the south sound, when the trains have an issue and they are not running south bound (i.e. medical emergency or the train hits and kills someone). Bus alternatives out Seattle to the south sound are limited and packed when trains can not run. as scheduled. Link lite rail to Tacoma Done Station will alleviate the pressure. The last time that this happened, I took the light rail to Angel Lake (around 3:45 pm leaving Seattle).. By the time my husband picked me up there and we got home on due to car traffic it was 7:45 pm to South Hill of Puyallup. Just in time to got to bed to bed to get up at 4 am to go to work again the next day. Going directly to the Tacoma Dome on the link lite rail would have saved over 2 hours of wasted time and frustration.
Pierce County	No	No	No	Yes	Very heavily used modes of transportation. Our area is way behind in modern mass transit.
Pierce County	No	No	No	Yes	I can use them
Pierce County	No	No	No	Yes	You lied about our cartabs and now you aren't even gonna do the projects!!! This is wrong, you have NO problem taking our money, so you need to fo the projects
Pierce County	No	No	No	Yes	Projects located in Pierce County ST Express bus service levels need to be maintained in Pierce County and if redirected with increased Sounder & Light Rail service, they need to be designated to feed transit centers & stations for local bus service connections and rail light/heavy connections.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	Yes	Priority should be getting Link to as many connections as possible from Seattle to Tacoma, Seattle to Snoqualmie, Tacoma to Bellevue, etc. We are way behind the curve as far a mass transportation in this area, and as our population eplodes, we need it!!
Pierce County	No	No	No	Yes	There should be a service between Tacoma, Federal Way and the airport. Pierce County has paid and waited long enough for this. This should have been before the downtown to Hilltop link. There are few businesses in the downtown area that many Pierce county riders use.
Pierce County	No	No	No	Yes	I live in rural Pierce co, where we have NO public transport services, yet we pay the RTA tax. We are ripped off, subsidising service we will never get and never be able to use.
Pierce County	No	No	No	Yes	Basically it is too late for light rail and the time has passed. You need to think bigger and move towards high speed rail. Tacoma's MLK line should not have been allowed to happen. Should have started building a direct rail line to Tacoma along main corridor. All these off shoots straying to appease all these cities is turning into a waste of dollars and proving to be ineffective. Americans are late to the game in terms of mass transit. Politics and the automobile got in it's way years ago. East coast may have a chance still. Read recenlty that France was looking into eliminating air travel for flights under 2 hours in order to direct more effort into their high speed rail system. No measurable difference and far greater environmental impact.
Pierce County	No	No	No	Yes	Better to improve ridership for problem points actual working folks care and will pay fares for 1st than to prioritize a homeless route to new pastures (TCC to st Joe's)
Pierce County	No	No	No	Yes	Getting from Pierce County to technology centers will help ensure equal access to lower income families.
Pierce County	No	No	No	Yes	
Pierce County	No	No	No	Yes	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	Better highway system, not necessarily building trains. Why do you have to penalize car owners to get funds to build train? Value of a car is not the biggest cause of traffic, but why is RTA tax is collected depending on MSRP of a vehicle?
Pierce County	Unknown	Unknown	Unknown	Unknown	Now, we are facing a non face to face, so we should review the benefit of this project. As I know, the majority IT companies are turning to working remotely. I think that it is time to put off the schedule until we passed COVID19. We are not late even we would resume the schedule passing COVID19. I do not agree to proceed the schedule because the situation was changed. People are getting move out to other state.
Pierce County	Unknown	Unknown	Unknown	Unknown	None. I don't use it. Don't wanna pay for it.
Pierce County	Unknown	Unknown	Unknown	Unknown	NO MORE TAXES. Your service don't help me at all due to my work hours
Pierce County	Unknown	Unknown	Unknown	Unknown	The Tacoma dome extension was the main reason I voted for st3. It will take so many vehicles off the road, open up tourism access for Tacoma and Seattle. A lot is riding on that extension .
Pierce County	Unknown	Unknown	Unknown	Unknown	Sounder improvements are number one on my list because it is still going to be the fastest, most comfortable way to get to Seattle even after light rail goes in. It also has the potential to dovetail with improved Amtrak service. After that, bus service seems like the best bang for the buck. As much as I love the idea of light rail running down South 19th to TCC, it seems like BRT would be a better investment and leave more money for other things.
Pierce County	Unknown	Unknown	Unknown	Unknown	I use the Sumner and Kent Sounder Stations. Parking and pedestrian access at both are inadequate. I plan to resume using Sounder South as soon as pandemic conditions improve.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	My fondest dream is completing light rail service from Olympia to Everett as it would assuredly reduce the amount of vehicular traffic on highways in the I-5 corridor. Perhaps more revenue could be realized by leasing Park & Ride land for housing and retail space, thus encouraging more riders at much less expense than adding greater parking capacity. By no means should Link stations or Sunder service be delayed.
Pierce County	Unknown	Unknown	Unknown	Unknown	your survey form is a mess
Pierce County	Unknown	Unknown	Unknown	Unknown	You need to give people a fast reliable option for getting to the airport!
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	How many levies and extra taxes are you going to keep shoving down taxpayers throats before you actually extend light rail to Tacoma dome station? I have a bus pass, and until now have supported sound transit. Now I think you use the light rail extension to Tacoma dome station to get people to vote for it but never intend to do it. Just sound transit's carrot on a stick
Pierce County	Unknown	Unknown	Unknown	Unknown	They arent... I dont use them and sure as hell wont use the extension you have shoved down taxpayers of Pierce County tax payers throats!
Pierce County	Unknown	Unknown	Unknown	Unknown	Defund Sound Transit and stop stealing from vehicle owners in King, Pierce & Snohomish Counties!
Pierce County	Unknown	Unknown	Unknown	Unknown	Put all funds in to link rail and hold off on adding stations and improving the stations and park and rides! Even along the link line!
Pierce County	Unknown	Unknown	Unknown	Unknown	Largest impact to my commute to redmond
Pierce County	Unknown	Unknown	Unknown	Unknown	Pierce County and Tacoma have waited many years to be connected to the larger light rail system. I-5 (particularly through Fife) is very congested and we need the option of light rail.
Pierce County	Unknown	Unknown	Unknown	Unknown	I would prioritize getting the rail lines in over parking improvements although both are needed.
Pierce County	Unknown	Unknown	Unknown	Unknown	If all the elevator's, and especially the escalators in the tunnel would all be repaired? That would be a great improvement. For me Westlake is the worst.
Pierce County	Unknown	Unknown	Unknown	Unknown	Complete the Sumner Parking Facility that is already way past due. Its ready to start.
Pierce County	Unknown	Unknown	Unknown	Unknown	These projects would help facilitate transit for people living in Pierce County and mitigate congestion in Pierce and King Counties. It is particularly disappointing how widely demand outstrips supply for parking at the Sounder Stations. Additional parking at Sounder Stations is more likely than other options to actually get cars off the road.
Pierce County	Unknown	Unknown	Unknown	Unknown	People who cannot work from home benefit most from the light rail projects, as does tourism and non 9-5 workers. Increased Sounder service helps clear I-5 traffic.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	They are routes I would use to commute
Pierce County	Unknown	Unknown	Unknown	Unknown	Further connecting communities south of Seattle to the airport and to downtown Seattle for work and play.
Pierce County	Unknown	Unknown	Unknown	Unknown	NOTHING of value has been built in the south sound but you continue to collect our money. Build or we will mount a campaign to eliminate our funding .
Pierce County	Unknown	Unknown	Unknown	Unknown	The Lakewood station has very limited parking and at times all of them are full, especially if you plan to take the 1030am Sounder train.
Pierce County	Unknown	Unknown	Unknown	Unknown	Do what's needed so more will ride transit. Postpone and modify future projects.
Pierce County	Unknown	Unknown	Unknown	Unknown	Improve in city transit
Pierce County	Unknown	Unknown	Unknown	Unknown	There is no too few parking spots on the sounder line. If you want to increase revenues you need to increase ridership from these communities where a significant number of people are driving due to the poor parking situations at these station.
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	Flush them ALL
Pierce County	Unknown	Unknown	Unknown	Unknown	I sell Real Estate in Tacoma and have for 30 years. Tacoma is in dire need of transit
Pierce County	Unknown	Unknown	Unknown	Unknown	I think people would use them most
Pierce County	Unknown	Unknown	Unknown	Unknown	I live in Tacoma, so these changes are most important to me. Having also lived in Redmond and Lynnwood, I see now that those areas have been prioritized. I wonder why.
Pierce County	Unknown	Unknown	Unknown	Unknown	Reducing stops and extending mileage covered.
Pierce County	Unknown	Unknown	Unknown	Unknown	Priority on biggest impact, available soonest, for the most potential riders
Pierce County	Unknown	Unknown	Unknown	Unknown	Stop taxing and spend a damn balanced budget.
Pierce County	Unknown	Unknown	Unknown	Unknown	I would prioritize connecting downtown Seattle to Kirkland. The rerouting of the King Transit bus 255 to the UDistrict, which used to serve south Seattle to Kirkland, destroyed the ability to travel east/west without a transfer. My work commute became 30 min longer.
Pierce County	Unknown	Unknown	Unknown	Unknown	I live in University Place and would like better Link and Sounded service. I am unable to drive due to vision loss from. A stroke
Pierce County	Unknown	Unknown	Unknown	Unknown	STOP overcharging us on our car tabs!!
Pierce County	Unknown	Unknown	Unknown	Unknown	I ride sounder and the trains are crowded, and there is very limited nearby parking in Puyallup and sumner
Pierce County	Unknown	Unknown	Unknown	Unknown	I commute via Sounder from the Puyallup station.
Pierce County	Unknown	Unknown	Unknown	Unknown	I live in Milton, so any additional transit options in the area would be great. Mainly for work, but also for game day in Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	Tacoma continues to grow at a rapid pace and a large percentage of residents commute into King County for work. Improvements to public transportation are desperately need to offset the growing traffic congestion in the South Sound.
Pierce County	Unknown	Unknown	Unknown	Unknown	The South Sound has been largely overlooked thus far. (In my view, a backbone Link connecting Olympia to Everett should have been constructed prior to the various side projects.) The Link should be extended to Tacoma. If necessary, the intermediate stations (S. Federal Way, Fife, and Portland Ave) should be delayed/phased. It is CRITICAL to have substantial parking at all constructed stations to accommodate riders. (The lack of parking at Tukwila, for example, has been such a disaster that I had to give up riding the Link into Seattle.)
Pierce County	Unknown	Unknown	Unknown	Unknown	We in Sumner have already paid for the parking garage. We have commuters using our streets for parking. Enough is enough. You have our money Do Your Job!
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	Transit decisions are biased against o the North. Southern routes only get extended AFTER Northern ones. Even HOV Lanes, access to bridges and tunnels on the interstates, there is better access from North. Stop casting racism and bias in concrete.
Pierce County	Unknown	Unknown	Unknown	Unknown	Because the sounder line is already in existence unlike the Link Light Rail in Pierce County. Makes much more sense to expand upon an existing line than try to add a new line. also bus speed and reliability can be increased much more efficiently.
Pierce County	Unknown	Unknown	Unknown	Unknown	I chose these because they help Puyallup Sounder station access. Ever since we have been charged to park at the Puyallup station, I have to get to the lot 30 min earlier to get an unpaid spot. It's silly to carpool to the origin of a mass transit node. Plus, Sounder parking lots should not be used for park and ride. I would delay or cancel the Tillicum and DuPont Sounder extension, because it will only make the South Sounder line more congested especially in the afternoon. I would be disappointed and not surprised to be charged to park at the new Puyallup parking garage.
Pierce County	Unknown	Unknown	Unknown	Unknown	Making my commute faster and providing parking where it is needed

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	They are important to me because they are the services I use. Sounder is a great alternative to Link for commuters, but could use a lot of improvement in reliability, service frequency, and access. Helping people get into Seattle in the mornings and out of Seattle back to the suburbs in the evenings gives us the biggest bang for our buck in terms of getting cars off our clogged roads and giving people an easier, less stressful commute. To do this, we need better "last mile" services, parking garages, reliable local buses, etc. Extending Link is ideal, but also requires these last mile services to be truly effective in S King/Pierce County, where the majority of people own cars and drive places (unlike Seattle, where it's not hard to live within walking distance of transit).
Pierce County	Unknown	Unknown	Unknown	Unknown	Lack of street parking and any other parking options in Sumner make using the Sounder very challenging. Please prioritize building the parking garage in Sumner.
Pierce County	Unknown	Unknown	Unknown	Unknown	South Sound/Pierce country are underserved by transit and traffic is consistently heavy
Pierce County	Unknown	Unknown	Unknown	Unknown	I would prefer expanded local eastern Pierce County bus service as feeder lines to existing stations at Puyallup and Sumner. Large amounts of apartments and homes are being built with no park-and-ride infrastructure to manage increased traffic. Local congestion and dependence on single occupant vehicles will continue to worsen with negative effects on the environment (CO2, water pollution, etc.) and quality of life.
Pierce County	Unknown	Unknown	Unknown	Unknown	We need more parking in Sumner! We need to get more cars off the roads.
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	i take link light rail into seattle for sounders games and would love to be able to take the light rail all the way from tacoma. i don't take the sounder because it doesn't run frequently enough at the right times.
Pierce County	Unknown	Unknown	Unknown	Unknown	As a frequent commuter to Seattle for work, increasing the capacity of the Sounder South route would make my life a lot easier. And as someone who likes to travel, the ability to easily get to the airport via public transportation would save me time, money, and stress.
Pierce County	Unknown	Unknown	Unknown	Unknown	You've continued to raise taxes to pay for your projects. The Sumner parking garage is part of that. If you can't afford to do then stop and refund our money.
Pierce County	Unknown	Unknown	Unknown	Unknown	Addressing areas that are already less served by existing infrastructure, and making neighborhoods that are composed of lower socioeconomic status residents more transit-accessible.
Pierce County	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	Since the board stuck it to the drivers by the system used to tax vehicle licenses it is the just outcome to your problem. If the tax was adjusted the right way maybe the people would feel sorry for you and offer a solution. Good luck. Being 82 and living in Tacoma I will never see the system in TACOMA but I will still be stuck to pay for it.
Pierce County	Unknown	Unknown	Unknown	Unknown	I think the Tacoma link extension is the most important project with raising quality of life in Tacoma. It will allow a reduction in carbon producing cars and unify the outer sound region.
Pierce County	Unknown	Unknown	Unknown	Unknown	why important: cleaner air, ability to go places without a car, affordable transportation for all prioritize projects that will be used by most people
Pierce County	Unknown	Unknown	Unknown	Unknown	Extending link light rail to new locations will help alleviate the road congestion we experience which will help make our air cleaner and our lives better.
Pierce County	Unknown	Unknown	Unknown	Unknown	Tacoma is a huge city and so many of us commute to Seattle (in non-pandemic times). To me, expanding service on the Sounder and adding the Light Rail would make commuting much easier. As for West Seattle, I have employees who live over there and losing the bridge was a huge blow to the ease of their commute.
Pierce County	Unknown	Unknown	Unknown	Unknown	We really need light rail to the south end. It currently takes nearly an hour to get from St. Joseph's Hospital to Lakewood by bus, which includes a half mile walk (it's a 19 minute drive). From 6th Avenue to Lakewood is more than an hour and two bus changes, also including a walk (it's a 20 min. drive.) We enjoy the Sounder service to Seattle but the schedule doesn't allow for shopping or tourist visits. Also the traffic from the Tacoma area into Olympia is horrible with so many accidents, yet there is a train track there that is basically unused. There are so many semis on I-5 both directions from Tacoma to Olympia that is extremely hazardous driving, especially with the construction and lane reductions. I used to commute to downtown Seattle daily by bus, however, I gave it up because of the amount of time it took.
Pierce County	Unknown	Unknown	Unknown	Unknown	Most important to me is expanding access to the light rail or link in places where there is none right now. In particular, the Tacoma link has the potential to be very useful, but at the moment doesn't do much. Expanding it to TCC would be hugely beneficial.
Pierce County	Unknown	Unknown	Unknown	Unknown	Cancel the project. We own cars and don't want to ride the train nor pay for it. No more tax theft!!!!!
Pierce County	Unknown	Unknown	Unknown	Unknown	Important to connect Tacoma to Seattle with public transit options
Pierce County	Unknown	Unknown	Unknown	Unknown	They would better connect me with my workplace and activities in Seattle. Tacoma and Seattle should have more options for transit connections. The Link connection should be prioritized.
Pierce County	Unknown	Unknown	Unknown	Unknown	I would like to take light rail from Dupont

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	Please build the Sumner Station. The parking has impacted our downtown and our neighborhoods. Please keep your promise of a new station alive.
Pierce County	Unknown	Unknown	Unknown	Unknown	It would be great to get additional services to South Pierce County (DuPont)
Pierce County	Unknown	Unknown	Unknown	Unknown	Dupont station
Pierce County	Unknown	Unknown	Unknown	Unknown	We all pay for Sound Transit, but only few enjoy the benefits. Build the 'spine' to Tacoma before you build any more 'links' to serve King County.
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	Pierce county should be higher on priority list. Population is growing fast and Pierce County should get more service. Light rail all the way to Tacoma dome should not be delayed. The rider survey part of the survey is not worded well given the pandemic and working from home.
Pierce County	Unknown	Unknown	Unknown	Unknown	I live in Dupont and having a light rail system would vastly open my opportunities for jobs based in Seattle.
Pierce County	Unknown	Unknown	Unknown	Unknown	They are the projects that impact me the most.
Pierce County	Unknown	Unknown	Unknown	Unknown	We need a DuPont Station! The bus service is not convenient or adequate. We pay ST3 fees every year but public transport in the South Sound, DuPont in particular, is severely lacking.
Pierce County	Unknown	Unknown	Unknown	Unknown	These projects are most impactful to my commute and my regional growth and prosperity. North of Seattle got their express lanes may years ago. The Eastside got their dual floating bridges, then upgrades to those. The south sound has been neglected with an incomplete 167 and carpool lanes only recently installed. That God for Sounder! I've been riding Sounder since its first day. It has made my life and supporting my family in Puyallup possible while having access to higher salaries offered in King County and Seattle. The problem is unhinged and imbalanced growth in Pierce County. New home construction is far outpacing infrastructure improvements, creating a traffic nightmare. Transit should be first to be increased, to meet future demands, not demands created a decade ago. After years and years of advocating locally for the Puyallup Station parking garage to be built to improve access, I am thrilled to see ground was finally broken and construction is under way. Hopefully Puyallup and Sumner's inexperienced and armature government officials will not hinder regional growth in such a ghastly way again. Regional planners should take priority over local officials. Especially when local officials have clear conflicts of interests that taint their judgment and impact thousands.
Pierce County	Unknown	Unknown	Unknown	Unknown	These are ones I know would get used most.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	People in pierce county have been watching all the improvements in king and waiting patiently for our turn. It is now our turn.
Pierce County	Unknown	Unknown	Unknown	Unknown	Traffic from Olympia to Fife is terrible and, even though the rail reaches Lakewood, the routing is stupid. Anyone living south of JBLM has been left out.
Pierce County	Unknown	Unknown	Unknown	Unknown	Live in north tacoma and it would be great to have easier access to the link. The main reason I voted for it was because it was coming to TCC.
Pierce County	Unknown	Unknown	Unknown	Unknown	These projects are a waste of money. They will never pay for themselves and taxes will have to steadily rise to pay for the over runs, maintenance and day to day operations. There is no flexibility in the system as it is fixed rail. This was a bad idea from the start.
Pierce County	Unknown	Unknown	Unknown	Unknown	Because bus transit is more flexible, cheaper, and moves people where they want to go. Light rail is the worst most expensive mode for transit. Stop light rail.
Pierce County	Unknown	Unknown	Unknown	Unknown	1. Boeing access road station should have been built with the original line. 2. The parking could triple in Auburn and it would still fill up every day. Many people end up driving to work because of lack of parking. Just up the hill from Auburn station the Muckleshoots have a 2700-(and expanding)-car parking garage that sits nearly empty during the day. Why not contract with them to double the Auburn parking capacity now? Parking and capacity at existing stations should be prioritized over expansion.
Pierce County	Unknown	Unknown	Unknown	Unknown	Too much traffic on highways and it's gotten worse over the years. Improve transit and adding transportation to dupont is essential. We are paying taxes but don't get to use the benefit why? SMH!! Would love to see bus transportation in Dupont not just morning and evening solo bus to Seattle
Pierce County	Unknown	Unknown	Unknown	Unknown	If we are really supposed to believe the fear the government is pushing related to COVID 19 the days of mass transit are over. NO MORE PROJECTS until we determine what the work environment will look like post COVID. Seattle is falling apart and businesses fleeing.
Pierce County	Unknown	Unknown	Unknown	Unknown	More and more people keep moving down this way, and more and more mass transit options/opportunities need to be added to serve this ever-expanding population.
Pierce County	Unknown	Unknown	Unknown	Unknown	I feel that the light rail spine is the most critical regional project and should be prioritized above all others.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	They are obviously important to me because I reside in Pierce County but also because of the three counties served by the expansion of Sound Transit service, community support for the project(s) are lower in Pierce County than the other two, quite likely in part because there is little tangible progress to be seen in Pierce County to date. It is difficult to motivate people for improvements that may still lie 10-20 years in the future. Please note that I do not presently use Sound Transit services, but ONLY due to the dangers posed by the ongoing pandemic. So my use of ST in the future is largely dependent upon conditions allow me to use those services with much more safety than is currently the case. I will answer the questions ahead as if it was again safe to travel again.
Pierce County	Unknown	Unknown	Unknown	Unknown	Expand rail services, especially Link. They're much less affected by road traffic than buses, and have great capacity.
Pierce County	Unknown	Unknown	Unknown	Unknown	These are the project that I will be able to take advantage of.
Pierce County	Unknown	Unknown	Unknown	Unknown	Sumner has been waiting FOREVER for a parking garage. Promises were made and need to be kept. We were so close to going into construction that this project should continue and get built without any further delays.
Pierce County	Unknown	Unknown	Unknown	Unknown	The Sumner parking garage has already undergone significant outreach. Let's keep the momentum and get this needed improvement for East Pierce County commuters while limiting impacts to downtown Sumner streets.
Pierce County	Unknown	Unknown	Unknown	Unknown	WE have not received any substantial build out in Pierce County , we have been paying for it
Pierce County	Unknown	Unknown	Unknown	Unknown	Everything that was promised in and around Pierce County should be priority. Pierce County was bullied into being a part of ST3 and has been continuously gouged on our car tabs, at least finish the promised improvements.
Pierce County	Unknown	Unknown	Unknown	Unknown	I can't get to work if I can't access the station (park there).
Pierce County	Unknown	Unknown	Unknown	Unknown	Because Pierce County is paying for services they do not receive. ST owes Pierce County some infrastructure!
Pierce County	Unknown	Unknown	Unknown	Unknown	Pierce County voted against ST3 by 76%. Pierce County residents should have been left out of ST3 completely.
Pierce County	Unknown	Unknown	Unknown	Unknown	With few exceptions, priority projects in Tacoma and Pierce County should serve commuters that both live and work in Tacoma and Pierce County. The emphasis on serving people that commute to Seattle needs to change.
Pierce County	Unknown	Unknown	Unknown	Unknown	More parking!!!!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	Delay all parking garages. Prices too high, commuting requirements have changed. Provide more local transportation options for south sound links to warehouse districts from sounder or link areas.
Pierce County	Unknown	Unknown	Unknown	Unknown	Prioritize center out, phasing in project with highest potential ridership first.
Pierce County	Unknown	Unknown	Unknown	Unknown	I live in the city of Sumner. I live too far from the station to walk, and too far from the Bonney Lake park and ride. I work in downtown Seattle. I NEED to ride Sounder, and I NEED reliable parking within walking distance of the station
Pierce County	Unknown	Unknown	Unknown	Unknown	I live in Sumner and work in Seattle and there is NO parking post covid to take the train. We already lack transportation, and add non sumner residents using our parking, we can't take the train! We need the parking garage like 5 years ago.
Pierce County	Unknown	Unknown	Unknown	Unknown	I live in down town Sumner and have to live with the constant parking mess and people walking into the streets in random places after they get off the train. This project has already been paid for and I want to receive the product that was promised when you took our money. Not building it and using those funds for other 'priorities' is theft.
Pierce County	Unknown	Unknown	Unknown	Unknown	Keep stops in Tacoma. Decreased ridership during COVID shouldn't be used to take away our bus stops. I used to take the bus multiple times a week but now I'm required to work from home. I'm worried you'll take my stop away when I need to go back to work. Keep the #45 on Thompson and 43rd street. You're taking away the #1 going far enough north to have BRT go just to the Tacoma Dome (cutting off my direct access to north Tacoma because you prioritize Seattle over Tacoma), please don't also take away spots on the #45.
Pierce County	Unknown	Unknown	Unknown	Unknown	Because I live in Bonney Lake
Pierce County	Unknown	Unknown	Unknown	Unknown	buses make more sense
Pierce County	Unknown	Unknown	Unknown	Unknown	Add busses and drop the rail, rail is a waste of money, not flexible. Busses are cheaper in the short term, and long term. Rail does not make sense in any way.
Pierce County	Unknown	Unknown	Unknown	Unknown	These are my priorities, assuming that you can resume early afternoon departures from Seattle (e.g., the 2:35 pm departure). While ridership is down due to the Covid-19 pandemic, many of us cannot use the Sounder trains without more flexibility with departure times. Taking away the 2:35 pm Seattle Southbound departure means that, with my work schedule, I cannot take a southbound train in the afternoon. As a result, I have to drive both ways. Please restore the 2:35 pm southbound departure as soon as possible -- without that, I cannot (and have no plans to) resume riding the Sounder train.
Pierce County	Unknown	Unknown	Unknown	Unknown	Commuter need. Improve existing infrastructure (parking, service times) vs building new infrastructure.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	Everything seems to be done in Seattle and Seattle is a scary place
Pierce County	Unknown	Unknown	Unknown	Unknown	Refund ALL the car tab money you stole from us. No questions asked. People can't even afford to feed their families, pay bills, afford rent, price of gasoline and medical issues. Jobs are scarce and Sound Transit is making a killing. Even after the voters voted to rescind your increase on license fee tabs. Shame on all of you. You are a disgrace.
Pierce County	Unknown	Unknown	Unknown	Unknown	The Sumner Station needs a parking garage, but current ridership is WAY down, and this does not seem to be the priority it once was. Busses to the BL park and ride are now empty causing more local car traffic. Work on getting people more comfortable with mass transit first.
Pierce County	Unknown	Unknown	Unknown	Unknown	I am tired of King County getting funding priority for transit services while the rest of us sit and spin. I do not now nor have I ever lived in Seattle but that is where all the transit services go.
Pierce County	Unknown	Unknown	Unknown	Unknown	Not enough available parking
Pierce County	Unknown	Unknown	Unknown	Unknown	Later/Earlier stops on Meridian in Edgewood/Milton
Pierce County	Unknown	Unknown	Unknown	Unknown	Making fast transit from Tacoma to Seattle.
Pierce County	Unknown	Unknown	Unknown	Unknown	Because train parking in Sumner/Puyallup makes me not ride the train and drive instead many days (when I still went into the office).
Pierce County	Unknown	Unknown	Unknown	Unknown	Pierce county has the substanial amount of riders on the sounder train but we see 0 improvements until 2030.
Pierce County	Unknown	Unknown	Unknown	Unknown	Commute to Seattle daily from sumner, walk 10 blocks due to parking constraints
Pierce County	Unknown	Unknown	Unknown	Unknown	Expanding service areas and improving parking are a priority
Pierce County	Unknown	Unknown	Unknown	Unknown	It's important to provide access to Seattle and Eastside for the Pierce county residents who work in those areas. Traffic from Tacoma is horrendous, and the bus is standing room only, if you're lucky, during peak times.
Pierce County	Unknown	Unknown	Unknown	Unknown	Parking at south end transit station where the Sounder operates has been woefully deficient for many years. Parking hassles discourages new riders from adopting transit and clogs the freeways.
Pierce County	Unknown	Unknown	Unknown	Unknown	Add more sounder train runs. Including a couple of weekend runs.
Pierce County	Unknown	Unknown	Unknown	Unknown	It is difficult to park at Auburn and the reliable rail options are too limited.
Pierce County	Unknown	Unknown	Unknown	Unknown	Providing access to the airport seems like a very important feature, as does adding more stations further south.
Pierce County	Unknown	Unknown	Unknown	Unknown	that is what I will use

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	equity
Pierce County	Unknown	Unknown	Unknown	Unknown	Seattle and Tacoma share an airport. It is time they share a mass transit system, beyond what Amtrak is able to provide. This would help both cities thrive.
Pierce County	Unknown	Unknown	Unknown	Unknown	Expanding light rail in and around Tacoma is important to me. Increased Sounder service serving Puyallup is important to me.
Pierce County	Unknown	Unknown	Unknown	Unknown	Pierce county has not seen its fair share of funding from the taxes we pay for Sound Transit. More working class families travel from South to North each morning then from any other direction. That is where the focus of my tax dollars needs to go.
Pierce County	Unknown	Unknown	Unknown	Unknown	I am sick and tired of tripping over the mess in the streets near my house and shopping venues. Finish what you started!
Pierce County	Unknown	Unknown	Unknown	Unknown	Expanding options to Pierce county with Link light rail is important to provide a new and consistent transportation methods for folks. Sounder would be my typical plan but the flexibility of other options would be great. Buses currently fill that void.
Pierce County	Unknown	Unknown	Unknown	Unknown	Creating the infrastructure for a complete light rail should be priority, improving access and parking to these stations (ie tacoma fone) is second the last is all other upgrades
Pierce County	Unknown	Unknown	Unknown	Unknown	As seniors we travel to Seattle for sporting events and have to drive to a nearby bus/sounder station (with parking hard to find) and then take light rail back to the stadium. Wish ST bus (578) went up and down the busway to alleviate transferring to light rail. Need a shuttle from Orting to Sumner/Puyallup stations. We've paid transit taxes for years without the service.
Pierce County	Unknown	Unknown	Unknown	Unknown	The link project and busing are the most pertinent transit issues to me. Though I will not personally benefit from the tacoma extention, it will help remove congestion from the road if there is reliable rail access that far into the south sound. And adding bus routes and improving access to buses helps everyone whether you are a bus rider or someone wishing there was less traffic.
Pierce County	Unknown	Unknown	Unknown	Unknown	Relieving congestion.
Pierce County	Unknown	Unknown	Unknown	Unknown	Sumner needs more parking. Federal Way needs a Link
Pierce County	Unknown	Unknown	Unknown	Unknown	Parking is most important as I can't use the transit if I can't park there. There is no bus service, no sidewalks or bike lanes near my house, so the only method to use transit is to drive and park at a transit center.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	Parking has always been a joke, Sumner - Puyallup parking garage plans didn't even meet capacity needs when you drew them up … like 6+ years ago when you pushed 'the future is coming'. Why build something that does little value example current Auburn Garage, it was full before the first train... Need to think outside the box and build stations in easy areas for parking as well as the cities that you have now. Lots of land between Sumner and Auburn, some between most stations if we are being honest. Link needs express trains - for those that want to go great distances on the train... VS every stop along the way. Sound Transit needs to STOP building like a proof of concept. 30 years is long enough Grow up and build a real system... please.
Pierce County	Unknown	Unknown	Unknown	Unknown	I believe that the proposed East Tacoma Link station should be eliminated entirely. There is no local population, there is no parking available at the proposed station locations for park and ride use. There is no connection to the casino across the freeway, and unless money becomes available from some un-named source to build a 1/2 mile pedestrian bridge across the freeway, no one will use this station.
Pierce County	Unknown	Unknown	Unknown	Unknown	Completion of the Puget Sound light rail spine, connecting the key cities, job centers, airport, etc., as originally envisioned and committed should be the top priority.
Pierce County	Unknown	Unknown	Unknown	Unknown	Before the pandemic, traffic between Seattle and Tacoma was terrible. It's also getting quite congested beginning early afternoon southbound from Southcenter to Tacoma. Light rail would hopefully alleviate some of that.
Pierce County	Unknown	Unknown	Unknown	Unknown	Hopefully you'll pull the plug on everything and finally see it's a waste of money with no accountability. Sound Transit Mafia?
Pierce County	Unknown	Unknown	Unknown	Unknown	Folks who ride the Sounder in Sumner and Auburn areas struggle to find parking a seat availability once the train arrives.
Pierce County	Unknown	Unknown	Unknown	Unknown	As a south sound commuter going to Seattle, Link is way too slow to be a viable commuter option. I rode the line from Angle Lake to down town once and was surprised at how long it took. It's fantastic for short trips, but too slow to get long-range commuters off the road. I ride Sounder because of it's speed. The longest parts of my commute are getting to and from Sounder. It's a last-mile problem. (Note: I'm currently WFH for my job, but will ride Sounder/Link daily when my office re-opens)
Pierce County	Unknown	Unknown	Unknown	Unknown	These are things that I would actually use. I'm all for phasing the projects. Extend the lines on by stations as money becomes available.
Pierce County	Unknown	Unknown	Unknown	Unknown	Tacoma needs Light Rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	I'd prioritize projects that require property acquisition. Prices are not going down and you should have done this years ago and you wouldn't be in the position your are.
Pierce County	Unknown	Unknown	Unknown	Unknown	South sound area is rather poorly served in getting to Seattle. More people are moving here due to cheaper cost of living.
Pierce County	Unknown	Unknown	Unknown	Unknown	Safe bicycle access at the Dome and all stations, and connected bikeways from the station to destinations in town not served by Sound Transit.
Pierce County	Unknown	Unknown	Unknown	Unknown	Delaying the extension of Link Light Rail south to the Tacoma Dome with stations in Federal Way and Fife would give residents more time to live their lives without disruption or increased pressure to relocate. Home prices have skyrocketed and they will continue to into the near future, so delaying this expansion will give homeowners more time to live their lives without disruption. Living in fear that local municipalities or public transit agencies will threaten to condemn properties if homeowners are reluctant to sell is not a healthy way to live, especially during a global pandemic. Delaying the extension of Link Light Rail south to the Tacoma Dome through Federal Way and Fife will enable many more years for homeowners to just live their lives without interruption.
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	Sound transit needs to deliver projects to pierce county to gain support in future funding efforts.
Pierce County	Unknown	Unknown	Unknown	Unknown	Bicycle and pedestrian access to train infrastructure is the best case scenario.
Pierce County	Unknown	Unknown	Unknown	Unknown	Absolutely delay the West Seattle Ballard Light Rail Extension. Too much has already been invested in Seattle with Pierce County and Snohomish County residents paying for it with very little investment in their counties. Prioritize Rapid Bus projects because they can provide needed mass transportation more cost effective and efficiently.
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Unknown	Unknown	Unknown	Unknown	
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Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	Unknown	Unknown	Unknown	Unknown	
Pierce County	No	Unknown	Unknown	Unknown	Delay all of them. We live in a new world now where technology will replace transit. Trains are expensive. It's much cheaper to distribute telecommuting costs over businesses and individuals.
Pierce County	No	Unknown	Unknown	Unknown	The options I've selected seem more affordable. I think all expansion of light rail should definitely be delayed or cancelled. It's too expensive, and I'm against increased funding for light rail projects, our household believes it's a waste of money, and we vote against all light rail expansion.
Pierce County	No	Unknown	Unknown	Unknown	I would prefer if you closed shop, apologized to the voters for the gross mismanagement and sold any assets and returned the proceeds to the public. Your organization is out of touch with reality!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Unknown	Unknown	Unknown	Expanding services to south sound is my top priority. I would also encourage prioritization that increases weekend services between Seattle and the South Sound, and between Tacoma and surrounding suburbs.
Pierce County	No	Unknown	Unknown	Unknown	My number one concern is the Tacoma Dome rail extension, as it impacts our businesses. From our many discussions with Sound Transit, it is our understanding that there are two alignment options that run right through our business, so we would like to have an update on this project in particular ASAP.
Pierce County	No	Unknown	Unknown	Unknown	
Pierce County	No	Unknown	Unknown	Unknown	
Pierce County	No	Yes	No	Unknown	Tacoma is desperately in need of better public transportation.
Pierce County	Yes	No	No	Unknown	Delay the BRT down Pacific Avenue at this time. Increase bus service and get buy-in by riders. We need to build businesses in Tacoma and elsewhere so that our homeowners are not carrying the load of all that needs to be done in Tacoma and pay for our transportation services. Important though they are, Real Estate Developers are causing major changes to single family rezoning that will raise the land value for many folks who just became homeowners and ride the bus and train - as I did for 16 years before retiring.
Pierce County	No	No	No	Unknown	I think we gotta build where the ridership is and is worry a lot less about parking garages than getting track built.
Pierce County	No	No	No	Unknown	The voters were told specific projects were going to built and their timeframe. Going back on that promise because of real estate prices, lack of revenue, etc. is not the voters fault regardless of the fine print in the measure, which wasn't not publicized during the election. Especially in Pierce County where ST3 did not have majority approval. Look at the traffic bottlenecks during the commute, they always start in Pierce County. Increased bus service isn't going to win votes for future expansion.
Pierce County	No	No	No	Unknown	Building the Link extension south to Tacoma should be of the upmost priority. Adding more frequent sounder service South of Seattle should also be prioritized as the existing commute northbound on I-5 is not conducive to sustainable long term growth. For no reason should the building of new stations or lines be delayed or canceled as this is the quickest route to recouping costs and supporting growth. The concept of building parking garages at new and existing stations is an expensive waste of space, rather Sound Transit should consider selling existing properties to developers and up zoning to encourage growth. This will both help close the funding gap and promote sustainable communities near by transit locations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	Unknown	Get the light rail completed and then do the other projects prioritizing those that directly effect light rail.
Pierce County	Yes	Yes	Yes	No	These areas are neglected. These areas need improvement so people who don't have access to motorized vehicle can travel around the area for work and school opportunities
Pierce County	Yes	Yes	Yes	No	I consider where heavy traffic is--That I experience as well as locations where I live.
Pierce County	Yes	Yes	Yes	No	Yes, I use multiple firms if transit daily. And depend on transit schedules to get to work, do my shopping etc. The one thing that has been problematic during Covid is missing connections. Due to the reduced amount of riders the drivers are not keeping schedules. They just don't seem to care about one of two if us getting where we need to go on time. They leave early or too busy talking to other drivers and depart late. I have even seen them not stop and just drive the route becos it was a bad area and either early in the morning or late at night. This causes a real problem for those if us who are working and need to keep our jobs. I see the benefit the Link Light rail and am hoping the progress continues as it will minimize the commute time and stress of making multiple connections in my daily commute. I look forward to seeing these projects being completed and hope to see them continue as it will benefit us all.
Pierce County	No	Yes	Yes	No	Extending light rail to the Tacoma Dome and Everett Station is inefficient and wasteful. The corridor is better served by express bus or expanded heavy rail options.
Pierce County	No	Yes	Yes	No	My commute involves traveling between Puyallup and Tukwila. Very few options are available for that route, even though many, many people are traveling to and from the industrial district in Tukwila and South Seattle. When service breaks down, people are often left stranded, as there is no back-up bus or train options to get where we need to go. Adding more options such as the Link or expanded Sounder service is badly needed.
Pierce County	No	Yes	Yes	No	I prioritized according to what I use most or would be most likely to use at some point. Most of the lower priorities were not particularly relevant, but I guess I had to choose something.
Pierce County	No	Yes	Yes	No	I live in the area. Whatever can be a positive force forward....YES.
Pierce County	No	Yes	Yes	No	Local bus service from Sumner to Bonney Lake.
Pierce County	No	Yes	Yes	No	These projects all have a potential to impact my daily commute and livelihood of places I frequent throughout my day-to-day routine
Pierce County	No	Yes	Yes	No	The projects I prioritized are the only ones that affect me. I frequently use public transit to move around Tacoma, and to get between Tacoma and Seattle. When I travel between Tacoma and Seattle, it is usually at times that the Sounder does not run.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Yes	Yes	No	Adding more public transit options and routes is my top priority. We need to make it easier to live car free in the Sound region.
Pierce County	No	Yes	Yes	No	The panademic shows That we cannot use mass transit as the primary source of travel we need to invest on the roads to make the commute faster and more reliable. We will have other events that can happen were we are not going to be able to use mass transit and we should not invest our resources in something only a few will be able to use.
Pierce County	No	Yes	Yes	No	I do not drive because of a visual impairment, so expanding Link and or Sounder expands my mobility greatly.
Pierce County	No	Yes	Yes	No	Sea-Tac to Tacoma rail, and further south, my #1. Riders can reduce demand for parking by transit and carpool, to their primary transit medium.
Pierce County	No	Yes	Yes	No	As a Pierce County (and specifically Tacoma) resident, any public transportation project that can ameliorate the abominable and growing worse gridlock of both in-county and inter-county highway travel is now long past due. Light rail connections that traverse urban and interurban cores, while not a panacea, are very much an effective alternative.
Pierce County	No	Yes	Yes	No	Access to Seattle commute, closer to home, invest in rail and not bus
Pierce County	No	Yes	Yes	No	
Pierce County	No	Yes	Yes	No	
Pierce County	Yes	Unknown	Yes	No	I need to get from puyallup to Sodo, so any improvements which shorten my commute to and from work are a my most important priorities.
Pierce County	No	Unknown	Yes	No	Impacts to the surrounding areas if the projects are delayed.
Pierce County	No	Unknown	Yes	No	
Pierce County	Yes	No	Yes	No	While, my top priority would be the continuation of the 586 to the University of Washington, If this route is phased out, having more parking spaces and seat availability on the Sounder will be critical.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	Yes	No	Pierce County has to wait until 2030 at least for light rail to cross the King County border. Snohomish County will have access to light rail in Lynnwood in 2024 and King County has had regional light rail access to SeaTac airport since 2009. In the interest of regional equity, light rail to Tacoma is the top priority in the southern part of the regional transit district. This is followed by extension of Tacoma Link and the Sounder extension to Dupont. Both of those projects will add to the geographic reach of the regional transit system and provide the opportunity for efficiency dividends that King County Metro and Community Transit are benefiting from as light rail moves further north. I would delay and put on ice ALL Sounder capacity projects and ALL parking projects. Sounder ridership has collapsed due to the pandemic and may not EVER fully recover due to the expansion of work-from-home policies and because the region has a disproportionate concentration of IT-related jobs. I believe that the public will be much angrier if LINK light rail is not delivered on time and Sounder capacity, which may not be needed, is prioritized instead. Please focus our limited financial resources on delivering rail extensions and completing the regional light rail spine.
Pierce County	Yes	No	Yes	No	I would like to take a light rail to go to Seattle from Tacoma.
Pierce County	Yes	No	Yes	No	There's is a huge lack of transportation in the east pierce county district. I believe it would help connect all of the greater puffy sound area to move around. Also Link extension are important for fast travel around the city and from county to county.
Pierce County	Yes	No	Yes	No	Although I'm currently teleworking, all of these projects cover, in one form or another, areas that I typically take local buses, Express buses, or the Sounder to for either work or getting around to shop and do my errands (I do not currently own a vehicle).
Pierce County	Yes	No	Yes	No	there's a lack of transit in east pierce area, specifically bonney lake and sumner. Also connecting federal way and tacoma would make traveling the sound much easier. The sounder is also always filled
Pierce County	Yes	No	Yes	No	Light rail has been promised to Tacoma since before Sound Transit was created in 1996. Pierce County has saved most of its revenue since then in hopes of eventually paying for an extension of light rail to connect Tacoma to Federal Way and Seatac Airport. I hope that the Sound Transit Board recognizes that keeping this promise to people in Pierce County is essential to keeping the faith with voters. Commuter rail capacity and parking structures can be deprioritized to allow the larger capacity of 4-car light rail trains every 3-6 minutes to be prioritized. There is greater potential for transit oriented development from expanding light rail in Tacoma than with other projects slated for Pierce County.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	Yes	No	Tacoma requires further improvements and additions to high-quality transit if it is to accommodate the expected growth. Further, creating better new connections between Pierce County population centers and the Seattle metro will help mitigate the existing and coming traffic congestion issues facing the the region.
Pierce County	Yes	No	Yes	No	I think that increased public transit options particularly in Tacoma/Pierce County is critical especially as housing prices are pushing former Seattle residents further south.
Pierce County	Yes	No	Yes	No	
Pierce County	Yes	No	Yes	No	
Pierce County	No	No	Yes	No	
Pierce County	No	No	Yes	No	I think that connecting Link Light Rail from Tacoma directly to Seattle is a major priority; it will tie together our entire region and dramatically increase access throughout because the Tacoma Dome station is a center for many forms of transit. Light rail is therefore my highest priority by far. Secondary to connecting Seattle to Tacoma, in my mind, is continuing rail throughout the region (i.e. Sounder) and ensuring that these rail stations have good connections to where people live (e.g BRT). Station improvementsâ€"especially parkingâ€"are my lowest priority, especially because parking can always be added after we get people moving. Transit itself should be our first priority!
Pierce County	No	No	Yes	No	Sumner station parking
Pierce County	No	No	Yes	No	The current limited opportunities for light rail and Sounder trains in the south end make commuting into Seattle difficult for anyone living south of SeaTac. Parking at the Sumner station is usually impossible to find after 5:30AM and often requires having to have someone drop off and pick-up in order to have the Sounder as a commute option as parking is simply not available.
Pierce County	No	No	Yes	No	Connecting Tacoma in the link light rail network is key to getting casual riders off the road. I would use it to go to Seattle to shop and to go to Sea-Tac because Sounder is basically for commuting.
Pierce County	No	No	Yes	No	Cut down on northbound traffic from Tacoma. We need a connection to Seattle to continue to grow our economy.
Pierce County	No	No	Yes	No	I live in Pierce county and I'm tired, as are my fellow commuters, of being put on the back burner to benefit only one county - King. Where is the equity of my tax dollars serving Pierce county? Delay everything in King county and start recognizing there is more than one county that matters.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	Yes	No	I live in Tacoma and use public transit exclusively to travel around the city, to visit friends in Seattle, and to reach Sea-Tac Airport.
Pierce County	No	No	Yes	No	The South end gets neglected in favor of the East side, but the population growth here is exponential. Bonney Lake, Orting, Sumner, South Hill - all have massive population growth and housing developments because no one can afford to live closer to downtown, and this is where the buildable land is. Then everyone wants to fit onto the same two or three roads to catch the same train into the city. People arrive at the Sumner station at 4:30am just to get a parking space. What kind of life is that? Something's got to give. Where's our ST3?
Pierce County	No	No	Yes	No	Prioritize access to transport even if it is bus over light rail so flows are more efficient while we wait for revenue to build the bigger projects. Bus > Infrastructure > light Rail
Pierce County	No	No	Yes	No	Tacoma needs better, confident and reliable transportation. With all the construction going on and just a bus that is serving the Tacoma area (parkland, spanaway, Lakewood) and more we need something that is easier to access and won't get tied down in traffic. Yes we have the sounder but that doesn't go to the airport or to smaller cites.
Pierce County	No	No	Yes	No	Parking improvements is not what makes a well used mass transit system. Completing the system so that people have alternatives to vehicles is the highest priority.
Pierce County	No	No	Yes	No	I would utilize public transit if it were available in my area.
Pierce County	No	No	Yes	No	The south sound has been waiting for our turn to benefit fron the various taxes and auto registration fees collected to fund regional projects. As the 3rd largest city in the state, Tacoma needs more regional transit options. My choice would be for modifying and/or phasing future transit projects. To delay will result in no impactful change for most (projects already take a long time).
Pierce County	No	No	Yes	No	
Pierce County	Yes	Yes	No	No	I would consider my car tab fee. If it doesn't decrease to a reasonable amount, burn it all to the ground. Also, what's "equitable" about car tabs that are often $3-800? Or are you just trying to increase ridership?
Pierce County	Yes	Yes	No	No	I think making the light rail as long as possible is important, epecially because a lit of people commute between tacoma and seattle
Pierce County	Yes	Yes	No	No	More train rides for south tacoma and Lakewood stations. Also fixing mechanical issues on the sounder. The sounder is always late because it's always breaking down.
Pierce County	Yes	Yes	No	No	Connecting cities together are easier.
Pierce County	Yes	Yes	No	No	
Pierce County	No	Yes	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Yes	No	No	
Pierce County	No	Yes	No	No	I live in the South Sound and we desperately need more mass transit access.
Pierce County	No	Yes	No	No	They are important because they help link the two largest cities in the Puget Sound area.
Pierce County	No	Yes	No	No	So people can save gas and wear and tear on their car it is faster to ride the sounder
Pierce County	No	Yes	No	No	As someone who commuted daily from Puyallup to Seattle on Sounder, it was always so crowed so expanding capacity on that is so important. As a UW student that usually lives in Seattle during the school year, I loved using link because the trips were always on a reliable schedule and I could calculate the exact time a trip would take, where as the buses could get stuck in traffic and less reliable. Link stations also fuel development and energize the area's around them.
Pierce County	No	Yes	No	No	I live by the dome and have family in Ballard
Pierce County	No	Yes	No	No	Sounder Service and extending Link light rail I used to use Sounder and Express Bus from Puyallup several times per week before covid19 but stopped when covid19 hit last March. I haven't used Public Transportation since then but plan to again when things get better and it's safe to do so. My most frequently used was the mid day Sounder from/to Puyallup.
Pierce County	No	Yes	No	No	Do the most good for the most people
Pierce County	No	Yes	No	No	You are fixing problems that were identified in the 1990's.
Pierce County	No	Yes	No	No	The lite rail needs to be extended to Tacoma to complete the north south corridor as this is the busiest traffic.
Pierce County	No	Yes	No	No	I WOULD DELAY WHAT DATA SHOWS IS UNDERUSED. AND PRIORITIZE THE DATA SHOWING MOST USED. I AM A SENIOR CITIZEN ARE A FIXED INCOME WHO DOES NOT HAVE EASY ACCESS TO TRANSIT OUT HERE IN LAKEWOOD. BUT YOU DON'T REALIZE HOW THE TRANSIT SYSTEM OUT HERE IS WAY BETTER THAT MOST METROPOLITAN AREAS ACROSS THIS COUNTRY AND WE TAXPAYERS ARE MAD AS HELL THAT BILLIONAIRES IN THIS STATE ARE NOT PAYING THEIR FAIR SHARE BECAUSE THE MAKE THEIR HUGE PROFITS OFF THE WORKERS WHO CAN'T EVEN AFFOR THE RENT. YOU ARE OUT OF TOUCH WITH THE MIDDLE CLASS, SENIORS, STUDENT WHO ARE BURDENED WITH HUGE DEBT.
Pierce County	No	Yes	No	No	I commute daily between downtown Tacoma and Seattle. The Tacoma Link is less important to me, although I look forward to taking it from downtown Tacoma to the Stadium district.
Pierce County	No	Yes	No	No	It would give me and many residents more reliable access to transit hubs.
Pierce County	No	Yes	No	No	More access for me and people in my area!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Yes	No	No	Sumner station also includes bonney lake residents which has increased parking problems in our little town. Why wasn't this planned to accommodate users in the beginning??? Anyone with a brain could have figured that out. Thanks for the headaches in downtown Sumner.
Pierce County	No	Yes	No	No	Parking in Sumner sucks!
Pierce County	No	Yes	No	No	Downtown Sumner cannot handle the parking capacity when the full serevice returns. I look for items that make life easier for Senior Citizens.
Pierce County	No	Yes	No	No	The projects I selected are important to me because I would like to see fast-paced, reliable public transit in the areas I live and work. I would like to be a bike and public transit commuter, but because the public transit in my area is difficult to use and unreliable, I have to drive everywhere. I would prioritize expanding services while also improving the reliability of current services to ensure that commuting by public transit in the South Sound area is more feasible.
Pierce County	No	Yes	No	No	reduce congestion on highways, increase ridership with more trains running Building access improvements won't reduce congestion so those can be delayed if funding isn't there. South Sound is in need of more service- with notoriously bad freeway congestion. Seattle/Bellevue area is always first served, leaving the cost increase issues to the projects that are left for later. And that sucks.
Pierce County	No	Yes	No	No	Because otherwise until mid 2030's anyone living South of Tacoma sees no benefit. It's just more money out of pocket for Seattle suburbs and I don't even have bus service without walking a mile on roads with no sidewalks.
Pierce County	No	Yes	No	No	The Sumner station garage was approved in 2005 by voters. I think a 16 year delay by the board is enough. Build the damn thing. All of the extensions to Tacoma or other west side options are irrelevant to anyone east of SR 167. As a now retired senior, it is incredible to me that no transit options exist for the east Pierce County area.
Pierce County	No	Yes	No	No	*I have a question about the real estate portion of all of this. I understand that the Covid situation has had financial effects on the plans, but were the properties required for the projects(s) just going to be paid for as construction began to reach those areas? *If this is all funded through 2024, it would be a lot clearer if you tell us what ISN'T funded after that. 'Future projects' is too nebulous. *Further, all I can say is that 'of course' the 'Tacoma Dome Link Extension from Tacoma to Sea-Tac Airport may be delayed from their original schedules, phased, or scaled back.' I definitely WOULD use transit to get back and forth to the airport IF it were available!
Pierce County	No	Yes	No	No	Actually, I'm 81 years old and I'll be dead by the time anything is done for Pierce County.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Yes	No	No	Having more options to go south from Seattle in the afternoons.
Pierce County	No	Yes	No	No	The link is important for easy transportation from neighbirhoods like Tacoma Hilltop, where I live, to the Puget Sound area destinations.
Pierce County	No	Yes	No	No	These transit projects are important to me because I would use these means of transportation.
Pierce County	No	Yes	No	No	Prioritize reducing Tacoma to seattle traffic and finishing construction on hilltop
Pierce County	No	Yes	No	No	sound transit is a gross boondoggle. millions of dollars were spent on expert planning only to have it crash and burn. you and your experts are clearly not competent to run a project such as this. You cannot foresee higher costs over a multiyear program. This is an example of your incompetence.
Pierce County	No	Yes	No	No	Link would be invaluable to me, living in Tacoma and needing to transit easily north to SeaTac where I work. I could see it also drastically lightening the frequently heavy traffic into and out of Seattle from Tacoma. And because parking is so difficult in Seattle, I would also love to use it to get up into Seattle more easily without having to drive for 30min to an hour.
Pierce County	No	Yes	No	No	I am frustrated and annoyed that I have been charged hundreds, actually closer to a thousand $'s in taxes and fees and see such little progress in Pierce county! I'm a senior on a fixed income. When renewing my tabs even though I have a 2012 car the transit fee is almost 2/3 of the bill! That is not even taking into account all the other ways transit is getting my money. The only way I am able to use the system is an occasional bus ride to Seattle. My adult children can't use it routs don't work for them. I want to see more projects completed in Pierce.. It looks like King Co. is getting priority and frankly I am tired of it.
Pierce County	No	Yes	No	No	
Pierce County	No	Yes	No	No	
Pierce County	No	Yes	No	No	
Pierce County	No	Yes	No	No	
Pierce County	No	Yes	No	No	
Pierce County	No	Yes	No	No	
Pierce County	Yes	Unknown	No	No	These are the only ones that make any remote economic sense in terms of significant rider demands. Just SHELVE all future projects and cut our property taxes!
Pierce County	Yes	Unknown	No	No	Creating a seamless path from pierce county to airport and beyond.
Pierce County	Yes	Unknown	No	No	The top priority is for the light rail to get from the airport to tacoma.
Pierce County	Yes	Unknown	No	No	Because they are not in Tacoma. We have enough construction going on here.
Pierce County	No	Unknown	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Unknown	No	No	
Pierce County	No	Unknown	No	No	These affect the routes I am most likely to ride
Pierce County	No	Unknown	No	No	Reduce I 5 traffic and expand light rail!! Yes!!!
Pierce County	No	Unknown	No	No	You people are missing the boat ! Mosquitoe fleet is the obvious answer ! look It up, went from olympia to Bellingham. no more land to buy,modifying ferry landing for passengers and bus service to town.
Pierce County	No	Unknown	No	No	Seeing all the progress across the metro area is exciting, but as the first city with any light rail, connecting to that pioneering line seems to be an obvious top priority.
Pierce County	No	Unknown	No	No	Pierce County has not wanted the taxes imposed by ST, but King and Snohomish Counties voted for it. However, if we are stuck with paying for ST, then give Pierce County there far share of revenue and attention. Just like I have to do with my budget at home, it has to be balanced. I can't just spend and figure how to pay for it later.
Pierce County	No	Unknown	No	No	Sumner desperately needs a parking garage!
Pierce County	No	Unknown	No	No	Traffic reduction; providing affordable transit options for people in the south end to commute long distances to their work place. Growth and vitality of our metro areas are dependent on service industry. Not everone is a highly paid tech.
Pierce County	No	Unknown	No	No	When costs continue to rise in the current economic environment, you should focus on improving/finishing the work of existing stations over breaking ground on new lines or stations. The current funding situation isn't going to change any time soon. With your history of inaccurately estimating costs, if you start new big projects you likely won't have the funds to finish them.
Pierce County	No	Unknown	No	No	Our community has a great need for access to the Sounder, especially those in the DuPont area and Tillicum region near JBLM. We need to prioritize better access for those living by the south Pierce County who must travel on I-5 on a daily basis. Public transportation is very much needed and in high demand.
Pierce County	No	Unknown	No	No	All projects are. Once again underfunded and over budget wasn't going to happen this time. Unforseen pandemic (was already problem previously) I live in Bonney lake pay the exorbitant car tabs and get nothing.
Pierce County	No	Unknown	No	No	There is no parking at the Sumner Sounder Station past 7 am. It is very frustrating and prevents me from using public transportation. This project has been promised for years- please deliver on it.
Pierce County	No	Unknown	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Unknown	No	No	parking lots are full. There is no parking for anyone who rides the sounder later than the first train. The Sumner garage was approved in 2008'. It needs to be built.
Pierce County	No	Unknown	No	No	I am a former business owner in downtown Sumner. The additional customers never materialized. People come to town, get on the train, go to work, come to Sumner and pick up their cars and go home. Some people may come back and shop in town, but not so you would notice.
Pierce County	No	Unknown	No	No	Increasing access to existing services is my priority. Improved parking and access to existing stations will increase ridership of Sounder trains and other transit options. *Please consider that answers to questions below (do you currently ride...) are impacted by the current situation with Covid-19.
Pierce County	No	Unknown	No	No	Build onlywgat you have money for. Quit trying to increase tax revenue elsewhere. Transit is nowhere near my place of employment, childcare or childrens school, yet I pay stupid amounts for this. I would rather the funds go to the highways.
Pierce County	No	Unknown	No	No	it is my commute when I return to in office work
Pierce County	No	Unknown	No	No	Targeting grid lock spots on area roadways
Pierce County	No	Unknown	No	No	Getting the basic infrastructure in place should be the highest priority I.e. extending rail service to more communities. While parking at stations is important it can come after the service begins. It may be possible to share parking with other businesses to share the cost of creating the parking.
Pierce County	No	Unknown	No	No	- I think there is a strong need to provide light rail service to the airport down to Tacoma. - Traffic on I-405 is terrible, and yet public transportation is limited or entirely missing. For example, traveling the 43 miles from Tacoma to Redmond by Public transit takes over 2 hours at a time of day when driving would take 50 minutes. Public transit options are desperately needed on I-405.
Pierce County	No	Unknown	No	No	These are the projects that would affect my neighborhood the most. I am not sure what the biggest needs in other parts of Tacoma/Pierce County are. Right now I have basically stopped using public transit due to COVID concerns, and I miss it!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	Unknown	No	No	I think the most important thing to do at a time like this is to prioritize improvements on what we already have. Adding service to South Sound transit is listed as my top priority because, with the Sounder being limited only to main commuter hours, those of us with alternative commuting schedules who live along the Sounder line cannot use it. I also know that the Sumner/Puyallup transit centers are maxed out for parking capacity and there is tons of spill-over parking onto neighboring streets. More parking at the Sumner station would be very helpful. Beyond that, prioritizing access is most important. Connecting suburbs to urban areas and major community points to one another allows more people to access resources (work, schools, shopping, recreation, etc.) across our region. Finally, my biggest wish for our region is for full-time transit connections between Tacoma, SeaTac Airport, and Seattle.
Pierce County	No	Unknown	No	No	Increase transit access in my community. Would like to focus on completing the 'spine' first and then branching out.
Pierce County	No	Unknown	No	No	I don't benefit from any of your projects. I am being ripped off with the taxes for something that will never be of any benefit to myself or family.
Pierce County	No	Unknown	No	No	Because they are more likely to be highly beneficial to our area.
Pierce County	No	Unknown	No	No	
Pierce County	No	Unknown	No	No	
Pierce County	No	Unknown	No	No	
Pierce County	No	Unknown	No	No	
Pierce County	No	Unknown	No	No	
Pierce County	No	Unknown	No	No	
Pierce County	No	Unknown	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	No services in south end and we are paying for it

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	No	No	ST was flawed almost from the beginning, yet you continue to take more of my money, while you continue to fail! ST is a shining example of government bureaucracy at its absolute worst! In the 1990's there were other suggestions for developing a mass transit system in the region, but you in government were too damn arrogant to listen. I can't afford to continue to fund your failures!
Pierce County	Yes	No	No	No	They would come close enough to me for me to use.
Pierce County	Yes	No	No	No	These projects improve transit in my community and between Pierce County and King County
Pierce County	Yes	No	No	No	I live in Tacoma but work in Seattle. Better transit would ease traffic congestion and make it easier to not have to rely on a car.
Pierce County	Yes	No	No	No	I like the idea of increasing transit options for people on the outskirts of downtown to make it to the city, as it'll reduce the amount of cars on the road clogging I-5 that are coming in from places such as West Seattle and south of Federal Way!
Pierce County	Yes	No	No	No	I live in Pierce County and believe these projects will improve travel options and lessen personal car usage.
Pierce County	Yes	No	No	No	Priority needs to be given to increasing access to greater numbers of people, at both existing stations and more distant stations. Hopefully, data-driven decisions in this regards.
Pierce County	Yes	No	No	No	Of the ones given, I prioritized the routes that would benefit me the most, but I would rather have a route that's more friendly from let's say, Puyallup to Redmond without so many transfers. A dedicated train from Pierce county to the Eastside would be amazing.
Pierce County	Yes	No	No	No	Extending Link to Tacoma Dome is by far most important. Everything else is secondary.
Pierce County	Yes	No	No	No	Expanding bus service to W Seattle and Ballard seems to provide service to greater #'s for less cost. In particular, West Seattle is isolated and bridge dependent. Building a new tunnel sounds like a "do over" due to poor planning.
Pierce County	Yes	No	No	No	The Tacoma to Seattle commute is exhausting, especially through Fife. Highway improvements including a carpool lane have not improved the congestion, there's just too many vehicles on the road. It shouldn't take buses an extra 30+ minutes during rush hours. Let's get this light rail completed and expand access for the entire tri-county region.
Pierce County	Yes	No	No	No	Seattle and northern Washington should be prioritized. The traffic south of federal way is not bad and doesn't benefit us as much as improvements made north of federal way would.
Pierce County	Yes	No	No	No	Since I moved to south sound, bus service has gone away and I have paid a lot of money, for literally nothing. Even the choice I made require 30 minute drive to access.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	No	No	There has been enough concentration of funds/projects for Seattle north and east. It's time for Pierce and other southern counties to get improved service. Especially since we have been paying for it. Service for commutes to jobs should be priority.
Pierce County	Yes	No	No	No	I use to ride them for work and saw the need 1st hand.
Pierce County	Yes	No	No	No	Your current services are nearly unusable for people outside of regular business hours. Especially if I have to drive to one of the central hubs for one of the trains / express busses. There is not enough parking at these locations to make it easy or safe to utilize these programs.
Pierce County	Yes	No	No	No	Link extension into Tacoma is vital. There is currently only one rail option from the two largest cities in the puget sound area, the Sounder. This service never runs and is very inefficient in my opinion. Furthermore, Link service should go into downtown Tacoma, in the heart of the city. The Tacoma dome is not in the heart of the city, there is no shops, restaurants or any places of interest in close proximity. Also, if the goal of transit it to get people out of their vehicles, then why continue to support parking garages? 2nd, the street car expansion to TCC is vital as well. Again, to get people out of their vehicles and to USE transit, it needs to be available. I would suggest routing the route up division to 6th Ave, the go along Union St SB, and then continuing on 12th Ave. This would be in the middle of 6th Ave and 19th St and benefit the several neighborhood's. Third, an infill station at Boeing field is also critical. However, Boeing access Rd is in Everett? Lastly, Sounder service needs to be available on the weekend. Why not reduce the size of the trains, maybe a couple cars and get ride of the double deckers cars. Also, electrify the line. Use the S Bahn system in Germany as an example of a commuter train system. Lastly, listen to your customers. Some probably have rode on more domestic and international transit systems, then ST staff.
Pierce County	Yes	No	No	No	These are all areas I currently use, or will use once the improvements are instituted.
Pierce County	Yes	No	No	No	I've prioritized projects that would let me access these services in the future. The only time I tried to use the Lakewood station, I was unable to find parking and thus ended up driving my private vehicle to Seattle.
Pierce County	Yes	No	No	No	I've spent time in Europe and Asia. We have to have better rail and public transportation systems like the ones they have there that are fast, convenient, and easy to use. Extending the existing rail here so more people can have access is a good start.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	No	No	I work at Expedia who's beautiful campus is on the water in Seattle. I commute from University Place (Tacoma) so it's quite the distance. Now that it is the pandemic, I plan to advocate and work from home perhaps 3 days a week. I'll commute 2 times per week and it'd be great to use the Sounder again when things are better. I used to commute 3-5 days a week on the Sounder to the Seattle Expedia campus.
Pierce County	Yes	No	No	No	Longer hours and weekend service.
Pierce County	Yes	No	No	No	Prioritize distance coverage.
Pierce County	Yes	No	No	No	We need light rail from Dupont all the way to SeaTac and then to Seattle. Prioritize projects in Pierce County. For the next Question, I would ride transit if it were available in Dupont
Pierce County	Yes	No	No	No	The most important thing is to connect Tacoma. Particularly connecting the light rail system to Seattle's and extending it through to Tacoma Community College AT LEAST. These are the two largest cities in the area, and our region is behind in convenient public transit! Improved transit can support college and career opportunities without the I-5 cluster that is bound to expand as people have experienced dramatic shifts in employment and living situations with marked gentrification.
Pierce County	Yes	No	No	No	Commuting public increase on the Sounder and Link from Tacoma area.
Pierce County	Yes	No	No	No	I live in Sumner and need this garage to be completed.
Pierce County	Yes	No	No	No	These are the projects we would use most often when completed. Also think it's important to provide connection from Tacoma to Sea-Tac airport which should help alleviate traffic congestion.
Pierce County	Yes	No	No	No	Living in the South sound Tacoma are I 100% want the link light rail project to connect Angle Lake and Tacoma. I think there is MASSIVE opportunity to get cars off of the road and clear up congestion on I-5 NB/SB while helping the environment and boosting revenue for the program with all the long distance commuters from Tacoma to Seattle aread
Pierce County	Yes	No	No	No	There needs to be an efficient way to get people from all areas of Tacoma to King county cities.
Pierce County	Yes	No	No	No	The traffic between Tacoma and Seattle makes it very undesirable to making any plans in Seattle. Why is Tacoma's needs always delayed when it IS THE THIRD largest city in the state??? Why does the Eastside always get priority? The populations of Tacoma and JBLM are soaring as prices in Seattle and the Eastside force people to move farther south to live more affordably. As usual, the perceived wealthier communities get services well before those more needy do.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	No	No	Extending light rail to Tacoma is important to me. Linking county high transit usage hubs to light rail stations is also important. Would consider reductions in other lines of services to redirect to link in all three regions.
Pierce County	Yes	No	No	No	I'd do projects that improve access (new stops), since it's hard to say how much crowding we'll have going forward.
Pierce County	Yes	No	No	No	Investing in long term solutions including increased service, locations, and parking where needed. Also investing in areas that would encourage transit use and reduce SOV's during commute hours.
Pierce County	Yes	No	No	No	Getting to Federal Way from Tacoma is always difficult. We need a way to rapidly get between the two cities. West Settle and Ballard have never had good connecting routes into Seattle's core.
Pierce County	Yes	No	No	No	Any to help take a another car off the road.
Pierce County	Yes	No	No	No	Extension of Link Light Rail south to Tacoma should be top priority. It makes no sense to offer light rail service in downtown Tacoma, if it doesn't connect to the existing Link Light Rail system throughout the I-5 corridor. Pierce County residents are paying our fair share, but not getting any of the benefits.
Pierce County	Yes	No	No	No	Connection between Federal Way and Tacoma will have a major impact in use. Makes more sense to complete this connection over building out lines.
Pierce County	Yes	No	No	No	Unincorporated Pierce County is the #1 housing market due to housing availability and expansion but requires commuters to take multiple forms of transit from south and East Pierce County to commute to work in King County, downtown Seattle and further north. Delay transit projects around downtown Tacoma. While it is vital to growth in downtown Tacoma, it is not a necessity for the greater commuter population.
Pierce County	Yes	No	No	No	I live in South Hill, and having access to transportation that far South is beneficial for me and my family and neighborhood.
Pierce County	Yes	No	No	No	It is in my area of travel. That's why it is important.
Pierce County	Yes	No	No	No	The South Sound has been neglected long enough in the grand scheme of transit. No more hot lanes or some other DOT window dressing ridiculousness. This region needs real solutions to real issues from folks genuinely interested in solving problems. That's where y'all come in ST. Less talk, more do! Let's get it crackin! Thanks in advance for your cooperation :)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	No	No	The Tacoma Dome Station is critically important in its role in helping to sustain the region's largest multi-modal complex near the proposed station where Amtrak-Cascades, Sounder, BRT, Tacoma Link, and Greyhound converge in one location. This allows a much larger group of commuters to be served on any day and is supported by favorable city zoning and TOD already underway in the immediate area in anticipation of service in 2031. Any delay would be highly detrimental to these efforts. Next to Seattle, Tacoma is the second largest city in Sound Transit's Service Area, surpassing Bellevue by nearly 69,000 residents! Please provide the service we were promised, on time, so that it can serve the large numbers of people who are anticipated to use it.
Pierce County	Yes	No	No	No	My community continues to be inundated by new people, and is rapidly growing. Pierce County residents tend to commute, especially to King County, and we need additional, fast, transit options to get us to work. I am hoping to stop driving and these projects would give me the ability to reach King County jobs.
Pierce County	Yes	No	No	No	These are the projects that apply to me the most
Pierce County	Yes	No	No	No	Prioritize saving money and not building infrastructure. Mass transit has become less desirable due to safety issues…
Pierce County	Yes	No	No	No	Tacoma Dome station as the final stop and little link to go to Fife and Tacoma Community college
Pierce County	Yes	No	No	No	Do not build the Pacific Avenue Stride corridor for bus route 1 in Tacoma! My stop would be eliminated and traffic near my house will be aggravated by this project. I would have to go two miles to the nearest stop if it's built. I was ready to attend community meetings last year against it and then the pandemic happened. Don't just shove it down our throats. Many in the South End oppose the Stride corridor.
Pierce County	Yes	No	No	No	Will help the most people who need it.
Pierce County	Yes	No	No	No	There is a tremendous amount of growth that has occurred in Bonney Lake during the last year. When Seattle offices are back to full capacity, the Sumner station and surrounding areas will not be able to support Sounder riders without a new garage.
Pierce County	Yes	No	No	No	I work in Sumner and I know there is a lack of parking due to Sounder riders. They need a place to park and a garage would be nice. Light rail connecting Tacoma to Federal Way would be appreciated. The same with Sounder extending down to Dupont.
Pierce County	Yes	No	No	No	Make Microsoft pay for anything to do with their commuters
Pierce County	Yes	No	No	No	Tacoma has already had to wait too long for Sound Transit benefits. Getting light rail to Tacoma is my highest priority.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	Yes	No	No	No	When there is a more practical and economical means of transportation, I would use it instead of the car, which is very expensive and unsafe.
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
Pierce County	Yes	No	No	No	
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Pierce County	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	NONE. It is all bullshit. prioritize tax payer's money better.
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	Light rail to the Tacoma Dome station is very important to our family. We recently bought a condo in downtown Tacoma with the thought that light rail would be coming south to Tacoma by 2030. We live 2 blocks from the convention center light rail stop in downtown Tacoma. It is so important to connect Tacoma to the rest of the regional system on time.
Pierce County	No	No	No	No	Open available link trains to Tacoma. Update parking in existing areas for sounder. This will best expand puget sound economies.
Pierce County	No	No	No	No	Link will move the most people over a much wider range of time options than Sounder ever could, given those tracks are owned and controlled by the freight companies.
Pierce County	No	No	No	No	I chose to focus on Sounder expansion and parking. These services already exist and could be maximized.
Pierce County	No	No	No	No	1. Parking is least important. 2. Continuation of system-wide programs are more important than individual station updates. 3. Projects that help those furthest out, who have the longest commutes, should not be completely at the bottom of the list.
Pierce County	No	No	No	No	None of them are that important to me. I'm sick and tired of being taxed into next year for these boondoggles
Pierce County	No	No	No	No	Don't prioritize parking!!! It's far too expensive and inefficient. Consider leasing ST owned land around stations that would have been parking instead to developers to create revenue, instant customers, and to densify transit corridors. Emphasize more service - here in the South Sound where support is scant, people still love the Sounder. It needs to run more often, and on weekends.
Pierce County	No	No	No	No	Tacoma area and pierce county NEED a better transit system to critical areas, like the airport and southern skiing county as well as access to Seattle. We rely heavily on the bus to get to certain areas cause the sounder train only goes along a certain path. And even with the highway work being done on I 5, you still sit in traffic from sr 18 to Tacoma for about 45-60 mins. When it would. Normally be 15 min. And the traffic is all day now. For those of us that take the bus, traffic is so bad, but we only have 1 choice. Tacoma can not and must not be chopped on plans for the light rail

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Sounder train parking on the south side is a bottleneck to usage and needs to be addressed urgently. The Tacoma Link is becoming more useful over time, but it needs to connect to TCC in order to hit maximum possible usage for the communities it's serving. East side traffic is a nightmare all the time. Adding in some faster bus routes will help the folks who need to commute there (assuming there's adequate parking in Burien/Renton/Issaquah/etc) and the light rail will similarly help with the traffic congestion. So it's serving the communities that need the access more, in addition to expanding the ability for folks to use the existing services. Please think further ahead and always make a parking garage for these stations up front. It will keep parking challenges like exist at Sumner, Puyallup, etc. from getting out of hand.
Pierce County	No	No	No	No	When thinking about what to prioritize, I think diversity of project types is key. Would not recommend prioritizing only link projects, think of the overall network and how to get customers to the Link light rail and Sounder spine.
Pierce County	No	No	No	No	Cheap to build with the most potential use.
Pierce County	No	No	No	No	I prioritized the access improvements to existing stations in Tacoma because I am concerned that these projects, which I hope focus on access to the station by walking, bicycling, and other sustainable modes, are going to be the easiest to cut. The first and last mile connections are vital for communities that need to access transit and are unable to afford to purchase, fuel and maintain a car. Additionally, these options are more sustainable and we need to take a more climate-focused approach in building the transit network. Access for people, not just for cars, is the highest priority for me as a transit user. If I cannot walk or bicycle to a station, I will not think of transit as a viable option.
Pierce County	No	No	No	No	Because they are wear I and my family live and work.
Pierce County	No	No	No	No	Tacoma has been ignored too long and needs to connect to the airport.
Pierce County	No	No	No	No	Complete the spine first
Pierce County	No	No	No	No	Keep things as simple as possible. This is not the time for bells and whistles.
Pierce County	No	No	No	No	Sounder Train - More frequency & additional cars for commuters going to & from Seattle to Tacoma South Link Lightrail - from Seattle to & from Tacoma
Pierce County	No	No	No	No	Connecting Tacoma to seatac via light rail would reduce my reliance on I-5. Finishing the link to TCC would help connect Fircrest/UP to the light rail trunk.
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	Finish North/south light rail, just get it done. Make Sounder available on weekends and later on weekdays.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Tacoma and the South Sound are the last affordable housing market in the Seattle Metro Area. As Tacoma re-zones for growth, it's imperative that Sound Transit accommodates and accelerates a growing, transit-oriented, affordable regional labor pool.
Pierce County	No	No	No	No	Total number of riders impacted
Pierce County	No	No	No	No	Light rail should be the priority.
Pierce County	No	No	No	No	reduce traffic in south sound. Create more public transit opportunities. Redevelopment in Fife along rail route.
Pierce County	No	No	No	No	Tacoma always gets the short end of the stick. Many Seattleites have moved South to Tacoma for a better quality of life and are either commuting to their Seattle jobs or working remotely and have not been called back to work yet. These changes are going to put increased traffic onto I-5
Pierce County	No	No	No	No	I've given up hoping that the Link will go from TCC to SeaTac. I will now settle for the Link to get me around the local community on a reliable schedule.
Pierce County	No	No	No	No	My main interest is extending the Link Rail System for ease of leisure use.
Pierce County	No	No	No	No	Routes that directly affect me and my family.
Pierce County	No	No	No	No	Shut your piece of shit raping the community fucking company down. Nobody is going to ride your light rail. Nobody rides it now. I cannot believe you asshats are still in business. Fuck off
Pierce County	No	No	No	No	Pierce Co had been contributing but seen little in the way of fully connecting to the full regional plan. As Tacoma grows, more mass transit option need to be in place and connected to the larger regional operations to be useful.
Pierce County	No	No	No	No	Existing services such as Sounder should be expanded rather than link light rail extensions!
Pierce County	No	No	No	No	I5 traffic choke points in DuPont and Tacoma will only get worse as the real estate prices in the Seattle area continue to climb and people move south and increase the commuter traffic. This is a major quality of life issue in this area. The Linc to the community college connects the community college, UW Tacoma and the Seattle UW campus which will have a multiplying effect on education in the whole area.
Pierce County	No	No	No	No	Stop ignoring your South Sound constituents. We have been paying the same taxes as everyone else since the RTA started back in the 1990s, and in terms of light rail, we have practically nothing to show for it. A toy train that only goes like 2 miles is not even a funny joke. And I just know that if you have to choose between the Eastside or Everett extensions, and Tacoma, Tacoma is going under the bus (or train). If you want to keep passing these ballot measures, maybe stop leaving us out of the actual project delivery.
Pierce County	No	No	No	No	Access to work location

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	I am tired of Pierce County getting left behind every time there is a funding shortfall while King County projects move ahead. At this rate, I will be dead and buried before light rail comes to Tacoma.
Pierce County	No	No	No	No	I think rail improvements are more important than anything else. Decreasing the number of cars on the road helps everyone in multiple ways, and helps our environment as well.
Pierce County	No	No	No	No	Light rail to Tacoma from SeaTac is critical.
Pierce County	No	No	No	No	I think there needs to be a "lifeblood" line that runs from Olympia to Everett. We can then fund the smaller projects and stations but I think the biggest help would be just to get people in the counties they are trying to get between. You can figure out the smaller stations later. You can buy land for those later. Until then the priority should be everett, Seattle, the airport, Tacoma, Olympia with one stop in each city.
Pierce County	No	No	No	No	Being able to connect light rail from Tacoma to Seattle will be the biggest priority because of the frequency of light rail compared to Sounder train. Then improving the already Sounder trains for because I love the train with bathrooms.
Pierce County	No	No	No	No	Finishing the Link between Seattle and Tacoma is the missing "link" to the system and the one most people are watching. If this doesn't happen till a later date, any chance of future voter approved funding measures will surely fail. Adding more stations to Sounder and making the system bigger should be the second most important project. The number of people that are potentially tapped to ride Sounder if DuPont becomes a stop is huge. Thurston County and DuPont have significant commuting populations and I-5 is a mess. The other projects are about equal on my list, but I had to give them a ranking.
Pierce County	No	No	No	No	Sumner needs priority because there's literally no parking available after 5:30am. on week days. Who likes to get up at 4am just to get a parking spot? Also, it's pretty neglected. The parking lot lines in the north lot finally got repainted after 20 years only after I sent a msg to you guys.
Pierce County	No	No	No	No	Puget Sound needs more connectivity with busses, rail, and light rail.
Pierce County	No	No	No	No	I prioritized the Tacoma Dome projects because there needs to be more options for Tacoma residents to get north.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	A waste of time and money for my area as you promoted service and then cut it back as you couldn't make it profitable. You got my taxes raised to your benefit but mine. The biggest joke is laying track that is expensive and as demographics change at least with buses you can change routes but you can't do with track. Shame you refuse to learn from history as we've been there done that. See WW2 when we tore up the tracks to support the war effort.
Pierce County	No	No	No	No	Getting light rail from the Tacoma Dome to SeaTac Airport would be very helpful given the unpredictability of traffic on I-5. Extending Sounder to the South also relieves pressure on I-5.
Pierce County	No	No	No	No	That's where I live
Pierce County	No	No	No	No	These are all ways I will use the system by the time it's built out - Link to the airport and across Tacoma, Sounder to Sumner for bike rides, etc.
Pierce County	No	No	No	No	Due to large influx of people to the Tacoma area need more options to commute to Seattle. I5 is a nightmare at rush hour.
Pierce County	No	No	No	No	Choose tunnel alternatives whenever possible. Save time and money with less ROW acquisition. Reduce construction impacts. Eliminate permanent impacts caused by at-grade and elevated guideways.
Pierce County	No	No	No	No	I enjoy riding the link light rail and would like nearer access to my home in University Place. The south sound and Pierce county have been somewhat neglected in terms of light rail service.
Pierce County	No	No	No	No	South Sound residents have been underserved by Sound Transit (in comparison to Seattle area). For the St Joe's to TCC project, I think that could benefit the largely black community by making it easier to get to TCC for educational opportunities. Sumner station has needed more parking since that station opened and it's only become a bigger problem as the surrounding communities have grown. And I've heard that bus service to the station has been unreliable...so few are able to use that service.
Pierce County	No	No	No	No	Important local routes to allow decreased use vehicles
Pierce County	No	No	No	No	Because we in Bonney Lake are paying the same as Seattle and Eastside residents for our car tabs and are seeing very little bang for our buck.
Pierce County	No	No	No	No	Actual ridership and available parking
Pierce County	No	No	No	No	Add more Sounder service by better utilizing your current vehicles. Do Not extend platforms, this is un needed if there is more service on tighter headways. Also, after the pandemic and more people working from home, now into the future. You may not need longer platforms with less ridership.
Pierce County	No	No	No	No	I focused on the areas that I know I would use the most.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I'd like to get to the Sea-Tac airport on the Sounder before I die. We need access to Tacoma and South Pierce County. We've supported the idea of Sounder but don't have full service. In the question below there not an option to select occasionally now. I would ride it more often if the schedule met my needs.
Pierce County	No	No	No	No	More commuters would have access to transit and not have to drive.
Pierce County	No	No	No	No	There is insufficient cross town transit
Pierce County	No	No	No	No	Provide more service to neglected part of the 3-county Sound Transit. Most projects are up north.
Pierce County	No	No	No	No	Tacoma to Seattle a major route anything along existing route should take priority.
Pierce County	No	No	No	No	These are heavily minority population areas that need greater service.
Pierce County	No	No	No	No	I live in the Lakewood area and anything to help shave time off the commute to and from Seattle is what is important to me.
Pierce County	No	No	No	No	The City of Tacoma has lagged terribly behind in connectivity with Seattle and SeaTac Airport. To grow jobs and increase economic opportunity for the people of Tacoma these connections are the most important.
Pierce County	No	No	No	No	It is difficult to gauge what the needs of the downtown core will be, but rising real estate prices throughout the sound mean riders will be living further and further outside the city. Extending the range and adding enough parking for transit outside of downtown to be feasible is essential.
Pierce County	No	No	No	No	Ability to travel between Tacoma and Seattle via mass transit train during prime day and evening hours without worry of schedules would change the area. Either more Sounder train times or connection of the light rail to Tacoma to would be my priority
Pierce County	No	No	No	No	Living in Tacoma and working in SeaTac, it will already be 8+ years before I can ride the light rail to SeaTac. Please DO NOT delay the project
Pierce County	No	No	No	No	I think we should try to prioritize connecting Tacoma, Everett, and Ballard to maximize ridership which could also decrease number of longer distance express buses needed taking them out of traffic Additionally we should cut service to pilot programs like the Gig Harbor express bus, especially considering that area does not pay into the sound transit fund. I don't want my projects cut while paying for an area that does not contribute. Station upgrades or new stations to existing lines should be our last priority.
Pierce County	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Light rail construction is the most important infrastructure project for the entire Seattle metro region. It is likely to have the biggest impact on the most people as well as the environment.
Pierce County	No	No	No	No	I chose Sumner Station improvements as my first choice because I'd like the option to drive and park directly at Sumner Station. I work in Seattle and take the Sounder from Sumner and ever since you removed the last bus route of the day from the Bonney Lake P&R my work schedule has been stressful. I'd like to feel comfortable taking the last Sounder and being able to get back to my car, but right now that's not possible.
Pierce County	No	No	No	No	Priority to me is reducing traffic congestion and increasing accessibility to mass transit across region
Pierce County	No	No	No	No	Prior to COVID, I used to ride the C line every day. Because of new opportunities to work remotely, my family bought a house in Tacoma, and I'm planning on being an occasional Sounder rider up to the Seattle office. I continue to be excited about the projects that Sound Transit has planned for the greater Puget Sound area. I actively don't want car-oriented projects funded: I want my children to grow up in a world where cars are the last choice to get somewhere, rather than the first choice. So I've selected train and bus related projects higher than anything parking or car related.
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	Access to the airport and the redevelopment of downtown Tacoma are important to me and the sad fact is that even with I 5 improvement, the traffic makes traveling to Seattle a miserable option.
Pierce County	No	No	No	No	I'd like to see more public transportation in Tacoma and Puyallup - especially South Tacoma. Before working from home, I drove from home to the Sounder to commute to Seattle, but I don't feel like I have many non-work-commute transit options to move around the region (for instance, I can 't stay in Seattle past 6:00 if I want to take the Sounder home).
Pierce County	No	No	No	No	These projects would make it possible for us to travel between Pierce County and the Seattle area entirely car-free, and would make it possible for both working members of our household to commute fully car-free which is a major goal for us.
Pierce County	No	No	No	No	I'm presuming remote work being continued, so my expected use of Sounder, after covid19, is good. I'm looking at better access to SeaTac Airport from tacoma and parking supporting it. Prioritize access to Airport from Tacoma out of equity comparison to Seattle. Also, if I miss Sounder, I could still use Link to get to Seattle midmorning, for example. I think expanded parking and improved access should be prioritized at Lakewood over new stations for now.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I think connecting Tacoma to Sea-Tac Airport by Link via connecting the Tacoma Dome to Federal Way is an incredibly important improvement that can transform the region and decrease traffic congestion along I-5. Beyond that, I believe the other improvements I selected are important to improving equity in the South Sound region.
Pierce County	No	No	No	No	Traffic congestion between Tacoma and King County will soon be unbearable again. We MUST get Link light rail to the Dome.
Pierce County	No	No	No	No	Before the pandemic the south trains were very crowded with some people standing at times.
Pierce County	No	No	No	No	Extension of major hubs should be first priority, love sounder/light rail
Pierce County	No	No	No	No	Pre pandemic I commuted to UW Seattle from Tacoma. I take ST586 but I-5 is a nightmare. I would prefer to take the Sounder and/or light rail.
Pierce County	No	No	No	No	Add bus service. Much more economical than light rail.
Pierce County	No	No	No	No	Prioritize parking; you can't get people to 'buy in' and utilize transit if there is not enough parking available. Increasing capacity, to include additional cars and frequency, should also be a priority. With out that, additional extensions to growing, populated areas will not be effective. When I was a regular Sounder commuter, these were consistent and infuriating problems. Finally, some of these extensions could also help in reducing traffic on aging bridges.
Pierce County	No	No	No	No	It affects my commute
Pierce County	No	No	No	No	Commuting to SeaTac and/or Seattle along I-5 corridor and alternative routing is a nightmare many days and with population growth in Pierce county, traffic will exponentially get worse without mitigation. Link rail service to Tacoma Dome will be essential!
Pierce County	No	No	No	No	This prioritization seems most likely to bring practical mass transit closer to me. Strengthen the network hub & continue expansion to population centers aligning with primary commute routes. The more bodies that experience efficiency of light & commuter rail, the more converts you'll get who'll be more funding/tax amenable in future. I think our economy will recover soon and funding streams will begin producing again. Be patient. But, if you have to delay, bump S. Tacoma Station, NE 130th, & Graham station improvements.
Pierce County	No	No	No	No	Tacoma to the airport!!!!!!! Everyone wants this!!!!!
Pierce County	No	No	No	No	I live in University Place and will need to commute to Seattle for work again when the pandemic is over. I would like to have the option to take the Link from TCC into downtown Tacoma, it might improve my ability to get into Tacoma for dinner and events.
Pierce County	No	No	No	No	Revenue

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Pierce County is growing so rapidly, and there are limited north-south commuting options, and traffic and air quality really need other options.
Pierce County	No	No	No	No	Safer, speedier options for getting from King Street station to downtown financial district and beyond
Pierce County	No	No	No	No	You fly into Seattle-Tacoma International airport, to a visitor it would make sense that they could use light rail to complete their journey to Seattle or Tacoma. Also improving the ability to get around Seattle makes it more welcoming as a place to work and when one is not car dependent, a place to live.
Pierce County	No	No	No	No	My 1st choice to build a sumner parking garage is because I feel it will have more of an impact to the traffic and commuters taking 167 to Seattle and back. 2nd choice is to use existing resources but expanding the service to accommodate more riders, this is less expensive than building. I think what's paid for should be completed then delay the remaining projects and review them at a later date, when more is known about the wellness of our economy.
Pierce County	No	No	No	No	Adding transit availability to east pierce county
Pierce County	No	No	No	No	Sumner plays a vital role for people to access Sound Transit trains and busses. We have waited too long for the parking garage. I live one block from the station and know pre-Covid the parking lot was always full early. There are few options for when the lots are filled at capacity.
Pierce County	No	No	No	No	There is minimal reliable mass transit to Tacoma, and as a result of COVID the city's growth has exploded, this should be considered in both priorities and delays. Whereas the the East side has made a conscious decision to not accept new growth therefore transit should not be provided at a higher priority to these communities.
Pierce County	No	No	No	No	Given that I live in Tacoma, my highest priorities are to improve mass transit options, particularly Link light rail and Sounder South, to the South Sound. Those two projects seem to have the greatest potential to increase accessibility to mass transit in our area.
Pierce County	No	No	No	No	They are the ones that impact me and my family most as we generally stay in Pierce County for home, work, school and church. But having transit to the airport via federal way would be amazing! But extending the Link to TCC would be blocks from my house and I could take it to the grocery store and gym. But getting more cars off I5 is also super important to me. We've lived in our house 13 years, near Hwy 16 & I5 and it's been under construction most of that time and still is so full of cars.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Extending light rail from Federal Way to Tacoma should be the highest priority, and it should have been the highest priority 20 years ago. We need easier access to the airport and Seattle at all times of day. Money for the light rail extension within the city of Tacoma would have been better spent on the link to the airport.
Pierce County	No	No	No	No	These will help mitigate the gridlock through Tacoma. The light rail will also mitigate income disparity in Tacoma by providing rapid access to jobs, education, and directly linking to outside Tacoma.
Pierce County	No	No	No	No	Projects increase area coverage or capacity.
Pierce County	No	No	No	No	My company plans to return to office in September 2021. My main mode of transportation to downtown seattle will be the sounder train. It is critical for me to have safe access to reliable, on time transportation. I prefer the So Tacoma station but will opt for Tacoma Dome if improvements are not made in So Tacoma.
Pierce County	No	No	No	No	Sounder stations should have access improvements (including more bus routes to the stations) but not more parking. Delivering transit should be the highest priority; more parking should be the lowest priority.
Pierce County	No	No	No	No	I want to get cars off the road. Whatever happens I want as many cars off the road as possible. We need to make transit easy and reliable. Trains don't move all over like buses and the routes can be easily seen. People like that.
Pierce County	No	No	No	No	These are the projects that are not focused on Parking improvements only, as well as serve the greatest good for getting additional transit to newly built/planned developments
Pierce County	No	No	No	No	I want to see expanded access for areas that don't currently have light rail. If ridership is down at existing stations, expanding the network could improve options for those new areas.
Pierce County	No	No	No	No	Moving capacity along I5 the most important improvement.
Pierce County	No	No	No	No	Because Pierce county has been delayed and delayed while we see Seattle and King county reap the benefits of our being overtaxed for the crap service we have received. Nobody but homeless use the BS link line in Tacoma and the soon to be finished line through hilltop will only sevice the same.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I haven't prioritized any projects. I think we need to wait until there's a clearer picture of the future of commuting. I rode the Sounder from Puyallup to King Street Station for many years. Technology and Covid have prompted reevaluations of the necessity and desirability of this for many, including myself. We're in a period of flux. I don't think I will physically commute in the future. The Puyallup parking garage is in construction, but I fear it will prove to be unneeded in the future/present new reality. That being said, I certainly have high regard for your/our efforts to help the planet. I'm just not sure if it doesn't need to be looked at anew. Unneeded expansion of our current infrastructure hurts the planet and environment as much as the mindless or greedy demands that may prompt it. Thanks for everything you're trying to accomplish. Dale Carlson 253-848-1311 drc@oz.net
Pierce County	No	No	No	No	I work in Seattle and live in Tacoma. Nice to have different options when commuting to work. Will not drive personal car.
Pierce County	No	No	No	No	I believe with Tacoma growing and more people moving here we need to get on top of the changes and be ready for the growth. The main spine completion needs to be priority #1
Pierce County	No	No	No	No	More people are moving south out of Seattle than any other area of the Puget Sound. The Pierce County needs the most help. My office will be opening back up soon and I will need to start commuting to Seattle again and the trains and buses are already packed. Having more light rail options also adds to commuting options.
Pierce County	No	No	No	No	Connecting the Tacoma Link to the rest of the light rail is essential
Pierce County	No	No	No	No	I took a survey back in 2008 for Sound Transit that forced us to answer ALL questions, and it started with Everett or somewhere north of Seattle. Is this why north Seattle is getting all the light rail? I remember hoping to get to questions about expanding south to Tacoma and how bad it is that airport to Tacoma mass transit is needed. But the survey was very long. Here's a copy of the reply I received from Sound Transit when I complained. Maybe you should go back and look at that 2008 survey (before they fixed the survey) and see if the data is skewed toward north of Seattle: "Also, I would like to inform you that we have modified the online survey so that you can skip any questions you do not wish to answer. If you would like to try the survey again, please feel free to visit our website at http://future.soundtransit.org and complete the survey by March 9, 2008 . Again, thank you for your interest in the survey and I hope you will continue to provide input during future outreach efforts."
Pierce County	No	No	No	No	We live in Sumner and cannot use the train due to parking being severely below the needs.
Pierce County	No	No	No	No	Reduces the number of cars on the road and improves access to the facilities

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I live in Lakewood and would really like to see light rail moved to Tacoma. We often use the Sound Transit bus to get to SeaTac, but the light rail or Sounder Train would be a better and more reliable option.
Pierce County	No	No	No	No	Connect Tacoma and Seattle 1st, Second enhance ridership on the existing grid with things like more parking next to ALL stations. Last reach out to the unpopulated edges (like DuPont).
Pierce County	No	No	No	No	Fulfill ST2 projects first. ST2 communities have been waiting too long to see what they voted for come to fruition. Additionally building capacity for Sounder is needed since most riders must use vehicles to access ST due to lack of regional transit. Expansion of Link to Tacoma is important to ease traffic in Pierce and South King County, plus can assist with economic development along the line.
Pierce County	No	No	No	No	Sumner parking garage
Pierce County	No	No	No	No	Now that Traffic Avenue/E. Main bridge has been widened, having a parking garage at Sumner Sounder station to expand parking capacity is needed.
Pierce County	No	No	No	No	they're important to me because they're close to where I live...if Link were expanded out to TCC, I would take the link light rail to downtown tacoma, and up to seattle!
Pierce County	No	No	No	No	I believe it's important to give residents in the South End who are currently paying taxes for the light rail project access to the lightrail in the south end.
Pierce County	No	No	No	No	It seems that although Pierce County property taxes are still supporting the tax imposed for sound transit, the funds are mostly being used in King County. Sumner needs their parking garage years ago. Quit focusing on King County.
Pierce County	No	No	No	No	Connecting Tacoma to Seatac and beyond is essential to improve access to the airport, relieve I5 congestion, and decrease emissions.
Pierce County	No	No	No	No	I live in Bonney Lake, Pierce County. My office is relocating to the Black River complex in the Renton/Tukwila area. The train stops in Tukwila but getting from the Tukwila train station to the Black River building entails walking a mile.
Pierce County	No	No	No	No	I live in downtown Sumner and am truly disheartened by the years of promise of a parking garage for train commuters. The number of trains and riders have increased to the point where it's basically a shark frenzy in the morning as commuters scramble for the greatly reduced parking spaces. The city has rezoned so much of the parking to accommadate the situation but it has made it a nighmare for property owners. Please keep your promises and work with our town to address the situation you have created but to this point not supported with more than words!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I live in Tacoma in the Hilltop neighborhood and am desperately awaiting access to travel and commute to Seattle by train during non-Sounder hours. I'd like to be able to visit Seattle and attend events on weekends and later evenings without dealing with parking and in a more eco-friendly way. My spouse also commutes north and could really benefit from light rail extension from Federal Way to Tacoma Dome. I think providing light rail access to Tacoma Community College is HUGELY important to actually making the college accessible. It's a gem, and community colleges change lives.
Pierce County	No	No	No	No	Tacoma has been waiting for light rail access to the airport and Seattle for literally decades. It's our turn. I believe that expanding commuter and light rail access between Tacoma and Seattle would make the greatest difference in reducing car traffic, congestion, and pollution along the I-5 corridor.
Pierce County	No	No	No	No	We need better public transit within Tacoma, especially for south and east Tacoma. this will allow citizens to get to work, and provide better opportunity for everyone who wants/needs to be employed.
Pierce County	No	No	No	No	The Tacoma Link light rail availability to SeaTac and Seattle would get more traffic off I-5 than anything else listed here. Completing the line to Tacoma is the most important thing you can do!!!
Pierce County	No	No	No	No	I would prioritize projects that are regional in nature, rather than moving people around urban areas where bus service already exists.
Pierce County	No	No	No	No	I commute to Seattle daily. Something like 60% of Pierce county residents are in the same position as me. Extending the line south would cut down a significant amount of I5 traffic and take a huge burden off the folks who have to commute to make a living.
Pierce County	No	No	No	No	Some of these might make the most impact by reaching out to new communities not currently served with faster or expanded service (like DuPont). and could bring new communities that are more suburban or rural to be able to access more jobs, opportunities, medical needs, etc in larger urban areas like Tacoma north to Seattle.
Pierce County	No	No	No	No	I would prioritize expanding access to more locations in Pierce county (e.g Tacoma Dome link, Hilltop Link, and sounder extension) over expanding capacity. I think more access would create more demand, more interest, etc.
Pierce County	No	No	No	No	I live in Tacoma and work in Seattle and I have been anxiously awaiting the Tacoma Dome Link since it was first proposed. That is my personal priority. My other selections are, again, based on my personal exposure to South Sound community needs.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I previously lived in South Seattle and loved the ease and convenience of the light rail. I want as many people as possible in the greater piglet sound area to be able to enjoy it as well.
Pierce County	No	No	No	No	They move people between economic and cultural centers
Pierce County	No	No	No	No	These improvements are near my home, near where I work, and places I like to visit.
Pierce County	No	No	No	No	I currently live in Tacoma and would like more options for public transit. The north has more options already.
Pierce County	No	No	No	No	Delay link light rail to TCC. Don't delay south sound projects to be benefit of the north or eastside of your service area.
Pierce County	No	No	No	No	Commuter traffic around and through tacoma is awful, and as more people move from seattle to tacoma, we need reliable access to all the jobs to the north.
Pierce County	No	No	No	No	The train and light rail are great and help reduce commuters driving.
Pierce County	No	No	No	No	These are the lines and services I would use if they were built. I would prioritize adding lines and stops and securing rights of way over providing amenities like parking garages which can be added later. I feel providing amenities and access to low income and historically underserved areas should happen first, to give residents there more dependable and timely mobility options than sitting in their cars stuck in traffic.
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	The Sourh Sound has been neglected long enough! You take our money and spend it in Seattle! UNACCEPTABLE!!!!!!!
Pierce County	No	No	No	No	Traffic on I-5 through JBLN sucks. We need rail through the corridor so we can connect to jobs and schools to the north. DuPont doesn't have bus service via Pierce Transit. But a rail connection would serve not only civilian workers and students but military also. The land is already there. Building a parking garage inDupont shouldn't be expensive. Plus, the WSDOT expansion of I-5 with HOV lanes and improved pedestrian access at Berkeley for light rail is already in place. Get moving on this now. It will be another generation before you all finish this. The delays are dumb!
Pierce County	No	No	No	No	We are isolated in the South Sound. We need more transportation to and from Seattle.
Pierce County	No	No	No	No	You need to get the skeleton first--extend n/s and e/w spine of Link, similarly extend Sounder as much as feasible. Then invest in feeders and P&R capacity. Biking to rail hubs is fine for some terrain and demographics, but most 'mericans are going to want to drive to the P&R when it is raining 9 mo of the year. Explore more partnerships with underutilized parking near stations. Using church lots is a great solution when they are nearby.
Pierce County	No	No	No	No	My family relies on the Sounder train for daily commute to work.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Equity. Tacoma residents deserve the Link light rail we were promised â€" and that we are paying for. For economic and cultural reasons, we need to be better connected to our neighbors, businesses, arts and jobs in Seattle and South King County. My office is in Federal Way. We also need more non-polluting transit options that reduce reliance on single-occupancy vehicles.
Pierce County	No	No	No	No	Yes I a daily sounder rider and the he working situation in a sumner is not only a pain for all commuters it's unsafe .... the city has litimed parking in n surrounding areas to rpz only pass leaving commuters parking on busy streets
Pierce County	No	No	No	No	The transit projects I have prioritized are important to me because they further the light rail to south sound communities. I would prioritize land and the projects that would serve the most needs.
Pierce County	No	No	No	No	Environmental impacts and economic costs of traffic on I5 is tremendous.
Pierce County	No	No	No	No	The south sound NEEDS better connection to the north- without reliable service, DuPont is unable to grow or contribute jobs here and elsewhere which would greatly benefit your need for funding!
Pierce County	No	No	No	No	Tacoma, Lakewood, DuPont areas need mass transit. We need more and more reliable ways to move people around our area and to locations beyond.
Pierce County	No	No	No	No	DuPont
Pierce County	No	No	No	No	I'm most interested in mass transit between Tacoma and Seattle.
Pierce County	No	No	No	No	Living in DuPont, I'd love to have the access to stadiums and places up north without having to deal with the constant traffic and then finding parking. I used to live in Mukilteo, and taking the Sounder down to Seattle was great for sporting events and commuting.
Pierce County	No	No	No	No	Expand, expand, expand!
Pierce County	No	No	No	No	Because I live in Tacoma and want better air quality and reduce traffic congestion. And I take transit to Seattle once a month in better times. I also like to take Tacoma Link often. I would think adding fill in stations less priority than extending service to new areas.
Pierce County	No	No	No	No	I ride Sounder South and need more improvements to Sounder South for improvement to services.
Pierce County	No	No	No	No	I live in Dupont at the current speed of the light rail coming to my city, I will likely be too old to utilize it, therefore my tax dollars going to this project are of no use to me. Not a fan of my tax dollars going to light rail projects in King County that don't help me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I live in Sumner and work downtown Seattle. For me personally, my vote is for the changes that will provide convenience and more consistently reliable service. Instead of adding new stations, routes or parking garages, I would rather have trains that weren't regularly delayed by signal issues, equipment issues or freight interference.
Pierce County	No	No	No	No	I 5 is clogged with traffic both for local purposes and for those traveling from California to Canada. For those of us living in the south sound it is our only alternative if we want to go to Federal Way or Seattle. When we first moved to DuPont my commute to Tacoma for work was about 20 minutes. When I retired some 20 years later it often took me an hour or longer to get home. Our back roads are becoming clogged because of the overwhelming number of cars on I 5. We need an alternate way to travel from community to community. I fully support light rail.
Pierce County	No	No	No	No	Rapid mass transit from Tacoma to SEA airport
Pierce County	No	No	No	No	Sounder South serves Pierce & South King communities with an important transportation service, but regional light rail will be a game changer for getting more people access to affordable, fast transit options. Some of the Sounder projects are so long delayed already that they should be kept moving forward if they can (and are already far above capacity in some cases), but I think they are ultimately less important for improving transit equity in our region than light rail and specifically the Tacoma Dome Link Extension.
Pierce County	No	No	No	No	I think expanding access to SeaTac airport via light rail should be the number 1 priority of mass transit -- this is an easy win as NO ONE wants to pay to park at the airport. This type of project is what mass transit exists for. Next up is improved Sounder access in south sound - both improvements to stations and expanded hours/capacity of service will make these more viable options for more citizens.
Pierce County	No	No	No	No	None of them are important to me. With the change in companies/corporations having employees work from home; could be in place for some time. Therefore, I would recommend prioritizing the current under construction projects for completion. Do not start any new projects. As in the private sector, regroup, realign. Live within your means. I drive 20 miles each way to work, 5 days a week. I pass many Sound Transit Buses that are basically empty or close to it.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	With new upgraded track EVEN WITHOUT a garage the Sounder should already be servicing Tillicum and DuPont>Look at public/pvt options to get garages/housing-business/retail level built. A real effort should be a way to attract more mid day use/riders as well as GET Sounder to/from Olympia being the state seat and maybe get rid of so much SOV state cars going back and forth to Seattle
Pierce County	No	No	No	No	The only public transit serving DuPont is the express bus that only goes north in the morning and south in the evening. There is no other public transit except vanpool.
Pierce County	No	No	No	No	Traffic is terrible between Seattle and Tacoma. The Sounder is too expensive and doesn't run the hours we need it. Improve the commute between Tacoma and Seattle
Pierce County	No	No	No	No	DuPont deserves a transit station now since we have a lot of commuters in the area.
Pierce County	No	No	No	No	The sounder is a great option for commuters if the stops work for your job but light rail is the option for everyone. Light rail is what people will fall in love with.
Pierce County	No	No	No	No	Expand the system to reach more places with higher quality transit services.
Pierce County	No	No	No	No	Extending access to the Link to further areas is the best way to promote transit over auto use, provides more options. Not included in the survey is adding more hours/times for the Sounder, or building more parking garage commuter capacity to let people drive short distances and then take transit to work and entertainment activities...
Pierce County	No	No	No	No	Connecting the south's sound to seattle via the Sounder or light rail is LONG overdue!!
Pierce County	No	No	No	No	Making progress on connecting north from Tacoma is important to me. It reduces my need to use that section I-5. Parking at stations is less important to me. I prefer to bike or bus to Sounder stations. Connection within Tacoma via Link isn't a priority and can be covered via bus
Pierce County	No	No	No	No	We desperately need public transportation options in the South Sound. Everyone is moving out of Seattle and heading to outskirts and South.
Pierce County	No	No	No	No	These are the areas I would like to be able to access . And also areas that can use car traffic reduction. That affects routes that I travel
Pierce County	No	No	No	No	The Tacoma Link is in my neighborhood. The ability to travel directly to the airport/Seattle is a high priority. The expansion of the link to TCC would also be a huge asset, as it would intersect with several city bus terminuses and elevate transit in this growing area.
Pierce County	No	No	No	No	Tacoma NEEDS light rail link to Seatac airport. This has already been delayed numerous times. Current bus links are inadequate and don't have accommodations for luggage.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	To reduce traffic congestion and provide a safe reliable trip. Access from Pierce County light rail to Downtown Seattle. When we lived in the Bay Area we wo I ld use BART to access Events in San Francisco
Pierce County	No	No	No	No	The south sound has long been underserved by public transit, and the planned light rail line is badly needed.
Pierce County	No	No	No	No	These are the projects in my area. I don't really travel north to the Seattle area, especially since Covid. I would love to use the Sounder Train more often from Lakewood to Seattle, but the schedules don't work for my needs.
Pierce County	No	No	No	No	Tacoma and south Pierce County residents are gridlocked and need equitable transportation now. More and more resources get funneled to King County, leaving less populated communities like Central Tacoma, Lakewood and Sumner overlooked. Please prioritize Pierce County for expansion considerations.
Pierce County	No	No	No	No	I believe less transit will be needed as people permanently work from home and our governor continues lockdowns. Delay or delete most future projects. Give money back to the state, who in turn should give that back to the people through lowering and/or eliminating taxes. Why spend money on something no one is using and most likely won't use. Spend the money you keep on maintaining what we have. Transit has done nothing for my family or business. I prioritizes the way I did because if you are going to insist on moving forward (which I'm sure you will even though it will help so few people) at least do something for the South Sound! We continue to pay for Seattle and King counties pet projects with nothing to show for it! We didn't want any of this in the first place.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Tacoma, and all of the southern Pierce County Region has been second seat for decades, while the majority of the improvements have gone to the Greater Seattle Area. While I recognize the Seattle area has a greater population, Tacoma is only going to continue to grow at a rapid pace, and we are being crippled by the lack of mass transit to the Seattle area for job opportunities. Sound Transit has also required a lot from the Pierce County residents by charging RTA fees, yet the tangible results are far fewer than that of Seattle. I would consider reevaluating the way Sound Transit does business; from the lack of funding allocation in the design phases, to the massive monetary waste that goes into these projects from overpaid, over employed, layer and layers of management (of what their job duties are, few know). I have first hand seen this waste by being cheap on design efforts, yet paying it back 10 fold in change orders. THIS HAS TO STOP! You have no right to take away these promises from our citizens who have been paying into a fund without first looking inward to do everything possible to keep this running. Sound Transit needs to look within their organization to find what their true goals are, and see whether or not they are meeting them. What good is a $2,000,000,000 train and station if you do not have an accessible connection to get there from the major area wide destinations/generators?
Pierce County	No	No	No	No	South King and Pierce Counties are growing really fast, and need more options for getting around without driving. I included the Stride Bus through Renton/Burien because I believe Renton is underserved by Sound Transit. Equally, Seattle needs more ways to move people throughout the city, to slow congestion for the whole system. Graham Street station is a huge equity issue, should have been built during initial construction. For delays/modifications, I think you should really consider creative options for getting people to stations- are garages the best option? I also think the priority should be getting people off I5 and 2 hour SOV car commutes- but also a system that moves smoothly through Seattle, so has good 7 day options for both long-distance commuters/social outing folks.
Pierce County	No	No	No	No	I believe that all of these projects are important, but I think that any and all parking garages or improvements for vehicle access be put on hold to ensure that link light rail projects and rapid bus transit are not cut. Completion of service comes first.
Pierce County	No	No	No	No	Recently moved south, but still want to enjoy downtown Seattle shops and restaurants as well as hockey games
Pierce County	No	No	No	No	I live in Tacoma but travel to Seattle frequently and want more ways to connect and expanded service times.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I think all of the current and planned transit projects are extreme boondoggles. I live in Tacoma and have been severely impacted by the construction of the link extension through the Stadium/Hilltop area. That link is a waste of money, it is faster to get in your car and drive than to take the link. The link will impede traffic and will makes the streets unsafe for pedestrians, cyclist and drivers. No one will ride, how does Sound Transit plan to pay for the up keep. Expecting to increase property tax on those who don't utilize public transportation is robbery.
Pierce County	No	No	No	No	They seem the most cost effective.
Pierce County	No	No	No	No	If the Link connects to Tacoma it opens up frequent transit options to the airport and Seattle. Capacity upgrades are nice, but getting initial service to unserved areas should be priority #1.
Pierce County	No	No	No	No	Cuz it so far seems you put 98% of the dollars you have in places other than Pierce County. I have no way to get from my place on the hill to downtown to get the train, no bus near me at all to get me near and walking would be just under 2 hours to get to train and an hour for a bus. I use to be transit only yet not any more, I now have two cars just for myself.
Pierce County	No	No	No	No	Travelling to the airport from Tacoma is important to reduce individual trips to the airport and provide a convenient and less expensive way to get to the airport. Real estate will not get any less expensive, so I would prioritize projects that need land acquisition.
Pierce County	No	No	No	No	I recently moved out of downtown Seattle (where I lived for 7 years and relied on transit every day) to Sumner which is 100% car dependent. It's disappointing. I cant even get to the airport without taking a taxi/Uber. My #1 priority would be to expand the Link Light Rail to South Sound (at LEAST Federal Way, but eventually Tacoma) so we can ride the Light Rail to the airport. Admittedly, we'll have to park/ride. Please don't forget about us in the southland! We want transit too!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	The Tillicum and DuPont station ðŸš‰ would put allot more retired or younger working people into Seattle China Town District and either exploring the stations or going on the Link to Pike Place or UW Seattle. My son plans to go to Seattle UW after high school and this would take him to classes and back along with allot of younger local kids. As for me as a Retired US ARMY VET. I could go spend my money ðŸ’µ in the city and post about it on social media. Other Vets in the area would have a walk across the Madigan gate and travel or explore the City on reliable train. Most younger Vets don't have a car but would like to travel and it takes one bad experience and they usually stay in or around the base but the Tillicum would change that and get more Vets to a Mariners game and or a night out in the city and back. For other people commuting it would help them get to work without bring their POV and thus eliminating congestion of I-5 and trust me a single car not going into the city is allot. This project will help in so many ways that I could not write about them all but I can see so much good in finish this stations ðŸš‰ as soon as possible. Tillicum and DuPont station is a game changer that must be explored because so many younger families live in the area. It would open and Avenue for so many that it will benefit everyone in the long run. More people riding, more people sharing new places and experience and all because of reliable and fast connections of the Sound transit.
Pierce County	No	No	No	No	Affect on traffic south of Seattle to pierce county.
Pierce County	No	No	No	No	Really would like more parking at sumner station. Will often because there's no place to park.
Pierce County	No	No	No	No	Currently, we don't, and won't be using any of the services. But Sumner is horribly under-served.....we pay thousands for services we are not getting (and won't be using.) These projects should be funds less by taxing an entire population in a particular area, and more on usage. Use it, pay for it. As a retired person on a fixed income, paying for this, when I'll probably NEVER use it, irritates me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Linking Downtown Tacoma to the airport and the wider region is crucial to meeting regional growth goals in our regional growth centers and core metropolitan cities. Projects that are prioritized should be those that fall in line with adopted plans prioritizing regional growth in metropolitan cities. Projects should be prioritized based on climate goals, which means that non-motorized station access improvements should be prioritized over increased parking. Tacoma is currently underserved with regional rail connections and high capacity transit options within the city. Other core metropolitan cities, Seattle & Bellevue, will be well served with regional connections and intra city transit upon completion of projects in 2021-2023. Projects should be prioritized to bring new core cities like Tacoma and possibly Everett into the system before densifying the system within other core cities by building projects like a Boeing Access Rd station, Graham St station.
Pierce County	No	No	No	No	The Sumner Station has been in the process for years. The Traffic Ave overpass is now complete and will accommodate the increased traffic caused by parking garage sounder riders. The boom in housing and population in the south has put increased pressure on commuting north. A parking garage in Sumner is needed immediately.
Pierce County	No	No	No	No	1) Improving/expanding service in the Sumner/Bonney Lake/Orting area, because the area has a lot of growth and is huge traffic bottleneck. 2) I would prioritize extensions of service to un-served areas, even if it's limited days and times.
Pierce County	No	No	No	No	It currently takes me 2-3 hours to get home from work because of traffic. I would love to have access to a train that could get more traffic off the road. As a construction worker who starts early in the morning, the Sounder does not arrive to Seattle early enough to allow me time to get to a bus connection to my jobsites. Adding earlier leave times would be extremely helpful. Also, when I have to work in the eastside, there are no good public transit options from where I live in South Tacoma. Having a rail option to get to Bellevue/Redmond would be greatly beneficial. I wouldn't mind paying more in train tickets to help fund these options, as it costs me much more in gas and parking fees to drive. Thank you for your consideration!
Pierce County	No	No	No	No	They provide transit access to major centers with high concentrations of low income households and people of color. Transit access is economic opportunity access (high paying jobs are in downtown Seattle)
Pierce County	No	No	No	No	Sumner garage was all but built already. We had the ball rolling and the rug was yanked out from us. Please have this as a top priority.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	they would allow me to actually use mass transit rather than wish I could. I need a place to park or I can't use it. Bringing link south would mean a lot. The times when I would use link are too late in the morning to find a parking spot. Sometimes I could take sounder (though usually there is no service at the times I would go), but again, no parking.
Pierce County	No	No	No	No	The area around the city of Sumner's Sounder station is still very backed up even with the new bridge in place. Traffic on 167 and 410 between Pacific/Bonney Lake are horrible. Trying to go South in the evenings to anywhere in the area is hard to do because East Valley, Sumner-Tapps Hwy and 214th (going around Lake Tapps). All roads are backed up because 167 is so horrible. I don't understand why there aren't more lanes on 167 with the amount of land on either side of the freeway.
Pierce County	No	No	No	No	Reaching Seatac Airport
Pierce County	No	No	No	No	Connecting Tacoma better with the airport and Seattle with light rail will help many living and working in Pierce County - including low income people.
Pierce County	No	No	No	No	None of them are important. Sound Transit is a black hole for taxpayers dollars. And the organization lies through its teeth.
Pierce County	No	No	No	No	Original promise of sound transit was to link Tacoma to Everett with light rail.
Pierce County	No	No	No	No	Speed and reliability of getting between Puyallup/Tacoma area and Seattle/Bellevue area. Availability of parking at transit centers.
Pierce County	No	No	No	No	We need more trains from Tacoma & further South to Seattle - both by increasing the length of light rail & frequency of Sounder trains.
Pierce County	No	No	No	No	Better access to link and sounder for people who need it.
Pierce County	No	No	No	No	My primary form of public transportation is the Sounder South line our of Auburn. I also would like to utilize the Link light rail once the new Federal Way station is complete.
Pierce County	No	No	No	No	none
Pierce County	No	No	No	No	I live in Tacoma. The busses and trains are overly crowded during peak commuting times.
Pierce County	No	No	No	No	None of these are important. Adding Stride and expanding express bus service to provide flexibility at lower cost should be the transit priority. Expensive, flashy trains and light rail are boondoggles that do not meet changing needs and waste money.
Pierce County	No	No	No	No	I'm hoping for more frequent south sound sounder trips including evening trips between Tacoma and Seattle
Pierce County	No	No	No	No	Provides me increased access rail more quickly. Provides others to improved bud service.
Pierce County	No	No	No	No	These are most important because they directly affect me or have the potential to do so.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	My hope is that the access to the sounder, link, and bus lines that should be distributed where they are needed. They should be focused on the neighborhoods that need the access.
Pierce County	No	No	No	No	Reducing traffic safe exit and entrances. Concern still on the safety downtown Seattle. Due to COVID and move of work location building my current riding situation my change. I did ride full time prior to both events and believe transit is the way to go for Seattle/Tacoma/Everett/Eastside locations.
Pierce County	No	No	No	No	I've been riding from Tacoma to Seattle for more than 10 years, so I have a little knowledge on where the need is, to a point. My decisions are based on where I believe the needs are from a rider's perspective. Prioritizing is based also on money and where the highest ridership is needed from my viewpoint.
Pierce County	No	No	No	No	Light Rail projects in Tacoma will have a great impact on providing low cost transportation options for individuals in lower income brackets.
Pierce County	No	No	No	No	North end projects get prioritize higher than south end. However, the south end is expanding faster and does not have the same transit capacity as Seattle, Bellevue, or the North end.
Pierce County	No	No	No	No	Highway 167 is a parking lot, even still as the other freeways are wide open. There is just no good way to get to Seattle besides the sounder train
Pierce County	No	No	No	No	The transit projects I've prioritized are important to me because the Sumner station is my home station and parking is next to impossible to find in Sumner. The city has blocked off many surface streets severely limiting parking for commuters. I have used the Bonney Lake Park and Ride to get to the train, but the afternoon standing room only busses are discouraging. Any expansion in the south end, especially Pierce county is needed as the population continues to grown and expand further south where housing prices are currently a little more affordable.
Pierce County	No	No	No	No	Parking is a big problem in Sumner #1. I can't use the station because of no parking in the city and no paid parking. You should not delay this project. Alternatively I need to take bus from Bonney Lake or ride share to Auburn and/or Kent which adds an hour wait and commute time = 4+ hour commute time to work 8 hour shift.
Pierce County	No	No	No	No	Prioritize getting light rail from Seattle to Tacoma....
Pierce County	No	No	No	No	I use the Sounder from South Tacoma to the Dome. Bus 574 to SeaTac. Buses 590 & 594 to Seattle. The Link from SeaTac to the Dome would eliminate the bus, but more service from South Tacoma would be beneficial to me. Major cities around the world provide much more service.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I think that many projects are focused on King County and improvements are delayed in Pierce County and the south end.
Pierce County	No	No	No	No	Keyed mostly to my work and home locations
Pierce County	No	No	No	No	Avoiding the congested traffic. Keep building the Link, priority no. 1.
Pierce County	No	No	No	No	I think Tacoma/South Sound have been left out of many of the Sound Transit priorities over time. The fact that it is taking as long as it is to connect Tacoma to the Link network is one of the biggest failures of this this effort and should be rectified as quickly as possible.
Pierce County	No	No	No	No	Tillicum and DuPont are underserved areas of economic concern and can vastly benefit from better public transit options to improve local economics and commuting for residents. It is the best option for improving our community and public spending should always prioritize the most vulnerable.
Pierce County	No	No	No	No	Making it easier to get around without using a car. Also the ability to use transit. ie better parking, . Also wish better bus service in Pierce county. Have disabled daughter who is not safe to drive. Bus service is none
Pierce County	No	No	No	No	There has been a lack of priorities on Pierce Tacoma and there is a huge need with connecting to our airport that shares our name, Tacoma. And with all of the events happening in Tacoma and commuters from Tacoma, now is the time.
Pierce County	No	No	No	No	Capitalizing on improvements to the existing infrastructure will have immediate impacts and be wiser than expanding or implementing new systems/lines.
Pierce County	No	No	No	No	Most local and relevant to me and my family. Link access to the airport will be popular, keeping people moving near arterials seems like the best bang for the buck
Pierce County	No	No	No	No	I believe you should focus on projects already started and/or nearing completion.
Pierce County	No	No	No	No	I want to be able to get to Sea-Tac Airport. There is no light rail service for the community south of I-5/SR-16. Only bus via freeway to Lakewood/south.
Pierce County	No	No	No	No	I don't currently use transit but I would if it were more useful to me (eg, longer hours for sounder and link access to Tacoma).
Pierce County	No	No	No	No	There have been considerable investments made in the Sumner area to improve access/routing for the planned garage. That area is primed and ready the pedestrian bridge, bike lanes and garage. Improving (increasing and new) bus routes from the Bonney Lake and Orting area will help reduce congestion.
Pierce County	No	No	No	No	Tacoma is experiencing an influx of new residents who will be commuting up to the Seattle area. Even in the pandemic, I5 is backed up regularly. The South Sound has been underrepresented in transit development, and we need to remedy that as soon as possible.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Establishing stations and rights of ways as soon as possible
Pierce County	No	No	No	No	Stop building parking at the train stations, this creates stupid traffic jams. Why not a hub and spoke system with park and rides a few miles away served by buses + priority for dedicated bus lanes on these routes? I used Sounder South line for 7 years, the lack bus services timed with the trains at train stations was a big let down. You guys need to think big picture and set about solving the problems one by one.
Pierce County	No	No	No	No	I focused on projects that would extend the Sounder and Light Rail because I-5 is unbearably congested through JBLM and Tacoma/Fife. Anything that will expand access to more locations must be done to get as many people as possible off the freeways. Also, extending the Sounder to Dupont brings us one step closer to my personal dream of Sounder service to Olympia (I realize this is outside the current Sound Transit area). It's a stretch goal, but so important for south sound connections and reducing our freeway footprint. My lower priority items focused on extending Tacoma link access to serve more of the community, and improving Sounder station capacity.
Pierce County	No	No	No	No	Servicing areas that are still under utilized.
Pierce County	No	No	No	No	We need to be able to easily commute from Tacoma to Seattle with minimal transfers to decrease the traffic on 1-5
Pierce County	No	No	No	No	I live in Tacoma and travel to Seattle and Lynnwood area very often. I drive to Angle Lake to catch the light rail there. As I get older, I would like to be able to give up my car and take light rail from Tacoma.
Pierce County	No	No	No	No	Prioritize projects that serve dense area first (Tacoma and Seattle) auburn, summer etc have lower riders and serve far fewer customers
Pierce County	No	No	No	No	I live in the South Sound and work in Seattle. The amount of time it takes to get into the city, and then across the city to my place of work has me greatly considering finding a new employer in Pierce County. With the housing prices in many of Seattle's suburbs rising, more people are moving further South and North making the already limited public transit options more difficult as parking and seating options are limited.
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	I live in the south sound and worry that Seattle and the east side will dominate and control the future growth
Pierce County	No	No	No	No	Just making it easier to get around Tacoma and getting to Tacoma for big events. I might have missed the option, but going from Tacoma to SeaTac on the light rail would just be so great!!
Pierce County	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I believe having light rail from Tacoma to Seattle, outside of the Sounder will allow for more stops and better ease of movement by those that don't need to go all the way to Seattle. I believe a vote would be the best way for the public to determine what projects should be prioritized and what should be delayed.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	The transit projects I've prioritized are important to me because I have lived and worked all over this region my entire life (30 years). In the past 10 years or so, I've lived in Federal Way, Des Moines, Renton, and now Bonney Lake. From those areas, I have to commuted to work in Tukwila, Georgetown, South Lake Union, Westlake, and Fremont. It has been an absolute nightmare to get to Seattle at the times my workplaces have dictated I need to be there. When I drive in, I sit in traffic, then try to find parking, pay fees I can't afford in order to park, walk however far to my workplace, then at the end of the day drive home. Unfortunately, my alternatives coming from any of those areas to the Seattle areas mentioned above have been very, very slim. Most involve driving somewhere to find an already full park and ride, or paying a third party parking lot, in order to park and catch the light rail or the Sounder. There aren't many options to park and catch transit into Seattle and driving in and parking is also expensive and a risk of not being able to park anyway. In addition, the times the Sounder runs are very restrictive. I can't get into Seattle after 9am or leave Seattle past 6:30 pm, which forces me to squeeze onto the limited 7-830am and 4-530pm backpack-to-face dense trains. Unfortunately, getting in that early and leaving early have not been an option at some employers, leaving my only option to drive in. Transit has also almost never been close to where I've lived or where I've worked. No transit currently goes to Georgetown or Fremont for example, and I had to walk very far to get to a past workplace in SLU area. And I can't afford to live closer to any current transit options. Even if I did, I'd be subject to the same full parking lots and transit times that may not work for an employer. There simply aren't any easy ways to get into Seattle, and into the specific areas of Seattle I've needed, coming from the South. Looking at housing and traffic trends, we know that the pattern has always been: slog in the morning commute (Northbound), and slog in the evening commute (Southbound). It's never been different. Though I recognize that North of Seattle also has higher traffic (in the opposite directions) during peak hours, I have never worked with or met anyone whose commute from the North into Seattle was worse than my own, coming from the South. Mine has always taken longer and been harder to navigate and more expensive than those coming from the North. I think it's time we alleviate these decades long patterns and boost our ability to live South of Seattle and be able to commute not only TO Seattle, but anywhere WITHIN Seattle we need to get to.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Extending multiple modes of transit further south should be a priority across the network. I-5 through Tacoma and Fife is heavily congested even right now during COVID (proof that many critical and essential workers for King County come from Pierce County), and it will only get worse as more workers return to offices in King County. For equity's sake, Sound Transit needs to make good on promises for more transit connections in Pierce County that residents here have been paying taxes on for years. The Tacoma Dome Station parking is well past capacity and increasing light rail capacity through the city to get to the Tacoma Dome, adding points further south to access the Sounder train, and completing the Link lightrail from Seattle to Tacoma are of utmost importance to the regional health and welfare.
Pierce County	No	No	No	No	Less reliant on cars.
Pierce County	No	No	No	No	If I choose to move farther south I'd like better rail access, and I currently would use sumner station so improvement there would benefit me.
Pierce County	No	No	No	No	Important to me because they serve a large, normally disenfranchised communities.
Pierce County	No	No	No	No	Anything to get more cars off the road. I live in downtown Puyallup and now I'm retired, but I can't go where I want when I want because of all the rush hour traffic. When I go out after 9 am I always make sure I'm home by 2 pm because of all the gridlock. I worked in Federal Way and it took me 60 minutes to go 10 miles from Federal Way to my home in Puyallup. That's crazy.
Pierce County	No	No	No	No	The traffic through Fife is absolutely out of control. Anything to reduce the congestion and access to public transit for historically lower income neighborhoods.
Pierce County	No	No	No	No	1) people are moving south to the Tacoma area and beyond. In order to keep traffic down and make the most of the money spent, adding the link along I-5 in a way that follows current traffic piggybacks off of studies the WDOT has spent and makes the route make more sense to riders 2) West Seattle needs help, y'all. I don't live there but the failure of that bridges makes them very isolated.
Pierce County	No	No	No	No	Anything that helps get to Kraken games from Puyallup or further South; potential train service easily accessible if commuting from Anderson Island
Pierce County	No	No	No	No	We live in Puyallup, so the light rail is of no benefit to us. All of the tax money that has been drained from our pockets has gone into building out Seattle and that metro area with little or nothing done in the south sound. The Sounder serves only commuters so it is basically useless to the average joe who might want to take it for a day trip into Seattle.
Pierce County	No	No	No	No	My property borders this area. Would like more details about what exactly is being proposed.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	We were promised light rail to Tacoma when this passed in the 1990's and Seattle stole all the money for themselves. It is time to fulfill the promise that was made to continue to tax us.
Pierce County	No	No	No	No	Would like parking available where I could park and ride light rail to the airport. Not sure how long you can currently park at a facility.
Pierce County	No	No	No	No	I like Link. I like Sounder. Getting off the hwy and frwy makes these options most efficient for commuters both on and off the regular road.
Pierce County	No	No	No	No	Make what we have more accessible with more routes and improved speeds. Light rail to Tacoma is a necessity.
Pierce County	No	No	No	No	I believe autonomous driving improvements will render light rail relatively obsolete so I would not invest more dollars in that. I would continue to invest in existing infrastructure (Sounder) and then in bus routes. The flexibility and relatively low cost of buses makes them the mass transit of the future.
Pierce County	No	No	No	No	Build Tacoma Light Rail and Sounder Station parking garage
Pierce County	No	No	No	No	Parking in Sumner and Puyallup. We've been dealing with the problems for years. It seems like the projects get priority in King County over us in the south end.
Pierce County	No	No	No	No	I am retired and live in DuPont. We love to take the bus to the airport and the LINK to Seattle. Have never had the opportunity to ride the SOUNDER to Seattle, but would like to. Wish it ran consistantly on the weekend. Love taking the LINK to Mariner games and would like to be able to travel to Seattle and beyond on weekdays. Given limited funding, I would delay/modify parking and parking improvements and encourage ride sharing/Uber/Lift rides.
Pierce County	No	No	No	No	These projects would make my family's commute easier and increase our use of public transit.
Pierce County	No	No	No	No	Nearing 79 years old I doubt that I will see any light rail near Puyallup so I chose these for the younger people who live here.
Pierce County	No	No	No	No	Don't do any of the projects unless you have the money for it and can keep the cost low, especially to riders.
Pierce County	No	No	No	No	I prioritize the needed improvements to better enable south sound residents to get easier access the city and to cut down on traffic in the city from the south end.
Pierce County	No	No	No	No	riding from tacoma north to the airport and beyond
Pierce County	No	No	No	No	I personally would use the light rail or sounder to get to Seattle and Seatac from Lakewood. Also, it seems that Sound Transit has prioritized the North Sound in the past, now it's South Sound's turn.
Pierce County	No	No	No	No	I wan5 to see service expanded to a larger part of tacoma to reach more people

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	South Pierce County is currently building huge blocks of housing. Real estate is considered to be the hottest market in the United States. We need to make it easier for people down here to get to and from Seattle without driving. We also need to make it easier for people working on the military base to get to and from their work without driving.
Pierce County	No	No	No	No	Whatever suits the needs of my local community
Pierce County	No	No	No	No	Rail transit more important than bus transit which is outmoded as mass transit solution
Pierce County	No	No	No	No	I would like more mobility within Tacoma and from Tacoma to the airport.
Pierce County	No	No	No	No	Prioritize light rail to develop dedicated transportation network that does not rely on roads prone to traffic delays or tracks needed for freight mobility. Target further urban development around station locations, linking housing, employment, and other destinations. I would delay or phase extensions to see the whole system built out or consider reduced frequency at start of service a worthwhile trade to getting the right infrastructure in place.
Pierce County	No	No	No	No	Expand the length and capacity of service as much as possible with the funds you have. Show the south end the benefits of paying into this system for so long
Pierce County	No	No	No	No	Invest in light rail system expansion as early as possible to lock in the price. Our region needs reliable transportation infrastructure that takes cars off the road and and gives commuters certain commuting times.
Pierce County	No	No	No	No	Up to this point, it's felt like the revenue Pierce County contributed to Sound Transit has subsidized projects in Seattle and King County. In light of revenue shortfalls, I want to prioritize projects that connect Tacoma and Pierce County to the system it has funded. Moreover, building a stronger local transit system within Pierce County will bolster the impact of a regional system.
Pierce County	No	No	No	No	Providing long term infrastructure such as expanded light rail and Sounder stations will, in the long run be the most cost effective. As real estate costs rise over time providing these improvements now will have a greater return on funding by locking in the land at current price and providing ridership as development around transit hubs increases.
Pierce County	No	No	No	No	Complete the Central Link spine to Tacoma Dome! Provide what has been promised to Pierce County
Pierce County	No	No	No	No	Everyone that pays the outrageous ST3 tax should get an unlimited orca card for each motor vehicle registered.
Pierce County	No	No	No	No	Get the service established, then improve the parking

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	Ones I may use. ST3 was unfair based on inflated vehicle values. We pay almost $400 for out 2017 Caravan. I won't vote for any additional taxes until the peoples' voices Will he heard! Perhaps by waiting, a recession will appear due to Covid and costs will come down.
Pierce County	No	No	No	No	The projects are important because they will ease congestion and make it easier for South Sound to connect with the Seattle area. Also, Tacoma and surrounding areas need more and easier transportation infrastructure. Also, below I said I don't currently ride transit. That is because of the pandemic. I'm looking forward to using it in the near future. I would be using the 10:40 Sounder from Puyallup to Seattle, but it's not currently running.
Pierce County	No	No	No	No	More trains and buses over more parking!
Pierce County	No	No	No	No	#1 Rural growth in Orting makes traffic in and out along 162 bad. It needs transit support. #2 Rural growth in Bonney Lake, Tahaleh, Sumner, Orting and surrounding areas draws too many vehicles to the Sumner station for parking; increased capacity is necessary to support the residential growth in the area. #3 Boeing has a significant amount of employees that work in the buldings along Boeing Field that could make better use of the transit system if a Link line was extended at the Boeing access Road (and then combined with complimentary bus service) --- However, that is conditioned upon how COVID impacts the Boeing return-to-work plan and how many employees will be working in that corridor in the future. #4 Residential growth in Pierce County is increasing with individuals working in King County.
Pierce County	No	No	No	No	garages and more stations with continual service throughout the day.
Pierce County	No	No	No	No	I want the need for cars to drop. Anything you can do to drop the need for cars the better. More rail 🚋 please
Pierce County	No	No	No	No	Improving what we have to better manage capacity should be the priority. Link to Tacoma Dome would allow all South Sound folks quick access up north and there's existing parking and bus center. Have always needed more parking so prioritize those projects to manage increased use.
Pierce County	No	No	No	No	I would absolutely keep the dollars currently allocated to access improvements, and deprioritize any dollars allocated to 'studying' expansion plans. We need to make our current spine stronger, more reliable, and more accessible to our 8-80 year population with varying mobility needs.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	1. Can we look at perhaps joint funding of garages with Microsoft/Boeing/Amazon, whose workers will be the primary users of the lines? See Atlanta's MARTA system and their garages for workers at the ends of their lines. 2. As much as I want to see light rail through Fife into Tacoma, I think enhancing Sounder South with more service and parking is more important to do first. Sounder is fairly reliable and adding a later train and 1-2 mid-day trains plus fixing parking issues at the stations may help. 3. Could we try a hybrid approach? Perhaps run shuttle buses along the future Link extensions to where Link/Sounder connections can be made? This would give us some level of service while awaiting the Link line: Example: I live in Fife which has limited bus service via Pierce Transit and no Sound Transit service. A shuttle to Tacoma Dome/Puyallup Sounder stations or Federal Way link station from Fife would be very helpful.
Pierce County	No	No	No	No	I live in Sumner and there is an extreme lack of public transit in the south end. Parking at the Sounder station has always been awful. You have commuters from Sumner, Bonney Lake, Orting, and Puyallup all coming to that station.
Pierce County	No	No	No	No	Pierce County is growing, and I'd like to see more transit projects that help people get around the county (not just projects that help people commute from here to Seattle).
Pierce County	No	No	No	No	We commute to Seattle for work on the Sounder
Pierce County	No	No	No	No	Access improvement is a priority for me and many others I talk with, especially for those with limited mobility!
Pierce County	No	No	No	No	As traffic gets worse along I5 and population increases in the South Sound having more public transit options between Seattle and Tacoma is vital to dealing with the areas congestion and mitigating the environmental impact of having more people commuting.
Pierce County	No	No	No	No	The link projects would help reduce traffic and connect people to jobs. Sounder trains are often crowded and uncomfortable, also not frequent enough to be useful, and we could use more capacity. I often commute by bike in the Tacoma area and would like to see the station access projects completed because currently the area does not have safe bike routes. Pandemic has impacted my commuting choices, but I plan to get back into using the system when it is safe to do so.
Pierce County	No	No	No	No	All that work put into expanding the link in hilltop in Tacoma would be wasted in my opinion if that line doesn't connect to the rest of the network. That connection will increase revenue. It'd be a shame if you couldn't hop on a light rail train in Tacoma and not ride all the way to Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	I would prioritize Sounder service extension to points south, over access at a given station location.
Pierce County	No	No	No	No	I commute to Federal Way very close to the Fed Way station so having a transit option would be very appealing to me.
Pierce County	No	No	No	No	Definitely need more Parking I Sumner for the multitude of people who use the Sounder.
Pierce County	No	No	No	No	There are no projects important to me.
Pierce County	No	No	No	No	Pre-covid I took the bus from Tacoma station to Seattle because there is no train at 500am. Then I take the Sounder Train home at 430 to Tacoma. Going home Sounder Train was extremely crowded. There needs to be more options. Now during Covid., the hours are horrible, and so I have to drive to work and pay 24 dollars a day in parking. City of Seattle my employer helps pay for my train or bus but no help if i drive.
Pierce County	No	No	No	No	As a sumner resident, I'd like more availability to ride the train to Seattle outside rush hour times.
Pierce County	No	No	No	No	Benefits those most in need.
Pierce County	No	No	No	No	If an area can be served more easily by bus or with improved non-motorized then the rail investment could be re-routed to where it covers a longer distance and takes more cars off the road. That is why I rated the Sumner / 162 improvements higher than St Joe's to TCC. We need to use rail to serve long distances and reduce carbon footprint. Rail needs to be supported by local bus and bike.
Pierce County	No	No	No	No	Most used services
Pierce County	No	No	No	No	People need more train times to get to Seattle for work and pleasure.
Pierce County	No	No	No	No	Helping to get cars off the road and create more transit options so more people can ride.
Pierce County	No	No	No	No	I think the projects I have chosen will help the greatest number of people who will actually use Sound Transit. I would not spend money on rebuilding or renovating stations already in place. For example, the Kent Station was rebuilt not long ago, and it's on your list again. It's time to expand the service to serve more people.
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
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Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
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Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Pierce County	No	No	No	No	
Seattle Area	Yes	Yes	Yes	Yes	
Seattle Area	Yes	Yes	Yes	Yes	Location of stations. Graham and MLK needs a stop. For a community that is in need and relies on public transportation this stop is crucial to help people get to work easier.
Seattle Area	Yes	Yes	Yes	Yes	It is nearly impossible to get from west Seattle to the rest of the city in a timely fashion without hoping and praying that buses won't break down or get stuck in traffic. It is even harder now that both West Seattle bridges are down. More people are moving to West Seattle due to the inaffordability of mainland Seattle, meaning fuller buses, more cars, and more traffic. There need to be more viable options for transportation, and fast.
Seattle Area	Yes	Yes	Yes	Yes	15th ave corridor is a nightmare, highest ticketed area in the state. 99 has no downtown exits forces people to drive.
Seattle Area	Yes	Yes	Yes	Yes	The projects I've prioritized would provide better (more frequent) service to areas it's difficult for me to get to now without multiple bus transfers.
Seattle Area	Yes	Yes	Yes	Yes	We need to focus on the density and accessibility along the existing route. Next we need to address the rapidly increasing density in Ballard. It's already an urban core but without reliable transit.
Seattle Area	Yes	Yes	Yes	Yes	Equity. These are the projects that will improve mobility access for the people who tend to need it most.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Yes	Yes	Yes	
Seattle Area	Yes	Yes	Yes	Yes	
Seattle Area	No	Yes	Yes	Yes	They're important because they make the entire system more useful to me. They add places I want to go, like Ballard, and more options like new stations downtown and in S. Seattle. I would prioritize phasing in project elements to meet budgets. Specifically, elements that encourage carbon-creating activity such as driving should be delayed to prioritize elements that replace climate-change causing car usage, like new Link stations and lines that can replace car trips. I would prioritize opening a service by delaying construction of parking garages, or reducing the number of parking spaces. Furthermore, Sound Transit should seek further future funding sources from the increased tax base that would be created by up-zoning the 15 minute walksheds around stations like 130th street. Active lobbying of local governments to allow these upzones would be to all our benefit by reducing carbon produced by those communities along the Link line.
Seattle Area	No	Yes	Yes	Yes	ST Executive / board / anyone making >100k pay must get their salary cut before reducing service or modifying future projects. Transit is the only affordable option for a disabled low income person like myself. Every delay while ST white-collar employees pulls in big salaries tells me that my mobility does not matter.
Seattle Area	No	Yes	Yes	Yes	Bring service from Tacoma Dome Station into Olympia
Seattle Area	No	Yes	Yes	Yes	economics
Seattle Area	No	Yes	Yes	Yes	Have family in West Seattle
Seattle Area	No	Yes	Yes	Yes	I have immediate family living in the ID, in Ballard, and near downtown Tacoma, but none of us have access to automobiles. We rely on buses, Sounder, and Link to visit one another. For a variety of reasons, Link is much easier for most of us to use than either buses or Sounder, so having a direct Link connection between us would really help the whole family. Also, speaking strictly for myself, for work sometimes I need to visit locations around the city. Anywhere off the Link line becomes a huge time sink. My quality of life would definitely improve if I were able to get to more places on the light rail.
Seattle Area	No	Yes	Yes	Yes	They will make it easier for more a d more people to use the system. I would prioritize continuing projects and:or improvements that have already started or are close to doing so, before undertaking projects still in the debate/nice-to-have/planning stage.
Seattle Area	No	Yes	Yes	Yes	prioritize underserved areas, areas that are currently car dependant, low income areas, areas that are heavily non-white to correct systemic inequities, projects that will extend the reach of systemic infrastucture

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	Yes	You need to get to Everett!! They have paid for this for years.
Seattle Area	No	Yes	Yes	Yes	My highest interest is in projects that help move people from transit to transit, and help eliminate the need for people to drive to transit. I have personal interest in North End and area connecting projects, and I would say that projects that fill an unfilled need (like currently getting people easily in and out of West Seattle) are more important than those that add to something that already works pretty well.
Seattle Area	No	Yes	Yes	Yes	As a senior who no longer has a car, getting around West Seattle where I live in Fauntleroy area to say Alki takes over an hour, just to use the C bus to the Junction and then wait for the Alki bus or to other parts of West Seattle not served by the C line! Getting to medical appointments on Capitol Hill takes a change and 45 minutes- so it is ridiculous that getting around within West Seattle is really an effort. Getting to the university area, is daunting, not to mention a means to get to the Bellevue area.
Seattle Area	No	Yes	Yes	Yes	The selected projects give me faster and more reliable access to work, transit and ferry hubs, and local retail shopping while trying to live car-free in Northeast Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	Yes	If anything, Sound Transit could really serve the greater Seattle region by developing - as quickly as possible - really meaningful bus service for the suburbs. (Full disclosure: I live in North Seattle near University Village.) Folks in the suburbs need to be enticed into parting with their individual occupancy vehicles and learning how to enjoy transit. For the sake of our region's future, we need to be far less car-centric. We need to make it a lot easier for people in outlying areas to get into Seattle, and for people to be able to pleasantly make their way between places like Federal Way and Burien or between Lynnwood and Bellevue, etc., in a way that makes the journey comfortable and fun. I feel that people in West Seattle and Ballard really need to get help with transit options beyond what are in place. To me, it's not so much a matter of building numerous stations between West Seattle and downtown or between Ballard and downtown, rather it's a matter of getting folks to and from outbound parts of Seattle. For example, you list three stations between West Seattle and downtown - maybe that could be changed to two. And the same with the Ballard route - maybe two instead of three. Perhaps plans could be put into place that would allow for the building of a third station on each route when the funding is more stable. (The main thing, as far as I'm concerned, is getting people safely, efficiently, and comfortably into and out of downtown - and between neighborhoods. Priorities could change, however, if the business models begin changing allowing for more people to work from home, etc.) If Sound Transit can somehow manage to contribute to the temporary expansion of Metro service to West Seattle and Ballard, that would be of great help, especially since the West Seattle bridge is in a state of disrepair. I'm concerned about the idea of building new stations at S Graham and at NE 130th because I've seen how disruptive the above ground Link rail lines are to communities like Columbia City, Othello/New Holly, and Rainier Beach. (The underrepresented, low income, communities of color didn't have enough of a seat at the table when decisions were being made, in my opinion.) I most definitely don't see any reason to build a new tunnel downtown at present, given the financial constraints Sound Transit is contending with. That being said, I don't know all that much about the rationale. Perhaps I could be swayed, but at present, I feel that the tunnel under 3rd Avenue is awesome - at least from a layman's perspective. I really respect the work Sound Transit is doing. You're making such a tremendous contribution to the future of the Puget Sound region. I'm really proud of your work. I hope everyone there is feeling 100% valued and appreciated. You deserve it. Keep up the great work. Sound Transit is awesome!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	Yes	I live in the Interbay area so Ballard Link and the new downtown tunnel will be the most beneficial to me personally, but also to the highest number of people in the densest part of the city and thus the city overall. It is essential for trips into downtown, surrounding neighborhoods and throughout the region.
Seattle Area	No	Yes	Yes	Yes	IMO adding in Rapid Ride BRT routes along 130th should be a high priority, even WITHOUT street infrastructure, but just the buses. Especially important if the 130th Link station is delayed due to funding shortfall. Additionally BRTs for 65th, 85th, 125th/130th should be added in asap for Bay to Lake crosstown routes that connect with the main trunk Link route.
Seattle Area	No	Yes	Yes	Yes	I am nearly 70 years old and live near this stop. I visit Ballard and Downtown regularly. West Seattle deserves better access than they have now.
Seattle Area	No	Yes	Yes	Yes	Corporate discounts for employee tickets should be ended. They have the means to easily pay in full for their provision of this benefit to employees. There should also be the emphasis on supporting the taxing of the non-poor to supplement and pay for these projects; not by sales taxes, gas taxes, or mortgage taxes which affect so many poor individuals. Income taxing above the poverty line and ending sales taxes is the only fare way to fund such needs in our state by asking those with means to contribute finally to these issues. All transit is highly important to me as a poor person who relies entirely on transit for transportation in Seattle and to all areas of Washington. I am also disabled which makes walking further to stops not feasible; so connections and stop options remaining present is imperative. It is also important for our environment. The less transit provided, the more people will rely on cars instead.
Seattle Area	No	Yes	Yes	Yes	I would prioritize improving what is already built before going off half-cocked on something new before things have settled down and evened out from the pandemic.
Seattle Area	No	Yes	Yes	Yes	Light rail expansion. Also prioritize for-real protected bike lanes and walking space for pedestrians. Close more roads to cars, making pedestrian-only streets a la what you see in Europe. Stop expanding highways and adding lanes. This is the worst and doesn't help with traffic. All it does is give more room for more cars to make the same roads even more crowded and full. (See Houston.)
Seattle Area	No	Yes	Yes	Yes	
Seattle Area	No	Yes	Yes	Yes	
Seattle Area	No	Yes	Yes	Yes	
Seattle Area	Yes	Unknown	Yes	Yes	Areas that are difficult or time consuming to get to via bus system from my home

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Unknown	Yes	Yes	Prioritize transit within Seattle's core. Important to be able to get around city easily for services, and errands. Efforts needed to revitalize downtown. Connecting all parts of the city important - EASY TRANSFERS (no need to take many stairs or walk long distances to transfer between line - not not stress this enough!) will be important for allowing people with disabilities to use the transit system with minimal barriers.
Seattle Area	No	Unknown	Yes	Yes	
Seattle Area	No	Unknown	Yes	Yes	
Seattle Area	No	Unknown	Yes	Yes	
Seattle Area	Yes	No	Yes	Yes	
Seattle Area	Yes	No	Yes	Yes	
Seattle Area	Yes	No	Yes	Yes	
Seattle Area	Yes	No	Yes	Yes	
Seattle Area	Yes	No	Yes	Yes	Ballard / Fremont is a huge community without transit and was promised years ago. It's close to the core and is very dense. Meets what light rail should be about. Not building out to centers far away from the city center with low population density which goes against key transit principles.
Seattle Area	Yes	No	Yes	Yes	These seem like the highest ridership and would build a complete/dynamic system to connect riders.
Seattle Area	Yes	No	Yes	Yes	This junction is crucial for me to access my favorite Vietnamese bakeries and restaurants. Please please continue it! This station would serve mid to south east Beacon Hill residents, those along the huge stretch of MLK between Columbia City and Othello Stations, and residents on up toward Hillman City. MLK & Graham is a major thoroughfare and the station here would bring improved signaling and pedestrian safetyâ€”especially for the kids attending Aki Kurose who use metro to get to school. It's a lower cost surface station delayed due to budget from the very original lightrail system plan. No tunnel boring or new land to buy. Now is the perfect time to prioritize Graham St.!
Seattle Area	Yes	No	Yes	Yes	Graham is the intersection to alot of things
Seattle Area	Yes	No	Yes	Yes	The areas that I prioritized are areas that are harder to get to on public transit. It would be great to see the West Seattle neighborhoods better connected via transit, especially in light of the bridge. It would be nice to be "car free" and in west seattle.
Seattle Area	Yes	No	Yes	Yes	Public transportation is my mode of getting from one place to another. I live near the Seattle Center and must regularly go to West Seattle and Issaquah. I am interested in any improvements that affect these routes.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	Yes	It is important because: 1. Where I live and work and I would like to have better transporation system in that area. 2. Currently metro is not doing a good job keeping up need for North Seattle area.
Seattle Area	Yes	No	Yes	Yes	Get kids safely to Aki Kurose.
Seattle Area	Yes	No	Yes	Yes	Build the voter approved light rail surface light rail station at S Graham St and Martin Luther King Jr. Way before other new projects.
Seattle Area	Yes	No	Yes	Yes	It's important to me to have greater access to transit so I have more choices of where I can live. I'm disabled and don't drive so I don't prioritize parking. I don't feel safe living on the south side so I prioritize access on the north and east sides.
Seattle Area	Yes	No	Yes	Yes	130th infill station will change the life style of residents living in Pinehurst area.
Seattle Area	Yes	No	Yes	Yes	Supporting the needs of those in West Seattle, given the situation with the bridge is critical. I live in downtown Seattle, so I don't know too much about Pierce and Eastside projects, but my last office was in the south Sound and my new office will be on the Eastside, so I can envision how coworkers and friends might benefit from the proposed projects.
Seattle Area	Yes	No	Yes	Yes	I don't use st buses
Seattle Area	Yes	No	Yes	Yes	
Seattle Area	Yes	No	Yes	Yes	
Seattle Area	Yes	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	Prioritize expanding light rail footprint. It only gets more expensive over time. The window to actually ever getting lightrail into Ballard or West Seattle may be closing.
Seattle Area	No	No	Yes	Yes	Would make my commute easier.
Seattle Area	No	No	Yes	Yes	West Seattle needs better inter connectivity to the city centers. It's crucial West Seattle is top priority
Seattle Area	No	No	Yes	Yes	Serving the most citizens and building the most complete system connections rather than piecemeal sections.
Seattle Area	No	No	Yes	Yes	West Seattle
Seattle Area	No	No	Yes	Yes	connecting urban hubs to reduce inner city car traffic. make seattle more accessible for people without cars. reliable quick transit through the core of the network stations that are near built up urban areas are more important than freeway stations on edge

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	Yes	Generally, traveling west to east and east to west via transit needs to be improved. While north/south travel is important for our region to connect to business district hubs, it is also important that folks can travel west/east efficiently as well. Specifically connecting Queen Anne to SLU or Eastlake is cumbersome; you have to travel out of the way to get where you want to go (i.e. further south than necessary to head east or north east). I think there needs to be transit running down Mercer St and/or Harrison St which now cuts through 99.
Seattle Area	No	No	Yes	Yes	Connecting Ballard and the North end of the lake to (downtown Kirklandâ€"Totem Lakeâ€"Bothellâ€"Lynnwoodâ€"Lake Forest Park) to Seattle. Quit building bike lanes until we get mass trans throughout the area.
Seattle Area	No	No	Yes	Yes	I live in Shoreline and nevery use Sounder, though I understand its important. I will use the Lynnwood Link extension to get to the airport and downtown. I like Ballard and visit there more than West Seattle, so transit to Ballard would be better for me. the 130th St Station adds another option for visiting friends on the north side.
Seattle Area	No	No	Yes	Yes	Light rail is the future of the SnoCo/King/Pierce region, not just for transportation but for practical incentivizing of new businesses, sustainable car-free living facilities, and reduction -- by millions of tons -- of airborne pollutants. Additionally, light rail tends to be cleaner, quicker, and more reliable than bus service. It is rarely affected by traffic jams, and operates with great safety on dedicated rights-of-way. I would be pleased to see rail projects prioritized ahead of bus service enhancements, which have a fairly spotty record of efficiency, cost/benefit ratios, and dependability.
Seattle Area	No	No	Yes	Yes	The Graham St station was part of the first plan we voted to approve. The original project tore up the MLK corridor and the area is still in recovery mode. Stop ST's discrimination against communities of color. Make racial equity a fact rather than a neglected selling point.
Seattle Area	No	No	Yes	Yes	Above all else we should make sure that there is a light rail station near the new climate pledge arena. We already have light rail near the other stadiums in town and in an area with limited parking and tough access to the freeway, light rail is a critical option to keep fans and residents safe and to keep the arena accessible.
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	The 130th station and a link to Issaquah would eliminate nearly all of my driving.
Seattle Area	No	No	Yes	Yes	Access to and from West Seattle to Downtown - there are substantial infrastructure challenges (see: high bridge closure) and significant population in West Seattle. In addition, it is deeply disappointing to hear that Sound Transit is considering breaking its commitment for light rail to West Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	Yes	these projects seem to be able to provide better alternatives for workers going to and from work, and the more workers we have working, the more our revenue will increase.
Seattle Area	No	No	Yes	Yes	Raise tab fees and gas taxes. Make people pay the costs of their road use.
Seattle Area	No	No	Yes	Yes	They are close to me and offer an non car way to more easily connect to the rest of the system without getting stuck in traffic. Money would also be better spent on building out the transit system than in building park n ride lots, focussing construction on areas with the the highest density and potential for ridership.
Seattle Area	No	No	Yes	Yes	I live at 160th, between the two Shoreline stations. Walking to 185th station in work clothes is too far. I could walk to the 145th station especially if there were a bus at Meridian and 145th to take me across I-5.
Seattle Area	No	No	Yes	Yes	I want to be able to use the lightrail to make trips to other neighborhoods besides just downtown Seattle. Seattle has so many vibrant neighborhoods to explore it would be great to use this system to explore them more.
Seattle Area	No	No	Yes	Yes	Access to ballard, west seattle, and kenmore are most important to me, in order to visit friends and businesses.
Seattle Area	No	No	Yes	Yes	I commute to east side for work and general commute/traffics to Ballard/west Seattle are the worst in the Seattle area. Prioritize Ballard/west Seattle light rail and then east side modifications
Seattle Area	No	No	Yes	Yes	130th station opening in 2024 concurrently with 145th. Project costs will only inflate by schedule delay and a second construction phase will be disruptive to the community which has already endured current construction. Graham St. Serves diverse population and should be implemented without delay. West Seattle needs light rail service for those that don't drive and as back up for bridge issues. Use improved Rapid Ride for both West Seattle and Ballard until the projects can be funded. I I prefer delay to these two projects over further delay of 130th St and Graham Street.
Seattle Area	No	No	Yes	Yes	I would drastically decrease spending on 'nice to haves', in particular fancy architecture in the stations. Let's focus on access and cost, not fancy buildings
Seattle Area	No	No	Yes	Yes	The aren't impotant to me at all. I would consider phasing out all furture transit projects because you are just making a mess that our kids will have to clean up.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	Yes	The new downtown tunnel & Ballard Light Rail extension is critical for further development of the Link network - if done correctly they can act as a bridge to a full, city-wide light rail network, serving not just downtown & radial routes, but suburban routes too. Rapid Ride C&D support is needed to offer better service to the region until light rail arrives, and beyond for connectivity.
Seattle Area	No	No	Yes	Yes	Link light rail is a vastly superior experience to buses and for me is a major factor between driving and taking public transit.
Seattle Area	No	No	Yes	Yes	I live in West Seattle and commutes were already tough. Now with the bridge out it seems that our part of the city (West Seattle abd South Park) continues to be cut off more and more. And no one seems to care.
Seattle Area	No	No	Yes	Yes	I strongly prefer light rail over buses. Link light rail is faster, more reliable, more spacious, and doesn't get stuck in traffic. Everywhere the light rail goes becomes an accessible neighborhood for me.
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	No	No	Yes	Yes	
Seattle Area	Yes	Unknown	Unknown	Yes	
Seattle Area	No	Unknown	Unknown	Yes	The people voted for Sound Transit from Everett to Tacoma and from Bellevue to Seattle. That is what should be finished. Feeder transportation to those lines should come next. Everything else is lower priority. Lines to Ballard, West Seattle, and Tacoma Community College and a line between Issaquah and Kirkland should be put on hold. Frankly, I think this prioritization is obvious. Other answers reflect local special interests and take away money from goals that benefit the greatest number of residents in the three county area.
Seattle Area	No	No	Unknown	Yes	Don't tax the h*ll out of King County/Seattle residents. We're already being taxed to death.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Unknown	Yes	You need NEED NEED to service communities like Magnolia and Queen Anne. Our population density is exploding, and we have some of the worst transit service in the city, especially for the taxes we pay. For those of us in 98199 who are only served by 1 bus that's regularly late, cancelled, or too full to pick folks up, it's not a transit option. It's a gamble. And when the gamble costs me an hour of time, I'm unlikely to use it. And delivering to 28th and Blaine is not sufficient for most of us, unless the parking restrictions around the bus stops are eased.
Seattle Area	Yes	Yes	No	Yes	Graham street and also making at grade safer in South Seattle is critical
Seattle Area	Yes	Yes	No	Yes	Obsevation of traffic issues for 50 years. Avoid more construction in Downtown; no one wants to struggle with the mass confusion any more. Let people get used to recent changes for a while. The 130th N/NE intersection is one of very few that allows East-West traffic in North Seattle. Already impacted are 65th NE and Northgate Way and 145th NE---That is enough!! School districts will suffer dangers for pedestrians as well.
Seattle Area	Yes	Yes	No	Yes	Because it would make it easier for me to commute to and from
Seattle Area	Yes	Yes	No	Yes	More park and rides to encourage ridership. Space can be repurposed in the future if planners are successful at getting more people out of cars. Unrealistic to expect people to not use their cars overnight since the supporting transit is not yet available.
Seattle Area	Yes	Yes	No	Yes	I live in West Seattle and no bridge available now. I wouldn't modify anything. Incorporate or increase Taxes on shopping online or entertainment of some type.
Seattle Area	Yes	Yes	No	Yes	We need light rail to travel to work and family in West Seattle. We currently spend crazy hours in traffic doing these things. It's not fair. We are low income. Buses on 99 are disgusting with dangerous homeless people riding when we and our children have to ride.. our car does not run well, too, so we try to avoid using it. We can't get parking at work either.
Seattle Area	Yes	Yes	No	Yes	All Light Rail expansion projects are important to me. I currently take 3 buses to get to work and on my way home, there is way too much traffic in Seattle. I also occasionally travel around Seattle for work and personal purposes.
Seattle Area	Yes	Yes	No	Yes	West Seattle Bridge closure revealed gaping vulnerability for our community. West Seattle, White Center, Burien, Soto must be prioritized.
Seattle Area	Yes	Yes	No	Yes	address the WS bridge. worry about other stuff later
Seattle Area	No	Yes	No	Yes	Light rail is the most efficient public transportation in the city currently and the selections i've chose will prioritized that considering the current explosion in populations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	Yes	I would prioritize bathrooms at all stops. Multiple single stall restrooms would be the biggest help to all riders. The fact that Capitol Hill Station was $600,000 with no bathrooms is the biggest slap in the face to taxpayers. Having constant urine pools in the elevators at multiple stations means that people need bathrooms as much as they need transit.
Seattle Area	No	Yes	No	Yes	
Seattle Area	No	Yes	No	Yes	Beat use by the most people.
Seattle Area	No	Yes	No	Yes	son lives in Lynnwood
Seattle Area	No	Yes	No	Yes	When we voted on the sound transit at the very start, you manipulated the voters in Everett, first promising them a station and then taking it out of the plans. This occurred several times, especially when Seattle suddenly demanded that their routes be underground. You owe it to Everett to complete their extension.
Seattle Area	No	Yes	No	Yes	keep on Keeping on! Go forward as planned as fast as possible and get those Federal and State grants. All else becomes wasted money and time
Seattle Area	No	Yes	No	Yes	Every corner of the city needs service by light rail as we are all paying for it.
Seattle Area	No	Yes	No	Yes	Whatever service covers the most people, has the biggest impact on reducing pollution.
Seattle Area	No	Yes	No	Yes	NO FUCKEN BRIDGE, JUST POLICE AND SPEEDING TICKETS ON 25 MPH STREETS.
Seattle Area	No	Yes	No	Yes	Because if where I live... there is too big a gap between Othello and Columbia stations to make it useful for the valley. And West Seattle needs connection!
Seattle Area	No	Yes	No	Yes	West Seattle needs efficient, affordable and reliable transit right now. Light rail in 10+ years? 2020 showed us that making plans for the year to come can be dashed in an instant. Let's improve bus service right now while we explore better options to connect WS with downtown and the light rail system. That could include more water taxi service with an expanded more efficient taxi system. Given that trains can't go uphill without huge mechanical and engineering inputs, let's look at aerial urban transit, ie gondolas. We need lots of alternatives to connect us with the light rail "spine" which functions very well on level ground. The monorail failure has left a lot of people in WS wary of proposals from transit agencies. Please don't repeat that mistake.
Seattle Area	No	Yes	No	Yes	I don't know what you should delay. I just don't want you to delay the 130th station in North Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	Yes	Cars are the only reasonable reliably convenient form of transportation for limited mobility Sr. like me with limited walking ability. Buses are more flexible than fixed route overly expensive light rail --- but walking distance still makes them impractical not to mention public safety such as COVID & Crime; I was twice physically assaulted riding a Metro Transit bus. There's a good reason 90%+ of all USA people transport is by car: "For the U.S. as a whole, driving is down only 6% below normal, while public transit remains down 71%." All people other than self-serving government bureaucrats know we should cancel ALL new mass transit projects forthwith!!!
Seattle Area	No	Yes	No	Yes	Since Northgate mall retail is gone we would have to shop at Alderwood mall.
Seattle Area	No	Yes	No	Yes	The 130th station would eliminate bus traffic between 145th and Northgate. I am disabled and it would mean I wouldn't have to change between bus and light rail
Seattle Area	No	Yes	No	Yes	The Stride bus is far less expensive than the light rail. It's more flexible and so important for people who do not live near I-5
Seattle Area	No	Yes	No	Yes	My Priority is the light rail station at 130th, because I live in Bitter Lake. I would also like to make sure that areas not getting service get service before Seattle expands its service. Even though I do support expanding service in Seattle. But I worry if we don't attend to the needs of outlying communities, they will decide Light Rail isn't worth cause they aren't getting anything, so why should they pay for someone else to get it.
Seattle Area	No	Yes	No	Yes	Even with the West Seattle Bridge repaired by 2022 or 2023, it will continue to be a bottleneck for this 'peninsula'. Link light Rail service is desperately needed for the area! And, until its completion, improved bus transportation would help.
Seattle Area	No	Yes	No	Yes	I knew I had to make these forced choices in order to share my thoughts. The Rapid Ride set up on Delridge and removing lanes is only serving to slow access to transportation and safety in my neighborhood. In case of emergency, cars have no way to get out of the way of emergency vehicles. This idea of forcing people to take public transportation when said transit is years in the making is foolish and dangerous. Would love to have light rail, but the bus service was already great before all this began. Use money to repair infrastructure (BRIDGES?) and keep buses in shape. People use public transit when it is quicker and cheaper than driving, not when you make driving painful
Seattle Area	No	Yes	No	Yes	West Seattle only needs one station and it should be underground. I think it's completely negligent that they put X marks on houses and niw want to delay. Like what is this layaway for property owners that were not notified prior to the release as promised.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	Yes	Because they make it more possible to navigate the area without a car. Prioritize transportation network viability for people who can't or don't want to use cars.
Seattle Area	No	Yes	No	Yes	plan to use the transit system as an alternative to the car
Seattle Area	No	Yes	No	Yes	
Seattle Area	No	Yes	No	Yes	
Seattle Area	No	Yes	No	Yes	
Seattle Area	Yes	Unknown	No	Yes	
Seattle Area	Yes	Unknown	No	Yes	
Seattle Area	No	Unknown	No	Yes	
Seattle Area	No	Unknown	No	Yes	The 130th station would be my primary access point. Prioritizing West Seattle is important now that the bridge is no longer available. RapidRide is a "maek do" for that area. Connecting to the 145th stop is important for the communities along Bothell Way. The tunnel seems like a necessary project to unify the multiple lines
Seattle Area	No	Unknown	No	Yes	If the Stride SR 522 line is delayed, do not delay the parking garage at the Lake Forest Park Town Center. That garage is sorely needed to serve the currently operating Sound Transit & Metro bus lines on SR 522.
Seattle Area	No	Unknown	No	Yes	Transit with most equitable access for the most people
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	I live in West Seattle. It would be amazing to have an viable alternate to driving or busing to points north of downtown.
Seattle Area	Yes	No	No	Yes	Higher impact to my commute and life
Seattle Area	Yes	No	No	Yes	Live in north Seattle but commute to Bellevue and Eastside for work and to Ballard for shopping.
Seattle Area	Yes	No	No	Yes	Key mobility for our diverse north Seattle neighborhoods (Haller Lake, Bitter Lake/Broadview, Lake City), complementary segments
Seattle Area	Yes	No	No	Yes	Whatever you build, make sure people feel safe (public safety) to ride it
Seattle Area	Yes	No	No	Yes	West Seattle is very limited on transportation routes. The bridge shutdown has highlighted just how isolated it is. Should the bridge be closed again, light rail would definitely alleviate it at least mitigate traffic congestion.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	Yes	I travel between home in Seattle to Tacoma to visit friends and family and don't always want to drive especially if I have to come home in the dark. I highly dislike driving in the dark and would rather have reliable frequent trains to ride between cities.
Seattle Area	Yes	No	No	Yes	Important to have easy access to light rail,especially as a senior citizen and I live in the Lake City area. There is a great deal of housing being constructed in this area in anticipation of light rail. Population growth, density is an important factor to consider.
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	Most of these projects have nothing to do with me, as I live south of downtown and they're all about north of downtown.
Seattle Area	Yes	No	No	Yes	As a regular commuter relying almost exclusively on Light Rail, we need better accessibility more than we need geographic expansion.
Seattle Area	Yes	No	No	Yes	You told us in 2005 we would have Sound Transit up to Crown Hill. We would have had a Monorail, by 2013. We have the density to give you revenue all along 15th -you short change us. Build tranist near density-require upzones .50 miles near all stations. Politics gets in the way of adding stations where density is.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	Yes	Dump the Ballard project and spend the money on buses. We do not need to spend money to provide light rail to Ballard. The Metro system, especially if improved the slightest, will be just as effective. The Ballard light rail involves incredible economic impacts to businesses, unacceptable impacts to adjacent or nearby residences, will screw up cross town traffic and disrupt an already tight physcial route (as the monorail folks began to realized Further, please recognize that Covid has changed how people work and the demand for expensive concentrated commercial real estate downtown has dropped and will remain lower. Other reasons include the difficulty of getting to downtown to do business and the fact Amazon will be relocating over the next 10 years to Bellevue after the City Council tried to pass the Amazon tax. I live on the west side of Greenlake just west of Aurora. Sound Transit is utterly USELESS to me because there are NO metro buses to take me to either of the sound transit stations. Further there are hardly any local buses to get me around town. I would have to walk and transfer twice to access the Udistirct or 65th station. ISimiliarly when going to the Seatac airport it is such a long walk for me to get to the downtown Westlake station I either take the Metro bus downtown & use the airport shuttle bus or I just taxi or uber. I am active but I can't drag my suitcase all over like that. Furhter, Downtown Seattle has become so creepyh drug addicts and aggressive street people, I don't feel safe walking to Westlake. Younger riders: Travel time is so long and tedious from Udistrict and Capital HIll to the Seatac airport that my two millenial nieces who actually work at Seatac decided to drive not take Sound Transit because light rail route is so slow. And one who lives near 65th and the other nearby the Capital hill station and both are zealously pro-environment. So you guys really have managed to built a huge useless slow system that is remains unconnected to most neighborhoods. And you've managed to hog all the transportation dollars so that Metro can't expand to serve the increasingly dense neighborhoods that the City of Seattle has upzoned. And now you are whining about more revenue needs? Given that 1/3 of my family is unemployed or underemployed during covid and barely hanging on financially, I'd say you have a lot of balls. You are paid so well and have so many benefits you've lost touch with the little people. I'd like to ride transit and give up my car. I've been to Norway were you wait several minutes to get on any of 4-5 transportatin modalities and I wonder...what went wrong? Why don't you hire some of the guys from Hong Kong or china who develop the bullet trains. Yes I realize we have a far more complicated siting process but you end up ignoring all public comments anyway after overpaying PR consultant to have all these expensive little supposed 'public consults'...so just save that money because you do what you want anyway. Heil Sound Transit!!
Seattle Area	Yes	No	No	Yes	I consider the impact of prioritizing and want to prioritize people who are never prioritized, such as: people who live in pierce county who are mostly low income, and people of color who need access.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	Yes	The capacity and travel needs for underserved communities, as well as ridership growth.
Seattle Area	Yes	No	No	Yes	Being honest, the Expansion of South Sounder to the Tillicum/Joint Base and Dupont WA, is critical, to ensure new and improved transportation modes. As for example, bus service between new Dupont Sounder Station and Olympia, or connect Joint Base to Summer and Puyallup. It may really decrease traffic and help get closer and faster to jobs with just one ride.
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	
Seattle Area	Yes	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	The West Seattle-Ballard line is the single most-important unbuilt project ST has, including the new tunnel required to serve it. Nothing else comes close. Rapid C/D capital improvements would be nice in this corridor in the meantime, but really, what are we talking about that we're not already planning to do? Infill stations come next, Graham and NE 130th. If we have to pick one over the other, pick Graham. And above all else, transit doesn't require parking garages. If projects require parking, delay those projects the longest.
Seattle Area	No	No	No	Yes	These seem like potentially they would serve a lot of people and ultimately build greater support for transit in general, which hopefully could lead to more consistent funding.
Seattle Area	No	No	No	Yes	The projects that offer the greatest regional impact should be prioritized - focus on providing lots of rail capacity on trunk routes and connecting new neighborhoods to the system.
Seattle Area	No	No	No	Yes	I don't prioritize parking/park and rides as much as rapid, reliable, expansive, and frequent transit all over. The sound transit system in this region, supplemented by King County Metro, should provide services needed without building parking and encouraging more car use whenever possible. I don't know enough about the Eastside to know which projects I would prioritize, but for the Seattle area, people need to be able to get to and from West Seattle and Ballard to the core and elsewhere easily.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	Yes	I believe we should be investing in the transportation itself, not building expensive parking lots/garages to further subsidize people driving their cars to the Sounder/Light rail. You already charge people for parking bicycles, which take up MUCH less space and reduce pollution - people should have to pay if they want to drive down to catch the train instead of taking a bus (I would suggest that you make bike parking free and charge for cars - people should pay for the costs of the convenience that they seem to want). I live in Seattle and notice you haven't built parking garages so I can drive over to light rail and park there - why are the other cities getting parking garages? And the quicker we get the link light rail to span from Everett to Tacoma (or Olympia??), and West Seattle out to Issaquah (or North Bend??), the cheaper it will be to build - as is obvious, more time = more money needed to build. So build the most important part first (the rails and trains), and existing busses can be used to bring people from areas to the light rail instead of into Seattle or Bellevue.
Seattle Area	No	No	No	Yes	There is no meaningful, wheelchair accessible, and regularly available bus service (and no RapidRide at all) by my neighborhood. It is imperative that West Seattle, as the largest Seattle neighborhood, have reliable, accessible, regular public transit to the City and surrounding areas.
Seattle Area	No	No	No	Yes	Ballard and West Seattle are 2 districts that are most difficult to get to and from. They need much more support from the city.
Seattle Area	No	No	No	Yes	Near where I live and work.
Seattle Area	No	No	No	Yes	The Rainier Valley was an experiment in the early Link Lightrail building, and functions as a commuter line but leaves our community around Graham Street unserved, despite the fact that we have tracks and speeding trains running right through our neighborhood. Adding the Graham Street station would have an outsize impact for the investment, especially in a community that has been continually underserved. Our station was removed from the original plan after many of us advocated for Sound Transit...don't take the station away from us a second time!
Seattle Area	No	No	No	Yes	Better allocation of resources for higher usage.
Seattle Area	No	No	No	Yes	We recently moved to Shoreline and counting on the 145th street light rail and bus transit to and from it was part of our decision process. I am disabled and don't drive. Without good transit to and from that light rail station (and come on, why isn't that bus continuing through to Aurora?!), I'll continue to be stuck at home after the pandemic during my spouse's working/commuting hours. I took the bus regularly when we lived in Greenwood and would like to be able to rely on transit again to have some independence post-pandemic.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	Yes	While I live in north Ballard, the planned station will be too far away for me to walk to. While this is true, I still believe this station is very important to help with all the added residents who have moved to Ballard in the past 5-10 years.
Seattle Area	No	No	No	Yes	I have prioritized the projects that most impact me. The traffic to and from Snohomish County is horrible and increasing every day. I believe that light rail is the best option to move the most people as quickly as possible into and out of Seattle while removing more cars from the road.
Seattle Area	No	No	No	Yes	My priority is the high West Seattle bridge. Not the light rail.
Seattle Area	No	No	No	Yes	Save money
Seattle Area	No	No	No	Yes	We I'm Ballard are stuck. We NEED better transit options immediately.
Seattle Area	No	No	No	Yes	We do NOT need a station at NE 130th! Northgate and NE 145th are totally sufficient for North Seattle. PLEASE CONSIDER extending the light rail to Olympia!
Seattle Area	No	No	No	Yes	Traffic chokepoints
Seattle Area	No	No	No	Yes	Making the system complete for the highest number of people without encouraging building out too far into low density areas. Connections to where people live and work already is the greatest priority for me. What we have built needs to be well connected to whatever we build next. Connecting Seattle to the East side with convenient service is necessary, as are connections for transit across all areas of the city.
Seattle Area	No	No	No	Yes	I live in west seattle. The bridge is down and we are in desperate need of public transit options. Extending the light rail to as many areas as possible is most important to me.
Seattle Area	No	No	No	Yes	I live in West Seattle and transit here is always too full and is way too slow. The ridiculous bus lane on 99 makes traffic way worse and is therefore slower for the buses too. Light rail would alleviate this problem. Adding a cheaper gondola system in the meantime would be even better.
Seattle Area	No	No	No	Yes	This is the project that my family will use. It will also serve the most people.
Seattle Area	No	No	No	Yes	Accessibility for me from my home to work and back is my first priority, followed by priorities where population is growing and people will need mass transit.
Seattle Area	No	No	No	Yes	West Seattle is very transit constrained. Relieving that stress should be the highest priority.
Seattle Area	No	No	No	Yes	Close to residence.
Seattle Area	No	No	No	Yes	Well...I live on 130th street and selfish. I think that there needs to be more options for quick, mass, non-surface level transportation downtown...especially since there will soon be another big fancy stadium in the hugest DT clusterfuck when there's big events: lovely Queen Anne.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	Yes	First ranking based on overall traffic congestion reduction and second factor based on what I would personally use
Seattle Area	No	No	No	Yes	Stop the "trolley" if you can - complete waste of money. Useless with a good bus system.
Seattle Area	No	No	No	Yes	It seems that all areas are a top priority.
Seattle Area	No	No	No	Yes	I live in West Seattle and work downtown (if we return to in-person work)
Seattle Area	No	No	No	Yes	I would focus on more economically challenged communities to ensure that people can get to their jobs more efficiently.
Seattle Area	No	No	No	Yes	Please prioritize connections to the employers in South Lake Union around Mercer. The mercer mess makes bus transportation in this area horrific. Getting to work is priority 0. Wish there were cross-lake rail over 520. :-(
Seattle Area	No	No	No	Yes	This City made a commitment to transit which has desperately been needed for years. Keep going with light rail and finish the plan is #1 priority. The greater Seattle area, including Ballard and West Seattle, are most populated and thus, most important. Extensions to Everett and Tacoma are needed, but take 2nd place. Transportation north to south, to and from Boeing, is paramount. Bike lanes, more buses, road improvements, link rail eastward, can all be delayed.
Seattle Area	No	No	No	Yes	They expand more stops to utilize thereby making the public transportation system more better. 1st priority is to expand the lines. 2nd is to add more stops. 3rd is the bussing system. 4th improving access. Last is parking always.
Seattle Area	No	No	No	Yes	I would prioritize rail over BRT. I would also prioritize new service that would have the most impact, such as service to West Seattle or Ballard. I would also be open to potentially less expensive options like gondola service.
Seattle Area	No	No	No	Yes	Especially with the WS bridge out getting on and off the island has gotten very difficult. We're very lucky it happened at the same time as COVID. But the increased impact to White Center and Georgetown from additional cars exacerbates long standing environment justice issues. When prioritizing projects, I'd look at correcting those patterns of systemic harm, serving the most people, and addressing gaps in existing transportation networks. Ideally, the realignment would look at connecting SeaTac and Burien to downtown via West Seattle.
Seattle Area	No	No	No	Yes	I tried to consider equity and places that are already less connected to other areas via transit (such as West Seattle and Ballard).
Seattle Area	No	No	No	Yes	Living in Shoreline I often travel to Bothel area. It would be nice to have BRT. I have long wanted a more direct route to the cultural venues at/near Settle Center.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	Yes	None because this is just another boondoggle project to keep the rich getting richer and the poor getting poorer! Taking away environments, poor to middle income homes, creating more noise in neighborhoods, costing us more to license cars, etc. All for something me and mine will never use! Ruining Northgate , placing tracks right next to homes and schools. I'ld go on but it won't do any good.
Seattle Area	No	No	No	Yes	I would recommend prioritizing projects that create accessibility to places that are right now not easy to access via transit (ballard from the east, west seattle from anywhere). I would also love to see more North Seattle - East Side connections.
Seattle Area	No	No	No	Yes	I need the 522 to get to the station at 148th and it needs to run more than once or twice a day. Otherwise it is not possible to me to use the rail. Adding connectivity to Ballard and West Seattle is about time.
Seattle Area	No	No	No	Yes	As someone who does not own a car, the Ballard extension would greatly add to quick accessibility to downtown and the rest of the light rail, in a much more timely manner. The West Seattle extension would help fill in the gap to accessing West Seattle, especially in light of the compromised bridge. The capital improvements to both of these areas in advance of light rail projects seem advisable to me.
Seattle Area	No	No	No	Yes	I cannot believe that West Seattle has to wait for 10 years for light rail. The bridge is down. It might take 2 years to repair it. A repair might last only 10 years, and so we are back to square 1, with horrible traffic trying to get to the First Ave South bridge. So shortsighted to delay a West Seattle extension for 10 years
Seattle Area	No	No	No	Yes	The Hillman city area along MLK would greatly benefit from the addition of the Graham st. Light rail. Also, extended the light rail into far reaching areas would help traffic flow overall. And environment!
Seattle Area	No	No	No	Yes	I 5 is very crowded public transit will help. I have tried to use public transit from north Seattle. And found it extremely hard to access and use. The planned transit station at 130. Would make it so much more useful to the citizens if North Seattle. I would give it a high priority
Seattle Area	No	No	No	Yes	Graham station was cut from origial plans and we have waited long enough to have it built
Seattle Area	No	No	No	Yes	Expand access to/from outer neighborhoods rather than prioritizing downtown.
Seattle Area	No	No	No	Yes	1. I live in North Seattle 2. West Seattle needs more access 3. South Seattle needs more access
Seattle Area	No	No	No	Yes	Prioritize areas of the city that are poorly served by current transit. West Seattle and Ballard, east - west travel are particularly poorly served.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	Yes	West Seattle, without a bridge is impossible to get out of. With a bridge, it's still a giant pain given how many people live here but work off of 'the island'. Ballard is similarly so. These neighborhoods are not places that people go to for work, they LEAVE the areas for work downtown/eastside/etc. I have no idea why there would be any focus on downtown when a) it exits already and work, and b) there are places that have 0 infrastructure.
Seattle Area	No	No	No	Yes	Prioritize access for communities of color in SE and SW Seattle and S King.
Seattle Area	No	No	No	Yes	The most important priority to me is reducing individual vehicle traffic along the major commuting corridors extending from Seattle to the north, south, and east. My second priority is to enhance economic mobility by availing non-automotive transportation options to lower-income citizens living in the apartment centers outside Seattle (e.g. Kent, Lynnwood) so that they are able to access higher-paying jobs in Bellevue, Redmond, Seattle, etc.
Seattle Area	No	No	No	Yes	Ballard is impossible to get in and out of right now. We need better transit immediately.
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	I would like to see better West Seattle access, it would be great to integrate future bridge projects with light rail instead of separating them. I also want more water fleet service. I would love water connections between downtown and Ballard and West Seattle and Ballard. It could go in a one way triangle. Please consider :) Thank you
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	My priorities include long term future and equity impacts.
Seattle Area	No	No	No	Yes	Because they might help add parking. Seattle is not a great walking town.
Seattle Area	No	No	No	Yes	West Seattle is incredibly inaccessible, and getting from West Seattle to any other part of the city (other than downtown) by bus is highly impractical. Light rail will greatly facilitate my transit journeys (which is especially important for me as a non-driver with low vision). Perhaps, if costs for the West Seattle route continue to rise, an alternative that includes a tunnel (which won't require acquisitions) might begin to make sense. Routes that would increase equity are important, as are routes that will have high ridership. We need to find ways to generate enough funding to build *all* of the lines; lack of adequate transit is one of our challenges as we try to address climate change, and people need better alternatives. (Don't listen to the Seattle Times editorial board.)
Seattle Area	No	No	No	Yes	I live in west seattle and commuting to medical appointments is very difficult without the bridge.
Seattle Area	No	No	No	Yes	Trying to minimize impact on decaying road infrastructure

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	Yes	West Seattle is the largest neighborhood in Seattle, now isolated by a broken bridge. Duh. You know, I voted for the monorail 4 times, it would be done by now and for a fraction of the cost.
Seattle Area	No	No	No	Yes	Our resident populations in Shoreline/N. Seattle have grown tremendously due to a boom in apartment construction, and will increase due to a new Ice Hockey rink in Northgate. We desperately need light rail links as an alternative to cars, with increased traffic congestion and pollution.
Seattle Area	No	No	No	Yes	It is important to create a widely functioning network of stations that connect different neighborhoods of Seattle
Seattle Area	No	No	No	Yes	The densest area of ridership and need for expanded service continues to be within the city of Seattle. Please consider prioritizing in-city service to help address the mobility issues of the increasingly dense central core area... Sound Transit has done amazing planning with funneling riders into and out of Seattle, but the core remains gridlocked and needs more transit-priority infrastructure to support the spokes feeding into it.
Seattle Area	No	No	No	Yes	These transit projects are important to me because my family moved to West Seattle partly because we knew that Link was coming eventually. This is upsetting to hear that the project could be dismissed. Land is not getting cheaper, and without transit it also gets more and more inaccessible. The long-awaited Link connections to West Seattle and Ballard should be prioritized over other and new projects. Both areas are contending with commercial and industrial demand on the roadways that other neighborhoods do not face. Maritime and industrial traffic will never decide to take transit, and their volume is growing (it's not just commuters). The gridlock traffic in both areas keeps the buses moving slowly; bussing is not a reasonable option for daily commutes from either neighborhood. Link routes connecting West Seattle and Ballard to the existing system should be top priority.
Seattle Area	No	No	No	Yes	In addition to equitable access its important to me to prioritize VMT impacts on climate change. I don't feel like I have enough information to know which areas I should prioritize for that but I would assume it would be areas further out to reduce community by car in and out of Seattle/Bellevue job centers.
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	
Seattle Area	No	No	No	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	Unknown	The Ballard and West Seattle link extensions are projects that need to be completed as soon as possible so we can continue expanding upon them. These are projects based around current housing density and it's going to be MUCH greater by the time these projects are completed. We need to be planning for the expansion of these routes, and therefore the need to be completed as quickly as possible.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
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Seattle Area	Unknown	Unknown	Unknown	Unknown	This must NOT be funded through taxes or car tabs. People who use the service must pay for the cost of that service.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Small buses should replace big ones. There are only a small number of people in Shoreline's buses during day time .. may be because of COVID. You need to concentrate your efforts on the construction of the Light Rail, and leave buses in the depot for couple years, because individual transportation cannot gather crowds. You need to connect light rail to Tacoma as well.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The retail core will need the boost.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Priority should be given to expand transportation options for communities that have the most limited transportation currently. West Seattle must be reconnected to the world ASAP.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need to build more sound transit train stations. Any future delays will only cost more money to the area in delayed costs and time. 130th needs to be a priority with Ballard being the second priority. The north end needs better transit and it deserves to he served by the sound transit train system.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Completing 130th St station provides access to the most diverse areas of N Seattle at minimal cost and disruption to service, compared to building in later years. Cost per additional rider should be considered when assessing all future projects.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The east side is becoming a major workforce center and 405 is not getting any better. We need to stop thinking of the "ST spine" and think more about the other spine connecting the north/east and south cities along 405,518 and 522.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Delay parking. Prioritize equity and continued expansion.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live near the 130th St station and would love the changes it would bring to the area. I work downtown and have friends in Ballard, so having upgrades to those lines and connections to those areas would make my life better. I also think it's cheaper to add the 130th St station now rather than later.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Maximize adding ridership at the lowest cost. Run high-demand lines as often as possible. Expensive new link stations should be deprioritized in favor of improving existing service.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think transit thinking in the past has been focused on the short term, but I think projects should be prioritized based on what will make the biggest difference 30 or 40 years from now. My priorities are based on long term good.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Equity! We need the infill station at Boeing access road to address social equity.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Providing reliable transportation to Eastside commuters will help free up space on I-405 for casual drivers. Also, projects that join up with light rail should get priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham street is an easy addition.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Building Ballard and downtown, and then West Seattle later to get the most ridership and travel time savings for transit riders. I would reduce new structured parking and build stations in existing public right of way to avoid expensive land.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Anything involving parking additions should be shelved for later. Transit expansion is most important to me, starting with expanding the reach of the system followed closely by expanding existing service. Especially with Sounder, anything that gets us closer to all day, bi-directional service is a priority for me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	With the Boeing Access road infill station you address the fact that there should have been a station there to begin with! And it will help access light rail for lower income people.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham and MLK are underserved by LR and given the proximity to a school, it should be a prio. W. Seattle is going to be a mess no matter what, but I'm interested in hearing how LR will connect - along the bridge line, surface?
Seattle Area	Unknown	Unknown	Unknown	Unknown	Increased footprint of Light Rail (Ballard, West Seattle, Eastside) is important - makes the benefits of transit more widely spread & helps incentivize upzoning across the region. Deprioritize parking garages. These don't fix a core problem & likely won't be used by many commuters anyways.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	This planned stop on MLK & S. Graham is vital to a community that has been disinfranched for years, & now economically devestated by Covid. The fact that you are considering abandoning this project is absolutely devestatibg to this community, just 2 block from a Title 1 middle school. Please prioritize this stop!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Anything that doesn't make the light rail ride at ground level. It's insane it waits on traffic. See Chicago and other cities as example of what to do. The ride from downtown to airport is brutal. The light rail should be prioritized and should not wait on traffic ever. Either fix the lights. Or elevate it.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm a teacher at Aki Kurose middle school on Graham st and a station at Graham would make my students' and their families' lives so much easier
Seattle Area	Unknown	Unknown	Unknown	Unknown	Expanded light rail that connects the entire Puget Sound region is critical. It's the only sustainable way of meeting the increasing transportation needs of the region
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has no bridge and is likely to be without one again some day in the future- please don't forget us. We've been waiting so long!
Seattle Area	Unknown	Unknown	Unknown	Unknown	They serve the areas I am most likely to live or work in during the next 10 years

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has more limited alternative transportation options available than many other areas of the city. Making it more vulnerable to disruption should any one mode fails or is interrupted.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize West Seattle light rail.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Keep the 41
Seattle Area	Unknown	Unknown	Unknown	Unknown	Connecting to issaquah is important to connect people to trails to minimize vehicles on the road and emissions in our area. Also connecting commuters between the Eastside and downtown will minimize single occupancy vehicles on roads and improve safety for pedestrians and cyclists.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Build more train stations. Don't spend a dime on parking. Pull money from highways.
Seattle Area	Unknown	Unknown	Unknown	Unknown	My priorities are to get as many people moved as possible via transit. Prioritizing infrastructure that will reduce the number of car trips deemed "necessary"
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St Station needs to be built! There's a huge gap in the South Seattle service that leaves thousands of people unserved.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham Street station is a glaring gap in the existing line and needed for the community.
Seattle Area	Unknown	Unknown	Unknown	Unknown	South Seattle has historically been underrepresented and economically disenfranchised. This community depends on transit and would be well served by the addition of the Graham St station
Seattle Area	Unknown	Unknown	Unknown	Unknown	We would really like to use light rail to get from West Seattle to south lake union.
Seattle Area	Unknown	Unknown	Unknown	Unknown	needed development in Rainer Valley
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham St station is of the most importance to me! It's currently one of the longest stretches of track without a station (I believe)! And it services an area that is highly residential and full of light rail users who current have to make the track to Columbia City or Othello, even though we live only a few blocks from the track itself! It's also an equity issue. This is a part of the city that is comprised of people of color, immigrants who have been historically underserved and deserved to be prioritized.
Seattle Area	Unknown	Unknown	Unknown	Unknown	1. Reduce parking investment -- to find ways ST can save money to plug its $11.5 billion affordability gap 2. Consider aerial transit -- SkyLink for West Seattle will save $2 billion vs. light rail, and get delivered 5-10 years sooner 3. Boost C Line service, but know it doesn't serve Stadium or International District 4. Let go of the West Seattle Junction to White Center light rail idea -- too expensive, too destructive, too disruptive, too many years of construction.
Seattle Area	Unknown	Unknown	Unknown	Unknown	130 station is extremely important for the neighborhood when 41 bus is taken away

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	South Rainier Valley is densely populated between Coumbia City and Othello, and it's too long a stretch not to have the station that was initially designed to go there, serving Hillman City, Brighton, So. Beacon Hill and the MLK businesses.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We would use a Graham Street station daily.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think it's important to add additional light rail stops along the existing light rail wherever possible - this should be able to be done at a lower cost than many other projects. I also think extending light rail to Ballard and West Seattle is very important - these areas are harder to access by car and I think light rail is desperately needed. It wasn't listed in the options, but I also think light rail parking is needed at the South Seattle light rail stations - especially Rainier Beach and Boeing Access Road if a station is built there.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	South Seattle project at Graham street must be the priority given the population in that area and existing inequity of services to lower income populations
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	They are nearby and would impact my daily commute
Seattle Area	Unknown	Unknown	Unknown	Unknown	Extending system tops for me
Seattle Area	Unknown	Unknown	Unknown	Unknown	The growth and demographics in SE Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We should prioritize buildout of the system over parking garages. Land for parking garages should be used for housing. This will promote ridership while solving the housing crisis. We already have too much parking!
Seattle Area	Unknown	Unknown	Unknown	Unknown	They're the ones I would use most frequently
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Business commuter capacity
Seattle Area	Unknown	Unknown	Unknown	Unknown	Mobility and access to frequent transit in highly-used corridors are most important. Parking is the least important to build and should be deprioritized or cancelled.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The priority of transit projects should be placed on the areas that have the most potential riders, especially currently unserved neighborhoods, riders who would be traveling at peak times or to major events. Link service to South Lake union and Ballard and better downtown access will be far more useful to a better Seattle than to semi suburban areas in West Seattle and elsewhere. Infill stations are also valuable because they dont require longer train trips

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	With the west seattle bridge being unavailable, it has caused a significant increase in traffic locally and even more burden on commuting anywhere outside of West Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham Street station was part of Sound Move and deferred. This station is important to providing better and more equitable service to the Rainier Valley/SE Seattle which is home to many historically underrepresented and underserved communities. ST should keep its promise to SE Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	High-capacity transit needs to serve dense areas first. Infill stations such as NE 130th should have been part of the original plan as it serves two dense and growing neighborhoods (Lake City and Bitter Lake) directly. The line to Ballard and the tunnel downtown are critical to serving some of the densest areas in the state (Belltown, Denny Regrade, Lower Queen Anne). Transit agencies should get out of the parking/car storage business - garages and lots should be cut first. Only a small fraction of projected riders will ever be able to use them and they are extremely costly. If a community wants them, then they can pay for them; the rest of us should not.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	The selected projects were chosen because as a commuter these are the most impacted areas for slow delayed traffic. With the current explosion in multi residences in this area the population expansion demands we choose the projects in the priority order selected.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has experienced one of the worst traffic catastrophes in Seattle - the loss of the bridge that connects us to the rest of Seattle. Having other options to commute in a timely manner are essential to west Seattleites (it should not take me an hour to get from Alki to SLU on public transportation, even with an open bridge). South Lake Union is an area that should also be served by more than just the trolley.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I feel around the seattle center area is left behind from light rail expansion.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle and with the bridge out, it is miserable commuting.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle was promised light rail a while ago and we feel like it's not going to happen for a long, long time.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Will serve areas most in need. Need 22 bus restarted now.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Easy access to neighborhoods and businesses that I plan on either living in or patronizing in the near future are important to me. Affordability, easy access to public transit as I consider my retirement options are paramount. As always, looking to future generations and how they may benefit and grow from current and planned transit projects matter.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Providing critical access to Seattle's densest neighborhoods to create greater mobility and community resiliency.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Would love to see the West Seattle project delayed, canceled or rerouted so it doesn't take our house and the rest of our neighbors on our block.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Need rail access to Ballard
Seattle Area	Unknown	Unknown	Unknown	Unknown	The bridge and traffic situation in Ballard, Interbay/Magnolia, and West Seattle is untenable and we NEED a better way to move people to and from these areas. Light rail expansion will relieve enormous pressure on the surface streets and will help mitigate the current and forthcoming disruptions due to bridge issues. This absolutely needs to be a priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live right next to the Columbia City lightrail station and commute about a 20 minute walk from Eastgate Park and Ride. In practice right now that's about a 90 minute trip, so basically pointless. It's silly to see the East Link bypass Factoria altogether with an eventual ETA of like literally 20 years. IF YOU BUILD IT, THEY WILL COME. I totally get the funding issues you guys have and I know that you're doing the best that you can... but I gotta tell you that if you lobbied a little harder with a more grand vision, then you'd get significantly more support. So many people I know vote "no" on light rail funding measures because the idea is "what's the point if this won't do anything for me in 30 years". It's hard to argue against that. Either lobby to do all of this MUCH FASTER with a poopload more funding, or be aware that you're in a "too little too late" situation. I totally understand what you guys are going through, but come on. Step it up. Also, if you need nerds that want to see actual progress in public transit in our area, I'm totally down to work for you all. Email: hornban@gmail.com.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Move the most people in the densest areas
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'd prioritize connecting areas of high population density to the main light rail network. The light rail didn't get a lot of use until the Capitol Hill station opened. At that point, usage took off, because an area with lots of residents was connected to the downtown core and elsewhere. Ballard and West Seattle need to be connected to the core.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	They will help facilitate my use of link light rail and improve equity
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs help NOW; right now you can't get there from here. Rail into Boeing Everett would be a huge help with the traffic in the far north end. And the bus/rail sides of the ferry terminals need upgrading to match their new waterside facilities.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	There is nothing in Ballard. It is a large, densely populated neighborhood of Seattle. Why no immediate plan for light rail? A monorail through Ballard was voted in twice! Isn't that enough to make it a priority?
Seattle Area	Unknown	Unknown	Unknown	Unknown	It is important to prioritize projects that are most likely to increase ridership and provide reliable and frequent service that serves the most people.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Adding stations to existing tracks feels like a cost effective way to get more riders.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Traffic getting out of West Seattle is impossible given the long-term closure of the bridge and will only get worse as businesses open up and workers return to the office. My 15-minute commute previously now can take an hour or more. Anything to ease the commute for West Seattle should be prioritized.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Those projects I prioritized all seem to have great potential to increase ridership and expand transportation choice.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Both Ballard and West Seattle are woefully underserved when it comes to in-city transit and commuting. Both are bottlenecks when trying to commute. Current transit takes 3 to 4 times as long to get me downtown as driving myself. That's ridiculous. If you want to get people out of their cars, make commuting by mass transit more realistic.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is a joke right now with the bridge inaccessible.
Seattle Area	Unknown	Unknown	Unknown	Unknown	not driving older, middle class citizens out of Seattle with more tax increases, fire the city council and mayor and hire some intelligent, caring 8th graders who would do an immensely better job
Seattle Area	Unknown	Unknown	Unknown	Unknown	The projects closest to the center of Seattle most quickly make car-free living seem like a more viable choice for more people sooner. ... not only not DRIVING to the city, but not even owning a car at all.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I believe fixed rail is 1800s technology, but a solid Tacoma to Everett corridor that surface transportation can link off of, is important. Shorter lines to Ballard, Issaquah and West Seattle (as long as we're replacing the WS bridge), are huge wastes of money. Money better spent on buses and autonomous electric vans with ride share technology to move people from train stations to destinations. Also saved money on Ballard ext should go to Ballard Bridge replacement (tunnel).
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	East-West transit options in North Seattle are currently problematic. I would like to see Ballard-Sand Point/Kirkland (HCT STUDY: NORTHERN LAKE WASHINGTON) move forward. Of the existing plans, the NE 130th station has the most impact for me, as it at would at least reduce congestion in North Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard & West Seattle both need like real connections to link transportation to downtown Seattle, the airport, and Lynwood in areas north.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Downtown to Ballard or Downtown to West Seattle
Seattle Area	Unknown	Unknown	Unknown	Unknown	A station at S. Graham would provide access to many Vietnamese American and other POC locally owned businesses that line MLK Jr. Way S. It would also provide access for students to Aki Kurose Middle School, as well as access to the DSHS offices on S. Graham. A bike lane or trail on MLK Jr Way S. that connects to the Rainier Valley North / South Greenway could dramatically improve car free access to the neighborhood and surrounding region. The decision to site Link Light Rail at grade in the Rainier Valley is proving to be a terrible and shortsighted one; continuing accidents along this corridor jeapordize life safety as well as the smooth functioning of the regional Link network. I would love to see this corridor placed in a tunnel, like the wealthier parts of the city, and a first class trail built in the existing right-of-way on MLK Jr. Way S. I'm disappointed to see no mention of boosting service to South Seattle given the elimination/delay of a #7 RapidRide route, and the heavy ridership along this diverse and very slow route.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has been promised light rail for many, many years. With the West Seattle bridge out of commission it is even more critical. PLEASE, PLEASE make good on your promises as quickly as possible. Elimination of bus routes in our part of West Seattle doesn't make life any easier.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Getting in and out of West Seattle efficiently has been a problem for many years (even before the closing of the bridge). West Seattle desperately needs more options.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Sound Transit was living large with a huge budget and obscenely high salaries for government jobs. Current job listings top out at $200k. Management is paid too much! Start with reasonable government salaries. Did you know that our governor is paid less than $200k? Sound Transit's budget is too big. Tighten belts first. Then be honest with the public.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Not important to me but what I see that more persons will benefit

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Better serving areas that already have Link service should take a backseat to getting baseline coverage to planned areas without.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Projects that would be most useful to me are what I prioritize. I live in a car light household and commute by bike/transit. A station in Ballard is close to work and convenient for trips to the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I plan to stay in West Seattle to raise my family and my wife and I need rapid transit options to commute to the office downtown. I'm not confident that the repairs to the West Seattle Bridge intended to prolong the life of the structure will actually result in a significantly longer life-span. If the bridge needs to be shut down again, it will be absolutely critical to have the link line in to avoid the terrible traffic strain on other roads that are not meant for heavy traffic flow. We are currently experiencing significant traffic delays and that is with a reduced commuter volume due to work-from-home during the COVID-19 pandemic. We need a commuter back-up to the bridge since we can anticipate that it will not be operational for some span of time again in the near future.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The traffic in and out of W Seattle is incredibly bad right now with a lot of people working from home. When more people are back to onsite work and the future replacement of the bridge - the light rail should be a top priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard light rail link is crucial to the future growth and development of the Ballard area and should be prioritized over the West Seattle link. WS will have a new car bridge by 2022/3 to facilitate heavy commuter movement while Ballard's bridge continues to crumble with no near term plans for infrastructure improvements. The Lightrail development in Ballard will see high ridership as 15th Ave W continues to crowd.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Connecting Seattle neighborhoods with light rail gets the most bang for your buck and drives most of the ridership increases. Suburban expansion has limited returns but would be nice if there is enough money left. Increasing sounder capacity would seem to be most useful.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Provide better access to areas of interest
Seattle Area	Unknown	Unknown	Unknown	Unknown	Serve the most people most quickly.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Seattle needs a functional light rail system. Our roads are overcrowded as it is, and multiple votes have made it clear that Seattle values this more than the suburbs. Light Rail needs to support the growth that will occur in uptown/lower queen anne as things reopen, and the neighborhood sees increased traffic due to the opening of the Climate Pledge Arena. This is an area where parking is very limited, and having robust transit options to access Seattle Center will be critical to making attending events there pleasant. West Seattle is suffering without the bridge connecting it to the rest of the city, so anything that can be done to help that neighborhood should also be of high priority. It takes WAY too long to get in and out of West Seattle right now, and things were pretty bad before the bridge cracked too.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs major help.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live very near the 130th proposed loading station and would use it daily.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I don't have a car and I live in West Seattle. My daughter lives in Pierce County. I use the bus to get around and she might if it was more convenient to access.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Very important to install public restrooms in transit stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Reduce peak traffic congestion and serve two large underserved sections of the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Residents and businesses in West Seattle have been highly impacted by the shutdown of the west seattle (high) bridge, so prioritizing west seattle's transit capacity is critical. West Seattleites need some good news, and to not feel so abandoned. I would also recommend prioritizing bicycle infrastructure along with mass transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Sound Transit has continually deprioritized communities of color. Graham Street should have been built long agoâ€”like in 2008. You all cannot seriously delay it again, when you've already pushed it back to 2031! That would be racist and cruel. Thank you.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I commute between West Seattle and Bothell, and efficient, effective transit is essential to me keeping my job.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I am thinking mainly about equity investments in the Seattle area. All other improvements seem focused in wealthier areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Extending service to new areas and ensuring the efficient functioning of the entire system would be my highest priorities, therefore I did not prioritize the new stations on lines that already exist with nearby stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize the projects with the most ridership potential and compatible land uses. Prioritize projects that can serve BIPOC and DEI communities if displacement can be limited
Seattle Area	Unknown	Unknown	Unknown	Unknown	Moving people out of cars and onto off-street rail where possible is key to improving the lives of those who already live and work here, and also makes us an appealing place to move to.
Seattle Area	Unknown	Unknown	Unknown	Unknown	They directly affect me and many Seattle residents.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The neighborhoods with lower income and lesser existing resources
Seattle Area	Unknown	Unknown	Unknown	Unknown	The fragility of West Seattle bridge has shown just how disconnected West Seattle can become from the rest of the Seattle metro area. Prioritizing building multiple transit options for West Seattle citizens is critical given the aging infrastructure that connects West Seattle to the rest of the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The 130th station is an essential station for those living in the neighborhood which would greatly reduce needing to use cars. We are close to the Northgate station but not close enough. The 130th station would really extend service and convenience to North Seattle residents.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Haller Lake and although the NG station will be a nice addition, the Haller Lake neighborhood is situated on the wrong side of I-5 for any current bus routes going downtown without a 20-25 minute walk. Adding a light rail stop on 130th would greatly help us get downtown for work!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail is the future. Delaying these long term projects for bus rapid transit that does far less to alleviate traffic and pollution is short sighted. Connecting major Seattle neighborhoods like Ballard and SLU to the rail network is essential to making it useful, and the primary reason many voted for ST3. I know these are big ticket projects but they're also the main reason for doing it.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The reach of the system is important to me, and making sure that it has the downtown capacity to support that reach. Keep the light rail construction going, and bus rapid transit can be added later. BRT also doesn't rely on the ability to purchase real estate, so it can go in later without a penalty.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I am sick of West Seattle being overlooked and underserved. I have voted for and paid for every tax for decades and we are still isolated.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham St station has been pushed back over and over again. Honestly, I don't believe that Sound Transit has ever had any intention of ever building it, even if it was in ST3, and I can only imagine they will take this opportunity to short change this neighborhood again, as they have for years. I hope to be proven wrong, though!
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm selfish; I've prioritized projects that would ultimately benefit me the most, should I love so long.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Get the most people on rail as fast as we can
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Just picking those that seem most practical
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs redundant transportation, and is clogged up even if the West Seattle Bridge were operating.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The new downtown tunnel and Ballard stations are important because they have the highest ridership and growth potential. Ballard to SLU/downtown will be an extremely important corridor. The first thing we should drop when modifying projects is parking. Parking is expensive and doesn't contribute at all to the goal of building new transit lines.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The plan was to complete the metro system first before the bells and whistles. I was part of the lobby effort to authorize the organization and we should hold firm on commitment.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritizing adding or expanding service to those areas which are already relatively dense and growing: close-in neighborhoods of Seattle, and the S. King Co. area where infill should be prioritized to connect Tacoma to the airport.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Most frequented locations
Seattle Area	Unknown	Unknown	Unknown	Unknown	Having better access to light rail where I live and better access to West Seattle with the bridge being closed. Having to avoid shutting down service in order to go back and rebuild stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live just north of ballard so the ballard lghtrail link is most important to me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Following through on the original Graham Street Station to serve the community as originally promised. Providing access to west seattle in light on the condition of the bridge
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs faster, year around transit to Seattle and points north and south.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail first. Always. Roads kill.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ridership and connectivity
Seattle Area	Unknown	Unknown	Unknown	Unknown	Going to West Seattle and Ballard is now about an hour. These were supposed to be part of the monorail, which we still need a replacement for. They are the only areas with no light rail option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Seattle Center needs better transit, especially with the rebuilt arena coming online in the next couple of years.
Seattle Area	Unknown	Unknown	Unknown	Unknown	My only concern is creating an express from downtown to the airport.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live north of Ballard in Blue Ridge, and have lived in Ballard and Sunset Hill for over 20 years. We have experienced so much growth and density, and we have not seen any improvement in our transit. We voted all types of transportation, including the monorail and now light rail. We should have been prioritized several years ago. The traffic on 15th, across the Ballard Bridge to towards downtown is quite bad. The busses have helped, but not enough. Also, we must have a tunnel under the bay, rather than another bridge (at the Ballard Bridge) for the light rail. During the summer months, the bridge goes up all the time, and this will delay the light rail. Please stop putting us off!! It is very frustrating.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard and West Seattle access are very important to maximize ridership
Seattle Area	Unknown	Unknown	Unknown	Unknown	Creating a new tunnel makes the most sense, and then addressing the long term closure of the West Seattle bridge and expansion to Ballard, which has limited options by car to easily access downtown. I still think it is ridiculous that there is no Southcenter station, which could take hundreds of people each day to a large shopping and employment hub without a car. This should be addressed and I don't see it on this plan.
Seattle Area	Unknown	Unknown	Unknown	Unknown	All lightrail extensions and service increases are top priority to me as bus networks are limited by traffic and lightrails can improve both
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live 3 miles from downtown and it takes 45 minutes to get there by bus. :|
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle and commute downtown on the bus.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	The greatest priority should be increasing capacity across waterways, eg moving people from Ballard across ship canal/lake union/lake washington into employment centers of Seattle/Eastside.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	The new downtown tunnel is the catalyst for expansion, have to do it. Ballard and W. Seattle are important branches, and bring the most riders / and set up future expansions to other high density neighborhoods. I do not want to see the project truncated, nor should it be drastically modified to save costs, we need to keep the project in tact thinking 100 years out, not just about our latest crisis. If that means delaying portions, and building them right later, so be it. However, if we delay, we should obtain the land needed to construct now, or risk escalation later...espacially as land is rapidly developed. Do not make the mistake like we did with First Hill, eliminating a station to save $ in the near term but eliminate a vital station in a dense employment center. Keep the plan in tact, build what we can, and build it over time.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard needs a station. We have lots of folks who are retired, or young professionals without cars.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Provide connection to areas without service
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Expand light rail where population density is the highest should be the most important factor.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in phinney so would love to see projects to ballard to be prioritized.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live near a station and benefit greatly from it. I want others to have this same opportunity
Seattle Area	Unknown	Unknown	Unknown	Unknown	no need for West Seattle, buses are enough
Seattle Area	Unknown	Unknown	Unknown	Unknown	more parking more parking more parking - there is none at Columbia station, etc
Seattle Area	Unknown	Unknown	Unknown	Unknown	Remove one of the three stops in West Seattle or considered tunneling to minimize real estate acquisition costs
Seattle Area	Unknown	Unknown	Unknown	Unknown	Near my home and focused on increasing ridership as fast as possible to generate revenue to support future projects.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The most dense residential area in Seattle, western Belltown between Pike Place Market and lower Queen Anne where multiple high rise high density condominiums are, is still without a reliable line like Link Rail or street car. This will only get more apparent as the new waterfront attracts more people and visitors to the area.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle feels more detached than ever with the bridge down, and it has long been clear that better transit options are necessary for the neighborhood to thrive and be connected to the broader region.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Future projects, especially ST3, should be reconsidered as technology evolves. Focus should be on densifying the areas where light rail is already planned, specifically with an eye towards affordable housing.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Put financial resources into link rail not bus. My understanding is this was sold in the initiative that is what we voted to fund.
Seattle Area	Unknown	Unknown	Unknown	Unknown	130th St Station There is an older population in thus area. Who may not be able to drive or walk. Need access.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Serving the greatest number of passengers not now served by Sound Transit express buses OR light rail. No service goes to Ballard or NW Seattle. For example, express buses should be used to connect the area directly, with few intermediate stops, to current and soon opening light rail stations and other express routes.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Seattle you only give us top 5 choices but for others they get top X number representing all projects? Nix all park and rides - they don't add ridership, they cost tens of thousands per rider who uses them, and then we don't get light rail.
Seattle Area	Unknown	Unknown	Unknown	Unknown	1. West Seattle has inadequate connections into the City Center. 2. The downtown tunnel system needs to be a fully functioning hub. 3. By pursuing more robust access via RapidRapid Ride to W.Seattle and Ballard we can learn more about how future systems will function. 4. The Ballard & Interbay districts should be allowed to develop into more complete centers, less dependent on downtown in which case commute travel is reduced and movement becomes between districts. 5. Addional stations, where needed in the existing routes should be a priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	North sound in general needs better transit (145th and north)
Seattle Area	Unknown	Unknown	Unknown	Unknown	COST is penultimate concern. Sound Transit asked for and will receive $50+ BILLION for their promises. We are now 3 years out from NorthEnd service and Sound Transit is already asking for another 20% ($11 Billion). Make it work with what you have!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Getting to and from Ballard is inaccessible right now. It takes the same amount of time to use public transit to work as it does to bike there
Seattle Area	Unknown	Unknown	Unknown	Unknown	When funding is constrained, I think the best policy is to build the most expensive asset first rather than defer the largest cost. I believe the public would be more willing to fund a future levy for increased bus service to support an already built Link line than give support if ST3 money is dispersed to a number of smaller "easy wins" to the exclusion of Link.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Support mass transit in central city.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would definitely concentrate on getting link light rail to Pierce and Snohomish counties or you are going to have a revolt by people in those counties. Got to get to Everett and Tacoma./Lakewood. Voters in Pierce and Snohomish counties would never vote for Sound Transit again.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The 130th station is critical to complete soon. There are thousands of people living within walking distance to that location.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard to UW should be the next priority
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Building the Seattle light rail network should take top priority over extra buses, extra stations, etc. It's truly sad that West Seattle and Ballard won't be online until the 2030s. I've lived in Seattle 24 years and am disappointed that this was not completed 10 years ago.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please extend light rail to First Hill. Maybe get rid of the streetcar, and put light rail there instead. Streetcar goes almost nowhere. Light rail would take us to the airport, UW, and everywhere light rail goes.
Seattle Area	Unknown	Unknown	Unknown	Unknown	dont add intermediate stations on link that are so close to other stations that 1) they slow the system down and 2) people can get to the stations either side pretty damn well. build the main system as cheaply as you can without gold plating it with excessive tunnels/bridges, intermediate stops, and special interest things. you're a regional, not seattle system. park & rides are important to lots of your riders, but are often too busy with real life to evangelize, lobby & comment in forums like this.
Seattle Area	Unknown	Unknown	Unknown	Unknown	ballard has been promised improved transit for decades (added to proposed improvements in voter pamphlets with many measures presumably to hook in Ballard voters) and it never materializes. .. including the monorail , Seaview stop for the sounder train and now sound transit
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle bridge closure - need relief via other transit modes until bridge is fixed
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is a virtual island right now, and even when the bridge is back online it is a mess. Connecting people to light rail will help west seattle and ballard.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Sound transit should be equitable in it's choices. Connecting the Everett area to light rail would be a huge boost to the area as a whole. Currently I live in North Seattle and work in Everett
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St station...improving access for marginalized communities in South Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize extending light rail reach before filling in with extra stops in between existing stations. Also prioritize a rapid bus line connecting north Lake Washington to Eastside
Seattle Area	Unknown	Unknown	Unknown	Unknown	The priorities are based not only on proximity to my home but also in terms of density of potential commuters and areas north of Seattle that increase rush - hour commutes into Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The accessibility for lower income people to get to where they work/ to new work opportunities
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard is one of he most frequently visited locations in the area, while w Seattle is the most underserved and isolated.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Focus on projects that will help the most people and reduce the most miles driven by car and time spent in cars by people.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Affordability and highest need and usage.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Just finish Tacoma to Everett and Bellevue to Seattle. Delay everything else.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle Link is especially important now that the WS Bridge is suspect.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Rail, not bus. Serve more people first.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Lake city and surrounding density are getting worse transit times, not better, from the opening of north gate light rail and subsequent changes in bus service. The 130th street station and improved corridors for biking and walking have to be a priority because this center has been left out of every other phase of recent transit development.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I don't live in West Seattle, but it seems that the state of the bridges has shown how delicate the transit options are for that region. It feels like that are should be prioritized.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Building out light rail is most important. Line to Everett can improved with this routeing: https://www.theurbanist.org/2021/04/14/how-to-build-a-faster-better-everett-link/ Parking should be last priority, first to be cut.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritise link light rail and more trains
Seattle Area	Unknown	Unknown	Unknown	Unknown	To make light rail a viable alternative to driving, there must be parking lots at stations. And with the rise of violence and property crime in 2020, people will need to feel it's safe to leave their cars and bikes.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Focus on expanding the system, even Issaquah. Expanding buses can happen later. Provide only surface parking. The east side bus station in Kirkland is overkill.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Currently, it is hard to get to Ballard, slu and interval from uw via bus. Having a light rail route would make it a lot easier.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	130th st station is required for lake city area which is neglected by Seattle and is needed for commuters and the neighborhood
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I prefer phasing the project.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would use the West Seattle Link line every day, and C &D line improvement would help me and other rider much sooner.
Seattle Area	Unknown	Unknown	Unknown	Unknown	First, Equity should be one of the most important criteria the board considers. In south Seattle, where the light rail is at grade, the Graham St. station is an important gap to fill that is also less expensive than adding more lines. Second, connectivity is also very important to consider so that more people can access faster transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Would love to see a station in SLU; I work in SLU and see a lot of transit need especially along Denny and Mercer St's. Ballard line also important for city & along dense neighborhoods.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize the projects that affect the most people, so that means downtown projects and the Ballard extension. The 130th NE station is already under construction, so I don't understand why more time would be wasted pausing and restarting it later.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think the new downtown tunnel is least important of all ST3 projects. I think the extensions to Ballard and West Seattle should be built to eventually use the 2nd downtown tunnel but the existing tunnel should be used initially. The 2nd tunnel should be built and connected in such a way that trains can use either tunnel. This may limit frequency on all lines initially, but central link and east link alone will not saturate the existing DSTT.
Seattle Area	Unknown	Unknown	Unknown	Unknown	delay the parking garages
Seattle Area	Unknown	Unknown	Unknown	Unknown	Build where ridership will be the most
Seattle Area	Unknown	Unknown	Unknown	Unknown	Connection to University of Washington and downtown from nearby areas, e.g. Wallingford/Green Lake.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle and we need stable fast transportation. We have been without the West Seattle Bridge and deserve an easier transit. It would also allow potential expansion southward in the future.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle, accelerate light rail development so the community has an alternative to west Seattle bridge.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in west seattle and think the extension to west seattle is important. That said, constructing an elevated line would be a BIG MISTAKE. I've lived in a community with a raised line in DC, and it divides that community in half. You may as well be constructing another highway through our neighborhoods. When plans to extend the west seattle line southward to burien are inevitably proposed, the folly of the raised line will be multiplied as it divides all the communities along the way. Given that housing prices have risen and the cost of a raised line is converging to the cost of a tunnel, the tunnel approach is the clear winner.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize Link in Seattle and to Snohomish county
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize these projects because they would impact my commute most positively and are real need areas in the city. With regard to considering delays, phasing or modifications I would prioritize getting my act together Sound Transit. These excuses about lost revenue and rising costs reflect the short sightedness of the leaders of this project. The west Seattle link rail is a decade away from being functional and that's if it's on time. When were housing prices in Seattle going to decline in the next decade? Why would your revenues over the next decade be solely dependent on sales tax revenue? Grow up you big dummies. If you don't think you can deliver on something a decade away you really should just give up and would better serve citizens to invest in self driving car transit systems.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle and Ballard are most the most underserved areas with densifying populations. Getting rail to them as soon as possible far outweighs adding stations to existing lines. "Bus rapid transit" is an oxymoron and a curse on the neighborhoods it is supposed to serve, wreaking havoc on all other transportation modes and creating safety concerns. Please stop wasting our money on it!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Better connectivity to West Seattle is critical for my commute to work from South Seattle, and I know a lot of other people would use it too. A lot of folks with lower incomes have historically lived in West Seattle, and continue to as well, so I think it's important to prioritize connectivity over there, not just build out to wealthier places like Redmond/Bellevue or up in the North Metro. Even when the West Seattle bridge is functional, that whole area is pretty cut off from the rest of the city by the Duwamish, so I think good light rail is particularly crucial for West Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail to West Seattle must be Sound Transit's highest priority. The unique transportation challenges of West Seattle should make it the highest priority for expanding light rail. West Seattle has been paying ST taxes literally for decades and has literally zero ST service. ST must either make West Seattle the highest priority or stop taxing us for service you're not providing.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	We've been waiting SO LONG for the Graham Street Station! Don't take it away again!
Seattle Area	Unknown	Unknown	Unknown	Unknown	My choices relate to what impacts my daily commute. Also with west seattle bridge out need alternatives to get into downtown or through downtown seattle
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	With the failure of the West Seattle Bridge in 2020, it's been proven the area with the largest portion of Seattle residents needs another way on and off the peninsula. This last year has proven a major failure of the areas infrastructure. I would prioritize Phasing and Modifying (probably parking) to Delaying.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Need to focus a) cost effective transit that moves the most people now b) projects that unlock multiple opportunities to expand transit ridership c) projects that increase capacity, reliability or frequency. Love to see West Seattle gave better light rail connections but increasing bus priority, solving choke points etc rapid bus to sodo is better than building cruddy expensive line to junction.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	adding ridership and climate impacts
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle & Ballard are already hard to travel to. And was promised during vote. Why I voted to pass ST3.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Maybe just fucking tax all the giant companies that clog up the roads in Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Movement in the city allows for a reduction in car usage further densifying the city. Seattle could lead US cities in demonstrating a car free sustainable future.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Living in Seattle and now having the bridge closed it proves all the more important why light rail should be extended. It could also help ease traffic once the bridge reopens, being that it's the most used bridge in Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I will consider population density
Seattle Area	Unknown	Unknown	Unknown	Unknown	I prioritized quickest to market solutions for areas not yet improved by current projects. Then you could use data about how successful those are to determine which of those (or other) projects to go after next.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Not doing anything dumb and canceling stuff becuase of a temporary reduction in ridership. eventually this pandemic will go away, and unlike portland, this city forget to start construction on light rail in the 1980's. are you so driven quarter to quarter that you don't realize this city will be around many more years?
Seattle Area	Unknown	Unknown	Unknown	Unknown	A TEN YEAR BAN ON SOUND TRANSIT EXECUTIVE BONUSES. AND ELIMINATION OF ART PROJECTS AT THE LINK STATIONS.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Delay 1% for the arts, utilize sponsors for art at stations, the law that requires sound transit is nonsensical during times of extreme budget shortfalls such as, lets see, a pandemic! Prioritize your budget i.e. Sound transit has layers of management at rail, chiefs, managers, superintendents, redundant in most cases.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Reduce traffic congestion on I-5 and arterials.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	We must prioritize expansion of grade-separated light rail access. When the economy ramps back up, traffic will ramp up along with it. The light rail projects are an attractive means to give PNW residents certainty about arrival times, which is sufficiently attractive to obviate the need for a car. I fear that delaying or cancelling light rail projects will create a negative feedback loop, inducing people to buy more cars, further clogging our roads which are already at capacity. At much lower importance should be building places to park cars. Given the cost of land/capital costs per parking space, coupled with the probability that shared, autonomous cars will be online in at least some capacity by the time the light rail stations are finished, a parking garage might be obsolete on completion. Build better kiss and rides; cut from the garages if you must..
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	The whole western corridor of Seattle was forced into urban density with no viable fast transit options creating bottlenecks and with the west Seattle bridge fiasco a real nightmare
Seattle Area	Unknown	Unknown	Unknown	Unknown	Congestion and pollution are my concerns. Seeing the West Seattle bridge out emphasizes the need for better transit there. That's is my first priority. Ballard is also congested. 99 into downtown had been hell for years. The whole north end too. Traffic is bad here.
Seattle Area	Unknown	Unknown	Unknown	Unknown	It's impossible to get in and out of west Seattle due to the bridge. Even when it is available, there is only one way in or out. Prioritizing west Seattle is a must.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has high population density but most residents work elsewhere and have very limited options to get feom West Seattle to anywhere else.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We shouldn't waste constrained money on park and rides - please focus instead on improving access to stations by transit, walking and biking. We shouldn't make waseteful long term decisions (eg delaying 130th st) for small short term budget gains. the 405 and 522 corridors need a frequent transit solution ASAP.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle should remain on schedule.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Areas that are difficult to get and out of would benefit from increased transit. Expanding transit to nearby communities outside of seattle where there is additional housing with limited public transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I DON'T GO TO DOWNTOWN SEATTLE ANYMORE. ITS A PIGSTY.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has been neglected ever since the Monorail was voted down once after being approved multiple times.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Planning to use public transit to commute to work. Otherwise will have to drive personal car to work.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is basically an island now with crippling traffic due to the bridge closure. The priority for these other items aren't even a close 2nd. For those locations these are nice to have improvements, for West Seattle it is absolutely crucial. If I have to get to the emergency room in Cap Hill during a busy time of day I am in big trouble.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The timelines to build the current projects are already so far into the future (e.g. Ballard line 2036). Delaying these projects further is very frustrating and will not help to address current issues of equity, climate change, housing needs, etc. Waiting 20 years or more for light rail is very frustrating and it will be hard to keep support for the projects going if the end date is always pushed out.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard and West Seattle should be priorities. Ballard is the most population dense area in King County and although the bus system has plenty of options, it still needs the light rail. West Seattle is cut off from everyone and could use a viable alternative soonerz
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Most relevant to my transit needs
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard has very difficult access in or out. Prioritizing East/west mobility would be fantastic. I live in Ballard and work in Redmond.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Getting the most people possible out of single occupancy cars/trucks with available funding.
Seattle Area	Unknown	Unknown	Unknown	Unknown	It seems it is easier to get downtown from Tacoma, Kent than it is from West Seattle. West Seattle and Ballard have urban villages and were promised infrastructure to support the growth. Even when the W/S bridge reopens, it is only 3 lanes in each direction; the same as 40 years ago. Our buses don't run as often as in 1980s. It shouldn't take me longer to get downtown than it does for my co-worker who lives in Kent. We have been ignored for the past 40 years. this has nothing to do with COVID and the lack of tax revenue.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Serve the greatest number of people by serving dense areas of Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Parking will not address the affordability gap!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Projects may be more affordable and quicker to implement. Service is lacking in the south part of the metropolitan area and could be improved

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle already has many obstacles with transit and is growing rapidly causing a lot of congestion and leading to accidents. Priority should be given to people who live in the city and are more willing and eager to travel within the city and use public transport. So Ballard and West Seattle should be made top priority over those who have chosen to live outside of the city and can already access what they need.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think they would help alleviate some of the traffic issues getting around Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need to fully connect seattle before spreading further north south.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Housing density in Ballard keeps going up and a transit system that supports this growth is necessary as soon as possible. The number of riders on Sound Transit will go through the roof when Ballard and West Seattle are connected. In many ways, this will change Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Do not destroy affordable neighborhoods.
Seattle Area	Unknown	Unknown	Unknown	Unknown	"Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option."
Seattle Area	Unknown	Unknown	Unknown	Unknown	We have no connection to the rest of the city in West Seattle. The bridge, while being fixed, is not a long term solution. All efforts should be made to move the West Seattle link as early as possible - think big.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle can be better served by buses then spending twenty years building a link train.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	As shown during this bridge closure - West Seattle already has limited options in getting in and out of the neighborhood, compared to the other projects listed. Even before the bridge closure, West Seattle was seen as difficult to get to. The Light Rail will be essential to expanding connection between West Seattle and the rest of the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I no longer want the light rail in west seattle - the current plans are lackluster and not worth it.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle deserves prioritization given the shorter life expectancy of the WSB.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Living in the city center they have the biggest impact to me and will help open up traffic flow within the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is extremely dependent on a single transportation connection to the rest of the city - the high rise bridge. And as we saw last year this creates a huge problem with massive knock on effects when it is out of service. Building the light rail as planned would help diversify this connection and also mitigate potential future issues with the high rise bridge when (not if) they occur.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Promised in the Voter approved sound transit levy. Not doing them erodes voter confidence in future projects. West Seattle has been neglected for far too long. Ie monorail and current bridge issues. I've been paying elevated tabs with no return on my investment and divestment by Sound Transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Delaying the 130th street station past 2024 will CAUSE DELAYS with the "NEW" North Link extension which will slow the entire north line down. Why would we build a freeway and then backfill the offramps, or even AN offramp. Build it right the first time because it's cheaper, faster, won't slow the "new" north link trains down and doesn't subject the neighborhood to EVEN MORE construction. With the renovation of the Northgate Mall property moving along and the opening of the new Northgate station coming soon traffic around Northgate will only get worse, making it more difficult for the entire Pinehurst community to get to the closest station safely. PINEHURST IS READY FOR A STATION AT 130th NOW!! Backfilling makes NO SENSE!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Based on ability to ease my own commute.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	They are important to me because they increase access to where I'm going, both for work and for pleasure. I would prioritize acquiring right of way/property first - those costs are only going to continue to go up. Then I would prioritize new routes/new stations, because that means more people being able to ride. More people being able to ride = more money

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think a light rail link at 130th is important to provide east west access along 130/125th to serve low income neighborhoods as well as access to vital public institutions such as Bitterlake community center, library on 130th near Bitterlake, Ingram high school, Helene Madison pool, the community hub at 15th and 125th, Lake city library, lake city farmers market, future lake city community center, and community hub in Lake city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I don't want light rail in West Seattle. It's exorbitantly expensive, and will destroy what is great about the neighborhood. Buses work great and the routes are flexible.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Increase station access to N Seattle, to the high school/lower income areas north of Northgate.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize rail service. Capital expenditures for parking should come after rail service is operational as funds allow. Don't slow delivery of the system for parking stalls at $100k per stall.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Downtown tunnel is absolutely key to future system capacity and utility. Ballard is a near in high density area that needs service. 130th and Graham stations seem like high value relatively low risk items. Don't think we need light rail to Boeing Everett even though I have worked there in the past.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I am writing to encourage ST to de-prioritize parking projects. Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Less parking, more housing near transit hubs and light rail stations
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle imperative to get light rail
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard/Interbay/QA line. And stop spending money on Park & Rides. Spend it on transit. Parking is way too of an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Cross-Seattle traffic is a disaster and we pay the most in taxes and get the least in return.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think connection between urban centers (West Seattle Alaska Junction, Ballard) is absolutely a priority. We want to efficiently move large numbers of people to the most common destinations (downtown Seattle, downtown Bellevue, etc.)--that should be the top priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Connecting the region is super important, and building out the capacity for future expansions is also key.
Seattle Area	Unknown	Unknown	Unknown	Unknown	None
Seattle Area	Unknown	Unknown	Unknown	Unknown	Eliminate parking projects to save budget.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Only interested in getting WS ST asap. Nothing else matters to me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle. The disruption to accessibility caused by the closure of the high bridge highlights the need for additional transportation alternatives to our peninsula.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prefer BRT to West Seattle with dedicated lanes, rather than the light rail. Those fund should be allocated for the Ballard extension, with a much larger use shed.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Thus city is so disconnected- it's impossible to move around freely, safely, and reliably in a sustainable manner (public transit). Living in West Seattle has become a nightmare to get anywhere further demonstrating the need for transit investment. We also could use so much of this land fir necessary affordable housing whose residents need transit and would add ridership.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Buses are the future, rail of any kind is the past.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need to reclaim space for people from cars. Parking garages are too ugly, expensive, and wasteful to have next to our new stations. Instead allow more people to live near stations and amenities for people to ride to. Facilitate station access by walking, biking, and bus.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard to downtown is of key importance and would allow for further light rail connections to other North city areas. The 130th street station ins important as it could alleviate congestion of people trying to get to the Northgate transit center for transfer. 130th is also a key east and west route that would be good to connect to the north-south spine being built.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	People need to be able to live someplace affordable and get to work downtown in a reasonable amount of time.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	non of them are important to me. I would prefer we stopped producing so much carbon from concrete. the entire plan for this system is terrible and should have never been done in this manner. you should have looked at systems that worked and not assumed that everyone wants to go to Seattle. Such a waste of tax payer money.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle
Seattle Area	Unknown	Unknown	Unknown	Unknown	i live in the north end
Seattle Area	Unknown	Unknown	Unknown	Unknown	These best fit usage of the larger Puget Sound community as a whole.
Seattle Area	Unknown	Unknown	Unknown	Unknown	gaining more connections
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think that parking should not be prioritized when it comes to considering how to trim budgets, and that the space should be prioritized as housing; it is the best way to increase ridership, as it means that people who rely on transit can live with good access to transit. Parking is not a good use of money when there is a money crunch, since people with cars are less likely to use transit to begin with, and parking access encourages sprawl, which disincentivizes transit ridership as well.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has had an infrastructure challenge without our bridge. Adding a new bridge should be top priority. Link light rail as a way out would reconnect our peninsula if the bridge has to be closed again. The other parts of the city are not as vulnerable to a single bridge closure so our transit should be prioritized above all others.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	It's most important to me that Sound Transit prioritize getting the most amount of people to use light rail. I see the best way of doing that by putting station/track construction first and not compromising on convenience (i.e. longer travel time from at-grade crossings or cheaper routes)
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please prioritize light rail extensions, and BRT to feed it. Please limit spending on P+R structures at stations, favor dense walkable new development instead. Please shift away from overhead wires on lines, especially on elevated track. It frankly looks terrible, and does not generate good feelings toward the new development. Preservation of large trees and thoughtful restoration plantings around the lines will go a long way toward livability.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	We bought our house in 2018 based on the hope of converting our commute habits to light rail. The 130th St. neighborhood was one of the most affordable options. It also allows my wife and I to split our commute distances as she works downtown, and I take the 522 rapid buses to Bothell.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Mostly alleviating traffic congestion at several choke points in Seattle, moving more people out of cars for potential climate impact. Prioritizing eastside connectivity will also improve live/work options for a large number of people in the region.
Seattle Area	Unknown	Unknown	Unknown	Unknown	It's important to add device within Seattle as its most impacted by population density and traffic congestion
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I don't want another West Seattle Bridge situation.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please prioritize making entire trips possible on transit, with more local stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Don't replace local routes with rapid routes doesn't work because they make too many stops. Have Rapid routes provide direct service fewer stops and local routes make more stops. And have small buses provide circulator service on the narrow side streets instead of the large buses
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm in West Seattle, so with our bridge being shut down, I would love to see priority to the residents over here to help with traffic. It would be great to see more consideration for the Skylink, which would significantly reduce costs.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Adds riders to underserved areas
Seattle Area	Unknown	Unknown	Unknown	Unknown	Work and demand criteria have changed during the last 12 months. Downtown Seattle will not regain its prior status as a destination.
Seattle Area	Unknown	Unknown	Unknown	Unknown	130th station is very important to me. Having a station at 145th and the next one at Northgate does not support the need of Pinehurst community. I believe that the rezoning property from single-family to multi-family on 5th Avenue from 125th to 130th is a necessity. The assessor's office may not agree but our property values have dropped drastically in this area of 5th Avenue Northeast. For the simple reason is that we are now looking out at a large cement structure. Realtors do not agree with the Assessor's Office they agree that our property values have plummeted. The only remedy for that is to change the zoning to multiple family housing
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	The West Seattle bridge closure shows just how important it is to connect it to downtown. By prioritizing transportation heavy traffic from the bridge can be removed, helping the environment and congestion on Seattle's most used bridge
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	No parking, drop Ballard alignment in favor of improved BRT. Get to Everett and Tacoma consider suggestions to lesson cost of Everett extension. Postpone S operating base until more reasonable sites are available in Fife/Tacoma. Expand/ double deck central operating base.
Seattle Area	Unknown	Unknown	Unknown	Unknown	because I live in West Seattle and we have no viable transit to downtown. we can SEE downtown from our peninsula, but it takes an hour for me to get to work. you prioritize Northgate and the areas down by the airport over us. then our bridge is allowed to deteriorate so much it is CLOSED - 100,000 cars a day. no other neighborhood has been screwed as much as we have. and yet our property taxes remain the same.
Seattle Area	Unknown	Unknown	Unknown	Unknown	You cannot put this on the chopping block. Our communities of color need this transportation- it's inequitable to cut this at this point. Please reconsider
Seattle Area	Unknown	Unknown	Unknown	Unknown	The station is too far away from me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	DO NOT proceed with plans for a light rail station at 130th. Waste of funds, could be better spent elsewhere.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I leave near the future 130th station. Completing this station with the Lynnwood extension makes the most sense budget wise since construction is already occurring here. I see no reason to delay this until 2031 when the other Seattle extensions (such as Ballard) are further in the future.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is more than do to get a stronger transit system. The area is growing, more apartments & condos with less parking because people are supposed to get around without cars. Transportation needs to keep up with the growth/changes. The priority needs to be to rebuild the bridge and light rail at the same time to make one efficient transportation system
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham would be so helpful for kids to get to Aki Kurose.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard is hard to get to and dense, so it is a priority. The 2 infill stations are relatively cheap and fill gaps in the system.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St station

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Getting rail to Paine Field should be the last priority. Boeing can, and has shown a willingness to remove jobs from the site. I fear that by the time the station opens the Everett plant will be nothing more than an empty parking lot for airplanes
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize completion of the 130th st station!
Seattle Area	Unknown	Unknown	Unknown	Unknown	522 brt
Seattle Area	Unknown	Unknown	Unknown	Unknown	Build out more light rail! Due to revenue changes, existing light rail station plans should not change if at all possible. Delaying mass transit for parking is a backwards and expensive solution, when so many people would love to use the light rail more, if only it was available in more areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Make the existing system more functional with additional stations and access
Seattle Area	Unknown	Unknown	Unknown	Unknown	Neither 145th or Northgate stations are easy walking distance from my home. A station at 130th street will allow me to use the light rail.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham st station being built would allow myself and possibly my whole family to use the link for all commuting.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please remove NE 130th street station! We don't need at station between Northgate and NE 145th Street. PLEASE save the money!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Stride 522
Seattle Area	Unknown	Unknown	Unknown	Unknown	Live in north Seattle. Work in Snohomish County. Grew up in Ballard. I've experienced the difficulty commuting in these areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham St. light rail stop would change many lives in the south end! Please consider it. It would make getting to and from school and work easier for many in Hillman City, including nearby Aki Kurose middle school
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St station would fill a critical gap. The stretch between Othello and Columbia City stations is huge.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Lessen automobile traffic.
Seattle Area	Unknown	Unknown	Unknown	Unknown	stay on track with priorities already decided upon when initially funding the projects. why are you even asking?
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Service areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Areas that are already served by Link â€” even if not optimally â€” should be assigned lower priority than areas with no train service at all. Prioritize new service over expanded service.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham Street stop is necessary & needed! There is a middle school & a DSHS office at that intersection. It was part of the initial plan, was dropped, was fought for & now is up again for discussion. Please do not disenfranchise the residents of this area, they need a link light rail stop at Graham street!
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle MUST be added to the system. Failure of the bridge has demonstrated how horrifically dependent we are on ONE artery. EVERY OTHER part of the city has NUMEROUS options. Having voted for and paid time and again for light rail it's time for West Seattleites to get some direct benefit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I never plan to use link light rail if I can help it. Not interested. Don't bother building 130th station. What a waste. Only about 10 people in the whole neighborhood pushed that idea through.
Seattle Area	Unknown	Unknown	Unknown	Unknown	S Graham station was promised in ST 1. People in the Southend are paying for this, they should get the services promised like 20 years ago. Don't delay it further.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Northgate and NE 145th stations are underdesigned relative to the volume of commuters that will want to use them. The traffic around Northgate also presents a bottleneck for bus and carshare access. NE 130th station is more acessible and also within walking distance of homes that are not within a reasonable walk to Northgate
Seattle Area	Unknown	Unknown	Unknown	Unknown	The congestion on I5 from snohomish county through downtown worsens every year. Current buses are inadequate and do not get enough cars off the freeway. And the neighborhood traffic is steadily increasing such that going anywhere is difficult. I know longer feel like I can enjoy theses areas as there is simply too much traffic and few alternatives.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Invest in likely ridership. Build out the core first (new tunnel). Then build local branches (West Seattle, then Ballard). Then extend to further away to bring them in.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Based on where I live and where I expect to use Light Rail to go.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritizing transit within the urban core is more likely to reduce overall congestion.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Link to west seattle is so crucial for our region. By placing even 1 station in west seattle we can transform the region. I don't think there is a single station that would have so much impact for such a large swath of Seattle. A junction station would be the epicenter of West Seattle for so many, and a perfect place to reroute bus service too. With the closure of the bridge, this just goes to show how important redundant mobility options are, give us our first!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	End the light rail project now with Lynnwood. It is too expensive. You are helping to create increased property value. The only ones winning are realtors collecting their commissions. People will remain telecommuting and their will not be a need for rail transit. Bad idea to begin with, stick with buses that can change their routes.
Seattle Area	Unknown	Unknown	Unknown	Unknown	What will get traffic off the roads.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I purchased a home near MLK and Graham understanding a stop was being put in. Big financial commitment based upon your plans. Keep them.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The distance between the Othello and Columbia City Stations is excessive. Station sorely needed at Graham. The cost should be minimal. With West Seattle Bridge out, rail service to West Seattle is critical
Seattle Area	Unknown	Unknown	Unknown	Unknown	Add more bus routes and frequency
Seattle Area	Unknown	Unknown	Unknown	Unknown	It doesn't matter. You are going to do what you want anyway. Sounds Transit = Massive waste of money.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because I want a first hill light rail station that is connected to Fremont
Seattle Area	Unknown	Unknown	Unknown	Unknown	Make the current system work better, and minimize land acquisition, including associated costs. Real estate most likely will only get more expensive, and given the fiscal crunch, it's the easiest cost to reduce.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Lake Forest Park and commute to Seattle. The "top of the lake" area (Lake Forest Park, Bothell, Kenmore, Shoreline) is currently exploding, and becoming a top living destination for those who commute to the city but do not want to live within city limits. The opening of the Northgate station is awesome, but the current options for commuting there from these cities make it far preferable to drive, which will likely lead to an overflow of cars at the new Northgate station. A rapid transit system would help meet the demand and mitigate this.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St station will serve a huge section of southeast Seattle (it was an originally planned station). Too often S Seattle is overlooked or passed over for improvements. It would make the major arterial safer for kids at Kurose middle school also.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think that a 130th St stop is very important. There is a huge residential area that would be improved by having better transit access.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We would love to have a 130th stop so it gave surrounding neighborhood better access to transit. Thanks.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize the rapid bus system along SR 522/145, as it will help connect a large community to the light rail as well as relieving the terrible traffic along SR 522

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	The transit projects I've prioritized will do more to reduce roadway congestion more quickly. The highest priority of the system as a whole should be to get people who do longer journeys into downtown more quickly. That means delaying light rail stations which only duplicate short bus journeys in favor of rapid rail transit from more distant suburbs. E.g., Bothell to downtown rather than NE 130th St to downtown (a station which never made engineering sense in any way).
Seattle Area	Unknown	Unknown	Unknown	Unknown	Optimizing existing or soon to be active / funded service by adding new stations is an obvious way to serve additional communities at lower cost (130th and S. Graham) Priority should be given to areas/neighborhoods that are not currently well served and have less advantages.
Seattle Area	Unknown	Unknown	Unknown	Unknown	My family lives very close to NE 130th Street.
Seattle Area	Unknown	Unknown	Unknown	Unknown	It is currently challenging to get from our neighborhood to crucial areas of the city. It would be an invaluable and much-used service to have local access to the lightrail line.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We voted for rail projects to connect Seattle. We currently are missing any rail connection to large segments of the city. Completing the central part of the Link network - in Seattle - should be the priority. If Sound Transit needs to save money, eliminate parking garages. Or, delay the extension to Issaquah.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham Street station has been voted on and approved. It is important that the South End neighborhoods all have access to light rail and a Graham Street station is a perfect location to serve the community between Othello and Columbia City
Seattle Area	Unknown	Unknown	Unknown	Unknown	They impact the traffic where I live and improve access to downtown or they maximize system usage and reach. Note: West Seattle Link would need to have proper funding to minimize impact on the neighborhood and allow for future extension support (ie: a tunnel thru the heart of the business district and beyond), if not I would not continue to support building light rail into west Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has proven to be very isolated over the last year with the West Seattle bridge being out of commission. As well, with the population of West Seattle growing, the bridge was and will be a major bottleneck for traffic coming and going from the peninsula. Having Link light rail would be a major benefit to the community to reduce congestion and dependency on the bridge. I would be prioritizing Link light rail extensions to areas not currently served by light rail rather than prioritizing modifications to existing stations or adding new stations to areas already served by light rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle desperately needs light rail access. The population is booming with developers building high rise apartments and dense townhomes. Even with the current population, there is limited access to downtown and the bridges can't handle the car traffic.
Seattle Area	Unknown	Unknown	Unknown	Unknown	These are stations I would be most likely to use.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Get more federal funding. Cut admin costs and BOD pay. Keep building more rail. Parking can come later.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail to Ballard and West Seattle are the most important, they will have the greatest ridership and should be extended to northwest Seattle, cross-town north Seattle, and southern West Seattle. These connect the most workplaces, residences, and leisure destinations for the most people.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Equity. Equity. Equity. I've lived in South Seattle/Rainier Beach for 20 years and have seen the communities most in need of good public transit consistently get shorted. Bus lines have been repeatedly slashed and rerouted to wealthier neighborhoods. Students (& staff & teachers) face 1-2 hour commutes to school by public transit. I was shocked to see that even the direct light rail to the UW & U-District is getting stolen from South Seattle/South King County.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Linking current modes within Seattle (Ballard). Providing adequate access to stations without impacting parking in neighborhood
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St station is incredibly important to under served communities is South Seattle. The cost of adding the station is far less than any expansion and it's already approved.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St is closest to my home, was initially slated to be a station and is close to schools and underserved communities.
Seattle Area	Unknown	Unknown	Unknown	Unknown	While buses are important light rail gives us additional capacity that is somewhat independent of the current road system and is key to helping Seattle develop into a modern city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	It's hard to get from West Seattle and Ballard into downtown. West Seattle needs this connection bad, I want it and I don't even live there and would not benefit. I don't want a station at 130th. I want the park on the W side of the freeway and the golf course to stay green space. A station would bring more reason to tear those down for housing. I also want housing, just more dense versions of what exists, not get rid of green space.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	SR 522/NE 145th Street is a very important connection to make. I-405 is the most congested freeway in the state, and getting people to stop driving 405 and take transit would be a huge improvement.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would like to highlight how important it is to have affordable transportation options in South Seattle to help close the financial gap between our community and many others. Thank you.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need to ensure that Seattle's urban core has comprehensive light rail coverage in order to evolve away from our car-dependence as a city. Our existing light rail, while incredibly useful as a commuter line, does not yet constitute a "subway system" that can move people anywhere in the city. Until we build such a thing, people will continue to rely on cars.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The South Graham St station is the only one I feel strongly about. This station would serve mid to south east Beacon Hill residents, those along the huge stretch of MLK between Columbia City and Othello Stations, and residents on up toward Hillman City. Cutting this would result in huge equity ramifications for a community that wasn't been thought about initially in light rail design.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Finish light rail - forget the 522 rapid transit - many people are working from home and will continue working from home, which means traffic on 522 is and will continue to be lighter than in the past so rapid ride is not needed.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The transit projects are important as they have the most impact for me geographically; where my household lives and works. Minimizing construction time and environmental impacts should be prioritized.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize new Link service in new areas to expand the system as quickly as possible. I would list projects with other possible funding sources (local cities, transit agencies, etc.) as second tier because Sound Transit should be prioritizing rail expansion since there are no other agency alternatives that could construct it. Reducing structured parking at stations and selling surplus land to developers could also reduce costs.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Access to stations without having to park and ride seems like it would be the most efficient use of funds. After that, spreading ridership out by serving different areas will create a more integrated public transit system. Rail takes cars off the road!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think improving transportation to/from West Seattle is very important. I live in Interbay, so I am very interested in the Ballard project but am also very concerned about how it will be implemented since I am afraid I will lose my home due to imminent domain or have a rail line built right next to my home. I would prioritize overall impact to the environment and neighborhoods. I would rather these projects take longer and cost more if they are implemented in a way that can preserve the neighborhood.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I am a resident of South Seattle and the Graham station has been promised for years. This station would be a huge benefit to me personally, my family, and neighbors.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Improve bus service as light rail will be delayed to Ballard & West Seattle. Then focus on light rail to B & WS. Downtown tunnel can be expanded later.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle, and while it is easy to travel to South King County, my wife and I often need to travel downtown or to Fremont and Ballard for work and medical appointments, and it is a lot harder to get to these places.
Seattle Area	Unknown	Unknown	Unknown	Unknown	BRT 522
Seattle Area	Unknown	Unknown	Unknown	Unknown	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I currently reside in West Seattle. I think a light rail to West Seattle will be a huge improvement to the already congested commute and will allow further development on the peninsula. If this project is cancelled, ST will have a big problem getting voters approval for future projects.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Around lake forest park it would be great to have a way to get to the light rail without having a car
Seattle Area	Unknown	Unknown	Unknown	Unknown	The 130th St. station can help the neighborhood transit to downtown more efficiently and build it as early as possible can reduces costs and eliminates service delays for riders north of the Northgate station
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would consider the impacts rezoning would cause on single family homes. Protect our houses from developers!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle. I bought my house 16 years ago with the promise of a light rail line. I've been waiting ever since. Also, there is no easy way to take transit from West Seattle to the airport -- that is also needed.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs to be prioritized. I realize this is not Sound Transit's issue, but with the West Seattle bridge damaged, and repairs likely only a patch, having a viable mass transit option to get off "the island" is crucial. The bridge will go down again in the future, and we need mass transit here before that happens.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Stop planning for a link to West Seattle! Save some money and put it toward more important areas like N. King and Snohomish counties. ---------- The time will come when getting into WS will be more feasible.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The 130th station will revitalize the growing neighborhood and provide ease of transportation while Cutting car traffic
Seattle Area	Unknown	Unknown	Unknown	Unknown	The housing density in parts of town in increasing and the traffic is already poor. I'd prefer to expand service to other parts of town (Ballard/West Seattle) rather than make smaller improvements to existing lines (e.g. adding stations). People on the existing lines have an option to travel to different existing stations, but residents w/o any service at all have limited options.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Ballard and work in the Eastside (Bellevue & Issaquah) so those areas are a priority to me. I like park and rides. It is very annoying to have to change between bus and light rail or between multiple slow buses, so I like park and rides - otherwise I tend to drive the whole way.
Seattle Area	Unknown	Unknown	Unknown	Unknown	East west transit across Seattle is IMPOSSIBLE and getting worse by the minute. Ballard population grew by 500%....Five....hundred....percent in the last 4 years. The roads cannot accommodate the increase.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please extend transit to North Seattle and do not eliminate the 130th Light Rail station from existing plans. There are many people who commute from this area and need public transit access -- Northgate is far away from people who live in Bitter lake, Haller lake, Lake City and is not easily accessible by bus. Eliminating the 130th rail station would prevent many people who use public transportation regularly from using one of King County's most expensive and useful public transportation projects -- the Light Rail.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Help increase access in my area to reduce driving and other sources of congestion.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think it is important to extend transit to more areas, to make public transit a fast and dependable way to get all over the region from anywhere.
Seattle Area	Unknown	Unknown	Unknown	Unknown	It's near where I live and it's not scheduled to be done for many, many years.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle deserves a connection to the rest of Seattle beyond the BROKEN West Seattle Bridge.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live near the proposed 130th station and I think it would be a great addition to the neighborhood so that getting downtown without a car will be convenient. I would prioritize adding stations to the link line already under construction rather than extending the line to Ballard or west seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Where I live and where I want to be able to travel to.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Better connections to where people work and the downtown "entertainment" districts
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Link doesn't get stuck in traffic and adds infrastructure for the future. I used to ride the link a lot more pre-pandemic and will surely use it more again as more things are open and people get vaccinated. Busses aren't usually any faster than driving yourself but the link is.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Better access to parts of city that have lower housing costs.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I believe you should start enforcing fares. Also not throw 858k dollar opening parties for the opening of stations like you did for the Capital Hill /UW station in 2016.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The board should delay parking construction in order to prioritize completion of lines and stations. Park and ride facilities are extremely expensive and environmentally destructive per added rider.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We desperately need more transit options inLake City. Going north to Shoreline or trying to get to northgate is really tough for people. I use transit but have not been able to during COVID. Will start again once I get vaccinated
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is under served and isolated.
Seattle Area	Unknown	Unknown	Unknown	Unknown	More acces and park and ride opportunity
Seattle Area	Unknown	Unknown	Unknown	Unknown	When considering delaying, phasing, or modifying I would focus on greatest impact on reducing transportation emissions and increasing access to affordable housing. For this reason, completing the "spine" is essentially in providing an alternative to I-5 driving and to open up areas with more affordable housing while still maintaining an easy link to downtown Seattle and Bellevue.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Downtown needs to be better knit together
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St station was part of the original plan. South end residents use public transport extensively, and people who live near Graham St have to walk nearly a mile to get to either of the closest station. This station would be relatively low cost but high value for south end residents

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail to West Seattle is going to be meager at best. Much work will have to be done to get passengers from the entire West Seattle peninsula to the limited areas serviced by the light rail as planned. Exclusive bus lanes thru West Seattle to Downtown would serve everyone better, and cheaper.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Seattle and Bellevue are where people commute to for work. We need more stations and more light rail to connect the outlying areas. BUT we need to prioritize smaller stations like 130th street station in North Seattle because neighborhoods will use public transit every day of the week, not just to commute.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I just want the Link to expand. Commuter traffic is terrible and the Link will help mitigate a lot of it.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Trying to expand light rail options to as much of region as possible as soon as feasible. Before COVID, and after, I road transit quite a bit more than I am at present.
Seattle Area	Unknown	Unknown	Unknown	Unknown	My top priority is extending the reach of the Link system, including connecting the Seattle and Tacoma Links.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard is so hard to get to using public transit currently. It would be nice to have the link go directly there. Same for west Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritizing connecting west seattle with an alternative to the bridge is imperative. The west Seattle bridge will (hopefully) be back online in 2022, but is only being repaired and will eventually need to be replaced. We should not let west Seattle become cut off from everything again and delaying the west seattle light rail jeopardizes that
Seattle Area	Unknown	Unknown	Unknown	Unknown	Honestly, I am giving priority to the lines most of use to me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Reducing further increase in I-5 gridlock is essential to the region. Providing Seattle residents with fast, dependable 24 hr service is the key to reducing resident use of I-5 thereby reducing gridlock. We will never lessen non-Seattle resident usage of I-5 so the focus of transit should be on city dwellers (and park n rides).
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please build a station at 130th, that is our top priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The city already allowed giant complexes with no parking spaces. Once Covid dies down, traffic will be a disaster
Seattle Area	Unknown	Unknown	Unknown	Unknown	Having the stride bus to the link station in Shoreline would remove any transit barriers I have to getting Downtown.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please focus on building all ST3 stations - peripheral projects like Park & Rides can be de-prioritized to keep the actual transit parts on schedule.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm prioritizing projects that bring mass transit and light rail to north Seattle. Traffic into downtown Seattle via interstate 5 has gotten so bad, we need new service from the north end into the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Ballard so I know that part of Seattle the best. Before the pandemic, I rode the D line or 15X to work every day, and it was standing room only every day. Ridership has of course taken a huge hit, but seeing all of the construction on 15th (including numerous new developments in the works, many of which have little to no parking) requires robust non-automobile travel options. Ballard is growing so quickly and shows no sign of slowing down; I only wish the light rail would get there sooner.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritizing bus projects only makes sense with the expectation of very significant improvements in prioritization of buses in traffic over what is currently in existence. Otherwise, pointless. My selfish personal priorities are improving transit connections to South Lake Union to reduce the impacts of congestion in that area. I am also concerned about poor air quality in south Seattle, Burien, etc, and impact on health of children, and increasing reliability and frequency of high speed transit in early morning hours.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard is really hard to access from downtown Seattle with transit currently. The RapidRide buses are painfully slow and crowded. Would love to take light rail instead.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Adding the station at 130th is crucial to connecting North Seattle to downtown. It also makes sense and will save a lot of money to do it now while the track is being built, rather than coming back and doing it in the future. Doing it in the future will be very disruptive to folks who have grown accustomed to using the light rail as a means of transportation. Having stops only at Northgate and 145th will leave out a good portion of North Seattle and will result in people not using the light rail because it takes too long to get to a station. There is not enough parking for people to drive and park at Northgate of 145th. If you do not build 130th, we will need other means to get to downtown (ie: busses), thus not reducing I5 traffic or carbon emissions.
Seattle Area	Unknown	Unknown	Unknown	Unknown	If the link allows people to travel to useful places, ridership across the board will increase and revenue will increase for future projects.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Minimize spending on parking garages. They are a very expensive way to add relatively few riders to the system. 130th station is critical to facilitate access to Link for communities in Lake City and west of the station. Ballard is very difficult to access by transit from most parts of the city, and light rail will be a huge improvement. The situation is very different for West Seattle - BRT is grade-separated most of the way, and could provide more options for single-seat rides to a light rail station in SODO and downtown for more West Seattle residents. In Snohomish County, the zigzag off to the Paine Field area has always seemed very inefficient to me. With reduced resources now, why not send the line more directly to Everett, with BRT to the airport, Boeing, etc? Faster trips for the majority of riders starting from day 1, and lower construction costs. If warranted, the BRT to Paine Field could be converted to light rail in a future phase.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle and Ballard have increasing density, a transit hungry population and near guaranteed ridership. Seems like the most bang for the buck.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize the 130th/I 5 link light rail stop
Seattle Area	Unknown	Unknown	Unknown	Unknown	Extending Link light rail to West Seattle and Ballard will likely result in actual increases in transit riders. In contrast, ST should not add new stations (such as South Graham and North 130th) to already existing lines: That would divert limited resources from those new West Seattle/Ballard extensions, result in few new riders who would not already have boarded at the next nearest station (close by), and actually decreases transit times with multiple stops. The whole point is to get people to use ST as the fast public transit option; but they will not do that if a Link light rail trip takes too long. Is Link light rail the rail equivalent of the local bus, stopping everywhere; or is it like BART in San Francisco, purpose-built to move large numbers of people long distances quickly?
Seattle Area	Unknown	Unknown	Unknown	Unknown	If you have not already purchased property and have started the Ballard and West Seattle Lightrail, those projects should be put on hold if the funding is not there. These areas can be serviced by rapid ride buses and other less expensive alternatives.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Improving the bus system to get riders to the light rail stations is important as is adding new connections.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has one way in and out which is a huge bottleneck that light rail could make a huge impact on.
Seattle Area	Unknown	Unknown	Unknown	Unknown	As a west Seattle resident, I'm still very hopeful that we'll have a better connection to Seattle downtown and the eastside. Please don't cut this project!
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in ballard. I would like better options for airport, downtown, south sound locations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Shoreline. Need fast bus service to go east/west on 145th in order to get to 145th st link light rail station.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Connecting the most populous areas of our region is critical, and West Seattle and Ballard are an important part of that. The second tunnel is needed to make that happen.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The distance between the light rail stops make the light rail less usable to us.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Commuting
Seattle Area	Unknown	Unknown	Unknown	Unknown	Complete the backbone--Everett to Tacoma & Redmond to Seattle. Put Ballard, West Seattle, Issaquah and Kirkland on hold.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option. Prioritize West Seattle which has been stranded by closure of the bridge
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in North Seattle and want to be able to go downtown without it taking an hour in horrendous traffic.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Increased mobility as I age.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm not sure. I think we all want to prioritize things close to us to ease the use of cars. So finding a way to link existing rail to crosstown routes and buses and having parking facilities that can accommodate the large numbers of riders seems key.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I used to ride a few times a week. I am not riding now only because of COVID restrictions and plan to resume as soon as I feel safe doing so!
Seattle Area	Unknown	Unknown	Unknown	Unknown	It is my opinion that these are the most needed projects in order of importance.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	They appear to impact the most travel miles per person usage.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Density of population served, bang for your buck, likelihood of resident population to use offered transit services, etc. Ballard and West Seattle are top priorities because both neighborhoods are relatively urban in nature with a population that would likely make use of light rail, especially given their somewhat geographically difficult locations relative to downtown, the eastside, etc.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Density/ridership and equity would be my highest priorities. So, I'd expect Seattle projects and Pierce/south King projects to meet those priorities the best. I'd delay the parking garages.
Seattle Area	Unknown	Unknown	Unknown	Unknown	They facilitate easy commuting to/from the Seattle core area. Future transit projects should be focused on building within the existing right of ways to eliminate the need to buy additional property. The focus should be on facilities like the existing park and ride in Mountlake Terrace off of 205th and buses should coordinate to get people to/from those facilities.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize extending Link to to West Seattle and north to Everett. Do not prioritize the Sounder North Line or 130th Link station. Neither makes sense in terms of ridership and cost.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Metro has taken away routes 77 and 308. Too many bus routes are being sent to Northgate light rail. The Stride Rapid to NE 148th St is needed during weekdays and weekends. There is no direct bus to downtown now for commuters from North City to downtown Seattle. 77 and 308 and 41 should be restored to go downtown.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	These projects are important to me as I live in neighborhoods affected by these projects and I plan to use these services.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Building a rail system that goes right by a workplace that employs THOUSANDS of people and not building the station until like 20 years after the system opened is INSANE if not borderline criminal--spending all that money and not taking the last step to make it usable by commuters--that's why building the Boeing Access Road 'infill' station should be a top priority (like NOW, not ten years from now). I'd like to see Link extensions to Everett and Ballard prioritized for similar reasons. And I'm always optimistic that someday Sounder (South AND North) will see enough trips throughout the day to make it a viable means of transportation for people other than the very specific subset of commuters to which it currently caters.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I hope to ride the transit rather than a car to where I want to go.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The South end needs more access to transit, particularly the Link. The Link along MLK is at ground level already, which means that the proposed S Graham St represents one of the lowest hanging fruit as far as impact to dollars.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Allow faster methods for places people want to go that currently need cars for
Seattle Area	Unknown	Unknown	Unknown	Unknown	spend within your means. dump the politicians and hire engineers. right now this whole thing is a giant, corrupt, political boondoggle

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Use what you have now. Maximize the stations used to feed the systems. The capacity of the main line is under utilized. You need to work on the feeders stations. Pump passengers into the main line from the feeder stations not add stations. Adding stations defeats the purpose of light rail. Reduce wait times by increasing numbers of trains and cars to design parameters. Plus more. PBQ&D planned for higher capacity.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need mass transit from Ballard and West Seattle
Seattle Area	Unknown	Unknown	Unknown	Unknown	SR 522/NE 145 St connection had wonderful, DIRECT service to downtown prior to this project. If access to light rail isn't a priority, you will have fewer customers on this segment than you had previously. If a link to light rail isn't possible at this point then you must continue express busses to downtown.
Seattle Area	Unknown	Unknown	Unknown	Unknown	This station would serve mid to south east Beacon Hill residents, those along the huge stretch of MLK between Columbia City and Othello Stations, and residents on up toward Hillman City. MLK & Graham is a major thoroughfare and the station here would bring improved signaling and pedestrian safetyâ€"especially for the kids attending Aki Kurose who use metro to get to school. It's a lower cost surface station delayed due to budget from the very original lightrail system plan. No tunnel boring or new land to buy. Now is the perfect time to prioritize Graham St.!
Seattle Area	Unknown	Unknown	Unknown	Unknown	It is particularly hard to go to Bellevue/Redmond from Shoreline/Lynwood neighborhood due to heavy traffic on I5 and 520. There should be a connection to the east side from the northern cities if Sound Transit wants to reduce the number of cars on the road and incentivize people to take public transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	delay and close them all. Nothing but a massive waste of taxpayer funds
Seattle Area	Unknown	Unknown	Unknown	Unknown	Located close to where we live and would benefit the most
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle resident stranded by the absence of a bridge. Also adding more areas that the lightrail reaches feels more value add for more folks than making it a slightly shorter walk for folks who are close enough to light rail stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard is a growing community that is currently not properly connected to city transportation. The interbay corridor provides perfect and relatively easy opportunity to also connect Magnolia and North Queen Ann better. Ballard extension delay doesn't seem a good approach. It's already scheduled for 2035, which is too far out!
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Ballard. This area is becoming more densely populated quickly. Fast transit to SLU and downtown is critical to keeping this area thriving.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm likely to use them
Seattle Area	Unknown	Unknown	Unknown	Unknown	Even though I live in Ballard, I think improving connectivity to West Seattle is a more critical need. bus service from Ballard is much better than from West Seattle even before the bridge closure. Adding stations, particularly at NE 130th doesn't rank for me, given the proximity to NE 145th and projected ridership. Rank on ridership increases, regional equity and completing the spine.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because they'll be the most utilized (most return on our transit investment, and also because Ballard and West Seattle are both increasingly difficult to get to and from.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Making the best use of the new stations opening up â€”> easier access to these stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Delay eastside
Seattle Area	Unknown	Unknown	Unknown	Unknown	Think about equity. Prioritize the needs of BIPOC (South and West Seattle), not Ballard, Greenlake, etc.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Make the south end equitable for all. Please add a station at Graham Street.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize adding stations and lines at minimum cost -- which I think generally means surface or elevated lines as opposed to tunnels. We should expand light rail throughout the city, but there is no need to have it be underground; it's above ground in our neighborhood, and while it would be ideal for it to be underground, it's more important to have an expansive transit system than one that is entirely underground.
Seattle Area	Unknown	Unknown	Unknown	Unknown	This was the sole reason for voting in the tax that you took with glee. You shouldn't make promises designed to be broken.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham Street Station needs to not only be completed, but moved up on the timeline! This station should have been built years ago, and our neighborhood is furious that it is again at risk. The cost if Graham Street is insignificant compared to the newer, larger-scale projects that have been proposed. Our neighborhood deserves access to transit, not just Seattle's wealthier areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I've chosen to prioritize projects that would benefit me the most, such as projects which would improve my commute, or places I most frequently visit by taking Sound Transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham Street station is a critical transit access point for immigrant communities and communities of color striving to not be displaced from Seattle. Racial equity should be your most important criteria for decision-making.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I believe we are past the efforts to prioritize the Graham Hill station. This is a requirement at this point, is it not? I am furious we are still talking about this. Our community needs to be heard. We have such a wide swatch of space between CC and Othello and so many homes and families in need of access to the Link. Do not ignore the southend. It is an example of systemic racism yet again in access to transportation for our community.
Seattle Area	Unknown	Unknown	Unknown	Unknown	South Seattle has been repeatedly given poor attention and resources and should not now have the Graham Street station taken away!
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need to focus on building transit NOT car parking.
Seattle Area	Unknown	Unknown	Unknown	Unknown	It is vital that South Seattle be prioritized! A station at Graham St. and MLK will ensure that the most underserved population in our city and our country is valued and our the voices of our diverse community are heard.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham street station was promised at inception of light rail project and never delivered. There is a huge gap between Othello and Columbia City stations that bypasses a large population with several factors that make public transit their only viable option to get to work, school, and social services. Additionally, the only grocery store within this stretch closed since the last round of sound transit development decisions was made. Transporting groceries is much harder when dealing with bus steps than with light rail access.
Seattle Area	Unknown	Unknown	Unknown	Unknown	A station at Graham St. would allow me to drop my child off at school and then continue to work via light rail, rather than driving.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Put a majority of the station opening ceremonies budget to actual projects. We don't need a party, we need transit built faster.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Continuing to expand the Link light rail system is of the highest priority to me. The Link light rail provides easy, efficient, and reliable transportation in the areas it currently serves but must be expanded to be truly useful to residents of Seattle. I would prioritize expanding Link lines and adding stops to existing lines.
Seattle Area	Unknown	Unknown	Unknown	Unknown	we voted for the transit issue based on promises to do a Graham street station. You all keep screwing with people who NEED mass transit to survive. Prioritize the south end, which is underserved in just about every infrastructure area.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Quit spending money and resources on parking/parking garages!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham St light rail station was promised in the ballot.
Seattle Area	Unknown	Unknown	Unknown	Unknown	STOP BUILDING YOU ARE DESTROYING NEIGHBORHOODS AND BUSINESSES NO ONE RIDES YOUR TRAINS

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Lynnwood to Mariner is the most valuable project in the entire region, for ridership, social equity and network reach. Build the Seattle projects as simple as possible or they'll take forever.
Seattle Area	Unknown	Unknown	Unknown	Unknown	With the West Seattle bridge out of commission, and an uncertain future, it is time for the city to act aggressively to connect our neighbor after well over a year of isolation, frustration and traffic headaches.
Seattle Area	Unknown	Unknown	Unknown	Unknown	None of this is happening to be of any use to me. I paid a lot in taxes and car tabs so other people will get the benefit. Screwed again.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The space between Columbia City and Othello is too long. It seems like a relatively easy fix to drop a station there and would serve so many people that need it.
Seattle Area	Unknown	Unknown	Unknown	Unknown	This was voter approved, and I think it is an equity issue.
Seattle Area	Unknown	Unknown	Unknown	Unknown	There are specific places I go regularly that will make my commute easier if the expansion happens for my preferred highest priority projects.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Improve transit to West Seattle starting with repair of the bridge. WS is effectively an island now
Seattle Area	Unknown	Unknown	Unknown	Unknown	Those areas are projected to have the most population increase. I would phased approach
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think that it's important to increase public transit to choke points like the West Seattle/Ballard bridge, and the 405 corridor
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Work in Seattle, but too expensive to live in. Need a quick way to get in/out of the city. Light rail in Everett ASAP please
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Ballard and do not benefit from any light rail currently being built. Prioritize building the core correctly, where demand is high, and everything can be incrementally expanded from there.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Outlying, low ridership light rail projects should be postponed or suspended. Investment in sounder as true commuter rail. Transit agency shouldn't be spending huge amounts on parking facilities.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Ballard line will have the highest ridership of any line in the system. Adding this line will greatly increase mobility and allow for more upzoning around the new stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize new light rail lines but consider options that reduce cost.
Seattle Area	Unknown	Unknown	Unknown	Unknown	These projects directly affect my travel needs.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in the affected area. I would prioritize starting if not completing project, so people are able to see how light rail is impacting parts of their neighborhood - I would expect people would be more likely to support projects if they can see them being built.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Deferring park and rides until after substantial completion of the full rail lines seems the most efficient phasing to ensure the most travel options to the largest population. This ensures the minimum delay to the core promise of ST3, while mitigating some risk that future breakthroughs in automated driving will allow easier drop off in uncongested areas while still needing mass transit demand for peak commute to core areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle. No bridge and now this project delayed yet seattle is permitting overgrowth for infrastructure
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'd prioritize improvements that move more people more quickly - bus lane improvements, adding stations to areas that aren't served by them, extending existing lines. Park-and-rides are not an optimal use of Sound Transit budget and time. They don't move more people, they don't extend access to under connected communities, and they aren't used by all ST riders.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Work commute and alternatives to driving
Seattle Area	Unknown	Unknown	Unknown	Unknown	I want to see a prioritization of infrastructure that moved people and allows neighborhoods to develop in station areas; I think parking is a waste of money and reduces the viability of the neighborhood adjacent to the station
Seattle Area	Unknown	Unknown	Unknown	Unknown	The ease of adding additional stops along the existing link route to bring easy link access to more people (without long walks or the need for a bus).
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize grade separated transit serving the most number of people.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The projects which have the best benefit-to-cost ratio should be prioritized. Unfortunately the information presented in this web page does not compare benefits and costs of each of the projects. Therefore I have insufficient information to answer the question.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	What is important to me is new ridership studies that take into account trips that have gone away permanently, regardless of mode, due to advances in technology and changes in business practices that allow telecommuting up to 4 days a week. IF WORK KEEPS MOVING TO A DECENTRALIZED, WORK FROM HOME MODEL, WE DON'T WANT A BUNCH TRACKS THAT CAN'T BE MOVED TO REFLECT NEW COMMUTE PATTERNS. Sounder North needs to go away. It's too unreliable due to mudslides. It will become less reliable as freight consumes more and more capacity in the corridor. Even if freight doesn't shrink capacity, we can't make existing capital investments in stations serve more passengers by expanding the number of Sounder trains.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	They are the most robust and effective projects for ensuring the viability of a transit-oriented city. A dense core of light rail is more important than connecting distant destinations that really should rely on commuter rail. New construction will be with us for decades, so it must be built right, not cheaply. Better to phase or delay but get the grade separation and routing we want than modify to get a suboptimal design.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham Street light rail station with serve a very large population of low to moderate income transit users. Rainier Valley was highly impacted by light rail construction, so it would be nice if the community could actually benefit from stations that will serve the entire valley.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Many families that rely on public transportation live in the south end. Also, a station on Graham will help boost the development of housing and retail in the area. This is needed!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	i think in south seattle - we are routinely forgotten in the city's plans and it would be a shame to delay the graham st extension
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard has really slow bus service, including the D bus that travels through Queen Anne on the way to downtown. Ballard also lacks a safe route downtown by bicycle. Ballard needs fast, consistent transit to downtown Seattle to make up for the poor existing connectivity.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	We really need that stop on Graham Street. It should've been part of the original plan. The distance between Columbia City and Othello is too far.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	As we rapidly expand in the Northgate area, providing transportation to the downtown business district becomes ever essential. Providing light rail expansion in this area will provide the fundamental infrastructure required to help this area grow and attract new business.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because workers in the downtown corridor need fewer cars and more places to live just outside city limits
Seattle Area	Unknown	Unknown	Unknown	Unknown	N. 130th is the closest to the large influx of low income housing centered along Linden Ave. It is also the closest to a very large number of senior housing units, as well as residential homes. A large percentage of the population in the area need transit as they do not drive. N. 130th is a critical link to jobs and services.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle Bridge is closed., and COVID 19 has made the buses risky. We need an alternative. Please get the light rail to Delridge.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need to focus efforts on getting a robust rail system as much as possible.
Seattle Area	Unknown	Unknown	Unknown	Unknown	There are all important, people should drive less. We need to make it easier to take the bus/train.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle, which feels underserved by transit. As last year's closure of the WS Bridge indicates, we are vulnerable to major transportation issues by having only a single 'funnel' (the bridge) for most of Seattle's biggest neighborhood to reach the rest of the city. A single fender-bender on our only access can extend residents' commute times by hours. Light rail would help move lots of people efficiently and lessen pressure on our roads. Capital improvements to RapidRide lines would enhance our most flexible transportation option (using surface streets).
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live near NE 130TH and public transportation for me is lacking. This would improve things significantly.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Having more options close to 522 would be helpful for a lot of underserved and marginalized communities in Lake City.
Seattle Area	Unknown	Unknown	Unknown	Unknown	There is a lot of pedestrian traffic between columbia city and othello stations, and the graham infill will provide more safe access to this underserved community. Improvements in south seattle are my number one priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is in desperate need of mass transit. We voted for mass transit over 15 years ago and are still waiting. The West Seattle bridge issue has really isolated West Seattle and adds time to the commute and traffic to streets that are already over capacity.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm prioritizing 130th because of limited access issues. Other areas listed have more options for public transit. With the redevelopment of the Northgate area and soon to be increased traffic, this should be a priority project
Seattle Area	Unknown	Unknown	Unknown	Unknown	Put more fees on downtown businesses- for whom you were building the extended transit. They will once again be making money soon and likely not paying taxes again. The city needs to change its rules.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please prioritize Seattle projects due to high population density. Please do not build light rail to Boeing Everett, there is already the Swift Green Line! Have the light rail use a more direct route to Downtown Everett. Please cancel all parking projects and instead use the funds to improve light rail and bus service so people don't have to drive to the stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The west Seattle bridge outage has had major safety and environmental impacts on low income communities and has shown the need to improve connections to West Seattle to ensure this doesn't happen again.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has become an unintentional island to the main parts of the city due to the bridge being under construction. This has forced commuters to drive through alternative artery routes and disrupt the quiet communities. West Seattle has experienced mass exodus from residents fleeing the area due to undefined timelines of transit and vehicle access in and out of the island. Repairing/replacing the bridge is solving one symptom of a major problem: access to reliable infrastructure. To help reduce wear of the refurbished bridge, the extension of light rail to West Seattle should be a part of the design. It appears to be irresponsible to not consider the rail extension along with the refurbishing efforts of the bridge. By not including it into the early process of resolving the weak bridge, the city is feeding fuel the fire of people leaving West Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham Street station has been deferred or delayed since 2009. It was approved by voters in ST3, but is still off in the distant future and even that seems at risk now. Please do not once again short change South Seattle residents. We need this station to fill in the large gap between Othello and Columbia City. For many residents it is too far to walk to one or the other currently.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Answer 1. Travel to and from work. Answer 2. Revenue from transit oriented development would help Sound Transit. The key to TOD is connectivity for daily commute.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Preservation of the Youngstown neighborhood with alignment utilizing the Andover Street Station Alternative for Delridge should be prioritized.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Much too much distance between Columbia City and Othello stations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	It is MOST important to me that light rail is done well. My focus is West Seattle since that is where I live. I STRONGLY support delaying as is necessary to support the long tunnel option starting on the east side of Genesse so we don't have terrible tall above ground light rail. If in order to do this you have to give up the Avalon station, so be it. The other two stations are close enough that I don't feel Avalon is necessary--more important would be excellent bus options to the stations. I also don't feel that even having two stations in West Seattle is that critical (given budget shortcomings) so one station, very well done with excellent bus service through all of West Seattle just in Delridge would still serve the community. Getting on a bus from the junction to get to Delridge versus getting right on the light rail isn't ideal but workable. What I do ask though is that while I'd rather have a delay than build something ugly and impactful, I also worry about delay construction for so long that it puts property owners in a situation where they can't sell their homes for years or that ST purchases the properties but then leaves empty houses in neighborhoods for years. Thank you for the work you are doing. We understand there are difficult choices to be made.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'd replace the West Seattle link with a Bud Rapid Transit system...it's less expensive, more adaptable, and could work just fine for West Seattle. The current top option for putting in light rail to WS is RIDICULOUS in its scale and the way it plows through neighborhoods. Didn't we just spend a billion dollars to take the viaduct down to reconnect the waterfront & downtown but it's ok to build something similar through neighborhoods?!?
Seattle Area	Unknown	Unknown	Unknown	Unknown	Mobility and transit time.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle bridge closure has severely affected the area and highlighted lack of transit options. It deserves to be prioritized.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The continued isolation of West Seattle from the rest of the city is unacceptable, especially with the clearly hackneyed infrastructure that is the West Seattle bridge. Scalable public transportation MUST come to the West Seattle area to continue to support the viability and economy of this district. Otherwise stop charging me extra taxes to connect useless areas like north gate mall (clear corporate money grubbing being paid for with tax dollars).
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Get it done as quickly as possible and stop wasting money.
Seattle Area	Unknown	Unknown	Unknown	Unknown	long term cost effective to speed construction to 2024 opening of Lynnwood extension for NE 130th Street station to avoid service delays for later opening
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle. Modification: remove currently planned 3 stations and reduce to 2 stations. Use West Seattle golf course in lieu of purchasing dwellings.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I favor grade-separated fixed rail investments over surface streetcars and BRT. I would like to see more intensive development of the rail system in high-density areas, with multiple intersecting lines.
Seattle Area	Unknown	Unknown	Unknown	Unknown	È
Seattle Area	Unknown	Unknown	Unknown	Unknown	West seattle has been significantly impacted by the bridge and a difficult transit pattern. we have the opportunity to solidify sustainable habits of new residents of public transit by building the light rail station. West Seattle would continue to grow as well as support the south king county areas as well by having a new light rail station.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Any other project than west Seattle Avalon station is acceptable to me. Avalon station could run through my neighborhood and our family home of 70 years is in jeopardy of being acquired. If you go through the golf course directly to the junction, that would be great!!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Areas serving BIPOCs (South Seattle).
Seattle Area	Unknown	Unknown	Unknown	Unknown	Stop wasting me tax dollars by stopping all construction now.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Fix the west Seattle bridge. And, I dislike your survey. I'd rank all of the items listed above as 5 - low priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Go for routes that require the least amount of subsidies regardless of technology implemented. Lake City Way should have been next; light rail attached to existing line would have created two low subsidized lines to UW and Downtown and had high mileage to boot. Maybe next time.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize rider value (near density) and network value (places where people want/need to travel). De-prioritize parking. Parking, like TOD can come later based on market needs. Prior to the pandemic I was a weekly rider of Link.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Low income transit riders, easing congestion (so serving commuters), and connecting harder to get to parts of the city (west Seattle and Ballard).
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'd prioritize expanding the Link network across as broad a geographic area as possible to allow more people to access it, appreciate the speed and reliability it offers, and understand that the project they've been paying into for so long has been worth the wait and does have a good return on investment to offer them.
Seattle Area	Unknown	Unknown	Unknown	Unknown	this is what you promised.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because the Seattle Center/Interbay/Ballard line is the only one that goes anywhere near my house.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	These projects impact the ridership of the system most and give mobility to more of the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Just two stations that get people across the bay to/from West Seattle. Prioritize that and everything else can wait.
Seattle Area	Unknown	Unknown	Unknown	Unknown	make in city light rail the preferred option for getting around town
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live currently on Cap Hill and am moving to Ravenna. I chose Ravenna because of the proximity to Rail. Seattle is leaving out massive parts of the city's rail plan. We need stations that service the west side of the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	These seem to be the projects that would provide the most impact to improve the environment. I could be wrong, and if I am, please choose for me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live close to the 130th station and will use it on a daily basis; I prioritized the projects based on what would increase ridership the most!
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is more disconnected from the core than ever. However, my priority is for a tunnel (strong 1st choice) or surface option. If elevated, then prefer not do at all as elevated is NOT NOT NOT appropriate scale for Junction area.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Graham Street Station has been repeatedly de-prioritized. Neighbors near Graham and MLK have to walk 20+ minutes to get to a light rail station despite having to deal with the hassle of an ABOVE-GROUND train daily. Build the station that was promised before light rail was even operational. Taking it now when opening underground stations in wealthier and whiter neighborhoods is a slap in the face of the neighbors who have been living around light rail for the longest.
Seattle Area	Unknown	Unknown	Unknown	Unknown	connecting the most people, improving connectivity from my home to places I visit frequently
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Ballard
Seattle Area	Unknown	Unknown	Unknown	Unknown	Commuting to work, making the city more accessible without a car to decrease traffic.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think South Seattle / Renton needs more attention than more affluent areas such as Ballard
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need to serve our entire community! If we don't plan now, Seattle may never get another subway line connected to the future downtown tunnel. I support VLF 'Planning Ahead' funds earmarked to update the Seattle Transit Master Plan in 2021-2022 and ensure we have a plan to connect new corridors like Aurora, Georgetown & South Park, the King County Metro route 8 corridor, and others. If we don't plan now, these corridors might never get high quality service.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Building projects designed in such a way to incorporate future in-city expansion.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Although I may not be taking transit it could reduce congestion
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because they increase transportation options in West Seattle in ways that do not rely on the high bridge, creating a viable mass public transit solution to connect to the city (because let's be honest, there's nowhere near enough parking capacity or shuttle service to make the water taxi a truly viable option for anyone living outside the Admiral neighborhood).
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I've prioritized based on where I typically experience traffic backups, and on places I'd like to use transit to reach. I live in West Seattle so that's a big priority to me, but I wish Sound Transit would give meaningful consideration to alternatives beyond their own, such as the submerged tube tunnel or the gondola or the wood bridge... all interesting ideas that Sound Transit never seems to even consider seriously.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Downtown doesn't need another tunnel. I've always thought that was an unnecessary expense
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Just because there is Lt Rail access to areas of the city, does NOT mean you should cut or reduce access via Metro buses! For example the 43 route, it was cut to one in the morning and one in the afternoon just because of the Broadway station. The 8 is PACKED in the afternoon and you wait forever for local buses (also packed even with COVID) and with those hills it's just not walkable up or down to get to 10th, 15th, or 23rd especially for elders or disabled.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Best accommodation for regional growth
Seattle Area	Unknown	Unknown	Unknown	Unknown	Bus-based public transportation should be a last resort, used for routes that are minimally used. The priority is getting rail transportation up and running as quickly as possible to serve the most users.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle, especially given our current limited access, is decades overdue for another transit access option.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Light Rail network will last for over 100 years and it will be the foundation for further expansions. We need to invest now for future generations to ensure that the city we love has the infrastructure to support its growth. If we need to delay projects by 5 years we should, build it right the first time. Tunnels have better lifetime value than bridges, and they last longer. They also require fewer homes and businesses to be torn down.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail transit to and from growing Seattle neighborhoods like West Seattle & Ballard feels incredibly important given the growth in those neighborhoods/the impact that traffic or street closures can have the ability for people in these neighborhoods to get to and from the city center.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is isolated because of geography and needs a reliable alternative to the vehicle bridge. Ballard is a sizable, growing Seattle neighborhood not served by light rail and is also reliant on bridges to get downtown.
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Linking Ballard is important in order to complete the SLU line
Seattle Area	Unknown	Unknown	Unknown	Unknown	The emergency shut down of the WS Bridge has exacerbated the need for light rail from WS to DT. If we had light rail now it would be much easier to get off the peninsula!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize delaying projects. Resist the urge to move forward purchasing properties in this inflated bubble. Patience, patience, patience.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Access and cost to the residents of the area
Seattle Area	Unknown	Unknown	Unknown	Unknown	With the West Seattle Bridge out for the next few years and Seattle's total lack of east-west corridors make the Link routes to West Seattle and Ballard very, very important. Prior to covid, I was a regular Rapid Ride C bus rider. I would like better connectivity to Pioneer Square with stops in safer spots. Riding to the airport on Link is still a major undertaking since one must bus to downtown and then transfer.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Graham st station is extremely important for commuters! Please don't delay it further!
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'd prioritize service to high density areas and service improvements that will improve the system's overall functioning (like second tunnel in Downtown Seattle).
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because we're stuck in the island of West Seattle due to the bridge failure. Traffic is bonkers.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The station at 130th is the best option since this a simple station add on to the line that is currently being built. This should be prioritized over other areas where construction has not started.
Seattle Area	Unknown	Unknown	Unknown	Unknown	There needs to be reliable, quick, and consistent transportation options for people living in these areas. Ballard has a large population of people with no car and who rely on public transportation as a way to get around. The bus is not reliable because of traffic and traffic is bad. If it is too cost-prohibitive, why not use the existing rail along shilshole or consider a way to connect it to the mainline at Northgate or Ravenna. To me, the shilshole route makes the most sense since the track is in place.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize the transit projects that first link together the majority of Seattle's population. Once there is an established and widespread light rail infrastructure within Seattle, it then makes more sense to me to then connect the neighboring cities. Why connect Bellevue if many of the commuters would likely not be able to reach their final destination via light rail? For example, the Expedia employees would likely still need to commute via cars in order to reach Interbay, so for them the addition of some lightrail access would be a novelty but not necessarily a functional daily transit alternative.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Please delay light rail to Ballard
Seattle Area	Unknown	Unknown	Unknown	Unknown	Once Shoreline South station is complete, SR 522 is going to be a nightmare without additional modifications. Sound Transit should focus on the immediate impacts to neighborhoods after a station is opened, otherwise they risk unacceptably high levels of congestion and community frustration.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The Ballard link would be the most accessible to my home, and the many people would live or work in NW Seattle
Seattle Area	Unknown	Unknown	Unknown	Unknown	Traffic and congestion have increased rapidly, while access has declined between Ballard / NW Seattle and downtown.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize getting West Seattle and Ballard some form of rapid transit in anticipation of long waits for Link Service there, because those areas are left out of the Link Service and that impacts a lot of people, whereas NE Seattle, North Seattle (with Northgate Link), and Central and South Seattle all have excellent Link access. Don't leave NW and SW Seattle out of the experience!
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	The project with the best bang for your buck is the second downtown tunnel. The remaining projects can be addressed later as future additional extensions. Build the second tunnel and make the existing infrastructure as robust as possible, then secure additional funding for additional extensions.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard and West Seattle are effectively cut off from the city. They need rail and it's not coming fast enough at all. Now we're talking about delays??? Graham St Station is important because it will revitalize an impoverished part of the city like it did in Columbia City and Othello.
Seattle Area	Unknown	Unknown	Unknown	Unknown	need to get to West Seattle and work with City on trying to tunnel under the Duwamish for both vehicles and trains to replace upper lever bridge as it will be needed for future transportation to West Seattle. This should not be delayed and must be a top priority for easy and fast mobility in this high capacity corridor.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I-405 bus rapid transit is critical to support the 30,000 new jobs coming to Bellevue in the next few years. It's quite possibly the largest Post-Covid economic development happening anywhere in America, and we need BRT to support that growth.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I can go the places I need to go more easily.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The entire western half of the city has been grossly underserved by rapid transit light rail

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	The prioritized projects will help Seattle increase transit capacity and access in high ridership areas. All park-and-ride projects should be delayed or removed entirely. They do not assist in any positive way and directly contradict the region's TOD goals.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle, and am cut off from the entire Seattle metro area due to the damaged bridge. This has been a problem for accessing critical medical care, business, and important events in the city. Even when the West Seattle bridge is repaired (in 2022 at the earliest!), it will not be a permanent fix, and thus it should be an elevated priority to ensure there is a dependable means of public transportation to and from the West Seattle community for the future.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live walking distance to the 130th station and would love to see that completed early. It will allow me to travel for my basic needs without using a car. I am in support of expansion of the line in general and am concerned if this smaller station is pushed, it may never get built. It's a great spot that connects to several bus lines and walking neighborhoods and a great park.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We should try and get the most value for our transit funds. The second downtown Seattle tunnel will make it much easier to get to SLU and Lower Queen Anne, some of the densest neighborhoods in Washington State.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Leverage BRT as this is more cost effective than light rail, especially in corridors that are already served by existing commuter rail options.
Seattle Area	Unknown	Unknown	Unknown	Unknown	ballard booming and needs mass transit
Seattle Area	Unknown	Unknown	Unknown	Unknown	Why don't you eliminate the train from West Seattle to Ballard and replace it with (driverless) busses. It would save on construction costs, allow greater flexiblility to serve West Seattle and Ballard, and be quieter.
Seattle Area	Unknown	Unknown	Unknown	Unknown	If Seattle wants to truly help reduce the number of cars on the road, it needs to make it easy for the people who live in the city to get around without a vehicle. The answer is not more bike lanes. Having lived in a large metropolitan city before Seattle, my experience was that people in the outer areas have to own cars and tend to drive into the city anyway. Giving those who live in the city the option of not owning a car will have a grater impact.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Primarily because they can add service to West Seattle, where I live. Without the High Bridge, commuting to Issaquah is painful.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need light rail between the airport and Rainier beach! That area is terrible for access!! Please keep the Boeing infill station!!!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Since everything will go through downtown, prioritize setting that area up for future builds. Connecting Ballard and West Sea is slightly less important.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Link requires property. The longer we wait to buy that property, the more expensive projects will be. Invest in securing Link real-estate sooner rather than later. Busses can be added anytime.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Ballard and it would be incredible to have light rail here sooner. The neighborhood keeps growing and getting more dense. We really need to have light rail out here as soon as we can. I also think to boost ridership, the light rail needs to provide more stations closer to where people work in South Lake Union.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I ranked them in order of how close I live to them and how likely they are to affect my travel plans.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Quality high capacity grade-separated transit should be the priority to allow people to travel fast without disruptions around the most congested parts of the region. It is important to have a system completely separate from the roadways.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Wes Seattle is Seattle's largest neighborhood with more than 100,000 residents. Yet we are completely cut off given the West Seattle Bridge closure and may be again. It's unthinkable that Sound Transit would continue to prioritize projects where there is still car access (via freeways, bridges, etc) to far outlying areas over a major city corridor with no other substantive access!!!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because we voted for funding a light rail extension to West Seattle and Ballard and have been paying taxes towards completion of this project..
Seattle Area	Unknown	Unknown	Unknown	Unknown	We live in Ballard. Important to serve the most dense population areas. I am handicapped so riding the system would be difficult for me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize minimal stations with a basic ADA/bike elevator and remove any parking facilities other than bus/rail connections, but provide overhead rain protection
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would like to be able to use the link to go downtown. My commute now is about 45 minutes (including walking).
Seattle Area	Unknown	Unknown	Unknown	Unknown	Expand regional rapid lightrail to reduce reliance on road traffic.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need accessible grade separated light rail to keep transit moving in Seattle. A robust network will keep cars off the roads making other forms of transportation more effecient.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize most needed transit areas
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Ballard and work takes me around the greater Seattle area. Ballard transit is currently slow and overcrowded (in non-pandemic times), and bike routes are not direct or dangerous (e.g. the super-dangerous Ballard Bridge bike/ped lane). Including Ballard in the light rail network is a top priority and I would strongly oppose delaying the Ballard light rail implementation. Note that my answers to questions below about 'what transit I currently ride' are all answered with current Covid-related work-from-home and no-eating-out constraints in mind. During non-covid times, I do regularly ride transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think that finishing the Link light rail stations already begun takes precedence over building (or even planning) any new ones. Rapid ride buses should fill the gaps to get as many workers to jobs, while finishing up what's already in the works.
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need mass transit trains not more buses.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	The West Seattle bridge going down last year is the driving force behind my choices. It has demonstrated how fragile the transportation network is between WS and other parts of the city and I support building as many connections as possible. To go between WS and Ballard is almost inconceivable under present circumstances. Have we considered an additional tax on recreational weed?
Seattle Area	Unknown	Unknown	Unknown	Unknown	For me it is important to get the core Seattle components built out as quickly as possible. Prioritizing these projects will make it possible to get to almost all the major neighborhood areas with in Seattle Proper.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail should connect urban centers of high density.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Getting around the downtown area should be prioritized first. Heaviest concentration of people and currently not easy to get from neighborhood to neighborhood.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The West Seattle bridge is a POS, and we need something alternate. Connecting WS to Downtown is my highest priority.
Seattle Area	Unknown	Unknown	Unknown	Unknown	They improve service in areas with people who rely on transit the (ie south Seattle).
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Shoreline/Edmonds area and typically commute to downtown Seattle. To adjust for delayed revenues, I would advocate for deferring planning/construction of future projects, but overall stick to the general set of usage-informed priorities, keeping in mind that we don't know with as much precision as pre-COVID, what the workforce/living/commute patterns are going to be 5 years from now, much less 10-25.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Completion in the next 10 years
Seattle Area	Unknown	Unknown	Unknown	Unknown	everything passes through Seattle and Ballard and W Seattle are parts of the city, too; so the city routes and amenities completion must be prioritized without ignoring attention and work on the outlying areas, especially north-south (Lynnwood to Lakewood)
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard and West Seattle have been consistently ignored and yet they are growing urban villages with higher populations and only bus service available. What was supposed to be done in 2035 will now be even farther in the future. I think they should be top priority considering the city's policies on growth and requiring no parking spaces for many new constructions in those two neighborhoods.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Maximum ridership, maximum ecological benefit, and maximum capacity to address untenable levels of traffic congestion
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is hurting badly for better transit. It should be underground.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Take transit to the places where the most people will ride it. City dwellers use transit heavily, plus comprehensive transit options in the city means a lower cost of living in this very expensive city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Sound Transit needs to live within its budget. Stop wasting money and provide the service (basic transportation, no frills and extras) that taxpayers expect for that taxes that have been paid and continue to be paid. Also, I am offended by the request for demographic information. Demographics should have nothing to do with providing information regarding transportation service priorities. All people in the region deserve equal access to safe, reliable and efficient transportation services
Seattle Area	Unknown	Unknown	Unknown	Unknown	Delay all parking garages. The vast amount of money spent for one parking space for one transit rider is absurd. You could provide an array of local transit services to pick up multiple riders for the cost of a garage.
Seattle Area	Unknown	Unknown	Unknown	Unknown	BRT on I-405 north of Bellevue feels like wasted funds. Low ridership, terrible station locations (particularly around Kirkland). That money would be better spent on improving existing routing (e.g. 255) or on better designed projects on the east side.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is currently an island with few roads in/out that back up on a regular basis, regardless of time of day or day of the week, impacting drivers and transit riders. You will not encourage anyone to ride transit out of west Seattle if buses are sitting in the same mess that single car drivers are sitting in. Light rail gets past that
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	No light rail to west seattle just improve the bus system
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live blocks away from 130th, having a station there would be incredible not just for my family but for the Pinehurst community at large. PLEASE prioritize this station and do not push it out to 2031. We need this station sooner than later!
Seattle Area	Unknown	Unknown	Unknown	Unknown	We need light rail throughout this city 25 years ago. No delay on light rail!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard and Fremont need better transport options
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Bus service requires less time and investment to put into operation.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think planning efforts to extend Light Rail to Tacoma and Everett should be stopped, and the effort shifted to development of an initial high-speed rail line linking Everett - Seattle - Tacoma. This High Speed rail line could be the initial segment of a high-speed line from Vancouver BC to Portland, OR and beyond. Light rail is too slow to attract riders for the distance between Everett - Seattle, or Seattle - Tacoma. Travel time by light rail for those distances is same or slower than travel by car during peak rush-hour, and less convenient than driving.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has grown and traffic is getting worse, especially when we depend on a bridge that had a limited life span. Buses also get stuck in traffic. Link would connect us to the rest of Seattle and would help with the traffic issues.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Ballard and West Seattle are the most dense of the neighborhoods left out this far
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Sound Transit has been punishing West Seattle and Ballard for years by delaying a decade to build rail to these rapidly expanding neighborhoods of Seattle. Sound Transit fought and ultimately worked with the then Seattle mayor to defeat the voter-approved monorail expansion after 5 public votes to West Seattle and Ballard because they didn't want to compete for funding. King County then severely cut transit dollars and routes in and out of West Seattle, further exacerbating the commuting hell at all times of day. Now with the West Seattle Bridge out, transit options are CRITICAL not only for getting West Seattle reconnected, but also to cut the huge increase in carbon emissions because of traffic jams getting out of West Seattle. Because of Sound Transit's short-sighted pettiness a few years ago, transit promised and snatched away from these neighborhoods threatens support for future projects. Get it together, Sound Transit. Prioritize the larger population centers closest to existing rail before trying to link all the way to Tacoma, which already has heavy rail access!!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle desperately needs better mass transit options to get people off of the road.
Seattle Area	Unknown	Unknown	Unknown	Unknown	With so many people in Fremont/Ballard commuting to downtown, link rail will provide a much better experience than buses.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Fix the West Seattle bridge, reopen the low span Spokane st bridge. And a third option that connects west seattle to Seattle (water taxi is not it)
Seattle Area	Unknown	Unknown	Unknown	Unknown	As population density in West Seattle continues to grow, this presents the best opportunity to reduce the number of vehicles on the roads. With so few ways in and out of West Seattle, light rail to downtown will make a huge and visible difference.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle/Ballard Light Rail is the only -- ONLY -- way for Seattle to accommodate sustainable transportation between these two points in the city. It should be prioritized above all other projects for completion.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize those projects which take the most cars off the road, not only for traffic facilitation, but also to help mitigate climate change.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Not everyone lives or works downtown. I work 3 miles from home and there are to transit options that are under an hour. With the bridge down, commuting by car can take over an hour. Biking down east marginal is dangerous as fuck as recent deaths will attest to. I work t miles from home and can't get to work.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Expanding the Link Light Rail is going to have larger and longer term overall benefits than adding BRT. The BRT seems like a band-aid and not a solution.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I really think light rail is the way to proceed in the future. Bus lines can always be added to supplement rail, but time's 'a wasting' and the longer we wait the more rail projects will cost.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I am resident of West Seattle facing the daily detour traffic due to the high bridge being closed and restrictions for the low bridge. While the bridge is closed and will remain so, traffic continues to increase as businesses and schools reopen. A recent commute from downtown to west seattle took 71 minutes. Meanwhile, construction projects for new condos and apartments move forward adding more residents and more traffic to the limited routes out of west seattle. We desperately need more Public transportation options into and out of west seattle. The same would be true for Ballard if the bridge were to be closed for nearly three years. This is why I would prioritize light rail for ballard and west seattle. These neighborhoods continue to grow in population without transportation options to match.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	To me, light rail feels like the most reliable form for transit for daily commuting as well as leisure trips. I like the idea of connecting through light rail to more areas in Seattle. As a South Seattle resident, getting to Ballard and West Seattle requires walking and (non-times transfers). Light rail would be great!
Seattle Area	Unknown	Unknown	Unknown	Unknown	west seattle light rail ASAP
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would cancel all Phase 3 projects and refund money to the taxpayers, canceling all future taxes for phase 3 in Puget Sound. Sound Transit's use of an outdated vehicle valuation table for taxing, combined with lies to the taxpayers about project costs and completion dates, make ST the most corrupt public agency in the state after ESD.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Extending light rail to Ballard and West Seattle are critical for removing significant car pressure from our streets, bridges, parking, etc and to reduce further stress on West Seattle which is isolated.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs light rail SOONER not later. We are constrained and growing. Help us get off the roads.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Keep your promise to bring light rail to West Seattle- we have been paying for a system that we may never see- criminal.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Need to improve transportation around Seattle. People living in suburbs don't come to Seattle as often & public transport won't change that.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	These will affect my life. Also, the Ballard line will serve a huge number if riders... It should be highly prioritized.
Seattle Area	Unknown	Unknown	Unknown	Unknown	The plans prioritized should serve the largest potential population.... ie the population most likely to rise should get light rail soonest
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think ST should prioritize finishing the ST2 projects, and use busing to cover ST3 destinations. West Seattle and Ballard serve too few people to warrant the ST3 investment. Travel around the area looks to be less centrally focused in the future and the whole plan needs to be adapted to reality. I'm concerned that all of ST3 is based on projections from ULink, which happened to be a time with low property values and a recovering economy. Anything less than this ideal scenario seems like it needs more funding or time than ST promised.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Flexible bus routes
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail is most important to me. As a West Seattle resident, that's most helpful for me.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize providing parking to Delridge way sw.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Having the light rail extended to West Seattle will reduce traffic and increase our connection to the rest of the city.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Dont extend light rail into West Seattle unless it's underground between Delridge and the Junction. The area is too small scale for the huge elevated rails that I see being built elsewhere.
Seattle Area	Unknown	Unknown	Unknown	Unknown	None of the transit projects listed are a priority and shouldn't be built since there isn't enough money. The priority should be 1) figure out how to plan and budget realistically as the cost and time estimates are so off base they are completely meaningless. Stop w/ the grandiose plans and promises that are never kept after funding is approved.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail will provide grade separated, reliable transit for decades to come. It's critical for growing our city and increasing our housing supply as well as fighting climate change. We should have invested decades ago like other cities so let's prioritize grade separated light rail as much as possible.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in Queen Anne and the current light rail stations are inconvenient. I work on the Eastside when not in quarantine. I bike often. Having a convenient light rail station would allow me to bike even more.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	West seattle has been without the bridge for over a year. It is ridiculous that our light rail is being considered to be pushed back and we are given no alternatives except to sit in traffic and wear down other roads.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs to be prioritized. Between losing 99 which added commute time on the C line, and the bridge out of commission, commuting options from west Seattle have become infuriating. I stopped riding the bus 2 years ago when at 7 months pregnant I would get passed by 1-3 buses that were filled to the max. And when I did finally get on a bus, we all had to pack in and stand for 30 minutes in stop and go traffic on a freeway. Absolutely awful.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I own commercial property in Interbay and work there.
Seattle Area	Unknown	Unknown	Unknown	Unknown	They are more service, than construction, oriented...with a possible positive impact on my ability to ride transit to desired destinations. Sound Transit should divert funding into flexible and immediate relief (i.e., busses) rather that long-term projects which may become obsolete before they're completed.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Transit projects connecting the rest of Seattle should have been prioritized before anything on the East side which could be well served with rapid transit bus options . The people paying a premium (both literally and mentally) to live in the city should have access to adequate transit. Busses in the city are not adequate transit due to traffic congestion on local roads. Being on a penninsula, West seattle residents face an added challenge when trying to navigate through seattle. The water taxi is too small and does not run frequently enough to serve most people. Add the port and ferry traffic in (when there is bridge access) and you have an utter nightmare trying to get downtown which is under 10 miles away (a lot less if you consider building a tunnel). Lower income neighborhoods nlaround white center would benefit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	No buses. Only rail.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I want West Seattle to be more connected to the city and north seattle
Seattle Area	Unknown	Unknown	Unknown	Unknown	Avoid impact on West Seattle Golf Course, one of our cities few public golf courses and treasured green spaces.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think the biggest priorities should be where massive bottlenecks exist and light rail can make a massive improvement- and West Seattle and Kirkland are 2 of the biggest bottlenecks for traffic now.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Equitable transit planning that does not displace residents in gentrifying neighborhoods, especially people of color

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because we are in desperate need of better transit options in west seattle without any solid plans for a new bridge. The bridge repair is only expected to last 10-15 yrs. what happens after that??
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize high ridership expansions, where costs are likely to escalate further.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I've prioritized rapid bus transit, because that is a proven model for increasing equitable and efficient public transit around the world for the lowest cost. Since most of the infrastructure already exists (roads), it's a much lower investment up front than new light rail lines. Plus, connecting other locations/cities with more efficient public transit can get people used to using public transit options instead of SOVs prior to making the large investment in light rail. Although, i do love the light rail projects. I just want it all.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle is not recognized for its Transit Center location between South, and West from Vasion and Southworth and West.
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle needs rail into the city, and supporting the growth of ridership through new stations and high value routes would be key contributors
Seattle Area	Unknown	Unknown	Unknown	Unknown	Capacity and coverage in high density areas. Handling increasing construction issues and other impacts on Seattle area roads and bridges. Better handle travel during snow and other weather conditions.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Connecting east side and Seattle area is important to me. It will make it easier to get to work, reduce traffic congestion and dramatically increase ridership.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Improving existing and near-complete light rail routes to expand their service, and adding additional light rail and high-frequency bus service to the most densely populated areas. Making sure that service expansions achieve two high priorities - 1) serving populations that need it the most (folks that have been hit hard by recessions and growing inequality), and 2) serving areas that will have the highest ridership!
Seattle Area	Unknown	Unknown	Unknown	Unknown	All Link projects are essential, as are Stride BRT projects. Parking is literally the last thing ST should be building, with or without a budget crisis. Cancel all the parking garages and build the transit. Stop letting cars hold our region hostage.
Seattle Area	Unknown	Unknown	Unknown	Unknown	South Seattle has been de-prioritized forever. This Graham station SHOULD HAVE been built at the beginning. Come on!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritizing access to health care, education services. Prioritizing needs of underserved communities (I am guessing that s king and Pierce counties have higher representation of underserved populations than, say, Eastside or Seattle metro).

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Put transit where people use it in their daily lives, not so a 2x a day commuter can reach an urban job from an exurban house due to their own choice. And, next time, be honest in what you promise. The pandemic loss of revenue is one thing, but you knew, or had every reason to know, that land prices would go up, development projects would continue, and construction costs would increase during the timeline. It was VERY DISINGENUOUS of Sound Transit to put to vote a plan based on details no one would like, then say we need more money to do it well. Seattle deserves transit, but Sound Transit didn't deserve to increase our taxes for delivering below the promise.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Most likely to increase my ability to get around town without driving.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Follow the Fares! - They are where it's needed. With the West Seattle Bridge out, people have a reason to look for options - thus increased ridership, which means more full trains and more revenue from riders. It's also the most isolated neighborhood and again this would drive revenue as drive time increase. Ballard should be another priority. Again increasing population density plus an increase in young people and young children means more riders = more dollars.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	light rail to Ballard
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize the money for the projects with the highest user counts. They are the most justified projects, period. A second downtown Seattle tunnel supports all regional expansion, and shouldn't be looked at being Seattle's allocated portion of the improvements.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	West Seattle has poor transit options, and underserved communities.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	Because it would help me get around much faster and I wouldn't have to worry about out the walk from place to place to find a route that will fit me and to work needs to go because currently right now from shoreline where I live all the way to Snohomish county I take the metro route number 512 from there I go from the Lynnwood Transit center to the oldenwood mall using either the 1:15 the 116 or the 196 or in some cases to 5:35 bus route and that helps me out quite a lot but what I would love to see happen is for when they do start opening up the Link light rail in a few years to Lynnwood I would like to see basically areas that are marked for people who are blind and partially sighted that way they can get around much easier because of you right now the markings that you know some people currently see including myself are so small I can't even read it and basically it gets harder for me to get around Lynnwood Transit center finding a bus to get me from Lynnwood to Seattle basically the 512 which would bring me back into shoreline I think that would be the very good idea and secondly I would love to see more of the 512 run out here every 10 to 15 minutes per day that way everybody could be getting a bus at the same time thirdly I've been noticing at the 512 on weekdays from downtown Seattle they only run until about 2:30 in the afternoon and then beginning running 5 hours later that's way too long for people to be stranded in downtown that's why I'd like to see more buses between downtown Seattle and Lynnwood that way people like me could get home much faster and not have to deal with waiting downtown for a bus
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would convert the Ballard and West Seattle segments to 'best of breed' BRT systems.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle and efficiency of the system is important for increased ridership.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I think the produce the most social welfare (benefits to riders minus costs). In particular, I think the West Seattle line is a poor use of resources and as is enabling extensions of light rail to Tacoma.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Adding parking and Sounder North improvements seem low value projects compared to others, the dollars spent per passenger served for those projects are high compared to other projects.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Although anxious for the Ballard Link, my priority is getting the Link spine built. The new downtown stations at Midtown and South Lake Union are priority, followed by the NE 130th St station. The spine needs to get built, buses need to take people to that spine. Ballard and West Seattle are important, don't forget us, but please concentrate on the spine.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in the Othello neighborhood and am very grateful for the accessibility of the Othello stop. However, the distance to the Columbia city stop means that those in between effectively don't have access to light rail. I particularly think about my low income and immigrant neighbors. King Way Apartments is very close to the new Graham site and is a great example of a subset of the community that could be helped by prioritizing this project.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle and being that we only have one primary bridge as a way out of West Seattle, it's by far the most important project for me. West Seattle has 80,000 people, they need to be able to access other areas of the city without a car. I'd prioritize projects that get people around Seattle primarily, then focus on the outlying areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	You've been collecting car tabs for years. DO NOT DELAY AND DO WHAT YOU PROMISED!!!
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail construction makes the greatest improvement to infrastructure and access to North Seattle and West Seattle.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Considering the growth patterns within the Seattle region the projects I chose will address the need for improved transit capacity in these areas.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Light rail from West Seattle to Ballard should be the top priority, as it will move the most number of commuters and raise the most revenue. 405 BRT, both the north and south portions, is a number two priority, as the Eastside is where a lot of future job growth is occurring and we need to everything to help relieve congestion on 405.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would prioritize the 'build out' of the 130th station. The line is already being built. Fully complete what has been started to not disrupt service of the line later to complete the 130th station. Try to find alternatives to transit for other lines to West Seattle and Ballard that have not yet been started since there is currently a financial hardship being experienced by the transit authorities.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live in West Seattle. We need light rail and better mass transit ASAP. If running it down Delridge to White Center would be cheaper and/or faster, it should be considered.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Serve the greatest ridership or potential Density first. Don't build a station at 130th in N Seattle until the City commits to Rezoning part of the golf course.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Add capacity in the heavily-congested travel corridors, while minimizing the impact to residential/light-commercial areas.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	I prioritize transit projects that will be long term investments towards the region becoming more accessible for everyone. This includes investment in rail lines over buses.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Transit projects should not be delayed. Seattle is already way behind on expanding public transit.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I would suggest delaying or downsizing plans for excessive parking at stations. The cost of a single parking space is huge in these projects, and could be mitigated by expanding Via transit service and bus service to the light rail stations. Parking also makes stations very difficult to use in a reverse-commuter manner. How can I, as a Seattle resident, visit Issaquah if the light rail station is just a park & ride away from the city core? Parking is by far my lowest priority, and should be the first thing cut or downsized in transit projects. The highest priority to me is completing the most extensive light rail system within the city of Seattle and Bellevue possible. Connecting more communities directly to the light rail line will pay dividends in the future, and take the longest to build.
Seattle Area	Unknown	Unknown	Unknown	Unknown	More stops is better.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	The projects I prioritized are the ones that I would be most likely to use and/or serve where I live, work or often travel. As much as I want these projects to be Sound Transit's priorities, I think it is critical that the agency prioritize projects that will directly serve BIPOC communities and other disadvantaged communities that are not well served by transit and light rail. These are the communities that have been impacted the most by COVID and need the most attention and focus as part of recovery. I truly appreciate Sound Transit's outreach effort around realignment, but I suspect you know what projects would best serve the disadvantaged and BIPOC communities who need this service the most. Do not let the loud voices of the privileged folks who are more likely to take this survey to be heard and prioritized over the people who you may not be hearing from and who need to be served. Our regional transit system will better serve us all, and help us better achieve our goals around climate mitigation once we focus on, uplift, and directly serve the people who do not currently have reliable, affordable transit options. Please give more weight and credit to this comment over the options I selected in the ranked questions above. Again, I only selected projects that I may use but my true preference and priority is to serve the communities who have been hit the hardest and who already had the least. Also, regarding your next question: I selected the 'I don't currently ride' options because I'm not riding given COVID and work from home. Pre-pandemic, I took transit daily and plan to do so again as we return to work and capacity restrictions on buses are lightened. Given that I do not 'need' to ride the bus or take light rail right now, I try to avoid it so that those seats can be saved for people who do not have options or alternatives. Consider adding clarification around that in future surveys - I can see how what I picked could be misleading.
Seattle Area	Unknown	Unknown	Unknown	Unknown	SR 522/ NE 145th Street is my top priority because it will be one of the few high frequency east-west routes in the north end, is a low cost and efficient way to move people quickly (22 minutes between Shoreline South station and Bothell), and needs get up and running as soon as possible so it can connect our community to the new light rail system.
Seattle Area	Unknown	Unknown	Unknown	Unknown	As I live in the south part of West Seattle, I am of course biased. West Seattle commuters had to muddle through the demolition of the Viaduct (which was a good thing) and the tunnel construction and the detours that accompanied all that and now the shutdown of the West Seattle Bridge. We really need alternative transportation off this peninsula and we need it sooner rather than later. Thank you for your time.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Density of families with limited transportation.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	What matters most to me is making steady progress on expanding a network of high-quality, fast, reliable transit. Emphasis on steady progress. I value adding light rail coverage the most, and BRT second. I would defer parking improvements because they cost too much per rider. Access improvements are alright though. I am quite dubious about the value of any Boeing Rd station. I value stations at 130th and Graham, yet I still would rather invest in the West Seattle to Ballard line. Please do not 'value engineer' the light rail projects into a mediocre, underwhelming mistake. I believe the best strategy is phasing projects, because it smooths out the cash flow dilemma yet it demonstrates steady progress. I recommend the following first phases: For Everett Link, just Lynnwood - Mariner. For Seattle, consider just the second tunnel and the portion from International District to Lower Queen Anne. (I'm tempted to add ID to Delridge, but the West Seattle high bridge should reopen long before any light rail line can be built.) For 'Kirkland-Issaquah' Link, perhaps just Bellevue to Eastgate. For the southern portion of Stride BRT, consider terminating at Renton Landing, to avoid duplication with RapidRide F, or else find some way to combine into one service. For 'Federal Way-Tacoma' Link, have a first phase stop at Fife, but create a new ST Express (or Stride) route that shuttles between Tacoma and Fife, better still if it continued on to Puyallup and South Hill. You might be able to open up a new revenue stream if you get the state to fund extending some sort of service from Lakewood to Olympia. It could even be a Sounder extension to downtown Olympia if the long route via so-called East Olympia and Tumwater doesn't take too long. Regardless of whether the service is Sounder or ST Express, the state can and should be the principal funding source for a through service between the state's two biggest cities and the capital. The current required bus transfer at Lakewood is never going to attract many riders.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Building light rail to West Seattle is increasingly problematic. The built infrastructure is becoming denser by the day. It does not make sense to ramrod a transportation infrastructure on the scale of light rail through this area of homes and neighborhoods people love. The displacement is out of scale with the projected transportation benefits. This is especially true when there are options that are easier and quicker to build; like increasing bus service or building a gondola. The five years of construction impacts is unthinkable. I support building a light rail trunk line through the spine of the city but do not believe it to be the best solution for the off-spine feeder routes. I implore Sound Transit to rethink their service options to West Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	These projects are well on their way and will serve north Seattle communities that have been underserved and left behind for decades. These more outlying areas of the city are home to high percentages of BIPOC communities and often lower income, with lower numbers of car ownership. They need these alternative services to get to work, health and service appts. In your decision-making, please consider DELAYING construction of the car parking faciliities at one or more Sounder transit stations.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Expansion of the system is vital to reach maximum utilization
Seattle Area	Unknown	Unknown	Unknown	Unknown	It is taking far too long to complete the Light Rail route through Ballard.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Question 1 response: Ballard has a lot of ridership to/from South Lake Union and downtown Seattle; the target completion date is already too far out -- please prioritize it to avoid delaying it further. West Seattle has been so inaccessible and slow to get to that prioritizing light rail there would significantly improve mobility to/from downtown and the north parts of Seattle. The extra downtown Seattle tunnel is important to prevent congestion. I used to live in San Francisco where during peak hours, the one-tunnel MUNI light rail line is constantly backed up in the downtown stations, with trains stopped one behind the other for many minutes waiting for passengers to board/de-board. This was very frustrating as it took much longer than usual to get from one end of downtown to the other end. Let's avoid the same problem here. Question 2 response: Please prioritize Ballard and West Seattle and don't let them delay any longer. Their projected completion dates are already too far in the future. Let's get this done. For the Eastside, please prioritize the new light rail line. It'd be great for making it easy for people without cars to get to Issaquah, and for commuters working in Bellevue to be less car-dependent. For transit riders, light rail is much more attractive than bus travel, so it opens up new areas for people to travel to in a way that more buses cannot compare to. So not allowing light rail to get reprioritized is important.
Seattle Area	Unknown	Unknown	Unknown	Unknown	personal commuting, large population centers that need more options
Seattle Area	Unknown	Unknown	Unknown	Unknown	North Seattle needs more transit options. Please prioritize station at 130th.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Proximity to where we live - hopeful to ride more mass transit as COVID eases (fingers crossed). We used to take the bus, but have stopped with the pandemic.
Seattle Area	Unknown	Unknown	Unknown	Unknown	I live about 1/2 mile from 130th St. Station. I am favor of rapid transit from Downtown to West Settle and to Ballard, but feel strongly that monorail would be better than light rail, a modified version of the cancelled Green Line project. It would cost much less, could be built faster with less disruption, and would not need a second tunnel Downtown. Money saved would go toward other projects being delayed.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	More light rail should absolutely be priority. Buses sit in traffic and light rail will offer a real second option to driving and taking buses. Seattle has grown to the point that we need a real train system.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Rail is most effective on longer runs - hence not so useful going to Ballard. The bus rapid transit projects are pretty much boondoggles - give the money earmarked for them toward housing the homeless. (It's mind-boggling how much money is possibly going to be wasted on BRT on Madison - a project opposed by most residents, and one that will actually create congestion!)
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	Prioritize 130th street light rail station and north end bus connections that can be made here. In spite of promises to the contrary, Broadview to the west has terrible public transit service...make things right.
Seattle Area	Unknown	Unknown	Unknown	Unknown	Easier access to the light rail system and more places the light rail system will go is better. It's most important to get public transit off the roads where the cars are causing so much traffic. (Note: my lack of use of transit is purely due to the pandemic. Prior, I was using local buses daily to get to work, and the light rail and ST buses whenever it was convenient. I'll be going back to regular public transit use once I'm fully vaccinated and have places to be.)
Seattle Area	Unknown	Unknown	Unknown	Unknown	I'm no pro here. I would just like better public transit in and out of West Seattle, without taking down people's houses as much as possible. Could there be connections at the shipyard section - and make that look super cool. And fix the West Seattle Bridge or since it seems eternally possessed, perhaps build a proper tunnel, which should've been done originally. Also, let people use the lower bridge if they're West Seattle residents - figure out how to track that.
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Unknown	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	Unknown	Unknown	They are projects I would utilize. I would prioritize the promises made to voters when asking us to fund Sound Transit projects on the ballot.
Seattle Area	No	Unknown	Unknown	Unknown	We should maximize ridership by prioritizing in-city rail construction. The downtown stations and Ballard/West Seattle will give Sound Transit the biggest bang for the buck. Please de-prioritize all parking!
Seattle Area	No	Unknown	Unknown	Unknown	The only thing that is important to me is ASAP deployment of the West Seattle ST3 project. I don't care about cost or route. Just accelerating the speed at which is it completed. Next year would be great.
Seattle Area	No	Unknown	Unknown	Unknown	We were promised rapid transit from Ballard to West Seattle 15 YEARS AGO with the monorail project. You fuckers killed that. I'm fully in support of light rail extending to the suburbs, but a major word city without a comprehensive light rail system that serves all the neighborhoods is just embarrassing .
Seattle Area	No	Unknown	Unknown	Unknown	Extensions to Ballard and West Seattle are a priority because costs will only go up and they are the backbone for future upgrades. Upgrades that come come in smaller pieces as funds allow.
Seattle Area	No	Unknown	Unknown	Unknown	Ballard has the highest ridership potential. It's an incredibly transit-friendly neighborhood, both in attitudes toward transit and actual usage. I believe this will also encourage other regions to clamor for transit as well.
Seattle Area	No	Unknown	Unknown	Unknown	Sound Transit is likely a criminal agency. I would pause it all. It will be obsolete soon, and our grandchildren will still be paying for it.
Seattle Area	No	Unknown	Unknown	Unknown	The Lake City area in north Seattle appears to be losing good reasonable transit options to downtown in the near future, as the 522, it seems, will no longer go direct - it can be under 15 minutes now. We need good options.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	Unknown	Unknown	Priority 1 and 2 are on equal footing for me. I live in West Seattle potentially in the path of the extension. Our ability to sell our condo and make important life decisions has been restricted for the last couple of years in part due to public preliminary data about the "preferred alignment." I support public transit and the light rail extension, yet would like to highlight that for many folks, potential property acquisition is a now problem, not a future problem. Delaying decisions or buyouts holds us in limbo. There are people in my building that have needed to move and not been able to sell (with deals falling through with ST plans specifically mentioned), older people who are retired and intended to age in place that are now struggling to adjust their plans, older people who are about to retire and want to relocate to a lower cost of living area and they can't because they would need to cash out their equity in order to buy a home in their new preferred location, etc...you get the point. We are doing our best to be patient but this process is incredibly stressful and shifts in the timeline impact us directly. I hope that whatever the outcome is, we can find out soon so that we can have an idea around how to structure our lives.
Seattle Area	No	Unknown	Unknown	Unknown	My top priority is the Graham Street station - provides access to south and east Beacon Hill and access to Aki Kurose middle school for youth who take transit to school.
Seattle Area	No	Unknown	Unknown	Unknown	North Seattle is underutilized; it would be a boost to this area, and connecting it to light rail would help make it feel less like a suburb and more like a vital part of the city. Bus routes out here are rough, and we're far enough from the city center to make lyft/Uber/taxis prohibitively expensive for regular use. My main priority is that the light rail is accessible to the people who are most underserved, so while I think the 130th St station should be a major focus for the future, I also recognize the need to expand accessibility to underserved communities in central and south Seattle
Seattle Area	No	Unknown	Unknown	Unknown	The 130th street station is an underserved and growing community. Leaving this community behind during the lynnwood extension will cause increased traffic to northgate and 145th lightrail stations, which are not built to accommodate it. Think long term instead of short term. Building the station now costs less, while building the station later will cost more and cause commuting headaches with an existing line. This station has been approved and promised to the community which was the main reason we moved to it. Pulling it out of the community now is another broken promise from the city to our neighborhood.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	Unknown	Unknown	My only priority is Ballard service ASAP. This is the only thing I would welcome a property tax increase (or car tab increase, or...?) to speed up, and as far as I'm concerned I would be happy to see all kinds of other budgets cut in the service of this goal. The city streets can rot for all I care. Maintain the bus routes and let all the others fill with potholes if that would help get Ballard service sooner.
Seattle Area	No	Unknown	Unknown	Unknown	After years of research, public outreach, etc. leading up to the passage of ST3, West Seattle was established as a priority for ST3. If cuts are necessary, they should start with the projects that were already at the bottom of the ST3 prioritization.
Seattle Area	No	Unknown	Unknown	Unknown	Make the Seattle/Puget Sound areas more accessible for people who don't drive or don't want to drive, alleviate traffic congestion, boost economic activities.
Seattle Area	No	Unknown	Unknown	Unknown	We live between Othello and Columbia City stations and need a station at S Graham St!
Seattle Area	No	Unknown	Unknown	Unknown	South Seattle has a high percentage of families that rely on transit. Creating a stop at Graham will provide additional access for community members to access light rail. Specifically seniors.
Seattle Area	No	Unknown	Unknown	Unknown	Transport! Not Park and Rides! Light rail, light rail, trains and buses. Not parking lots.
Seattle Area	No	Unknown	Unknown	Unknown	1. West Seattle is under massive transportation stress without relief in sight. We have become an island, serviced by two old, small and bridges. This community needs to be prioritized NOW. Repair of the WS Bridge will not solve the problems. Providing Link Light Rail and Rapid Ride bus service to the Link Light Rail stations is mandatory to improve access to the West Seattle peninsula. 2. The north end has been prioritized from the beginning. Put them at the bottom of the list, delay or eliminate projects that benefit the wealthier and ALREADY served north and NE communities. Put marginalized communities at the top of the priority list NOW.
Seattle Area	No	Unknown	Unknown	Unknown	I'd like easier access to new Climate Pledge Arena. Ballard is hard to get to when there's traffic
Seattle Area	No	Unknown	Unknown	Unknown	I live in Ballard and would like to see service get to here before 2038 or whenever the far out timeline currently is.
Seattle Area	No	Unknown	Unknown	Unknown	West Seattle to downtown is more critical than Ballard to downtown. Ballard is already so close to downtown and very accessible in short time via bus. West Seattle has become increasingly difficult to get to from downtown without the viaduct.
Seattle Area	No	Unknown	Unknown	Unknown	It is the only way myself and our neighbors would use sound transit rail due to convenience.
Seattle Area	No	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	Unknown	Unknown	Please prioritize building light rail before park n rides or bus lines.
Seattle Area	No	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	Unknown	Unknown	Consider the positive environmental impact of increased transit use (versus cars): Which projects will likely serve the greatest number of people who would otherwise make the same route by car? (This might not be the same as which routes would serve the greatest number of people.)
Seattle Area	No	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	Unknown	Unknown	
Seattle Area	No	Unknown	No	Unknown	
Seattle Area	No	Unknown	No	Unknown	No priorities. Discontinue future sound transit construction.
Seattle Area	No	Unknown	No	Unknown	Not everything will fit on light rail - ST is putting all of its eggs in one basket and it is too Seattle-Centric!
Seattle Area	No	No	No	Unknown	We need to build the system for the future and expand light rail access to the areas of Seattle experiencing the most growth, which includes downtown and South Lake Union. Areas that are not growing and that are not job centers, like West Seattle, should be lower priority especially as light rail will be very expensive to build there.
Seattle Area	No	No	No	Unknown	I'm a west seattle resident and both the Light Rail and C Line projects are extremely valuable to me and my community, especially as many have had to find creative ways to commute during West Seattle Bridge closure.
Seattle Area	No	No	No	Unknown	The choices above prioritize work that is already exists or is under construction. In effect, the projects chosen boost the usefulness of lines we have, putting more people onto transit than previously planned. Phase work to extend the Ballard line from downtown to Seattle Center, which is a significant draw for in-city and out-of-town tourism. Significant unknown costs occur in the literal last mile for both the Ballard & West Seattle lines. Delay both the line extensions to Ballard & West Seattle until significant federal funding sources can be secured.
Seattle Area	No	No	No	Unknown	The Graham Street station is needed because it i would fulfill aa large hole in our mass transit system, for a relatively small amount of money- working with our exisiting system. The area is changing and with a station, would become a hub, close by to and accessable to the city and other places in the city.
Seattle Area	No	No	No	Unknown	There needs to be benefits to the East King, Pierce Cty, and Snohomish voters so they feel they are getting their money's worth and be likely to support Sound Transit. Most of the projects so far have been in the Seattle area- which is core to the development- but voters in those other regions are going to want to see how this impacts them. West Seattle and Ballard also need more accessible ways to connect to the region.
Seattle Area	No	No	No	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	Yes	Yes	Yes	No	Need more service closer to Greenwood
Seattle Area	Yes	Yes	Yes	No	I would rather project be delayed and patched with more Rapid Bus Transit than see good plans lose quality to meet current/temporary budget needs. I'd love to be able to take the link most places and the bus for the last mile. The bus is slow for traveling long distances.
Seattle Area	Yes	Yes	Yes	No	I would love light rail stations to get from seattle to places further away since bus or multiple transfers can make a trip much longer
Seattle Area	Yes	Yes	Yes	No	Equity. It's outrageous that once again the Graham station is on the chopping block. The less white and less affluent parts of Seattle deserve fast, reliable, and accessible high-quality transit as well - don't axe the Graham station again.
Seattle Area	Yes	Yes	Yes	No	The easier it is to navigate around Seattle, the less of us need cars.
Seattle Area	Yes	Yes	Yes	No	Increasing access
Seattle Area	Yes	Yes	Yes	No	Racial equity
Seattle Area	Yes	Yes	Yes	No	Living in West Seattle it is important to me to expand Light Rail outside it's current North-South corridor. I would prioritize adding Link Stations to new areas outside the current North-South corridor to expand access to a wider sub-set of the Seattle population
Seattle Area	Yes	Yes	Yes	No	They are the projects that could possibly affect my work travel time. I think areas with higher needs should be priority.
Seattle Area	Yes	Yes	Yes	No	Reduce traffic over the bridges to West Seattle and Ballard from downtown.
Seattle Area	Yes	Yes	Yes	No	My selections are for routes I usually travel or willing to travel at this time. The furtherest south I go is to Des Moines right now. I live in Lake City and there is lousy East-West service once you start moving further north along NE 145th St.
Seattle Area	Yes	Yes	Yes	No	Prioritizing transit service improvements in dense areas will best serve the city's climate goals.
Seattle Area	Yes	Yes	Yes	No	ability of more people to live outside Seattle and King County but work in the city or surrounding neighborhoods
Seattle Area	Yes	Yes	Yes	No	those stations I prioritized are the ones my family will or most likely use on A daily basis. We should prioritize connecting Seattle with the cities north of Seattle. As Seattle gets more expensive, many people who work in Seattle are being pushed out of the city but the daily commute time sucks.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Yes	Yes	No	Graham street station is a no-brainer. Light rail already goes through that intersection. People in that area have limited access to light rail.
Seattle Area	Yes	Yes	Yes	No	The planned Graham St Station will serve a largely lower income population and has been promised to the neighborhood. The Henderson and Alaska/Columbia City station are too far apart to be reasonably walkable. South Seattle also needs to be able to directly access the coming Judkins St Station without having to go to downtown and get to the Eastside without having to go downtown.
Seattle Area	Yes	Yes	Yes	No	I want to see more service through Seattle and also see light rail to Issaquah.
Seattle Area	Yes	Yes	Yes	No	Graham was overlooked the first go around. It's a major neighborhood for the underserved.
Seattle Area	Yes	Yes	Yes	No	I use the Metro Bus 5 days a week and I leave my house one hour before, so I will on time to my work.
Seattle Area	Yes	Yes	Yes	No	They are the projects that would be most useful to my household.
Seattle Area	Yes	Yes	Yes	No	130th station, being operative, is critical to move north and south for work for many people at the area.
Seattle Area	Yes	Yes	Yes	No	Exciting The traffic from I-5 to 522...and further is pretty busy, also I noticed there are lots of accidents on the NE 145th . Using convenient public transportation would help to reduce traffic jammed and the accident as well..
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	Yes	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	Building out the networks should be the absolute top priority in my opinion. We shouldn't be caring at all about parking.
Seattle Area	No	Yes	Yes	No	All parking projects should be delayed or cancelled before any transit projects. Selling planned parking properties for TOD should be utilized as possible, to raise more funds for completing projects.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	No	Save billions of dollars by delaying construction on multiple Park & Ride garages and even consider selling some Park & Ride land for TOD housing to help fill the COVID funding shortfall. Fund Link light rail, construct, and put your money in what the people NEED in transit.
Seattle Area	No	Yes	Yes	No	I live in Rainker Valley and we have an enormous transit dependant population. The station at Graham would help a lot of people.
Seattle Area	No	Yes	Yes	No	I prioritize improved bus service because it seems the easiest and cheapest of options to improve rider accessibility. South Graham Street needs a Link rail stop to increase ridership and improve neighborhood infrastructure. I have no opinion regarding improvements at NE 130th St (not familiar with area). Least important is improvements to downtown stations because it seems most expensive.
Seattle Area	No	Yes	Yes	No	I would try to make it equitable first, then focus on creating a system that is reliable and frequent. I would make super long extensions last on the list because fast reliable service to a smaller area is the second most important item to focus on.
Seattle Area	No	Yes	Yes	No	Parking is ludicrously expensive to construct and should be prioritized well below transit. Cities should be given the responsibility of funding and building parking, or choosing to do other steps such as transit oriented development.
Seattle Area	No	Yes	Yes	No	We really need a REGIONAL transportation system, not a county-by-county funding and building system which is what we've had. What can you do, in what order, to get us to a regional system that will work? Asking us to prioritize one project over another keeps us in the siloed approach which is crippling. Post pandemic we should all be using transit instead of individual vehicles. As soon as it is safe I will be back out there!
Seattle Area	No	Yes	Yes	No	1) To serve areas with overloaded busses that take too long on surface streets 2) personal travel needs
Seattle Area	No	Yes	Yes	No	I prioritized link based projects since others that include the Sounder or parking don't affect me since I don't drive or take the Sounder.
Seattle Area	No	Yes	Yes	No	I live in N Seattle and the 130th station would be very helpful. The routes to.from Ballard and W Seattle have been promised and delayed and promised and delayed and promised and delayed. Though I have retired, I used to take the 40 which was chronically crowed. Ballard and W Seattle deserve a break
Seattle Area	No	Yes	Yes	No	West Seattle

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	No	I travel mostly through Downtown Seattle and sometimes to Ballard and Northgate. I know there is a lot of people that live in West Seattle and have complained about how long it takes to get there from downtown seattle and that was before the west seattle bridge was under construction.
Seattle Area	No	Yes	Yes	No	I'd really like to be able to get to Ballard easily (a lot of friends and restaurants are there) from North Seattle and right now it takes forever, so that's #1/#2. I have friends who live in West Seattle who have trouble commuting so that seems like another priority. And then adding better busses to connect more communities seems like a good idea.
Seattle Area	No	Yes	Yes	No	The tunnel is key to making the rest of the expansions possible. Priority should be given to projects that will serve the greatest number of passengers.
Seattle Area	No	Yes	Yes	No	Get the light rail to the areas, and work on connectivity as the projects allow. South Graham is an easy add, and should have been on the line from the start.
Seattle Area	No	Yes	Yes	No	they all carry people to a mu;otude pf destmations--and they don't create more traffic or pollution.
Seattle Area	No	Yes	Yes	No	Bus and HOV connections to rail should get priority over parking garages!
Seattle Area	No	Yes	Yes	No	Spend the money we have to build the light rail we voted for - not expensive park and ride garages. While I understand that many riders currently drive to stations to catch the train (and that's preferable to them driving the entire way), paying $128K for each new parking space is, frankly, a shameful expense for a public transit agency. Instead, we should be building housing near the stations, prioritizing transit routes to the station, and ensuring that there are safe walking and biking routes to the stations. Provide kiss-and-ride areas, taxi and ride-hailing zones, bikeshare areas, etc., but don't spend the precious funds on park-and-ride spaces that could build out more rail to more communities faster. Removing Link stations from the plan or adding traffic crossings are not the way to make up the budget shortfall. As I noted below, I'm not currently riding transit but do plan to ride in the future, as I have in the past. During the pandemic, I've stayed close to home - as officials have asked us to - and have either walked or biked everywhere I've gone. I look forward to extending my range with transit when more people have been vaccinated (and when I myself have been vaccinated) in the coming weeks and months.
Seattle Area	No	Yes	Yes	No	I'm extremely interested in a station at ne 130th to make it easier to commute downtown. I had to move to North Seattle due to rising cost of living and feel that public transit should be more accessible further north. As I don't have a car, getting to the Northgate link station is time consuming and doesn't benefit me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	No	Please delay parking projects. On time delivery of light rail is more important.
Seattle Area	No	Yes	Yes	No	Reduce reliance on cars and our bridges
Seattle Area	No	Yes	Yes	No	I think about getting people to work in the downtown core of Seattle as well as after work activities. Personally,I like to go to the beach at West Seattle so I want transportation to improve there. I would like to get people out of cars in the Seattle core and especially now that I have been hit by a car as a pedestrian, I really want people to slow down and I think that good transit will help that.
Seattle Area	No	Yes	Yes	No	Pure self-interest, based on places I normally go and what I think I could take advantage of.
Seattle Area	No	Yes	Yes	No	The region is growing faster than the build out can keep up. It would be better to invest in rail solutions that are a separate grade Then rely on increasingly congested roads that will only be less effective by the time they are ready for the rapid ride projects. While those help, the investment in a separate grade (Rail) transportation system means a more reliable system in the long term.
Seattle Area	No	Yes	Yes	No	Parking is an expensive way to acquire riders and a terrible waste of land and the high capital cost of light rail, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders, walkability, operational efficiency, freedom from cars, and is revenue positive. You should be truncating Link extensions and using better commuter rail to serve outer areas like Everett and Tacoma instead. You should also be fully grade-separating Link and running it with driverless trains like Vancouver. Your Link stations are spaced too far apart and shortsightedly around major highways where there's no TOD potential. Station location should be contingent on local zoning allowing the land uses that support rider use of stations. If you have to build parking structures at rail stations, you've located them in the wrong places. Emulate the Arlington County, VA portion of the Orange Line; not the Fairfax County part. When your entire ST3 package makes no statistically significant dent in greenhouse emissions, it's clear you're spending $54 billion very poorly.
Seattle Area	No	Yes	Yes	No	I believe these projects will improve my transit around the city for work and personal use. It will decrease the need of a car.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	No	Truthfully I can't in good conscience decide which projects are most or least important to me, because I don't know enough of the specifics. I know that rail services reduce carbon emissions, which is essential,so I support more construction. Additionally, I also know light rail stations and transit expansion in general has historically been a gentrifying force, so I'm hesitant to express a ton of support for development through south of King county. I know it can connect folks to employment without needing to spend all of the money on gas, which is important, but looking at the impact of the light rail throughout south king county, it doesn't always serve the residents living in the area. It just raises the cost of living and then new, wealthier folks move into the new housing that gets built near transit stations. How are you all planning to mitigate that? I suppose ultimately, I support whatever plan has the greatest environmental impact, while causing the least displacement and actually allows for the economic development of historically marginalized communities, not further gentrification.
Seattle Area	No	Yes	Yes	No	West Seattle is becoming marginalized by its lagging behind other areas for rapid transit.
Seattle Area	No	Yes	Yes	No	Link Light Rail Lynnwood to Everett , should be TOP priority because 2035 as an estimated completion date to Everett is FAR too late a date considering when Light Rail was begun. Priority ($ and influence) seems to have shifted to the Eastside (Bellevue & Redmond) . UNACCCEPTABLE when you keep asking Sno. Co. voters for more & more $. For what ?? More bus service ???
Seattle Area	No	Yes	Yes	No	Light rail expansion is most important to me. Also, I would support eliminating expensive parking garages for the new transit projects / light rail stations.
Seattle Area	No	Yes	Yes	No	Make transit more reliable, serve high-density areas, particularly in under-served areas with lower incomes. Prioritize transit-dependent riders, and secondarily encourage choice riders to leave their cars behind (hence extending south sounder)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	No	Having grown up in Rainier Valley, I was devastated with the Graham Station was not built. And now that I live in Beacon Hill, it is just as important that a Graham Station be completed. I have ridden the #106 down MLK a lot. And so often elderly folks have to get off the bus and walk a ways to connect to light rail, and vice versa. And this would be huge with helping with Rainier Ave. traffic (and subsequent accidents). If there was a station at Graham, I would be more likely to take light rail to this station, and then ride my bike to my parent's house in Seward Park. And please also prioritize connections between south and west Seattle. I want to (socially-distance) visit friends in West Seattle, but it is terrifying to ride my bike between Beacon Hill and West Seattle (and a friend was killed down there when hit by a truck). And in general, pre-COVID, I rode the #7 a lot. Yes, the #7 bus's schedule is very unpredictable, but it also serves the greatest disabled rider population. I ask that the #7 bus's schedule be altered to reflect this, so they are more adequately spread out (maybe, start three buses at the same time, if they will inevitably spread out-- otherwise they will bunch up together).
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	My son has cancer. He uses the busses to get to the seattle cancer care alliance and other. The light rail between union and the university district cut hours off his commute from west seattle (round trip) Light rail would make managing medical care easier. I am against the tunnel because it is too expensive given the pandemic and economic factors. We should have had a monorail already but west seattle argued themselves out of it. I don't want that to happen with light rail. delaying things due to a tunnel ruckus that makes no sense given situation.
Seattle Area	No	Yes	Yes	No	The possible line improvements I've selected are important to me because these are links I could use in near future upon link completion. Although these links are, admittedly, highly subjected to my travels, I think these links would serve the greatest need of our growing regional community. I think that prioritizing convenient and timely links into communities that will benefit from this travel opportunity and away from urban centers, such as downtown Seattle, is the best value for our current funding cycle.
Seattle Area	No	Yes	Yes	No	Affordable transportation is key for a prosperous city
Seattle Area	No	Yes	Yes	No	I think it's important to make existing light rail more usable to city dwellers until funds are actually available to expand out further. A good base promotes success to grow on

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	Yes	No	What's not listed and should be is extending hours of link light rail. It's is the poor and disenfranchised who need this system to get to work. We often work at night and we are more often females. So taking the bus through downtown is not an option due to safety concerns. If we even added 1 hour later and 1 hour earlier to the link schedule this would help greatly.
Seattle Area	No	Yes	Yes	No	Connecting West Seattle and Ballard more efficiently has been a critical need for years. There is strong ridership in both communities. The West Seattle bridge failure has made it even clearer how much we cannot rely on surface streets to connect this part of the city. The Ballard leg will also create more access for those in the growing areas of Interbay and Magnolia. I have added the station at 130th because there is strong need and it would be more cost effective to do it now as part of the northern expansion.
Seattle Area	No	Yes	Yes	No	These are areas I would go if they were more accessible to me.
Seattle Area	No	Yes	Yes	No	With more households moving away from downtown Seattle, light rail helps with accessibility.
Seattle Area	No	Yes	Yes	No	Optimize reducing car commuters
Seattle Area	No	Yes	Yes	No	Since I live in Belltown, adding a 2nd downtown tunnel and added routes to Ballard and West Seattle are very important for my mobility since I do not own a car, and haven't owned a car in over 12 years now. So any light rail improvements/additions are very important to me.
Seattle Area	No	Yes	Yes	No	More light rail all, over the city, especially Ballard and West Seattle
Seattle Area	No	Yes	Yes	No	Since the west Seattle bridge is down, getting more transit options to our area is extremely important, and No gondola, please.
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	No	Yes	Yes	No	
Seattle Area	Yes	Unknown	Yes	No	Rail service is tantamount to the growth of the city. When considering modifying the scope of future projects, the number one thing to delay is parking infrastructure, as it serves as a very inefficient use of funds.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Unknown	Yes	No	
Seattle Area	Yes	Unknown	Yes	No	
Seattle Area	No	Unknown	Yes	No	
Seattle Area	No	Unknown	Yes	No	
Seattle Area	No	Unknown	Yes	No	Ballard and the Interbay corridor continue to become denser and denser with more residents but no corresponding increase in transportation capacity to and from downtown. Even a protected high capacity bike road to/from downtown would be able to relieve significant amount of pressure.
Seattle Area	No	Unknown	Yes	No	I live in West Seattle and don't have a car. I take public transit to get to work. Providing light rail service from west seattle to the surrounding seattle area would help me and other commuters IMMENSELY! Right now I take a bus to the light rail. Going to work is fine but when I come home sometimes I just miss the bus and have the wait an additional 30-40 min depending if the bus is running late. Having light rail service would save me so much time- time I could be home with my family.
Seattle Area	No	Unknown	Yes	No	If these projects are built, I would use the service. I think equity should be considered as well as population density along the route.
Seattle Area	No	Unknown	Yes	No	Need the connection to downtown by light rail. The project has now been pushed back, and is using surface transit instead of tunnel. This is patently unfair to West Seattle. Through no fault of our own, we are on the end of the list this project is now a surface line that will kill west seattle. It is a lovely quiet area that will be destroyed by surface trains. I'd rather have no rail than no tunnel. There are new businesses, new office buildings, new apartments that will be destroyed. you're just going to have to figure it out, not just downgrade the project.
Seattle Area	No	Unknown	Yes	No	It will put the money into the stations as opposed to the parking for people who have cars
Seattle Area	No	Unknown	Yes	No	I live in Ballard and connections to downtown, seatac Airport, and downtown issaquah are very important to me.
Seattle Area	No	Unknown	Yes	No	I recommend focusing resources on depth of the existing footprint, over building out net-new stuff (Ballard and West Seattle rail). Also, I believe/hope that bus investments may offer more immediate benefits, albeit less spectacular. The new downtown tunnel is an awkward fit there, but I believe it is a core long-term investment we can hopefully still afford. Ballard and West Seattle are served by buses. Both can be better served by buses. Both suffer from the daunting scope of building out rail, but there are reasonable alternatives under the financial circumstances.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	Yes	No	I live in central Seattle and work in Magnolia—a long and indirect commute no matter how you go. The Ballard line with a stop in Interbay would be tremendously helpful. Descending priorities for me include the various ways of making transit within the city more extensive. I know it is also important to expand the reach of transit outside of the city too; it just isn't my own priority.
Seattle Area	No	Unknown	Yes	No	There is very little transit in this area and the 306 was canceled in the last year making it more difficult for commuters trying to travel to downtown Seattle and other areas/neighborhoods.
Seattle Area	No	Unknown	Yes	No	West Seattle always gets nothing. Even this plan with three stations in West Seattle is lame.
Seattle Area	No	Unknown	Yes	No	I want transit service a lot more than I want parking. Parking with a reduced transit system is silly. When looking at priorities, I want more transit next to where people are now, followed by where they probably will be in the future because of potential for growth. NE 130th St and Graham St stations are examples of this, just like extending Link and Stride in South King.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	Yes	No	I live in West Seattle, own property and provide rental housing. Truthfully, I am angry that West Seattle is not getting a priority for light rail. If I remember correctly we voted for an approval of light rail to this area. The possibility that West Seattle may be relegated to busses is absolutely awful. I gave up my car in support of public transportation these past 2.5 years. I have also extensively used rail when traveling abroad. I enjoy using public transportation but not here. Absolutely not here. I have been incredibly disappointed in how truly time consuming it is to get around. Over the past two years my actual time trying to use the bus: an hour to get from southern West Seattle (35th & Barton) to Alki... a two hour commute for, I believe, a 3.5 mile route. Prior to the pandemic I was working at my office in Ravenna, it took me 90min to (usually) 2 hours to get just north of the UW... that is a four hour daily commute for a 11 mile route. I can walk to the Junction from my house faster than walking to the bus stop, waiting for the bus and the bus ride. That is ridiculous. I was considering a job on the East side... guess what? I couldn't get there without taking 3 busses one way! Without a car, I cannot participate in our community (greater Seattle) without using Uber or Lyft (and fares have tripled). A light rail in West Seattle would serve a dense, diverse and growing populace and we really needed it yesterday. I ran an Airbnb for a year here and West Seattle is within the top three destinations for tourists to stay. Let me say that again, tourists want to stay in West Seattle and use public transportation to tour during the day. I know that many neighborhoods in West Seattle are traditional 'red lined' neighborhoods and I feel that this outdated view is affecting how this area is serviced. For example, my neighborhood (Westwood) and surround do not have a community center. A gently reminder that West Seattle boundary lines do not stop at Morgan and 35th - we are a large, fantastic and dense neighborhood with families, diversity, and participating members of Greater Seattle. It does us and future growth (person and business) a disservice to not be able to commute by rail in such a growing city. My priority is light rail. My personal second choice is a gondola plus local streetcars (like Portland) which replace busses. Between you and I, I never want to ride the bus again here. If there is a light rail, a streetcar or a gondola, I will happily take it.
Seattle Area	No	Unknown	Yes	No	They are important so we can limit the number of cars on the road, more bus access to stations for communters , locals and tourists. I would focus on the expansion to outlying areas first and keep enhancing improvements/ additions to links already in use.
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	I would use these services.
Seattle Area	Yes	No	Yes	No	I think extending to new neighborhoods is my top priority, and improving existing lines is secondary.
Seattle Area	Yes	No	Yes	No	Brighton neighborhood
Seattle Area	Yes	No	Yes	No	I live off mlk ans orcas and take the link every single day and so does my family. I do not feel safe walking a long distance to the Columbia city link station and it takes a long time to walk there, 18 mins. Having one closer would change my life and my families life. Also, this area is very racially and economically diverse, so it would give people who live here more opportunities.
Seattle Area	Yes	No	Yes	No	In prioritized order, this is how I am prioritizing: 1) Extend Link Light Rail & Sounder Service 2) Improve existing Link Light Rail & Sounder Service 3) Increase/Improve Bus & Bus Rapid Transit 4) Parking Transit by train is faster and more efficient than by bus (not impacted by traffic, less impacted by weather, etc.) and lays the foundation for our area's public transit system. It also reduces the need for transportation by car and in turn the need for parking. (Reduced parking options could also be an incentive to reduce commuting by car.) Thus, if we have to make difficult decisions, I urge you to consider prioritizing extending Link Light Rail and Sounder Service first and foremost.
Seattle Area	Yes	No	Yes	No	We need to focus on investments in the core network. Ballard and West Seattle need better transit. West Seattle in particular needs a high capacity transit option before the West Seattle bridge closes again for repair/replacement.
Seattle Area	Yes	No	Yes	No	I work at South lake union and wish to commute there by link
Seattle Area	Yes	No	Yes	No	I'm mostly thinking of stuff I would personally find useful. You should probably pay more attention to increasing access equity than what tech workers who live in SLU think tho!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	I would like to be able to use the link to get to Ballard, Tacoma Dome, etc. because presently there is no easy way to get there using public transit. Ballard esp is really hard to reach because a large part of it is away from the highway.
Seattle Area	Yes	No	Yes	No	Connecting existing facilities
Seattle Area	Yes	No	Yes	No	Basically prioritized as 1) make existing system more useful for common downtown locations and 2) extend to cover a broader area of seattle
Seattle Area	Yes	No	Yes	No	These would aid in my ability to move around my neighborhood.
Seattle Area	Yes	No	Yes	No	Because I have no way of getting out of West Seattle and am considering moving to another city with competent governance.
Seattle Area	Yes	No	Yes	No	West Seattle is disconnected from the city now.
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	I love riding the light rail. I used to commute by car weekly. I think the station on south graham street would bring some much needed attention to the area. There are a few struggling Vietnamese-owned businesses near the proposed station at South Graham. Also, this is in close proximity to Aki Kurose. It would make it easier for families to get to the play field for games. I think this would be a GREAT location.
Seattle Area	Yes	No	Yes	No	I picked the options to get around the city a lot more efficient. The light rail has always been reliable and sometimes is even faster than driving.
Seattle Area	Yes	No	Yes	No	I would like to see improved, more day frequent transit from and to Dupont, Tacoma and Seattle... As well more weekend service in Dupont, WA, for trains and buses.
Seattle Area	Yes	No	Yes	No	Completing the original Light rail and stride bus system should be a priority to allow servicing of the maximum possible community to improve the usability of the public transit system first. The ranking is based on what service that I can benefit from.
Seattle Area	Yes	No	Yes	No	I've long wished to have access to the light rail at Graham St. and MLK way. There is a great need in this area because many people living here are economically disadvantaged. Easier access to the lightrail will surely help great deal. (I don't currently ride due to the pandemic.)
Seattle Area	Yes	No	Yes	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Yes	No	Yes	No	Better access. improve level of service and reliability.
Seattle Area	Yes	No	Yes	No	I work in biotech in SLU, so connectivity to both Canyon Park and SLU are important to me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Yes	No	Yes	No	I would delay parking facilities and focus instead on bringing in a faster timeline to extend the service
Seattle Area	Yes	No	Yes	No	because I live near a lightrail station and Seattle's exponetial growth is well overdue for a large metro light rail system. It should happen in the next two years. Invest and build please! Save the environment
Seattle Area	Yes	No	Yes	No	Those areas are not easy to visit with the current options
Seattle Area	Yes	No	Yes	No	The accessibility of a link rail station in the neighborhood is uncontested. The ridership is too heavy for South Seattle and adding capacity and the promised station at Graham will help reduce the burden. Modification and phasing are handy options but doing so again and again isn't. Either the budget planners aren't sound enough to get this through or the planning in the first place is misrepresented. High time Seattle delivers on a reliable public transportation system linking it's wide placed cities
Seattle Area	Yes	No	Yes	No	I don't like cars or driving, and want to use transit to take care of as many of my transportation needs as possible. Right now, cars are often the most convenient option for travel no matter where I'm going (a friend's house, doctor, groceries, store, restaurant, etc). Having a more extensive, connected transit network would allow me to avoid driving and just use transit most of the time. Currently for me, there are only a few places that are easily accessible by transit.
Seattle Area	Yes	No	Yes	No	The bus rapid transit projects are first because they have faster service gains and lower capital costs than the rail projects and tunnels. I consider the West Seattle and Ballard routes important main corridors, even though I dont use them much.
Seattle Area	Yes	No	Yes	No	I'm supportive of the light rail project but I hope that it doesn't come out to west Seattle . You can built it anywhere but out here. My community doesn't want the light rail out here
Seattle Area	Yes	No	Yes	No	Rail should be built out in the most dense parts of the region, where people are most likely to use the system. Additionally, these projects would most likely have multiple uses for a population living in dense areas: to commute to work, to use to cultural events, and see friends and family. Rail built to the suburbs will ultimately be used for work commutes.
Seattle Area	Yes	No	Yes	No	West Seattle is a growing area of Seattle and it is crucial for infrastructure to be in place for future growth and development of the area to ensure continued positive economic momentum for the city.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	Priorities and reasining: Build the main light rail systems first, then set up the bus connectors next. This is the backbone and provides the highest transport speeds with fewest delays (e.g., due to traffic. The assumption is that the bus connections are easier to build and are easier to adjust. Since we already have a major traffic problem, building out the bus system links to the main line only emphasizes the traffic problem. The buses are going to be slow and frustrating anyway. The time travel gains that people will see will be due to the high speed rail lines. Think of what it is like traveling in London: You take the tubes first wherever you can, and then look for the bus stations to fine tune the final destination. In Seattle, catching a but is much like driving a car in terms of annoyance (i.e., idle time in traffic). I do not think this will change until the high speed systems are running and can cover a lot of territory. Hope this helps.
Seattle Area	Yes	No	Yes	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Yes	No	Yes	No	While extending Link is obviously the most capital-intensive project, we have to think long-term. We are just now building the urban rail system that this region needed 30 years ago, so further delays are only going to exacerbate the fundamental problems that led the voters to pass the various Sound Move bills over the years.
Seattle Area	Yes	No	Yes	No	The south Graham St station has been promised to voters since the late 90s. It serves a critical population for a minimal cost.
Seattle Area	Yes	No	Yes	No	Expanding service reach, availability, and reliability is very important to me: otherwise many trips become too inconvenient to use public transportation.
Seattle Area	Yes	No	Yes	No	This regional system needs to get off the ground connecting everyone.
Seattle Area	Yes	No	Yes	No	Especially in S. Seattle you should prioritize the communities who have already been displaced and continue to receive less resources and funding.
Seattle Area	Yes	No	Yes	No	Please prioritize downtown and inner Seattle buildout before expanding to suburban areas where density is low. De-prioritize park and ride garages.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	Improving access to West Seattle is by far the most important to me. As evident by the closing of the West Seattle bridge, connectivity is crucial on this corridor, and removing the bridge and not having sufficient redundancy has made it very difficult to live in West Seattle and easily get to downtown and beyond. Yes, there is RapidRide C service but it frequently gets tied up in traffic attempting to leave West Seattle on Spokane St, making for a long and unreliable ride. Additionally, land costs continue to rise in West Seattle (especially in the Junction) as it continues to develop, and if Sound Transit does not move on this project now and secure the necessary land, I worry the window will close and bringing LRT to WS will become a constant financial impossibility.
Seattle Area	Yes	No	Yes	No	Ballard extension seems like a good way to use rail to travel locally rather than regionally as the other lines do. Bus systems should also be prioritized as they effect many people.
Seattle Area	Yes	No	Yes	No	It's about where I go the most.
Seattle Area	Yes	No	Yes	No	130th station is a needed intermediate stop to improve transportation options for urban centers like lake city and bitter lake.
Seattle Area	Yes	No	Yes	No	I rely on public transit, adding the NE 130th Street Station will greatly improve mobility.
Seattle Area	Yes	No	Yes	No	130th Street Station will enable efficient access to light rail on an east-west corridor that ties together Lake City and Bitter Lake, two of Seattle's diverse urban villages. These communities, relative to the rest of North Seattle, are more diverse, lower income, and less likely to own vehicles. The east-west connection in North Seattle has been lacking for decades, making our north Seattle neighborhoods isolated from each other, and the jobs and services that are offered at these locations. Furthermore, an opening of 130th along with the rest of the Lynnwood line will minimise negative impacts to riders north of Seattle.
Seattle Area	Yes	No	Yes	No	Sound Transit's 'Who We Are' statement is headlined as 'We're connecting more people to more places to make life better and create equitable opportunities for all'. Transit access prioritization is, at its core, an exercise in equity. 130th Street Station will enable efficient access to light rail for communities that, relative to the rest of North Seattle, are more diverse, lower income, and less likely to own vehicles. An east-west transit connection has been long lacking in the north Seattle neighborhood and the 130th Street Station will efficiently provide regional connection to this neighborhood and catalyze better local transit connection to many important local destinations. Furthermore, an opening of 130th along with the rest of the Lynnwood line will minimize negative impacts to riders north of Seattle. Please make good on your mission to do right by prioritizing projects that serve those who need them most.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	Right now, the light rail system is highly fragmented for Seattle core residents and workers, and thus useful only in rare circumstances wherein travel to UW or South Seattle is needed. The projects I prioritized would focus first on create a Seattle core system that is useful on its own before expanding further out.
Seattle Area	Yes	No	Yes	No	I'd prefer that no projects be delayed. However, if some projects must be prioritized, then projects that connect communities historically minoritized in Seattle or that have a difficult time accessing public transportation should be prioritized over relatively affluent locations.
Seattle Area	Yes	No	Yes	No	I live next to the 130th junction, I moved here specifically when I heard about this project.
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	It's important because to impacts are everyday commuting. Prioritize on denser locations that rely on mass transportation
Seattle Area	Yes	No	Yes	No	Any transit that connect NW Seattle to Eastside (Redmond Technology Centers) would be the most important to me.
Seattle Area	Yes	No	Yes	No	1) 130th station will help relieve traffic volume and system stess at northgate station point. Allows nearby access into northgate area without having to have a car or bus drive into the area and adding to the road traffic. If the new station and mall are as attractive as marketed, many will go and there may be lots of congestion there. The new normal may be like pre-2020 holiday traffic congestion levels. 2) also prioritize infrastructure that helps scale the system up for future use and future use levels
Seattle Area	Yes	No	Yes	No	I'm interested in projects that help make areas that are clearly metropolitan further metropolitan - in how accessible they are for denser living; pedestrian, public transit, biking (basically not defaulting to driving). That's why I'm particularly interested in projects that connect 'neighborhoods' of Seattle that are currently very difficult to traverse without a car, but 'ought' to be traversable. Ballard < > West Seattle, West Seattle < > Capitol Hill, U-District < > Ballard, Fremont < > Downtown. I think building out Seattle as a thriving hub of public transit makes people more likely to default to it as their primary mode of transit. A lot of the longer distance extensions are also great, but arguably they don't give the same 'marketing boost' to public transit b/c they are centered on alleviating commuter lifestyles rather than addressing more holistically how a person thinks of getting around an area.
Seattle Area	Yes	No	Yes	No	I would prioritize the west Seattle extension due to all the uncertainty around location, development, etc.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	I currently live near the Seattle Center and plan to move to South Lake Union/Denny Triangle, and I commute to the Eastside near an East Link station, so my first priority would be to have a light rail connection to work. To support that, my second priority would be to build a new downtown station to facilitate transfers. And finally I think that West Seattle lacks adequate transit resources, so it'd be nice to have some focus there too.
Seattle Area	Yes	No	Yes	No	Deterioration of West Seattle Bridge means West Seattle becomes less accessible to those who live and/or do business and activities there.
Seattle Area	Yes	No	Yes	No	West Seattle needs light rail ASAP - we are stranded without a bridge, and our link to the city will continue to have a single point of failure even when the bridge is repaired. The community here would support and use light rail.
Seattle Area	Yes	No	Yes	No	I travel using light rail and therefore it is my priority that it continues to expand. Priority would be to phase future projects and not to delay.
Seattle Area	Yes	No	Yes	No	It is impossible to get out of Ballard with public transportation. Make it easier to get out of Ballard
Seattle Area	Yes	No	Yes	No	As a former resident of the University District and Capitol Hill neighborhoods, I have always taken public transportation to work whether it be ferry, bus, or light rail, in addition to walking. After moving to West Seattle, I continued to choose taking a bus to work, and would still prefer to take the bus for various reasons, including reducing traffic congestion, environmental reasons, etc. With the bridge closure and long-term impacts (repair or replacement), I believe West Seattle residents will need a committed long-term public transit option, particularly those who live further south such as White Center and Burien.
Seattle Area	Yes	No	Yes	No	Ballard is cut off from the rest of the city and bus transportation is difficult. The Ballard bridge is ancient and frequently causes long delays, especially in the summer.
Seattle Area	Yes	No	Yes	No	I live in the city of Seattle and am looking forward to the new light rail extensions opening within the next few years. At the same time, I also want to prioritize the continued expansion and smooth operation of the light rail network into the future, which is why I want to prioritize the new downtown light rail tunnel as well as the future extensions. The new downtown tunnel would greatly facilitate the continued expansion of the system, as it can allow for more trains to go through downtown Seattle and shoulder some of the increased passenger demand so as not to overtax the existing tunnel. There are hard decisions to be made in the months ahead, but in my view, decisions that will set up the system for future success should be given top priority.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	Yes	No	Projects that will serve a large number of people and areas with higher transit need should be prioritized. Parking improvements should be first items to be delayed, as these serve primarily those who have cars, and seem to be built primarily to capture overflow from the peak periods (so in effect, this is really catering to 9-5 office workers as opposed to all day riders). Finally, it is important to recognize that ST has to operate service, and as the board goes through re-alignment, it needs to consider what are the impacts to operations and how to keep the current system running at usable and convenient service levels.
Seattle Area	Yes	No	Yes	No	To have access to a reliable public transportation system, running in a reasonable frequency, and with fair costs. The quality of life is greatly diminished by having to waste time on transportation. In addition, it is vital that public transportation is used by the largest number of people so that we stop polluting the air and stop contributing to climate change. It is also important that everyone, regardless of social status, have access to public transportation of good quality.
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	Yes	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	These projects complete the spine and create the skeleton of our regional network. I would prioritize deferring Park and rides (which could be housing instead). I would also try to make sure deferment are not inequitable to disadvantaged communities (BIPOC)
Seattle Area	No	No	Yes	No	Providing maximum benefits to greatest number of people possible.
Seattle Area	No	No	Yes	No	The more crowded corridors, such as downtown to Ballard, Queen Anne and the Seattle Center + arts area should get highest priority.
Seattle Area	No	No	Yes	No	Remove parking garages from projects to reduce costs.
Seattle Area	No	No	Yes	No	We need to get places connected. Do not delay light rail lines or stations. I would consider what will get projects built at highest quality the quickest.
Seattle Area	No	No	Yes	No	Ballard is one of the densest neighbourhoods in the city. It has entertainment, cultural and dining opportunities that are serviced well by buses, but should have rail. Ideally, the Seattle subway plan should be enacted in full as a priority over adding more lanes to the I-5, improving road bridges or adding in new highways.
Seattle Area	No	No	Yes	No	I feel the more light rail is connected and built out the more out will be used.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I prioritized the permanent rail options over temporary buses and put anything involving cars in the dumpster.
Seattle Area	No	No	Yes	No	Building the light rail to west Seattle and Ballard is the most important. It will help people get to those areas easier than driving. Increased bus service will help in the short run while this gets built.
Seattle Area	No	No	Yes	No	Building lines and stations are more important than parking. South sounder improvements should work in conjunction with future state investments in Cascades line wherever possible.
Seattle Area	No	No	Yes	No	Reduce focus on parking and instead of that money to growth of the transit network and service frequency
Seattle Area	No	No	Yes	No	I live in Ballard. I do not own a car so I am dependent on public transit. If needed, I prefer to use taxis over ride share companies such as Uber and Lyft. I get the need to delay the Ballard link due to costs but the increase in population in NW Seattle requires an investment in public transit to ease the growing pains, i.e. bottleneck traffic jams at the Ballard, Fremont, and Aurora bridges.
Seattle Area	No	No	Yes	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive.
Seattle Area	No	No	Yes	No	Consider equity and sustainability first.
Seattle Area	No	No	Yes	No	I live in Ballard, and my partner and I have no car. We love to hang out on Capitol Hill, in the International Disctrict, downtown, etc. But it takes us a very long time (e.g. almost an hour and at least 2 buses to Cap Hill) get there by bus. Light rail needs to be prioritized. Its current timeline is extremely disappointing. Delay construction for Park & Ride garages, and sell some Park & Ride land for TOD housing to help funding. We should prioritize access for low-income / POC communities. Also, re: the below question of how often I ride, I currently don't due to covid concerns, but I used to commute daily and also ride to leisure locations on the weekend.
Seattle Area	No	No	Yes	No	Delay investments in parking garages. Fund transit service
Seattle Area	No	No	Yes	No	The light rail has been a tough fight for this city, and continue will be. But it's the thing the city really needs if it expects to grow. Why I'm not a transit expert, it seems to me bus routes are also a lot easier to change and adapt to the more rapid changes this city likes to throw at us.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	It is so difficult to get to Ballard without a car, as the busses get stuck in very bad traffic. If access to Ballard from Capitol Hill was easier, I would travel there much more often to visit friends, the farmers market, bars, and restaurants. I feel similarly about West Seattle. I don't have a car, so my friends that live there may as well be in another state. It's so hard to travel to and from West Seattle, and I know a lot of people that feel very isolated out there.
Seattle Area	No	No	Yes	No	The NE 130th St Infill Station is the only priority that I'm interested in. By prioritizing it now while the station is already partially built, it will save a lot of money that can be used for other projects down the road. Also, prioritizing it now will save service disruptions from Lynnwood in the future. Plus it's a 10 minute walk from my house.
Seattle Area	No	No	Yes	No	Light rail is my preferred mode of transit. As I can't drive, expanding where I can get to via the light rail is my top priority.
Seattle Area	No	No	Yes	No	No parking garages! It's a waste of money and not what we need to combat climate change. Invest in high quality projects first, not stopgaps.
Seattle Area	No	No	Yes	No	South King County/Pierce County and S Graham St projects seem like a must-build from an equity perspective. When considering delaying, phasing, or modifying, I would prioritize projects that, if delayed, would have a cascade effect on the rest of the system (e.g. delaying the West Seattle extension would not further delay any other parts of the expansion, far as I can tell. And I say that as a West Seattle resident!). I would also prioritize projects that connect communities that have been underinvested in to the rest of the system.
Seattle Area	No	No	Yes	No	They have the ability to move more people.
Seattle Area	No	No	Yes	No	Infill stations are affordable and can be built quickly. As more high density development is pushed to south Seattle, the transit needs to support that development as well as the existing community that would greatly benefit from better transit access. It is a 20 minute walk from Graham Street to Othello station along MLK, making the light rail inconvenient even for people that live right along the tracks. Business and residents will greatly benefit from the Graham street light rail. Traffic and walkability has already been negatively affected without providing the benefits of transit to the area.
Seattle Area	No	No	Yes	No	Graham street station services an economically disadvantaged area.
Seattle Area	No	No	Yes	No	Because of the closure of the West Seattle Bridge and no repair date is in sight, I think your public transit solutions for West Seattle should be a higher priority than they are.
Seattle Area	No	No	Yes	No	I think it's important to connect dense, urban neighborhoods with strong all-day demand for transit (vs focusing on suburban commuters)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I think the key is the URBAN CORE. The emphasis must be on making a dense urban core around DOWNTOWN - South Lake Union, Denny Triangle, etc, and ensuring the city "feeds into" that urban core. I am from Chicago, and the robust mass transit infrastructure there is structured around The Loop, ie, a compact central business district. Linking mass transit from Ballard and West Seattle to that urban core fits into that idea. I am a member of Seattle Subway and, quite frankly, I'd expand light rail across the city dramatically, far in excess of Sound Transit 3. There are numerous high-density areas and high-traffic arterials, such as 15th Avenue NW/Holman, and Market/46th St/45th St, that would benefit from light rail, and which would complement well the new stations in the U District, Roosevelt and Northgate. These are INVESTMENTS - they benefit the environment AND ALSO Seattle citizens and residents, because they make it easier to live an urban life and also raise property values and bring employers.. Please note, I do not own a car nor do I have any immediate plans to buy one; I walk, take KC Metro and/or Rapid Ride, and/or Uber and Lyft.
Seattle Area	No	No	Yes	No	Mobility around the city is very important to me. My highest priority is the ability to get to neighborhoods outside the city center quickly and reliably via public transit.
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	These projects serve the greatest number of people. The new downtown tunnel is critical for operation of the system.
Seattle Area	No	No	Yes	No	getting the system built so the highest system capacity is available is my highest priority
Seattle Area	No	No	Yes	No	As someone who uses transit almost exclusively, I currently have difficulties getting from Queen Anne to east side locations in a timely fashion. Queen Anne to Woodinville is currently a 2 hour trip, just so I can see one of my doctors. As a commuter, I want more viable options for housing; the better connected west seattle and east side cities are, the easier it will be to convince roommates to relocate out of congested city districts. Light rail is much more reliable than the bus system. I personally would prioritize rail expansions.
Seattle Area	No	No	Yes	No	Light rail to west Seattle,Ballard and in to Snohomish county.
Seattle Area	No	No	Yes	No	Quick wins. And I believe the biggest benefit is extending the options into the region.
Seattle Area	No	No	Yes	No	Getting in and out of the city is difficult - and I live here! Being able to access diffeeent neighborhoods, and also make it possible for people who live outside of the city to get downtown, would be wonderful
Seattle Area	No	No	Yes	No	High density, high use areas of the city should be prioritized.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	Addressing current transit issues, investing in large capital projects as soon as possible (so they deliver benefits as soon as possible). Considering personal transit habits, ways in which I would benefit from having additional transit options available.
Seattle Area	No	No	Yes	No	Making interbay and Ballard top priority
Seattle Area	No	No	Yes	No	prioritizing underserved areas that aren't super rich. we need to make sure people all over the Sound can get to and from work.
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	NO Excuses. No More Delays. Build the Parking Garage and other Projects Now. No Re-Alignment Process. ST3 Time. You said you would do it. Now do it. You had how many multiples of dollars in the ST3 Ballot Measure, more than the expected costs. At least double in Billions of dollars. ST & ST2, are way delayed, and over-budget. S.T. just can't do things right, properly, or according to real-actual time-frames, budgets, and expectations. The projects you are doing, are only a percentage of what you said you were going to do. You continue cutting out and off parts of the projects that sold the community on your more than one -thing ballot measure, that actually is probably not Constitutionally Appropriate to be still allowed to continue, and should of been found Unconstitutional, due to it having way more than one topic, item, or thing to consider.
Seattle Area	No	No	Yes	No	Light rail stations are the most important thing to me at the moment. While the downtown tunnel would be great, I want to see extensions first. West Seattle currently has a massive transit problem so I'd prioritize them over Ballard.
Seattle Area	No	No	Yes	No	Pierce & South King County For this section I picked the ones I did because I think the main goal should be expanding access to areas that aren't currently reached. This will grow support for sound transit and will allow more people to ride. Being able to go from Federal way to Tacoma via Link light rail or taking the Sounder from Lakewood to DuPont will have a much bigger impact on more people then improving Parking Garages that could be pushed off. Seattle Area For this section it's a similar situation as above making these projects a priority will expand access to transit to areas that don't have as easy access and hence building more support and increasing ridership. Snohomish County Same reasons as above to expand access to more people and areas that currently would need to drive to the closest transit locations
Seattle Area	No	No	Yes	No	Focus on more stops less amenities and parking
Seattle Area	No	No	Yes	No	We need public transit that works for everyone. Canceling projects and relying on cars is such a backwards solution.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I commute from Fremont to West Seattle for work, mostly on bike, so eventually the Ballard/WS light rail extensions would be a good alternative.
Seattle Area	No	No	Yes	No	We belong to the Ananda temple near Bothell and due to age may not be able to continue to drive.
Seattle Area	No	No	Yes	No	I want light rail in dense areas prioritized.
Seattle Area	No	No	Yes	No	Traffic congestion, air quality and traffic safety in Seattle will all greatly improve when Ballard, downtown, and West Seattle Link stations open up.
Seattle Area	No	No	Yes	No	Additional rail lines should be the top priority, in order to help locals move around the city quickly and help people get into the city without their cars. Given our climate goals and traffic issues, I don't think any of them can or should be delayed. Instead, funding and time should be transferred from projects like the west Seattle bridge, which would not need to be repaired if there was a properly functioning transit system, or the I5 expansion, which will only exacerbate our traffic and climate problems, and should be stopped.
Seattle Area	No	No	Yes	No	None of the choices affect me directly, so I selected ones that focused on expanding light rail to new areas. I'm simply thinking that the more people who use public transportation the fewer cars will be used and the better it is for air pollution and other environmental factors.
Seattle Area	No	No	Yes	No	Help the most people
Seattle Area	No	No	Yes	No	I live in Ballard and want it to be easier to get to light rail and around the city on bus without needing as many transfers.
Seattle Area	No	No	Yes	No	The 130th station would only be a block away from me, which would allow me to use the light rail way more often.
Seattle Area	No	No	Yes	No	Infill stations should open with their parent line for efficiency. Then train extensions. Then buses. If necessary, cut out parking garages OR have parking garages use paid permits.
Seattle Area	No	No	Yes	No	Extending to Ballard and West Seattle would greatly improve my ability to get around without a car. The Ballard route includes access to Seattle Center, which is a little awkward now. I understand Westlake-Monorail improvements are in the works, but I can't tell yet how much more access might be needed
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	The downtown area needs expanded light rail now, not later. It is past overdue. Getting across town can take 45 min to an hour. Clearing traffic that stays in the city by using light rail would lessen the cars on the road headed outside of the city.
Seattle Area	No	No	Yes	No	Connect Seattle's neighborhoods first.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I live between Crown Hill and Greenwood and it takes a long long time to get downtown on the bus. Light rail to my neighborhood would be my top priority. We also need connectivity to West Seattle ASAP.
Seattle Area	No	No	Yes	No	As a Seattle resident and frequent rider of link light rail and metro buses, increasing the number of destinations I can easily reach via light rail without the worry of traffic why I prefer to ride transit rather than own my own personal vehicle. I believe that Seattle having an attractive interconnected network of stations situated in the major population centers of the city is what will drive increased use of the transit networks.
Seattle Area	No	No	Yes	No	They are the most likely to help as as soon as possible. We can plan all we like but to create projects that will not be finished for the next 10 years is not good enough. We should do now what we can and work on the long-term projects when possible.
Seattle Area	No	No	Yes	No	I live and work in areas adjacent to Ballard and downtown (live in Fremont, work in Eastlake). I used to live in Capitol Hill and saw how well the link connectivity worked there and would like to see the same efficiency expand. I use King County Metro every day for work (still working onsite full time) and would like to see more efficient commuting options in my area of town.
Seattle Area	No	No	Yes	No	Easily moving around the major parts of the city reliably and relatively quickly without being stuck in traffic.
Seattle Area	No	No	Yes	No	Important because I'd use them every day. Im a big public transit user and it us difficult to get anywhere from Ballard because buses are slow. Affects work and life.
Seattle Area	No	No	Yes	No	Convenient public transit is so important for a busy populace and environmentally friendly city! I live in Pinehurst without a car and need to commute quickly downtown and need a light rail to do so. Northgate is great, but 130th is closer to me and will make lives a LOT easier for a lot of people!
Seattle Area	No	No	Yes	No	mass transit over buses or cars please
Seattle Area	No	No	Yes	No	130th is most important to me as I would use it the most. The rest I picked I would use routinely. I would encourage ST to minimize built P&R. For example, the 522 Stride. Look at where the stations are and see if you can rent spaces from the large parking lots from the businesses along 522. If you are going for P&R, drivers have to pay. I would also limit the sizes of stations. For example, 130th can be smaller. Why do we have mezzanines? I would encourage business in and along stations...especially for those stations with mezzanines. Activate those spaces as they do in Europe and Buenos Aires.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I would prioritize projects that deliver on enabling better and more frequent coverage while limiting project costs. I chose bus service because it takes advantage of existing infrastructure, helps cut down on car trips (especially with limited options to ballard) without large capital outlays for new bridges and rail.
Seattle Area	No	No	Yes	No	I want to be able to continue to live in Seattle without needing to purchase a car
Seattle Area	No	No	Yes	No	I do more traveling N & E rather than S. LINK extensions should be top priority.
Seattle Area	No	No	Yes	No	I care most about increasing density and walkability (and decreasing the amount of vehicular traffic) of downtown Seattle and immediately surrounding areas.
Seattle Area	No	No	Yes	No	I would prioritize rail projects to where the density is.
Seattle Area	No	No	Yes	No	west seattle link. being a resident nearby the proposed line, i see how it will effect my neighbors. many of them will lose their family estates and be relocated. this is unnecesarry when we could build an underground tunnell in that section. if that option is taken, it means that all residents along that stretch won't have a train running past their windows day and night. look at the subways in manhattan, and our underground stretches. far superior option!
Seattle Area	No	No	Yes	No	I think traffic patterns may change as we get used to the new normal. I think it makes sense to finish the work underway but "wait and see" for additional new projects.
Seattle Area	No	No	Yes	No	130th street station serves lake city better than north gate which helps lower income areas north
Seattle Area	No	No	Yes	No	Extending light rail to West Seattle and Ballard are my main priorities because we need to make Seattle more accessible to people by light rail. Parking garages are my least priority because people with cars have other options. Reducing car travel is the main reason for extending light rail operations.
Seattle Area	No	No	Yes	No	I live in West Seattle and do not own a car, so I've been looking forward to the light rail expansion into the Alaska Junction. I also go to Tacoma for work occasionally and would love to have a rail option from home.
Seattle Area	No	No	Yes	No	The options seem to make the most sense and can be a benefit to the more people. Even though I currently car pool most of the time, I have more often utilized transit in the past and will again in the future and believe it can be an good option for more people.
Seattle Area	No	No	Yes	No	I'm really sick of this cutting back mentality when highway projects are getting all the money they ask for and then some. Build it all. Build it faster. Stop letting car-addicted NIMBY boomers dictate the future they won't live in.
Seattle Area	No	No	Yes	No	To keep cars out of downtown

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	Primarily I want people who need transit to get it first. Many people are priced out of lots of seattle, and need to commute from north and south. So adding stations and more service farther out will help keep people working in seattle at all income levels without suffering through huge commutes that pull you from your family and ability to just live.,
Seattle Area	No	No	Yes	No	Our region needs the most comprehensive light rail network, as soon as possible. Whatever can be done to avoid delays while still retaining ambitious goals, do it.
Seattle Area	No	No	Yes	No	Adding capacity in the most densely populated neighborhoods in the city seems the best use of resources.
Seattle Area	No	No	Yes	No	- Link Light Rail is not (usually) affected by surface traffic so it's the most reliable form of public transportation. - Link Light Rail carries bicycles. - West Seattle needs an alternative to single-occupancy vehicles!
Seattle Area	No	No	Yes	No	1) With all the persistent service interruptions due to mudslides on the Sounder North Line, an agreement needs to be reached on cost-sharing for retaining walls, or whatever's needed to permanently eliminate this problem, before you entertain notions of improv --ing parking in Edmonds or Mukilteo, although I can see its importance if there's not enough parking, now. Also, if delays in completing Link Service to Ballard become unavoidable, why don't you build a stop near Shilshole & NW 57th (near Ray's Boathouse), for commuters, since it doesn't appear that Link service will even go that far! It would also better enable people who've given up their cars, to enjoy Golden Gardens, etc. Unless that's something the Powers -That-Be won't allow. Maybe it's time local government gave the public what they really want!
Seattle Area	No	No	Yes	No	Frequent and reliable rail transit is the most important thing for me. The sounder is currently the best way for me to visit family in the Tacoma area and for them to come to Seattle and improvements to frequency and expanding the hours in both directions transforms how useful pierce county transit is for our family. TCC is already a hub and rail to TCC can start to change of the county thinks about transit. In Seattle reliable rail downtown, south lake union, queen anne, interbay and ballard would impact so many people. Parking should be the first thing cut or delayed - build frequent and reliable transit first. West Seattle needs massive upzoning with the potential fit and serve many more residents before it is prioritized over communities that need stations on exisiting rail lines like Graham and 130th (also need massive upzoning here - we shouldn't spend money on rail to single family housing zones).
Seattle Area	No	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	It's always been tricky getting to West Seattle, and it's obviously worse now. That corridor from Ballard to West Seattle is essential and represents lots of folks. The tunnel sounds pricey but pivotal to a smoothly functioning future.
Seattle Area	No	No	Yes	No	Extending link is a key component to limiting auto traffic.
Seattle Area	No	No	Yes	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	Yes	No	I currently live in West Seattle and am in the preferred zone so I want you to either take our house or leave us alone. Decide!
Seattle Area	No	No	Yes	No	The West Seattle light rail extension is extremely important to me because there are so few other options for getting on/off the peninsula.
Seattle Area	No	No	Yes	No	I'm not sure Light rail is correct for W. Seattle. I'm intrigued by the possibility of a fast cable car from the Junction to SODO.
Seattle Area	No	No	Yes	No	Clearing out car clogged areas with light rail stations would be a great way to help reduce some of the traffic Seattle has become notorious for. Additionally, West Seattle is in such a poor state for transit and a light rail station could be a godsend for those having to commute.
Seattle Area	No	No	Yes	No	SLU and Seattle Center are underserved by rapid transit and would benefit the most dense areas of the city by connecting them. Ballard is a major growth opportunity with existing dense population centers that need service. A downtown tunnel would greatly increase capacity and efficiency in the system. West Seattle is so car dependent that introducing light rail to our population centers would create new TOD hubs.
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	Ballard and West Seattle connections should be top priority.
Seattle Area	No	No	Yes	No	Seattle Center is critical with the arena reopening. TNCs and buses cannot facilitate the traffic that will likely come with a heavy event schedule and larger arena seating capacity. WSB failures demonstrate that we absolutely need alternative mass transit options for this part of the city. The bridge closure has created a lot of adverse impact for residents and families.
Seattle Area	No	No	Yes	No	They're important to me because they're largely "quick wins" that fit within the existing system. Please modify the West Seattle extension by building the SkyLink gondola instead of light rail. There is precedent for this type of change, from the First Hill streetcar. It could be delivered faster than light rail and would save people and businesses being displaced from their homes.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	My ideal vision for transit in the state of Washington is a system that provides equitable, fare-free access for all that eliminates entirely the need to use cars or other personal motor vehicles; any steps that can be taken towards that direction are ones I support. I primarily identify this with expansion of rail service, be it through extended service area/new stations to reach/increase convenience for under-served populations or more frequent running of existing routes, but my personal inclination is to prioritize having access at all through increased service area...I'm no transit engineer, though, so I can't say if that's the right plan of attack. What I can say is that I absolutely don't support using transit funding to e.g. expand parking garages at stations, etc.; the goal is eliminating cars for as many as possible while building paratransit expansions for those for whom cars are necessary, not creating a symbiosis that needlessly non-communal solutions can still exist in.
Seattle Area	No	No	Yes	No	Delay massive parking structures first and foremost, especially on link light rail stations that aren't under construction. Sell some of that land off to third party's or develop mixed use developments right next to the light rail. We can save some of thag land and determine if the need for parking occurs once the station is constructed. The downtown tunnel is likely the most expensive but is the most important part of the system. Snohomish country should get some level of priory in these projects because investment in sound transit designated right of way projects has been lowest north of Seattle.
Seattle Area	No	No	Yes	No	i live downtown, don't drive and find neighborhoods that i cannot walk to difficult to get to by bus. Ballard and west seattle, light rail extensions would be helpful. Also, finishing my nearest station on rainier
Seattle Area	No	No	Yes	No	I would prioritize expanding the rail network, especially link light rail. Each new station not only serves that community but makes the whole system more valuable. Within the rail network expansions I'd prioritize what it going to serve the most people.
Seattle Area	No	No	Yes	No	I live in Seattle but often work in kent 1-2 times per week. The reduced availability of sounder trains traveling south Seattle -Lakewood in the AM and north in the PM has made my commute much more inconvenient. I would appreciate more rail connections between Kent and Seattle whether by light rail or sounder train.
Seattle Area	No	No	Yes	No	Most of my priorities would make my day-to-day mobility needs significantly easier and fill holes that will be created when metro restructures NE Seattle later this year, prioritizing projects that can be stood up quickly with an eye to equity. Delay parking structures, prioritize bus rapid transit improvements!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I use only public transportation, so my highest priority is access and speed. More stations going to more places is very important; parking and things like that could be delayed or cut. I travel mostly locally, so anything outside a Lynnwood, Bellevue, West Seattle circle is not very important to me.
Seattle Area	No	No	Yes	No	Those are the places I go. I live in Seattle and work in Redmond. With all of the service cuts, commuting is a nightmare.
Seattle Area	No	No	Yes	No	I prioritize building capacity with new service, versus adding stations to areas that already have service. Also taking into account areas with high growth and high traffic congestion. West Seattle bridge or no, traffic has been bad for a while. But ST should not duplicate Metro. As a Seattlite, we already pay Metro and will pay more for service. ST is more regional and should focus on regional connections. Finally, while this doesn't address equity concerns, the east side is where both job and housing growth is happening. We need more (faster, more frequent) transit connections between Seattle and the eastside and among eastside cities. Would not delay these.
Seattle Area	No	No	Yes	No	The South Graham station is essential for our south Seattle community. It's near schools, businesses, and many neighborhoods that have less access to transit. Please don't put this on the chopping block!
Seattle Area	No	No	Yes	No	Light rail should be prioritized. Losing bus rapid transit is a shame but they are easier to add back later down the line. Light rail infrastructure needs much more planning.
Seattle Area	No	No	Yes	No	I live in the North Delridge area without a car. My spouse and I use public transportation to commute to work downtown daily.
Seattle Area	No	No	Yes	No	Please prioritize light rail to west Seattle! We're desperate!!
Seattle Area	No	No	Yes	No	I live in Seattle and work in Everett, so it would be nice to ride the light rail.
Seattle Area	No	No	Yes	No	Extending Link is crucial to the future of the region. Allowing more people to travel with ease, affordability and reliability is what matters most. Parking is an easy spot to cut. Those decks are costly and are something that can be done in the future.
Seattle Area	No	No	Yes	No	Streamline Everett Link by running light rail along I-5 north to downtown Everett and serve Paine Field and Boeing with BRT. See Stephen Fesler's excellent proposal at https://www.theurbanist.org/2021/04/14/how-to-build-a-faster-better-everett-link/

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I live and work in North Seattle and downtown and I would like to see the Link be a functioning subway system for the core and outlying parts of the city. For that to be possible, there needs to be more Link lines in the city itself going to different neighborhoods. I would also like to see regional transit, but I don't feel as qualified to prioritize those projects. In general, I hope that none of the future transit projects are cancelled or modified. It will only help the city and region to have an extensive transit system. I understand if the pandemic means that these projects take longer to happen, and that would be better than cancelling them altogether.
Seattle Area	No	No	Yes	No	Remove parking garages from projects to reduce cost and deliver more TRANSIT
Seattle Area	No	No	Yes	No	These projects are the ones most likely to improve my ability to commute in the city, and they also serve areas that are remote and lack good transit options without a rail connection.
Seattle Area	No	No	Yes	No	I live in Ballard and purchased a home in Ballard anticipating that light rail service would come here
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	Light rail extension to west Seattle
Seattle Area	No	No	Yes	No	Ballard light rail is important to improve transportation access in Seattle. I would prioritize mitigation of impacts to neighbors in the area of influence.
Seattle Area	No	No	Yes	No	Most interested in building stations ahead of adding bus routes or parking
Seattle Area	No	No	Yes	No	Accessing UWB is crucial for my students, and the access to campus is currently limited or complicated from most areas. West Seattle needs more rapid transit to be connected to the rest of the region.
Seattle Area	No	No	Yes	No	De-prioritize park and rides in favor of more mass transit development. More bus service, expanded light rail.
Seattle Area	No	No	Yes	No	I think you should eminent domain all the properties at the assessed value from several years ago unless it was purchased since, and do it immediately.
Seattle Area	No	No	Yes	No	Accessibility to friends in Ballard and core infrastructure for future expansion/connection.
Seattle Area	No	No	Yes	No	Seattle already has very dense neighborhoods that are long overdue for rail - makes no sense to delay them further. The ridership is there. For Snohomish county, Sounder is barely viable even as a commuter rail based on its extremely limited service. Should accommodate reverse commutes too.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	The best time to plant a tree is 50 years ago. The 2nd best time is now. The same is true of the light rail. We are in a challenging time but it is important not to make decisions like cutting lines that are irreversible as times change. Our current transportation system is not sustainable and light rail is a big portion of this change. I am also confused why sound transit is having this challenge and yet we are still funding large highway projects.
Seattle Area	No	No	Yes	No	Completing the light rail sections are important to have a more vibrant and equitable transit system in the area. The first place to cut is the parking garages from the equation and pause the addition of new stations on existing lines (Boeing/graham/130th). The longer we wait on property acquisition, the worse the costs will be.
Seattle Area	No	No	Yes	No	I love being able to use transit to get the places I need to go, including work, doctor's appointments, restaurants, and friends' houses. There are many areas that are not currently connected via transit, so I would prioritize connecting areas where lots of people live in/travel to.
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	I live in Ballard where housing construction continues to be rapid. Our region needs more rapid transit options to keep our citizens moving with less environmental improvement
Seattle Area	No	No	Yes	No	I live so close where I hear the light rail every day but not close enough to a station to walk. I voted for this because a station was going to be added on s Graham Street and now I'm paying a lot of taxes on a service I can't use. Please help us keep cars off the road by building a station on Graham Street as was promised to us as all the parking near Othello station has been eliminated
Seattle Area	No	No	Yes	No	I prioritized expanding access to areas with difficult/less efficient transit access and high demand for mass transit.
Seattle Area	No	No	Yes	No	I think the Link Rail system is the best and fastest method of transportation here; however, it's biggest limitation is the simple fact that it currently doesn't have many stations and connections. It would be nice for the link system to replace the bus system
Seattle Area	No	No	Yes	No	A second downtown transit tunnel needs to be a regional priority. I then prioritized Ballard Link not only because I live in Ballard, but because Ballard to Downtown ridership potential is so much higher vs. West Seattle. Since delivering light rail to Ballard and West Seattle will take a long time, funding RapidRide C/D is vital in the interim.
Seattle Area	No	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I live in Ballard and it along with West Seattle have lots of residents and longer commute times because they are both distant from I-5 and have to cross bodies of water frequently. It is very annoying to experience an opening draw-bridge interfering with my commute and it would make a world of a difference to have a tunnel underneath Salmon Bay that connects downtown Ballard to Queen Anne/ Interbay and then to Seattle Center and on to SLU/Downtown. I think focusing on the urban core would significantly increase ridership and promote more density and population growth therefore increasing ridership and tax base. Also it would help to alleviate the automobile congestion on the city streets. There's too many cars in Seattle!
Seattle Area	No	No	Yes	No	Ballard and West Seattle are already behind the rest of the city with longer commute times because residents there have to traverse a great distance just to get onto a major north/south corridor like I-5 or State Route 99. Also in Ballard in order to get to SLU or Downtown you must cross a draw bridge over Salmon Bay and frequently the Ballard and Fremont bridges go up and interfere with commute times. Prioritizing other areas in the greater Seattle area instead means that both Ballard and West Seattle will fall even further behind in commute times when they in fact were already behind. Furthermore the Ballard extension must be a tunnel, no exceptions. A bridge would be a huge mistake and an incredible annoyance to commuters who would still have to wait for ships to pass through. If you're going to make a long and expensive investment in the community do it right and make a tunnel! And another point, the cost of land in the inner city is already expensive and unlikely to go down anytime soon. It would be best to start on this now while the land is at its cheapest.
Seattle Area	No	No	Yes	No	I live in west Seattle and want to add light rail as an option especially if it can be done at the same time as the bridge repairs
Seattle Area	No	No	Yes	No	Better transit between Seattle and Tacoma will help with housing affordability
Seattle Area	No	No	Yes	No	We need to look to the future as much as possible (build new tunnel to support expansion) while also keeping an eye on the present. South Seattle has gone through a lot to support the initial Link line and deserves the infill station at Graham Street.
Seattle Area	No	No	Yes	No	We need to have support for what has already been built and remember that this is a Sound Transit System with a priority on moving people, not parking cars. Future extensions are important after assuring that the system to be opened by 2024 is fully supported with an emphasis on accessing the system utilizing existing transit partner services, rideshare services and biking and walking facilities are optimized

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	The new downtown tunnel is my top priority because it's necessary for the capacity of the whole system to properly function. Other than that, I would prioritize getting improved transit service regardless of the mode used. If realignment means a delay in the Ballard/West Seattle lines, then projects like exclusive bus lanes, signal retiming, and increased frequency should be pursued for the C/D lines in the meantime.
Seattle Area	No	No	Yes	No	I would generally prioritize expansion of link service lines over bus, parking and infill stations to provide access to light rail to a larger portion of the region.
Seattle Area	No	No	Yes	No	We should be planning for a car free future and not building park and rides. https://seattletransitblog.com/2013/06/25/we-shouldnt-build-more-park-and-rides/
Seattle Area	No	No	Yes	No	South Seattle should not be left behind. Extending the services is the highest priority.
Seattle Area	No	No	Yes	No	West Seattle is currently very inaccessible with the bridge down, and I've worked on Vashon Island for six years. This recession has also made Uber costs more than double, so any pedestrian trying to get from downtown to Ballard or W Seattle has limited options. It's inaccessible, and that affects the movement of money in our neighborhood economies and the recovery of our small businesses
Seattle Area	No	No	Yes	No	I live near 130th. beyond that, I would attend to those who need public transit the most: communities of color and lower income communities.
Seattle Area	No	No	Yes	No	The priority should be set on maintaining the current plan for the light rail to the extent feasible. Many communities have planned their families future around the location and timing of stations, and this strategy will support increased light rail ridership,
Seattle Area	No	No	Yes	No	Underserved communities delayed years already
Seattle Area	No	No	Yes	No	Prioritize based on number of riders to be served by project and project's impact on reducing number of car hours driven.
Seattle Area	No	No	Yes	No	I'm looking for infrastructure that will provide the most viable alternative to driving and to automobile-centric development. The best opportunity we have in this region to deliver a less-driving-dependent lifestyle to the most people is to build a second downtown transit tunnel and then to then connect that tunnel to major communities north and south, with opportunities for extension for future generations.
Seattle Area	No	No	Yes	No	The board should prioritize the voices and concerns of communities of color, including native communities. Next, serving low-income communities and essential workers. Third, increasing ridership and transit use, especially allowing commuters to switch from driving individual cars.
Seattle Area	No	No	Yes	No	130th st station

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	Being able to get anywhere in the city easily and quickly would be nice, so new connections to Ballard and west seattle would improve that. Right now it's fairly easy to commute to and from downtown but getting around the city for other activities is difficult without a car.
Seattle Area	No	No	Yes	No	West Seattle is important because the bridge is broken. Overall, we should create a transit system that allows the whole city to use transit instead of cars.
Seattle Area	No	No	Yes	No	Being able to easily and reliably get around without a car and without getting caught in traffic. Being able to accurately predict travel and arrival times.
Seattle Area	No	No	Yes	No	I want to see the light rail system expanded as quickly as possible. Buses add travel time. Light rail reduces them.
Seattle Area	No	No	Yes	No	These projects are important to me because we have to continue to expand our light rail/subway system. I don't own a car. I rely on public transit and we are way behind when compared to other cities here in the US and in other countries. There's a ton of money in the Seattle area, let's find it.
Seattle Area	No	No	Yes	No	The reflect the places that I tend to go and have trouble accessing.
Seattle Area	No	No	Yes	No	As someone living downtown without a car, expanding the ease of transit throughout the city makes this easier for everybody who lives and works here.
Seattle Area	No	No	Yes	No	More downtown stations, please! We need more density of stations to serve the downtown core and facilitate transit into the city. That will help cut down or level out freeway traffic.
Seattle Area	No	No	Yes	No	It's difficult for me to get the the Ballard and South Lake Union area on the bus as traffic is so slow and often makes me late. I also prioritized West Seattle because the bridge is down and makes riding the bus a long ordeal.
Seattle Area	No	No	Yes	No	I would prioritize expanding the Light Rail, also creating bus systems that connect neighborhoods together instead of connecting neighborhoods to downtown
Seattle Area	No	No	Yes	No	I fully use transit for access to areas outside Downtown Seattle - I would love easy LINK access where possible to widen my circle of travel.
Seattle Area	No	No	Yes	No	I find Light rail to be the most convenient and enjoyable mode of transport of all Sound Transit services. Expanded service to Ballard and West Seattle is vital to expanding equitable access to transport in Seattle and make Seattle truly a more connected city. I implore Sound transit to learn from other countries Like France, Sweden, and Spain. and learn best practices to be more in line with how to build and fund mass transit like so many other developed countries. Seattle has the opportunity to be one of the first cities in America to truly bring us on par with the rest of the world in terms of transit.
Seattle Area	No	No	Yes	No	Making it easier to use mass transit to get to places I travel.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	The ones I have prioritized are important because they: -Creating infrastructure for future light rail. - Expanding and making the hub in downtown more efficient. - Expanse to Ballard and West Seattle I would consider prioritizing light link extensions over bus transit. Prioritizing building a network of light link rail with the intention of bussing complimenting it. In terms of phasing, I think slow and steady network expanse is important, with a focus on finding the best areas for making stations and transportation hubs.
Seattle Area	No	No	Yes	No	Scrap the parking garages
Seattle Area	No	No	Yes	No	I've ranked my choices based on extending public transit options and routes to areas of high need. I especially gave preference to West Seattle operations, as the West Seattle Bridge closure has caused extremely heavy traffic in the area.
Seattle Area	No	No	Yes	No	In my experience they have a lot of transit activity and places I want to visit
Seattle Area	No	No	Yes	No	Expanding the light-rail is a fast way to move people throughout the region, without the use of a car. This is a good way to save the planet from the effects of climate change. It also is good for people to have reliable public transit to get out of poverty and to help the economy.
Seattle Area	No	No	Yes	No	Strengthening the system in the heart of Seattle and expanding ridership in areas like South Seattle, West Seattle, and Shoreline will do the most to expand the benefits of Link and build up currently underserved communities.
Seattle Area	No	No	Yes	No	People who don't own vehicles typically live downtown so access to better public transit is more important in the downtown area than in the outer regions of Seattle. Also a reduction of cars in the city due to better public transit can help reduce issues with not enough parking in the city.
Seattle Area	No	No	Yes	No	Easier access to those areas.
Seattle Area	No	No	Yes	No	Extending the reach of our real systems to unserved/underserved areas would help to reduce the need for extra parking at existing stations and reduces car traffic but offering a viable transit option.
Seattle Area	No	No	Yes	No	I prioritize getting transit to people who need it. Right now there is a huge gap between the Othello and Columbia City Station, effectively making Light Rail inaccessible to a whole neighborhood of people who could use it. This has been a problem from a start. I'm excited that there may be an opportunity to fix it!
Seattle Area	No	No	Yes	No	West Seattle residents would benefit more from improvements to this infrastructure than elsewhere due to bridge closure and general geographical location.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	I would hope that whatever decisions are made, we aren't locked into an inflexible and ineffective system because of corner-cutting. I would rather see fewer stations now that are built in anticipation of the future (transfers, multi-lining, etc) than simplified projects that limit expansion, speed, or effectiveness, such as surface-median running like on MLK. For the following questions, I'm answering with my normal, non-pandemic transit use.
Seattle Area	No	No	Yes	No	Please prioritize building high frequency rapid transit to urban centers where there is a high demand for ridership. Please do anything possible to connect already walkable and dense communities instead of building trains to places where few people even live near the station sites. Additionally, we cannot afford to spend any of our scarce transit funding on building car infrastructure such as parking garages.
Seattle Area	No	No	Yes	No	Ballard and west Seattle don't always feel like they're in the city. Bringing more transit to those areas would help include them.
Seattle Area	No	No	Yes	No	It would be very helpful to have the North Seattle to Bothell connections improved for households like mine with one person commuting into Seattle and one person commuting into Bothell
Seattle Area	No	No	Yes	No	Rail is vital, as is frequent service. Buses are flexible but impermanent. We need as much rail as possible.
Seattle Area	No	No	Yes	No	Please prioritize opening the NE 130th station.
Seattle Area	No	No	Yes	No	I personally live less than 5 minutes from a link station but commute via the 40 line into Ballard every day. More efficient access to Ballard would quite literally change my life. Access to link stations with regular service is a huge priority for me. Compared to the bus, the link feels like it bridges the gap between me and otherwise less accessible areas. That said, regular service is also crucial. I hope the link will be able to run once every 10 minutes or so in the future.
Seattle Area	No	No	Yes	No	They are important to me because I travel those routes (live in Ballard; visit West Seattle). Also, while I think a new downtown tunnel (Option 1) is important, I also think disruption of downtown right now would delay any recovery from pandemic financial losses, which downtown desperately needs. But I suppose one could argue that now is the best time to do it, as well.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	Because I know how important West Seattle is to the rest of Seattle. With the bridge access being very limited, and with the likelihood of working residents needing more ways to get to in-person workplaces, improving transit then rail access is extremely important. I am living in Kent now and for the same reasons I need better mass transit options to get to work and to visit with my community.
Seattle Area	No	No	Yes	No	Sound Transit should focus on delivering service rather than on a particular mode. Outside Seattle, there are few places where density is sufficient to justify high-budget train service (except for Sounder improvements), but would benefit highly from frequent, reliable, well-connected bus service. Sound Transit should also look into a Ballard-UW line in addition to or as a replacement for a more expensive, lower-performing Ballard-downtown line.
Seattle Area	No	No	Yes	No	While North Seattle improvements are most directly impactful to my quality of life as that is where I currently reside, equity must be taken into account in the prioritization process. Expanding or preserving access to transit to populations without personal vehicle access should be more important than improving transit for whiter, wealthier population centers (though of course, all must be addressed eventually to reduce traffic, pollution, carbon emissions, and livability of the region).
Seattle Area	No	No	Yes	No	Expanding the Link light rail system toward a comprehensive inter-city network. I would heavily prioritize expanding this system with new destinations and lines.
Seattle Area	No	No	Yes	No	I prioritized projects that help make transit a more reasonable option (time-effective, confortable). I would also prioritize equitable options to communities most likely to need and use transit.
Seattle Area	No	No	Yes	No	I frequently travel to West Seattle and it, along with Ballard, is one of the most difficult places for me to travel. I would prioritize it highest out of the hope that the city could save money by co-planning how to build light rail there alongside any additional repairs to the WS Bridge.
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	Given the current pandemic situation, I would prioritize the bus enhancements to measure demand for the need of light rail to facilitate those traffic needs. I would focus less on making more stations on existing rail and more on any maintenance and expansion based projects to keep the system growing where it is needed most.
Seattle Area	No	No	Yes	No	Improved transit from West Seattle which is growing in population and needs additional and stable commuting options!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	The 130th street station is critical because Northgate isn't an established neighborhood and isn't accessible to the broader area. 130th and 145th are established neighborhoods with existing commuter needs.
Seattle Area	No	No	Yes	No	Increase core capacity and service in the most dense, central and dynamic locations. Prioritize rail infrastructure over and delay parking garages or car focused infrastructure. Realize the rail infrastructure and support urban walk-able configurations and access to stations.
Seattle Area	No	No	Yes	No	Keep extending link light rail and light rail stations
Seattle Area	No	No	Yes	No	We have no way to get out of West Seattle, our peninsula is BOOMING and its ridiculous that a metropolitan city takes this long to create a mass transit system that will work for everyone. Has anyone considered the extra revenue that will COME from people utilizing the light rail. I voted, you raised my taxes, I paid and continue to pay now step up and do what's right and do it NOW . This city seems to have a massive issue with how it spends it's money. NO MORE BIKE LANES - MANY PEOPLE CANNOT BIKE TO WORK.
Seattle Area	No	No	Yes	No	Live in Magnolia, work downtown and commute to West Seattle regularly
Seattle Area	No	No	Yes	No	Access to downtown is important for shopping, ferry connections, meeting people socially. I really think we should prirorize neighborhoods that are central to all.
Seattle Area	No	No	Yes	No	First, thank you for offering a ranked-choice survey! I feel this better allows me to express my views! I feel transit to West Seattle should be prioritized due to the situation with the bridge. Yes, the bridge will be repaired before the light rail is due to arrive even under the original schedule. However, the bridge is a single point of failure and the selected repair option is the least expensive and may not hold up over time. Because all of the other service locations can be reached by a variety of ways but West Seattle only has the one main pathway, I feel it should be prioritized.
Seattle Area	No	No	Yes	No	Serving the largest number of transit riders - King County Equity Impact Review tool should be used to ensure project are connecting historically disadvantaged communities to high speed transit - Providing reliable and efficient alternatives to driving
Seattle Area	No	No	Yes	No	I don't have a car and would love to be able to use the Light Rail to get to anywhere I need/want to go. At the moment, it's extremely limited.. even in the Seattle city limits.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	The things I am most concerned about are serving the densest areas of the city. My wife and I have lived for years without a car, and as-is, suburban stations will only serve a very small number of people (such as 145th\130th around Jackson Park Golf Course) because I do not trust our planning process to make those stations livable areas for non-car-owners. We need grocery stores, daycare, and thousands of units of family sized housing units (including condos and townhomes) all clustered around there. I DO want the Infill stations at Graham and 130th, but especially 130th\145th has to be livable first!! Not just vanity stations for the suburbs. They need to have density parity with places like U-District, Cap Hill, etc. in their vicinity. Or else there are only a few neighborhoods where carless people can reliably raise a family, and *none* of those place are affordable for anyone less than double-income tech couple.
Seattle Area	No	No	Yes	No	I think the more people that have access to public transit, the better. Bus rapid rides are a great way to give people access to transit more quickly, and right now, getting more people on busses is better.
Seattle Area	No	No	Yes	No	Improving access to transit in areas that were overlooked during the initial light rail planning, where the need is greatest among lower income neighborhoods
Seattle Area	No	No	Yes	No	These feel as if they would benefit most people, and be the most efficient additions.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	SEATTLE AREA: 130th is most urgent because it brings two urban villages into Link (Lake City and Bitter Lake). without a time-consuming trip to Northgate. RapidRide C & D are second as an interim stopgap because Link in the 2030s is so far away. I'm ambivalent about how Ballard/WS Link alignment alternatives are going so that has dampened by support. The best Ballard station location is 20th. 14th is bad because it's so far from the pedestrian concentration. West Seattle stations should be where the best bus transfers are (although multi-line BRT would be better than Link there). I second Balducci/Durkan/Constantine's letter to slow the large realignment decisions to July 2022 when hopefully more sense will prevaill and when we'll have more clarity about Northgate Link's outcome and post-covid travel patterns. EASTSIDE: The three Stride lines are most urgent. Renton first because of equity. 522 second because the corridor is highly supportive of transit and squeezed into one arterial. Lynnwood third because it's neither of these. Issaquah Link is a solution in search of a problem so it can rot in hell. The only high-volume portion is Bellevue to Bellevue College, and this could be addressed with Stride, as could Issaquah. The South Kirkland tail is ridiculous; defer it until you have some solution for downtown Kirkland at least. SOUTH KING/PIERCE: Renton Stride first as above. Parking last: it's an inefficient use of limited capital dollars. Tacoma Dome Link is in the middle: it's not that much benefit but it's the best among the Pierce projects. Tacoma CC after that because the egg-dropper shaped alignment is not very useful and the shared-traffic lanes stunt it further. SNOHOMISH: Stride first. A Link extension to Mariner or Ash Way second. Beyond Mariner explore BRT options, including one straight to Everett, one to Seaway/Everett, and/or investing in Swift Orange which also goes to Seaway. Don't forget Mukilteo and the ferry terminal. Put parkign last as above.
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Yes	No	
Seattle Area	No	No	Unknown	No	
Seattle Area	No	No	Unknown	No	I primarily use Light Rail in and around the Seattle area and with increased traffic causing bus delays, more light rail will make my travels easier.
Seattle Area	No	No	Unknown	No	West Seattle has long been (forgotten) and with the City of Seattle exponentially approving building permits in this community without addressing infrastructure FIRST, continually leaves this community with the short end of critical transportation services. The City of Seattle continually makes it clear they want cars off roads but doesn't address REAL mass transit in a meaningful way...simply adding a bus line or additional route times does not cut it. We must think outside the box, transportation organizations must start working more closely together, and stop wasting time and money.
Seattle Area	Yes	Yes	No	No	
Seattle Area	Yes	Yes	No	No	
Seattle Area	Yes	Yes	No	No	
Seattle Area	Yes	Yes	No	No	
Seattle Area	Yes	Yes	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Yes	No	No	As areas infill it is important to have better access to stations and parking. Bus connections are not enough to serve all needs
Seattle Area	Yes	Yes	No	No	The distance between Columbia City and Othello light rail stations is too long. Many people living at the mid-point have to travel a ways just to get to those stations.
Seattle Area	Yes	Yes	No	No	Solve the remainder of Seattle transit needs by converting dedicated bike lanes on arterials to dedicated lane and signal bus rapid transit. Move bike lanes to immediately adjacent, quieter non-arterials with infrastructure spending commensurate with their single-digit share of communter trips.
Seattle Area	Yes	Yes	No	No	Connecting West Seattle, particularly in light of the bridge issues, is important to keeping the city moving and healthy. Areas like Ballard, with better access, can wait a year or two. But we NEED the light rail more than we need mire busses. Light rail will keep the city moving.
Seattle Area	Yes	Yes	No	No	The Link stations at Graham and Boeing Access road are key.
Seattle Area	Yes	Yes	No	No	It's important for the suburbs to become part of the rapid transit system, and get people out of their cars, even as they slowly begin to transition to EVs.
Seattle Area	Yes	Yes	No	No	Rail transit to West Seattle has been delayed for decades. It's a slap in the face of residents to further delay.
Seattle Area	Yes	Yes	No	No	Cut rapid ride totally and focus efforts on light rail, especially downtown, SLU, Ballard & West Seattle
Seattle Area	Yes	Yes	No	No	Connections to existing light rail. Reduction of traffic/cars.
Seattle Area	Yes	Yes	No	No	The Ballard to West Seattle line is my top priority. I would favor delay or phasing over modifying the project. Modifying is the worst option. For the Ballard line we already have to wait 20 years for completion. If we have to wait that long it should be for the best alignment and the best service. Reducing the scope of the Ballard line or choosing a less functional alignment to save money doesn't serve the needs of Ballard and should be avoided at all costs.
Seattle Area	Yes	Yes	No	No	Because I would probably use them.
Seattle Area	Yes	Yes	No	No	Stop all projects and return the money to the tax payers. It is all a colossal waste, self driving cars are the only fix to traffic and will make this project obsolete before finished.
Seattle Area	Yes	Yes	No	No	I would trade enduring construction delays and inconvenience for effective reduction of vehicular traffic and congestion in the areas of higher priority.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Yes	No	No	The Graham Street station is a vital link to the south end community. The gap between Columbia City and Othello is vast, but this link would allow more opportunities for transit riders to employ the train versus the bus system which is slower. It will be especially helpful for school aged families with the amount of educational facilities around the intersection.
Seattle Area	Yes	Yes	No	No	I live in Lake city by 130th Ave NE
Seattle Area	Yes	Yes	No	No	Getting from the Kirkland area to Seattle can be one of the most challenging commutes with the toll bridge causing undue hardship for less fortunate people
Seattle Area	Yes	Yes	No	No	I live up north but when I go to Ballard it's impossible to park
Seattle Area	Yes	Yes	No	No	This would greatly help the students at Aki Kurose commute to school, improve safety for students and the community at this intersection, and boost revenue for the businesses at Graham and MLK.
Seattle Area	Yes	Yes	No	No	The light rail needs to ho from Tukwila down 167 with stops in Renton, Kent, 2 in Auburn, Sumner, Puyallup, Booney lake and end in lakewood
Seattle Area	Yes	Yes	No	No	Link Light Rail
Seattle Area	Yes	Yes	No	No	I feel as though we were promised a good link to the airport from North Seattle. It's important to me that the promised development comes. As of right now, it can take nearly an hour and a half to get to SEATAC, access to the light rail will allow us to cut through the traffic.
Seattle Area	Yes	Yes	No	No	My priority is a new station at graham st. This would be great for the kids and elders in the south seattle area. The area also holds many restaurants and grocery stores that are essential to the community.
Seattle Area	Yes	Yes	No	No	These are the projects that most directly affect me as a transit user. I would favor delaying if necessary to modifying transit projects
Seattle Area	Yes	Yes	No	No	We are 50-year-old pre-seniors prematurely living on senior-like limited income due to corporate age discrimination. The heavy and increasing cost of living in Seattle places additional stress on us, a stress which is compounded by the difficulty and cost of transportation--especially with the incremental cost and inconvenience burdens placed on car travel in recent years (reduced parking, extended commute times, etc). We need affordable ways to travel downtown where we (hopefully) will find some kind of work. We have always been excited by Light Rail and looking forward to using it. We could walk to 130th.
Seattle Area	Yes	Yes	No	No	Most populated areas with needs for rapid transit would make the most impact on people's lives. When delaying or modifying projects, choose the ones that only add one new station or are outlying and would have less impact on people's lives.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Yes	No	No	West Seattle projects are most important to me because it will give people another way to get to the area. It would also make the area feel more connected with Seattle prime.
Seattle Area	Yes	Yes	No	No	No delays acceptable
Seattle Area	Yes	Yes	No	No	The projects prioritized will be the ones I would use. As a senior, I might not be around long enough to make use of the longer term projects.
Seattle Area	Yes	Yes	No	No	Ballard/West Seattle link line.
Seattle Area	Yes	Yes	No	No	Peak traffic hours delay the bus schedule and that affects my work schedule.
Seattle Area	Yes	Yes	No	No	
Seattle Area	Yes	Yes	No	No	
Seattle Area	Yes	Yes	No	No	
Seattle Area	Yes	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	I feel that delaying or cancelling development of parking structures will help with budget shortfalls and allows for other land uses that will be more environmentally conscious. I appreciate the desire to make access in more auto-centric areas of the system, but the expansion of Sound Transit's systems brings an opportunity to also foment more transformational land use that will better serve our communities in the long run than parking structures.
Seattle Area	No	Yes	No	No	We should raise revenue by selling parking for high density housing can be built to maximize space. Increase revenue from sale of land and reduce maintenance costs of parking lots/garages. We can't continue pushing mass transit to the next generations.
Seattle Area	No	Yes	No	No	I think it's important to expand to Ballard and West Seattle first. These neighborhoods cause a lot of backup in traffic both on I-5 and the corridors from those neighborhoods to the freeway. This would help reduce traffic/pollution in the seattle area and allow more equitable options to access these wonderful neighborhoods.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	I strongly believe that ST should prioritize projects that have the highest marginal increase in transit ridership per project dollar. That's to say that BRT and bus related projects should go to the top of the list. They are deliverable by 2024, would get a visible win in place for the restless suburban sub areas, and would help many lower income people access jobs on the Eastside and throughout the region. They aren't as attractive as light rail, but they are inexpensive, logical, and easy to launch quick. After all the BRT is built, then light rail should be built to Tacoma, Mariner, Ballard, West Seattle, Eastgate/Kirkland, Everett, and Issaquah, in that order. Do not build Link all the way to Everett before the Seattle downtown tunnel is built. Also, add junctions to the new Seattle structures that would allow future Link lines to serve Aurora Ave, Georgetown/South Park, Ballard-UW, and Crown Hill/Lake City. A little investment now will save a huge amount of cost later. Parking structures should be at the bottom of the list for priority.
Seattle Area	No	Yes	No	No	I believe Sound Transit should finish the projects now under construction and put all remaining project on hold until 2030 after evaluation of the effectiveness of Sound Move and ST2.
Seattle Area	No	Yes	No	No	Seattle North has been ignored for sidewalks and amenities for too long--it is full of post-war small houses on large lots and needs to be more dense--this is not good land use--zone everything from 130-145th and Meridian to the freeway (just like Shoreline has) for higher density --
Seattle Area	No	Yes	No	No	West Seattle desperately needs extended light rail! Even when the WS Bridge is fixed/replaced, the traffic on the bridge is terrible. The Rapid Ride C is also inadequate especially during the long rush hours. With the many many new condos and apartments being built, the auto traffic will be outrageous and the bus cannot handle all the riders. I speak as both a car owner and a bus rider The station at Graham needs to be built. That area is also growing with development.
Seattle Area	No	Yes	No	No	Gets light rail out to the far reaches faster...in all cases please do not cancel projects, but instead defer them and get them "shovel ready" so that in the event funds become available they can be advanced and get us closer to the 2035 build out of ST3 and get us ready for an ST4 list of projects like SR520, UW to Ballard, SR99 and I405 corridors
Seattle Area	No	Yes	No	No	West Seattle and Olympia are both places where my family lives, and where many people I know would love greener, easier, and simpler access to Seattle proper.
Seattle Area	No	Yes	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	As a former student of social science methodology, these kinds of surveys are somewhat suspect, in that most people *may* tend to focus their input in a self-centered rather than holistic/equitable manner. I'm probably no different to some extent, though I also recognize the need to address equity issues for traditionally underserved populations and areas.
Seattle Area	No	Yes	No	No	Extending the light rail as much as possible and incorporating various Seattle neighborhoods should be the top priority. The traffic along I-5 is only going to get worse, so extending the line is imperative. West Seattle is one of my top priorities because it's isolated from the rest of Seattle, and the light rail can help to connect it with the rest of the city.
Seattle Area	No	Yes	No	No	W. Seattle underserved, but still charged taxes.
Seattle Area	No	Yes	No	No	I think the priority should generally be about ridership per dollar. In particular the station at 130th Street would be relatively cheap to construct compared to the bigger-ticket projects, and delaying the project until the line is already in operation would make the project cost more. Seems foolish to spend more to do it later just to accelerate the Ballard/West Seattle line by maybe a month or three.
Seattle Area	No	Yes	No	No	places I would most likely go to that are in underserved areas.
Seattle Area	No	Yes	No	No	Making transit to the East/West sides easier for me personally
Seattle Area	No	Yes	No	No	Extending access to areas with lower incomes and access to transportation and employment
Seattle Area	No	Yes	No	No	Prioritize connecting to major population centers (based on where people live or where they commute to) over parking and access improvements. Figure out a different plan that uses existing infrastructure in Seattle downtown to avoid having to build a costly second tunnel.
Seattle Area	No	Yes	No	No	Please keep at the forefront of your mind the notion that this project will only reach its full ridership if it is "done right" in the first place. Any decision that reduces usability and efficiency would be a return to the "Seattle way" of building it "cheap" and finding later that the result is an embarrassing blight (see Kingdome). Damn the costs, build tunnels (not more bridges) and lots of stations.
Seattle Area	No	Yes	No	No	I've been poor and riding the busses for 10 years now; since age 15. The parts i've prioritized in this survey are important because i've experienced the worst service in those categories. Getting to and from the eastside and seattle is still a lot more of a pain than it should be. I've been most disappointed with the lack of scheduled routes for the eastside, especially redmond. For 10 years I've been wanting more late night/all night bus schedules around redmond, sammamish, and kirkland.
Seattle Area	No	Yes	No	No	I'm stuck in west Seattle. Help!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	Im still stinging from the loss of all the real estate purchased for the monorail. Having said that I have not forgotten the promise of linking West Seattle and Ballard then beyond to the cross roads of north Seattle (Northgate & 99) continuing through Northgate heading up Lake City way and on to Woodinville and beyond.
Seattle Area	No	Yes	No	No	Prioritize the projects in areas that have the worst traffic. Personally, I also believe it is critically important to coordinate bus service for the last mile so that people can truly live in Seattle without a car. We have employed a transit strategy that targets commuters, which doesn't seem practical at this juncture. Instead we should be using all transit resources in a way that creates a comprehensive, fast, efficient system that works for those of us who would like to be careless but find it very difficult.
Seattle Area	No	Yes	No	No	They are ones that I am most likely to use.
Seattle Area	No	Yes	No	No	Providing transit access to the greatest number of people who can walk to it or connect to it by bus without needing to drive at all, while keeping costs down and keeping overall system speed high by spacing stations far apart.
Seattle Area	No	Yes	No	No	With the West Seattle Bridge down, we need better connection to West Seattle. We don't see why you need a station at NE 130th when you have one at NE 145th.
Seattle Area	No	Yes	No	No	I am biased towards the lines I'll be most likely to use. Also West Seattle needs better connections to the rest of the city.
Seattle Area	No	Yes	No	No	The traffic problems in West Seattle are understated and need immediate redress.
Seattle Area	No	Yes	No	No	Metro is cost-efficient, flexible, and needed NOW. Link cannot fulfill its designed purpose without at least two tunnels in downtown Seattle. Ballard and West Seattle need better connections with downtown. We need to diminish the car traffic traversing northern Seattle from suburbs to downtown.
Seattle Area	No	Yes	No	No	I think that priority should be given to relatively inexpensive projects. The reason I am giving highest priority to the NE 130th st. station is because there are vast areas south and east and south and west of there which are hard to get to NE 145th st, on account of the freeway and the golf course.
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	Looking to ride light rail from West Seattle to the Seattle Kraken hockey games.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	I recommend greatly de-emphasizing adding parking garages, and making such land available to developers for TOD. Such developers can be either private / market rate, or such land for TOD can have public ownership. Parking spaces average $128,000 per net new space; in comparison to this, selling such land to a market-rate developer would add riders and be revenue positive. In connection with speeding up the completion/opening of the NE 130th in-fill station, ST should seriously consider adding a bus route from Broadview all the way to Lake City along N/NE 130th/NE 125th, via the new NE 130th in-fill station. (If Metro doesn't "step up to the plate" to do so.) I've prioritized the steps above to emphasize *Seattle* expansion, before heavy suburb expansion, because the vast majority of the population density is in the City of Seattle, and such a growing city like Seattle needs a serious rail mass transit system. I believe that the priorities that I've noted would go a great distance to achieve this goal.
Seattle Area	No	Yes	No	No	Not cutting anything! mobilize a movement against this austerity. why do we have to "realign?" there are people making tons of money off of this pandemic, and yet public services are being cut. this is criminal. take the money from that jerk jeff bozo.
Seattle Area	No	Yes	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	Yes	No	No	west Seattle deserves grade separated rapid transit. we've put up with limited options for decades.
Seattle Area	No	Yes	No	No	The current WS bridge closure points out the need for alternatives. People continue to live and buy homes there knowing about future plans
Seattle Area	No	Yes	No	No	We need to expand the Link light rail system. It is more reliable than the bus system and much less confusing. The lack of options for public transport in Seattle is a disgrace and leads to intense inequities.
Seattle Area	No	Yes	No	No	The South Sound needs better access to the Seattle economic hub. Extending the light rail seems more important than adding stations to existing lines -- I think this will help more riders and reduce miles people travel by letting them instead take the rail, reducing congestion too. Extensions of the light rail to major areas like South Lake Union, Seattle Center, and Ballard also seems like the biggest "win". As a note, I was a major transit (sounder, light rail, bus) user prior to COVID-19 safety concerns, and look forward to the city returning to transit -- it makes life more simple and enjoyable for all.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	The West Seattle link to downtown is so important to connect West Seattle with the rest of the city. We are currently without a bridge, and the public transit options are very small. West Seattle has always been cut off from the rest of Seattle, and with the tunnel having replaced the viaduct, we now have to pay an expensive toll to easily access the rest of the city. The lack of affordable accessibility from West Seattle is an issue of equity, and the light rail link to downtown would be one way to mitigate this burden.
Seattle Area	No	Yes	No	No	I cared about getting from West Seattle to the airport. This appears "derailed" (pun intended). There are plenty of buses to take me TO downtown, I cared about going South, not North. And I'm North Delridge, we are the least considered, most of the transit options are already through the Junction.
Seattle Area	No	Yes	No	No	I live near 130th and I think that we REALLY need this station. Having a good downtown station would be great. Anything that connects Shoreline/522/145th would be really necessary for people to be able to afford to live in that area.
Seattle Area	No	Yes	No	No	More cleaner and safer public transportation mean less carbon emission. We need more mass transit to tackle Climate Change.
Seattle Area	No	Yes	No	No	worried about west seattle connection to city: very poorly served right now with current traffic concerns.
Seattle Area	No	Yes	No	No	The link light rail is essential for affordable travel to and from airport. I think extending the link light rail to all part of Seattle (ballard and west Seattle) and then reaching out to the east side and further north and south of Seattle makes it easier for people to travel to and from airport. More specific locations in those neighborhood areas can be ventured too by bus, bike, foot.
Seattle Area	No	Yes	No	No	I rely on transit for most trips. I have family in Tacoma and like faster, easier transit options to visit. I place priority on transit over driving or parking, and on creating more transit accessible development opportunities. I value walking between destinations, including transit stops, most of all.
Seattle Area	No	Yes	No	No	I selfishly would like my own zipcide better connected to light rail as a complement to our current bus connectivity and a supplement to our distancing car connectivity. I would also like to prioritize communities currently overlooked that could have the biggest ridership potential for the overall system instead of projects that simply enhance the ability for existing riders to access the system.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	Cities with 200,000 fewer people have significantly more thorough and reliable transit than Seattle. It's embarrassing. There's practically no transport north of Lake Union. It traps tourists in the city center, minimizing the benefit of tourists to North Seattle.
Seattle Area	No	Yes	No	No	I live in Ballard, so I'm prioritizing what would be best for myself. I also think it would be great if transit to West Seattle was better, because as of right now it seems a bit cut off from the rest of the city. I also think that we need to alleviate car traffic in the downtown and South Lake Union cores.
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	Light rail light rail light rail. Delay anything with parking garages
Seattle Area	No	Yes	No	No	Right now west's seattle is an island. No one cares at all about us. Especially those of us who are not employed by Microsoft. My commute is 80 minutes to go 11 miles. I don't want the bs rapid ride. I live on Delridge. That Project gas ruined my life. It was planned by uninformed, paternalistic morons. We need the parking spots more than the bs rapid ride. You don't care at all. Do something actually good.
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	Expanding the transit system as wide and as fast as possible is the most important thing. Infrastructure expansions will start paying off the sooner they are built, and delaying those will only make them more expensive down the line. If it comes down to a choice between delaying route expansion and selling land reserved for parking garages, sell the land. A larger transit network will help ridership more than a parking garage at every station would.
Seattle Area	No	Yes	No	No	The 2021 progress report you mailed to those in the area served by sound transit extols the economic benefits of transit projects. If that is the case then what is the reason for scaling back the number of improvements sound transit makes? Find the money and invest in the region for when COVID induced economic problems fade.
Seattle Area	No	Yes	No	No	Loss of West Seattle Bridge has impacted Regional commutes severely. Ballard has high-density housing, warranting more mass transit options. Eastside communities are still suffering from Kemper Freeman's opposition to mass transit.
Seattle Area	No	Yes	No	No	The areas south and north of Seattle have not caught up to the level of transit that is currently available in Seattle. You can save a lot of money by getting rid of fare enforcement, where you're wasting money paying the employees, and company, and making the city take people to court.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	522 - 145th. The new Shoreline South station needs to be accessible without overwhelming the nearby neighborhood with car traffic. There won't be enough parking at the station - we need the BRT! Thank you!!
Seattle Area	No	Yes	No	No	They would increase access to parts of the city (and region) I currently drive to. I imagine many others are similar and it would cut down on traffic and emmissions.
Seattle Area	No	Yes	No	No	The Graham St. Station is vital to opening existing light rail service to a significant demographic made up of low to low-mid income, minority, and elderly riders who depend on accessible public transit to subsist. The Graham Street Station would provide access to US Census Block 53303.10300.3* where the median annual income is $38,813*, whereas residents of Shoreline and Ballard (US Census Blocks 53033.300.1* & 53303.3200.1* respectiively) have a median annual income of around $90,000*. (*source: city-data.com) People living around the proposed Graham street infill station have had their financial situation disproportionately affected by the pandemic, and to delay or retract the Graham Street infill station would be to add insult to injury.
Seattle Area	No	Yes	No	No	Pre-pandemic, the projects I chose would have significantly relieved traffic and overloaded transit options. I regularly visited friends via public transit in both West Seattle and Tacoma and getting to both of those areas from the University District is convoluted and takes a long time, additionally, many buses and light rail options would fill up so that transfers would sometimes be missed and delay and already long trip. Kent contributes to the congestion both on highways and on public transit, many people have moved out of Seattle and Tacoma to suburbs like Kent due to housing costs but jobs are still in the main cities,many of them lower wage when public transit is most welcome. More capacity generally and more park & ride parking for people living in areas where they can get to rail or long route buses but the area buses aren't great or downtown parking near jobs is too expensive or unavailable would allow more to use public transit for the bulk of their commute.
Seattle Area	No	Yes	No	No	Graham station is important because of its location close to Aki Kurose Middle School, the connection to the C Lam Pagoda (lots of cars at their events would love to support another form of access) There was a large grocer store here as well and the site could eaff St ily be developed for more affordable housing to be integrated with local businesses.
Seattle Area	No	Yes	No	No	With massive uncertainty, supporting bus service is the fiscally prudent option. We cannot afford projects that have < 50% farebox recovery of operations costs. Also, as long as covid is an issue rail service is not safe health-wise.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	I live in Lake City, where many of us use transit (and where we have a highly diverse population), so I support the 130th Street station. Beyond that, I would like to see projects that help the most transit-dependent people as well as improve service to West Seattle to make it less car dependent, especially while the bridge is out.
Seattle Area	No	Yes	No	No	These are the most cost effective, in terms of ridership per dollar spent, or rider time saved per dollar spent. Infill stations are fairly cheap, and you begin getting your money back (in fare revenue) quite quickly. Likewise, improvements to the bus system are fairly cheap, and are a good value in raising ridership.
Seattle Area	No	Yes	No	No	I picked Graham St because it serves the neighborhood with the most working class and lower income people. You know, the ones who need city transit the most.
Seattle Area	No	Yes	No	No	I want to be able to reliably get to work without a car
Seattle Area	No	Yes	No	No	My selection criteria were based on my observation of traffic patterns and perceived community needs. For instance West Seattle is currently limited in ingress and egress due to the closure of the bridge. Therefore the need there is greater than in Ballard.
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	West Seattle is the most crucial need at this time because of bridge malfunction and historic feeling of separation from Seattle. 130th station will be valuable to me personally including rapid bus so I don't have to take my car.
Seattle Area	No	Yes	No	No	Extending light rail would help the environment and traffic.
Seattle Area	No	Yes	No	No	It's difficult to prioritize, my #1 is lowering carbon emissions but with the economy changed by the pandemic & more people working from home downtown may no longer be the hub. Especially because homelessness, mental illness, extensive drug addiction have blighted Seattle in a way that destroys hope of a vibrant Seattle. It's a tragedy & out city government seems unable to do anything other than let these #'s rise to the highest in the country. So not sure I can answer the above well. If downtown continues to decline it will cease to be a hub.
Seattle Area	No	Yes	No	No	Places I would go

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	I am most concerned about serving the communities that most need improvements to transport system, and people with less options. More than anywhere else, I see LOTS of people standing and waiting for busses and walking with kids and groceries in the south end of Seattle. Having worked with this community, I see how their lives are impacted by lack of transport options. Many people do not own or drive cars and don't have the option of jumping in a car to get somewhere. This is especially daunting when they must make multiple transfers to get anywhere and try to manage getting small kids and groceries home, or getting somewhere far to a medical appointment, or anywhere when they have elderly or disabilities. In lower income areas, the impact of lack of a good transportation system is magnified, and makes finding and getting too and from a job that much more taxing and difficult. This area has a high proportion of immigrants and lower income people which need these services in order to function. It is not a matter of 'like to have', it is a necessity.
Seattle Area	No	Yes	No	No	Looking at serving the most people who need to go from one area to another. The West Seattle bridge project is a long one, so making sure there is enough service for the people there is important. Adding some Stride bus rapid service should be less costly than building more light rail. People still use Park and Ride as far as I notice.
Seattle Area	No	Yes	No	No	I live in Seattle, work in Seatac, and my significant other lives in Snohomish County. I use the Light Rail and Express Buses to commute and get around.
Seattle Area	No	Yes	No	No	they arent they are complete waste of money only non west seattlites want a train in west seattle and i will never ride a bus anywhere for one they are never on time especially if you have to transfer and it is impossible to carry groceries on a bus quit wasting money on dumb projects
Seattle Area	No	Yes	No	No	I live in West Seattle and we are suffering without the WS Bridge!
Seattle Area	No	Yes	No	No	Get as many people off the road ASAP
Seattle Area	No	Yes	No	No	West Seattle train and repain of the West Seattle high bridge
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	With lower income people or people looking for lower cost housing relocating to areas with more affordable housing, it's important to help set up transit to help them get into Seattle, Tacoma, and Bellevue for work.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	It is most critical to complete the Everett to Tacoma project and the Seattle/Bellevue projects as they will have the most impact inn reducing northsouth road tarffic. Ballard t downtown can better be handled by rapid ride. and provide grater flexibility. Building along 15th west and across the canal is only going to destroy current development but make a nightmare of that whole corridor.
Seattle Area	No	Yes	No	No	The second downtown tunnel is needed to make the rest work. I don't have strong feelings about the timing of other projects but more Rapid Ride service sooner is a good idea. Note in my 'currently ride' section below... I've chosen my pre-pandemic patterns... I don't ride transit at all now... I don't feel it is safe from Covid. Normally I ride Link and/or Metro about 8-10 times a week
Seattle Area	No	Yes	No	No	Move more people more efficiently and conveniently without polluting for both questions.
Seattle Area	No	Yes	No	No	closer and easier
Seattle Area	No	Yes	No	No	We must prioritize moving the most people while also serving underserved communities. Prioritze actual transit over things like parking, so people will have the incentive and ability to leave their cars at home. If filled to capacity, the new Park & Ride stalls will only comprise 1-2 percent of all Link riders but cost $120,000 per space. Redirecting even a few million dollars away from parking to TOD could leverage more private investment to make previously unworkable development projects pencil out – increasing the ST3 budget, Link ridership, and access to TOD housing that's affordable to a variety of income levels. (Additional: I do not currently ride any transit, due to the pandemic. However, I used to enjoy riding all its modes, and I look forward to riding the expanded system eventually. I answered, 'I don't currently ride, but I plan to in the future' to all mode questions, and I wanted you to understand why. This is the only space I am giving to explain.)
Seattle Area	No	Yes	No	No	The main 'arteries' are the rail, the smaller veins/arteries that go into the neighborhoods are buses. The rail lines have the advantage of not competing with traffic that bus lines don't have UNLESS they have their own exclusive rights-of-ways. The main rail lines can carry heavy traffic in terms of numbers of passengers, and that has to be made easy and convenient to access. Eventually, people will get out of their cars and walk/ride trains to where they're going, a win-win for all of us in the long run.
Seattle Area	No	Yes	No	No	We have to show residents of Pierce and Snohomish counties that we are concerned with their mobility and reduce traffic on I-5 both north and south.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Yes	No	No	Prioritize what will have the greatest impact to the most people, in general, the Link train and extensions should be highest priority to alleviate congestion and switch away from fossil fuel vehicle commutes.
Seattle Area	No	Yes	No	No	I live in West Seattle. You need to bring light rail down south into West Seattle... Delridge all the way to Roxbury. Lower income folks will use it more
Seattle Area	No	Yes	No	No	It's imperative for West Seattle Alaska Junction integrity and viability that the West Seattle Link be UNDERGROUND in the Alaska Junction area.
Seattle Area	No	Yes	No	No	Link light rail to Ballard!
Seattle Area	No	Yes	No	No	West Seattle- I live here.
Seattle Area	No	Yes	No	No	Seattle center, Ballard, etc would greatly benefit from Link service.
Seattle Area	No	Yes	No	No	West Seattle Bridge -- need I say more?
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	No	Yes	No	No	
Seattle Area	Yes	Unknown	No	No	
Seattle Area	Yes	Unknown	No	No	I would prioritize reaching new communities and neighborhoods to expand access and ridership.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Unknown	No	No	West Seattle has been hit hard by the bridge (and before). This should have proved that we need more transit options from West Seattle to the rest of Seattle. We have been promised many times support for west seattle to only seen lack of monorail, less bus services, and now the light rail. The fact a delay is is being consider is disappointing. We have one of the most diverse communities in Seattle and yet continued to be disappointed in the city's action on support. Duwamish Valley pollution is growing and certain poorer areas in West Seattle is lacking in transit and there is a higher health risk from pollution. Yet other areas in Seattle and surrounding areas with communities that can afford transit or more likely to work from home are served. Please support West Seattle and make a decision based on the most impacted communities. Not based on communities who can have louder voices in this survey. Thank you! Side note: The "What transit do you currently ride" question doesn't seem as helpful, since a lot of these options are not available now and transit times and locations were stopped or cut. Not fully showing the real need.
Seattle Area	Yes	Unknown	No	No	Prioritize areas with high density. This increases revenue opportunities and ridership for greatest impact.
Seattle Area	Yes	Unknown	No	No	Density and equity: highest opportunity to impact the most number of people who rely on transit services. In our "post-covid" world, it will be important to adjust how we prioritize service. Is peak service going to be as important moving forward now that a significant number of employers have made investments to support working from home?
Seattle Area	Yes	Unknown	No	No	Many retail business suffered along MLK jr way during surface light rail construction. The Othello stop and Columbia City stations have many small business in between that multiple mile stretch. A Graham street station would improve access to those small business and communities of color in SE seattle.
Seattle Area	Yes	Unknown	No	No	Ballard to Downtown is critical. Get out of the mindset of acquiring property and turned, particularly under the Ship Canal. Remind yourselves that Downtown-Roosevelt is underground, and was completed on time.
Seattle Area	Yes	Unknown	No	No	I'm in South Seattle and a Graham St Station would impact me once I start taking light rail again and the communities I live and socialize in.
Seattle Area	Yes	Unknown	No	No	Let's go for the low hanging fruit that will bring the greatest impact to our communities fastest.
Seattle Area	Yes	Unknown	No	No	Where i live and impacts people with the least amount of access to transport currently

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Unknown	No	No	The North Seattle area is getting more congested due to more affordable home buying and rental options. Having more the 130th station in addition to the Northgate park and ride, which had limited parking, would help a lot.
Seattle Area	Yes	Unknown	No	No	Since I live in West Seattle and we are currently cut off from the rest of the city except by transit and circuitous routes I would of course like to prioritize light rail extension for West Seattle. However, I can see that beefing up Rapid Ride for West Seattle (and Ballard) prior to Link extensions could be a good compromise until we can get light rail in those neighborhoods.
Seattle Area	Yes	Unknown	No	No	The North Seattle area needs the additional stations and routes due to increase number of people moving into the area since it's more affordable than most of other Seattle areas.
Seattle Area	Yes	Unknown	No	No	Raise taxes on all Pierce, King and Snohomish county residents. We should be the ones paying for what we want.
Seattle Area	Yes	Unknown	No	No	
Seattle Area	Yes	Unknown	No	No	Prioritize extending coverage to areas rather than adding stations to existing Link lines which could be served by better bus service or ride-sharing services for now or automated driving services later (are stations being designed for this?). Create a coordinated hub in downtown Seattle to simplify transfer between SoundTransit lines - the current map is cryptic. Anticipate increased ridership to Northgate Link station due to Kraken development by broadening area access.
Seattle Area	Yes	Unknown	No	No	I'm curious why we aren't using the waterways more for public transit. It seems like a low(er)-cost option to run a fleet of 'water buses' 1) around Lake Union out to Ballard and to UW, 2) from both West Seattle and Magnolia to downtown, and 3) along Lake Washington from both Lake Forest Park and Renton to central Seattle?
Seattle Area	Yes	Unknown	No	No	Your question contains a false assumption. None of the transit projects on your list are 'important' to us, as none would provide convenient service to us. We live in a relatively close-in 'near-north' Seattle neighborhood that is neither served nor realistically proposed to be served by any existing or to my knowledge by any planned future Sound Transit rail or other projects, in the list above or otherwise. So, while we will continue to pay (through increased taxes, tabs, etc.) for your ongoing expenditures, none of your plans offers us any realistic potential benefit (or any reasonable alternative to the necessary continuing reliance on our car), whether your planned expenditures stay on track or not...

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	Unknown	No	No	Getting from West Seattle (where I live) to U-district and South Lake Union neighborhoods (where I work) has become hellish, especially with the west bridge being broken. Please re-connect West Seattle with the rest of the city with light rail ASAP.
Seattle Area	Yes	Unknown	No	No	Go to several Seattle Center events and monorail not sufficient transport large crowds
Seattle Area	Yes	Unknown	No	No	Equity and fairness very important.
Seattle Area	Yes	Unknown	No	No	Tunnel: Prepare for the future RapidRide C and D are widely successful, keep them running while we build Link. Delay parking for park and ride. Most visited stations do not have parking.
Seattle Area	Yes	Unknown	No	No	1. Before trying to do any more expansions, it's imperative to ensure people around new stations are able to get to them. These new stations won't have a park and ride, and also not all people have a car, not all people can bike, and not all people are able to walk 16 to 45 minutes to get from their homes to the new link stations (disabled people, people going to work with little time, etc.). Bus rides East to West will be essential for all people inclusion, and for all people to be able to benefit from the project.
Seattle Area	Yes	Unknown	No	No	
Seattle Area	Yes	Unknown	No	No	
Seattle Area	Yes	Unknown	No	No	
Seattle Area	Yes	Unknown	No	No	
Seattle Area	Yes	Unknown	No	No	
Seattle Area	Yes	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	Cut parking to stay on schedule within current constraints!
Seattle Area	No	Unknown	No	No	The Link system needs to built out as quickly as possible to move the Seattle metropolitan area into the 21st century. Adding as many rapid connections as possible to the current and planned Link system is critical and should be prioritized above new parking garages. New Link stations and connections to link stations can add thousands of new riders per day, while parking garages can only potentially add hundreds. Further, land use around transit should be prioritized for housing and commerce, not vehicle storage.
Seattle Area	No	Unknown	No	No	I think that the Link remains the best solution for traffic reduction and support expansion and station additions that will increase ridership
Seattle Area	No	Unknown	No	No	Because they impact the ability of my use of light rail to go to places I frequent.
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	Equitable access to light rail, ability to travel to all parts of the city and region. (South King County and Pierce County is important to me too, but I don't know the specific projects listed as well as the seattle area ones, so I don't feel informed enough to make choices there). Also, I don't currently ride because of covid, but I did ride light rail and local bus every day before, and will again in the future.
Seattle Area	No	Unknown	No	No	Get the rail built! Nobody will ask about the price in 10 years. Hell, 5 years
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	A West Seattle extension will generate significant ridership from a dense urban area. Conversely, "Completing the Spine," to locations such as Fife, will not have as significant an impact (and will likely encourage more unsustainable sprawl). Also, in light of the current West Seattle Bridge debacle, connections to the peninsula are tenuous at best and rapid improvements are urgently needed.
Seattle Area	No	Unknown	No	No	If I could I would use public transportation rather than drive my car. Biking is not public transportation.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	I live in the Crown Hill neighborhood, so better transit access from there is important to me.
Seattle Area	No	Unknown	No	No	Ballard which is a close-in suburb should have access to the system.
Seattle Area	No	Unknown	No	No	Moving people through and across the core of the city should be the top priority as we continue to invest in light rail. Adding service to outlying parts of the city are important as well, but should come secondary to building a strong system in the densest neighborhoods of the city.
Seattle Area	No	Unknown	No	No	They have the most long term impact and are also the ones I'm most likely to use.
Seattle Area	No	Unknown	No	No	I've been voting fir and paying additional taxes to expand the system into more than an airport line for decades and I am ready to use the service. If service isn't arriving on schedule in my neighborhood then I will vote against transit initiatives. My prioritization is directly related to the lines I would ride. The citizens of the city shouldn't have to make more concessions because of bad planning by project leadership.
Seattle Area	No	Unknown	No	No	Facilitating operation of the entire Link System seems like a good place to focus. I mean, it's the entire system!!! We have been disconnected too long!
Seattle Area	No	Unknown	No	No	Butt out of the bus business. We have way too many fiefdoms already. Instead of squandering billions on another tunnel, expand the monorail from Westlake to Ballard , Shoreline and beyond. Integrate future expansion as you go by building the switches needed for future branch lines at the first go. Integrate connections with all other modes of transport into your station designs. The turd you dropped in my neighborhood (Roosevelt) should win an award for most egregious failure to heed the needs of its site and community. Digging tunnels in our glacial till is a fools errand. Not learning that lesson after a few stabs at it says a lot about your lack of intelligence. Mendacity!
Seattle Area	No	Unknown	No	No	It is essential to address freeway traffic and emissions as well as EQUITY to transit by connecting Tacoma to Seattle by rail and making West Seattle A PART OF SEATTLE instead of the also ran second cousin. Better to invest in a rail connection that doesn't destroy the community in the process than yet another bridge.
Seattle Area	No	Unknown	No	No	Decreasing N-S traffic is important. The easier we make it for folks to travel to Seattle from the north, or, hopefully, from Seattle to Everett to work, the less congested Seattle will be and the better for the environment it will be. The same reasoning applies to traffic east and west. It doesn't seem to me that the Sounder has such potential, at least at present scedules, so I'd deemphasize it.
Seattle Area	No	Unknown	No	No	They would help me out the most
Seattle Area	No	Unknown	No	No	Get to work --- the longer you wait the higher the cost

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	North Seattle needs good connectivity to downtown, and projects that are underway have construction-impacted our community with the promise of better service to downtown.
Seattle Area	No	Unknown	No	No	I used to ride the C or the 55 every day from West Seattle to Downtown for work. The busses were constantly overcrowded - I know working from home has changed how many people use transit (including myself), but we need better systems to help connect places like West Seattle and Ballard to Downtown. Especially with the West Seattle bridge being down, it's more apparent then ever how disconnected we are from the city without essential infrastructure (whether it's a bridge or an efficient transit system). Although transit use has changed for now (and we don't necessarily know what it will look like in the future), we do still need these systems to keep our city connected and make transport easy, fast and accessible. If light rail from West Seattle and Ballard went in, there could be far fewer cars on the road. Ultimately it modernizes our city and it's better for the environment.
Seattle Area	No	Unknown	No	No	It's where we go
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	I think it's important to look at ridership and where the population benefits or looses most when service is cut. I do not think south end service cuts should be considered given that is where the vast majority of the lower income ridership comes from, or at least I think this is the case
Seattle Area	No	Unknown	No	No	Prioritize system completeness over add-ons like parking garages. If parking is a problem, charge users to pay off bonds in addition increments later.
Seattle Area	No	Unknown	No	No	Transit out of West Seattle is badly needed. West Seattle is a "forgotten" part of Seattle.
Seattle Area	No	Unknown	No	No	Projects already underway or started should be prioritized as well as those supporting the overall health of the system and delivery of service to the main corridors of travel.
Seattle Area	No	Unknown	No	No	rail access to the most people as soon as possible
Seattle Area	No	Unknown	No	No	West seattle bridge! We need consistent reliable transportation that does not sit in traffic.
Seattle Area	No	Unknown	No	No	Rail service up Interbay and the 15th corridor is so important given the rapid pace of growth. As is an east-west link from Ballard to UW - or extending the Ballard line to Connect with Northgate.
Seattle Area	No	Unknown	No	No	I love the convenience of light rail to and from the airport; I'd like to see that convenience extended to me in North Seattle. West Seattle is a lot like North, so I think it should be a priority, as well.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	It's imperative that we continue progress on the Link line development plan. Costs will only increase in the future, so we shouldn't delay these projects. Let's profit from lower transit demand in the next year or two due to remote work to prioritize these projects and be ready for the next transit surge when COVID pressures relax.
Seattle Area	No	Unknown	No	No	Building the skeleton of the LINK framework is the top priority as the region continues to grow. Buses can be repurposed or rerouted on routes - but will never be as efficiient as light rail.
Seattle Area	No	Unknown	No	No	What isn't offered as an option above â€" and should be â€" is to construct four new infill stations along the existing Sounder North line on BNSF shared track between King Street Station and Everett. This idea is not new nor is it novel. Stephen Fesler wrote a blog in 2018 making the case for this simple high value improvement that would be the highest cost effectiveness score of any project Sound Transit could pursue. The Sounder North line is known to be underutilized and there is no demand because of the lack of origin and destination stops along the route. Adding stops near Expedia's new campus in Interbay, in Ballard just north of the Salmon Bay crossing, as well as further north near Sunset Hills/Golden Gardens, and one additional stop near Shoreline, would cost potentially $10M USD and attract significant new ridership to the route. Adding stops would create some challenges with the shared freight corridor but these could be overcome by adding sidings or crossing tracks at strategic locations near the stops. Read more of Stephen Fesler's proposal at https://www.theurbanist.org/2018/01/15/case-four-new-north-sounder-stations-seattle/ If Ballard Link is on hold now the Sounder infill is the most beneficial alternative that Sound Transit should take a serious look at now and implement by 2025 or earlier.
Seattle Area	No	Unknown	No	No	West seattle has limited access. It should be the priority especially because the bridge was insufficient when it was usable
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	Increasing access
Seattle Area	No	Unknown	No	No	Priority should be given for projects that save money in the long term. Sound Transit is penny wise and pound foolish. Don't make the same mistakes as ST3. Add expansion stations now before lines open, prioritize opening lines, *not* expensive, ridiculous parking structures.
Seattle Area	No	Unknown	No	No	Commute from Seattle to Canyon Park needs the BRT Lynnwood to Canyon Park. Would use this regularly. Others chosen based on what I'd use or what would fundamentally add to the overall system.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	The downtown to surrounding neighborhood transit HAS to be improved. For years, commuting time has increased and we need to get more people off the freeways and surface streets (out of cars, into public transit). Having fewer stops on a route may be a current necessity as a result of lower project funds.
Seattle Area	No	Unknown	No	No	To help the most people most of the time.
Seattle Area	No	Unknown	No	No	I live in West seattle but work in federal way. There is no easy way to take public transit without light rail here. I also have to take a car to go visit the gym in Ballard which I typically do weekly. West seattle has been hurt by the bridge being down and should be a priority.
Seattle Area	No	Unknown	No	No	West Seattle needs more options. 130th provides a better option for Ingraham High School students.
Seattle Area	No	Unknown	No	No	westseattle bridge out!!! fiscally Responsibility!!!
Seattle Area	No	Unknown	No	No	Adding light rail stops is the most cost effective way to add service and extend ridership. This should be given the highest priority.
Seattle Area	No	Unknown	No	No	West seattle needs light rail
Seattle Area	No	Unknown	No	No	Do not prioritize building parking structures - at all!
Seattle Area	No	Unknown	No	No	I live in the Pinehurst neighborhood and would be able to use the 130th street station
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	Lake City and the 125th St corridor are currently under-served by transit. Neither the Northgate or 145th stations are useful for the population in this area.
Seattle Area	No	Unknown	No	No	Downtown is the hub. That has to be done and done well so the system works well and people will use it. If we try it and it is inconvenient or unsafe, then we'll stop using it. West Seattle already has connectivity issues, serves a large geographic area with a growing population, some of which is underserved. We want to allow people to get into and out of West Seattle for a thriving community and keep anyone from getting into their personal vehicle. I have stopped going to Cap Hill or downtown because traffic and parking is so bad, but that is not the best way to build a thriving community. Historically, the area south of downtown have been underserved and under-resourced. It would be nice to prioritize light rail in the south.
Seattle Area	No	Unknown	No	No	Please prioritize the Lynnwood link. North end traffic was horrible before the pandemic. After, one would expect it to return.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	West Seattle is uniquely isolated right now because of the loss of the bridge. Even though it will be reopened in a year or two, it will eventually need to close again to be replaced. We need better alternatives to getting in and out of West Seattle, and having a link rail (ideally not dependent on the bridge), more bus service, and anything to make it easier to get in and out of West Seattle without a car and without the bridge is essential. Right now, West Seattlites feel overlooked and uncared for by the greater Seattle, especially the dept. of transportation. Prioritizing West Seattle in the link and other developments would send a strong message to us that we matter to the city as a whole.
Seattle Area	No	Unknown	No	No	West Seattle has limited access at best and they are extremely limited when there are any problems with the access bridges, which occur frequently. Link light rail would provide an option independent of these bridge constraints. Other areas can drive to a Link light rail station, West Seattleites cannot without long congested reroutes.
Seattle Area	No	Unknown	No	No	1) West Seattle has chokepoints and limited choices especially in this bridgeless time, prioritze light rail there and in Ballard, our other "island". 2) Ensure light rail between Seattle and the Eastside aligned with major congested employer centers (e.g., downtown Seattle, Bellevue, Kirkland, Redmond, etc.) 3) Aggressively seek other funding sources including Biden's WPA-style infrastructure investment or public/private partnerships
Seattle Area	No	Unknown	No	No	Connecting the many West Seattle neighborhoods to the rest of Seattle is important for access to the rest of Seattle and would provide an economic benefit to all.
Seattle Area	No	Unknown	No	No	Graham Street should have been built in first phase and is in an underserved area with lower income.
Seattle Area	No	Unknown	No	No	The new 130th st station is walking distance from my house. I was excited by the news that the opening might be accelerated. Bus/Light Rail access to and from Ballard would speed up the commute and reduce congestion.
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	It's important to me to connect my area to the rail network. Please prioritize honoring the voter-approved routes.
Seattle Area	No	Unknown	No	No	Station at graham and MLK would make my familys life much easier and would be biggest bang for the buck
Seattle Area	No	Unknown	No	No	They are what I would use a lot, and what seem most generally useful. I would prioritize what will benefit the most transit users.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	Get rid of Ballard-downtown Seattle light rail and use the already-existing Sounder tracks through Ballard and Interbay to create Ballard to downtown Sounder service. Build small trackside whistle-stop platforms in Ballard, Interbay, etc.
Seattle Area	No	Unknown	No	No	They have the ability to replace my daily and weekend car use. I would prioritize routes/access that alleviate I-5 and downtown traffic congestion, ie can accommodate commutes from inside the city to north (Everett) and south (Tukwila) work locations.
Seattle Area	No	Unknown	No	No	I am retired and my issues are more related to making sense of public transportation in our area. I have always chosen available public transportation over driving when available. I do drive. Your assumptions about revenue do not seem solid. The ticketing process that does not limit non-ticket holder customers access will continue to discourage ridership. Please look to the experience of larger cities with robust public transportation.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	I think parking should be lowest in priority. I think user experience is really important. The UW (Husky) station already doesn't have enough elevators to serve the number of people getting off the trains and ridership will only go up as service expands. We need to build future stations that are very efficient at getting people in and out and designed well for fast transfers both between trains and with buses. I'm really worried that transfers between Link lines is not enough of a priority. When looking at international district and westlake station designs it is absolutely critical that we make transfer times as easy and seemless as possible. I prioritized freeway buses lower than light rail as I'm less clear on what infrastructure investment here would deliver in terms of user experience. In my experience waiting by the freeway is always really unpleasant no matter how nice the bus stop and what I want for freeway stops is really really frequent buses rather than stop improvements. But, I haven't followed your bus plans as closely as I've followed light rail so maybe I'm not evaluating these with enough information. There may be some value in investing particularly in West Seattle transit right now with the bridge out; might be an opportunity to get folk to switch from car to transit if the offerings are really good when things start opening up again. I listed 130th stop above Graham street since I imagine there could be cost savings factoring in 130th as you build the line through there wheareas Graham is already a retro-fit. I got the impression that a downtown tunnel will be necessary to support the volume of riders added with Ballard but I didn't include it on my priority list because it's a priority for me only in so far as it is necessary for effective expansion, I don't see the handful of stops added downtown as the value in an of themselves. So if it is required for Ballard then I think my listing Ballard effectively includes it if needed. In general I rank Ballard before Westlake since my perception is that Ballard will serve more riders, but with Westlake's bridge out I can see Westlake's priority being higher than I had it before. Light rail to Ballard and Westlake are my highest priorities. I'm excited about there being light rail to Issaquah but I ranked it lower as I see it as being less critical as a chunk of that route is along freeway and so could be effectively served by buses. I feel like a lot of the value light rail would add for me that isn't provided by buses right now (reliable, frequent service even into the late night and transfers in Seattle that feel safe for me to take even at night by myself) could be. Whereas light rail to Ballard is creating much faster transit than could exist since there isn't a freeway there.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	Sound Transit dismissed, manipulated, and literally railroaded the Rainier Valley to get its at-grade, community-splitting, dangerous (because of being at-grade) light rail line built to the airport. The Graham Street station was ditched due to its perceived cost-saving. Of all the options you listed, the most cost-effective would be to put back the planned Graham Street station. If you care about equity, this is an easy call.
Seattle Area	No	Unknown	No	No	I live near the future Graham St station, and right now many people in Rainier Valey don't use the light rail because the stations are so far apart. Adding Graham st will increase use by Rainier Valley residents. This will improve equity in the system so that Rainier Valley isn't only ridden through by passengers, but used by residents.
Seattle Area	No	Unknown	No	No	It will allow me to not have to drive to work.
Seattle Area	No	Unknown	No	No	Because I live in West Seattle and we are severely impacted by the West Seattle Bridge. We are also the largest neighborhood in population, but have very limited transit options compared to the rest of the city
Seattle Area	No	Unknown	No	No	Less taxation
Seattle Area	No	Unknown	No	No	Adding faster transportation options to west Seattle and Ballard are critical for the city
Seattle Area	No	Unknown	No	No	I just have this to say. For some reason ST has not been collecting fares for ALL riders. many people have said " I have a pass but if they can ride free I'm not going to scan my pass at all. Most UW employees that ride, don't pay either. They pride themselves in free transportation. Secondly, the trains are a filthy mess with filthy people riding and no supervision.
Seattle Area	No	Unknown	No	No	Keep approved stations. Graham Street
Seattle Area	No	Unknown	No	No	Expanding the reach of the larger system is first. Adding stations to existing lines increases travel times- use surface BRT instead to expand the reach.
Seattle Area	No	Unknown	No	No	West Seattle residents need more reliable transportation options
Seattle Area	No	Unknown	No	No	Driving and parking in Ballard and West Seattle is becoming increasingly difficult so light rail transportation to these destinations is important to me. Along this same thought process, Midtown and Fremont are high on my list. If funding is difficult I would just propose pushing the timelines out for those projects and continue working them with the funding available.
Seattle Area	No	Unknown	No	No	The station at NE 130th is important as it is a 10 min walk and work downtown.
Seattle Area	No	Unknown	No	No	Accessibility at NE 130th Street will ease congestion at Northgate park and ride enabling many more people to walk to transit and take many cars off the road.
Seattle Area	No	Unknown	No	No	NE 130th street station will serve my neighborhood and make it possible to ride light rail to work.
Seattle Area	No	Unknown	No	No	My priority is what I would use personally. I'm not sure how to prioritize the others.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	Let's make the line which is currently under construction fully operational and the best it can be before creating new lines. That means having all planned stations in operation on the lines now being built.
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	Live in West Seattle. The loss of use of the West Seattle Bridge and the resulting impact on congestion highlights the need for alternative ways to get to Seattle.
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	With the recent closure of the West Seattle bridge and the challenges of getting to and from WS, the projects to support WS should be a priority. I'd like to see it available before 2035. There are a lot of people that commute through WS from Vashon which would make the necessity of light rail in WS a priority, as well as boosting service now to accommodate the riders. Buses are always packed with standing room only. I have been working remote the past year, but plan to take transit when I go back to work and don't see how the buses will not be impacted by reduced capacity and more people needing to take transit when they go back to work
Seattle Area	No	Unknown	No	No	I live in Ballard and, although I'd like close by light rail, I think it's more important to extend light rail north and south with connecting bus service to those stations. We need to get more people out of their cars once this pandemic is under control.
Seattle Area	No	Unknown	No	No	Ballard and West Seattle have large populations of commuters to Seattle.
Seattle Area	No	Unknown	No	No	At the moment, huge chunks of the city can't regularly reap the benefits of light rail and I would like that to change as fast as posslble. I think it will also benefit transit project politically to have more satisfied stakeholders in the community.
Seattle Area	No	Unknown	No	No	The Graham station would be pivotal in addressing equity issues. The Hillman City/Rainier Valley area has been awaiting this above-ground station since the original plans. It would help to bring greater access and economic prosperity to the area.
Seattle Area	No	Unknown	No	No	Creates greater mass transit options for more people
Seattle Area	No	Unknown	No	No	I live in North Seattle and work in Bellevue. I want to use public transport to efficiently get to work. I also want to have options to explore popular Seattle neighborhoods where parking is limited.
Seattle Area	No	Unknown	No	No	Snohomish County is one of the fastest growing areas in western Washington and as those folks try to navigate into Seattle it is always bumper to bumper from Northgate to Downtown. Also, Sounder train route should be strengthened for frequent landslides so service does not have to be cancelled so often.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	It's important to connect the westernly neighborhoods of West Seattle/Ballard to the existing and future transit grids
Seattle Area	No	Unknown	No	No	Need to connect West Seattle
Seattle Area	No	Unknown	No	No	Hard to get around in the north end of town right now, need more east west routes.
Seattle Area	No	Unknown	No	No	The failure of the West Seattle Bridge demonstrated how many commuters live in West Seattle and work outside of West Seattle - it also demonstrated how few options there are to get in and out of West Seattle. While every place in the Seattle area has clear congestion problems, West Seattle has a hundred thousand people stuck behind three car bridges. Mass transit is the only viable solution for district 1.
Seattle Area	No	Unknown	No	No	Ballard is a growing neighborhood that needs to be connected to downtown through lightrail.
Seattle Area	No	Unknown	No	No	Keeping light rail expansion on track as much as possible is my top priority, especially core projects that support future growth of new lines connecting new parts of the city with the most projected ridership.
Seattle Area	No	Unknown	No	No	West Seattle light rail needs to be a priority. With the high bridge out of service, it speaks volumes to how much we need alternative solutions to get in/out of the 'island.'
Seattle Area	No	Unknown	No	No	West Seattle is growing rapidly and we are hamstrung by only a single viable arterial for efficient transit from the peninsula to points East and downtown/North. Light rail is crucial to support the surging population and lack of new parking spaces in high density developments.
Seattle Area	No	Unknown	No	No	Stride bus rapid transit to SR 522/ NE 145th Street is so important for getting around our region. It's the most cost effective and highest impact project on this list. Please consider cost effectiveness and impact. Prioritize Stride bus rapid transit to SR 522!
Seattle Area	No	Unknown	No	No	Because of the complete lack of anything outside of bus transit to everywhere west of the ship canal.
Seattle Area	No	Unknown	No	No	The west seattle bridge failure has shown us that a single piece of infrastructure can bring a whole neighborhood to its knees. Prioritizing light rail access to west seattle will ensure that any future bridge issues have a mitigation plan.
Seattle Area	No	Unknown	No	No	Because there is no telling how long the 'repairs' to the WS bridge might last and an alternate method of transportation will likely be needed.
Seattle Area	No	Unknown	No	No	Focus on projects that have been promised to the community and currently have momentum.
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	Unknown	No	No	The light rail system has done a good job of bringing people from outside of Seattle into Seattle. The focus needs to be shifted to help people who live within the city.
Seattle Area	No	Unknown	No	No	Link Light Rail build out is a priority.
Seattle Area	No	Unknown	No	No	Balance between system expansion to reach job centers and underserved areas and enhancing existing service.
Seattle Area	No	Unknown	No	No	Light rail is important, the sooner the better
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	No	Unknown	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	I think it's important to focus on projects that generate the greatest ridership and connectivity. The Seattle region has the lowest rate of car ownership, so it is important that these projects be prioritized. It is also crucial for regional mobility. I think parking projects should be delayed into later phases. Ridership, in my opinion, should be the key driver when prioritizing investments.
Seattle Area	Yes	No	No	No	They're nearest to me and going to the places I care about most.
Seattle Area	Yes	No	No	No	The transit projects I've prioritized are important to me because I see the most benefits gained in my daily life should these projects be completed in a timely manner, with the critical benefit of getting me out of my car as much as possible, especially when traveling between Shoreline and Snohomish County and/or Seattle.
Seattle Area	Yes	No	No	No	SLU/Queen Anne/Ballard light rail is the most anticipated and dense destination yet to be served. It'll massively increase ridership.
Seattle Area	Yes	No	No	No	I do not have a car, I use public transit and would love to see Link extend to West Seattle and Ballard.
Seattle Area	Yes	No	No	No	Denny / Mercer is a mess by adding a station to Denny will improve overall Seattle traffic
Seattle Area	Yes	No	No	No	I would prioritize creating a positive impact to the transit of the most people possible. This is why I've opted to prioritize light rail and park-and-rides. Light rail in highly congested areas will experience very high traffic, and park-and-rides motivate people who would otherwise drive to work to instead drive a short distance and take transit the remaining length of their commute through the most highly-congested areas.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	The Graham Street Station is a priority because South Seattle residents (BIPOC residents) residing between the existing Columbia & Othello Stations are generally lower socio-economic BIPOC demographics who work in essential services in the downtown district who cannot drive to work (because parking in downtown is prohibitive) and ride Metro. West Seattle is a more affluent demographic and
Seattle Area	Yes	No	No	No	It would make my daily commute easier!
Seattle Area	Yes	No	No	No	Access to Ballard and west Seattle is the most difficult because of lack of major roads
Seattle Area	Yes	No	No	No	Park and ride structures should be the last priority. I have chosen projects that seem to get the most people to the most places and prioritize areas in the service area that have waited the longest for light rail. Any parking infrastructure is my least priority and does not make sense given the cost and what we would give up in terms of actual service.
Seattle Area	Yes	No	No	No	Make it easier to go cross-town
Seattle Area	Yes	No	No	No	Infill stations provides better transit access to the community and are cost effective.
Seattle Area	Yes	No	No	No	1. No expensive parking structures are required 2. Rapid Ride C uses existing resources, requires relatively small additional dollar inputs compared to light rail 3. West Seattle would be better served by aerial transit to SODO & International District -- vetted for this purpose by Sound Transit in 2014, and backed up by state law 4. For underserved neighborhoods, Graham station is good idea
Seattle Area	Yes	No	No	No	Easier access to the light rail in South Seattle is impt to me as this can be an underserved community in general. Mass transit systems that have stops closer together are so much more convenient to use than larger systems with fewer stops. I used to ride every day and hope to go back to that when the pandemic is more under control.
Seattle Area	Yes	No	No	No	The South Graham Street station is crucial in serving mid to south east Beacon Hill residents, those along the huge stretch of MLK between Columbia City and Othello Stations, and residents on up toward Hillman City. MLK & Graham is a major thoroughfare and the station here would bring improved signaling and pedestrian safetyâ€”especially for the kids attending Aki Kurose who use metro to get to school. It's an easier lift as it's adding a station rather than adding new lines. My next priority is adding new lines to better connect our sprawling city.
Seattle Area	Yes	No	No	No	Beacon hill graham street station needs more priority to serve those in beacon hill south.
Seattle Area	Yes	No	No	No	We live in South Seattle but are considering work on the Eastside or in Pierce County.
Seattle Area	Yes	No	No	No	I use transit especially the light-rail. I'd like to minimize my car usage as much as possible.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	The Graham St project is crucial for pedestrian safety. As a city, we're trying to prioritize equity, we should make sure that the most underprivileged communities and low income communities have access to public transportation. This project is going to help one of the diverse communities in Seattle. Also, it's the least that the city could do, especially when they chose to put the light rail on surface streets of MLK, the poorest and historically the street that has the lowest income people living around it. It's a long avenue and needs more than three stops. Especially when there is not one park and ride or garage. How else are people going to get to the light rail and utilize it. It will also help revitalize the community and raise property value for those who are historically disenfranchised.
Seattle Area	Yes	No	No	No	I live in Columbia City and need a station at Graham St. to access the businesses and Buddhist temple around the intersection of Graham St. and Martin Luther King Jr. Way S.
Seattle Area	Yes	No	No	No	I'm a resident of South Seattle so I know how this area has historically been disinvested and underinvested in (including, but not limited to, the decision to have our stretch of light rail at street level, which results in deaths and injuries ever year). In service of ST's stated values of equity, the south end should be prioritized within Seattle. By the same token, South King should be prioritized in the bigger picture - especially those areas that are absorbing a lot of the displacement of people of color and immigrants and refugees due to gentrification. Again, these are areas that have historically been underinvested in and have less infrastructure to begin with. This is an opportunity to do that differently.
Seattle Area	Yes	No	No	No	This station would serve residents along the huge stretch of MLK between Columbia City and Othello Stations, everyone on up toward Hillman City, and those in mid to south east Beacon Hill. MLK & Graham is a major thoroughfare and the station here would bring improved signaling and pedestrian safetyâ€”especially for folx headed to Brighton Park and the kids attending Aki Kurose who use metro to get to school. It's a lower cost surface station delayed due to budget from the very original lightrail system plan. No tunnel boring or new land to buy. Now is the perfect time to prioritize Graham St.!
Seattle Area	Yes	No	No	No	Graham street station has been repeatedly promised. Light rail was put above ground against community wishes. At least invest further in service there.
Seattle Area	Yes	No	No	No	Graham Street - this should have been done a long time ago; we can't move forward with 130th without making Graham a priority. This is Equity in practice.
Seattle Area	Yes	No	No	No	Adding stations to underdeveloped areas has a greater potential to add value to underserved neighborhoods such as Graham St and NE 130th.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	If you want more people to ride the light rail in south seattle and alleviate traffic and slow lights please consider adding Graham street. making it possible for lots ofpeople to walk up and down the hills.
Seattle Area	Yes	No	No	No	I'm driving to work because it adds a lot of time to get to my house to a light rail station.
Seattle Area	Yes	No	No	No	The Graham St station is vital to my community. The distance between Columbia City and Othello stations is quite far, and it is burdensome for elderly residents living near Graham/MLK to get to either one of those stations. The Brighton neighborhood has one of the lowest median incomes in Seattle, and our community depends on reliable access to the Link. Transportation justice for all!
Seattle Area	Yes	No	No	No	Family in the eastside while I live on Seattle city limits
Seattle Area	Yes	No	No	No	Prioritize existing connections in areas closer to Seattle and Bellevue where traffic is extremely heavy
Seattle Area	Yes	No	No	No	West Seattle is critical - our connection to Seattle and beyond has a single point of failure with the West Seattle bridge - Light Rail is needed by the West Seattle community NOW
Seattle Area	Yes	No	No	No	The light rail has the biggest impact for me, so extending it increases its value.
Seattle Area	Yes	No	No	No	West Seattle Bridge.
Seattle Area	Yes	No	No	No	I live in Pinehurst and I'd like the 130th stop light rail to open earlier. I'm close to Shoreline so would like better access to there.
Seattle Area	Yes	No	No	No	We live in Greenwood, so once Northgate station is complete, would be great to go to new downtown stations and other locations like west seattle or ballard after pandemic is over.
Seattle Area	Yes	No	No	No	Most of Ballard and Magnolia are presently very disconnected from the transit network, with only a few very local bus routes available.
Seattle Area	Yes	No	No	No	Ballard has the most density with the worst transit. ST had its chance to serve the area better with Ballard to UW light rail, but did nothing to facilitate a line that is cheaper, faster to build, and serves more people in order to serve BigTech (amazon with the SLU station)
Seattle Area	Yes	No	No	No	speed and convenience of transit for residents getting through the various areas of Seattle

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Light rail projects in general are the most important to prioritize due to the influx of new people and increase in traffic congestion throughout the region. We need to be promoting alternative modes of transit to get people to stop driving and use climate-friendly options. As the regional centers of growth, projects in Seattle and Bellevue must be prioritized over parking garages and projects in Everett and Tacoma that produce lower ridership and high costs. We must choose a much smarter approach to filling our needs, not just by "completing" the spine. The spine will not matter if the issues plaguing our jobs center cannot be met in time.
Seattle Area	Yes	No	No	No	I live in Ballard and have friends in West Seattle; getting to & from either via car or bus is already slow, and going between the two is infuriating.
Seattle Area	Yes	No	No	No	Location and city layout. I would consider the spirit of the city, the ability to maintain the cleanliness and spirit of the location and project, and whether this would be claimed by homeless people (making it useless to residents, worsening traffic) when delaying, phasing, or modifying future transit projects. Prefer to improve, not infect.
Seattle Area	Yes	No	No	No	Improving reliable access to transportation to all users is important as it impacts daily life. Extending light rail and capacity for more users helps connect different areas in the region and facilitates the possibility of someone working in Seattle while living in Federal Way or Tacoma. Reliable access to transportation will also help cut down carbon emissions since more people have option to take a public transit when commuting rather than be in their personal vehicles. Prioritize phasing projects. Delaying the future transit projects will only uphold the status quo of people being frustrated with the lack of transit and further create barriers for those that need rely on public transit. With phasing, you're able to at least deliver portions of projects with the guarantee that the project will be fully completed eventually.
Seattle Area	Yes	No	No	No	Just start building and stop emailing. This is the slowest moving project. It's great to see so much thought going into this, but it's nearly been 5 years with little to no progress. We need less consulting stages and a lot more action. This shouldn't be a 100 year project.
Seattle Area	Yes	No	No	No	It's important to serve the central city with the best possible service, especially if it's a priority for people to be able to live car free. Especially post-COVID, rush hour commuting from the suburbs into the city will be less crucial.
Seattle Area	Yes	No	No	No	Commute for work

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Prioritize commuter services for less affluent areas, so public transit can make the largest humanitarian impact. Then, prioritize building facilities to reach new areas so people can see the benefit first hand -- and be more likely to vote in support of similar service expansions in the future
Seattle Area	Yes	No	No	No	Important to increase access to existing services to increase ridership. I would prioritize projects that improve existing riders experience, it is important to keep them and ensure they don't go back to single-car. If a reliable and improved service is consistently provided riders will stay and/or come back. If funding starts to become an issue, expansion projects should be delayed and continue to prioritize maintenance, refurbishment and upgrades to existing system.
Seattle Area	Yes	No	No	No	1) More transit access for needed neighborhoods. 2) for more transit service near me as well
Seattle Area	Yes	No	No	No	Delay infill stations and even delay some planned stations within the proposed lines when they're in close proximity to another station (e.g., build the box for Avalon station, but skip completing that station for now to get Alaska Junction and Delridge done).
Seattle Area	Yes	No	No	No	I believe West Seattle and Ballard areas should be focused on due to density of these two areas
Seattle Area	Yes	No	No	No	Cost-effective immediate impact, progress in extending the system to areas not yet served by light rail
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	The initial line has not met the equity goals of sound transit and the stated value of this project. Completing the line with the graham street station is a must for equitable development and coming through for communities and businesses of color. To do any less will be yet another slap in the face to communities who have already had to over ask to get the bare minimum from this process. The west seattle line is the second priority given the major bridge issue.
Seattle Area	Yes	No	No	No	Expand to more people and areas should be the goal and focus.
Seattle Area	Yes	No	No	No	prioritizes popular commuting destinations, provide supplemental bus service to west seattle areas prior to light rail due to west seattle bridge closure.
Seattle Area	Yes	No	No	No	We will ride again when my kid is vaccinated. Used to go between UW and Columbia City regularly.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	As a West Seattle resident, as a tax payer and property owner, as someone who voted for all light rail projects, and as one who is also impacted by the closure of the West Seattle High Bridge, we are the most isolated out here with severely limited quick options into town. - for healthcare options, commuting to job, to arts, culture, and sporting events, you name it. I realize the WSHB should reopen in the next year or two, but we desperately need light rail out here, before additions to existing lines. WS access first, additions/modifications (to existing/other lines) later.
Seattle Area	Yes	No	No	No	I live in Shoreline and will likely use it if it goes where I go
Seattle Area	Yes	No	No	No	I've been waiting for years to more conveniently access other parts of the Puget, North and South Sound Regions.
Seattle Area	Yes	No	No	No	Seattle needs to lessen dependence on one bridge for those who must travel for work or want to shop. Must be balance between N and S. I picked 130th based on people needing to get to Northgate or Washelli.
Seattle Area	Yes	No	No	No	Prioritize the greatest gains/service improvements to the greatest numbers of potential riders, consider underserved areas and areas under pressure from reduced infrastructure may have greater weight. Consider delays, phasing, or modifying where the inverse is prevalent, les improvement or less need. Strategically delaying start of lower priority and/or higher capital projects or elements in the short term with expectations of improved economic factors can see significant reductions in costs.
Seattle Area	Yes	No	No	No	The expectation of future Link light rail to West Seattle informed my decision to purchase a house in West Seattle. Given the closure of the West Seattle bridge, and the lack of investment in infrastructure maintenance projects, I think it's important to prioritize greater transit options for keeping West Seattle (and through West Seattle, Skagit County) linked to the Seattle core.
Seattle Area	Yes	No	No	No	Those are the ones I would use most
Seattle Area	Yes	No	No	No	I think expansion is my highest priority, especially in area that are currently car dependent for commute traffic. I consider the availability of other alternative public transportation modalities and the wealth level of the area when making those considerations
Seattle Area	Yes	No	No	No	I'd like to eliminate our dependency on our cars to get to key destinations within Seattle city limits, as well as relying on my car to get to my work on the East Side.
Seattle Area	Yes	No	No	No	I live in the area that would be affected by these changes
Seattle Area	Yes	No	No	No	I want to see new lines as a priority: took too long for northgate station to open.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Access to the most people to get more cars off of the road. Enable me to bike and transit in routes that are too long
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	East-West connectivity is lacking in the north end, hence a desire to support the SR 522 BRT line. Not a lot of (personal) interest in continued investment in Seattle area (ex. Ballard, West Seattle Link) since these projects have become extremely costly and have put ST in a bind. Best to tackle lower hanging fruit such as BRT for these communities.
Seattle Area	Yes	No	No	No	Seattle needs a strong rail system yesterday; a lot of what we're doing is playing catch-up with other cities of similar size. Trains are not only convenient (when done right) but also a more environmentally friendly choice. The more extensive the train system is, the more useful the whole system will be (including the stations already in existence). That's why I think we should prioritize new stations that extend the reach of the system (West Sea, Ballard, Lynnwood) rather than crowding the current rail with new stations what will slow the system down (like Graham St. - I live right by there but I don't think three stations in a 2-mile stretch outside of downtown is efficient!). I think my answer would be the same when considering delays - while train routes rarely change, bus routes change all the time (often depending on what the trains do), so I think if we can't do them both at once we should prioritize light rail as kind of the "anchor" for the transit system, then add bus routes around it. Another idea might be, if construction has to be paused on a rail project, that you could add an express bus route that 'mimicks' the stops the train would make so that people can get used to having that type of service.
Seattle Area	Yes	No	No	No	Serve south seattle as a priority
Seattle Area	Yes	No	No	No	These projects would allow me to get around the city without a car
Seattle Area	Yes	No	No	No	We have learnt that the bridge is the only way into West Seattle. So a redundancy like the light rail is a lifeline.
Seattle Area	Yes	No	No	No	I grew up in Tokyo where the very efficient public transit was normal. I understand how hard it is during the pandemic with decrease in revenue, but it's time to build something for our future generations. I would like to include projects that affect (positively or negatively) working class people, NOT high earners of Eastside or Ballard. 130th st station would serve Ingraham high school students to move and work where the current bus routes don't serve well.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	I live within walking distance from the site of the future NE 130th St light rail station. Having that station will make a huge difference to me, in that I will be able to easily walk (or maybe bike) to the station.
Seattle Area	Yes	No	No	No	Quite frankly the West Seattle bridge repair process has shown that there is a huge vulnerability to the peninsula. There needs to be backup reliable sources for getting in and out of west Seattle.
Seattle Area	Yes	No	No	No	Ballard, Interbay, and West Seattle desperately need more transit. If for no other reason than it will provide incentives for upzoning near the stations, including Magnolia and Queen Anne
Seattle Area	Yes	No	No	No	I am very supportive of the 130th St Station. We have lived in Pinehurst for 21 years, are local small business owners, and are raising our kids here. This station would be an incredible and important addition to our growing community. We have a very diverse neighborhood that would use and appreciate this transit option.
Seattle Area	Yes	No	No	No	Expanding light rail will reduce the amount of traffic on the road and increase safety for pedestrians and drivers alike. It will also help with affordability in an increasingly expensive housing market. I believe that we should prioritize an increased number of stops with increased frequency. Park and rides are a stop gap that only encourages more cars on the road.
Seattle Area	Yes	No	No	No	Equity (build where it's more needed) and new stations rather than making improvements
Seattle Area	Yes	No	No	No	Only 130th is more important than other projects listed. Just work on 130th up to King county line and cancel everything else
Seattle Area	Yes	No	No	No	Easy access to downtown from suburbs
Seattle Area	Yes	No	No	No	None are important to me. Maybe when I retire or can't drive anymore. But although I work from home a lot, I also need my vehicle to get to various jobsites; my schedule is random.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	A new downtown line would benefit the greatest number of people, followed by new lines to West Seattle and Ballard. These are sorely needed. I'm neutral about the 130th St. station, but ABSOLUTELY OPPOSED to building a station at Graham Street. Please note that I live nearby; if built, that would be the closest station to me. Nevertheless, I strongly object to it for the following reasons: It would be a tremendous waste of resources (Othello and Columbia City stations are quite close already); if completed, the entire system would be slowed down needlessly for a frivolous stop; the steep presence of Graham Hill precludes easy access to a future Graham St. station from neighborhoods along the lake, such as Seward Park where I live (Again, it's easier to use the #50 bus to get to either Othello or Columbia City station); and construction would jam up the already clogged SE Seattle traffic for years. Please DON'T build a Graham St. station. Use our limited resources where they are actually needed.
Seattle Area	Yes	No	No	No	Getting to work downtown is the greatest benefit for all.
Seattle Area	Yes	No	No	No	I'm interested in connecting more of the greater Seattle area. Want to decrease cars on the road and make it easier to commute in and out of the city.
Seattle Area	Yes	No	No	No	I live in West Seattle, so that's top priority, although I want ST to consider the gondola option if it would be faster, cheaper, and have shorter wait times. I didn't rate either bus option (including the W. Seattle one) because busses suck and I hate taking them. I never go to Ballard so I made that 3rd. NE130 and S. Graham were 4 and 5 because I don't even know where those locations are.
Seattle Area	Yes	No	No	No	With the increase usages of Seattle Center (hockey) team the traffic is going to be increasing and I am worried about the traffic. Also I feel like the link light rail system will be a better means of transportation. It is used a lot during games (ex. football, baseball, soccer). There should be a focused effort on getting the project completed before starting another project. Not investing in public transportation now will only cost the city more in long run. Ideally it would be nice to have a public transportation like the nyc subway system. Where we could go places with having to drive.
Seattle Area	Yes	No	No	No	I currently live in Ballard, public transportation from Ballard to downtown, UW and east side would reduce my commute and traffic. Also, without the bridge in West Seattle, we should invest on the link there
Seattle Area	Yes	No	No	No	Most relevant to my commute and home address. The more public transit I can take the better.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	I live in West Seattle and want to be able to move around the city as easily as possible. The bridge going out shows the issues caused by only having one easy way off the "island" -- we need another mode for better resilience.
Seattle Area	Yes	No	No	No	The closure of the west seattle bridge and drastic impacts to businesses and traffic indicate just how important it is to have access to the light rail in west seattle.
Seattle Area	Yes	No	No	No	Places where people live and work already in addition to places that show the most potential for growth in the future - ultimately the link system needs to connect the most riders with their primary destinations. If the systems goals are to reduce vehicular traffic impacts, the service needs to be fast, frequent and efficient between peoples homes and places of work.
Seattle Area	Yes	No	No	No	Parking is really expensive and I hate to see sound transit dollars supporting the $80,000 per space cost of building parking structures. Focus on getting the tracks in and stations build.
Seattle Area	Yes	No	No	No	I can't believe that the S. Graham Station is once again being considered to be cut. In the spirit of equity, this station should be prioritized. This neighborhood has the greatest minority and disadvantaged population that will help their livelihood with easier access to the station. This station was originally planned to be built until it was VE'd out of the constriction project. It's time this wrong move is corrected.
Seattle Area	Yes	No	No	No	I'm prioritizing Link Light rail improvements over other transportation modes because it's cleaner transportation than buses.
Seattle Area	Yes	No	No	No	I live in Ballard and wouldn't need a car if it were easier to connect into downtown efficienty.
Seattle Area	Yes	No	No	No	Would love to have a station that is 1/2 mile from my house on foot vs 1 - 1.25 miles away. Plus, as the rail line is already there, one would think it would be easier to add a platform there. Would note that with the current pandemic, I have not ridden public transit in 13 months. Once most are vaccinated, and the current WFH mandate is lifted, I would expect to resume some combination of bike, bus and LINK.
Seattle Area	Yes	No	No	No	I am prioritizing projects that extend the rail and increase access and ridership on the rail specifically. This should help engagement/usage and by extension increase revenue and willingness to provide tax dollars. In other words, people need to see what they are paying for. Busses are already ubiquitous, rail is not.
Seattle Area	Yes	No	No	No	Prioritize projects that improve mobility for BIPOC and low income communities
Seattle Area	Yes	No	No	No	Moving the most people possible with the funds available.
Seattle Area	Yes	No	No	No	Don't want light rail to W. Seattle
Seattle Area	Yes	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	I live in this neighborhood and our community could benefit from this transit system. Traffic is horrible heading north or south during peak hours heading to work and going back home. I think this will decrease traffic greatly
Seattle Area	Yes	No	No	No	Because light rail is the future of this city. Link must expand rapidly and efficiently.
Seattle Area	Yes	No	No	No	I believe extending the lines is top priority. We desperately need more rail, specifically North where transit is underdeveloped.
Seattle Area	Yes	No	No	No	I've prioritized link projects because traffic issues are one of the top complaints regionally and rail alleviates that both for rail passengers (who can't get stuck in traffic) and remaining drivers. This will also provide economic benefit to the area as well as pollution reduction.
Seattle Area	Yes	No	No	No	West Seattle is dying without transit support. We need help to access anything off the island! Without the West Seattle bridge and increased populations, the traffic has been so detrimental to our health. We need an additional mode of transportation. please!
Seattle Area	Yes	No	No	No	Given the incredible lack of access the bridge has created. I believe extending mass transit to and from west seattle needs to be a priority. Currently the commute to the university district is nearly 1.5 hours
Seattle Area	Yes	No	No	No	West Seattle has been cutoff from the downtown Seattle where many of the residents work due to bridge repair. Light-rail would've greatly alleviated this issue and we know that a new bridge will be needed in the future. Rapid-ride bus is overcrowded, slow, and often delayed.
Seattle Area	Yes	No	No	No	Do not put light rail in West Seattle! Do not. Too much growth is wrecking our neighbors. Expand light rails to areas where commuters can travel to by bus or car and jump on then go to work. We do not need the light rail in every neighborhood. Seriously. Waste of money and time.
Seattle Area	Yes	No	No	No	West Seattle needs more connectivity especially considering the current situation with the Bridge. I would like to see ST consider the Gondola proposal.
Seattle Area	Yes	No	No	No	West Seattle is a difficult place to get in/out of easily and the West Seattle bridge (when fixed) will only get more congested.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Frankly I am dismayed by the 1) underestimating costs and contingencies. We heard these same comments re rising real estate and construction costs years ago. 2) very dismayed at lack of ST investment in the city (Seattle) especially West - we seem to be paying for ST services to extend sprawl and then pay more to get reliable bus service. I do not support more parking garages. At the very least come up with design that incorporate or can be modified for housing. 3) I feel ST is not transparent - for example the format of this survey and corresponding information seems more like an advertisement. Even the format below - does't provide a place for "why"
Seattle Area	Yes	No	No	No	Rail infrastructure should be prioritized to allow for development surrounding stations first. Higher ROI and willingness of population to take rail over bus rapid transit. Higher density stations in core Seattle also will increase walkability of city center.
Seattle Area	Yes	No	No	No	West seattle is the largest neighborhood in Seattle and we have limited transit options. It's ridiculous that a station there wasn't prioritized before now.
Seattle Area	Yes	No	No	No	Ballard is one of the fastest growing neighborhoods, with areas being up-zoned for larger mixed use developments to help with densification and affordable housing. Traffic in the north-south direction has become incredibly congested and the buses were always running at full capacity pre-COVID during peak hours. With many commuters living in Ballard and working in Downtown Seattle, a light rail option would be nice.
Seattle Area	Yes	No	No	No	West Seattle has been disconnected for over a year now. I can't imagine how frustrating going back to office will be once we are all required to go back. We need a bridge/link and we need it now.
Seattle Area	Yes	No	No	No	Ballard has seen access taken away, yet it is the epic center of growth. Why would you not take care of the people that need transit and USE TRANSIT have to continue to wait to get relief. While single homes are being ripped out and more town homes & condo's with no parking. YET WHERE is the light rail. You have people that "pre Covid" packed the rapid ride buses to downtown & home. Please re-look, our neighbor hood is a mess and yet they keep taking lanes & parking away BUT no light rail / mass transit. If you want to have a thriving Urban city you need to prioritize the neighborhoods you continue get packed in. I have lived in Seattle for 35 years and it is so frustrating. I find it ridicules that money is being spent on "closing safe streets" yet it is harder to get around. Why can that money going to that project, when people just walk on the sidewalk. I'm embarrassed that can be a priority, but not getting a fast way to get around. More BUSES are not the answer.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	We live in West Seattle. We have been trapped here without a bridge and it has happened twice it can happen again. West Seattle should be the HIGHEST priority for Sound Transit. If you do not extend to West Seattle as promised which is why we voted for ST then we should no longer be charged the tax for ST. We should also be reimbursed for our contribution up to now. No one in our region has had more difficulty commuting then West Seattle. The plan needs to be given the highest priority and funding needs to be committed to this project immediately.
Seattle Area	Yes	No	No	No	I love in West Seattle and it currently does not make sense for me to use public transportation since it takes twice as long for me to get to work - even with less traffic. Getting in and out of West Seattle was already difficult when the bridge was open. I would prioritize getting people from West Seattle moving in as many ways possible.
Seattle Area	Yes	No	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	Yes	No	No	No	Prioritize connecting high density neighborhoods that will promote sustainable development in the urban core.
Seattle Area	Yes	No	No	No	they are the ones i would use most often
Seattle Area	Yes	No	No	No	I think that we should focus expanding transit WITHIN Seattle. I worry that expanding to the suburbs will just further concentrate wealth within the city while less wealthy folks are forced to live further and commute longer. Build up a robust transit system within the city and support denser housing near transit hubs.
Seattle Area	Yes	No	No	No	I believe my rankings would eliminate vehicle traffic.
Seattle Area	Yes	No	No	No	Due to the west seattle bridge having issues I believe it is very important to prioritize my area. The people of west seattle needs more option with the bridge in a heavy limbo. Even with a repair it will need to be replaced or fixed once again shortly after. This is a huge problem that needs to be thought about now!
Seattle Area	Yes	No	No	No	Second tunnel
Seattle Area	Yes	No	No	No	I live in the Youngstown neighborhood that would be demolished in the build of a new WS light rail line. I support a delay in planning, construction, etc. for this route for as long as possible and 100% support the push for the WS Skylink Gondola system.
Seattle Area	Yes	No	No	No	Considering connecting Seattle neighborhoods that are without the light rail 1st before adding in new stations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	None of these projects are important. Fixing the West Seattle Bridge is important and should be the top priority right now.
Seattle Area	Yes	No	No	No	I will be moving to Snohomish county and I would like to have the convenience of being able to get into the city quickly without having to drive
Seattle Area	Yes	No	No	No	Adding a new station to the Link line under construction at NE 130th would connect many North Seattle commuters to downtown, UW, and further North. Additionally. the Jackson Park Golf Course would benefit.
Seattle Area	Yes	No	No	No	Prioritize Ballard since it is a high density urban area and will benefit the most people.
Seattle Area	Yes	No	No	No	Many potential users are unable to walk as far as Othello station and would use a station at Graham.
Seattle Area	Yes	No	No	No	All of these should be delayed so funding can catch up.
Seattle Area	Yes	No	No	No	It is most critical to put in place the tracks and stations, completely grade separated. Optional extras such as parking buildings should be deferred before any deferrals to adding stations/tracks. I'm also OK to remove artwork and other gold plating to get a basic station in place. Key is to futureproof stations for future extensions.
Seattle Area	Yes	No	No	No	Ballard is zoned for high density and is growing rapidly, with so many people just north of the Ship Canal it will be important to have rapid transit to downtown in the future.
Seattle Area	Yes	No	No	No	I lived the majority of my life and still frequent my parents' house in South East King County (Renton/Fairwood area), and have always felt that all of my options were a commute and slightly out of reach. I encourage King County to give SE Renton more options, because there are a lot of residents out there that surely would make the commute!
Seattle Area	Yes	No	No	No	1. Prioritize the number of underserved people who would benefit from the project. 2. Try to get as many personal vehicles off the road as possible. 3. Increasing reach is more impactful than improving existing services; exposure to and accessibility for new ridership is a continuing investment towards growing participation in public transportation.
Seattle Area	Yes	No	No	No	Graham st station will increase safety for children and accessibility for all
Seattle Area	Yes	No	No	No	NONE are a priority. CANCEL West Seattle or TUNNEL. Reduce spending by not buying housing and reducing limits. I would prefer the Bridge be repaired/replaced as necessary. I would like to see the city of Seattle take care and maintain current infrastructure including roadways. I would like mass transit expansion from west seattle be more bus routes to a location on the other side of of the bridge
Seattle Area	Yes	No	No	No	Staying within revenue. If revenue is down and/or costs have gone up, CUT PROJECTS!!!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Sound transit should focus on adding new service coverage/frequencies rather than make some existing route looks fancier. The Lynwood-Bellevue rapid ride serves the same purpose as 532 today. The Bellevue-Tukwila-Burien is the same as 560. If there is a shortage of fund these lines are the lowest priority. I'd prefer to build something new that can significantly increase the mobility in this region, like the Link extension to Everett/Tacoma, New Shoreline-Bellevue rapid ride (there is no existing service for that) and Sounder extensions (which should be cheaper on existing railway). Some Link stops could always be added later if it has already missed the schedule (NE 130th st)
Seattle Area	Yes	No	No	No	Prioritize the downtown seattle light rail tunnel because downtown is a magnet for workers. Link extensions to West Seattle and Ballard are important because the ability of their residents to reach other parts of the metro area is compromised by their isolation. I would be open to delaying or phasing west seattle and ballard if revenues are compromised by the pandemic.
Seattle Area	Yes	No	No	No	We travel mainly between Seattle and the Eastside, and for work we travel between downtown and North Seattle.
Seattle Area	Yes	No	No	No	We need to finish seattle and connect our neighborhoods
Seattle Area	Yes	No	No	No	Definitely need a station at Graham street....too far of a stretch between Othello and Columbia City and many more people would ride if we had another station. Same with adding stations via West Seattle and Ballard. Less cars would be driven if we had accessible, dependable transportation that didn't have to use the same roads as cars.
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Please prioritize the 130th station. If the transit station/park and ride at Northgate is any indication of how the link light rail "traffic" will be, people will choose to drive instead of risking being late due to lack of parking/accommodations for crowd sizes. This area is continuing to grow at a rapid rate and is underserved in comparison to "downtown", so it should be prioritized. I feel as though this would serve the population in a more equitable way due to the demographics of our area (vs downtown/ballard).
Seattle Area	Yes	No	No	No	I first consider whatever will facilitate or improve the function of projects that are already happening or will happen regardless. Next I think of major projects that will improve the entire system.
Seattle Area	Yes	No	No	No	The 130th station would greatly improve access to the Light Rail and provide a quick way to travel downtown for many North Seattle residents, while eliminating traffic.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	I live in West Seattle but the project is so expensive. We should do the bus investments and infill stations first. Also, in the West Seattle plan, there should just be one station at Fauntleroy and Alaska replacing the shell gas station. The two stations at the Junction and Avalon are so close together, I think a single station makes way more sense.
Seattle Area	Yes	No	No	No	Living in the Southend I see how dependent families are on public transportation. Adding additional access points would increase user-ease.
Seattle Area	Yes	No	No	No	It's very difficult for me to visit my friends in North Seattle from my home in Columbia City. Light rail access to more parts of town west of the existing line should be a top priority, as rail is the only real solution to traffic congestion.
Seattle Area	Yes	No	No	No	The highest Seattle priority would help my neighbors access public transportation more easily.
Seattle Area	Yes	No	No	No	A lot of traffic on 145th. For light rail to work here we need BRT!
Seattle Area	Yes	No	No	No	Delay downtown projects. Prioritize reach to marginalized communities. Put in the 130th Street stop.
Seattle Area	Yes	No	No	No	Get more cars off the street and connect communities. Additionally, the broken WS bridge has proven a single connection point for transit is far too risky. I would spend more money, rather than staying home, if I could easily get out with my family and travel to other parts of the town.
Seattle Area	Yes	No	No	No	They service areas where I live/work and would enable family members to switch from driving to work to taking transit to work. Good for environment!
Seattle Area	Yes	No	No	No	I live in Ballrad and would utilize light ril once it arrives. However I find the bus service adequate and recommend prioritizing underserved communities.
Seattle Area	Yes	No	No	No	I live in West Seattle but I work in Bellevue/Redmond, so projects that focus on those two areas and on connecting those two areas are my priority.
Seattle Area	Yes	No	No	No	I recently moved to West Seattle and was not informed that my home is directly in the proposed pathway. The city of Seattle has allowed developers to build quality, multi-unit housing in the pathway and it'll displace hundreds, if not thousands of residents. North Delridge is rapidly gentrifying and is one of the few areas in the city where younger professionals can afford it. The community is up and coming and is multi culture. By virtually destroying this up-and-coming neighborhood, you'll be taking away what's special about our community.
Seattle Area	Yes	No	No	No	We should prioritize transit options in existing high density areas, because they might have higher ridership.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Building the 130th St. station as early as possible reduces costs and eliminates service delays for riders north of the Northgate station. This will bring positive impacts on how we plan the communicate from north Seattle to downtown.
Seattle Area	Yes	No	No	No	130th station would allow east-west options to Bitter Lake and Lake City. Also cheaper to do it sooner
Seattle Area	Yes	No	No	No	Improve access of North Seattle residents to Ballard, South Lake Union, and other areas. Traffic at the North end and to the West is very heavy without the light rail.
Seattle Area	Yes	No	No	No	Want cheaper options. Way too high a cost and my taxes are a huge burden as it is
Seattle Area	Yes	No	No	No	My priorities are getting link light rail to the farther edges of where people live in Seattle
Seattle Area	Yes	No	No	No	We live near 130th and work downtown. This would make all the difference in the world to our transition to and from work! It would also encourage us to go out more as we would have to worry about parking and enjoying ourselves with friends and family! Not to mention how much more we would love to reduce our carbon footprint! Please do not delay the 130th street light rail.
Seattle Area	Yes	No	No	No	Lake City has grown in density and has been left far behind in transit options.
Seattle Area	Yes	No	No	No	No access to west seattle
Seattle Area	Yes	No	No	No	For commuting to work
Seattle Area	Yes	No	No	No	The 522 project is essential in creating a crosstown connection to light rail. I live in Shoreline near Lake City Way and work in Lynnwood. I was planning to use the BRT to commute. I would prioritize the number of riders who would use the system, and the need that would be alleviated.
Seattle Area	Yes	No	No	No	130th stop is important to me since it is close to my home and had better sidewalks. The pedestrian walkways to 145th stop is unsafe.
Seattle Area	Yes	No	No	No	Increase light rail and bus access from Ballard to Capitol Hill and downtown
Seattle Area	Yes	No	No	No	Looking at over all then trying to connect outer areas to have a full system that reaches the most people. Inner city has lots of transportation options already, but the connection of the other counties and outer areas will reach the most people.
Seattle Area	Yes	No	No	No	Be able to use 130th St station soon and easy transition to downtown stops.
Seattle Area	Yes	No	No	No	Highest Density areas require multi-modal transportation choices.
Seattle Area	Yes	No	No	No	It will provide transit services closer to my home and to my extended family in other parts of the city.
Seattle Area	Yes	No	No	No	Makes major commercial centers accessible to each other

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	South and West Seattle and South King County have seen a surge of Black, Indigenous, people of color, and low-income individuals being displaced from Seattle, so I would like to prioritize investments that will benefit these communities. I chose other locations because these are places where my community and I would like to access more easily.
Seattle Area	Yes	No	No	No	Because it is a pain to get downtown from Ballard, especially if you aren't traveling in rush hour. West Seattle is nearly an Island.
Seattle Area	Yes	No	No	No	Reduce traffic, increase access, build as many new stations as possible.
Seattle Area	Yes	No	No	No	I recommend prioritizing the NE 130th Station first as I believe it's the most effective means of linking the Bitter Lake and Lake City Urban villages to light rail, as well as creating new opportunities for transit-oriented development and greater mobility in Haller Lake. Delaying the station is likely to increase costs in the long run while creating additional service disruptions.
Seattle Area	Yes	No	No	No	Projects that have the biggest bang for the buck and really reduces travel times for users when compared to normal bus travel times or driving.
Seattle Area	Yes	No	No	No	I live in Ballard, work at UW and downtown. I would prioritize building the best possible rail system even if some phases are delayed. That means a mandatory tunnel underneath Salmon Bay with terminus at 15th and Market. In 10 years we'll be looking at extending light rail to Crown Hill, and a time-crippling "bridge" over an active maritime waterway would be absurd.
Seattle Area	Yes	No	No	No	I believe there are a lot of people like me that would use the system if it were more accessible.
Seattle Area	Yes	No	No	No	an infill Graham St. LINK Station is the most beneficial to me. South Tacoma Sounder Station ridership suffers from lack of trips on the edge of peak and no simple way to get back during the off peak. The Boeing Access infill station is only useful, if Sounder was incorporated into the station, truly making it an intermodal station. Need more Sounder off peak trips and not keep on adding on peak hour trips to expand on service time span. Parking should be low priority for now.
Seattle Area	Yes	No	No	No	I prefer light rail to busses generally
Seattle Area	Yes	No	No	No	Connecting dense neighborhoods will serve the most people and outweighs service to less populated areas. Parking is very expensive and goes against the livability in neighborhoods around stations, and is thus less cost effective.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	West Seattle includes more than 110,000 residents and a diverse population whose bus transit options share roads with single occupant vehicles and are routinely delayed. But, west Seattle does not need 2 stations in alaska junction. Build one station at the triangle near the shell station and ridership will be equal to that of two stations in junction proper and at Avalon; and save at least $500 million.
Seattle Area	Yes	No	No	No	North King county needs to help cars to get off the road
Seattle Area	Yes	No	No	No	Getting to and from Ballard and West Seattle from downtown and other areas in Seattle are super important to me. I need easy transit access between all the areas of the city. Right now, they are all disjointed. It will make commutes easier and take pressure off the freeway and certain areas of the city.
Seattle Area	Yes	No	No	No	Seattle needs to be better linked together, especially West Seattle and Ballard. It is hard to get around without a car and to commute from those areas. Adding light rail will take pressure off driving and housing pressure off certain areas. It is a must.
Seattle Area	Yes	No	No	No	I think SLU and Seattle Center are the most important stations to add. SLU because so many people commute there, and Seattle Center because of the new arena.
Seattle Area	Yes	No	No	No	I live in Shoreline and work downtown. Would love better transit access to Ballard and West Seattle as these areas have great restaurants and retail.
Seattle Area	Yes	No	No	No	Parking should be the last thing on the list to be built using tax dollars and the first thing to go to save time and money
Seattle Area	Yes	No	No	No	Have to keep investing in light rail and not the rapid ride projects.
Seattle Area	Yes	No	No	No	East side or south side transit projects are more important considering growing population of Seattle and sustainability.
Seattle Area	Yes	No	No	No	I live close to the 130th
Seattle Area	Yes	No	No	No	As a shoreline resident, I would love to not have to use my car. I have to commute to south seattle and eastlake, so the potential light rail extensions would be very helpful.
Seattle Area	Yes	No	No	No	Adds station to existing line (s. Graham) to an underrepresented commercial/residential area.. current connections to west seattle is inadequate
Seattle Area	Yes	No	No	No	I prefer to have more bus options from Shoreline to downtown Seattle (in addition to RapidRide E Line) and Lynnwood/Edmonds. Bus is more flexible, easy to add/modify route and can take you closer to the destination (with less transfer so it saves time) compared to light rail station.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Prioritizing the station at 130th makes efficient use of the existing infrastructure to reach thousands of residents. In addition, bus services from lake city way to downtown are being curtailed in anticipation of a new light rail station; leaving out the station would leave commuters without a good transit option.
Seattle Area	Yes	No	No	No	To increase the budget, significantly increase the tax on gasoline/diesel as opposed to increasing car tab fees, while also lowering the cost of public transit. This would incentivize those who drive a lot - which adds to congestion and pollution - to take public transit. This alleviates many of the issues. As for the SR522 rapid bus line, I suggest the following to alleviate traffic. This will encourage more to take the bus to/from the new Shoreline Link Station: - make the right lane on NE 145th a bus-only lane - prohibit left turns on the stretch of NE 145th where there is no turn-out for left turns (basically, where 145th is only 2 lanes) - discourage cars from driving on the right lane road by designating the residential streets adjacent to NE 145th as "Stay Healthy Streets" - eliminating some of the traffic lights on NE 145th will also reduce congestion
Seattle Area	Yes	No	No	No	Based on where I live and the locations in the city that take longer to travel to. Both ballard and west seattle have immense traffic and only local road access.
Seattle Area	Yes	No	No	No	These are important to keep outlying areas connected and reduce congestion getting too and from these parts of our community.
Seattle Area	Yes	No	No	No	How soon it is needed and how bad and traffic growth.
Seattle Area	Yes	No	No	No	Living in Shoreline and commuting to the East side daily, a transit solution (ideally rail) would completely change how my family would be able to work/live. My family only shares one car, so this is critical.
Seattle Area	Yes	No	No	No	Prioritize rapid transit (Stride bus) to SR522/NE 145th Link Light rail station. It is important for me to have access to regular service to bothell as well as access to Ballard and west seattle through fast connecting measures.
Seattle Area	Yes	No	No	No	Traveling to SeaTac Airport along with visiting relatives in Pierce County.
Seattle Area	Yes	No	No	No	Recently moved to the Ballard/Magnolia/Interbay area, would love the option to ride rail to get downtown and relieve the car congestion in that region. Formerly lived in West Seattle, which could also really use the option.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Many commuters to downtown Seattle live in affordable communities in Ballard. Ballard bridge is the bottleneck of commute. The ridership from Ballard to Downtown Seattle is one of the greatest of all lines. More ppls will benefit from the completion of light rail in this part of town. West Seattle has the issue with its bridge. A light rail project will greatly help the ppls in west Seattle, another affordable neighborhood in Seattle area.
Seattle Area	Yes	No	No	No	Racial equity and economic opportunity are the key reason I think prioritizing projects that improve transit access communities of color is important.
Seattle Area	Yes	No	No	No	This is important because the community in south seattle are underserved and need access to better public transportation.
Seattle Area	Yes	No	No	No	South Seattle is an ever growing and already densely populated area with residents spanning all levels of income and need. By closing the gaps between stops on the south end line we can also close the access equity gaps present in public transit.
Seattle Area	Yes	No	No	No	Add station at Graham st, Seattle.
Seattle Area	Yes	No	No	No	I prioritize investments in Link Light rail because I believe it is the most efficient long-term solution to Seattle's increasing population. It is wildly more convenient and on-time compared to bus lines..
Seattle Area	Yes	No	No	No	The station at Graham would serve a diverse population of people who rely on the light rail for transportation. The distance between columbia city and othello is too far for the aging population of beacon hill.
Seattle Area	Yes	No	No	No	Oh gosh please keep the Graham station project. It seems like such an obvious addition, too; and even though it's years out, I do very much have plans to use it. Connecting west Seattle and Ballard are just part of my personal vision of living in an accessible city with a thriving single transit option (as opposed to having to switch from rail to bus).
Seattle Area	Yes	No	No	No	I live on graham and many of our bus routes we cut for light rail. South Seattle services are always minimal and I really feel like here we are again getting cut out.
Seattle Area	Yes	No	No	No	Access to transit for lower income people; cross-city access; stimulate south Seattle economy
Seattle Area	Yes	No	No	No	My kids currently attend Graham Hill Elementary and will eventually attend Aki Kurose Middle School. Having a station at South Graham Street will help many families get to/from school for grades K-8 and also connect many people from the neighborhood who aren't close to the Othello or Columbia Street Stations.
Seattle Area	Yes	No	No	No	The south end of Seattle has a line that goes through it but doesn't stop there (Graham St). It's a diverse and growing area.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	I would like Sound Transit to evaluate a multi-station aerial gondola system from Alaska Junction to International District in lieu of building the light rail system. This will be faster and cheaper to build. With the money that is saved, focus additional resources on the Ballard to Downtown light rail extension, and adding additional stations at 130th Street and South Graham Street.
Seattle Area	Yes	No	No	No	Location of improvements and existing service.
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Highest potential ridership, equity, and providing high-quality service to underserved areas.
Seattle Area	Yes	No	No	No	Sound Transit should prioritize building the system downtown where there is more density and ridership. Building the second downtown tunnel would be the top priority for this.
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	It's important to have additional stops along the light rail, especially making it more accessible for 98118 residents. Also connecting the light rail to previously unreachable areas such as Ballard is important. I would prioritize adding stops on light rail so that public transit can be more accessible and traffic alleviated.
Seattle Area	Yes	No	No	No	Im interested in being ablen to travel to new parts of Seattle in the light rail that hard to drive to (Ballard) and also want to make sure people in South Seattle are able to access the light rail (Graham station)
Seattle Area	Yes	No	No	No	130th station will greatly reduce car needs in the area. Without 130th station it would create a car need between Northgate and 145th.
Seattle Area	Yes	No	No	No	I think best bang for buck is extending light rail and then linking rapid bus routes to light rail
Seattle Area	Yes	No	No	No	Area I live in, work in, and visit.
Seattle Area	Yes	No	No	No	Need to relieve I5 congestion. Station at 148th only works with BRT
Seattle Area	Yes	No	No	No	The South Graham Station would enhance transit options for the neighborhoods around it: Hillman City, Brighton and Mid Beacon Hill. I live in Hillman City.
Seattle Area	Yes	No	No	No	I would use the services I prioritized.
Seattle Area	Yes	No	No	No	West seattle needs more transit- so boost the a rapid Ride. Then build that downtown station that will connect it all then, work on getting Light rail to West Seattle.
Seattle Area	Yes	No	No	No	Light rail will help growth in West Seattle. It will add to our home values and will add convenience to people living in West Seattle.
Seattle Area	Yes	No	No	No	Inner city connectedness is really suffering and the fact that west seattle/Ballard will be done at the same time as Everett is really annoying.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Driving in Seattle is awful. Please do anything you can to increase access to the light rail so driving isn't our only option. I will ride light rail daily if it was possible.
Seattle Area	Yes	No	No	No	Rethinking mass transit option in light of funding constraints. Emphasizing multi-modal options that provide near term benefits to commuters.
Seattle Area	Yes	No	No	No	The downtown tunnel is the highest-payoff project in the entire ST3 package, serving very dense neighborhoods with high-quality transit.
Seattle Area	Yes	No	No	No	Near place of residence.
Seattle Area	Yes	No	No	No	Connecting West Seattle to the lightrail infrastructure
Seattle Area	Yes	No	No	No	It is what I believe would strengthen transit as a whole.
Seattle Area	Yes	No	No	No	Prioritize service for underserved areas (i.e. low-income, BIPOC communities, etc.) and potential high-volume (to reduce carbon emissions).
Seattle Area	Yes	No	No	No	The Graham station would provide access to business in that area and would be less costly to add that station than drill and build others. Connecting the rest of the city - West and Ballard would provide more access to entire city and minimize need for cars.
Seattle Area	Yes	No	No	No	Important to get West Seattle viable transportation options.
Seattle Area	Yes	No	No	No	adding link light rail to the west side will alleviate much of the car traffic in/out of downtown. i am a C-line commuter (pre-pandemic) who plans to ride light rail once available.
Seattle Area	Yes	No	No	No	Mass transit is a crucial piece of the climate crisis solution. We need to get people out of cars and in ore to do that, we need more service and more service area.
Seattle Area	Yes	No	No	No	Reaching underinvested and underserved areas. Like West Seattle, South Seattle. I think neighborhoods that are predominantly or traditionally POC should be prioritized and serve areas in which light rail has not yet reached.
Seattle Area	Yes	No	No	No	All parking structures should be delayed. Service expansion and promises to serve areas with light rail should be first. My decisions were based on building rail and bus connectivity first. If I could have a 'do not do' option it would be for all parking facilities- the cost is way to high
Seattle Area	Yes	No	No	No	Because building rail is expensive and time consuming. Increasing express buses and roads will go a long-way in the short-run, especially for us West Seattle residents who are trapped on an island. I need to go to the Eastside 2x per week and I would take transit if there were options going from West Seattle to the East Side more easily.
Seattle Area	Yes	No	No	No	Due to the increasing density and population in the city of Seattle should make these projects the priority - West Seattle and Ballard are two of the largest and most populated neighborhoods, and adding them to the light rail network should be prioritized.
Seattle Area	Yes	No	No	No	Commuting to/from Ballard is (was) a nightmare when actually going into the downtown area

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Light rail is priority to me as I strongly believe in this form of mass transportation. I previously lived in Portland And having used light rail I see the value it creates today and future.
Seattle Area	Yes	No	No	No	In the case of Light Rail, I prioritized things that might take longer but seem more necessary to moving folks out of cars and onto transit.
Seattle Area	Yes	No	No	No	I live in Ballard. I would consider expansion and greater rider coverage to be the priority
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Besides from those prioritizations, I am more concerned about the safety for light rail passengers. There are many violent crimes, especially gun violence related, happening around Judkins Park station that's under construction. I hope Sound Transit can work with Seattle leaders to make light rail stations safer for passengers, which I believe can largely boost the number of people who are willing to take light rail for commute but were set back by security concerns.
Seattle Area	Yes	No	No	No	They are important because they eliminate impediments to taking public transportation. by improving access for all people.
Seattle Area	Yes	No	No	No	The new downtown tunnel is key for other expansions and links SLU and LQA to the network. It should be the higher priority. Beyond that the Ballard extension will have more usage than west Seattle so it should be prioritized. Investments such as parking should be delayed, and opening in sections when possible is preferable to waiting until all of a branch is done
Seattle Area	Yes	No	No	No	RapidRide is sufficient for Ballard. West Seattle is the most isolated area of the city. The Link to Ballard is nice, but too expensive for what time it gains over a good bus service. In fact, extending the bus lanes closer to downtown and for the whole day would make RapidRide even better than what it is now. Use money to provide parking by RapidRide stops. Another downtown tunnel is not needed.
Seattle Area	Yes	No	No	No	West Seattle is Seattle's largest tax base ($$$).....connecting people to downtown by another way----other than that damn piece of crap bridge is REALLY important.
Seattle Area	Yes	No	No	No	greater accessibility to inner Seattle suburbs that I have to use a car to have access to. I would consider economic impact, the proportion of the populace that a project would impact, and the current level of public transit service in the area that a transit project would take place.
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Increases ridership in new areas- not just improvements on existing areas
Seattle Area	Yes	No	No	No	I live in the city and would love to have a system that makes traveling within the city more feasible. Mostly to see this system be used beyond just the 9-5 suburban commuter set.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Connections to Tacoma and Olympia. Greater east-west connections in North Seattle.
Seattle Area	Yes	No	No	No	They continue to create the (mainly light rail) transit infrastructure. I would make completion of (1) The Seattle in-town light rail system and (2) the regional light rail system a priority to support more car-less mobility.
Seattle Area	Yes	No	No	No	Stride will connect more new locations more quickly for less cost.
Seattle Area	Yes	No	No	No	These projects will help myself and others travel within the city and communities north. There should be a balance between budget, current ridership, future projected population growth, and accessibility for those with lower income who rely on public transit to travel. Another important consideration are technologies on the horizon, like autonomous taxis and busses, which may antiquate the public transit projects under way. This should be considered in the amortization schedule for these capital projects.
Seattle Area	Yes	No	No	No	I still think much more needs to be done, but Seattle itself should be built up, made less car-centric (more BRT everywhere, and as much as possible, as well as separate lanes for bikes) and so on. I would like to not need a car anywhere in Seattle. Note I don't ride the bus and WFH but that's only because of COVID. Once that changes, and I am vaccinated, I will ride the bus/LR daily. Please think long term.
Seattle Area	Yes	No	No	No	The transit projects I've prioritized are important to me because they are the projects I would use if completed due to where I live and work.
Seattle Area	Yes	No	No	No	I've lived in West Seattle since 1985 and am now 74. A lot of people go from, or through, West Seattle heading elsewhere. Even before the bridge closed ('BBC'), there were only two ways to leave West Seattle heading north. Now there are still two paths for leaving, but they're much harder on the communities they bisect and much more destructive to commuters and roads. When more people return to work, the situation will only worsen. Before COVID, when I was able to volunteer in Pioneer Square, the Rapid C bus got me there from West Seattle very well. I don't know how that will work when I can return to volunteering. You folks have failed the people of West Seattle, and those who go through West Seattle. I think putting off these people for several more years is a dereliction of duty. In addition, the transit system fails people who need to go across the city instead of just north or south. BBC it was almost impossible for me to get to my church on Capitol Hill by bus, which I will need to do when I give up driving. It causes me to wonder how you perceive folks who use transit and who you think they are.
Seattle Area	Yes	No	No	No	Improving service and transit reliability to the areas where there is the most need for both higher density housing and commercial opportunities

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	I would prioritize stations and convenient transit service near my home, work, and other places I go to often
Seattle Area	Yes	No	No	No	It is important to connect these areas to the core to get people out of cars. I would take light rail if it took me to places other than the airport.
Seattle Area	Yes	No	No	No	The Sounder appears to be an immediate win as service already exists (so the principal infrastructure is complete...trackline). Bus service to/from Bellevue is also a quicker turnaround than laying track along I-405.
Seattle Area	Yes	No	No	No	Prioritize areas with the highest density and least access to light rail lines. Those with existing (Rapid) lines can wait. Outside of addressing shifting demographics, I would rather delay/phase the original plan. Modifying will simply provide a suboptimal system.
Seattle Area	Yes	No	No	No	Connecting the North Side efficiently to the Link system, including the 130th St station, will bring maximum bang for the buck and improve capillary access within the city
Seattle Area	Yes	No	No	No	West Seattle Bridge, light rail to West Seattle, increased water taxi runs as well as the water taxi shuttle
Seattle Area	Yes	No	No	No	We were scheduled to have a station at Graham Street. This is a very busy intersection and would benefit from a light rail station. There is: (1) a school (Aki Kurose Middle School) ; (2) a DSHS Community Services Office (Rainier Community Services); (3) a Buddhist temple (Co Lam Pagoda); and (4) numerous business and restaurants. Many residents in the immediate area would benefit greatly from having a station in this intersection of commerce, community services, and residents.
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	System as it exists has very little appeal to me personally. The current route structure is barely usable and it does not take me anywhere I care to go (Ballard, WS, Downtown, airport without having to get a ride to the airport or ride disparate assembly of transportation modes w diff ticketing/non-compatible systems). Still, I support in principle and hope for the best, if not for me, for future generations.
Seattle Area	Yes	No	No	No	These projects are the gaps in public transit I experience on a daily basis, both for professional and personal travel, during the week and weekend.
Seattle Area	Yes	No	No	No	West Seattle needs more transit options which is even more evident given our current situation of being cut off from the rest of the city for at least another year!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Ballard and surrounding areas have been high growth and traffic to downtown is affected by the ship canal as well as forced into chokepoints between Magnolia and Queen Anne hills or QA and lake union. To manage traffic from north seattle to downtown and vice versa and to reduce car use in urban villages and downtown rapid rail is a critical tool. I work at home but my wife drives daily and post pandemic we'll go back to at least weekly visits downtown.
Seattle Area	Yes	No	No	No	Getting cars off the freeways. Keeping riders from parking in neighborhoods. SAFETY.
Seattle Area	Yes	No	No	No	Pierce and South King County has been behind in transit development. It would be good to provide residents there improved and reliable transit services. NE 130th would make an impact to my commute. I would like to see that moving forward. I would like to see Sound Transit prioritize transportation equity and prioritize Pierce & South King County projects. I would vote to delay the projects on the eastside.
Seattle Area	Yes	No	No	No	I would love to be able to travel more easily to Ballard and West Seattle--two areas that aren't easily or quickly reached.
Seattle Area	Yes	No	No	No	Being able get to/ from where I want/need without using my car.
Seattle Area	Yes	No	No	No	I would advance for the largest possible reach, to open up previously non-existent pathways. Considering COVID's impacts on ridership, I would aim to open metaphorical doors, not expand existing infrastructure, like parking. I would make an exception for ADA concerns and ADA concerns only.
Seattle Area	Yes	No	No	No	West Seattle always seems to be the lowest priority. We missed out on voter approved monorail. Then no bridge. Then again lowest priority on light rail. Boo!
Seattle Area	Yes	No	No	No	With the 130th station I plan to take the link light for nearly all of my trips. I used to ride the 73 bus but with the reduced times and distancing requirements I need to drive to work and errands. The new lightrail stop at northgate means I can resume taking transit to work, which I highly prefer as gas and parking add measurable costs. The other choices involve expanding lightrail access to currently unserved urban villages that likely see a lot of car traffic, which the roads just don't handle that well. Lastly steps to maintain the line help keep it running smoothly.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	I live in the south end of West Seattle, and we are experiencing a crisis of transportation commuting in and out this area to downtown due to the cracked bridge, so I do not want to pause in the Link project to West Seattle, we need it ASAP. Also, I live in the south end, on Roxbury near White Center, and the bus routes (KCM Rapid C and route 23) from this area are extremely long rides because we are at the end of the city limits. It takes me 50-60 mins for a bus ride from Roxbury to downtown, which is excessive compared to driving which would be normally 25-30 mins. There is a lot of people who depend on transit here and need a fast efficient route. I would be willing to not have Avalon station, as long a there is Delridge and Junction station. I would really like to see this light rail extend south to Westwood Village/White Center area in future planning.
Seattle Area	Yes	No	No	No	Light rail expansion to the north and south are important to me. Alderwood west to Mariner and beyond. Completing the link between Federal way and Tacoma link and the Seattle to Ballard line
Seattle Area	Yes	No	No	No	Prioritize those projects that are in Construction Phase, then Design Phase, and so on. Consider modifying/simplifying those projects in the other phases to reduce costs. For instance, in the West Seattle plans, there are 3 stations in relative proximity (i.e., walking distance) to each other when 2 stations would be sufficient.
Seattle Area	Yes	No	No	No	there is no way out of west seattle but the bridge. Buses wont cut it. Buses are never on time, slow and do not scale well for the increase in demand and population.
Seattle Area	Yes	No	No	No	NONE not interested in the current plan for mass transit in King Co. tired of being over taxed. Not interested in buying up properties with housing. Use funds to; enhance bus service off of the west seattle peninsula to a train that already exist, repair/replace the west seattle bridge, maintain/repair/expand existing roads. Provide parking access to public park spaces.
Seattle Area	Yes	No	No	No	I live in west Seattle and hence my priorities are provided in that order
Seattle Area	Yes	No	No	No	I don't not want light rail in West Seattle. It would not be smart at this time with the budget shortfalls. I feel that the SkyLink Gondola would be more beneficial and cost effective to us and our neighbors.
Seattle Area	Yes	No	No	No	Even with the west seattle bridge open, it takes longer now due to the tunnel to get to downtown. The link connection to west seattle is crucial to people's commutes and business development.
Seattle Area	Yes	No	No	No	Importance of commuting and connecting certain areas of Seattle that are only able to get to by a long bus ride (i.e. Ballard to downtown)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Expansion of the link light rail is by far the most important project. Priorities should be Ballard and Bellevue, with Redmond coming in third. Get cars off the road! Get buses off the road next.
Seattle Area	Yes	No	No	No	(1) Helping lower income community get to/from work.... (2) and then enhancing services around large employers (Microsoft, Bellevue, Redmond Town Center, etc.)
Seattle Area	Yes	No	No	No	Number of residents are more in need in those areas, especially Graham Street and just north of Northgate
Seattle Area	Yes	No	No	No	LINK rail is the highest priority, especially inside the city of Seattle connecting neighborhoods and making link an even more accessible resource.
Seattle Area	Yes	No	No	No	prefer to see the realignment favor the west seattle to downtown route. the ballard to downtown is a low priority due to it is already easy to travel from Ballard to downtown. Just scrap the downtown-to-Ballard proposal and replace it with more Sounder trains. Those trains already run right through Ballard, Interbay, by Expedia, down Elliot Way, and on to downtown. It shouldn't cost more than a few $100 million to buy some more trains and lay down a few whistle-stop platforms next to the tracks. That'll save a few billion $ and can be ready to run in a year or two. Don't destroy Elliott Ave W
Seattle Area	Yes	No	No	No	Prioritize lower income neighborhoods
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Right now too many neighborhoods rely on cars to travel. I want Seattle to get to a place where many residents do not feel the need to drive or even own a car.
Seattle Area	Yes	No	No	No	mostly focused in Seattle for its citizens - make it easier to get around without a car
Seattle Area	Yes	No	No	No	Where I live (West Seattle Island) and efficiencies to entire system
Seattle Area	Yes	No	No	No	I have lived in Ballard since 2014 and have commuted by Metro throughout my time here in Seattle. The buses are great but can get backed up by car traffic. If the light rail extended to Ballard, I believe it would alleviate a lot of car traffic and make the commute easier for those that already take public transportation.
Seattle Area	Yes	No	No	No	Better linking Ballard and West Seattle to the existing Light Rail core would substantially improve quality of life for my family and many of my peers and co-workers.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	West Seattle's current bridge outage shows quite clearly how direly the neighborhood needs the high quality, high throughput mass transit that only rail travel can provide. It must be the top priority following the completion of the Eastside Link project currently under construction, as voted for in the ST3 package. Do not be distracted by any gondola or monorail boondoggles. The voters spoke, the taxpayers have been funding it, build the damn rail system.
Seattle Area	Yes	No	No	No	spend less on stations and aerial right of way. Emulate a Chicago El station with functional platforms with low roofs. Follow Andover/Yancy alignment in West Seattle minimizing acquisition and displacement. Tunnel to Alaska Junction
Seattle Area	Yes	No	No	No	It takes forever to get to Ballard using transit, so it's really important to build something there ASAP. A new downtown tunnel will expand access to South Lake Union and Denny Triangle, which are two of the fastest growing and densest areas in the region.
Seattle Area	Yes	No	No	No	Important to make up lost time for the short sightedness of voters in the mid-1970s when the opportunity to install and expand light rail presented itself.
Seattle Area	Yes	No	No	No	I think they will reach the most people, also I live in West Seattle.
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Getting to major locations currently only served by bus service AND to create station at graham st that should have been there to begin with.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Ballard and no doubt other outlying parts of the city have been encouraged to seriously densify in anticipation of the forth coming light rail. This rapid and often haphazard growth has trashed what was once a pleasant very middle class neighborhood. As a result, the population has exploded without the accompanying growth of infrastructure, so we have sewage overflows into the ship canal, parking and traffic chaos, not an additional inch of green space (visit Golden Gardens on a weekend), 'campgrounds' and so on. Our City Council and Sound Transit set these changes in motion and now they need to deliver on the promises within their promised timing and budget. Sound Transit's management of these projects has been both dishonest and pathetic. After lying as to cost projections and essentially stealing as to revenue (vehicle valuation scam). you're back with your hands out AGAIN. Anybody who's lived in the Puget Sound region for any length of time knows that real estate prices, with the exception of a couple of brief setbacks, have gone straight up for at least five decades. This makes projecting the costs of construction 25 or 30 years in the future a fool's errand. The pretend that such long term outcomes were going to be delivered on time and on budget was a pathetic hoax deliberately perpetrated to gain short term votes for billions to waste. Then of course there's the rush to sell bonds so as to make the scam irreversible (remember the WPPSS bonds?). The real questions should be; Why should it take 25,30, or now more, years to build what is essentially a small transit system. Why is it that earlier rail enthusiasts were able to build the 1900 mile transcontinental railroad in six years (1863-1869) largely with hand tools, during the Civil War and through hostile Native American lands? Similarly, the New York City subway system has more than six hundred miles of track and hundreds of stations, most of which was completed within the same time frame you have projected for Sound Transit; and the New York system was constructed during two world wars and the Great Depression. Also, it runs under and above the most densely populated and costly real estate in the country. I think the Sound Transit Board should resign and be replaced by others who know how to get things done!
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Lightrail from DT Seattle to Bellevue
Seattle Area	Yes	No	No	No	Where I live and where I would actually use the light rail
Seattle Area	Yes	No	No	No	
Seattle Area	Yes	No	No	No	Better transit and light rail access to and from West Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	Yes	No	No	No	Light rail is a very important part of my life and work. I took the light rail to work daily before the pandemic. The frequency, reliability and safety of light rail are very important to me. If we don't have light rail, I will have to pay the expensive monthly parking fee for work. This is bad for the environment and uneconomical. Not a good choice.
Seattle Area	Yes	No	No	No	Subway/light rail should be the priority. As one of the major city in US, public transportation in Seattle is way behind.
Seattle Area	Yes	No	No	No	Is it possible to have bus or light rail between home and work, medical facilities, visiting family and friends. Transit running on time is most important for commute to and from work (Between Seattle and Redmond).
Seattle Area	Yes	No	No	No	
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Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
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Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
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Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	As the hub to the spokes, ensuring adequate future Link light rail capacity through downtown Seattle
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Do not delay any projects
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Focus on building a closure, to borrow a term from algebraic number theory. Create one single (or two if you count the eastside separately) area where the density and zoning allow for people to live, work, and play *without* owning a car. Once inside this urban subspace (the closure), one can rely on mass transit to get anywhere from anywhere quickly. That will show the value of urban mass transit. Only then.... expand it.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Service from Ballard would alleviate a tremendous amount of traffic downtown immediately.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I believe it is important to extend the link light rail as far north and south as possible with the monies available. This will allow ST to purchase most of the land sooner rather than later which has hurt ST budgeting because it is unable to buy land in a timely manner (sooner). Also, Pierce and Snohomish counties need to see these extensions, visually to show them that their car tab fees are at work. Otherwise those counties will never vote again for additional Sound Transit projects.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	This priority (below) is very important to me. Even though I ranked it second, it ties as my first priority: Extend Link light rail from downtown Seattle to Ballard, with stations at South Lake Union, Seattle Center, Interbay and Ballard. Also - please prioritize anything that will lessen congestion in downtown Seattle.
Seattle Area	No	No	No	No	Looking at the future is all well & good, but we need to do something in the meantime to make sure that taking transit actually gets you where you need to go.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in Rainier Valley and would like better connectivity to the N Seattle and W Seattle neighborhoods. I don't live near shopping centers so being able to go to stores and Trader Joe's using the light rail would be useful.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	More link stations in Seattle especially in Central District
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Light rail to West Seattle would be a game changer.
Seattle Area	No	No	No	No	Closing the viaduct severely limited travel from Magnolia/Ballard and completely choked the interbay transit corridor.
Seattle Area	No	No	No	No	I'd rather get the large projects prioritized and out of the way given how long it's taken to get the light rail as functional as it is. It seems like some of the bus routes may be easier to add as later projects than more light rail stations.
Seattle Area	No	No	No	No	Graham St Station requires little impact to ongoing operational cost, and benefits communities of color that are not served by all of the expensive projects for non-Hispanic White areas. Further, the methods used in this survey are not commonly used in other cultures so its results are biased to native-born Americans.
Seattle Area	No	No	No	No	Build more capacity (bus or train or both) to move more people right now. Let's plan for the future, but implement what needs to be implemented today to move people efficiently and build ongoing support for public transit far into the future.
Seattle Area	No	No	No	No	I live in Seattle, but work north and east. The shared link/bus tunnel slows down both the buses and the light rail. I am very in favor of breaking those two into separate tunnels. Expanding light rail access to all areas is a priority over on street transit.
Seattle Area	No	No	No	No	I think it's important to prioritize more densely populated areas like downtown Seattle and areas that could eliminate a lot of car use (i.e. Amazon core campus, Climate Pledge Arena, etc). The downtown system in more important than the surrounding areas to me because it has so much potential and would love to see these stations come online as soon as possible.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in the Seattle area and work in the South Sound. Transit literacy and awareness of these projects in Pierce and Snohomish counties are lower than in Seattle, but the Board should prioritize transit to these historically underserved populations. I imagine this survey will garner many more responses from those in Seattle because we're most familiar with Link light rail, but that doesn't mean the North and South end aren't in need of transit. EQUITY is the paramount aspect to evaluate all future projects under. How are you prioritizing the most historically-underserved, transit-dependent populations?
Seattle Area	No	No	No	No	So much of the extended Light Line lines parallel the Sounder nearly exactly. The light rail extensions that are just adding stations at places already served by the Sounder should be shelved completely, and efforts made to support the suburban heavy rail system that already exists and divert funding to the areas that actually need - and want - light rail service. Snohomish and Pierce Counties don't want light rail and their stations are planned in the same places as Sounder stations - cancel those extensions and dedicate to bus and heavy rail needs.
Seattle Area	No	No	No	No	Parking is my last priority. The purpose of transit is to eliminate car trips, not make them shorter. Having dense housing and commercial districts as close to stations as possible and good bus connections to those stations is much much better.
Seattle Area	No	No	No	No	Delay parking infrastructure.
Seattle Area	No	No	No	No	I would prioritize preserving future flexibility to accommodate additional expansions to light rail that may happen in the future and de-prioritize parking structures.
Seattle Area	No	No	No	No	These projects most affect me as I live in and commute from Ballard.
Seattle Area	No	No	No	No	Link light rail and BRT are the most important pieces of the region's system and expanding capacity needs to come first. While Everett and Eastside expansion are important, they're commuter routes. Urban expansion to West Seattle and Ballard would support the rapid pace of development along those lines and allow many residents to go completely car-free.
Seattle Area	No	No	No	No	Greatest potential to add new riders into the system.
Seattle Area	No	No	No	No	Getting transit running in dedicated right-of-way as quickly as possible. Connecting dense hubs of housing/jobs together.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	They affect where I live and where I'd like to live
Seattle Area	No	No	No	No	De-prioritize busses and anything else at-grade

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	As funding becomes tight I believe ST should focus on projects that will truly boost ridership and serve dense neighborhoods that have the most people. My numbers 1 and 2 focus on the fast growing downtown areas of Westlake, Denny Triangle, and SLU. Add to this the new arena opening this fall and you have an area that desperately needs to be added to the Link system. Buses are good but grade-separated rail is the best option for serving this dense areas. I chose the Graham Street project as 3 because ST needs to better serve Seattle's south end, especially after problematically building the Link line at-grade.
Seattle Area	No	No	No	No	Delay parking construction, beyond the simplest surface lots, or consider charging for parking there to pay for them.
Seattle Area	No	No	No	No	Potential Ballard-Seattle Center stations are near where I live and recreate. I think that reliable, fast transit goring east-west in Seattle would be great. The bus lines available are not always reliable.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	For the questions below, I am answering "current" for my pre- and post-pandemic "normal" behavior - I am not riding transit during the pandemic.
Seattle Area	No	No	No	No	Having easier access to the LINK will be much more useful to me living downtown in order to get to places north like Ballard easier.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Please prioritize the Graham street station. This intersection with MLK is a major thoroughfare in seattle and just one block from Aki Kurose middle school. Surrounded by social services, low-income housing, and small businesses, this station is affordable and will bring more equity to one of the most diverse zip codes in the state.
Seattle Area	No	No	No	No	Connect densest areas. Biggest destinations. SLU is incredibly dense job center. Ballard is biggest remaining gap in system after ST2. I would prioritize station areas prepared to add density.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Anything that increases access to the light rail system for areas currently not served should be a priority.
Seattle Area	No	No	No	No	The Graham station is the most important to me because it is what I would utilize the most. Also, it should have been included in the initial project build. The rest of the light rail projects are important to me because I think it is the best option moving forward to help with overall traffic in the area. I am not current riding due to covid but pre-covid use the light rail weekly.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Light rail is more important than any other infrastructure project in the region. The primary reason is the simple fact that presently, commuting into Seattle is not functionally possible unless you live near the Light Rail - and the Light Rail does not reach anywhere near far enough outside the city. Pulling Light Rail to Tacoma would effectively double the number of available workers to Seattle businesses, while simultaneously making Tacoma a vastly more attractive living destination.
Seattle Area	No	No	No	No	Im in Magnolia so am most interested in the ballard to west seattle line originally mapped out for monorail
Seattle Area	No	No	No	No	My priority is better interim options for regions that are currently transit-limited (relative to density) and building core infrastructure for overall functionality. I live in Ballard, love transit, and wanted light rail here 12 years ago, but it's a neighborhood where many people have a lot of resources to use alternatives if we have to wait. Also, West Seattle's bridge debacle earns my sympathy
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Please delay building parking garages. It's more important to get the major infrastructure of light rail or rapid bus lines built so more people can start to use them.
Seattle Area	No	No	No	No	Don't build parking garages! Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive.
Seattle Area	No	No	No	No	No need to build expensive parking. A Delridge Station phase doesn't help as Line C does not serve it and it doesn't connect to East Link. Link through Youngstown is crazy, please study SkyLink.
Seattle Area	No	No	No	No	Remove large parking garages and sell the land for TOD to keep schedules on track and bring the region closer to it's climate goals.
Seattle Area	No	No	No	No	Building the promised light rail stations is the most important part of the project as it has the highest return on investment, biggest gains in mobility, and provides opportunities for transit oriented development to help alleviate our housing crisis. Projects that do not add value, and in most cases cause only harm, such as parking projects should be cancelled entirely to save money.
Seattle Area	No	No	No	No	The loss of the West Seattle Bridge has demonstrated how fragile the infrastructure is for moving in and out of West Seattle. Light Rail would reduce the need to drive, and reduce travel times to downtown and the Eastside and peak travel times.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	We need to focus on density near downtown. Building in Seattle will encourage more dense housing close to where people work. From a climate perspective, this is most effective.
Seattle Area	No	No	No	No	Add more access points and create more light rail routes to travel on to accommodate more riders.
Seattle Area	No	No	No	No	Rail. Just rail. We have massive commute/driving problems, that can mostly be solved by getting people off the roads. I don't care about bus improvements, build rail.
Seattle Area	No	No	No	No	Prioritize the building of the actual rail lines and stations, with a focus on the greatest long-term value. Not parking/park and ride. The cost is immense, not sustainable long-term, and can always added later once there's a reason for it to be there in the first placeâ€”a robust transit system.
Seattle Area	No	No	No	No	Extending Link and adding Link stations are the most important things that ST can do to build a modern transit system in the Seattle Metro. Given the funding shortfalls and the cost of new parking, parking construction should be the first thing to delay. I have not been using ST or Metro during the pandemic, but plan to do so again, once there are places to travel to. I look forward to getting rid of the car that I bought during the pandemic.
Seattle Area	No	No	No	No	Light rail is a crucial investment that cannot be deferred, and it's important that we build the system for the 100 years to come and don't cut corners. This means grade separation and a new tunnel. Local mobility within Seattle is as important as expansions as it solves the last mile issue for many commuters and will allow more Seattle residents to live car-free. Parking garages are an onerous expense which primary justification is political. The funds that go into parking garages could go into service expansions that would eventually negate the need for parking garages. Cut or delay parking garages. Improvements to Sounder service should be approached with caution given the nature and challenges of the line. Cut parking and access improvements.
Seattle Area	No	No	No	No	Light rail to Ballard. We are literally inside the city, but transit times to downtown are insane.
Seattle Area	No	No	No	No	Reach more neighborhoods so that fewer people drive and we don't continue to contribute to the climate emergency.
Seattle Area	No	No	No	No	Providing additional parking to encourage use of the Link should be the number one priority. You can see how inadequate the parking is at Tukwila which seriously limits the usefulness of that station. Adding additional light rail should also be a priority as those lines are "set in stone" so to speak, and bus lines are much more easily varied.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Light rail connectivity to the city of Seattle and surrounding regions is very important for me! I see my future not as switching to an electric vehicle, but getting rid of my car altogether; it's cheaper, safer, and better for the planet! If there's consistent light rail services through the region, road projects can hopefully be delayed as there will be more people on the trains.
Seattle Area	No	No	No	No	Need another station at Graham because of long distance between columbia city and rainer beach.
Seattle Area	No	No	No	No	Focus on projects that can contribute to more car free households. Density is key for sustainability and ridership.
Seattle Area	No	No	No	No	Long term strategic investment in fixed guideway transit is the kind of improvement that offers the highest ride quality and is least subject to the whims of political turnover. Fixed guideway projects often qualify for better federal assistance than other transit improvements. Light rail vehicles are large enough to be accommodating of bicycles enabling multi modal ridership and the vehicles last up to three times longer than buses.
Seattle Area	No	No	No	No	The Rainier Valley still hasn't recovered from all of the transit projects. The distance between the Othello and Columbia City stations is just too large. With the large amounts of housing going up, we need a system that makes it easier for people to use. Placing a station at S Graham makes sense for the neighborhood.
Seattle Area	No	No	No	No	I work in SLU and transit from Pioneer Square to SLU is horrible! Requires a transfer for a trip from one downtown neighborhood to another!
Seattle Area	No	No	No	No	Link light rail from Bellevue to Issaquah would enable fast access from the Microsoft campus (I work near there) to Issaquah. This would be a huge benefit to me because I could ride the light rail from work to the trails on Tiger, Squak, and Cougar Mountains.
Seattle Area	No	No	No	No	Build light rail everywhere
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	As the hub, keeping downtown efficient and prioritizing underserved communities are my priorities.
Seattle Area	No	No	No	No	Build link light rail first. Best long term solution.
Seattle Area	No	No	No	No	West Seattle residents experience significant traffic delays and bottleneck, affecting their lives along with everyone else due to congestion. Similar for Ballard. North Seattle is underserved and should get additional stations before south seattle, which has had service for quite some time now. I just wish NE seattle got some attention, like a line that connects to magnuson park

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I am a senior citizen and live in the zip code that would be serviced by the stop at 130th. The infrastructure is already there. If that project is delayed in it will cause train delays and cost significantly more than completing it now.
Seattle Area	No	No	No	No	I want to make sure we are focusing the money on light rail expansion rather than programs like Park & Ride. The program and parking lots are expensive, not forward thinking enough and take up a huge amount of space.
Seattle Area	No	No	No	No	I prioritized pierce and Snohomish county specifically over the issaquah projects because more low income and marginalized people who depend on public transportation live in these areas. I think equity should be the number one priority when thinking about which projects to continue. No one who makes less than 100,000/year can afford to live in Issaquah. These people do not depend on public transportation to get to their jobs. People who have been pushed south out of the city due to rising housing costs still have to work in the city and should be prioritized.
Seattle Area	No	No	No	No	Adding East & West access (rapid bus or rail) to the Link would really help employees getting to UW which is a large, regional employer. Delaying the stations at Midtown, Westlake & Denny seems reasonable because of the bus routes already in the area.
Seattle Area	No	No	No	No	I feel that delaying construction for projects that would impact future service is foolhardy -- if the voters already approved completion of the new link station at 130th, and delaying would impact lynnwood travel in future years, the impact would be too great.
Seattle Area	No	No	No	No	It's important to build a regional transit system to account for the way we live and move. Centering equity and investing in communities that lack access to reliable service. Build on your ETOD work to prevent further displacement and make sure people can access their jobs!
Seattle Area	No	No	No	No	I prioritized those projects because I think they will serve the most people and are in areas of the region that have a high density of homes and jobs. I would prioritize the projects that are in our region's most dense areas in terms of homes and jobs.
Seattle Area	No	No	No	No	Mass transit is the way to go. With a city that's so dense and traffic and parking not so great, being able to not have a car and rely on trains would be ideal. need the ability to get around city from all the major neighborhoods by train and to get out to the eastside.
Seattle Area	No	No	No	No	Providing key high speed access to key local regions and educational infrastructure. Choosing to make existing service more frequent over starting new service if I have to make that terrible choice. Making sure areas with low income populations have good access to high speed transit.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	West Seattle and Ballard are the big pieces of the ST3 plan that need to be followed through on. Connecting the NW and SW sides of the city are crucial to having a light rail system that is comprehensive enough to be used by all and not just a commuter rail that runs North/South. Not to mention Seattle's infrastructure issues in the past year, delaying mass transit access would be a true disappointment.
Seattle Area	No	No	No	No	West Seattle and Ballard need transit.
Seattle Area	No	No	No	No	They would give a way for North Seattle to get down town w/o relying on the packed bridges
Seattle Area	No	No	No	No	Expanding light rail throughout the region should clearly be our priority, even if it comes at the temporary cost of delaying/removing park and ride projects. We need to make our rail system the best option for traveling to or from downtown, whether a person lives within the city or in a nearby North, South, East, or West area. To transform our region for the better, we must prioritize light rail mass transit over more cars, bigger roads, and worse traffic.
Seattle Area	No	No	No	No	Could you not just get more money for these projects so we don't have to cancel or prioritize? Transit is so important, it's well worth approval of new taxes. But also in general I think link stations are huge for people going long distances.
Seattle Area	No	No	No	No	Connecting Tacoma to the rest of Link Light Rail will be a game-changer and cannot be delayed (the same with Everett, for that matter). Doing so helps all of us - especially, ironically, those already within the reach of Link. Currently, most suburbanites and non-Seattle urban dwellers don't understand or appreciate the immense potential of regular, affordable, reliable light rail. They have no reason to do so: it doesn't extend close enough for them to care - which, by extension, minimizes their incentive to support or vote for it. Opening the Northgate extension is a start - adding Lynnwood and the Eastside will also make a huge impact. But - speaking as a native of Pugetopolis who did grad school in the Bay - connecting Tacoma and Seattle will be world-changing for our region. Fairly or not, Link is the attention-getter for Sound Transit. I cannot count the number of people I've spoken to over the years who don't understand/appreciate the nuances/importance of improved bus lines or Sounder access (I'm a pastor, for the record, who lives in Shoreline but has a lot of connections toward the South Sound). In their mind, Sound Transit = light rail, and it's ridiculously difficult to educate them how these other "less sexy" projects warrant their taxes/vehicle fees/etc. Prioritize that connection to Tacoma: it's our best bet for getting people on board with what needs to be built/paid for (pun intended).
Seattle Area	No	No	No	No	I believe a new tunnel will facilitate eventual new lines and is fundamental to that happening. I live in the north end, so I am prioritizing the bus rapid transit and the Ballard line.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I prioritized based on the places I travel to for work and pleasure. It's a selfish prioritization.
Seattle Area	No	No	No	No	A downtown tunnel and Ballard link seem to benefit the greatest number of people. It's the most obvious and needed transit investment in the region.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Connect residential population centers to existing or under-construction expensive Light Rail routes, using express buses, xtra stations, and other improvements, to maximize their ridership, before building new routes of expensive LR.
Seattle Area	No	No	No	No	I don't like ranking these. All 5 are equally ranked as a top priority to me. These projects are critical to not only provide service but to create a lot of housing we desperately need. Without a station at 130th you won't get any upzone, and no added homes there. West Seattle has built up housing in anticipation for Link's delivery, we need to fulfil that promise. Ballard, Downtown, and additional lines are also critical because--again--this validates adding homes we desperately need.
Seattle Area	No	No	No	No	Adding stops to existing line makes fiscal sense and would be easier to complete. The current light rail stops are very spread out, making it harder to complete trips to places in between stops. Adding more stops would improve trip efficiency.
Seattle Area	No	No	No	No	Because they affect my commute and recreation activities
Seattle Area	No	No	No	No	These are the services I would use, so my priorities are personal. I am less aware of the extent of the need for service expansions in other directions. Prior to the pandemic, Metro Transit buses connecting Ballard and Queen Anne to downtown during rush hour were sometimes turning people away due to overcrowding. As residential development continues in Ballard and Uptown, this is only going to get worse, assuming pre-pandemic levels of ridership return. The situation with the West Seattle Bridge highlights the need for rail service to connect West Seattle with Downtown. A new downtown tunnel sounds good but at what cost? Note that my responses to "What transit do you currently ride or plan to ride in the future?' reflect that I continue to work at home due to the pandemic. After I am vaccinated, I will return to riding local bus more often (although until I am required to return to an office, not daily) and once I am traveling again, using Link Light Rail to get the airport and other parts of town on an occasional basis.
Seattle Area	No	No	No	No	These will connect me to my loved ones and work.
Seattle Area	No	No	No	No	graham street station would fill a huge gap in transit and probably be cheaper and easier to start and check off than any of the other options

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Services in South Seattle are often not prioritized. Access and equity matter and Sound Transit would do well not to focus on north end or W. Seattle services at the cost of support populations with more people of color.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	South Seattle is the lowest income part of the city. Why would you deprioritize last mile connection points in that neighborhood vs. more affluent neighborhoods?
Seattle Area	No	No	No	No	Just want to note that when I say I'm not currently riding, that's because of the pandemic. I rode Metro and Light Rail 5-6 days/week before the pandemic and hope to resume that before the year is out.
Seattle Area	No	No	No	No	A tree has a root system that extends out in all directions in search of water and nutrients. Once they are found, roots will branch off of that main root, while the tree begins to send more roots in that direction. I'm thinking of downtown Seattle as the tree and the different transit services, such as Sounder, Link, etc., as the roots. The new lines and extensions should be built first. Then additions can be added. Get the system out to the masses first. Get Link Light Rail to Tacoma, Everett, Ballard and West Seattle; and Sounder to Dupont before adding infill stations and parking garages. While I live in downtown Seattle, I have friends from Everett to Olympia and from Issaquah to Bremerton. My work takes me to all of these same places. It would be nice to connect more of these places for more of the regions people, than upgrade or enhance the current lines. Getting the system out to more people will help the agency in the long run because more people will have felt the benefits of Sound Transit and will be more likely to vote in favor of future expansion and upgrades. However, the majority of people live in the City of Seattle and right now getting to Ballard and West Seattle can be a nightmare. The Ballard to West Seattle line must be built on time. This will not only make Seattle more comparable to other major cities such as San Francisco, NYC, Tokyo, Paris, etc. but it will get more voters on the side of approving future expansion.
Seattle Area	No	No	No	No	1. S Graham station is big bang for buck since it's a surface station and the line is already there and would make access to a huge swath of neighborhoods that are too far between stations! 2. Obviously with the bridge being the way it is, getting to and from W seattle has been a nightmare. We need to prioritize reliable public transit to keep W seattle from being further isolated. 3. With the amount of commuting to SLU it is a no brainer to connect to this part of the city for cutting down on commuter traffic and pollution. Maybe our local Amazon billionaire could help pay for this station? Plus it connects to many of the cultural attractions in Seattle Center and Lower Queen Anne.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Accessibility for lower income areas should continue to be a priority.
Seattle Area	No	No	No	No	Priority: south seattle
Seattle Area	No	No	No	No	Graham St station is likely the easiest and lowest cost option on your list, and was part of the original light rail plan before it was cut. This station would serve the students at Aki Kurose MS as well as many many people who currently walk a mile or more to the nearest station, or who drive that mile and park on the streets. We have many new apartment and condo buildings now, and more under construction in the area, and of course many have little to no parking, so public transit is very important to those residents. In fact, the promise of a Graham St station near my house greatly influenced our decision to buy in the neighborhood in 2004, and we are still waiting after 17 years. I think it's well past the time to fill in this service gap. I selected West Seattle next because it is a part of the city that feels so disconnected, and did even when the bridge was functional.
Seattle Area	No	No	No	No	My transit priorities are in line with what I believe to be the best ways that we can provide relevant and much-needed service to those with the least access to reliable transportation.
Seattle Area	No	No	No	No	As someone who lives in near Rainier Valley, I'd like to have better access to graham street businesses. I'd also like Sound Transit to keep its word about building a station where they said they would.
Seattle Area	No	No	No	No	Communities south of downtown have hosted the light rail in their communities since it opened with the promise of being served by the resource mid Beacon Hill and Mid Rainier Valley need access to the trains the flow past their homes. The Graham st station is important. Similarly, moving within Seattle from Ballard to West Seattle has become increasingly difficult in the last 10 years and the promise of a mass transit solution has yet to be realized despite awareness of the need since the days of the mosquito fleet! We need to prioritize these solutions that work for the communities that live in Seattle before. Regional transit is absolutely a need but we need address needs at the heart of these destination communities before we overwhelm or overlook them in order to support the influx of transit riders that the regional connections will eventuallly bring.
Seattle Area	No	No	No	No	Graham St station is absolutely vital to South Seattle!
Seattle Area	No	No	No	No	Graham street station is important. There is a huge gap between Columbia city station and othello with multiple generations of people relying on commuting in this densely populated area of spring Seattle. It is needed tremendously, and there would be no underground construction-it's street level, easier to build.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The light rail is the backbone of transit in Seattle. We need to ensure we continue to connect more parts of town to the services, while continuing to maintain and improve existing parts of the system
Seattle Area	No	No	No	No	The Graham Link Light Rail is close to where I live.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	This station would serve residents along the huge stretch of MLK between Columbia City and Othello Stations, everyone on up toward Hillman City, and those in mid to south east Beacon Hill. MLK & Graham is a major thoroughfare and the station here would bring improved signaling and pedestrian safetyâ€"especially for folx headed to Brighton Park and the kids attending Aki Kurose who use metro to get to school. It's a lower cost surface station delayed due to budget from the very original lightrail system plan. No tunnel boring or new land to buy. Now is the perfect time to prioritize Graham St.!
Seattle Area	No	No	No	No	Reliable rail transit is the best way to increase capacity on major corridors. Bus rapid transit is also good, but rail has permanence . Focus on improving Transit Oriented Development and excellent station connectivity in order to avoid building expensive parking garages. Transit stations should be highly walkable with nearby work and live spaces.
Seattle Area	No	No	No	No	They are closest to my home, and family and friends
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I live near Graham' st.
Seattle Area	No	No	No	No	Beacon hill is a giant neighborhood with fewer transit options than Ballard or others; prioritize. Also prioritize connection to W Seattle over Ballard--serve the people in the income brackets that can most benefit from effective public transit! Delay anything with a tunnel or related to DT to save $$ for surface projects that will benefit more people--no one knows what DT will look like post-covid.
Seattle Area	No	No	No	No	New routes should go where there are limited ways to get there presently. The 130th stop is a waste of money....too close to 145 and the Northgate stop with no parking...what is the point?
Seattle Area	No	No	No	No	These priorities have the greatest potential positive impact for me and for people I care about.
Seattle Area	No	No	No	No	Sound Transit should prioritize transit projects in dense, urban cores and in underserved communities that have been pushed to the suburbs due to our regional failure to build affordable housing. Parking and other driver-oriented projects should be delayed the most.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Prioritize building stations in regions willing to upzone. Encourage multi-modal access (bike, ped). Decrease spending on parking!!!
Seattle Area	No	No	No	No	Any project components related to parking should be treated as the lowest priority.
Seattle Area	No	No	No	No	I prioritized projects in high-density areas or on arterials that currently have the worst traffic and no better option. My other priority is the project near me, for personal benefit.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	It is very important to me to prioritize public transportation in the densest part of the city in order to discourage car ownership and make the central areas more accessible. I think it's more important to focus on connecting the core neighborhoods of Seattle and then look to link the outlying neighborhoods and suburbs.
Seattle Area	No	No	No	No	Communities that will benefit the most from increased transit options
Seattle Area	No	No	No	No	Prioritized for (1) work and (2) play. New light rail lines and then everything else after. Extend link rail from downtown Bellevue to Issaquah is very top priority.
Seattle Area	No	No	No	No	The Ballard line should be the highest priority. There is no reasonable transit near the KeyArena and the hockey is going to cripple that area more than it already is without reasonable mass transit
Seattle Area	No	No	No	No	Building out the light rail infrastructure is key to reducing traffic. Expanding to the eastside allows for seamless transportation between the two major employment centers in the region.
Seattle Area	No	No	No	No	Build it where the people are and want to go!
Seattle Area	No	No	No	No	SLU is terribly underserviced by transit. Trying to bus home at rush hour, I've spent an hour as full bus after full bus did not stop. Connecting into Ballard will also help open up light rail to a large population.
Seattle Area	No	No	No	No	I would prioritize reaching areas that need better transit options.
Seattle Area	No	No	No	No	These projects will make it easier to get around the city
Seattle Area	No	No	No	No	West Seattle is extremely bottlenecked as evidenced by the current bridge outage. We desperately need more reliable means to connect with the rest of the city.
Seattle Area	No	No	No	No	West Seattle needs the most attention with the problems of the W. Seattle bridge
Seattle Area	No	No	No	No	Expand the distance that light rail runs as much as possible
Seattle Area	No	No	No	No	I am thinking about where it is hardest to get now, or where it takes the longest time to get to (Ballard, West Seattle), where light rail would make the biggest difference to the largest number of people.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in Ballard. Ballard is a dense neighborhood with a steadily increasing number of multi-unit apartments and a rapidly decreasing amount of parking. There should be a rapid transit system that serves Ballard. I would like to ride the Link but it doesn't serve my neighborhood. I have gotten rides downtown and taken the Link from WestLake center, but this is challenging if I have luggage. So, if I need to go to the airport, I either have to take a Lift or I drive.
Seattle Area	No	No	No	No	The south Kirkland light rail and park and ride don't serve large population centers and don't have strong redevelopment potential. I'd rather see ST and WSDOT make the most of their investments in 405.
Seattle Area	No	No	No	No	Get the most bang for your buck. Densely populated areas should receive high capacity transit first and lines under construction should be complete without backfilling later.
Seattle Area	No	No	No	No	Focus should be first on expanding light rail and adding infill stations, followed by Sound capacity and frequency increases. Parking structures should be delayed as much as possible. They may not even be as necessary in 20 years so investing money in them now seems like a waste.
Seattle Area	No	No	No	No	We need to increase access and speed on the north south corridor to catch up with the interurban line we had in place over 100 years ago.
Seattle Area	No	No	No	No	I live in West Seattle and would really enjoy having light rail service.
Seattle Area	No	No	No	No	Getting the essential spine in place and prioritizing high ridership in Seattle is really important to build future momentum
Seattle Area	No	No	No	No	I live in West Seattle and would ride the Light Rail to numerous areas north, south and east of my home.
Seattle Area	No	No	No	No	Priority to complementing existing light rail and making all parts of the city accessible
Seattle Area	No	No	No	No	The Seattle area needs more reliable mass transit
Seattle Area	No	No	No	No	I am thinking about the overall traffic patterns and pain points during commuting times.
Seattle Area	No	No	No	No	If there are still funding gaps after (possible) supplemental funding is secure, start by removing all parking structures.
Seattle Area	No	No	No	No	I live in west Seattle, and primarilycommutedowntownon bus (120). Due to long term ligt rail and bridge repair timelines, rapid ride, C and upcoming H? (120) lines are absolutely crucial as we return to work over the next year. For south sound, I own property in pierce county, but my primary use case would be traveling south on link for concerts and events at Tacoma Dome.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I'm a west Seattle resident. Even before covid/ bridge closure, buses got stuck in traffic almost as bad as me in my car. It's already a two bus commute for me. One bus plus a quick light rail would likely get me to give up my car.
Seattle Area	No	No	No	No	High population areas, difficult to access them, prefer light rail over buses due to reliability, scheduling, fixed route, and capacity.
Seattle Area	No	No	No	No	Equity - Graham Street area needs easier access to existing rail. This is low hanging fruit! New rail lines in downtown and Ballard serve high density work/live areas. West Seattle should have TOD prioritized around stations to bring more benefit to the line. 130 St. also should have TOD that is already in planning.
Seattle Area	No	No	No	No	Parking structures are the upmost importance, as the ineffective nature of the Tukwilla station, and additional light rail should also be prioritized as the long lead time makes getting started sooner of a much greater importance.
Seattle Area	No	No	No	No	Makes sense to focus on completion of existing planned and committed projects.
Seattle Area	No	No	No	No	I prioritized according to how I would use the transit options - and which would do the most to alleviate traffic congestion on our roads. I'm also concerned about clean air and reduction of carbon emissions associated with climate change.
Seattle Area	No	No	No	No	Traffic within the city is getting worse. Giving a commuting option that is fast and avoids traffic within the city is crucial. I would prioritize building new lines and super low prioritize building parking for suburban stations.
Seattle Area	No	No	No	No	They will hel me commute and reduce congestion
Seattle Area	No	No	No	No	the I5 corridor is going to see further traffic impacts in the near and middle terms. providing capacity that also helps shift demand and growth/development N/S is different from the limited secondary impacts going E/W given constraints due to community planning, costs, etc
Seattle Area	No	No	No	No	To me, these Seattle area projects are most important simply because we are already set to make incredible strides towards link expansion south, north, and east of the city, with Lynnwood, Federal Way, and East Link extensions all still on track. However, the West Seattle and Ballard lines are anticipated to bring very high ridership and are also the remaining areas with the higher population density and the lowest car ownership rates. These folks will ride public transport and should be prioritized for that reason.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Expanding East-West transit coverage.
Seattle Area	No	No	No	No	Besides self-interest, I think these are the most generally helpful projec ts

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	They are the projects that will get the most people moving. They will prioritize carless growth and therefore impact the region far beyond just those with access to light rail stations.
Seattle Area	No	No	No	No	I want the public transportation system to be robust and usable, especially within Seattle and going to main suburbs/satellite cities. Prioritizing Link is a no-brainer to me, and then prioritizing bus lines to fill in gaps not fixed by increased Link.
Seattle Area	No	No	No	No	Serve the most people sooner than later.
Seattle Area	No	No	No	No	Grade separated transit to the reopening Arena at Seattle Center to mitigate the impact of the new crowds puts the Ballard line above West Seattle. Other than that, inner-city transit expansion is the best bang for the buck.
Seattle Area	No	No	No	No	I live in west Seattle and want to make use of a west Seattle line. We have a lot of friends north of us, too, so having more connecting lines would be ideal.
Seattle Area	No	No	No	No	Directly impacts the most people
Seattle Area	No	No	No	No	I live in west seattle
Seattle Area	No	No	No	No	You need to get more options in place for accessing Seattle, which is frankly a nightmare both for bicycling (especially due to endless construction routing bikes into dangerous traffic, a failure to connect bike routes, and almost no effort to protect bike lanes from cars) and car commuting.
Seattle Area	No	No	No	No	integrate the Link spine to reduce negative impacts of private car ownership / driving (harmful emissions, congestion, car accidents) including airport stops. integrate first mile / last mile connectivity with existing partners - KCM, PT and Community Transit so that walk/roll, bike, bus, rideshare station access is prioritized
Seattle Area	No	No	No	No	I most value any projects that get/keep people out of their cars as much as possible, and that service downtown and eastside commercial centers. I use transit primarily for business purposes, so things such as park & ride lots or services to outlying suburban areas don't hold a lot of interest for me.
Seattle Area	No	No	No	No	Prioritize the investments that will result in the most ridership for the least cost. Don't build any parking, and prioritize the more productive lines, like Downtown to Ballard, over the less productive, like Downtown to West Seattle or Issaquah to Kirkland. Keep BRT on track since it's relatively cheap for the impact it will have. Also consider using BRT to get to Boeing and keeping the light rail along I-5 or 99 the whole way to Everett.
Seattle Area	No	No	No	No	I would prioritize transportation in the urban core. Suburban stations that are already served by Sounder (like Everett) should be delayed.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ballard and West Seattle link connections are the most important to me because I often have to drive to those areas and it takes forever and the parking is terrible. Delaying those would be a big bummer, especially for west seattle because they don't have another connection to the city right now.
Seattle Area	No	No	No	No	I live next to Graham, I know how much that stop would improve service and the downtown, Ballard west seattle and SLU are vital to improve traffic and make the city connected
Seattle Area	No	No	No	No	Broadening the range of light rail to communities that have lower access to vehicles or existing transit is more important than light rail access to Ballard, Queen Anne, and Interbay. If you can get more good bus service for the same cost as less light rail, go bus until we can build the light rail right (not 100' in the air at Delridge!!!)
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I would benefit the most from these projects. Ballard is a high transit ridership area. Prioritize serving the most people.
Seattle Area	No	No	No	No	Delay building park-n-ride lots in favor of building more rail
Seattle Area	No	No	No	No	I ride the light rail to get to work most days, and use it to get around Seattle in combination with buses. I would love for it to run later into the night, and go to more stops in general. I'm personally not interested in parking garages, or just making things nicer. I'd rather have the infrastructure extend out for greater mobility.
Seattle Area	No	No	No	No	Prioritising projects to/from places with heavy bus loads, biassed towards where I live (oddly). Cost is an obvious factor in delaying/phasing/modifying future transit, but simply running more buses isn't helpful when they have to mix with traffic.
Seattle Area	No	No	No	No	Ballard can no longer wait for a rail connection. We have built a far-flung system for commuters, but neglected the City of Seattle. We should prioritize dense neighborhoods and in-city travel to combat climate change. STOP BUILDING PARKING GARAGES AROUND STATIONS! Built TOD instead. It's ridiculous that we are funding parking garages around train stations--where else in the world is that done? It makes absolutely no sense.
Seattle Area	No	No	No	No	Interbay and Ballard sooner is SO important to the companies like Amazon, Google and Facebook--all with campuses in SLU area and with workers that live in Ballard, Interbay, Magnolia, Queen Anne, etc.
Seattle Area	No	No	No	No	Access to the UDistrict station, Ballard and Bellevue are places I need fast and easy access to. Plus it will help with traffic in the city.
Seattle Area	No	No	No	No	Serve more areas, get it done faster. Serve the highest # of people for $ available

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The projects currently under construction serve all of my current and possible needs. The ones I'd prioritize are ones that will move the largest number of people into and out of our city centers.
Seattle Area	No	No	No	No	I think increasing ridership so there are less cars on the road is important. I don't really know how to do that. I live in Seattle so just chose things I'd enjoy personally. Love public transit < 3
Seattle Area	No	No	No	No	Get around Seattle better by link
Seattle Area	No	No	No	No	The Seattle city limits have seen a lot of improvements to transit and now I think it's time to help the commute time for people on the Eastside and North of Seattle to help further alleviate traffic congestion.
Seattle Area	No	No	No	No	ST should prioritize the projects that add the most all-day ridership and take traffic off area roadways, focusing later on infill and lower ROI projects like larger parking garages.
Seattle Area	No	No	No	No	Need is greatest in South Seattle, thus adding the S. Graham St. station is a top priority.
Seattle Area	No	No	No	No	Traffic around Seattle Center is only going to get worse with the new arena. Transit options for getting from Queen Anne/Uptown to downtown (or other transit hubs) that won't get stuck in traffic will make a huge difference for the area. (I am not currently riding transit because of covid work from home and transit concerns, but I plan to once things return to normal.)
Seattle Area	No	No	No	No	Give priority to moving people within Seattle and the I-5 corridor. Connect areas of the city that are currently not served by light rail to ease congestion.
Seattle Area	No	No	No	No	Those are the places I could replace car trips with - this is me voting as a single user, not a sees-all planner
Seattle Area	No	No	No	No	I use public transportation to commute to downtown or SLU for work.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I live in the north end and the public transportation options are not great.
Seattle Area	No	No	No	No	In-city Seattle projects must come first! The population density, all-day ridership (vs commute-heavy) and the desperate need to get more cars off the road must be prioritized before thinking about expansion to the wider region. I find that I drive much more than I want because there are no reasonable transit options. And I've lived on and off in Europe and the Bay Area -- both of which have committed (and in Europe's case, awesome) rail options. Let's speed up on this -- not slow down! Seattle first! Ballard most of all!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The emergency closure of the West Seattle bridge has emphasized how much we need more and better transportation options to West Seattle. Core priorities for me are expanding light rail to more communities, making commuting by light rail an option for as many people as possible, and making bus connections to light rail fast and simple.
Seattle Area	No	No	No	No	I only know how I (and my family) move through the city. My priorities reflect what I would use or in the case of west Seattle where I can see the most dire need
Seattle Area	No	No	No	No	They will do the most to reduce traffic on the roads.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Priorities "to do": 1) Increase access to lower income areas first (S. Graham St) 2) Extend link to West Seattle given bridge issues and diverse income area 3) Assuming it will be difficult or time consuming to navigate one end of system to other without this, and that there will be a lot of transfers that need to happen here (but couldn't find much info about this project, so really not sure I've appropriately prioritized it. You should provide a direct link from the survey to info about each project you listed) 4) Ballard pop growth has clearly outstripped existing transportation capacity Priorities "to delay": 1) Any other (other than S Graham) in-fill stations 2) Extensions north and east (consider modifying to increase park & ride options or increase connecting bus services in the interim)
Seattle Area	No	No	No	No	I prioritize light rail over heavy rail and don't see any value in the bus service aspects of these budgets.
Seattle Area	No	No	No	No	West Seattle desperately needs quick transit options that are 'traffic proof'. We NEED Link light rail.
Seattle Area	No	No	No	No	Removes more cars off city streets
Seattle Area	No	No	No	No	Increasing light rail connections throughout Seattle to make transit more convenient and less subject to road traffic.
Seattle Area	No	No	No	No	Extending light rail to West Seattle and Ballard should be priorities. Both areas are underserved by existing arterial roads (especially West Seattle now that the bridge is closed) and contain large populations of middle class, working families.
Seattle Area	No	No	No	No	Traffic to from Ballard. Expedia will eventually move in and make it worse
Seattle Area	No	No	No	No	Kill 130th station. Moving people around downtown better/faster will mean more people can live downtown and (hopefully) stabilize rents to reasonable levels (much lower than now). Prioritize a tunnel under the ship canal into Ballard OR lobby for no bridge openings, unless there is an emergency, from 6ap-9:30am and 3pm-7:30pm.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	West Seattle is isolated, the bridge being out only makes this worse. I'd also love to eventually see the light rail elevated between Mt Baker and Rainer Beach, allowing for faster transit times to SeaTac and eventually beyond.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Prioritize new rail and new tunnels, then new rail stations, in the densest areas.
Seattle Area	No	No	No	No	I live in West Seattle, and we have already suffered enough over the past year with the loss of the West Seattle bridge.
Seattle Area	No	No	No	No	West Seattle and Ballard have been challenged without good plans for transit since the City of Seattle killed the monorail. Density and population growth continue in both locations and, now with the West Seattle Bridge down, it is crucial that these communities be prioritized - as they originally were the first areas of Seattle with a proposed mass transit back in the days of the monorail plan. Prioritization beyond that would be to get to as much of the city as quickly as possible to reduce traffic and emissions and create transit that is quick and efficient to get people to/from major destinations in the Seattle City area.
Seattle Area	No	No	No	No	Most long term impact
Seattle Area	No	No	No	No	Everything related to light rail is the most important. Light rail doesn't get stuck in traffic or contribute to freeway congestion, and people who won't take the bus due to prejudice will still take the light rail. Extending the light rail to more places and creating a more robust network will allow it to be utilized more fully.
Seattle Area	No	No	No	No	The core downtown tunnel must be built or there can be no further expansion to other neighborhoods. Cancel all parking structures (surface lots only). If ridership is down then you don't need parking structures at all.
Seattle Area	No	No	No	No	First priority for me is to expand the coverage of Sound Transit to more communities throughout the region. Having more light rail is best, bus rapid transit is next, and things like park and rides is last.
Seattle Area	No	No	No	No	Important to get more people into downtown using light rails from neighborhoods where bus service is slow. Uncertainty with West Seattle Bridge is the reason for a lower rating than the north stations. Recent H Line improvements should help West Seattleites, too, once the bridge is repaired.
Seattle Area	No	No	No	No	Focus on transit and focus on transit that serves people in dense areas (i.e., so it is connecting to walking, bike, scooter, or bus, not to car). Defer all parking construction.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	We need to prioritize the building of the railways before anything. Worry about stations later - as you don't really need anything beyond a platform - people will come. Delay any tunnels as they are the most expensive item on the table. You can elevate the trains. Technically, as the St. of WA owns the highway corridors, you can adjust your build plans to build adjacent to the highways. People use the highway corridors and you can reuse the bus terminals at major hubs
Seattle Area	No	No	No	No	West Seattle should be the lowest priority because it will be under utilized. People commuting via light rail from west Seattle would need to drive to the light rail station and park and ride. They can already accomplish this with the water taxi. And bus service is more far-reaching than light rail, so it can catch the people who are interested in public transportation who won't use a park and ride.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I believe there are a large Group of citizens that will benefit from an increased access to the Link. This will all citizens to commute to work and even explore the city to benefit business in all neighborhoods.
Seattle Area	No	No	No	No	I would prioritize serving BIPOC neighborhoods and working to mitigate displacement.
Seattle Area	No	No	No	No	Given my location in Georgetown, I generally use light rail to access locations north of downtown because the Station Light Rail is the fastest to get to via the 124 Bus. Therefore, north side projects are of greater importance.
Seattle Area	No	No	No	No	While I have many friends in West Seattle, they have chosen to live in a locale deliberately remote from the city proper. Therefore, why spend a fortune on their needs when folks living in the city (eg Ballard) have tremendous needs. Plus, Ballard has (had) an active nightlife with little parking - perfect for transit.
Seattle Area	No	No	No	No	West Seattle desperately in need of better transportation options. To reduce automobile traffic.
Seattle Area	No	No	No	No	I'm in the path of the Delridge station and feel stuck by the delays. It affects my ability to sell my property because the decision is pending but not made. Make the decision already so we can move on with our lives.
Seattle Area	No	No	No	No	I prioritize the near-term enhancing funding to existing systems because I believe that future projects are likely to be delayed for a long time and perhaps entirely rethought.
Seattle Area	No	No	No	No	Build out the light rail network sooner than later so the impact can be felt as soon as possible. Eastside connections are important to avoid spoke travel into Seattle downtown. 405 traffic is terrible!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	don't build more parking. focus on dense areas. try not to displace people. work with community partners.
Seattle Area	No	No	No	No	Connect dense urban villages of Ballard and West Seattle Junction to downtown, Seattle Center and Stadiums via light rail
Seattle Area	No	No	No	No	These projects are the ones that I plan to use the most.
Seattle Area	No	No	No	No	#1 priority is extending link access to all major neighborhoods within Seattle and connecting Seattle & Bellevue.
Seattle Area	No	No	No	No	I like the idea of connecting West Seattle to downtown with more transit options since the WSHB is out.
Seattle Area	No	No	No	No	We are considering a move to West Seattle, and light rail would be extremely convenient for my commute to downtown. I have family members in Ballard, and would use it to travel to them.
Seattle Area	No	No	No	No	Provide non-auto transportation alternatives to suburban/exurban areas. Allow me to travel from Seattle to these areas without needing a car
Seattle Area	No	No	No	No	West Seattle and Ballard have been left on the fringe of this whole thing for too long! These are dense, vibrant areas that contribute to the City and deserve better, faster transit service. I live in Ballad so that will benefit me (in tens years of so - I hope!) - but there is a big picture to consider as well. Seattle is hungry for fast, reliable transit. Why is it going to areas of the region that don't want/need/or care for it?
Seattle Area	No	No	No	No	Primary focus should be adding rail access to communities with out any. A larger overall network should precede any other system improvements or bus routes as this will also stimulate residential and retail hub developments at new stations serving TOD oriented riders at the new station locations. This benefits the entire region by adding density in pre-planned areas and economic stimulation to currently isolated and economically struggling areas.
Seattle Area	No	No	No	No	In-fill stations on existing lines are #1. After that, the most # of people served, especially West Seattle given the challenges with the bridge.
Seattle Area	No	No	No	No	I prioritize the new Graham St. station above all else because of its racial and economic justice impact on South Seattle. Improvements and expansion to the overall light rail system, including extensions to West Seattle and Ballard, are also very important to me both from a personal use standpoint and the benefit those improvements would bring to the city and surrounding region. I also really want to see the light rail systems in Seattle and Tacoma connected to improve access and reduce road congestion.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I lived in Ballard for several years, and I think it would be a humongous boon for the neighborhood if it were more connected to the rest of Seattle. As far as west Seattle goes, with the recent bridge closure, keeping west Seattle connected is more crucial than ever.
Seattle Area	No	No	No	No	I think helping people in Seattle get around the city via link light rail is important. Ballard and West Seattle especially need this service.
Seattle Area	No	No	No	No	I live in Ballard and use bike and transit to get around most of the time. My top priority is Ballard light rail, but I am hugely in favor of increasing access to transit city-wide in a way that promotes equity.
Seattle Area	No	No	No	No	There are 2 items that I am using to prioritize: - What makes my area of the city more transit friendly, light rail to Ballard is going to be a game changer for me. - How can we continue to build the best regional transit system in the country, remove cars from the road and create equitable access?
Seattle Area	No	No	No	No	Parking is VERY expensive for the return on investment. Prioritize the movement of people with light rail, rail, bus, access improvements and lastly parking. For over $100k a spot it is a waste of ST dollars that could be used to create a system. Find ways to build higher and denser at stations instead and allow other/private developers to do the work of parking development and not the transit authority. Also - truthful answers in the current ride and future ride are misleading. I work from home and when I am back I will be riding ST Express at least twice a day 5x's per week, this will skew your survey results without capturing this COVID occurrence of a downturn in transit use.
Seattle Area	No	No	No	No	We should be prioritizing rail, followed by bus rapid transit, to connect as much of the area to transit as possible. Parking should be an absolute last priority in all cases.
Seattle Area	No	No	No	No	for years I lived in Ballard and felt that it has a serious issue with transit. It simply was difficult to get anywhere but the U-district except at rush hour. I also have had the same experience with West Seattle which is really and Island and needs help
Seattle Area	No	No	No	No	Maximize routes that can take the largest # of cars off I5, 520, and 90..
Seattle Area	No	No	No	No	link light rail would make the city so much more accessible
Seattle Area	No	No	No	No	"Bus Rapid Transit" is not "Rapid" when it's running on city streets, and stuck waiting for bridges to open. We need reliable train service from Ballard and West Seattle yesterday. Any delay in completion of Light Rail service to these corners of the city just puts more pressure on a failed bus system.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Light rail first, sounder fine as it is. New bus service is not necessary, I pay car tabs and the current price is high enough. Raise the rates for the people using light rail not the people driving beside it. I only use light rail on occasion but pay over $300 a year for it in car tabs. Let the riders foot some of the bill.
Seattle Area	No	No	No	No	I commute from downtown Seattle to Snohomish Co. Connecting to Mukilteo, Paine Field and Everett will be a great relief to the I5 Corridor mess.
Seattle Area	No	No	No	No	Don't put off capital projects that will increase in cost significantly if delayed (e.g. tunnels, bridges)
Seattle Area	No	No	No	No	Many of my employee live in South King Co. and Pierce County due to more affordable housing. Longer commutes have a disproportionately larger economic impact on lower wage workers.
Seattle Area	No	No	No	No	West Seattle needs serious help. I live in the South end of West Seattle.
Seattle Area	No	No	No	No	I live in W. Seattle and work downtown. I would prefer to have the WS Light Rail line completed, but realize that other projects are important, too. Unfortunately, I'm not sure how you could phase the WS line, especially given the WS bridge issues
Seattle Area	No	No	No	No	Get the 130th st station done ASAP so it can be finished as part of Lynnwood Link or at least accommodate construction with minimal impact on operations of Lynnwood link if it has to be built after Lynnwood Link is running. The link Line additions for midtown, SODO, Ballard, and West Seattle should be priorities since they have they affect the densest urban areas not currently served by or otherwise planned to be served by link...in otherwords they affect the most people in the Puget Sound Region who use transit.
Seattle Area	No	No	No	No	Important to me because I own property in Ballard. Stations that link Ballard to downtown will increase a draw to our apartment property.
Seattle Area	No	No	No	No	South Graham Street station was already cut once in ST1, cutting it again in a community that has proven it will use light rail in favor of stations or service in affluent white communities would be, well, racist.
Seattle Area	No	No	No	No	Light rail should expand service as quickly as possible. The 130th station will be less expensive if built now, and increase the number of riders in an increasingly dense part of town. Ballard and Interbay are the densest neighborhoods and underserved by current transit options.
Seattle Area	No	No	No	No	I want to prioritize the Link Light Rail network above all else. Then I want improved connectivity local to my zip code.
Seattle Area	No	No	No	No	More stations and lines in Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I am more likely to ride Light Rail than any buses. And the more area that can be accessed, the better.
Seattle Area	No	No	No	No	Recognize that a lot of ppeople are moving out of Seattle downtown areas and into close suburbs. Maximize the utility of stations being added rather than adding a ton of new stations with limited utility.
Seattle Area	No	No	No	No	I live in Ballard so those projects are a higher priority.
Seattle Area	No	No	No	No	Ballard and West Seattle feel somewhat inaccessible with current transit, so expansion there would be good. And any way to get cars off I-405 is a win.
Seattle Area	No	No	No	No	The most important thing to me is getting the Ballard Line built, and built right. Building transit to dense areas, between dense areas, is absolutely the best bang for the buck. The second most important thing is getting the program back on track. I think we need radically simpler/more "standard" station designs, and we should look closely at alignments, and how to make a decision on alignments EARLY that are cost-effective and we can acquire land for YEARS before construction begins. Seattle is not becoming cheaper.
Seattle Area	No	No	No	No	These projects are closest to where I live and work and travel frequently.
Seattle Area	No	No	No	No	Ballard desperately needs better transit/transportation options. Also I live close to the 130th St station location.
Seattle Area	No	No	No	No	Making cars a choice and not a necessity is my goal--my North Seattle neighbors all have multiple cars and I want them to have a clear reason to skip car trips in favor of transit. Also, there's growing density in Crown Hill, we need fewer cars and less traffic.
Seattle Area	No	No	No	No	I live in magnolia and we are currently underserved by public transit.
Seattle Area	No	No	No	No	I live near Seattle Center and would be absolutely delighted to be able to take the light rail to locations like downtown, SLU, Ballard, and Interbay. Right now I sometimes take the bus and sometimes drive, but light rail would be so fast and convenient. It would also be great to be able to easily reach places that are currently cut off from where I live, like West Seattle or Eastside.
Seattle Area	No	No	No	No	Personally those are areas I would travel to

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Link Light Rail is a top priority for me because it eschews traffic altogether. I live near the new Northgate light rail station, so the station at 130th is attractive to me because I can see it improving traffic in my own neighborhood. Beyond that, I chose the Ballard and West Seattle extensions because those areas are the most landlocked, especially given the extra isolation that comes along with losing the West Seattle bridge. I think creating better access to light rail for folks who can reasonably only get around by a car right now is a top priority. Whether they can travel solely by light rail in the future, or combine a light rail trip with a short bike or bus ride, this could dramatically reduce car trips once we're all back in the office after pandemic restrictions are lifted.
Seattle Area	No	No	No	No	South Seattle is under serviced, Extending the light rail is the best use of resources long term. temporary solutions ultimately make long term solutions even more delayed
Seattle Area	No	No	No	No	East/West movement across Seattle is very difficult. Adding link stations East/West I think would greatly improve mobility for all riders, addressing the affordability gap.
Seattle Area	No	No	No	No	Light rail investment across the entire system seems most important. I would like to see Ballard light rail happen faster, not slower.
Seattle Area	No	No	No	No	housing density and numbers of commuters
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	These projects prsonally affect me.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	highest additional ridership with least cost
Seattle Area	No	No	No	No	We need to provide more access to the growing areas to the north of downtown.
Seattle Area	No	No	No	No	Ballard has grown to many multiples of the original urban development plan and transit has been reduced. West Seattle has suffered near 'removal' from the rest of Seattle due to the bridge closing with no decent transit option.
Seattle Area	No	No	No	No	Ballard and West Seattle should already be linked through a monorail. I can't believe we are once again being put to the end of the line. The entire greater Seattle area will have light rail before we do. It's ridiculous especially considering the high density growth both neighborhoods have experienced in the recent past. I'm hugely frustrated
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Live in NW Seattle so Ballard district is important. Need bus service in addition to light rail .

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The most important thing is continuing to build out and expand the transit infrastructure on time, additional things such as park-and-rides can and should be delayed, especially if the transit stops will be served by bus feeder lines and/or the stop has sufficient homes within walking and biking distance.
Seattle Area	No	No	No	No	130th Station would be my stop to commute every day via rail.
Seattle Area	No	No	No	No	Delivery of new lines is most important to me, followed by access to the new lines (BRT) followed by adding stations to existing lines
Seattle Area	No	No	No	No	Light rail to West Seattle is important to me because we have limited access options (especially with the West Seattle Bridge shut down). It would be so nice to be able to take the light rail from West Seattle instead of Rapid Ride C and transfer downtown. Please give light rail priority to West Seattle! PS. Pre-pandemic I rode transit 4-5 days a week. In September I anticipate riding transit that frequently again.
Seattle Area	No	No	No	No	Given how terrible the roads are around West Seattle and the limited access, especially with the West Seattle bridge being indefinitely closed, Sound Transit could get a lot of bang for it buck in helping to improve that whole area and make it much easier to navigate. Ballard also is difficult to get to by current bus routes. Last time I checked, I could drive to Ballard from Shoreline in under 20 minutes, but taking the bus was more like 90 minutes if I got the right connections. Also, late night service was so scanty that planning any evening activity that relies on the bus was difficult.
Seattle Area	No	No	No	No	As a west Seattle resident prioritizing transportation options for the west Seattle communities.
Seattle Area	No	No	No	No	Huge gap from Northgate to stations north. 130th backfill is a great way to take advantage of existing line and reduce congestion and parking crush at Northgate.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Ballard has been the neighborhood with the most "density" development and the congestion is felt. It's time Seattle prioritized the rail to this neighborhood and West Seattle.
Seattle Area	No	No	No	No	I've prioritized the BRT projects above the construction dependent projects since they are less expensive but should be able to provide meaningful transit improvements to people who live in those communities. The next priority category is to expand the light rail networks to provide fast, environmentally friendly transit to those communities. I think adding additional stations should not happen until the new lines are completed. I do not think parking should be added to the Sounder stations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Several years ago, it was shown that the Ballard line would have the highest ridership and that likely still will hold true. Not only does it make sense from a revenue perspective but also from a growth perspective as this area continues to become more dense with apts. A good transit system will reduce people's need to rely on cars.
Seattle Area	No	No	No	No	I think accessibility to West Seattle is something that likely cannot be delayed given the condition of the bridge
Seattle Area	No	No	No	No	My residence in Magnolia
Seattle Area	No	No	No	No	Light rail expansion is my top priority. We are a one car family and would like to stay that way for as long as possible. Having easy, reliable, grade separated transit to see friends and family is important to our quality of life.
Seattle Area	No	No	No	No	I grew up in the San Francisco Bay Area where there were promises of connecting BART to the South bay, and proposals of connecting BART to the North Bay. 30 years later the south bay link is not complete and the north bay link has never been approved. While voters are behind building the light rail and there are lots of very wealthy tech workers, now is not the time to pull back on building the light rail. Indeed, the light rail expansion in Seattle is is not nearly ambitious enough. You should take BART as a cautionary tale: all your "plans" ten years down the road will never happen. Build it now, build it fast. If something is built, voters will fund to maintain it. Its much harder to advocate for building something big later. Don't waste your time and limited resourced with busses and extra stations. Lay more track as fast as possible. Raise taxes to pay for it. Slowing down the expansion would be a severe misstep.
Seattle Area	No	No	No	No	Accessibility to and from these communities is important given road congestion.
Seattle Area	No	No	No	No	I live in those areas and commute to them.
Seattle Area	No	No	No	No	Ballard has been cut off from the urban core for far too long (in terms of public transportation). Enhancing the light rail system in the urban core will increase ridership, and West Seattle is now also cut off from the urban core, and a large population base is affected by it.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Connecting West Seattle to make it more accessible from downtown and Capitol Hill.
Seattle Area	No	No	No	No	West Seattle has a severe pain point at the west Seattle bridge. We need options!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Cost-effectiveness: attracting the most new riders at the least cost. The current board presentation on the reset do not seem to show cost-effectiveness. The survey does not ask about some program elements or changes to elements. When Sound Move was reset, significant program changes were made. Suggestions: deleted ST3 Link and BRT parking; use the land next to frequent transit for housing; convert Issaquah line to electric bus; extend north to downtown Kirkland. with delay of ST3 capital, please provide better service in the meantime: short Link headway and waits at all time periods; short bus headway and waits at all time periods now (e.g., routes 535, 522, 545, 550, 574, 594). Restructure bus lines now: truncate Route 545 at UW Link; serve FWTC with Route 594; does Route 594 have to serve SODO; it has Link; use the Seneca-Spring ramps and transit lane. run Route 574 more frequently. If Everett Link is delayed, provide better bus service to Lynnwood Link. Implement the NE 130th Street station with the rest of Lynnwood Link; add grade separated crossing of NE 130th Street to the station. Ask WSDOT, BNSFRR, and UPRR, if two-way all-day South Sounder can be provided. Do not throw funds at North Sounder.
Seattle Area	No	No	No	No	West Seattle needs dedicated transit to downtown Seattle as does Ballard. Most of the (voting) support for Sound Transit has come from King County. We should build out what is needed in Seattle and King County and then continue with Pierce and Snohomish.
Seattle Area	No	No	No	No	I believe in Seattle that the West Seattle and Ballard Link commitment is the highest priority. Generally, elsewhere, I would prioritize expanding Sounder and bus service and adding stations to existing lines.
Seattle Area	No	No	No	No	the new station at NE 130th will reduce the volume of traffic from the north and from a personal standpoint make it really easy for me to go downtown where my office is located
Seattle Area	No	No	No	No	West Seattle needs light rail. It is nearly an island, and we are seeing right now what happens to residents when the one main transportation artery is cut off. More options are needed, and I prefer light rail.
Seattle Area	No	No	No	No	impact on inexpensive travel for low and moderate income workers. We may need to consider the need to transport students to and from schools.
Seattle Area	No	No	No	No	Main issue is connecting population centers like Ballard & West Seattle to rapid transit to reduce and/or eliminate vehicular traffic. Building a new tunnel is too costly. While adding new statiions to the existing line is attracftive, this can wait.
Seattle Area	No	No	No	No	I live in the area and the demand will only increase. Any dollar invested will have a positive ROI.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The West Seattle line should be completely thrown out and redesigned. I have voted several times for the line to run down Delridge instead of serving the AK Junction. That is a wealthy area and most people drive. The folks that live and travel along the Delridge corridor would get much more value from a new elevated line running to Burien.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	They are the ones that I will use most frequently.
Seattle Area	No	No	No	No	Light rail is the most important as I live near it and prefer not to use a car. I want to be able to go to both Ballard and Tacoma on light rail. That would be amazing and would reduce so much traffic. I could go to the Ballard farmers market and not worry about parking. On a bus it's an hour and 20 min from SE Seattle, on light rail it'll be way less than that. I would be able to visit my friend in Tacoma easily. My friends in Tacoma that work in Seattle will be able to do that commute without dealing with the Sounder or traffic.
Seattle Area	No	No	No	No	Shoreline and North Seattle have avid riders and need more options
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Need for more light rail to get cars off the road. Need for parking areas near light rail.
Seattle Area	No	No	No	No	Ballard and West Seattle connect major population centers to downtown reducing reliance on overcrowded roads and highways. This link will enable me to avoid 5 or more car trips to downtown weekly.
Seattle Area	No	No	No	No	Building the downtown spine and increasing capacity to receive future alignments is highly important. Buildout of light rail and RapidRide to West Seattle is of personal importance to me, particularly with the West Seattle bridge outage.
Seattle Area	No	No	No	No	Close to where I live or work
Seattle Area	No	No	No	No	help with travel around Seattle, avoid using the car need frequent service, days and evenings
Seattle Area	No	No	No	No	equitable access to mass transit options
Seattle Area	No	No	No	No	I would prioritize expanding and improving light rail over all other projects, especially any that involve a single occupancy or gasoline-powered vehicle.
Seattle Area	No	No	No	No	Spend money on improved bus transit and slow roll the increase of link northward.
Seattle Area	No	No	No	No	It is so hard to get to Ballard and West Seattle without a car (and even with a car now)
Seattle Area	No	No	No	No	both moving people long distances and encouraging easy transit between seattle neighborhoods

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I know that the outlying areas as well as Ballard and West Seattle have been waiting for good transit for so long. I'm prioritizing West Seattle because we can see right now the difficulty of getting a significant portion of Seattle's population into the rest of the city when the primary access point is cut off. Beyond that, I want to ensure the two areas that want transit - Pierce and Snohomish county are getting them. The Eastside has thrown up roadblocks at every opportunity and so I'm less inclined to encourage investment in their transit projects.
Seattle Area	No	No	No	No	I live in Othello and it would be nice to have more stations in the south end of Seattle so I don't need to drive to run errands, go out to eat, etc. It also expands options for where people can live.
Seattle Area	No	No	No	No	I am unlikely to take a bus, but I ride the light rail regularly. I am prioritizing the areas I personally travel to. From a policy perspective, I would prioritize underserved transit areas where low and lower income people need to travel for work and recreation. I don't know what those are, so they are not reflected in my responses. I would also prioritize projects that take cars off the road in all the major "downtown areas" (the neighborhoods between SoDo and Lake Union) and major commuting routes (e.g. between east side and west side, between west Seattle / Ballard and commerce districts). I especially would prioritize link transit to Seattle center / the new stadium. Sports gridlock and exorbitant parking fees are debilitating
Seattle Area	No	No	No	No	Anything other than parking.
Seattle Area	No	No	No	No	light rail is key
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I have been living with the construction of the Lynnwood extension near 130th. The 130th infill station is extremely important to my neighborhood (Pinehurst) as we will lose our reliable 41 bus service from what I have learned. If there is not an infill with the current construction, then please continue the 41 bus line at least to the Northgate station.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I have prioritized light rail projects because slowing down and delaying those projects tends to compound the delay because the process takes so long. I have prioritized the light rail in the core of Seattle because that's where Sound Transit receives most of its support. If Pierce and Snohomish county had their way, they would leave the tri-County agreement. The last ballot measure failed in most of their communities. So, build the most expensive parts of the system in the core and keep cost savings for the periphery. Increase Sounder capacity in the South Sound rather than expanding light rail in downtown Tacoma. Keep building the Light Rail "spine" to connect the region.
Seattle Area	No	No	No	No	West Seattle might as well be on Mars at this point with the high bridge out of commission. The south/southeastern side of WS, South Park & White Center are underserved, less affluent communities which should be prioritized ahead of communities with a higher % of people who can work remotely, who own cars and/or have a more robust public transit network already.
Seattle Area	No	No	No	No	I think Downtown/Ballard/West Seattle would be the biggest game changers when it comes to the region's transportation network.
Seattle Area	No	No	No	No	I think about who could use the add'l transit options the most and who would actually use them. I don't picture people with massive homes and 3 car garages in Sammamish and Issaquah waiting in line to ride the bus. Whereas those who have been pushed out of the Seattle market and can afford a home in Renton, Tukwila, Burien and maybe Lynnwood would need and use it the most. Also, I-405 is WAY worse than I-90 at rush hour.
Seattle Area	No	No	No	No	Improve transit in areas I might move to.
Seattle Area	No	No	No	No	They serve the most people with a fast and reliable collective transit option.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Ubiquitous, fast, reliable light rail in the only way to have sustainable public transit. We need more connections via light rail so that different neighborhoods can access the main line.
Seattle Area	No	No	No	No	Getting light rail to these two key corridors/neighborhoods must be our priority. Waiting more than a decade to have trains running across these parts of the city just isn't acceptable.
Seattle Area	No	No	No	No	Connecting Link to the Seattle Center complex is going to be vital when the Kraken begin playing at the new arena. The neighborhood simply doesn't have the parking capacity to deal with the influx of cars that we're going to see for major events there. The time between the opening of the arena and the arrival of Link will be years and we're all dreading the impact it's going to have. Having legs of Link go up to Ballard, and out to West Seattle, will open Link to large communities not yet served by the system.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Periphery service without a strong core only helps commuters and not tourists who bring out-of-town money to build local projects.
Seattle Area	No	No	No	No	Top priorities are: 1. Increasing the geographic area of grade-separated mass transportation (Sounder and Link Light Rail) 2. Creating and funding efficient, non-car-centered, transit hubs to connect communities geographically distanced from mass transit to Link Light Rail and Sounder stations 3. Providing upgraded near-term transit options for communities that will not receive mass transit for at least 10 years.
Seattle Area	No	No	No	No	Priority for route expansion, and increased frequency over additional parking.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	do the big hard things NOW
Seattle Area	No	No	No	No	My family would like to downsize from owning 2 cars to one, and expanding access to existing rail lines, as well as building new ones that are well-connected to existing rail and bus lines, is important to finally making that decision. Also, I've found Ballard is hard to get into and out of quickly bc of traffic, and I have family living there and would like to be able to get there quicker and easier without having to drive.
Seattle Area	No	No	No	No	Connecting Seattle to Tacoma/Olympia would be a huge traffic and time saver, and open up huge possibilities. Plus, no one likes driving that stretch of road! Connecting the East Side to the West Side might lessen the huge divide between these 2 areas. And expanding light rail should be a higher priority than bus lines!
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Priority to rail. I make my living and business decisions with fixed transit in mind, and have no trust that busses will remain in service.
Seattle Area	No	No	No	No	West Seattle needs light rail! Save costs by building above ground tracks and forego expensive tunneling.
Seattle Area	No	No	No	No	Seattle Center and Ballard are urban areas desperately in need of light rail as soon as possible, with quick connections to downtown and other locations on light rail. Ballard and the surrounding areas are getting more densely populated and have become destinations for restaurants, shopping, and nightlife. Seattle Center is a cultural and recreational destination that must be connected to the rest of the city by light rail. I live in Greenwood so I would not immediately directly benefit from any of these plans, but these are the priorities that make sense to me.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	We live near 130th

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ballard and West Seattle light rail lines are predicted to have the highest ridership daily of any link light rail line currently running. The priority should be to maximize the impact for the most number of people in order to reduce congestion and promote public transportation. Adding new stations or funding rapidride is a fine proposal but it does nothing to increase the ridership or impact for more people. Considering the West Seattle bridge is down and Ballard only continues to grow, it makes sense to invest in rail to these areas. It takes almost as long to get from West Seattle to Downtown as it takes to get from West Seattle to the East Side. Get the West Seattle and Ballard lines done ASAP. This nonsense expanding to the wider King, Pierce, and Snohomish County suburbs is a total waste of resources especially for areas that didn't support Sound Transit in the first place. Additionally, you've deprioritized low-income and minority communities by focusing on runs to Redmond, UW, Northgate and Bellevue. Please keep the focus on getting a meaningful public transportation system running in the city before running it out to the suburbs.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Potential work/home locations and needs to get to these areas in the future. Options out of roadway are priority over in roadway.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I would prioritize completing the lines/stops under construction now fully before spending funds on other lines. I would complete the 130th stop in 2024 so that the line isn't slowed down in 2031 to complete it.
Seattle Area	No	No	No	No	Prioritize light rail build vs
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I live in West Seattle. I would really like to see a Rapid Ride for 35th SW. The link light rail will be nice but won't really help me get downtown quickly. I think the 35th SW and Delridge arterials are being ignored for rapid transit. The express buses for the Route 21 run only during "rush hour." That is generally not when I ride public transit. I am retired, but most of my medical and dental appointments are downtown or in South Lake Union.
Seattle Area	No	No	No	No	Don't delay the 100-year infrastructure projects like light rail enhancements. Its the spine which other transit should connect to. If short-term rapid ride or parking investments need to be delayed, so be it.
Seattle Area	No	No	No	No	I live on Queen Anne and frequently travel to Ballard and West Seattle, so I would use these lines.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Most of the investment is happening well outside my zip code. I'm supportive of spending to expand the light rail but do wish we'd also invest in Seattle neighborhoods (Ballard, Fremont, Queen Anne), not just the satellite cities.
Seattle Area	No	No	No	No	I want to get to Ballard and SLU more easily. That's my top transit priority
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I've lived in West Seattle in the past and the ability to get outside west Seattle on transit is limited and strained. Especially when things go wrong, such as with the bridge being closed, it's a nightmare. It's the main reason we no longer live there. Light rail will make such a huge difference for West Seattle residents as well as those in Ballard. These are high population neighborhoods that will benefit so much from light rail..
Seattle Area	No	No	No	No	Prioritize ridership over coverage.
Seattle Area	No	No	No	No	I like the Ballard tunnel plan but not the Ballard bridge on 14th. I'd rather not have the Ballard line than that bridge on 14th.
Seattle Area	No	No	No	No	Ballard and West Seattle are becoming inaccessible due to traffic and lack of good transit. I find myself limiting where I'm looking for jobs and housing, and left Ballard for Greenwood in part because of how difficult it was to get around. Build the lines to Ballard and West Seattle but get rid of the extras we don't need. No tunnels, make the whole thing elevated if you have to. Make it elevated downtown instead of another tunnel if that's cheaper. Just make it so it doesn't get stuck in traffic and people will be happy with the benefits.
Seattle Area	No	No	No	No	I tried to prioritize projects that help connect the city as a whole. While the infill stations are important, if choices have to be made, I think looking at the greatest hood for the largest number of people is ideal, and the infill stations serve a small group who already have some access.
Seattle Area	No	No	No	No	This would improve my access to several areas I would travel to via Light Rail. When considering modifying transit projects, I would prioritize what will allow access to the highest volume of riders.
Seattle Area	No	No	No	No	I would think the vulnerability of the connections to west Seattle might rise the priority of creating additional links to downtown. Seattle's largest neighborhood has suffered tremendously from the bridge repair. Giving west Seattle priority will drive ridership and revenue to the system.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in West Seattle. Having a viable and reliable alternate to the West Seattle Bridge (once it's operating again) is becoming positively essential. I personally know of at least 750 new apartment units in construction planning. There are certainly more in the works. Concerning delays/modifying future project plans, I'd suggest first serving the areas with the most population closest to downtown Seattle. If those persons are *conveniently* able to use mass transit, that should free up road space etc for those commuting from further outside the city.
Seattle Area	No	No	No	No	Link is most important to build out thoroughly.
Seattle Area	No	No	No	No	More light rail within Seattle means more access across the city
Seattle Area	No	No	No	No	Focus on urban core where ridership will be high. Don't build a LA type system with stations far out where no one rides.
Seattle Area	No	No	No	No	We need to move people more efficiently in the denser parts of the city. And buses are not that great.
Seattle Area	No	No	No	No	Want to prioritize economically disadvantaged communities over wealthier ones.
Seattle Area	No	No	No	No	I feel they are needed. More stations in Everett might reduce car use and make Everett more accessible. I-5 is terrible in Everett so maybe this would help reduce driving.
Seattle Area	No	No	No	No	Making transit available to many rides is important. For myself, I'd use for commuting, potentially between Seattle and the east side, as well as for getting to and from SeaTac.
Seattle Area	No	No	No	No	I live in the north end and was a regular metro user prior to Covid.
Seattle Area	No	No	No	No	Underserved parts of town like South Seattle. Let's direct the dollars to West Seattle with an eye to linking up White Center and Burien by 2030.
Seattle Area	No	No	No	No	Connections to the light rail that will help people get to the stations is my first priority, so the light rail that is already funded and being built will be used.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Definitely need rail service from SEATAC airport to Tacoma. Also need rail to Seattle Center to accomodate events.
Seattle Area	No	No	No	No	Although the 130th St station would be closest for me, I think providing access to the 145th station is more imperative to prioritize. The 130th station will be great but can wait as long as the 145th station is done on time and is accessible from the east/west neighborhoods (Broadview - Lake City). I also think we have to get west seattle connected ASAP esp with the bridge issues.
Seattle Area	No	No	No	No	Increasing access to transit in South Seattle should be a priority and then prioritizing already under construction/lower cost projects ahead of the more expensive projects.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	All for the good of the ENTIRE SYSTEM West Seattle is under stress at this time due to the West Seattle Bridge Failure. Any help in the short term would help. South Graham would serve, I believe, underserved and minority communities. These groups deserve preference. other determinations should be based on how to get the largest number of people off the road
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Quality rail service is and should be the backbone of our area transit system. South Transit should prioritize rail above all other transit investments. Providing Light Rail service to Ballard (1) and West Seattle (2) has been long promised and is desperately needed. Fast, reliable transit to these growing suburbs ensures Seattle can continue to grow and meet its citizens' transportation needs. While I rated the new downtown light-rail tunnel 3rd, this is only the case if additional tunneling is required to support the addition of the Ballard and West Seattle lines. The project page lists these three projects as one. If they indeed are a single project, then phasing them is a mistake. If the new tunnel is not required, then it shouldn't be built. Prioritization of these as three different projects feels like a false choice. Adding a new infill station at South Graham street (4) makes tremendous sense. Investment in expanded service on existing lines improves accessibility and demonstrates a commitment on the part of Sound Transit to track and respond to the changing demands on its infrastructure. The infill station at NE 130th is a distant 5th in my rankings. The NE 130th station was added to the plan after political pressure from the city council member representing the station's district. Station capacity at Northgate and NE 145th should be capable of handling the traffic. I strongly discourage Sound Transit from using delays or phasing to address fiscal constraints. Instead, Sound Transit should accelerate projects to keep costs low. Many of the costs cited for the "unprecedented financial challenges" result from these projects' incredibly long duration. Aggressively purchasing real estate in earlier phases, scheduling projects faster and in parallel would reduce costs and uncertainty. It is also unacceptable that, after decades of similar projects, Sound Transit fails to forecast project costs accurately. Regardless of the reasons for the shortfalls, every failure--or even perception of failure--tarnishes Sound Transit's reputation, thereby risking voter support.
Seattle Area	No	No	No	No	I would prioritize light rail expansions as much as possible, maintaining work on current and proposed projects and avoiding modifying any expansion goals. Wherever possible, projects related to parking, or the parking phase of a project, should be delayed in favor of work on projects that actually move people.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I would consistently use the 130th stop
Seattle Area	No	No	No	No	Reach west Seattle and Ballard soon to get people options to driving
Seattle Area	No	No	No	No	Link is probably the most important system. It is the one that we must not stop development on for short term shortfalls. In the meantime we can fill some gaps with bus service. I have not heard of people using sounder much. Park and rides are maybe ok in theory but I don't know if they are at all effective. Fwiw I am a prolific transit user in non pandemic times.
Seattle Area	No	No	No	No	North Seattle is growing fast but has been ignored for decades when it comes to transportation improvementsâ€"sidewalks, cross-town bus routes, etc. For instance, there is still no bus line that runs from Lake City to Bitter Lake on 130th over I-5. The 130th street light rail station would finally prioritize North Seattle for transportation and zoning improvements that are years overdue. The area is within Seattle city limits but has been treated like incorporated King County for too long.
Seattle Area	No	No	No	No	I want to drive less and use public transit more frequently. Ridership impact and alleviation of ground-level congestion should be primary considerations.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	East/West travel in Seattle is awful and Ballard line would improve
Seattle Area	No	No	No	No	Voters in neighboring counties voted against funding Sound Transit expansion, so the focus should remain on King County.
Seattle Area	No	No	No	No	Focus on light rail rather than buses
Seattle Area	No	No	No	No	Viewed as providing the most benefit to the most number of people
Seattle Area	No	No	No	No	The urban core of Seattle should be the highest priority. The high density residential projects downtown need to be served by underground rail transit as it the norm in all great cities.
Seattle Area	No	No	No	No	Seattle is not getting the appropriate proportion of Sound Transit service to its neighborhoods as compared to suburban cities. If you live and work in Seattle you really only have Link to get around. Where as suburban cities to the north and south get duplicate service (Sounder rail & Sound Transit Buses) or even triplicate service (once Link gets online in those areas). The eastside will have duplicated service in 2023 with Link and current Sound Transit Buses.
Seattle Area	No	No	No	No	Until Covid I rode the #41 daily and it was one of the most packed busses in Seattle on a regular basis. 130th station makes sense.
Seattle Area	No	No	No	No	West Seattle resident, even without bridge closure too many choke points that delay individual cars and we need to move more to transit.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Forget west seattle, electric pod cars are coming.
Seattle Area	No	No	No	No	Because I'm 77 years old and have been waiting for Mass Rapid Transit for this Metro Area since the late Sixties and travel to all these different areas and would like to be able to access them much faster and not have to transfer to many different buses, etc. I'm very impressed with the transit system in Vancouver, B.C. and Portland, OR. Seattle's is evolving very nicely just that I thought it should of started over 40 years ago. I always joked, that I would be an old man by the time the Seattle area has a integrated Mass Transit system with Heavy Passenger Rail and Light Rail! Was correct unfortunately 2010 for Light Rail and then 67 years old. Keep up the Build, Revenues and ridership will come back increasingly strong, once the line to the Eastside and North to Lynnwood and South to Federal Way opens! Commuters will instantly see the benefits of a integrated Light Rail/ Bus and other transportation systems! The Feds Infrastructure Proposal, if passed, could provide a large percent of the extra funding needed!
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Prioritize rail service extension over adding stations or expanding bus service.
Seattle Area	No	No	No	No	Transit between Seattle and Lynnwood
Seattle Area	No	No	No	No	I've prioritized the projects that I would use the most. Consider smaller projects with near-term benefits to the community over starting future larger projects. Prioritize the projects that will benefit the lowest income communities first.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Voters approved funding with the understanding that this service would be established. The design and EIS have already been in progress and should continue as planned. With the recent closure of the West Seattle bridge, the establishment of a reliable public transit option has become imperative to connect this portion of the city to the main economic corridor.
Seattle Area	No	No	No	No	The 130th st station is in my neighborhood. I believe this station will encourage better transit options flowing east-west which is sorely needed. The Olympic Hills/lake city area is also one of the last "affordable" places in Seattle so there's a lot of growth and young people. The 130th station will make a huge positive impact in this area.
Seattle Area	No	No	No	No	Ballard and West Seattle are currently somewhat difficult and time consuming to get to and from (especially with the West Seattle Bridge closed) so I would love to see them have better transit access. Also it wasn't an option here but I hope to see an east/west line connecting Ballard/Wallingford/Fremont/University District someday

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	West Seattle and Ballard have been left out of any link efforts so far. The loss of the west Seattle bridge really showed how dependent west Seattle is on that one piece of Infrastructure. We need fast equitable solutions ASAP.
Seattle Area	No	No	No	No	Born and raised here in Wallingford, I don't enjoy driving around and visiting areas in my own city. Would love more accessibility more light rail stops around hot spots in town would give. Now located in Maple leaf by the new station!!!
Seattle Area	No	No	No	No	Ballard and West Seattle will be largely cut off from light rail service for years or decades even if there are no delays. We need to connect those areas so more parts of Seattle are included and pressure on surface streets is reduced. In the meantime, increased bus service can bring immediate relief, and the same goes for communities at the north end of Lake Washington which are already impacted by the tolling on the new SR 520 bridge.
Seattle Area	No	No	No	No	From where I live, the 130th St station would absolutely be the best option. There are many low income & apartment buildings around here which would be utilizing 130th. I would prioritize getting access to people on lines which already exist.
Seattle Area	No	No	No	No	A station at 130th ST would be an immense upgrade to the quality of my commute and access to the Link Light Rail system
Seattle Area	No	No	No	No	130th station
Seattle Area	No	No	No	No	In the 30 years I've lived in West Seattle it has been difficult to reach almost any destination except downtown and South Lake Union on public transit from West Seattle. I wish we could be connected to the Link system because it would allow me to use public transit instead of driving. However, having to wait until 2030 -- and now beyond -- for that access is extremely disappointing, especially when I calculate all the taxes I'll be paying to support it. I am also concerned about the negative impact an elevated rail will have on our neighborhoods and streets. I wish Sound Transit would consider a sooner solution like the gondola some West Seattlites are proposing.
Seattle Area	No	No	No	No	Transit equity
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Hate driving and I love in North seattle.
Seattle Area	No	No	No	No	I live in N Seattle (N 105th St & Greenwood Ave); I work in Bothell/mill Creek (reverse commute). Would like more options for bus/light rail. Current public transit options increases my commute 2-3x that of driving. Feel I have to drive, would like options. Van & carpool /Ride share don't work with my schedule.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in Greenwood and it would make my dependence on my car less necessary. This would greatly improve the ambiance and clean look that North Seattle area needs and achieving. Northgate is primed to be a major hub of commerce in the Seattle area and this will compliment these projects.
Seattle Area	No	No	No	No	The people in West Seattle have already put up with enough transit nightmares with the bridge repair - they should get top priority in improving their transportation options. In general, the sooner we can get cars (and busses) off the roads, and people into trains, the better we are.
Seattle Area	No	No	No	No	Prioritize opportunities that won't be around later. Prioritize projects that increase efficiency, like connections to Link. Graham St. station is important for equity reasons, and doesn't have a significant negative impact on the overall Link system.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Moving people is more important than building stations. West Seattle in particular has a huge transformation challenge.
Seattle Area	No	No	No	No	Don't know enough to answer
Seattle Area	No	No	No	No	West Seattle needs transportation priority.
Seattle Area	No	No	No	No	The station at 130th is the most important to me. That will determine is we take transit regularly or just take the car. Because there is not enough parking near the stations and without the 130th station it would be too far to walk at night.
Seattle Area	No	No	No	No	Live and work.
Seattle Area	No	No	No	No	I live in West Seattle and the bridge issue is huge indication that mass transit is needed sooner than later.
Seattle Area	No	No	No	No	Selfishly, they would improve my ability to avoid using my car as much.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	In general, moving around the city is important to me, as well as getting to and from the eastside. There are some areas of the region (West Seattle, Ballard, the whole east side) that can be a huge pain to reach via transit. I commute from First Hill to Bellevue and Kirkland, so in especially interested in routes that are going to tempt me away from my car for that trip.
Seattle Area	No	No	No	No	I feel like it would be beneficial to reduce local Seattle traffic by adding more in-city stations prior to adding stations from out of town. Help us get around Seattle!
Seattle Area	No	No	No	No	Our area is desperate for reliable rail transit. Extending the light rail is a must as it not only helps extend the reach of the system for new riders, but also increases the value to existing riders. Even a fare increase would be worth it.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Better dependable transit access to work and family.
Seattle Area	No	No	No	No	It's difficult to balance what serves the most new riders/voters and costs. For now more busses seem less expensive and more flexible in routing. But, otherwise, buying property now and start construction later seems smartest.
Seattle Area	No	No	No	No	Prioritizing volume of people and cars that could be replaced by transit
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	The North end got hosed when the whole project was set up. The corridor from Bothell, around the North end of Lake Washington through Kenmore and into Seattle is heavily used. It was gridlocked when I used it in the mid 80s. Lynnwood south to downtown Seattle also is heavily used, and has been gridlocked for years. I still don't understand why those two routes weren't built first, as South Seattle had more good ways into town-I-5, MLK/23rd Av, 509/599, Aurora. When I bought my house in 1999 I chose the area (Lake City) because of proximity to future Sound transit. Jokes on me, I worked my 30+ and retired.
Seattle Area	No	No	No	No	I live in Shoreline and work in Everett. I would really love to be able to use public transit instead of the stressful driving commute that I normally do. Anything to facilitate that is good with me. Going the other direction from Shoreline is also important. If there was better transit to the airport, baseball and football games and downtown generally, we would use it and would make those trips more often. Right now, because of the pandemic, I don't get out much, but assuming things go back to normal, those are my priorities. In a side note, if the issue is rising costs because of high real estate prices, then frankly, I support raising property taxes to pay for the improvements. That only seems fair.
Seattle Area	No	No	No	No	Prioritize extensions that bring in new riders and make the overall system more useful to promote ridership and less driving
Seattle Area	No	No	No	No	expanding actual service via light rail
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I rode the light rail daily between Capitol hill and Downtown before Covid. I would have wanted the new downtown light rail to relieve the burden on the existing one, especially with the extension to Northgate. Now however, I think it's best to see how downtown recovers. If the office working population is lower, then the suburban projects should probably be prioritized. I just don't know.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	At this point, I feel that expanding the network to unserved areas provides a bigger impact than infilling existing areas which brings more people on-board in understanding the benefits, making future funding measures more likely to succeed.
Seattle Area	No	No	No	No	My top priority is increasing connectivity throughout the city to reduce traffic
Seattle Area	No	No	No	No	relates to lines that I would use most frequently
Seattle Area	No	No	No	No	With uncertainty regarding the West Seattle Bridge, prioritizing West Seattle seems important.
Seattle Area	No	No	No	No	Prioritize projects that are going to give the most people greater access to the city.
Seattle Area	No	No	No	No	Light rail most subject to cost inflation. Prioritize them. Bus improvements to follow as possible.
Seattle Area	No	No	No	No	BRT along 522 to alleviate serious congestion and serve cities along 522. Given the challenges associated with putting Link between West Seattle and Ballard, it seems that a more cost effective way to serve these communities would be through BRT. Concentrate on the original vision of connecting the Puget Sound along the I-5 corridor.
Seattle Area	No	No	No	No	Wallingford has been completely left out of light rail. There isn't a line that's convenient to us without either driving, taking a poky bus, or walking for 20 minutes. It would be so great to be able to hop transit & get somewhere quickly, but there just isn't anything quick that runs through Wallingford - hence we have to have cars to get anywhere in a regular amount of time. There was supposed to be a light rail project across Wallingford from Ballard to the U District, and that just seems to have disappeared.
Seattle Area	No	No	No	No	With the West Seattle bridge issues, I think we have all seen how fragile transportation is for West Seattle, getting them more options seems like a good idea. Otherwise, the other options I picked I feel serve the most people quickest.
Seattle Area	No	No	No	No	Consistent, frequent service is key, and having enough stops makes it most likely that people can use transit instead of driving. The projects above seem to have the most possibility for those impacts. Graham Street might not be on everyone's radar, but the light rail goes through that area without enough stops to be walkable for many people. That stop will increase accessibility and offer more to a neighborhood that is highly impacted by street level light rail.
Seattle Area	No	No	No	No	West Seattle has unique transportation challenges being on a peninsula that really needs a rail system to alleviate traffic, as West Seattle population booms.
Seattle Area	No	No	No	No	Honestly, these are the projects I and my family are most likely to utilize.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in West Seattle where even before the current bridge closure, traffic has been very difficult to get from W. Seattle to all other areas (it's easier to take a ferry than travel by car outside of W. Seattle). I think that this area of King County, together with light rail connecting Ballard, are the highest priorities.
Seattle Area	No	No	No	No	Expanding the light rail system is my number one priority. It provides a reliable, traffic agnostic way to get places, but takes a long time to plan, build and test, so I'd rather front-load it.
Seattle Area	No	No	No	No	Both Ballard and West Seattle are extremely difficult to get to by transit or car from downtown. Connecting those areas with the rest of the city would benefit the community.
Seattle Area	No	No	No	No	I live in West Seattle, and it needs easier links to the major metro area.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Bellevue College/Eastgate Park and Ride is very far from downtown Bellevue by bus (it takes 30 minutes). A station at the Eastgate Park and Ride or a rapid ride/shuttle bus to and from South Bellevue Station or Mercer Island during commuter hours (7-10 am and 4-7 pm) would be huge for Bellevue College employees and students who live in downtown Seattle or near other link stations.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle needs light rail and I would say that if I don't live her now, and I want it knowing I likely won't live here by the time a light rail station opens. West Seattle has experienced explosive growth and development and needs a more reliable way to efficiently move people to and from downtown. The bus service feels sparse and overcrowded during peak times pre covid. Areas that have no stations should be prioritized over areas with stations that could use bus lines to increase access
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Spending most in the subregions that are generating the most revenue.
Seattle Area	No	No	No	No	The Graham Street station would make it far more feasible for me and many of my neighbors to regularly use Link Light rail. Currently the light rail goes near where I live but doesn't stop. There is also dense senior housing being built very near me, along with other housing that should have access to light rail. Adding the Graham station would allow a lot more people to easily access a light rail line that already exists through their community.
Seattle Area	No	No	No	No	Cost=benefit: What's the cheapest that helps the most people. Plus, let's build the infrastructure (Seattle tunnel) before costs go much higher.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Building capacity and connecting major growth centers to the broader system is important to me. All parking-related improvements should be tabled.
Seattle Area	No	No	No	No	Connecting the Seattle Center to the system will help control the traffic problems when the Arena opens for ice hockey and concerts, enabling fans to avoid driving and fighting for the limited parking spaces.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	As I am retirement age transit may become my best option.
Seattle Area	No	No	No	No	Prioritize the city center! The densest parts of our city need reliable transit rail service. Please prioritize Seattle center, south lake union, and Ballard.
Seattle Area	No	No	No	No	I and others who live in my area need them.
Seattle Area	No	No	No	No	Ballard is my home, and a fast growing and dense part of the city whose access to downtown is going to quickly be limited by the limited roads downtown.
Seattle Area	No	No	No	No	It's helpful to get to S. Lake Union medical facilities.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	They potentially serve the greatest number of transit users.
Seattle Area	No	No	No	No	Higher impact areas with more density and larger populations of residents who rely on public transportation as a primary/sole mode.
Seattle Area	No	No	No	No	Making sure people have access to the last mile or so of transit when going to places like office parks
Seattle Area	No	No	No	No	Serving new neighborhoods that voted for ST3.
Seattle Area	No	No	No	No	West Seattle bridge is broken. No apparent effort to do right by the community - just today I sat for 25 minutes behind raised 1st Ave bridge
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I live in West Seattle and most frequently rode the 56 so I prioritize light rail to West Seattle. However, I would objectively prioritize the expected ridership per mile. I would so deprioritize number of stops along a route, or spacing them out more so.
Seattle Area	No	No	No	No	Greater Cross-neighborhood accessibility. Prioritize delays in more privileged areas with lower ridership
Seattle Area	No	No	No	No	Having options in the city to avoid congested streets.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ballard and West Seattle are Urban Villages under the king county growth management act. They have been heavily built with apartments, some affordable and others. There's lots of people in these geographic areas which need transit services and most apartments have very limited parking for tenants.
Seattle Area	No	No	No	No	I would prioritize serving our most densely populated areas and areas that are zoned for more growth in order to move the most people most efficiently.
Seattle Area	No	No	No	No	West Seattle and Ballard are cut off from the rest of Seattle. Busses aren't a good substitute because those destinations usually require a transfer, which is an uncertain proposition during peak hours. Busses are often full, or don't run on schedule.
Seattle Area	No	No	No	No	I want to serve the most people possible
Seattle Area	No	No	No	No	these are most important ot me because they give me more commuting options. But, I think sound transit should prioritize improving access to the densest areas with high transit use
Seattle Area	No	No	No	No	I live in Crown Hill and I would like a Link extension nearby. It would also be great if Link went all the way to the Tacoma Dome so I could easily take it to shows.
Seattle Area	No	No	No	No	Prioritize more stations; prioritize connections to parts of the city that don't have rail.
Seattle Area	No	No	No	No	The north end of Seattle needs the service and would be utilized by many. Adding rapid ride to boost W. Seattle and Ballard is a good way to move toward getting light rail set up there. Also, I think getting tax revenue from the larger corporations in the Seattle area could help fund some of these projects. It would be in their best interest to fund these projects - at least in part.
Seattle Area	No	No	No	No	West Seattle and Ballard lines connect the most people to the existing lines. They complete a web that connects the city and the eastside
Seattle Area	No	No	No	No	The longer you delay the more valuable my real estate become, my property is in the path for all West Seattle options. I want you to delay to push my property value up.
Seattle Area	No	No	No	No	I'm strongly interested in getting train to Paine Field, and then efficiency of downtown operations: support for multiple lines coming downtown without congestion in the current tunnel.
Seattle Area	No	No	No	No	Maximize accessibility for existing lines
Seattle Area	No	No	No	No	Getting to urban centers from my current location is my main priority. Second priority is getting to interesting places such as ballard, but I don't need to be in a hurry to get to interesting places as much as I do getting to work in an urban center.
Seattle Area	No	No	No	No	Prioritize rail network, station, and capacity improvements, then bus network rail connectivity. Defer parking.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I would emphasize where most of the new people are going into who have to commute for work
Seattle Area	No	No	No	No	Build lines and stations where there is the highest zoned development capacity.
Seattle Area	No	No	No	No	I don't go to the other ares often enough
Seattle Area	No	No	No	No	Sounder is a better way to commute than light link. West Seattle seems to lack transportation access now and needs to be prioritized. East Pierce Co is a public transportation desert and needs help.
Seattle Area	No	No	No	No	Work on the Eastside, live in N. Seattle. Anything to get cars off the road in Ballard into downtown. The population density supports mass transit demand. West Seattle the same.especially with the bridge as an example of choke points. And as for the later question about currently ride? It's COVID19 - so I'm not riding now (so answered not currently) but pre- pandemic did and plan to get back to about 10-20 trips a month, typically for work but also leisure
Seattle Area	No	No	No	No	The Stride bus rapid transit on SR 522/ NE 145th street is crucial to expand easy usage of the light rail, it would make our usage in Shoreline MUCH easier and attractive.
Seattle Area	No	No	No	No	West Seattle needs alternate transportation off the peninsula as evidenced by the closure of the West Seattle bridge.
Seattle Area	No	No	No	No	Adding a new station at NE 130th is my top priority because the north gate and shoreline stations are too far to walk to from my neighboring area, which means I'll need to drive and park or take a bus to get there (both of which would delay my commute, and ultimately make it faster for me to not use the light rail at all), but a station at NE 130th would ensure I could walk to that station and have time saved by using the light rail every day. With a station at NE 130th, I'd utilize the light rail at least twice daily, whereas without a station at 130th I would hardly ever use the light rail because of the increased time to get to a station.
Seattle Area	No	No	No	No	1. 98136 2. Pay for and complete projects underway 3. A pause and rethink is prudent 4. Audit
Seattle Area	No	No	No	No	Remove Avalon station from west Seattle project. It's such a short distance from the Junction. Makes no sense when money is tight.
Seattle Area	No	No	No	No	Long term solutions are more important to me than short term fixes. Treat the underlying problems by staying the course with Link expansion and bus lines to serve those needs. Get as many people to Link as quickly as possible and let the other options fall where they need to in order to support those changes.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Generally, my priorities are for connecting the entire area via light rail before expanding existing lines, with some consideration for improving the West Seattle commute prior to establishing light rail service.
Seattle Area	No	No	No	No	Gets more areas of access via light rail. I would prioritize NOT doing tunnels. I would also delay construction of parking garages until further funds are available.
Seattle Area	No	No	No	No	I would like to take the Link to work in SLU and I live in the Northgate area. SLU needs more options for transit, especially on Eastlake.
Seattle Area	No	No	No	No	I would have preferred to see Ballard prioritized much higher for light rail. Pre-COVID when I was commuting by bus daily, there were many times when the bus was already packed by the time that it reached my stop. I would love to have faster, more reliable light rail. I'm rather bothered that I'm paying more in property taxes and car tabs and yet Ballard seems to be at the bottom of the list. Meanwhile, Ballard continues to get built up and the property for a light rail extension is only going to get more expensive.
Seattle Area	No	No	No	No	Providing clean, efficient transit options in-city will reduce traffic and reliance on aging bridges. Priority for aging bridge dependent communities. Prioritize connecting business districts/ nodes. Priority for tunnels, tunnel stations with low property acquisition costs and neighborhood construction impacts.
Seattle Area	No	No	No	No	Completing the line from West Seattle to Ballard I see as most important because these neighborhoods are already closest to the downtown core and it would be transformative to have fast and reliable transit to downtown and beyond. Right now the transit options are neither reliable or fast given the distance to travel. I would prioritize grade separation and selective tunneling to avoid expensive property acquisitions. I would prefer delaying projects to ensure that corners are not cut to make a less optimal system.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Continue building the light-rail system, which will only get more and more expensive in the years to come.
Seattle Area	No	No	No	No	Ballard is the city neighborhood currently least served by freeways. Seattle residents voted 4 times for a special monorail to Ballard which should have opened in 2008. The city failed the residents of Ballard when they cancelled that project. Ballard residents have repeatedly voted in overwhelming numbers for transit projects at much higher percentages than Bellevue or Lynnwood residents so it is unacceptable that those communities have been prioritized over Ballard.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Station construction is the most meaningful way to create long-term ridership gains, and has the most impact on development. The sooner we get stations built, the sooner those communities can start building suitable transit-oriented projects.
Seattle Area	No	No	No	No	West Seattle needs priority with the current bridge situation.
Seattle Area	No	No	No	No	Like Capitol Hill, Ballard is a neighborhood that people actually want to go to.
Seattle Area	No	No	No	No	Delay parking structures. Prioritize light rail stations and the downtown tunnel.
Seattle Area	No	No	No	No	These areas (in order) seem like they could benefit the most from new / additional transit service (and would have high usage rates) given current infrastructure and traffic. The connection of the western half of downtown/Seattle Center/SLU/Ballard would have a dramatic impact on access to and from those areas by connecting them with the areas already served by light rail. West Seattle has similar geographical and traffic difficulties that could be significantly improved - though I put it second as it seems to serve fewer users. From there, I would prioritize areas in highest need of connection to the city's core transit network. A note about "current" usage - the results from this survey do not account for COVID-19 changes. This is a problem as my usage this year is dramatically different than all years past. I am now using almost no transit (working remotely) but relied on bus and light rail before and will again in the future.
Seattle Area	No	No	No	No	The significantly growing high population density in Ballard with all the planned new high density housing will have significantly exceeded the transit capacity that can be carried by busses or cars for this area
Seattle Area	No	No	No	No	Being able to access more areas within Seattle on light rail instead of using a car is most important.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Transit in the city, and better bus connection from West Seattle to Seattle is more important than light rail to West Seattle, that'll be done in a decade, if ever.
Seattle Area	No	No	No	No	Breadth over depth right now... get folks from all over bought in and please invest in BIPOC communities
Seattle Area	No	No	No	No	Expanding service should be the top priority, with higher quality service being the highest priority. Adding parking and improving existing station should be lower priority at this time.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	These are places with high density of both residences and businesses that will make the most of transit dollars spent.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I have prioritized the transits I would be most likely to use along with my close family and friends.
Seattle Area	No	No	No	No	1. Graham street station should have been built the first time around. It's a dense urban area with many potential riders and a population with fewer options. 2. Ballard and W. Seattle link is needed because again, the city reneged on their promise to build the Monorail line to these two neighborhoods, so again, justice is overdue here. Don't ask them to wait again.
Seattle Area	No	No	No	No	Build out the basic spine and the rest can be filled in later. Transit projects will always be expensive, but necessary.
Seattle Area	No	No	No	No	These projects move the most people for the effort, improve the network and reduce total car usage on the most roads. Parking at stations should not be built by ST, leave that cost and effort to private parking companies, or if built by ST, charge commercial rates to park at the station since many of the plans cost over $10k per parking spot.
Seattle Area	No	No	No	No	West Seattle's access to the rest of the city is essentially reliant on the West Seattle Bridge. It desperately needs more connections to the rest of the city in case the bridge's repairs don't last as long as expected. Everywhere else at least has the option of easy transportation alternatives to move about the rest of the city & region that don't involve 2 lane neighborhood streets that were never designed to move 100k cars per day
Seattle Area	No	No	No	No	Link (especially when not sharing the road with traffic) can move more people faster and ensuring a robust central system will enable the remaining resources to be allocated when they can have the biggest positive effect.
Seattle Area	No	No	No	No	None of them affect my home. Your team recently released a report saying you were going to build the light rail literally right over the home we bought 18 months ago. Then you listed the property value at less than we paid and LESS THEN VALUE YOU ASSESS FOR PROPERTY TAXES. Classic.
Seattle Area	No	No	No	No	I've picked things based on my commute for work. I think projects should be delayed rather than eliminated. I think on Fri/Sat night service should go until 2-4am to reduce drivers on the road who might have been drinking earlier in the evening.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I have prioritized projects that immediately meet the needs of pre-covid riders, keeping with the ambitious plan first (growing the spine from downtown Seattle), then prioritizing "the next best thing."

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Mass transit is a necessity in any large city, and will only become more important in Seattle as the population continues to increase. The primary focus should be to expand light rail accessibility to more areas within the city currently unserviced by the system, with a secondary goal of expanded access to commuter hubs outside the city.
Seattle Area	No	No	No	No	West Seattle is underserved for its population.
Seattle Area	No	No	No	No	Do not build a light rail connection to West Seattle unless a tunnel is included. Do not destroy my neighborhood!
Seattle Area	No	No	No	No	Graham Street is most underserved.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle is in crisis mode. Even when the high bridge was open it was terrible getting to downtown and that includes by Rapid transit bus.
Seattle Area	No	No	No	No	Selection are areas I would use Link to travel from and to
Seattle Area	No	No	No	No	FInding a way to alleviate congestion along the Denny/Mercer corridor and North to Ballard, especially with the new stadium opening - this area will be a mess.
Seattle Area	No	No	No	No	Focus on rail. Dedicated, faster, more reliable.
Seattle Area	No	No	No	No	With the West Seattle Bridge broken, it has become very apparent that we need additional transit options for West Seattle that are not road dependent. West Seattle is growing/increasing in popularity and transit options have not kept up with the interest in living in this area.
Seattle Area	No	No	No	No	Investment needs to go into the LINK light rail system.
Seattle Area	No	No	No	No	In the Beacon Hill neighborhood, many people must rely on cars because there are few mass transit options between N beacon and Othello station.
Seattle Area	No	No	No	No	Relieving traffic on I-5 corridor
Seattle Area	No	No	No	No	It is impossible to get anywhere in this city. People are still reliant on their cars because public transportation is not a viable alternative. With buses and street cars sharing single lanes with all other traffic, public transportation in Seattle is not effective in any way. We needed expanded light rail yesterday. It's time to implement fast public transportation that will actually get people where they need to go.
Seattle Area	No	No	No	No	Freeing west seattle from heavy work-commute traffic should be priority #1 - the other areas have plenty of mixed two way traffic and wouldnt benefit as much from commute surge-based light rail infrastructure
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live near 130th street, so I station there is most important to me. If it were up to me I would cancel as much of the insanely expensive light rail projects as possible and return the money to the voters in the form of lowering the most regressive taxes that fund it, such as car tabs, that disproportionately affect the working poor. I think the money would be much better spent improving traffic flows in other more cost effective ways (measured by dollars per passenger mile) like partnering with ride sharing companies to subsidize carpooling.
Seattle Area	No	No	No	No	Improving south Seattle and B Bellevue access Delay additional rail links in favor of bus rapid transit where possible
Seattle Area	No	No	No	No	This is purely selfish on my part. The project I placed on the top will have the most positive effect for me (and those that live in the same area)
Seattle Area	No	No	No	No	They are important to me because I would like to stop using my car. Prioritize projects that would decrease car usage and parking.
Seattle Area	No	No	No	No	Adding stations to existing lines seems lower cost and improves service. Other projects will help me (78 years old) to get around the city. I would prioritize project(s) that reduce car traffic on commuting routes.
Seattle Area	No	No	No	No	Continuing to expand Link is the single most important thing we can do to improve transit in this city and should be a top priority.
Seattle Area	No	No	No	No	130th Station would be walking distance from my home. West Seattle traffic needs to be prioritized with the West Seattle bridge currently unusable.
Seattle Area	No	No	No	No	They are not. They are just the bad options that I was provided in your survey triaged. -never let an escalator break for more than 12 hours - have significantly more express busses - have significantly more and larger park and rides
Seattle Area	No	No	No	No	It's where I live
Seattle Area	No	No	No	No	West Seattle is a virtual island, subject to poor access, especially considering the condition and possible replacement of the West Seattle Bridge. Without the bridge, getting to and from West Seattle is like navigating a rabbit warren of poorly maintained streets (a condition that exists throughout Seattle). Light rail would ease the flow to and from this large neighborhood and reduce huge traffic bottle necks exiting and entering I-5 to and from West Seattle.
Seattle Area	No	No	No	No	Adding connectivity to new neighborhoods is the most important feature: you see exponential growth of usage because it becomes more useful to existing riders and adds new riders. I would prioritize building the most useful long-term system vs trying to get it done cheaper (e.g. tunnel, not bridge, to Ballard).

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The stretch between Columbia City and Othello is long and bypasses an inordinate number of lower income and people of color who would benefit greatly from having an additional stop at Graham
Seattle Area	No	No	No	No	With the West Seattle bridge undergoing only repairs rather than replacement, improved transit option now makes us better prepared for when it is inevitably replaced.
Seattle Area	No	No	No	No	Cost savings while implementing the exsisting approved features
Seattle Area	No	No	No	No	Providing highly effective options to driving in the region. Although a light rail station at 130th would reduce my travel time a bit, I would prioritize people moving options over additional stations, unless you folks know something I don't. I used public transit in regularly prior to the spread of COVID 19 and anticipate returning when I feel safe.
Seattle Area	No	No	No	No	Add spine core services to growing areas. Postpone parking garages until funding is found but still allow for transit access.
Seattle Area	No	No	No	No	To survive climate change, we need to get people out of cars. Sound Transit should be doing everything they can to increase transit ridership on their systems as much as possible.
Seattle Area	No	No	No	No	LIving in West Seattle and like to go shopping and out to dinner downtown.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	It's important to build these large projects as soon as possible. Land is just going to get more expensive. These places have been waiting for years and will still be for a long time. We should be building real options to move large amounts of people around. Not band-aids.
Seattle Area	No	No	No	No	As a West Seattle resident, the loss of the bridge has made this a brutally isolating year. Our commutes have become so difficult that we are thinking about leaving Seattle entirely. Having transit projects to look forward to would make a huge difference for us.
Seattle Area	No	No	No	No	We need to continue to expand the light rail system. Removing stations from the plan is unacceptable.
Seattle Area	No	No	No	No	Build the 130th St. station while construction is underway on that line extension . Think how much cheaper the proposed stations at S. Graham and S. Boeing Access Rd would be if they had been built, or at least a foundation had been built when the original link line was under construction.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Bus and Sounder service can always be done later. Build new light rail since they are the most expensive and will help the most people. And don't build park and ride. Eventually, people will not need to get to a station in a car, but on a bus. Quite spending money on the easy stuff and do some serious work. And DO THE RIGHT THING. You guys have mismanaged money so bad. You don't build transit where its needed, but where you can afford it, and this should no longer be tolerated. Otherwise, I vote no on future ballot measures.
Seattle Area	No	No	No	No	I would like to see better connectivity in and around downtown to enable more commute trips to be taken by light rail.
Seattle Area	No	No	No	No	Connecting Ballard, Interbay, Uptown, and SLU to the Link system is critical improving Seattle's mobility while reducing VMT. The new downtown tunnel is necessary to implement this plan, and the connection to West Seattle will facilitate new development in an underutilized neighborhood.
Seattle Area	No	No	No	No	Adding parking is a very expensive way to add ridership. Upzone the land you intend for parking, then sell it to market rate developers to build housing. Reserve a portion of it for below market rate. But for crying out loud - house people, not cars.
Seattle Area	No	No	No	No	I live off of 130, having the,130tg station would be a 15 minute walk, instead of driving, parking - try to find parking and go to work. Midtown projects, easier for my son to take public transportation as a brick layer that is faster then driving and no parking.
Seattle Area	No	No	No	No	If the 130th station is to be constructed, it should be opened at the same time as 148th. We neighbors would like the construction in the area of 130th to be done and not continue for 10+ more years.
Seattle Area	No	No	No	No	ST should focus on getting high-capital construction (i.e. Link extensions, BRT) shovel-ready in preparation for federal funding opportunities, with a focus on improvements that will permanently improve the entire system. Park-and-Ride garages should be delayed in order to facilitate the timely construction of stations and system improvements. Parking facilities only serve a marginal fraction of wealthy commuters who can afford to drive to garages, who can and will adapt to taking transit or otherwise travelling to stations once the system is constructed.
Seattle Area	No	No	No	No	I live in West Seattle and it is the most impactful project overall for the price tag.
Seattle Area	No	No	No	No	Adding stations to light rail in areas where there are currently harris gaps helps make light rail a viable means of transportation for communities that currently don't have a nearby station. The Graham street station in particular closed a vital gap in access for that section of Rainier valley

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Personally seeing the impact of losing the West Seattle Bridge access out of West Seattle has reminded us all living in that area that we need alternative forms of transportation.
Seattle Area	No	No	No	No	West Seattle has lacked priority connection to the rest of the city since I moved here in 1979. Time to invest in quality transit to West Seattle.
Seattle Area	No	No	No	No	Must do a better job linking neighborhoods together without having to go thru downtown Seattle or the U District. Always prefer light rail but expanding rapid transit bus lines would be well worth the effort.
Seattle Area	No	No	No	No	My priorities are based on both higher population and populations that can be moved to adopt rail as their main commute option. The growth in Ballard/Queen Anne far outweighs West Seattle's and the 130th station in the middle of the populous Northend could give single car commuters the real option to use rail.
Seattle Area	No	No	No	No	Over the past year we've seen West Seattle having a "single point of failure" in terms of our connection to downtown. It is especially important for us to introduce other transit options to connect us to the rest of the city - especially as we emerge from the pandemic and more-and-more people will be commuting/traveling outward.
Seattle Area	No	No	No	No	Would remove traffic pressure from the west seattle bridge
Seattle Area	No	No	No	No	Transit travel times from downtown to West Seattle have increased since the viaduct removal/waterfront construction project. I would like to see better, faster connections from Delridge area to and through downtown/belltown/SLU without requiring a transfer. The amount of time it was taking southbound buses to get from Westlake through Pioneer Square in 2019, was absurd. I think the most important consideration for delaying or prioritizing future projects should be providing fast, affordable services for people who have no choice but to rely on public transit, and who are being pushed ever further south by rising rent prices in Seattle city limits. Even when this requires eliminating lanes for parking or personal vehicle travel.
Seattle Area	No	No	No	No	Expanding the network is critical to its sustainability. I chose WS first because that is where I live.
Seattle Area	No	No	No	No	West Seattle Traffic effects I5 and there needs to be an alternative transport link with growing bridge concerns. Ballard as well is a densely populated area which can be served by rail. People want to be able to walk to or take a bus to a transit hub to commute to work... ridership from these areas will increase ridership much faster with dense populations and increase revenue.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Travel options in and out of West Seattle are very limited and fragile, including the 2+ year current West Seattle Bridge repair shutdown and the need for a future bridge replacement. West Seattle needs reliable and high-capacity transit options.
Seattle Area	No	No	No	No	I value adding in new areas that are currently unserved by light rail, such as west seattle and ballard, over making modifications to the light-rail stations/systems that already exist. While those modifications would add value and improve the light-rail system, it would not expand the system and allow access to whole new neighborhoods. I think expanding access is a priority.
Seattle Area	No	No	No	No	Neighborhood access to light rail at 130th will increase ridership, revitalize the area, and encourage families to stay in Seattle and not flee to suburban areas.
Seattle Area	No	No	No	No	Link is the most important piece. We should not accept being delayed due to situations outside our control. Infrastructure spending by the feds should put light rail on at least even footing with highway spending.
Seattle Area	No	No	No	No	Build the Ballard light rail using a draw bridge and station at 15th and Market as planned to save costs. Don't build a high bridge or tunnel or move the station location. You need to stick to the plan and not allow the scope to creep. A draw bridge will work just fine as it currently does with the Ballard bridge for 15th Ave (as well as the other drawbridges).
Seattle Area	No	No	No	No	net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	I prioritized projects that can be completed on a quicker timeline to move more people sooner rather than later. Since light rail to Ballard & West Seattle is decades away the Rapid Ride bus expansion is very important.
Seattle Area	No	No	No	No	Even when the West Seattle bridge is in use again, it isn't a sustainable solution for the future. West Seattle needs access to the light rail. The impacts of the bridge would have been greatly mitigated if the Light Rail existed within West Seattle.
Seattle Area	No	No	No	No	Flow to u deserved more remote areas. Stations at major hubs and neighborhood access by bus or foot
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	It is important to connect all parts of the city

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Number of commuters who are affected/would be shifted; how many alternative routes to light rail do residents of any neighborhood have; what currently pending construction will do to traffic volumes coming down the pike in the next several years--West Seattle in particular is still building like we have no access issues at all.
Seattle Area	No	No	No	No	I live in Seattle and work in Bellevue would like better access to outlying areas. Although I am not riding now, I intend to as soon as our offices open back up
Seattle Area	No	No	No	No	Location. West Seattle is at the greatest risk of isolation.
Seattle Area	No	No	No	No	Important to have options for less cars on the road
Seattle Area	No	No	No	No	I live in West Seattle and with the bridge closed bus improvements and light rail prioritization would be greatly appreciated.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	More communities connected to light rail means less traffic. West seattle and Ballard are huge populations that use city streets to get around which get jammed during rush hour. With light rail, these roads would lighten up load. I live in west seattle and I would use light rail to go to work everyday instead of driving.
Seattle Area	No	No	No	No	I use and will use the services provided. Most bang for the buck. Bang being bang experienced by Ballard residents.
Seattle Area	No	No	No	No	The Kirkland to downtown and Issaquah to downtown light rail are critical to getting growing areas to jobs. For cost savings have you considered putting the light rail in the Cross-Kirkland Corridor and doing away with the massive and expensive re-built intersection at 405 / 85th? Similarly light rail can be run alongside I-90 to Issaquah and perhaps connect at South Bellevue Light rail for a transfer rather than running a new line through Wilburton.
Seattle Area	No	No	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	The developers are putting apartments up at fast rate along 15th Ave NW and 85th in Greenwood. These areas are under served. The city is charging high taxes on my vehicle and I'm receiving few benefits
Seattle Area	No	No	No	No	After the downtown tunnel which is needed for the whole system to function, focus should be put on lines that impact the greatest number of new riders that aren't currently served by Light Rail. Ballard line has the greatest number of new riders followed by West Seattle. However, a Ballard line that doesn't go to Ballard (just Interbay) should not be built and would fall to the bottom of my priority list.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	It's important to continue to connect the city with affordable transportation and to decrease our dependency on motor vehicles.
Seattle Area	No	No	No	No	South Graham Street is important to prioritize. Also extending up to Everett.
Seattle Area	No	No	No	No	traffic on the north end can be horrendous. adding bus service to light rail will likely help folks in the north end use the light rail.
Seattle Area	No	No	No	No	Stop building parking, if you build the transit infrastructure there should be very little need for parking. Parking is super expensive and unnecessary . Stop building it! Start charging for parking at all existing parking lots.
Seattle Area	No	No	No	No	Cut park and rides. Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	West seattle is poorly served with public transit. we need more access to all the areas on WS, not just the alaska junction.
Seattle Area	No	No	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	Getting people on transit (buses or rail) is the biggest step. Making it more available helps with that.
Seattle Area	No	No	No	No	The weakness of light rail continues to be its substantial North-South orientation with very poor East-West feeder services. Extensions to Ballard and West Seattle will improve that.
Seattle Area	No	No	No	No	Expansion of Light Rail is more important. More parking will not fix the shortfall of mobility. Expand service/the light rail system to all corners of the Seattle area.
Seattle Area	No	No	No	No	Focus on long term projects with the highest ROI, while giving a nod to historically redlined neighborhoods whenever possible.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Getting frequent, reliable transit implemented quickly should be the priority. Parking projects should be dropped to ensure this happens.
Seattle Area	No	No	No	No	these projects are critical to moving people to the center of seattle and its immediate surroundings. we should wait to fund further extensions. people won't get out of their cars until it's a lot more painful to do so. suggest high fees to bring cars into downtown and add'l HOV ONLY lanes -- 1 passenger/SUV is a climate change supercharger. buses work too -- it's not only about light rail

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	The 130th Street Station should remain in the budget!
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I think these projects impact the most residents and traffic challenges in the region.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Graham Street Station should NOT be delayed AGAIN! This just pisses me off, every time the South end gets screwed, but North of the Ship Canal gets everything they want. Don't get me started on Mercer Island and all you do for their exclusive community.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Even with the W. Seattle bridge it take longer to get into Seattle and the rest of Link's area than Ballard. The 130th station would be beneficial for a fairly dense population.
Seattle Area	No	No	No	No	Completing ST3 is vital to support the growth of our city, and to retain & grow trust from the community in advance of ST4. Infill is important, as is equity. NE130th is important, but should be tied with re-zoning & development of the golf course.
Seattle Area	No	No	No	No	Park and rides should be lowest priority. Completing core (spine) LRT and BRT systems should be highest. Design/implementation should be lowest-cost options as long as they do not limit ridership or future expansion options. Where RoW or structure costs are increasing, other alignment options should be considered.
Seattle Area	No	No	No	No	1. Making transportation easier from South King County into Seattle seems important because lots of people who work in Seattle live in south king county and pierce county. 2. Delay new stations and tunnels.
Seattle Area	No	No	No	No	System [non-personal auto] access and service enhancements are my priority. System expansion, prioritizing low-income communities, is second. Parking and car storage is the absolute dead last priority, and would be eliminated altogether if I had my druthers.
Seattle Area	No	No	No	No	I think the recent issues with the West Seattle bridge shows how we need to add additional transportation options for the communities there. I'd also like to see some more investment in bus service for underserved communities by the transit.
Seattle Area	No	No	No	No	Because west Seattle is a nightmare right now and what used to take me ten minutes is now 45

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I think we should finish what we started (link to Lynwood), but we need to continue investing in new routes - especially the West Seattle to Ballard Link. The car traffic on 15th, 99, and the West Seattle Bridge is unbearable - let alone we aren't sure when the bridge for West Seattle will reopen. This is one project that should not be delayed as it will be one of the most used routes into downtown Seattle - for residents and tourists.
Seattle Area	No	No	No	No	When I get back to normal, post-Covid life these priorities will help me and also help neighborhoods I feel are underserved
Seattle Area	No	No	No	No	West Seattle has no transportation resiliency. Please prioritize rail or anything fast to connect us to downtown Seattle and beyond!
Seattle Area	No	No	No	No	We're desperately overdue for greater connectivity across the region, even if it comes at the expense of better connectivity *within* a region. Y'all probably already understand the network effect, but I do too. Light rail functions as a backbone for a transit system that's otherwise relatively sparse outside of downtown Seattle, and allowing it to carry greater burdens can free up Metro and ST to reorganize local routes that feed into/out of it.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I prioritize 130th because it is within walking distance of my home and I believe there is a definite need for more north end stops to accommodate (and ease the traffic congestion) of Northgate when it becomes a major and busy sports center. Beyond the 130th station, I believe in extending the reach and access to lightrail as much as possible--especially north and south--in order to alleviate congestion in the I-5 corridor. That's why I am prioritizing the run to Everett in the last section.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I want to be able to work downtown or on the eastside and be able to take link. I want a safe & easy transportation around the whole region.
Seattle Area	No	No	No	No	cuz of where I live in relation to where they go
Seattle Area	No	No	No	No	I live with by 130th. Having a stop there is the highest priority for me!
Seattle Area	No	No	No	No	where I live, where inequity exists for public transportation, west seattle bridge worries
Seattle Area	No	No	No	No	To focus on ridership, the higher the potential ridership, the higher the priority.
Seattle Area	No	No	No	No	I live in Magnolia and work in North Seattle so I think these projects would impact me the most.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	We've come this far on planning the 130th station portion of light rail. After all this, I am more convinced than ever that this should be completed. Yes, we will have the 145th station, but that 15 block difference is huge, in terms of residents, students and everybody to the west. 145th St is terribly congested right now and will be much worse once the light rail opens. We need to route more traffic on 130th and the station there will help a lot.
Seattle Area	No	No	No	No	Queen Anne and the surrounding environs are very hilly and poorly suited for how much they require car ownership and driving. I would absolutely love to have more options for clean and reliable transit that don't involve being driven in a bus or car.
Seattle Area	No	No	No	No	I made Downtown and Ballard improvements 1st and 2nd because transit in SLU lags behind demand driven by jobs there. My workplace is moving from Downtown pre-lockdown to SLU post-lockdown, and many of my coworkers are anticipating significantly longer commutes as a result, with many considering a switch from transit to driving alone as their commute mode. Without improved transit in SLU, employers will feel pressure from their employees to provide more parking, boosting drive-alone trips at the expense of transit. Link through this important job center would head off some of this mode switch. Traveling from Downtown to Ballard via transit also feels slower than it could be. The Ballard Bridge is a weak point of that trip, and Ballard is growing rapidly. I think it's highly important for it to have fully grade-separated transit as quickly as possible. I'm less familiar with West Seattle than other parts of the city, but I believe it has a lower density of jobs and residents than other Link destinations, so I ranked it lower than Ballard/Downtown. I still believe this is an important destination, just not quite as important. I ranked RapidRide capital improvements 4th because I believe it's important to build on what is already working relatively well and serving many people, and these improvements could come online much sooner than Link will. I would love to see existing RapidRide lines move closer to true BRT service level, rather than being "BRT-lite". I ranked Stride on 522 5th because I used to commute by bus along that corridor, and I think the combination of many potential job-residence trips and existing investments in bus lanes makes it important to finish that route.
Seattle Area	No	No	No	No	If there's a need to prioritize, then it should be to shift people from personal vehicles to public transit (focus on building the actual transit infrastructure, not the parking).
Seattle Area	No	No	No	No	I live in Lake Forest Park and I like the idea of being able to take the light rail to specific destinations in the downtown area.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I have balanced my selections between my perception of citywide equity and need, and my own utility. I know the Graham St station will serve low-income communities and provide a closer mass transit alternative for Aki middle school than the orcas station. Similar arguments can be made for the Delridge neighborhood. There is so much opportunity to serve the REGION north of downtown by building 130th station and enabling BRT to from lakecity to I5. I5 gridlock affects communities all the way to Marysville, and south passed JBLM. Keeping more seattle-based commuters off the road will create space for commuters who don't yet have access to reliable public transit.
Seattle Area	No	No	No	No	Connecting West Seattle opens up an entire new section of Seattle given the current bridge closure (and considering the possibility of any future bridge closures).
Seattle Area	No	No	No	No	Prioritize routes that will support the great number of riders such as Ballard.
Seattle Area	No	No	No	No	I would prioritize light rail options in West Seattle as we are currently without a bridge, the bridge when fixed will break again and the public will need alternative options for getting out of the WS area when these things happen again. I also work in Redmond, so i'd like to be able to get from West Seattle to Redmond by light rail at some point in my career.
Seattle Area	No	No	No	No	Travel between downtown and Ballard takes near an hour to go 5 miles during high traffic times. Ballard is becoming more dense in population every month and transit is essential.
Seattle Area	No	No	No	No	Need to reduce car trips in the area and increase people taking transit and getting to/from transit without a car. Instead of building garages/parking lots next to link stations, invest in transit, ped, bike infrastructure to stations.
Seattle Area	No	No	No	No	I live in West Seattle and think that light rail to connect this huge community to the rest of Seattle is extremely important. This was heightened by the bridge failure. For the West Seattle line, I would consider dropping one station and only having two. I have always felt that the three planned are too close together. A reduction down to two stations would help reduce project costs.
Seattle Area	No	No	No	No	What gets access to light rail to the largest number of people?
Seattle Area	No	No	No	No	Quick and efficient light rail access from Ballard to Downtown is important for a denser and more sustainable Seattle.
Seattle Area	No	No	No	No	West Seattle is close to 1/3rd of the City's population
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle is consistently impacted by other transportation issues. We have very diverse neighborhoods with a lot of income inequity.
Seattle Area	No	No	No	No	Build fixed rail to encourage housing investment. Do not build more parking.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Number 1 priority should be extending the link lines to go more places. This has the potentially to dramatically increase ridership and draw new businesses and improvements to urban centers all around the city. I chose to live in Green Lake because of the upcoming link light rail station, because I believe it will drive improvements in the area and opens up transportation opportunities in the area greatly. I would hope these same improvements will benefit other parts of the city in the same way. In particular, improving link access to the north of the city towards Everett could dramatically alter the future of north seattle.
Seattle Area	No	No	No	No	The logistics of getting out of Ballard and West Seattle to downtown via car is extremely difficult. Those two areas have the most amount of congestion and need to be resolved first.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I want more rail service, and to speed completion of the north King County and urban core projects.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I put the NE 130th Station first as I believe it's the most effective means of linking the Bitter Lake and Lake City Urban villages to light rail, as well as creating new opportunities for an Urban village/TOD in North Seattle surrounding the 130th station. I prioritized the new Downtown tunnel 2nd as it appears critical to ensuring that the entire system maintains/builds capacity for future growth. An expansive system is for naught if ridership and speed is constrained by a bottleneck in downtown Seattle. I prioritize the C&D Rapid Ride lines as it seems the most effective way of expanding rapid transit access to Ballard and West Seattle, especially if those light rail extensions are to be delayed. I prioritize the Graham Street line as it's been long promised to the community and has a large representation of BIPOC communities in the served area. I prioritzed the Stride bus rapid transit as it seems critical to linking communities in North King County to the light rail system. In prioritizing phasing/modifying future transit projects, I think the Board should prioritize not only ridership but usefulness of the system. The light rail system is advantaged by running in its own right of way, but I believe this quickly leads to a prioritization of speed-of-mobility over the usefulness of the system (does the system connect riders from various origins towards interesting and useful destinations). Prioritizing the 130th Street station makes the system more accessible and more useful (even if it's inevitably and unfairly criticized by farther-out communities for making their trips longer). And making the system optimally useful for the community doesn't always mean that we need to put down light rail tracks: the opportunity cost should also be considered.... could the system be more useful if we invested in RapidRide lines to Ballard and WS instead of spending more to accelerate light rail expansion, for instance? I know Sound Transit doesn't control how cities zone their land, but if we're going to achieve light rail expansion to Ballard and West Seattle then I believe ST needs to advocate that those areas be significantly upzoned -- so as to maximize the number of riders that the system can serve AND to generate the taxpayer revenue necessary to pay for system expansion. If Seattle is going to have a mass transit system that befits a metropolis, then it needs the population density to support the investment.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I would urge ST to work creatively and collaboratively with the City of Seattle, KC, the State, the Port of Seattle, and federal agencies to realize holistic and efficient multi-modal solutions for Ballard/Interbay and West Seattle, as solutions are considered for the Link stations along with Ballard and West Seattle Bridge replacements, respectively. There is an opportunity for an equitable and climate-responsible solution that will serve Seattle well into the 21st century. Adding a station at 130th will be less disruptive and expensive than trying to add a station later to a line that's already open. The bus improvements are relatively inexpensive and useful.
Seattle Area	No	No	No	No	These are high volume destinations with poor public transit options right now.
Seattle Area	No	No	No	No	Lightrail to the densest populations to reduce car driving and their climate/health impacts. Remove all parking to save money. Tax the rich. Delay/eliminate Eastside plans to the richest, most suburban, least dense, most conservative, and most anti-public transit areas (Bellevue, Mercer Island, Redmond, Issaquah). And TAX THE RICH.
Seattle Area	No	No	No	No	I favor using Link Light rail to get downtown for work
Seattle Area	No	No	No	No	the west seattle connection in light rail is more important due to the uncertainty of the west seattle bridge. Perhaps a joint use highway and light rail bridge could be constructed to replace the current west seattle bridge
Seattle Area	No	No	No	No	They will help me get to work!
Seattle Area	No	No	No	No	Getting actual access to the highest speed transit along most used corridors has to be the highest priority, while parking accommodations are not essential and are best deprioritized to make sure the system is in place as soon as possible.
Seattle Area	No	No	No	No	West Seattle is essentially cut off from the rest of the city; it would add insult to injury to delay or cancel the West Seattle light rail project.
Seattle Area	No	No	No	No	I live in South Seattle (Beacon Hill) and would love to have more options for myself and my immigrant/BIPOC, lower-income neighbors who are often deprioritized in city planning.
Seattle Area	No	No	No	No	If delaying a project would aid in planning, for example, being able to purchase more land or better land for the project. Prioritizing lines that already run through high use area. Planning for future high use.
Seattle Area	No	No	No	No	I live south of the proposed final-stop on West Seattle light rail, so my prioritization to to simply get these lines built, so we have somewhere to extend from in future years (generations??). The longer it takes to establish these lines, the harder it will become to serve these neighborhoods.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Why isn't West Seattle prioritized? Providing light rail to surrounding areas and cities is fine unless it's at the expense of an area that is actually in Seattle and one that is in dire need now. As it stands, I will be 85 years old when the West Seattle station opens. Now your saying it will be delayed! I guess I will never enjoy convenient light rail in my lifetime.
Seattle Area	No	No	No	No	West Seattle will need the light rail & bussing solutions in case the bridge goes down again.
Seattle Area	No	No	No	No	Equity is the driver behind my priorities. Providing access to lower income communities first. West Seattle and Ballard can wait (I live in Ballard). I would prioritize extending the spine of light rail, connecting Everett, Seattle and Tacoma. I also very bus rapid transit very highly. As a frequent rider of the Community Transit Swift bus, I know how well it can work.
Seattle Area	No	No	No	No	Ballard is really struggling as our density zoning was increased in anticipation of the Monorail, and then the Monorail wasn't built. In normal times buses can't keep up with demand, and they get stuck in traffic just like cars. We need rapid transit, not just buses.
Seattle Area	No	No	No	No	Light rail is never going to get cheaper - DO NOT delay it.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I'd prioritize connecting Ballard and West Seattle to the system. I want to see the system expand across king county, but even more, I want the system to be accessible to Seattle residents.
Seattle Area	No	No	No	No	If filled to capacity, the new Park & Ride stalls will only comprise 1-2 percent of all Link riders but cost $120,000 per space. Redirecting even a few million dollars away from parking to TOD could leverage more private investment to make previously unworkable development projects pencil out â€“ increasing the ST3 budget, Link ridership, and access to TOD housing that's affordable to a variety of income levels.
Seattle Area	No	No	No	No	I live in West Seattle
Seattle Area	No	No	No	No	West Seattle is notoriously badly connected to mainland seattle. With the high bridge out and the lower bridge getting close to the end of its life span, is will only get worse. West seattle needs options for commuting to DT / SLU that are independent of car traffic. (Buses get stuck in the same traffic).
Seattle Area	No	No	No	No	Help connect west seattle
Seattle Area	No	No	No	No	Relieving traffic congestion in the area and providing more service to residents in the area should be the highest concerns with the system as a whole. Population density and access points need to be considered and should allow for easy movement between locations and allow residents and visitors the availability to move through the region with speed and ease to enjoy shorter commute times and area attractions.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The 130th street station will service many northern neighborhoods that are not adjacent to the future Northgate or 145th street stations. Moreover, the proximity to the Jackson golf course will help us reimagine what that space could potentially be used for. In a city as expensive and space constrained as Seattle, this asset should be utilized more equitably. The North side of Seattle needs large waypoints like the 130th street station to anchor our cities continued development.
Seattle Area	No	No	No	No	Delay all parking garages. Focus on building out the urban spine of Link/Transit and reaching underserved areas. No unnecessary tunnels. Invest in building stations that will stand the test of time and truly integrate into the surrounding community, not stations that are hard to get to and hostile to ped/bike users.
Seattle Area	No	No	No	No	I prioritized what would improve my own transit experience. Northwest Seattle has some decent local bus service, but it still takes longer than most areas of the city to commute downtown or east-west. Express buses help, but they are significantly less accessible north of N/NW 85th St. If I were in charge though, I would consider racial and socioeconomic equity more than is currently being considered. South Seattle has received the short end of the stick with respect to light rail (being at surface level compared to tunnels and elevation to the north), bus service, and walkable infrastructure. It is past time to correct that.
Seattle Area	No	No	No	No	I would like West Seattle to be connected to Seattle as soon as feasible, even if 10 years away we need this. Since the monorail was cancelled 15 years ago a solution bypassing traffic is dearly needed
Seattle Area	No	No	No	No	1-3 will directly improve the quality and speed of my commute from Rainier Beach to Interbay. 4-5 will improve my ability to use transit to visit friends and run errands without needing to use a car.
Seattle Area	No	No	No	No	None of the proposed transit project impact me significantly. I currently live in NE Seattle and take the 372 to connect to Link to go downtown for work (pre-pandemic). For Seattle, I do think that inter-neighborhood connections and better transit connections to West Seattle and Ballard are important to the communities there.
Seattle Area	No	No	No	No	The current light rail projects tend to be aligned along the major highways. These are areas that already have easy access to the highways. Ballard does not and West Seattle needs a bridge alternative.
Seattle Area	No	No	No	No	IMPORTANT NOTE: REPLACE West Seattle light rail plan with gondola. Your survey is not properly worded to consider other options!
Seattle Area	No	No	No	No	I live in West Seattle. Access to/from West Seattle to the rest of the city is very limited.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I felt this question wasn't asked properly. I really don't have a strong opinion that any of these projects should be prioritized, I answered more as an HR Director who deals with employees issues related to transportation and our employees. Our Seattle area employees and Bellevue area employees have sufficient transportation to downtown, but as more employees move north or south to find more affordable housing they need better transportation options to come downtown. If we want to continue to attract people we need them to be able to commute downtown easier.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I live in West Seattle and would greatly appreciate access to the public transit system especially with no bridge access and anticipating a recurrent bridge outage in the future.
Seattle Area	No	No	No	No	Link light rail needs to continue to expand into north seattle. Graham St Link station critical to connecting Hillman City to Columbia City, and Beacon Hill.
Seattle Area	No	No	No	No	Take out all parking elements to save money, riders can find ways to get to light rail stations or local buses can be beefed up. 130th station is very important to provide access for North Seattlites to jobs and opportunities, these are underserved communities up here and the fact that it was missed originally by Sound Transit in ST2 proves that. Equity is important.
Seattle Area	No	No	No	No	Providing effective access to light rail on existing track seems more cost effective than building new ones.
Seattle Area	No	No	No	No	I am trying to consider how ST improvements would most benefit me and my neighbors in increasing abilities to utilize improved mobility
Seattle Area	No	No	No	No	Please build the Graham street stop. It is time.
Seattle Area	No	No	No	No	Live close to 130th and would love to the stop add while other construction on the line north is ongoing.
Seattle Area	No	No	No	No	West Seattle is grossly underserved by transportation options at this time and even after high bridge service is restored West Seattle will still be dependent on a very limited set of bridges. We need workable alternatives.
Seattle Area	No	No	No	No	Making rail more accessible! I'd like ballard to come quicker, but that's b/c it's where I live :P
Seattle Area	No	No	No	No	Service the densely populated areas of Seattle better: Ballard and West Seattle.
Seattle Area	No	No	No	No	I currently live in West Seattle and even with high-rise bridge, it was a challenge to travel in and out of my community each day for work. We need a quicker way, more reliable to move people over the Duwamish River and in and out of downtwon Seattle
Seattle Area	No	No	No	No	COVID CARES funding

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Rail needs to grow into being backbone of our transit system as we densify. Nothing else will have enough capacity to move people quickly through large sections of the city in a future with 900K or a million Seattleites. RapidRide is the next best thing, and that can expand faster and complement the rail and regular bus network, acting like miniature rail lines.
Seattle Area	No	No	No	No	The key to me is expanding access and covering as many people as possible with the light rail network. I don't know all of these areas extremely well, so I chose as well as I could with that goal in mind. The balance to me is between extending Link and BRT to additional locations farther away from the existing network (such as Everett), which would add additional footprint and potentially bring in additional riders that way with expanding the network to places that are close in but not well connected with light rail yet.
Seattle Area	No	No	No	No	Extend light rail as far south and north as possible.
Seattle Area	No	No	No	No	Thinking of populations that need to live farther from Seattle/downtown due to financial issues and need to access link at 148th and then link at 130th to access Ingraham High School/Lakeside School/Northwest Hospital and community growth happening in this area north of Northgate. (I also assume that this project is less expensive than extension of link into Ballard and into West Seattle- both projects to get done but will have political resources to allow financial fundraising that might not be possible for the 130th station.)
Seattle Area	No	No	No	No	Safety and access for the soit seattle community
Seattle Area	No	No	No	No	a station at graham street would drastically impact my household's ability to get to work and recreation opportunities.
Seattle Area	No	No	No	No	Your plan to go to West Seattle unfairly destroys many neighborhoods, businesses and people's lives. Either go with a tunnel or just forget the damn thing!
Seattle Area	No	No	No	No	West Seattle is suffering from a dramatic disconnection from the rest of the city, preventing healthcare workers and other essential workers from contributing to the community as well as feeding their families. I'd prioritize equity and access along the Delridge corridor, not just the Junction.
Seattle Area	No	No	No	No	They impact me, my family and neighbors' accessibility via public transit.
Seattle Area	No	No	No	No	Looking for extended light rail access to new areas such as Georgetown, Ballard, West Seattle, Eastside
Seattle Area	No	No	No	No	These are the projects that I would use. There is substantial development planned for my neighborhood so increased transit capacity will help mitigate congestion.
Seattle Area	No	No	No	No	Light rail is the future!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The South Graham infill station is a must. The South End is already watching as the rest of the city (see: the more affluent parts of the city) is getting the better end of the light rail deal - underground or above grade lines vs. the at grade rail up and down MLK. To remove this originally planned station (original = from 10+ years ago) - a station that would be one of the cheaper stations to produce - would contribute to the continued disenfranchisement of the South End. Please do not cut this station.
Seattle Area	No	No	No	No	These areas are faced with the worst congestion, leading to increased pollution. I am excited for the addition of light rail to get more cars off the road. Also, I am probably moving to West Seattle this year, after living a few blocks from the Capitol Hill light rail station since it opened.
Seattle Area	No	No	No	No	All the people I commute with would love to have easy light rail connections in Shoreline.
Seattle Area	No	No	No	No	Looking at projects that increase equity and access to reliable high speed transit, predominantly in South King and Pierce Counties
Seattle Area	No	No	No	No	My highest priority is to not have a station at 130th. The golf course is to the east, freeway to the west, and single family. It will be nearly impossible to achieve the high density housing and services needed near the station with the park and freeway abutting it.
Seattle Area	No	No	No	No	Close to my location and I use transit when I can.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	East to west is the worst traffic in the city. I work as a painting contractor and it would help take more people off the road. The graham additional wouldn't cost very much and it would add a much needed stop between Alaska and Rainer beach. I live close by so it's important to me. This would allow Hillman city and Columbia city more Access. I used to live in W. Seattle. What the government has done to Those people is negligible and borderline unethical. People knew the bridge was going to fail and provided to alternative. Plus people who purchased homes over there may lose their shirts in property value do to how this was sprung upon the population. Total disaster.
Seattle Area	No	No	No	No	Expanding our regional system of grade-separated light rail is the best way to provide a true alternative to sitting in traffic. The downtown tunnel is key to the whole system. Expanding Seattle service (West Seattle and Ballard) is the next priority, ensuring that the system meets people where they are. City funding could help those extensions.
Seattle Area	No	No	No	No	I'm near the prospective 185h light rail station and would love to be able to take it farther north. to Everett.
Seattle Area	No	No	No	No	Light rail is the backbone of the entire public transportation system. The more places it goes the sooner we will get people out of their cars.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Selfishly I've selected the things will likely affect me the most
Seattle Area	No	No	No	No	The current timeline to Ballard and West Seattle from downtown Seattle is unacceptable. Sound Transit should have been working on those projects already. I believe the residents of Seattle would gladly pay additional taxes to get this phase moving earlier than planned.
Seattle Area	No	No	No	No	No good transit options in Beacon Hill
Seattle Area	No	No	No	No	As long as a second tunnel needs to be built downtown, the project might as well get going sooner rather than later. Ultimately, it will be the key to serving the NW and SW parts of the city with light rail. Nevertheless, in the nearer term, it will be more important to improve bus (and other?) service to those two regions of the city than to build the light rails lines ASAP. As to the Stride service in the northern part of the county, this will help take some pressure off Lake City Way. The NE 130th and South Graham stations, although nice to have, aren't a big priority, given the relative proximity of other stations.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	We should do our absolute best to delay parking garage projects in favor of retaining the service improvements that have been planned. Garages are too expensive and should not outweigh the need to expand service itself.
Seattle Area	No	No	No	No	The light rail is so easy and pleasant and safe to ride compared to the bus that if there were light rail in West Seattle, I'd use it all the time and it would really help me cut down on car usage.
Seattle Area	No	No	No	No	We need to get transit to the people that have the worst transit access fastest. This is crucial for reducing the number of SOVs. Service is essential for people who do not have other transportation options besides transit, and we should focus on them before we make improvements to existing infrastructure.
Seattle Area	No	No	No	No	I want to use Light Rail as much as possible to move around Seattle, rather than a car
Seattle Area	No	No	No	No	Area were I would use services
Seattle Area	No	No	No	No	Rainier valley has a large population of people of color who depend more heavily on public transit than wealthier areas of the city. Better access to the light rail is really important.
Seattle Area	No	No	No	No	The 130th street station just makes sense to do while crews are working in that vicinity. Travel east-west within Seattle is difficult/terrible so priority needs to given to isolated areas such as Ballard and West Seattle.
Seattle Area	No	No	No	No	I prioritize system expansion over adding stations to existing lines. The more expansive the system, the more it'll get used.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	Because they would benefit me and my neighborhood.
Seattle Area	No	No	No	No	Acquire the land needed before the price goes up even more. Add stages that bring the most people to use the system.
Seattle Area	No	No	No	No	My priorities are getting cars off the road in areas limited by bridges and tunnels and bringing service to lower income areas
Seattle Area	No	No	No	No	Need to have stations and places for people to access lightrail. Focusing on the light rail, and stations first. Then working on access (increasing rapid rides) to the stations.
Seattle Area	No	No	No	No	I think of the current traffic situation. For the Eastside and Snohomish, traffic is really bad on I-405, so adding more transit there would be helpful. And for Seattle, its hard to access West Seattle and Ballard, so increased transit there would be helpful as well.
Seattle Area	No	No	No	No	Would facilitate me ditching the car.
Seattle Area	No	No	No	No	I really want to give people more options to get off the roads so there is less traffic for me. I also want access to Seattle without having to park down town.
Seattle Area	No	No	No	No	Getting around downtown is the easiest compared to traveling to outlying areas. Buses and street cars run everywhere downtown.
Seattle Area	No	No	No	No	1) The station at S. Graham has been promised for some time and the South end traditionally gets the short end of the stick - time to change that prioritization. 2 & 3) W. Seattle and Ballard are just hard to get to - light rail would make those destinations a lot more accessible. p.s. I chose "I don't currently ride" for the questions below, but that's because of the pandemic. Once we're all vaccinated I will be back on my normal multiple light rail/bus trips per week.
Seattle Area	No	No	No	No	Weat Seattle and balard bridges pose major constraints for future mobility from those neighborhoods. Light rail needs to be delivered before they turn imto virtual islands.
Seattle Area	No	No	No	No	because i am a senior living in Victory Heights and easy transportation is important.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	To make travel from West Seattle to downtown or South more accessible and to link/ improve connection between Tacoma and Seattle.
Seattle Area	No	No	No	No	Where I live (160th in Shoreline) and where I work (downtown currently closest to Westlake and the former convention center)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	My greatest concern is that further projects in Snohomish County and North King County will be scaled back or canceled. The Everett area has been paying into ST for a long time and an extension has been a long time coming and I fear further delays will lead to the area leaving ST.
Seattle Area	No	No	No	No	The highest priority to me is developing the south graham light rail station. There is a major service gap along ok this area along MLK and this station would serve residents in mid to south Beacon Hill as well as those in the area between the Columbia city and Othello stations. MLK and Graham is a major intersection and a new station would improve signaling and pedestrian safety, especially for kids attending Aki Kurose who use public transit to get to school. It would be a lower cost surface station and was originally delayed due to budget when the Link opened. No tunnel boring would be needed and there is no land to buy. Now is the perfect time to build this station. Transit is key to helping people get where they need to do in an more affordable, efficient and environmentally friendly way than personal car travel. South Seattle has been u see served and underfunded for many years. This project would help develop a better and faster connection to the other communities and economic opportunities across Seattle.
Seattle Area	No	No	No	No	I live right next to the 130th station and I will commute downtown. If I can move on the light rail, that will reduce congestion and singly used vehicles going to work
Seattle Area	No	No	No	No	I commute directly between West Seattle and Ballard. It would be a godsend to two very disconnected areas of the city! Most importantly with the bridge gone, West Seattle has suffered immensely.
Seattle Area	No	No	No	No	grade separation.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	We need to be able to move folks from east side of I-5 in north Seattle to the east towards Aurora. There is a major high school west of 130tj as well as many older people. Looking east need to get people into and out of Lake City Way and Pinhirst
Seattle Area	No	No	No	No	I live near the proposed Graham station, so I would be able to use the station to get to work and other places. Right now, it's harder to get to the Columbia City station.
Seattle Area	No	No	No	No	I'm most likely to use services within Seattle (where I live) and extending North to Snohomish Co (where family lives)
Seattle Area	No	No	No	No	The Graham Street station is crucial. It is currently too far to go to either Othello or Alaska. I can't really use the rail without a Graham station. Please don't cut!!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Extending the area link covers. And getting people to it. I would not put in a station at 130th until much later. It is close enough to 2 other stations and will slow the system down. Link needs to be quick enough for people to use. Adding too many stations will slow it down too much.
Seattle Area	No	No	No	No	We have been awaiting Graham St Station for years. It was part of the original LR proposal, and continues to be skipped over despite the relatively low cost to build. This is an issue of equity for our neighborhood, and we are tired of being overlooked, deferred, or slated for cancellation. While nearby areas have thrived with light rail, our stationless corner struggles to attract and retain diverse local businesses that could draw from our larger neighborhood with better access. Meanwhile, our bus service has been reduced to accommodate light rail elsewhere, which has led to longer and less continuous trips to popular locations--a further exacerbation of equity and access issues. Don't let the train keep passing us by. Graham Street Station Now!
Seattle Area	No	No	No	No	Ridership and connecting seattle neighborhoods
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Delay parking in favor of building the second tunnel and extending link to Ballard and West Seattle is absolutely worth the trade off. Sound transit would be far better off building transit-oriented development with commercial and residential space adjacent to the light rail stations rather than parking and this would help close the budget gap even farther.
Seattle Area	No	No	No	No	Expanding light rail networks is a generational project that will outlast any temporary improvements in bus service or other efforts. New stations affect how the areas around them develop, encourage density, and provide the most reliable form of transit for the communities around them.
Seattle Area	No	No	No	No	When i moved to west seattle 16 years ago, we bought a house based on where the rail would be. After almost 20 years and multiple votes in favor of a west seattle rail, still nothing has happened. There is a train from Federal way tp seattle, soon to be from Northgate to seattle and NOTHING from west seattle to anywhere. This is an enormous failure on the part of our political system making these decisions. There is no greater priority than connecting west seattle to downtown.
Seattle Area	No	No	No	No	It's essential to prioritize projects where BIPOC people largely live: South King County, South Seattle, and Pierce County.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The stop at 130th would be fantastic for all of us sandwiched between Northgate and Shoreline 175th. I think it would also lessen congestion and parking at Northgate to ensure that stop isn't constantly overcrowded especially with all the increased traffic around the new Northgate shopping center and Kraken facility. It seems like it would be a welcomed addition and the foresight to add it would definitely lessen congestion.
Seattle Area	No	No	No	No	Living in North Seattle, the 130th is most important to me for convenience; same goes for 145th. Ballard & West Seattle are difficult to get to as Seattle doesn't have easy east-west access.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I live in West Seattle and traffic is horrible- even before the bridge closure. Need to get fast, reliable transit options.
Seattle Area	No	No	No	No	The unanticipated closure of the WS Bridge has highlighted how critical mass transit options are for the West Seattle community, and how limited the current options are for getting off the peninsula. Expanding options via Rapid Ride and keeping Light Rail on schedule will ensure there are multiple options for connecting to the mass transit infrastructure being built out into downtown and beyond.
Seattle Area	No	No	No	No	I think additional link coverage downtown is critical for future capacity increases. I rate I-405 BRT higher than the Kirkland-issaquah link because it covers a broader area, but tbh they are equal to me.
Seattle Area	No	No	No	No	Efficient use of funds. Support use of BRT in advance of LRT construction.
Seattle Area	No	No	No	No	Near where I would use them
Seattle Area	No	No	No	No	Totally self-serving, but I live in Roosevelt and work in Everett. NOTE: "what transit do you currently ride" is nothing because pandemic. All my answers were different until March 2020.
Seattle Area	No	No	No	No	I know light rail will never really get to West Seattle, but it's most important because it's where I am and downtown is where I go to work. If light rail were here I'd use it to get to other parts of town as traffic and city roads are ridiculous.
Seattle Area	No	No	No	No	West Seattle is severely underserved, particularly given what we've seen with the bridge. If we had light rail, we wouldn't feel isolated from the rest of the city. Even buses take too long given the bridge closer....light rail here is critical.
Seattle Area	No	No	No	No	The gap between CC station and Othello is large. For folks living between them, it's not easy to get to either station by foot. The disenfranchised people on the south end deserve these basic transit services. There's a middle school nearby. Small businesses. People will use it.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I care most about the connectedness of the region via light rail. I regularly make use of my vehicle but only out of necessity: buses are unpredictable and slow, and the light rail is too limited to get to the places where I have friends or work.
Seattle Area	No	No	No	No	The Seattle area has the most density and congestion. The solution is more mass transit, if we can get it. Suburban rail lines connecting to park and rides only exacerbates bad land use practices (sprawl).
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle desperately needs better transit access, as the lack of the bridge has shown. Ballard also could use more consistent access.
Seattle Area	No	No	No	No	If you want those of us in west Seattle to stop driving so much, a smart move would be to prioritize giving us better, legitimate options. There is no reason the west Seattle project needs to be delayed as long as it is, especially with the bridge being out.
Seattle Area	No	No	No	No	They are places where I live or most want to travel to
Seattle Area	No	No	No	No	Get downtown tunnel built or move bus services to streets. Get Stride bus services to connect workers in south and north to downtown Bellevue. Get Link to Everett.
Seattle Area	No	No	No	No	Make the urban system as effective and efficient as possible. You need an dense hub to build spokes off of.
Seattle Area	No	No	No	No	Building the Graham St light rail station is critically important to South Seattle residents. This is an area that already has fewer transit options than North and West Seattle including no Express bus service down Rainier or MLK.
Seattle Area	No	No	No	No	Expanding access in busy Seattle core and adding connections important. There is currently no access within a 15-20 minute walk from my home, which makes using the system inconvenient.
Seattle Area	No	No	No	No	Expanding the light rail is my top priority. Having the light rail fun from Tacoma all the way to Everett and Issaquah reaches the most people all day allows improved mobility and ease of use.
Seattle Area	No	No	No	No	I'm interested in building the expensive stuff first to lock in that price; and then filling in stations on existing lines.
Seattle Area	No	No	No	No	I would prioritize seattle and east side connections first, then south and north extensions based upon traffic patterns and growth projections
Seattle Area	No	No	No	No	I would like to see a West Seattle gondola option considered as a lower cost alternative to rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I'm thinking about the populations that have built up during this time. Ballard and West Seattle have added tens of thousands of residents in urban cores. These residents are effectively urban dwellers, many of whom own fewer cars per capita and embrace a transit lifestyle. Continuing with Ballard and West Seattle follows the population build trajectory. My other choices help the flow of people to new light rail/commuter rail. I personally do not think a new station at 130th pulls in enough riders. Better to improve people flow to stations in process of being built (in a downturn.)
Seattle Area	No	No	No	No	Expands areas we can go car free
Seattle Area	No	No	No	No	I could walk to the 130th station from home, and take it to where I work on Capitol Hill.
Seattle Area	No	No	No	No	Connecting the fastest growing areas in King County (NE) to light rail via the 522 BRT makes sense as there are limited options. Ballard has good options via bus service already.
Seattle Area	No	No	No	No	I live in Lake Forest Park and work in Bellevue.
Seattle Area	No	No	No	No	I live walking distance to 130th and would cut any need for car transport to the train. Expeanding East and west, particularly to Ballard key.
Seattle Area	No	No	No	No	The West Seattle light rail should be canceled. People are working at home now and we should put the money on more bus service. The light rail is not needed and the construction will be too disruptive for the community.
Seattle Area	No	No	No	No	West Seattle transit desperately needed as connections to downtown are especially poor in the absence of West Seattle Bridge. WS is ideal for link light rail with densely populated areas along Avalon and the junction. DO NOT consider this ridiculous and entirely stupid Gondola proposal that some West Seattle residents are starting to advocate. A point-to-point gondola to SODO to connect to light rail will not work and hardly anybody will actually use it. It will be slower than the bus for the majority of residents. Anyone already cycling is not going to use it to avoid 3 extra miles of cycling (which is basically all already existing trails). It's point-to-point so practically serves far fewer people. The peak capacity is poor compared to light rail (which is what matters). And passengers alight in SODO where they will need to try and transfer onto a northbound light rail which is probably already close to full (having picked up peak passengers from Angle Lake - Beacon Hill), leading to longer waiting at transfers and longer commutes.
Seattle Area	No	No	No	No	Improve service to west Seattle and Ballard . Rail, better bus, gondolas; nothing should not be an option There isn't a free form field related to how often I use transit, so noting my answers are affected by the pandemic and remote work options from my employer. My transit use has been much higher in the past and likely will again increase.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ingress and egress to West Seattle is constricted and difficult even when the high bridge is open. West Seattle needs better, less congested access especially considering future growth.
Seattle Area	No	No	No	No	You have ignored the inner city, especially west Seattle
Seattle Area	No	No	No	No	Serve the areas with the highest (or projected highest) population densities.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Parking is unimportant. Light rail is most important, followed by Sounder and BRT. Parking projects should be shelved to pay for actual transit, preferably grade-divided transit that does not rely on roads.
Seattle Area	No	No	No	No	More Everett Sounder service
Seattle Area	No	No	No	No	Live in Ballard and would love to reduce carbon foot print while commuting for work and recreation in and around the Seattle area.
Seattle Area	No	No	No	No	The Everett to Seattle commute is terrible and there needs to be some help, the link will do that. West Seattle to Seattle needs to happen, the walk on ferry does not run enough times and Ballard to downtown should have been done long ago by voter approval and the mayor at that time did not want it and asked us to keep voting on it to the point that why bother. With the pandemic I am not taking public transit but we use to all the time to games, downtown and even the airport - once we are back to some "normalcy" we will be taking transit again.
Seattle Area	No	No	No	No	Anything that makes the existing and proposed system more reliable and connected should be prioritized. Another high priority will be easy access for lower income commuters.
Seattle Area	No	No	No	No	I live in Ballard so I'm primarily interested in improving transit connectivity from Ballard to other areas of the city.
Seattle Area	No	No	No	No	graham Street is important from an equity point of view. This neighborhood has some of the highest proportion of mass transit riders and this is one of the longest stretches between stations. It is right next to the Brighton Park which is getting increasing heavy use. Also adding an above ground station would be one of the less expensive projects. Second priority is West Seattle because they have significant pinch points getting out of West Seattle and we need to get more of them out of their cars. I haven't ridden the light rail much during the pandemic. But I specifically bought my house in this neighborhood in order to take advantage of it. And I was a very heavy light rail user before the pandemic

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	My priority area and projects represent the densest bulk of future riders, urban dwellers, and tax revenue for Sound Transit. These areas are also economical to build because they don't require any vehicle parking and they will have the biggest bang for our buck in reducing carbon emissions. West Seattle is particular important because the bridge situation shows how vital it is to get redundant connections across the river as soon as possible. In modifying future projects, please also remove suburban park and rides as an very efficient way to save funds. Instead, dedicate the land for transit-oriented housing. For Link light rail north to Everett, cancel the planned Boeing factory stop and long detour. The proposed design is not going to draw many riders and it will add substantial time to trips. Keep as direct a route as possible along existing right-of-way to minimize property and construction costs. I support serving low-density areas with bus-rapid-transit connections instead.
Seattle Area	No	No	No	No	Maximizing returns on investment. Adding a station at Graham Street has a lesser cost than many other projects and will help serve a growing and densifying area of the city.
Seattle Area	No	No	No	No	West Seattle need to be reconnected. Good for everyone. I don't even live there and I know this.
Seattle Area	No	No	No	No	I want to be able to bike to work and the light rail will help me do that.
Seattle Area	No	No	No	No	West Seattle is a traffic bottleneck. This has been exacerbated with the bridge closure but a repaired or new bridge will not alleviate the traffic issues that already existed and are getting worse as more people move to the west seattle area. Growing Ballard also has a major traffic crush, though is less landlocked than West Seattle. Next making sure downtown, where presumably the majority of commuters are headed, and where most of these routes run through even when it is not your destination, needs to have adequate throughput. I would also prioritize reaching underserved and lower income areas where residents would most benefit from improved transit.
Seattle Area	No	No	No	No	anything that us from not having to drive south into seattle and across a bridge is key - also connectivity with 522 is essential
Seattle Area	No	No	No	No	Would like to see a stop closer to me.
Seattle Area	No	No	No	No	Link to airport and residential neighborhoods underserved.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	All I want to comment on is the West Seattle project. We need to accept that the hill climb up to the Junction is too steep. The rail should ONLY come into the Delridge area (around Andover and Delridge). Run EV shuttles all over West Seattle to bring people to that station. Ideally there would also be a station in south West Seattle, around Highland Park Drive and W Marginal Way. Stop trying to make it up to the Junction and/or Admiral neighborhoods, you just can't do it without displacing so many people and businesses, and of course the outrageous cost to do so. Developments are still going in on the proposed route, that you would have to buy out, which is just ridiculous! Please only bring in the service to the Delridge area. We will take shuttles. And yes, I live in West Seattle, for over 20 years. Thank you
Seattle Area	No	No	No	No	I've been so excited for Ballard LIGHTRAIL! I would love to be able to conveniently take the train to work in Everett, or the airport, or a Sounders game! If the link comes to Ballard I can do so much less driving around the puget sound and that would be just lovely for me, other commuters, and the long term environmental and traffic issues facing our area.
Seattle Area	No	No	No	No	The 130th street station is important for addressing equity needs of the Lake City area with a high immigrant and homeless population.
Seattle Area	No	No	No	No	These projects are the priority to me because of how they address gaps in service to keep communities, particularly the underserved communities in need of better transit connectivity in the Lake City area.
Seattle Area	No	No	No	No	130 serves a lot of neighborhoods that would take traffic off I5 in and out of Seattle, especially during rush hour!
Seattle Area	No	No	No	No	They represent the highest effort/highest impact projects.
Seattle Area	No	No	No	No	I live in West Seattle. I want more reliable options to get across to downtown. I want more access to the link system without long bus rides to get me there, which I use for access to the airport and would use to access malls such as Bellevue and Northgate. Delaying is never ever going to result in lower cost. West Seattle is already delayed and it will be delayed long beyond 2031 at this rate. And we all know that all it will take is one earthquake to take out the high bridge again since a bandaid approach was chosen.
Seattle Area	No	No	No	No	I live in Ballard
Seattle Area	No	No	No	No	130th would be the closest to my area plus being able to get to west seattle or Ballard without driving would be a huge perk
Seattle Area	No	No	No	No	I live in Shoreline and would love to have easy access via Light Rail to Ballard and West Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Need to finish the line to Everett. They've been paying ST taxes for years and deserve to have their portion finished. The station at 130th is redundant. There is a major station already at 145th which is only 15 blocks away.
Seattle Area	No	No	No	No	Graham st is my top priority because the south end stations are very far apart and we have a high number of people who need public transit.
Seattle Area	No	No	No	No	The Rainier Ave corridor is high use and the road is very busy. More stations is safer. West Seattle needs all the transit help it can get, because BRIDGE disaster.
Seattle Area	No	No	No	No	Offering light rail to all those drivers in Ballard and West Seattle could have a huge impact on reducing single occupancy vehicles, and thus on air quality and the environment.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I see the new tunnel and the extension to ballard as facilitating a system with high ridership throughout. I also live near the Graham st station so that stop would help me get around my area.
Seattle Area	No	No	No	No	Building function within the Seattle area will be helpful to its residents and those traveling to Seattle from other locations served by Sound Transit. The connections to West Seattle and Ballard should alleviate traffic on stressed bridge bottlenecks. The Graham street station will provide service to under-served communities.
Seattle Area	No	No	No	No	The Ballard and West Seattle extensions are crucial in developing the framework for transit in the city of Seattle, where people are already going car free by choice. Modifying all projects to reduce or remove parking should be the top priority for reducing costs, since parking spaces are so expensive and provide limited benefit.
Seattle Area	No	No	No	No	Adding to what is existing makes sense, and then building out later. Adding more bus service so that folks can get to stations without having to drive as much also makes sense.
Seattle Area	No	No	No	No	The 130th station is important because it's near our home. Bus service to Ballard and West Seattle are important initial steps while they wait for light rail. The West Seattle line is important because I'm under the impression it helps underprivileged folks on Delridge. The South Graham Street station is important for serving that community. The Ballard line is important because it would make it easier for my wife and I to take light rail for an entire evening out.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	My selections make light rail more useful to the areas that already have the tracks.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	If filled to capacity, the new Park & Ride stalls will only comprise 1-2 percent of all Link riders but cost $120,000 per space. Redirecting even a few million dollars away from parking to TOD could leverage more private investment to make previous unworkable development projects pencil out -- increasing the ST3 budget, Link ridership, and access to TOD housing that's affordable to a variety of income levels.
Seattle Area	No	No	No	No	Allowing communities in Seattle an alternative to having to own a car, which is expensive and pollutes, is my priority. Subways and railways tend to be easier to use than buses and, having lived in cities with subways, I know they are super helpful for those of us wanting to permanently ditch our cars. Those living in more densely populated communities are more likely to give up their cars if a dependable easy to use alternative like a light rail is available.
Seattle Area	No	No	No	No	Like rail over busses, which get stuck in congestion too
Seattle Area	No	No	No	No	1) Living in Shoreline (near the future 185th station) adding a new station around NE 130th would further connect the northern part of Seattle. 2) SLU is a core tech hub today, and connecting it to other areas of the city would help people going to work, etc.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	They are services I would use. And if the transit became better I would use it more and get rid of my car.
Seattle Area	No	No	No	No	My #1 ranking was chosen because it's directly beside my home and I'd like input on the station and resulting neighborhood development. The #2 was so chosen because of the commuting mess that all residents of West Seattle are in due to the bridge closure. They need an efficient way in and out of West Seattle. Increasing ride area for the breadth of the city comes next, rather than a sole focus of building along the I-5 corridor.
Seattle Area	No	No	No	No	Need to focus the Light Rail on the dense core of the city. Ballard, in particular.
Seattle Area	No	No	No	No	I want to focus on getting good, reliable transportation to communities of color. Living in South Seattle, my commute is often disrupted because cars crash into the light rail because it was built on the street. This is just one of the many ways communities of colors have been prioritized last when it comes to public transportation. It's time to acknowledge and improve this historical injustice.
Seattle Area	No	No	No	No	They would offer me the opportunity to commute via light rail from my home.
Seattle Area	No	No	No	No	I live in Ballard and am supportive of commuting options into downtown and SLU. I would prefer to own one less car and have my family depend on transit options for work commuting.
Seattle Area	No	No	No	No	Because we gave you our taxes and consistently approve higher taxes to pay for this shit that never is going to happen

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Delay or scrap parking garages. These can be prioritized for funding by local county or municipal governments. Prioritize investment in the Link spine as well as investment in lower income and far flung suburban communities - which should have a greater positive environmental impact.
Seattle Area	No	No	No	No	Downtown Seattle is the job center and therefore should be prioritized first on transit upgrade. Then west seattle improvement because that impacts our household directly.
Seattle Area	No	No	No	No	Halt construction of the 130th street station project. It is not expected to complete until 2032. The major thoroughfare, 5th avenue NE, is closed causing traffic issues. The station is redundant since it is so close to the Northgate station.
Seattle Area	No	No	No	No	Extend rail service in and near Seattle's urban core,where population densities are not only highest but growing. Create a viable backup to the vulnerable West Seattle bridge.
Seattle Area	No	No	No	No	Eliminate Parking Garage at Lake Forest Park
Seattle Area	No	No	No	No	Prioritize high population areas and improvements that would make the whole system more efficient
Seattle Area	No	No	No	No	The 130th st. station would be 10 minutes from my house and important for my family. I would prioritize getting more people to more places with dense populations. I even say that as my preference is for a 130th st station but I still am between Northgate and 145th, so I recognize that my preference may not be what is beat foe the entire system. If say for Everett don't build the costly alternative to Boeing because Boeing may not be there forever? For West Seattle / Ballard this is an important alignment and we should focus on that. Other projects further out like Kirkland and Issaquah should be delayed. There may not be the equity requirements for those alignments.
Seattle Area	No	No	No	No	Maximize utilization of existing assets and service areas; further the adoption of mass transit where not served by light rail (I.e., BRT). Aggressively pursue additional funding sources and debt authorization. Acquisition and construction costs are unlikely to decrease; and (if existing economic policies continue), we can expect modest inflation, effectively reducing the debt burden over time.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle is the most issolated community in Seattle.
Seattle Area	No	No	No	No	North Seattle continues to grow and the need for access to transportation hubs is great in order to decrease private car usage and congestion

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I prioritized projects that I would use and the overall system would benefit from. Light rail seems to work best when it is serving population centers across short distances to generate the most ridership.
Seattle Area	No	No	No	No	Building more light rail stations around downtown Seattle would go a long way towards eliminating the need for cars downtown. Light rail is a much more comfortable and easier to understand way to travel than busses. But right now only occasionally is the downtown light rail actually helpful for moving around downtown. In addition, I would rather focus on building long term projects than short term solutions as the transit need around Seattle is only going to continue to increase.
Seattle Area	No	No	No	No	I bought a home based on future light rail plans and want to stay connected to the city to continue to support restaurants, the arts, sports, etc and have a easy, reliable mode of transportation to do so.
Seattle Area	No	No	No	No	The 522 bus service to Shoreline affects my commute & this route is a bottle neck around the top of the lake with few alternatives to get to Seattle.
Seattle Area	No	No	No	No	North Seattle is still a working class, diverse neighborhood.
Seattle Area	No	No	No	No	Own a home along the new stride route and I exclusively use public transit. The Shoreline route is currently very ineffective and this stride bus would increase my ability to get places
Seattle Area	No	No	No	No	We in the Rainier Valley have suffered what amounts to pure socioeconomic discrimination. ST is a disgrace for allowing at-grade tracks in an area which deserves elevated tracks or tunnels just as much as Bellevue or North Seattle. You should be ashamed for that. The least one can do now is build a station at Graham Street to restore some sense of unity and service to a neighborhood you've completely severed and made hazardous. No elderly folks in wheelchairs should have to navigate crosswalks where train tracks run, what in the actual hell is wrong with you. Fix this by at least building the station at Graham street.
Seattle Area	No	No	No	No	Giving more people the opportunity to commute via reliable light rail
Seattle Area	No	No	No	No	I live on 145th and want the rapid transit line to access the light rail and for my commute.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	They're important to me because I want to be able to use them to get around Seattle w/o driving my car. I'm 54 years old and while driving is still an activity I enjoy, I can see on my horizon a day when that won't be so. More importantly, my teenage sons (17, 14, 11-so-will-be-a-teen-soon) need to be able to get around their hometown by some means other than me driving them or buying a car. Bikes are great--I love and use our city's biking trails, especially the B-G!--but not always safe at night. I want my kids to be able to use these improvements to get to school, work, social events, etc. w/o having to worry about a car, car insurance, car accidents, wet/slick roads, auto theft, engine trouble, etc.
Seattle Area	No	No	No	No	Rail is the best current transit option for the Puget Sound area. I've prioritized long term solutions rather than short term. Expanding light rail and Sounder is best for the long term transit needs of the region
Seattle Area	No	No	No	No	Proximity to me and my transportation needs. Providing transportation to people who live in lower income areas and have to travel the farthest to get to jobs or services.
Seattle Area	No	No	No	No	Connecting as many places/cities as possible with Link Lightrail is my priority - consolidating trips into one intuitive mode of transit and limiting number of confusing, anxiety-ridden transfer points. Figuring out the complexity of transfers, schedules, & navigating various methods of payment are the primary barrier to transit I've observed. Simplify the system!
Seattle Area	No	No	No	No	I think light rail is the most important long term project, followed by expanding bus routes that bring people to rail station. Make the city more people friendly.
Seattle Area	No	No	No	No	Focus on the rail system and network, get it built
Seattle Area	No	No	No	No	Quicker access to places (Ballard) that I go to for shopping and museums and visiting friends (west Seattle). General thoughts to support area access. If rapid bus service could work better/longer/cheaper than building an additional tunnel, then I would prioritize bus. Tunnel to me seems necessary for future working of the total system.
Seattle Area	No	No	No	No	Prioritize network extension so we can use transit to go to more places. If budget is a concern let's make sure to cancel P&R investments and build stations where people live or work.
Seattle Area	No	No	No	No	We need to reduce traffic over the bridges. Expanding light rail to the north and west would help.
Seattle Area	No	No	No	No	impact us directly
Seattle Area	No	No	No	No	Serve the densest areas first. Get those people off the roads so less traffics for bus and car commuters from less dense areas.
Seattle Area	No	No	No	No	Delaying the 130th station isolates a whole community of lower income households and a vibrant immigrant community in North Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Connecting poorer areas of the city to more consistent transit is vital.
Seattle Area	No	No	No	No	Increasing density of SLU area and limited transit service options servicing SLU. To date, most options have prioritized downtown access, but SLU and Interbay are seeing tremendous growth. Reduce traffic and crowding on Mercer.
Seattle Area	No	No	No	No	no delays, seattle is so far behind where we could be if we prioritize this infrastructure work when we should have! i want a fully functioning light rail system accords the region asap and will vote for additional taxes to make it happen sooner!
Seattle Area	No	No	No	No	Everett has been waiting a long time for light rail and it is key to getting cars off the road to reduce traffic and help the environment.
Seattle Area	No	No	No	No	The 130th ST station is very important to the future vibrancy of the Haller lake area. We have 5 large schools in the area and a great park, but there are few urban amenities to to offer the thousands of students and families that come and go from the area. A light rail station and the rezoning around it will help complete the Haller Lake neighborhood and will allow it to grow in a healthy manner for the years to come. Additionally, I recommend prioritizing the NE 130th Station first because it is clear that it's the best way to linking the Bitter Lake and Lake City Urban villages to light rail. Without this station, it's likely that people in those communities will not be able to take advantage of light rail services. Delaying the station will only increase costs in the long run and create additional service disruptions.
Seattle Area	No	No	No	No	They match my understanding of maximum ridership per dollar spent, which is the single most important metric for prioritization
Seattle Area	No	No	No	No	West Seattle has just one route for folks travelling to downtown while Ballard has several routes, so the WS link is more important. I put a higher priority on expanding the system to additional areas and improving bus service to planned stations to reduce the number of parking spaces needed at the station.
Seattle Area	No	No	No	No	These are areas where I currently drive but would take rapid transit If available. A new tunnel sounds expensive.
Seattle Area	No	No	No	No	Important to improve vehicular traffic times and congestion by getting a reliable, fast, efficient public transit alternative -- rail! -- up and running. Many people would gladly use this for regular commuting, etc. , thus taking more vehicles off the road.
Seattle Area	No	No	No	No	SR522/145th is already a mess and the light rail will bring more traffic to the area necessitating bus service. This will also help (I hope!) improve 145th for pedestrian access!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	"I recommend prioritizing the NE 130th Station. I believe it's the most effective means of linking the Bitter Lake and Lake City Urban villages to light rail, as well as creating new opportunities for transit-oriented development and greater mobility. Delaying the station is likely to increase costs in the long run while creating additional service disruptions."
Seattle Area	No	No	No	No	I could use the light rail if there was a station at NE 130th
Seattle Area	No	No	No	No	More stations, less parking!
Seattle Area	No	No	No	No	Commute, recreation. Not needing a car to live in the city.
Seattle Area	No	No	No	No	Alleviating traffic in dense urban streets. Providing greater access via rail to the most central and popular locations within seattle. Alleviating pressure on existing infrastructure (ie bridges) for West Seattle
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Working East to west seems to keep getting the shaft and needs to be priortized.
Seattle Area	No	No	No	No	I think that Seattle urgently needs a "subway" system to address congestion and travel times within the city limits. I would prioritize light rail (both within and outside of Seattle) over all other projects.
Seattle Area	No	No	No	No	I feel that building the light rail in the greater Seattle area is one of the best ways to remove cars from streets. It facilitates walk, bike, run to rail options. Also, improving the north/south corridor seems of paramount importance due to the cost of living in Seattle pushing people farther out.
Seattle Area	No	No	No	No	I would use the Ballard/Interbay line. A second tunnel downtown benefits entire operation.
Seattle Area	No	No	No	No	So much investment has gone into moving people into and out of Seattle, but very little has been done to move people across or within Seattle. We are paying a lot of these taxes as well and need more carless options within the city. Also, this would be more tourist friendly.
Seattle Area	No	No	No	No	What lines get the most cars off the road.
Seattle Area	No	No	No	No	We need to connect the edges of the north end of seattle into the light rail spine.
Seattle Area	No	No	No	No	Build a better all encompassing link light rail transit system. Do it at whatever cost. At least catch up to portland if you never plan on being the boston, nyc or dc of the west coast. Should have already been done. Let's go.
Seattle Area	No	No	No	No	Seattle is not public transport friendly and it is a shame because we are a great and thriving city. We should have more public transport projects connecting the various areas of Seattle so people can get around without the need for cars. It should not take 40+ minutes to get somewhere in as bus, if a car can take you there in 10. I wish we had a system like Portland or NYC that helps their constituents.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Neighborhoods within Seattle need to be connected. Those living in the Belltown/Downtown area need connections to get to Ballard, Interbay, etc to increase to attractiveness of living and working in the city. Protected and connected bike lanes are a way to start this immediately while more time intensive construction is designed and built.
Seattle Area	No	No	No	No	The entire region will benefit when more areas of Seattle are served by Link, so new lines seem much more important than new stations on existing lines. Since I used the 522 bus pre-COVID, I also like the plans for the brt (though cutting down on number of stops makes sense).
Seattle Area	No	No	No	No	I'm paying $400-$800 a year on my car tabs to fund this project, even though on my old car the value the tax was based on was almost twice what the car traded in for. The tax is unfair and I feel like I should get service to where I live. I don't have any memory of paying taxes for the original C/D lines from KC Metro and use them all the time, vs. rarely the light rail since it's significantly faster most times to drive to the airport. So basically - I use the bus way more, and pay way less for it.
Seattle Area	No	No	No	No	light rail was put off for way too long, so we are behind as a city with exploding growth. Rail service to the central and nearby core of the city should be prioritized, as this serves the massive increase in apartments being built everywhere with no parking etc.
Seattle Area	No	No	No	No	1) I can walk to 130th and if the full station is not built now, it may never happen and will be half done for a long time. 2) We need more than one way to get to Seattle Center than the monorail, and the corridor around Westlake/Denny is already served by the street car. 3) I am unsure of how well the bus service is across 522, but believe it is a need. 4 & 5) West Seattle has needs, but I am not close to it.
Seattle Area	No	No	No	No	Extending light rail at least as far as Everett is of huge significance. Connecting the north end to Seattle is important and long overdue.
Seattle Area	No	No	No	No	how about a wealth tax on the huge number of obscenely wealthy people in the greater Seattle metropolitan area. or get $166B of Jeff Bezo's $168B to fund it alone. Quickly.
Seattle Area	No	No	No	No	Light rail transport around the area is most important to me because it allows me to take fewer trips by car.
Seattle Area	No	No	No	No	I live near one of the stations on the Lynnwood extension, and it would be nice to be able to get to Ballard and West Seattle by light rail.
Seattle Area	No	No	No	No	Parking capacity should be lowest priority. I chose bus routes and Link routes because they will provide added mobility to routes that are already heavily used but could use upgrades (405, 522 Stride)
Seattle Area	No	No	No	No	Go all in on link rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ballard line need to be a top priority. This option would greatly reduce traffic volumes in key neighborhoods. My dream would be to have a link line going from Magnussen Park to Golden Gardens.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Extension of light rail to serve as many residents as possible is decades behind. Priority should be placed on providing light rail to areas that don't currently have it. Massive ridership means more revenue which will help afford adding elements to existing stations later. New monies will be available- create a division whose sole job it is to apply for grants and funding and staff it with the best grant writers in the region
Seattle Area	No	No	No	No	My priorities are to help north end riders access light rail.
Seattle Area	No	No	No	No	Seattle has the highest potential for Link ridership and future expansion should be focused there. Pierce and Snohomish counties despite being members of the tax district do not have the same potential.
Seattle Area	No	No	No	No	My house is on Delridge. There are lots of new construction happening on West Seattle with very little parking. People will need public transit to prevent having to buy a car to commute downtown.
Seattle Area	No	No	No	No	I prioritized the projects that provide the most value at the lowest cost, then what would serve additional communities. When delaying, I would prioritize lower cost bus routes such as stride 522 to 145th to get more people to existing stations.
Seattle Area	No	No	No	No	I'm more interested in how link can handle outside the city than for those already in the city where busses should suffice
Seattle Area	No	No	No	No	I plan to use light rail to go downtown and North to Everett from Shoreline/Richmond Beach but will not if it becomes a hassle to get to the light rail stations. Quick access easy access is really important East West.
Seattle Area	No	No	No	No	More transit options in NE Seattle and SLU are important to me and my community. The express buses in Lake City go downtown, having more links to the light rail expand transit for a lot of people in North Seattle. The area around the new Northgate station is quite busy with traffic, having a neighborhood light rail station at 130th that is safer to walk/bike to will be beneficial to our community in Pinehurst/Lake City. Second, most express transit goes downtown, but a lot of Seattle jobs are in SLU. Having better transit options to SLU will help with traffic and access.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	My current commute is Shoreline to Everett. It is easy because of Swift buses. Starting this summer, my commute will be from Shoreline to Federal Way. It's virtually impossible currently on public transportation. I would use transit for other activities more if it was more convenient.
Seattle Area	No	No	No	No	Prioritize projects based on the most benefit to riders. If there's frequent bus service to destinations (i.e. West Seattle) maybe this doesn't have to be a priority for light rail right now. Is there infrequent bus service that is often full and gets stuck in highway traffic (i.e. buses in Kent, south King County?) Let's prioritize light rail for those areas. Please consider demographics as well. Look at cities that would be served on the light rail central spine and prioritize light rail service in areas where more people of color live and work.
Seattle Area	No	No	No	No	Light rail, and getting more bus access to light rail is a priority. I don't have strong or educated opinions about the downtown/west seattle/ballard connection options, but it seems like all of those are important. I selected the S Graham st over 130th because, despite 130th being more beneficial to me personally, I believe the Graham st station will help more people who need it more. The SR 522 rapid ride seems like it'd connect a lot of people to the light rail.
Seattle Area	No	No	No	No	Decrease I-5 traffic
Seattle Area	No	No	No	No	West Seattle Link is critical to me because even though we're close to town in takes forever to drive there, and driving is increasingly expensive and impractical. For the West Seattle Link, why do we need three stations so close to each other? Also, tunneling to near Alaska Junction is essential. How could we destroy so many brand-new apartment buildings and homes for a raised line? It does not make sense.
Seattle Area	No	No	No	No	I live in Shoreline and work in Everett. The option to use the Link, even just a few times a week, would be great. I think adding N-S transit options that require 1 or fewer transfers and focus on serving high-density employment or high-density residential areas will provide the highest potential reduction in highway and local congestion.
Seattle Area	No	No	No	No	By expanding the Link light rail network it reaches more people, and connects them to more destinations. This dramatically increases the usefulness of the network.
Seattle Area	No	No	No	No	Get all the commuters in the densest part of the city onto light rail. Reduce car trips for those people first. Then work on expanding reach to suburbs.
Seattle Area	No	No	No	No	I live near 130th and would love to have a station there! I'm also a former ballard resident who recognizes the need to provide more easy access to that part of the city.
Seattle Area	No	No	No	No	Light rail needs to be a priority

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I am prioritizing stations that would otherwise be much more difficult to build (130th Street Station) if not included in the ST3 plan.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	The NE 145th Street corridor is in dire need of safety and infrastructure improvements, which should be part of the plan for the BRT project. Moving travelers quickly, frequently and safely along NE 145th to the new transit station on mass transit buses will minimize vehicle traffic (noise and pollution) through the neighborhoods (including mine) that border this major east-west arterial. The NE 145th Street Stride/BRT project must be a priority for Sound Transit.
Seattle Area	No	No	No	No	BRT should be prioritized in the near term to supplement light rail since it can be implemented more easily. Strongly consider modifying the light rail plans to Everett along existing I-5 right of way, connecting Paine Field/Boeing by light rail to keep costs down and schedule on track.
Seattle Area	No	No	No	No	Traffic density on I5 from north Seattle suburbs to downtown is some of the highest in the region; inaccessibility via West Seattle Bridge should be addressed using alternatives such as light rail.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Maximize the percentage of people that can use light rail for commuting and reduce dependency on cars. The system also needs to plan for higher ridership in the future so a 2nd downtown tunnel should be a high priority. West Seattle would serve the fewest people over time and there are practical alternatives like urban gondolas, increasing water taxi capacity and dedicated lanes for rapid ride.
Seattle Area	No	No	No	No	I think that the Link system should be prioritized. It is expensive but being on its own dedicated system allows for reliable movement around the Seattle area that bus and cars don't offer.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	1) In-city neighborhoods have or will have the population density to make these lines busy and productive, including a variety of trips, not just commuting. 2) I generally favor actual transit investments over parking facilities. Park and rides may make sense in select locations near major highways, but I'd hate to see fewer trains and buses as a result of investments in commuter parking facilities. If such facilities are built, perhaps they can be privately funded and/or charge appropriate parking fees to make them pay for themselves.
Seattle Area	No	No	No	No	Delay parking garages at Link stations! Or even eliminate replace with dense transit oriented development as the sale of the land will increase ST revenue to pay for light rail lines.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	In my neighborhood or places I or friends travel to
Seattle Area	No	No	No	No	The more light rail the better
Seattle Area	No	No	No	No	Building the light rail system is priority to me, right now it only serves a pretty restricted subset of the city's population and it needs to be a more universal service
Seattle Area	No	No	No	No	Congestion and reliance on car use in Seattle proper feels like the most urgent transportation issue. I would like to see the more centrally located projects prioritized (particularly light rail to Ballard and West Seattle), because these projects serve areas with more density and provide a better baseline transit system within the city itself, setting it up for future expansion into suburban areas.
Seattle Area	No	No	No	No	I'm a senior citizen and once I've had to give up driving, I'd still like to be able to independently get around on a bus on my own.
Seattle Area	No	No	No	No	The projects I have prioritized are closest to me and provides me the most direct benefit. I think extending the system is more important than adding new stations to the current system.
Seattle Area	No	No	No	No	Look at increased traffic levels on freeways and roads to determine highest need. Where is current development?
Seattle Area	No	No	No	No	I've been paying for ST since you became an agency - and yet west seattle has recieved no improvements yet. In fact my bus line #55 has had stops removed and service drastically cut. I would like something for my money.
Seattle Area	No	No	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	Please remove parking from plans to save money. Instead partner with transit agencies in each county to provide bus connections to transit. The private sector including car, bike, and scooter companies would be good partners as well to get riders to the stations and transit. We need more housing next to transit, not private automobile parking which is so very expensive to build.
Seattle Area	No	No	No	No	More light rail service in the densest areas. Prioritize light rail to demonstrate to the public that big projects can get done.
Seattle Area	No	No	No	No	Please keep the Stride 522, one of the only east/west routes, and an important route to get people to the new Shoreline Light Rail station.
Seattle Area	No	No	No	No	I would like to get to as many places in the greater Seattle area as possible on the light rail system to avoid traffic.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Making Seattle a better city to navigate via transit, and specifically to connect Hillman City, where residents must walk more than a mile in either direction to the nearest light rail stop
Seattle Area	No	No	No	No	Having a bus route to the 145th st. station would make that station way more accessible to mass transit passengers throughout the Shoreline and North Seattle area.
Seattle Area	No	No	No	No	Anytime East-West transit can be prioritized is what is most important to me, because some North-South service can be overwhelmed by the number of stops it has to service (e.g. Ballard and the 40 bus route, or the routes that the Stride bus route will help improve) and that could be distributed to routes with better volume for people who don't have access to efficient routes from their current location.
Seattle Area	No	No	No	No	I'm prioritizing smaller scale projects with big impact. I work in SLU where there is immense car congestion and poor transit options. I can drive to work in less than 10 minutes, but public transportation takes about an hour. Adding a stop at Westlake+Denny would make SLU accessible to many more people and take a lot of cars off the road. The next priorities focus on improving access to lower income neighborhoods who rely the most on public transit. Finally, the lowest priority is on massive projects which focus on serving higher income areas such as Ballard and West Seattle where the cost significantly outweighs the benefit relative to other more strategic investments.
Seattle Area	No	No	No	No	Prioritize potential to increase ridership (Ballard and West Seattle extensions) and improving core carrying capacity for the regional system (new Downtown tunnel).
Seattle Area	No	No	No	No	I prioritize building new light rail stations to drive network effects in ridership. The more area that's covered by the system the more appealing light rail becomes for new users and and their fares.
Seattle Area	No	No	No	No	Prioritizing areas currently difficult to travel to such as West Seattle and Ballard, or those with choke points like the two bridges over Lake Washington for the East Side.
Seattle Area	No	No	No	No	Want to see new expansion as to access more of Seattle via the light rail
Seattle Area	No	No	No	No	These projects will never get cheaper. Markets are cyclical, but given the long-term nature of these major infrastructure projects it will only get more expensive - as we are now experiencing. Bite the bullet/cost and build light rail for future generations.
Seattle Area	No	No	No	No	the NE 130th station is not necessary. Connection to Ballard and West Seattle is critical to minimizing traffic impacts and traffic load in downtown seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Current travel and transit options in an out of West Seattle are extremely limited by the bridge closure, but even prior to the bridge closure situation, buses to and from West Seattle spent a significant portion of time stuck in traffic. Knowing that a potential bridge repair could only last 15 years, having light rail in place in advance of that project would provide a secondary option to the neighborhood to be able to reach jobs, medical appointments, and visit friends and family. Especially with the larger share of the burden West Seattle has had to bare with the years of tunnel construction and viaduct demolition and now the bridge closure, the significant population of that area should be prioritized for future enhancements.
Seattle Area	No	No	No	No	To mitigate traffic on 405 where it is the worst.
Seattle Area	No	No	No	No	I selected projects that serve North Seattle (where I live) and would connect me with the larger Seattle transit system
Seattle Area	No	No	No	No	#1 and #2 are the outliers that always get delayed - Ballard and West Seattle. To be quite honest, ST has botched mass transit for decades now - remember the car tab fees sourced for the monorail? What became of our monorail? Dollars were collected, nothing promised was delivered. It's time to deliver on your promises - pandemic or no. Figure it out, and get it done. You're already on ST3, if you put ST4 to a vote, do you really expect a positive outcome with the lack of transparency the agency has provided up to this point?
Seattle Area	No	No	No	No	There is a large population in Ballard, West Seattle and their vicinities that have no access to light rail. The schedules for projected access to light rail for these neighborhoods are way too far out in the future to be of use in reducing the congestion and gridlock in these neighborhoods. They need to be proioritized!
Seattle Area	No	No	No	No	I feel like we should connect more neighborhoods in the City. I think West Seattle and Ballard should be at the top of the list.
Seattle Area	No	No	No	No	For me personally, I am looking forward to light rail connection from interbay or downtown to Microsoft. However I have a car, can work remotely, and can take the Microsoft connector, and so feel we should prioritize areas with lower income and greater dependence on public transport first.
Seattle Area	No	No	No	No	Note for the current or future transit use, I dont currently use transit due to working from home because of COVID, but in non-COVID times use local, express, and light rail bus services daily.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I will use the Ballard light rail frequently when constructed, and it could also be a catalyst for upgrading the Ballard Bridge, which badly needs improvements. Stride BRT on highway 522 is one of the more cost-effective projects and should be continued. New downtown tunnel is probably necessary for capacity purposes, or a downtown transit mall.
Seattle Area	No	No	No	No	We need more east/west support to light rail.
Seattle Area	No	No	No	No	West side needs the support, particularly West Seattle. Link development needs to maintain schedule for all in-city transport. Also, as you are well aware, there are 3 under served Metro Bus areas in West Seattle. Most of the under served areas are in West Seattle. I would get rid of my car if not for the meager bus availability in North & West parts of West Seattle. When I moved here there were many choices - a major part of my decision. Now, down to one line #50 from evenings & weekends that run only every 30 mins. (Which after 9pm always seems to rum 10-15 min late.) Seattle City Council Dist #1 (West Seattle) has by far, the highest level of people driving alone. And has the lowest use of public transport. This is cause by our lack of public transportation options. Easily one half of Seaatle's population lives West of Interstate 5., yet Link development has focused on the east sections. Time to spread throughout the city. Increasing C line would be good, but increase routes to connect to the C line is better. I often DRIVE to the Alaska Junction to catch the C or to SODO to get on Link.
Seattle Area	No	No	No	No	Living in the Delridge neighborhood, I am placing a higher priority on getting better transit access to my neighborhood. Also the West Seattle bridge closure has shown how important having good transit access is to getting around.
Seattle Area	No	No	No	No	North end is already growing and will need more capacity
Seattle Area	No	No	No	No	Link's biggest disadvantage is it doesn't extend into key neighborhoods. For more people to rely on it getting the link extended to Ballard and other city neighborhoods is critical.
Seattle Area	No	No	No	No	Please complete the graham street station in south seattle. Since this area seems to be absorbing all Seattle density it needs another station.
Seattle Area	No	No	No	No	It is my understanding that Graham St Station was cut from the initial light rail proposal. Years later, we voted for a Graham St infill station. This station would service a large amount of people who depend on public transportation. Please follow through with what residents have already approved.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	This are important to me to help current infrastructure limitations on city streets, so new link light rail would provide an alternative to buses for patrons to get from homes to hospitals, schools, etc. This is important for future planning when capital infrastructure such as west seattle bridge or bridges to north of the ship canal are blocked to vehicles/buses. I would prioritize getting people/commuters on transit so the surface streets/highways can move goods and supports the economy for the region. Prioritize link rail and rail rather than buses (not crossing surface streets) with limited stops for quicker trip time (i.e. tunnels, elevated structures). If buses on existing roadways, BRT/Stride/ST Express in dedicated HOV lanes with inline stations so public ROW can be utilized.
Seattle Area	No	No	No	No	South seattle was harmed in the construction of the light rail especially how MLK was built ans the businesses we disrupted and how traffic has been impacted. The graham street station was overlooked and needs to be added. Other neighborhoods have had better traffic management and underground that hasn't impacted business so significantly. South seattle needs the graham street station to add traffic and revitalization back.
Seattle Area	No	No	No	No	Stop breaking promises to communities in the South End. Graham St station now!
Seattle Area	No	No	No	No	Graham! It is near a large middle school and a lot of high density living (plus a large area of family housing too). It is one of the reasons my family chose to move to this neighborhood as it was in the original plan!
Seattle Area	No	No	No	No	Rainier Ave Rapid Ride needs to happen ASAP, I'm disappointed that's it not on your list of priorities since it's one the highest ridership bus lines in the city
Seattle Area	No	No	No	No	Adding a stop at 130th St will service a large swath of the community, and that is important to me.
Seattle Area	No	No	No	No	The infill stations have been in the works the longest and should be less complex to get added in.
Seattle Area	No	No	No	No	Many south Seattle riders were depending on the graham station.
Seattle Area	No	No	No	No	South Seattle was always supposed to have a station at Graham St. It keeps getting cut. There is a large minority and low income population in this area who would benefit greatly form this station.
Seattle Area	No	No	No	No	The Eastside is expanding more than ever and with many large businesses moving outside of the downtown Seattle core, it is essential to provide the important infrastructure to these communities. Pierce and South King county is also well invested in Sounder services while a good portion of Snohomish and Eastside King County lack any rail services.
Seattle Area	No	No	No	No	It's time to connect west Seattle to the city.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Seattle Center access via Link Light Rail is Super Inportant to me as I live in the neighborhood. With the opening of the Climate Pledge Arena and hockey, moving masses of people quickly seems a priority. Access to mass transit in areas less accessible by folx who have less options for transit is Also super important. Delridge, West Seattle, Everett, Lynnwood, Federal Way, South Seattle are those areas that need accessibility to transit.
Seattle Area	No	No	No	No	The population around South Graham is underserved and more likely to rely on public transit than many other areas. Efficient light rail is needed to connect SE Seattle people to work and school without a bus connection..
Seattle Area	No	No	No	No	Extending rapid public transit to places where people can afford to live.
Seattle Area	No	No	No	No	i would like the graham street station completed as this was voter approved, and maximizes the link. my understanding is that from the stretch from columbia city to othello is longer than many other sections, and serves a very economically and culturally diverse part of the city, likely many people exclusively rely on public transit. i fear that this station will continue to be delayed. **i rode link light rail preCOVID, and will return when i need to return to work
Seattle Area	No	No	No	No	Access for low-income and BIPOC residents
Seattle Area	No	No	No	No	145th is selfish (I live in the area). The rest are my guess at which would best improve transit for the largest number of people who aren't currently well-served.
Seattle Area	No	No	No	No	Easier access to downtown areas from Ballard. Bus service is not bad, but it seems like a light rail line could be faster and less beholden to traffic conditions. Ballard is fairly walkable now, so if a station were located centrally (e.g. 15th & Market), I think getting the station built first and having parking in a second phase would be a good approach.
Seattle Area	No	No	No	No	South East Seattle continues to have underinvested transportation infrastructure and the existing infrastructure was planned with the unintended consequences of separating communities (i.e. the light rail line on MLK not being raised or underground. In the grand scheme of ST3, adding an infill station at Graham is a relatively low budget item and will allow greater access to downtown and other areas for those lacking transportation choices. This station has been cut from earlier transportation packages and cutting it again would reinforce the perception that SE Seattle isn't as important as richer, whiter neighborhoods.
Seattle Area	No	No	No	No	Delivering on the core build-out, finishing the south-end (Graham station), and connecting more neighborhoods.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Prioritize creating a compact link light rail system with multiple lines serving the densest areas of Seattle. Light rail serving a combination of Belltown, SLU, Uptown and Ballard/Fremont makes more sense than an expensive line to west Seattle where density does not exist - that area is better served by multiple buses. Consider the noon test- does a line make sense at noon, or is it only for commuters. Yes to a dense subway system, no to sprawl promoting commuter rail.
Seattle Area	No	No	No	No	Direct access to Seattle CBD needs to be the priority. More stops in the city and lines to get there.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle is in the middle of a transportation crisis. With the WSB closure, tens of thousands of vehicles have been forced to use alternate routes that were never designed for such large volumes of vehicles. Buses alone will not solve this issue once the WSB reopens, as they will still be impacted by the large amounts of vehicles that use the WSB on a daily basis. Our goal as a community should be to reduce the dependency on personal vehicles for commuting into downtown Seattle, while providing West Seattle the infrastructure that it needs to grow effectively over the coming years.
Seattle Area	No	No	No	No	They are places I live/frequent.
Seattle Area	No	No	No	No	Light Rail's most important function is to provide an efficient, comfortable, and attractive alternative to vehicular traffic. Two of the largest transportation bottlenecks in Seattle occur between Downtown and the West Seattle and Ballard neighborhoods. The failure of the West Seattle Bridge and the subsequent transit emergency is a clear example of a region's failure to prioritize infrastructure and public transportation which has lead to severe hardships through out the area. By focusing on bring light rail to these two areas, Sound Transit would not only radically change the options for commuting, but would greatly improve connectivity across the city. Other priorities should be focused on changes benefiting the largest number of people (such as expansion and improvements in urban areas). However, the current budget issues should not be used as an excuse to compromise transit design or the neighborhoods they server. The building of a light rail line will impact generations and could last more than 100 years; it is therefore far better to build it correctly (either in smaller pieces or with delay) than deliver a compromised solution "on time". Budgets and schedule MUST be flexible to changes in circumstances because ultimately light rail is not for Sound Transit, but rather for the community. I strongly encourage Sound Transit to secure additional funding, even if it adds additional years to the project timeline.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	My commute is from West Seattle to Capitol Hill. Bus service is helpful, but the bridge project is handicapping buses. A light rail line to West Seattle would be nifty.
Seattle Area	No	No	No	No	Connecting the Eastside from Issaquah to Seattle will help long-term with so many things. I believe extending Light Rail as far as possible is critical.
Seattle Area	No	No	No	No	The priorities I chose will help myself and others that live around me to achieve the goals of the city and region to limit car use. In order to be able to effectively utilize public transit, it must connect to all parts of the city in some reasonable way. Currently, West Seattle is completely cut off from the rest of the city and it has never been possible without adding many hours to my day for me to commute from my current neighborhood with public transit. West Seattle needs to be prioritized because it is nearly impossible for us to travel to other parts of the city by car right now. We NEED public transit as the post-pandemic traffic increases or the entire peninsula will be gridlocked all the time. Please prioritize making this major portion of the population of the city able to access the rest of it in a reasonable and safe way.
Seattle Area	No	No	No	No	prioritize building-out the system which has the best intermodal connections so people can adapt sooner, even if it means making use of a hybrid of transit-types.
Seattle Area	No	No	No	No	I would prioritize building the best possible system with the most service for the long term.
Seattle Area	No	No	No	No	It's important to me to have a faster light rail between Tacoma and Seattle so that it's easier to commute from Tacoma to Seattle for work. It's also very important to me to beef up crosstown (East-West) bus service, especially around light rail lines, because that can be done faster than building the entire light rail lines out.
Seattle Area	No	No	No	No	We're stranded in West Seattle
Seattle Area	No	No	No	No	It's extremely important Sound Transit think long term. Station construction should take long-term access and convenience, not just the cheapest cost into consideration.
Seattle Area	No	No	No	No	I'd like better access to neighborhoods that are difficult to access by bus.
Seattle Area	No	No	No	No	I prioritized what I would use as I live in LFP also: why do the rails have to be so elevated? wouldn't it be cheaper to lay them on the road level if possible? and safer for earthquakes
Seattle Area	No	No	No	No	Ridership and network over parking
Seattle Area	No	No	No	No	The lack of stops between the westlake station and cap hill significantly reduces the convenience of using light rail to commute to SLU for work (currently requires a bus transfer). That said, I'm hugely in favor of prioritizing projects that reduce car traffic by making public transit more frictionless to use.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Prioritize access and bus improvements to get people safely to stations. De-prioritize parking garages, based on expense.
Seattle Area	No	No	No	No	Light rail is a long-term investment; prioritizing the large capital-intensive projects now means not having to spend even more later to do the same project. And getting the big infrastructure projects done sooner means that people's choices about where to live, work, & build are changed sooner (hopefully to be less carbon-intensive & more affordable!). With interest rates as low as they are, and construction costs going the way they're going, it's *maddening* how little debt ST can issue. :-(
Seattle Area	No	No	No	No	West Seattle is vital with the bridge access being a potential future problem. Link all of Seattle before expanding outward.
Seattle Area	No	No	No	No	I live in Ballard and work downtown so I've prioritized the things that affect me and my neighbors
Seattle Area	No	No	No	No	Close to home/ease of use
Seattle Area	No	No	No	No	I feel it is crucial to include a stop at 130th because northgate is so busy already, and having a station at 130th will encourage more people who live north of 110th to use it rather than driving to avoid the northgate area. the area north of northgate is an underserved area in terms of transit.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	light rail investment is key especially to areas that are geographically divided from the city
Seattle Area	No	No	No	No	Important in that West Seattle becomes less dependent on the bridge. However, West Seattle could be served by two stations, Delridge and Junction. 130th station makes no sense at all
Seattle Area	No	No	No	No	Household has daily commuters from Ballard to both SLU and Pioneer. Bus has proven to be inefficient and overcrowded, often waiting for 2 or 3 busses to come before having space to get on. Even if light rail can't alleviate crowded transit, we could at least cut the amount of time spent shoulder to shoulder by having transportation outside of car traffic.
Seattle Area	No	No	No	No	connecting West Seattle down Delridge way not Alaska Street should be number one; much more cost effective to go south on Delridge way to SW Roxbury; connect With the rest of West Seattle with a shuttle service to one of the Delridge link rail stations; instead of using the light rail extending the monorail to California would be another option;
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	prioritize projects and service with higher social economic inclusion (e.g. provide access to jobs and/or create jobs for communities of color) and prioritize projects that are providing core capacity (e.g. new BRT and downtown tunnel)
Seattle Area	No	No	No	No	Living in Ballard, having a light rail solution to extended into Ballard is my top priority. It will help the businesses in Ballard grow by expanding an easy/affordable/reliable transportation option to the area.
Seattle Area	No	No	No	No	What helps the most people
Seattle Area	No	No	No	No	These projects won't help me personally, but they seem like the best way to maximize access to transit in the Seattle area.
Seattle Area	No	No	No	No	These are the places with the biggest impact on the most people. I drive these areas daily and this is where it makes sense to prioritize.
Seattle Area	No	No	No	No	Finish the promised spine first.
Seattle Area	No	No	No	No	Prioritize rail over BRT. Seattle hasn't shown a willingness to accept real BRT when it comes at the expense of car traffic or parking. The benefits of rail are more self evident and easier to sell.
Seattle Area	No	No	No	No	We should aim to serve the most densely populated areas, the areas with the most commuters for work purposes, the areas most impacted by typical traffic delays and the communities most benefited by public transportation. While I support RapidRide bus service investment, these projects rarely receive enough 24 hour dedicated lanes, signal priority, and lane enforcement to approach the impact made by grade separated projects such as Link. When deciding where to place priority we should have a long term focus on developing truly efficient and grade separated light rail routes ready for future expansion. Our region continues to grow and the number of cars on the road is unlikely to decrease in the coming decades.
Seattle Area	No	No	No	No	Deprioritizing Parking garages is most important to me. They provide low ridership for a high cost and utilize land that should be alocated for Transit Oriented Development.
Seattle Area	No	No	No	No	We want people from suburban areas to use light rail, but if it isn't easy to get there, they won't. We need dependable, direct service to connect outlying areas to the light rail stations.
Seattle Area	No	No	No	No	I would like to see light rail in West Seattle but am not a fan of elevated tracks instead of a tunnel. I think the rail could be delayed till a new bridge is built and in the meantime bus routes can be expanded to areas to the south so we can go straight to Burien and the airport without having to connect in downtown.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Adding a station at 130th is a financial no brainer. It doesn't involve adding new tracks, tunneling, or property acquisition, but it provides a great benefit to people of North Seattle. The same can said about the station at South Graham St. There are also equity and social justice arguments to serving both of these communities over Ballard and West Seattle.
Seattle Area	No	No	No	No	The most important projects to me are those that add high capacity transit capactiy to the system and create a network (rather than a single light rail line we have today). These projects will move the most people reliably into the future. Without a second downtown Seattle tunnel for light rail, downtown Seattle will become a choke point in the system.
Seattle Area	No	No	No	No	Sounder night and weekend service would make it usable for a LOT of people for non work commuting trips. Transit should not only be about commuting to work and Sound Transit needs to change their thinking about it being 'commuter rail'. We do many other things besides go to work.
Seattle Area	No	No	No	No	I would prioritize the greatest movement of people. I put extending the downtown line to Ballard first because I think there is a greater number of people and jobs between these locations. But if there is a actually a greater number of people and jobs between west Seattle and downtown then that should be prioritized.
Seattle Area	No	No	No	No	South Seattle has been disproportionately impacted by the pandemic. Please work towards equity by continuing to invest in transportation infrastructure in the Southend!
Seattle Area	No	No	No	No	Light rail is great, and there needs to be way more of it, particularly in the South End.
Seattle Area	No	No	No	No	The Graham Street station will fill a big gap in Rainier Valley service. It will connect us back to the rest of the city and region.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Graham Street station was always needed and should never have been cut. Provided access to Family Services office, Temple, Filipino Community Center, elder housing and a main business community for our neighborhood. Lower Income Working class needs to be a priority.
Seattle Area	No	No	No	No	The Graham station would be closest to where I live -- in between the longest stretch between two stations right along where the light rail goes. I would like light rail to actually serve mid-Rainier Valley instead of just messing up traffic but leaving out people living right along the track. I would prioritize making transit accessible to people most dependent on transit.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	the new station at Graham would serve a lot of people and the station was promised in the original ST1 proposal. there exists a huge gap between stations in along MLK in the Rainer Valley. Beyond that, my concern is extending rail service, not bus service, as far as possible.
Seattle Area	No	No	No	No	Get the LR lines and stations going as fast as possible in the city. Things are just going to get more expensive---don't delay! Please!
Seattle Area	No	No	No	No	Central Seattle roads, esp to Ballard and West Seattle are jammed.. Connecting the core is critical for HIGH ridership.. Places like Issaquah and Everett are not that dense and are prone to single vehicles, which likley will not change. Snohomish has not supported Sounder, so WHY rush to connect with Link?? Could really save money by collaborating with SDOT on new W Seattle bridge!
Seattle Area	No	No	No	No	Given the potential funding shortfall and project timeline delays, I believe the first priority for Sound Transit should be to make use of existing infrastructure and services as much as possible to get people out of their cars. The projects I selected are intended to prioritize offering good non-car alternatives as cheaply and quickly as possible, with a fair balance between geographic equity and population density. While the structuring of this survey makes it difficult for me to prioritize values, my general order of operations would be: 1) Maximize utility of existing rail services and infrastructure 2) Maximize utility of existing bus services and infrastructure 3) Continue station access projects for accessibility improvement 4) Continue to expand rail and bus services 5) Expand new parking infrastructure (lowest priority) Parking costs are excessive and continued reliance on the park & ride model is not consistent with Washington's environmental and equity goals. I believe most parking expansion projects for Sounder should be cancelled and replaced with affordable housing and local business development initiatives adjacent to stations (though access improvement projects should certainly continue). Existing parking infrastructure within a few miles of each Sounder station should be leveraged in conjunction with restructures of local bus service. And Sounder service modifications should be made to increase service span (later trains in the evenings), focus less on peak-commute times, and allow through-service between Lakewood and Everett.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Light rail is being rolled out too slowly!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in West Ballard and currently have no bus service w/in 1/4 mile. Hoping that light rail to Ballard will spur feeder routes that will replace service we've lost. I work in Bothell where transit to support the Downtown and Canyon Park plans is key, so both the 522 and 405 BRT and pedestrian and bike connections to them are important. Less important in general are Park and Ride facilities.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I would like to have a station closer to me and frustrated that it was in original design and then pulled. (Graham Station) Next I think that expanding service is very important to Ballard and West Seattle
Seattle Area	No	No	No	No	My family and I would take the lightrail if there was a stop at Graham street, and I would use it to commute to work downtown. I've lived in South Seattle for a decade and many of my friends have felt the pain of not being able to access public transportation easily because Graham Street was skipped when the lightrail was first installed. The other items I selected merely because they would help with downtown traffic congestion. Note: I don't currently ride public transportation since I've been WFH (COVID times!) but have commuted via both Seattle bus and lightrail in the past.
Seattle Area	No	No	No	No	Lower income/minority residents on the south side need easier access to the link more-so that those in higher income areas like Ballard or West Seattle.
Seattle Area	No	No	No	No	I prioritized these projects because they would have the most benefit for me and my family, would have benefits sooner, would leverage existing investments or would benefit equity priority populations.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	A new light rail station at 130th would reduce emissions and traffic coming from motorists in Broadview and surrounding area.
Seattle Area	No	No	No	No	There is a station at Northgate and 145th. A station at 130th is unnecessary.
Seattle Area	No	No	No	No	The 130th St station will provide transit downtown to many of us that bought homes as close in as we could. The goal is to fill the trains before they get downtown. 130th will help you out.
Seattle Area	No	No	No	No	I use public transport all of the time and feel passionate that now is the time to invest in better infrastructure.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Downtown will be a choke point very soon. Given the working population of West Seattle (I DON'T live there) and the uncertainties about the remedies for the failing bridge, this should be a high priority

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Improving the quality and safety of North Seattle is critical as the neighborhoods around 130th street are expanding. Adding a station at 130th makes the area much more walkable, increasing opportunities for new businesses and hopefully decreasing crime.
Seattle Area	No	No	No	No	These are not important to me personally, but to the sections of the city farthest out that need to be brought to the center of things.
Seattle Area	No	No	No	No	Prioritize getting higher density areas connected to light rail first
Seattle Area	No	No	No	No	The trains snd stations should come before parking garages. People will use transit if it is fast and convenient.
Seattle Area	No	No	No	No	These are projects that would serve neighborhoods and towns further out from the city center of major metropolitan areas, including my own neighborhood. Providing quick, convenient and reliable access to transit is critical to ensuring people living and working in these neighborhoods can get to work and around the region without relying on cars. That reduces carbon emissions and creates a more interconnected region. I would prioritize expanding or adding stations to the light rail system, rather than adding busses that have to travel in the same traffic lanes as cars and can contribute to traffic and poor air quality in the region.
Seattle Area	No	No	No	No	I am most interested in more link light rail and rapid transit stations. We are decades behind in enacting a regional train system, so I would prioritize light rail stations over other projects as much as possible, especially with housing affordability still such an issue in Seattle proper.
Seattle Area	No	No	No	No	There will be much more demand at Seattle Center given key arena improvements and we are missing a critical link to 15th ave west and neighborhoods north. 15th ave west is also an important freight corridor and if we can take some of the auto traffic off the roads, that's a win for all. we have somewhat limited bus service in the west part of the city and would like a connection to the larger light rail system that our taxes have paid for.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	We need to provide better transit services to rapidly growing areas.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Graham station should have been built when the light rail was put in- adding a missing station into an area that has historically been underinvested in will make a huge impact for the community and encourage further investment.
Seattle Area	No	No	No	No	expanding the reach of high capacity transit to high ridershp areas

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Communities who would be most bolstered by the potential improvement and overall system functionality. Also, as a Lake City Resident, I confess I really want that 145th express bus to get me to the light rail
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I'd prioritize serving dense communities that currently drive into downtown, and getting them light rail. Which is why Ballard and west Seattle are my top choices.
Seattle Area	No	No	No	No	Because many mass transit options already exist in Seattle & on the Eastside, projects in Pierce and Snohomish deserve priority status. People are no longer going to only downtown Seattle for work & fun; project development outside of the main downtown Seattle hub better serves more communities and neighborhoods.
Seattle Area	No	No	No	No	I live in the North end and I want to use the light rail to work, which is in Columbia City. Delaying areas that already have light rail, like South Seattle and downtown facilities.
Seattle Area	No	No	No	No	Most relevant to me for work commuting.
Seattle Area	No	No	No	No	Greater access to city neighborhoods via Link.
Seattle Area	No	No	No	No	Better access between Seattle and Tacoma. Also make ppl pay the fares! No wonder you struggle for cash.
Seattle Area	No	No	No	No	East-West movement is difficult in Seattle. The 130th Street station should be a priority because it will link people in Lake City and Bitter Lake/Broadview to the new light rail and provide quick access from this area to the University of Washington. Delaying opening that station will waste money over the long run. It should be opened when the line is extended. The new downtown tunnel will relieve pressure on the system and facilitate access from our area and others to Westlake and Denny. .
Seattle Area	No	No	No	No	We need better public transportation on the South end of Seattle. The amount of people in Ballard and downtown should also be prioritized.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	The most important thing is rail. Other transit agencies can help cover bus service. Park and ride facilities should be deprioritized or canceled. The goal should be mass transit and density, not car to transit. We should not subsidize parking through Sound Transit's budget.
Seattle Area	No	No	No	No	Build that rail to Ballard.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Generally I have prioritized rapid bus over light rail because it is much less expensive and it can easily be adjusted to address new transit rider patterns. We don't know what the post Covid work situation will be and it is worth taking a deep breath to figure it out. I live in west seattle but am not convinced they have found the correct route for light rail. All of this said, I do believe in mass transit and its ability to transform the way a city gets around. (Like Europe) I don't want to miss our moment to finally join world class cities.
Seattle Area	No	No	No	No	These are the projects that would best enhance and facilitate my use of link light rail.
Seattle Area	No	No	No	No	Getting more people access and having a central hub.
Seattle Area	No	No	No	No	South and west Seattle have been historically underprioritized and these communities need focus.
Seattle Area	No	No	No	No	Stick with the light rail plan, just build it incrementally. No need for rail in west Seattle. It has great bus service and short trips already.
Seattle Area	No	No	No	No	I live in North Seattle, which is pretty underserved transit-wise. Using transit to get to/from work (North Seattle to Kent, 25 miles one-way) requires (depending on the direction) either a bike ride, two buses, and 2 hours; or a bike ride, two buses, a train, and ninety minutes. Having the 130th street light rail station means that I could cut that time to one hour.
Seattle Area	No	No	No	No	Ballard line really important. 130th station important to serve N. Seattle neighborhoods. I haven't ridden recently because of COVID but plan to in near future.
Seattle Area	No	No	No	No	I live on the West Seattle peninsula and we are extremely cut off from Seattle so desperately need rail!! I'd love to be able to use Link to get to Bellevue and Tacoma but w/o a link to WS, it's too difficult
Seattle Area	No	No	No	No	Prioritize rail lines with high ridership, above all else. Then bus lines with high ridership. Parking should be last priority.
Seattle Area	No	No	No	No	Lite Rail Lateral routes to West Seattle and Ballard are essential to accessibility to/from these areas and reducing congestion and pollution from automobile traffic.
Seattle Area	No	No	No	No	Anything that increases utility of link both across other transit systems and building out link itself
Seattle Area	No	No	No	No	I live in NE Seattle & work in Downtown Seattle so projects that serve my transportation needs are the most important to me.
Seattle Area	No	No	No	No	My major principle is linking major areas through link improvement, which should improve interstate flow. It will also save fuel costs by reducing bus routes utilizing the interstates, allowing them to be redeployed to spoke service. Efficient regional connections would greatly reduce emissions by creating better traffic flow.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Connectivity improvements to Ballard and West Seattle are far and away the most important to me because I live in Uptown and prefer to not own a car. But I think at this point it's still extremely valuable to invest in interim improvements (e.g. rapid ride) since link completion for those routes is still so far off.
Seattle Area	No	No	No	No	My #1 priority (130th) is chosen because I think his is the greatest potential for cost saving working on it now and less disruption of service later.
Seattle Area	No	No	No	No	I live and attempt to get around in Seattle and I want it to be fantastic!
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Ballard is cut off, and the city long ago decided to cram thousands into mini-housing complexes with no parking. No transit but no cars - doesn't work.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Equity. South King County and south Tacoma are the areas with highest poverty and population of color in the region, with more transit-dependent population. You can delay extensions to more car-oriented and higher-income areas to the east and southeast. In Seattle, focusing short-term on intense RapidRide to W Seattle & Ballard would allow delay in expensive light-rail construction.
Seattle Area	No	No	No	No	Helping ease the commute from Ballard and prioritizing the Rainier Valley with the South Graham Station.
Seattle Area	No	No	No	No	I am in Seattle proper. My work and the vast majority of businesses, family and friend's homes where I go are within city limits. I prefer to rely on the Link to using busses, as it is consistent, dry, clean, and avoids traffic. I use public transit or walk within Seattle, and typically will share a ride with my husband and/or friends if we need to go outside the city as it's simply not worth the time or effort to use public transit.
Seattle Area	No	No	No	No	1) positive impact on improving central Seattle transit arterials 2) creating more transit opportunities for southeast Seattle and communities of color
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I live in north Seattle & work in Ballard and would like to improve transit options in those areas. I also see the need to improve connectivity to west Seattle.
Seattle Area	No	No	No	No	The 130th street station is so close to being complete. It would help reduce traffic on I-5, especially at commute times. The Ballard and West Seattle extensions would make these neighborhoods so much more accessible and also would greatly reduce surface street traffic making roads safer and the air cleaner.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Major residential areas, some underserved, one without a bridge.
Seattle Area	No	No	No	No	Parking infrastructure should be lowest priority. Boosting ridership by building out to areas with high ridership should be the agencies highest priority.
Seattle Area	No	No	No	No	Parking is an expensive way to acquire riders, averaging $128,000 per net new space in ST3. By comparison, upzoning and selling the land to a market-rate developer adds riders and is revenue positive. Removing Link stations or adding traffic crossings is NOT an option.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle is in desperate straights. If that bridge fails again? SLU has exploded. Needs new services
Seattle Area	No	No	No	No	West Seattle connectivity is so crucial, not just to me, but to the diversity of residents who work and travel to Seattle and the Eastside. I would prioritize moving toward the system that makes the most sense for Seattle in the long term. I would prioritize providing limited connectivity at a minimum, e.g., limited stations.
Seattle Area	No	No	No	No	In city lines. Ballard. West Seattle. Lake City
Seattle Area	No	No	No	No	I live in the north end and we have no village centers up here and therefore not a lot of walkable areas. Better public transportation will vitalize our area, encouraging denser development and walkability.
Seattle Area	No	No	No	No	We want light rail in West Seattle, but it would be a disaster for my and surrounding neighborhoods if it is built without tunnels and very high elevated stations at Avalon and Genesee. Shorten the current plan, bring it just to Delridge, and finish it when you can do it right. Consider Gondola from CA Junction as an alternative.
Seattle Area	No	No	No	No	NE130th street station
Seattle Area	No	No	No	No	West Seattle has major traffic problems with the bridge closed for likely the next 2 years and needs major mass transit help yesterday.
Seattle Area	No	No	No	No	Don't go through our neighborhood on 32nd street. Go up Genessee instead.
Seattle Area	No	No	No	No	- We absolutely need to plan for future expansion -- that includes ST2 and ST3, but also the future beyond that. Projects that protect that capacity (e.g. the downtown tunnel) are critical. - We should never prioritize a Park and Ride. There are plenty of areas in Seattle, but even in the suburbs, that demand more transit already. If we can't build the demand for transit somewhere without building big and expensive parking lots, it's probably already a place with low ROI.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	130th station just off of I-5 will provide much needed access to rapid transit for individuals and families of wide ranging income levels in the surrounding neighborhoods. The gap between northgate and 145th is just too large for a major residential area - a station at 130th would help alleviate traffic congestion and help people access work, downtown services and leisure activities (helping with revitalization), etc
Seattle Area	No	No	No	No	closer station to my home and neighborhood
Seattle Area	No	No	No	No	130th Station servesany diverse constituents. Generally would be used by lower income to connect to jobs and education in the city.
Seattle Area	No	No	No	No	I think we should focus and work to make Link into something amazing. I want the ability to travel anywhere on Link and stop contributing to car traffic.
Seattle Area	No	No	No	No	Access to the light rail is the most important
Seattle Area	No	No	No	No	Completing a station on a line currently under construction (130th NE) seems like a good investment given the delays it will cause to construct the station after the line is in operation. My priority is considering that I don't believe that there is any plan for additional tracks being constructed here or anywhere in the system to bypass the eventual construction of a station so any station on an existing line would mean years of disruptions. It's important to get the second downtown tunnel completed and also plan for future rail alignments outside of what has been approved through the inclusion of spurs to accommodate a line heading north at the south lake union stop and the midtown stop. I would like to see light rail serve West Seattle and in my own self interest reach Westwood Village/White Center at some point. If light rail got to White Center and beyond, it would be highly beneficial and improve mobility for folks who rely on it. Adding the capacity at North Delridge alone for the 120 / Rapid Ride H to terminate would be a great first step.
Seattle Area	No	No	No	No	We need to extend access to rail in ways that do not encourage continued reliance on cars. For that reason, please stop building parking garages and invest in extending the spine of our light rail system, while also investing in more responsible ways of getting people to use light rail - for example, by building housing near light rail and improving walkability and bike access at those new rail stations.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I represent the Museum of Flight. The Boeing Access Road location addition to the Light Rail system would benefit all businesses in and around the King County International Airport. From my understanding it would be tied to a Metro 'loop' that would service the museum, all the businesses along E. Marginal Way. S (including Boeing), Georgetown, and all the airport businesses along Airport Way. This could greatly reduce the amount of vehicles on our roadways with the convenience of Metro.
Seattle Area	No	No	No	No	Completing the core parts of the rail network are most important. I would prioritize 1. completing core segments e.g. new tunnel 2. BRT buildout 3. expanding the network 4. Bus connections to rail/brt 5. Everything else
Seattle Area	No	No	No	No	I'm actually coming from a neighborhood perspective as opposed to only important to me. Currently I see a struggle for most people coming from the north to get into the downtown areas with an immense amount of traffic almost everyday (twice) on the north end of I-5. With Northgate opening soon, having an in between stop would be must less money up front, way less time to complete, and down the road (if Shoreline goes up first), their service will 100% get disrupted often causing massive amounts of delays/complaints when trying to add in a station at 130th. The West Seattle bridge situation is still very 'vague' and currently the traffic to leave that area to go into Seattle proper is abysmal. Going south in a bottleneck to then come north is stupid, so they are in dire need of better transportation to get out of the area. Ballard is a neighborhood that takes forever to get to coming from a location perspective off the I-5 corridor. Having better and quicker transportation in and out of there will help commuters and also businesses in that area (like Market).
Seattle Area	No	No	No	No	The corridor between Downtown and Ballard is underserved, including Seattle Center.
Seattle Area	No	No	No	No	I'd take the sounder more if there was a place to park.
Seattle Area	No	No	No	No	West Seattle as light rail is useless to me without a direct connection. I am not going to take a bus to get to a light rail station. The station on Lander in Sodo is dangerous due to the possibility of being robbed
Seattle Area	No	No	No	No	People need to get into and out of the city. As the council makes is slower and more difficult to drive and park in the city, public transportation needs to step up.
Seattle Area	No	No	No	No	I would prioritize Link light rail stations first, and place construction of parking stalls or garages lowest priority.
Seattle Area	No	No	No	No	Alleviate congestion in Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The City of Seattle is nearly impassable because of traffic. Light rail is the only sensible solution. Ballard and West Seattle are deeply underserved for mass transit, especially in light of the (necessary) increase in density in these neighborhoods.
Seattle Area	No	No	No	No	I live in south seattle and the population is growing. There is a big gap between othello and cc light rail stations and it is hard to access for walkers, ppl with disabilities, elderly folks. It would encourage mass transit use in south seattle if there was another station.
Seattle Area	No	No	No	No	Connecting the Baker's and West Seattle areas will help with connecting major parts of the city and hopefully reduce traffic and congestion crossing through downtown.
Seattle Area	No	No	No	No	Building out Link for more coverage and capacity means I will use it more to get around the region, not just Seattle.
Seattle Area	No	No	No	No	West Seattle is a thriving economic engine that is hampered by poor transportation options. Light rail, and Rapid Transit can drastically aid in providing viable housing options for many while encouraging people to maintain working in downtown and SODO areas close to home. A working and maintained West Seattle bridge is critical to the long term management of transportation, so efforts need to be focused on returning it to service, and creating a separate crossing for Light rail/Rapid transit so any future impacts would be mutually exclusive of each other.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	The priorities I selected benefit the largest number of people for the investment including dense residential areas, underserved populations in South King County as well as routing trips downtown where traffic and parking are the most difficult.
Seattle Area	No	No	No	No	The area between Ballard and downtown is getting denser, which is great! Ideally all the people living in dense communities in Ballard, Interbay, and South Lake Union could exist without cars and that will only happen with reliable public transit to their workplaces, likely in SLU or downtown.
Seattle Area	No	No	No	No	I live in Ballard and would plan to use the light rail almost daily. The 40 and D buses were overloaded pre-COVID and I expect will be so again once COVID restrictions are lifted. There are lots of people commuting from the Ballard area to Downtown and adding a reliable corridor from Ballard to downtown via SLU would be very welcome.
Seattle Area	No	No	No	No	These projects (in order of descending priority) are most important to me, and likely to large groups of people.
Seattle Area	No	No	No	No	Getting new high-speed transit lines to the densest areas, where they can serve the most people.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ballard & West Seattle additions will dramatically increase ridership and reduce street congestion.
Seattle Area	No	No	No	No	West Seattle first because of the need for service there, especially with the indefinite bridge closure. Tunnel to relieve future congestion at the bottleneck. Ballard for population density.
Seattle Area	No	No	No	No	Connecting dense areas that struggle quickly access interstate due to congestion with light rail options.
Seattle Area	No	No	No	No	Costs (and our population) will only go up from here, we need to find the money for as much light rail as possible now.
Seattle Area	No	No	No	No	These are areas where I go, so it's a bit personal in that respect. Thinking about the region in general though, I think we need to connect 'islands' of the city which don't have rail (ex: West Seattle) with the urban core grid.
Seattle Area	No	No	No	No	Get light rail to Ballard and build out the lines currently under development.
Seattle Area	No	No	No	No	The NE 130th station is important to me because it will allow so many people to walk to the train for easy transport to other transit hubs. Building it now makes sense because the costs will only increase. The Ballard link is also important but it will be such a huge project that improving service now is a priority while the long-term plans for light rail continue to be developed. Both projects allow for greater density in urban villages which protects undeveloped land in nearby counties.
Seattle Area	No	No	No	No	If you cannot afford a tunnel. Stay out of West Seattle. Drop West Seattle from ST Plans ST elevated rail would destroy West Seattle and be outdated by completion.
Seattle Area	No	No	No	No	I prioritized the ones I'm likely to use. I'd use the same determination for which to delay, phase or modify. But that's about all I can do personally. I would hope that Sound Transit is also considering and prioritizing the impacts to the affected people and regions to be served when making the adjustments.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	We need to get people move throughout Seattle with a focus on the SLU and urban core. Downtown is too crowded and buses are often delayed.
Seattle Area	No	No	No	No	North to south is primarily car related or long bus ride. More access to public transportation options will help to change the landscape from single family primarily to more dense, commuters
Seattle Area	No	No	No	No	West Seattle and Ballard are critical areas in the expansion of light rail. Especially with the bridge being out, I am really looking for more transit options including Rapid Ride along Delridge.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Personal interest: these are the improvements that would allow me to use transit to/from work.
Seattle Area	No	No	No	No	Completely grade separated light rail is the best option for the future and it will only get harder and more expensive the longer we wait
Seattle Area	No	No	No	No	I live in Ballard and the city has prioritized building housing to increase population density and drive demand for these light rail projects. It has really made the neighborhood worse due to parking issues, noise, and a host of other issues. I wish the transportation had been done FIRST so that there would be more options to work with. So my priority is to get the Ballard link DONE. The traffic and congestion here is just sad. This little town has been ruined in part by the way this has been rolled out.
Seattle Area	No	No	No	No	Preventing congestion in downtown Seattle would boost our economy and make our city more livable. I think getting people from the suburban areas into Seattle is also important but I'm not familiar enough with those issues to be able to prioritize them. I'd like to see far less prioritization of cars and more trains/busses/bike routes.
Seattle Area	No	No	No	No	Because I live here. Because the city of Seattle should move its people smoothly first before branching out. The middle to west sections of the city have no light-rail service and apparently won't have for years. Decades, apparently.
Seattle Area	No	No	No	No	With no upper bridge access to west seattle we need better transit options now and in the future since the current repair option is only a stop gap for a future full replacement.
Seattle Area	No	No	No	No	Because W Seattle always gets screwed.
Seattle Area	No	No	No	No	More connections in new areas... better connecting the spine
Seattle Area	No	No	No	No	Light rail service to Ballard, Interbay/Magnolia, South Lake Union, and West Seattle are the single most useful things Sound Transit could do to reduce my car usage in terms of commuting and traveling within Seattle.
Seattle Area	No	No	No	No	modernizing seattle's public transportation should take priority over all.
Seattle Area	No	No	No	No	The population of North King County/Snohomish County continues to expand as people are pushed out of the downtown core and the lack of infrastructure investment needs to be caught up.
Seattle Area	No	No	No	No	Important to make connections to areas with limited access to the city. Additional stations are nice, but I can't really prioritize them without knowing how many people they'd serve who don't currently have an easy way into Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Delaying or modifying the extension of Link light rail to West Seattle will have catastrophic results given the collapse of the West Seattle bridge and the decades long process to replace it.
Seattle Area	No	No	No	No	I live in Ballard, and I work on the Eastside, so anything that facilitates my ability to get to work more quickly is invaluable I also have family in the north Lake Washington cities, so public transit to them would be convenient.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Connection to West Seattle is critical in order to reduce traffic and increase accessibility to a large community within Seattle.
Seattle Area	No	No	No	No	I live in West Seattle and the ongoing delays and redevelopment of projects related to this area are exhausting. How about acknowledging that those of us in Highland Park and the surrounding areas deserve access to faster mass transit options.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Maximize use of the light rail as a primary method of moving people laterally through Seattle.
Seattle Area	No	No	No	No	i want service to West Seattle ASAP. I want to see the system run efficiently.
Seattle Area	No	No	No	No	I'm mostly focused on the light rail, since pre-pandemic I used it daily for commuting. As my work returns to the office, I expect to use it daily again. The distance between Columbia and Othello stations is rather long and creates a burden for people living in an area of Seattle with poorer sai quality (due to 2 airports and proximity to I-5). Prioritizing West Seattle is also connections is important in light of the bridge issues.
Seattle Area	No	No	No	No	Rapid transit extended to the most residents the soonest. Rapid Transit is more reliable than buses ensuring folks can get to work and home again quickly.
Seattle Area	No	No	No	No	Connectivity to Ballard is huge! That neighborhood has been the healthiest commercial core in the city throughout the pandemic and is posed to grow in the coming years. Additionally, North Seattle is poorly served by light rail as it is and making it easier for North/South commuters coming is going to be key as the city continues to grow.
Seattle Area	No	No	No	No	The Ballard population growth rate is higher than other areas in the city and needs to be prioritized.
Seattle Area	No	No	No	No	West Seattle currently has no way to get there easily with the bridge in disrepair. Ballard is just congested all the time with crazy bottlenecks. In general light rail needs way more push than busses do.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	It is important for Sound Transit to fulfill its commitments to extend light rail to the places described to the public at the time of the ST3 vote. But voters can understand revisions to the schedule in light of the new fiscal realities. Yet Sound Transit must understand that portions of the original ST3 projects--particularly, all-elevated rail in West Seattle--were poorly considered at the time of the ST3 vote. So Sound Transit should use this opportunity to modify both the schedule and the project plan, by tunneling the proposed Avalon and Junction stations and aiming to make the West Seattle segment operational at the time when the rest of the West Seattle/Ballard link is operational (instead of West Seattle coming online years before the rest of the line is ready). I know we overwhelmingly want light rail as soon as possible, but more importantly we want light rail to be good. It is not good for light rail to temporarily run from West Seattle and end at Sodo, requiring people to transfer onto a crush-loaded train that is carrying people from as far away as Tacoma Dome–yet that is ST's baseline plan for what 2030-2035 will be like. The West Seattle segment shouldn't open until it can run at least to the downtown core, if not all the way to Ballard. For the most part, deleting projects (instead of deferring them) from the ST3 plan is shortsighted and wrong. Covid has caused a sales tax revenue shock that hurts Sound Transit's sales-tax revenues temporarily. Meanwhile, assessed value of property in this region continue to grows rapidly. Property-value growth helps Sound Transit by giving it more debt capacity than it initially projected. This means that Sound Transit can sensibly incur long-term indebtedness to smooth out short-term revenue fluctuations, while proceeding with the ambitious capital plan that voters have approved. Since the inception of ST3, Sound Transit has stubbornly underestimated the cost and overestimated the constructibility of an elevated West Seattle line. In reality, a tunnel in West Seattle is not that much more expensive than an elevated line would be, but a tunnel is far better at preserving existing housing, navigating the topography of the area, and preserving the best aspects of the Junction. Postponing the West Seattle segment could give Sound Transit the time to summon the financial resources that needed to extend light rail to West Seattle in the most functional, beneficial way. We can wait for a well-done project.
Seattle Area	No	No	No	No	Building the lines out seems way more important than another tunnel under downtown Seattle.
Seattle Area	No	No	No	No	West Seattle commutes are incredibly difficult with the bridge out of service. Even when the bridge is working at full capacity, we often have slowdowns. Light rail to West Seattle would really take a lot of stress out of that situation.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Getting the light rail service extended further north and further south seems like top priority, from a 'maintaining funding and momentum' perspective. Voters from the larger area aren't going to keep voting for funding this stuff if it doesn't affect their lives OR the lives of anyone they know. There's a population that will only care if it affects their lives, personally, but our larger political ethos means we have waaay more people who will care even if something only affects some real life people that they know. If some people in your neighborhood are getting the benefit of a light rail commute, you're gonna wanna vote for adding more money to improve service in your area, but, if nobody in your area has seen any benefits from light rail, you're not gonna wanna vote for more funding, period.
Seattle Area	No	No	No	No	Walking distance to stations to reduce requirement to ride a bus to a depot before riding the train. Prioritize completing stations in neighborhoods in seattle.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Prioritize moving people and providing transit/bike access rather than personal vehicle access. Reducing vehicle miles traveled is critical to our region reaching climate goals and avoiding critical degrees of global warming. Never going to put parking garages on my to do list even though you're going to build them.
Seattle Area	No	No	No	No	The West Seattle bridge failure highlights the importance of reducing car dependence for that community. Aside from that, the system-wide improvement of the downtown tunnel and the extension of the second spine to Ballard are priorities. Next, facilitating transfers to existing stations.
Seattle Area	No	No	No	No	Proximity and overall utility to the region.
Seattle Area	No	No	No	No	I would prioritize the 130th station. It is closer to my home and easy to get to.
Seattle Area	No	No	No	No	Getting to ballard is a challenge going East to West. This would greatly improve that.
Seattle Area	No	No	No	No	I want ST to have more service to places that have a lot of destinations and people by them. New service to ballard and through downtown would increase the places I can get to via transit.
Seattle Area	No	No	No	No	I live in Greenwood so I plan to use the Northgate light rail once it is opened. I think getting as much transit opened in the north end should be the priority. Also, please consider an ST express bus or a shuttle that just goes between Ballard and the Northgate light rail as this is a huge void in the plan. Thanks!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	First of all, I would like to optimize people being able to commute via the link so that traffic can be decreased. Additionally, I'd like to see Seattle's neighborhoods more connected so that I could take the link from where I love on Capitol Hill to have dinner and drinks in Ballard. Finally, I think maintaining stations is very important so that the link can appeal to all Seattle residents, not just those who can't afford to drive.
Seattle Area	No	No	No	No	I live near 145th and, assuming we go back to working in the office, work in SLU. That would be amazing and life changing for me to have a connect to the light rail and then a light rail commute into the office.
Seattle Area	No	No	No	No	Build on established land use density patterns. Ex-urban growth is a bad idea for our region's environment.
Seattle Area	No	No	No	No	For West Seattle, please consider the less impactful (cost, neighborhood) solution of a West Seattle Skylink. https://www.westseattleskylink.org/
Seattle Area	No	No	No	No	I ranked projects based on my understanding of what would be most significant in allowing people to go car-free.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Would like to move away from downtown but still commute downtown by rail.
Seattle Area	No	No	No	No	Need better service between Ballard/Fremont and downtown, and on to West Seattle. Also easier access to SeaTac airport from Ballard/Fremont
Seattle Area	No	No	No	No	Prioritize the areas with the most economic disparity and where mass transit serves those who need it most.
Seattle Area	No	No	No	No	Connecting valid and west seattle to the main core are the most important to me because those are two parts of Seattle proper that have a lot to do (parks, restaurants, shops) that are currently a pain to get to outside of core commuting hours.
Seattle Area	No	No	No	No	I live and work in Interbay. Ballard is a key destination for me. I have many friends and family in WS. Dim sum access in Chinatown would be a huge plus!
Seattle Area	No	No	No	No	cost and speed
Seattle Area	No	No	No	No	My family lives in Lake Forest Park (near the planned Mountlake Terrace station, on the Lynnwood extension). We have high hopes for the extended Link access; our preferred way to get to the airport or downtown Seattle is to Uber to the nearest Link station, so we expect that the extended Link rails will open up more of the area to us. We've enjoyed going to Bellevue a few times - but it's inconvenient to get there via public transit at this point.
Seattle Area	No	No	No	No	If we have to choose, I would prioritize increasing density of service in the existing system over expanding the system.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in Broadview (NW Seattle) I DO NOT want the 130th station. Too close to Northgate and 145th station.
Seattle Area	No	No	No	No	As great that it is that the Link light rail will be expanding to surrounding areas of Seattle to better connect the region, most people outside of the city limits have other means of transportation (car) to get to and from Seattle. Seattle, itself, has many people without cars and expanding the light rail in Seattle proper will help expand commuting opportunities for all Seattleites and improve equity in this area. Also, Seattle is a 21st century city and thus should have a light rail system that reflects that. It's currently difficult to travel without a car to anywhere in Seattle that is not on the existing Link line. Therefore, expansions in Seattle proper should be prioritized since it has the most need and will provide the most benefit.
Seattle Area	No	No	No	No	I live in West Seattle and would prefer to take light rail to work instead of taking the bus or driving my own car.
Seattle Area	No	No	No	No	From W. Seattle and within Seattle busses are the most efficient and least expensive ways to go. If costs are a factor then exclusive bus routes are the answer. They are flexible for both destinations and loads.
Seattle Area	No	No	No	No	These additional areas need service asap.
Seattle Area	No	No	No	No	Even though I live in West Seattle, improving bus transit from the peninsula is more important to me than light rail. I live in Admiral. An all-day, 15 minute, 56 would be far cheaper and far more impactful tome personally. Would like to see stronger bus connection to the Sodo station. Downtown to Ballard is important. Would like to see Ballard to UW given more thought.
Seattle Area	No	No	No	No	Busses are arduous. It would make more sense to build out the Light Rail.
Seattle Area	No	No	No	No	Getting light rail to west seattle is critical. Doesn't need to be a tunnel just needs to get there. To fail to do this would be a broken promise hard to recover from.
Seattle Area	No	No	No	No	Until a second commercial airport is up and running with significant capacity, we need to improve north end access to SeaTac.
Seattle Area	No	No	No	No	Prioritize link light rail and it's outreach to neighborhoods to reduce as much car traffic as possible.
Seattle Area	No	No	No	No	I think transit should be prioritized in areas of greatest density. Northwest Seattle is a dense area that has consistently taken on much of the North end's new growth, yet is consistently bottom of the barrel for transit improvements. East-West connections in the city are abysmal, and should take higher priority than our already robust North-South transit options.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	130th will provide me and my neighbors car free transit entire link system seems to imply total system benefit - otherwise, it seems like a redo and should be deprioritized West Seattle access will link this isolated and underserved community North West Seattle access will broaden access and increase the usefulness of the link system Graham St. - the South Seattle line area has been rather slow to get through, that observation is the single most relevant counter to the 130th station. With sufficient capacity and/or regularity of trains it seems these impacts could be reduced I have assumed that realignment can cover 145th station access West Seattle seems like it has been in a bit of a crisis due to the problems with the West Seattle Bridge. Good transit options seem key for that community
Seattle Area	No	No	No	No	I prefer to focus on completing the build out of light rail infrastructure ASAP. Bus rapid transit is important but is a more adjustable resource. Get the rail lines in the ground and then continue to build up other supporting strategies as able.
Seattle Area	No	No	No	No	I live in West Seattle, which is currently cut off. It's easier to get from Ballard to an existing light rail stop than it is to get out of West Seattle to one. Anything to help South Seattle is important.
Seattle Area	No	No	No	No	I think it is important to get people to the downtown core and then move people in the downtown core with significantly reduced reliance on the automobile. It could be that better coordination between light rail and surface streetcars will fill that bill better than extending light rail, but that will mean extending streetcar lines and service.
Seattle Area	No	No	No	No	Above or below grade trains are the highest impact ways to improve commute times and address car driven climate change.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Getting more people out of their vehicles and onto transit as quickly as possible and for as many trips as feasible.
Seattle Area	No	No	No	No	These are the projects that are closest to me and will affect how I commute downtown.
Seattle Area	No	No	No	No	The most important projects are those that might address larger-scale issues, or that might help improve access and mobility for a higher percentage of the population (especially lower income)
Seattle Area	No	No	No	No	Meeting immediate, pressing transit needs is a priority, expanding the rail transit system to underserved locations follows.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	To alleviate automobile traffic overall in areas that are dense and most in need. To provide parking at rail stations, particularly for seniors. We lived in Seward Park for years and were excited by the prospect of light rail in our neighborhood as we watched construction begin. Then we soon learned there would be no safe way for us to use the system as there was no parking planned. Being older and with no safe or easy means to get to the train it became clear the system would not benefit us. We still saw the benefit but we're unhappy with our exclusion.
Seattle Area	No	No	No	No	West Seattle has really been orphaned since the monorail was overturned. At the least we need frequent efficient buses that connect us to the light rail Sodo station. Otherwise we end up not able to benefit by all the other great transit expansion.
Seattle Area	No	No	No	No	The ones I have prioritized are important to me because I believe they will have the most impact to those that actually use public transportation. Also, I would like to live outside the city of Seattle and it would make it an easier choice if there were faster options to get to Seattle to work. From experience, the sounder provides a much faster and comfortable experience than the light rail or bus system. You can also work on the sounder much more easily than light rail. Prioritizing added capacity and more parking at sounder stations would be great. I would prioritize improving currently existing transit options and phase/modify any light rail projects that are in the design phase or earlier phases.
Seattle Area	No	No	No	No	Build out the basic spine first. Start the next light rail line up SR522 with rapid bus. But you don't show my 5th priority - adding a station at Boeing Access Road to the existing Link line. In your next question you ask about ridership: the pandemic has prevented me from riding any ST transport even though I did in the past. Even though I only rode Sounder once back from Tacoma, it is important and should be extended to downtown Olympia. Planning for that and the next Link lines (NW/N/NE 45th and Lake City Way/SR 522 from Northgate) should be a priority.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Investment in RR to WS / BALLARD ahead of Link provided clear benefit to areas not getting value from LINK at the moment. It will maintain/enhance the relative value of these Urban centers while we get LINK lit up. New Station at 130th and Stride bus will help increase untilzation of existing Link Routes, leveraging built infra to benefit more people.
Seattle Area	No	No	No	No	Least expensive options that can be brought into service quickly should be top priority.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Concentrate money on areas that have the largest impact to the light rail system as a whole. Doing key pieces like the Downtown tunnel up front will allow for quicker adoption of the other projects once money is available.
Seattle Area	No	No	No	No	There's significant delays in commute times for in city areas like Ballard and west Seattle that will significantly reduce traffic. The bridges are another factor in this.
Seattle Area	No	No	No	No	I think it's important to prioritize areas that are a little further out from downtown like Shoreline, Lynnwood and Everett. These areas contribute a lot of congestion to the I-5 corridor during peak commuting hours and there aren't good mass transit options now.
Seattle Area	No	No	No	No	move the most people the most efficiently.
Seattle Area	No	No	No	No	I have been impacted by the closure of the West Seattle Bridge, and although I have not been impacted because of my work from home status. My current work from home status has meant that I do not currently use transit, but my work from home status is scheduled to be over well before the bridge is repaired, so making transit projects that do not rely on the West Seattle bridge will open up using transit as a viable alternative.
Seattle Area	No	No	No	No	Light Rail to West Seattle will have the greatest direct impact to my life. The Board should consider, firstly, ridership and, secondly, access to transit for prioritizing projects.
Seattle Area	No	No	No	No	I think first the heaviest traffic areas should be addressed (North Seattle) and consideration should also be taken to gain access for less-affluent areas of Seattle.
Seattle Area	No	No	No	No	Ballard and West Seattle are underserved. 130th just seems logical. I actually thought that was always the plan. And as to the next question about ride or plan to ride, remember the Pandemic? I don't go anywhere. Used light rail to airport regularly.
Seattle Area	No	No	No	No	Currently I live in northgate and my partner rides his bike to ballard even in bad weather since current transit takes over an hour. We moved next to the light rail on purpose to be able to commute via transit and are not buying a second car on hopes that when that station opens in October we can get around with out one
Seattle Area	No	No	No	No	I'd like to see more thought and consideration into helping the neighborhoods surrounding light rail. Traffic increases will negatively impact quality of life
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Light rail takes time to build so it should be top priority. I'm tired of seeing buses are being top priorities for decades. They are working just fine so can we please just focus on light rail. It's also would be great to replace buses with streetcars too.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	It is very difficult to provide useful feedback without data on projected ridership, current and projected traffic delays, etc. Nevertheless, as described the new tunnel sounds vital to the whole system, whereas new stations, including the proposed graham street one right near my house, sound dispensable.
Seattle Area	No	No	No	No	Need to connect core neighborhoods of Seattle to reduce dependence on cars. Also facilitates the growth of business districts within these neighborhoods
Seattle Area	No	No	No	No	Ridership and density in the areas being served.
Seattle Area	No	No	No	No	I live in Ballard. Sound transit's services don't help me if I can't access them.
Seattle Area	No	No	No	No	I am interested in the Graham Street Station in-fill as I am a resident of Hillman City. Walking to Columbia City Station is ~20 minutes and walking to Othello is also about 20 mins. When I start commuting to work again (to the Eastside in Factoria), I would REALLY like to be able to ride the train to the I.D. and then transfer to either a cross-lake Metro Route (i.e. 212) OR take my company's shuttle bus which has a bus stop near Uwajamaya. Currently, what I do is: take the lumbering #7 or, if I'm lucky, the #9 express up Rainier northwards to I-90. Get off at I-90 and hope/pray that the 212 has not come early (which it often did before Covid) and therefore wait 10-15 more minutes for the next #212. If things work out well, then my commute is about 45 minutes to an house. And, then on the way home from these routes, I take the company shuttle back to the I.D. - where I need to then take the train back to Columbia City and walk 20 mins home. Or, I could take the #7 down Rainier from the I.D. and get home in about an hour (after the 20 min ride across I-90 in the company shuttle). In future, walking 10 minutes to a Graham St. station infill, catching northbound train to the I.D. station, then walking across the street to company shuttle would be more efficient - and I wouldn't have to worry about missing the 212. And, I'd have an easy return commute back home in the evening.
Seattle Area	No	No	No	No	Top priority is to make Link faster and reliable. Relieving bottleneck downtown is essential to that.
Seattle Area	No	No	No	No	Being without the West Seattle bridge for 2-3 years shows the urgency of light rail to West Seattle. With the changes in work from home/go to the office use of office real estate, public transit is essential to make the new mix efficient and low carbon.
Seattle Area	No	No	No	No	Ballard and W Seattle represent areas of high density housing where the current traffic makes a commute difficult and that traffic extends to nearby neighborhoods.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in Ballard and, as more and more people move to this area, (under normal circumstances) the buses continued to get more and more full. I was commuting via bus 5 days a week and rarely got a seat. I feel like the Ballard area, especially, could use light rail. I'm also a fan of adding more stations and making it easier for those in the South End,
Seattle Area	No	No	No	No	The timeline for Ballard and West Seattle is far far too long.
Seattle Area	No	No	No	No	I live in West Seattle and with the current closure of the West Seattle Bridge it only illuminates how important transit is as an option to get on and off of the peninsula.
Seattle Area	No	No	No	No	More trains to more places. Honestly, I'd have loved to see heavy rail, but if we're building light rail I'd like it to reach many places in the city. Being able to jump a few trains and go where I want is ideal.
Seattle Area	No	No	No	No	The west seattle bridge being out has shown how reliant this community is on a single piece of infrastructure- I view the west seattle need as very high to create some redundancy in the system.
Seattle Area	No	No	No	No	I looked at this from what would be a benefit to a heavily used existing service that can get folks into transit. I think South Sounder and Link extensions when possible are important. I am unfamiliar with the usage of ST Express buses but am not as in favor of since they are stuck in traffic often.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I love the light rail as it exists now and I think expanding light rail to other parts of Seattle will be a major boon to the city and the residents who need to navigate that city
Seattle Area	No	No	No	No	I live near Northgate so am thrilled about opening in the Fall of 2021. Would love to see better access to Bellevue also. Thanks for everything you are doing!
Seattle Area	No	No	No	No	I would prioritize (1) making sure that we have good bus service to existing and about to be opened link light rail stations so that we are getting good use and value for new stations as they open, (2) connecting neighborhoods that aren't currently served well (West Seattle first, because of the bridge situation there, then Ballard). I would put building a second station downtown as a very low priority. I would guess that it would be very expensive, and downtown has had enough disruptive construction to deal with in recent years. Note in my answers below about my current transit use that I am not currently using transit because I am working from home, but I did regularly use local bus and Link to get from north seattle to downtown. I am VERY excited about the Roosevelt station opening and hope that there will be good bus service from View Ridge to the station!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ballard extension is critical and would allow me to take light rail to work in Bellevue. I would delay add-ons to existing projects that could risk new, more critical projects.
Seattle Area	No	No	No	No	I live in Ballard and would like to have light rail access before my daughter, currently in second grade, has graduated from college. There's a lot of people in Ballard. Also, light rail service to Ballard would help support east-west transit across the city.
Seattle Area	No	No	No	No	Emphasis on light rail to reduce congestion and that can operate even when catastrophic events happen on roadways such as severe accidents.
Seattle Area	No	No	No	No	City of Seattle transit!! Density! Development! Getting many more cars off the road! The next round after servicing the greater region needs to circle back to the in-city needs -- especially BALLARD and West Seattle. ASAP! The rest of the choices here are 'build outs' and they are far lower on the priority list.
Seattle Area	No	No	No	No	Priority should go to projects with the largest greenhouse gas net benefit. I'm not sure my suggestions align with this because I don't know all the data.
Seattle Area	No	No	No	No	I just really believe the Link light rail is transformational, and that getting more people transformed into light rail riders will change our whole region. I believe it will have cascading improvements including equitable access to the city from more affordable areas, as well as lower congestion for our region overall.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Need more bus lines and bus options. Too far to light rail stations and no parking options for light rail riders
Seattle Area	No	No	No	No	Better overall service to communities.
Seattle Area	No	No	No	No	We are desperate for transit help to West Seattle. With the 'bridge' situation making our lives miserable, please relieve our suffering and make the West Seattle light rail link your TOP priority. Promises mean nothing; action is your only redemption. Thank you for listening.
Seattle Area	No	No	No	No	I live in West Seattle & without the bridge, I think transportation projects facilitating getting in and out of West Seattle should be bumped up in priority.
Seattle Area	No	No	No	No	Rail first
Seattle Area	No	No	No	No	Focus on high density neighborhoods to minimize traffic.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I prioritize transit within Seattle to provide a robust downtown core of transit options and connecting West Seattle and Ballard to the light rail system. Many communities in the North and South Sound have opposed sound transit and it is important to focus revenues where the majority of revenues come from and support Seattle transit options where the tax payers want the light rail service and the system can affect and help those that want and need more and better high speed transit systems. Sound Transit included West Seattle and Ballard to get an approve vote in order to get our tax dollars and if we are cut out or have drastic reductions it would be a tragic hypocrisy to those that were critically important for approval. Please also work to fund a tunnel under the core of the West Seattle Alaska Junction. For the question below regarding ridership, the pandemic caused many of us to work from home, so while I and my family don't routinely ride currently, we were active users and plan to do so in the future.
Seattle Area	No	No	No	No	I don't own a car and rely on bike or public transportation to and from my home in Ballard.
Seattle Area	No	No	No	No	Ballard is a high-traffic area that needs light rail to reduce the congestion.
Seattle Area	No	No	No	No	Tried to consider number residents and need for access to reliable transportation.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	It would allow me to get to the Eastside to visit family.
Seattle Area	No	No	No	No	We do not have good rapid transit on the west side of town. Taking 15 years to get light rail in this part of town is too long. This project should have already been started.
Seattle Area	No	No	No	No	These transit projects are important because getting across Seattle, especially to neighborhoods like West Seattle and Ballard, is challenging and time consuming. With limited entry points and traffic being a major issue, there is a need for accessible and timely public transit to travel across the city.
Seattle Area	No	No	No	No	The work to prepare the downtown core tunnels seems like it should be completed before the extensions. If a project has begun, it should be completed prior to starting a new line. (Link station at NE 130th). If contributions are made to King County Metro's RapidRide C&D lines, wouldn't that take away from the funding needed for the extensions to Ballard and West Seattle? Also, if funding the C&D lines, would it make sense to fund added service on the King County Water Taxi?
Seattle Area	No	No	No	No	West Seattle extension
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	It's important to prioritize supporting the density within the city. Once people make it into the city, if there's no good way to get around, it's useless. Ballard is a resident-dense part of the city, as well as being one of the main destinations for people coming in for reasons other than work, in addition to tens of thousands of neighborhood residents that need to travel across the city.
Seattle Area	No	No	No	No	Usage in the downtown to ballard stretch is critical given: -the population density in the area -demographics acceptance and willingness to use light rail -Continued growth in the area -demand due to pending Climate Change arena opening
Seattle Area	No	No	No	No	easing traffic and increasing transportation choices to the most unconnected parts of the city: West Seattle and Ballard
Seattle Area	No	No	No	No	I think it's important to make the existing light rail infrastructure really work to it's best ability.
Seattle Area	No	No	No	No	As a first priority, it is important to the whole system to have the Ballard and West Seattle extensions in place as early as possible. As I understand it, the new tunnel construction near the International Station is necessary to make the connectors between the two lines function.
Seattle Area	No	No	No	No	I live in West Seattle. The lack of public transit access is extremely isolating to our community.
Seattle Area	No	No	No	No	More rail and links to rail should be the priority, followed by parking opportunities to get people out of their cars then new service.
Seattle Area	No	No	No	No	Close to me. Impact on entire system and region
Seattle Area	No	No	No	No	The projects seems to represent the largest use by local riders in areas that need stronger connections.
Seattle Area	No	No	No	No	WSBLE was pitched as the the primary ST3 project in the Seattle area. For a $54 billion project we can't prioritize small projects at the expense of the core component of ST3 which is a new light rail line in Seattle.
Seattle Area	No	No	No	No	Decrease car traffic congestion! Also, reliance on old bridges- so there are some other ways to get around.
Seattle Area	No	No	No	No	I live in West Seattle, and with the bridge being out...a train would be great. Even when we get the bridge back, traffic getting out of W Sea is so wretched, and so many of us commute into the city. I would 100% prioritize getting light rail to West Seattle before anything else.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The loss of the West Seattle Bridge for what will likely be at least 3 years has exposed just how limited the transportation options are for West Seattle residents. Given that West Seattle is home to many of the city's families and employees and the extremely limited options for getting off the peninsula, we need to prioritize West Seattle connections for transit. Doing so would reduce pressure on the repaired bridge, likely extending its life, while reducing bottlenecking on 99 and I-5 for commuters coming from South of SoDo.
Seattle Area	No	No	No	No	prioritize accessibility to light rail from lower income areas
Seattle Area	No	No	No	No	West Seattle and Ballard are little islands that are difficult to get to, connecting them to light rail would be the biggest thing to make these neighborhoods more accessible for everyone. Expanding light rail should be number 1 priority.
Seattle Area	No	No	No	No	West Seattle desperately needs transit service, particularly in light of the closed bridge.
Seattle Area	No	No	No	No	For Seattle - We need to build out the system to cover more of Seattle For South King County/Pierce County, we need to more more coverage and capacity
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I am a big skeptic of the need for two tunnels through downtown. Having ridden European underground rail systems frequently, they appear able to move trains through with 2 and 3 (and even 1) minute separations on a regular basis. I think ST should reexamine its assumptions as to frequency and consider deferring the second downtown tunnel for several decades. And, heresy though it may be to West Seattle rail advocates, the C, the pending H and another Rapid Ride from Admiral and Alki could connect with a single rail stop at Delridge or, even worse heresy, at Lander.
Seattle Area	No	No	No	No	I live close to the Judkins site and am looking forward to utilizing public transit more often
Seattle Area	No	No	No	No	We need ease of use. The Graham Street station should have been included since the beginning and serves as a potent example of structural racism. And a big waste of money to wedge it in after-the-fact. We will be better served by a well-integrated system than one that is stretched too thin. When people figure out how to get here from the exurbs, they need to know they can get everywhere, otherwise they won't leave their car behind.
Seattle Area	No	No	No	No	West Seattle is Seattle's largest suburb, and we are near completely isolated with the West Seattle Bridge being under repairs. It is critical that we expand transportation infrastructure not only to make West Seattle more accessible in general, but also to provide expanded transportation options in the case of an unforeseen disaster.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Because I live in west seattle and have close to 1/3 of Seattle's population
Seattle Area	No	No	No	No	I live in Ballard and work in South Lake Union where the buses are over crowded and it can take more than an hour to get home in the evening. More and more apartments are still planned for Ballard and it seems that transportation options will need to increase to keep up. Either light rail needs to be built out to Ballard or the Rapid Ride C should be extended from South Lake Union out to West Ballard.
Seattle Area	No	No	No	No	Ease congestion on the primary corridors, unlock easy access to other areas in the Seattle Metro Area.
Seattle Area	No	No	No	No	I live in West Seattle.
Seattle Area	No	No	No	No	Downtown already has extensive transit service. I realized you need to add another tunnel, but just dig out the shell for the stations, partner with co-development. The downtown stations are the ones that can bring private resources. Minimize public funds on these to the basic needed infrastructure. Prioritize getting the rail extended properly and finally constructing Graham St. Priorities CID, Graham, Delridge (This includes a tunnel alignment under Pigeon Pt.) over spending money on downtown.
Seattle Area	No	No	No	No	Transit is my primary way to move around the region, including for Work, Shopping and Entertainment. While I do have a vehicle, I hope to depend on it less and less for critical trips. I hope some day to go entirely without a personal vehicle, renting a car if a long trip out of town is needed.
Seattle Area	No	No	No	No	I am in West Seattle, and we don;t have a bridge any more.
Seattle Area	No	No	No	No	The second downtown tunnel is critical to make all other transit priorities function properly. The NE 130th is critical for proper bus access to Link from the SR522 area and Lake City - and should not be a budget-breaker in itself.. The Ballard extension is badly needed to serve the increasingly dense and increasingly transit-oriented areas of north central (e.g., South Lake Union, Lower Queen Anne, and northwest (Interbay, greater Ballard) Seattle.
Seattle Area	No	No	No	No	Figuring those are the ones I'd use more and are core to the larger project
Seattle Area	No	No	No	No	Access to/from West Seattle for co-workers, friends and businesses avoiding the bridge traffic bottleneck; same for Ballard - both top priorities to be phased in ASAP. Facilitating access for people further out to the lines in progress.
Seattle Area	No	No	No	No	These projects are in areas I frequent the most. Pre-Covid I rode the bus 5 days a week, and plan to return to that once I return to work.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Public transit in more affordable areas will allow people who work in Seattle or Bellevue to move out of the urban areas and release pressure on housing affordability and improve quality of life for people who are currently commuters by car.
Seattle Area	No	No	No	No	I live in West Seattle. It is a large population that is growing rapidly, with limited access points (West Seattle Bridge + south via Highland Park/Burien). We are also the main entrance for Vashon/SW Ferry and host major industrial transit. We take on a good amount of regional transit, but are very often last on the list for transportation innovation. Please prioritize the West Seattle island! It's increasingly hard to live and work, the city of Seattle has stranded us!
Seattle Area	No	No	No	No	A West Seattle link is essential, not just for workers, but for us seniors as well.
Seattle Area	No	No	No	No	I prioritized projects that extend the reach of the system to reach more neighborhoods and communities. There's no such thing as 'enough' parking, and building more spots will just make driving a more attractive option. We'll all be better off if we instead spend that money on making *transit* more attractive, in the form of last-mile connections and the ability to quickly and reliably reach more destinations.
Seattle Area	No	No	No	No	I live by 130th and this will make it easier to get downtown
Seattle Area	No	No	No	No	Trains are more important then buses stuck in traffic.
Seattle Area	No	No	No	No	We are so overdue for a complete, comprehensive el. train/subway/rail system that functions for local travel, as well as for commuters in all directions. The heart of such a system needs to be at the core of the region, Seattle city. Then, additional extensions can be added. This is how it's typically done. See Toronto, Montréal, Atlanta as examples of this type of build out.
Seattle Area	No	No	No	No	I live in W. Seattle and am still waiting for the mono-rail. We need a tunnel to Vashon, not a new ferry dock. We need a tunnel to downtown along with a new bridge. A tunnel from downtown to Bainbridge would be great also.
Seattle Area	No	No	No	No	Out neighbors want 130th street stop dive in-line with Lynnwood extension. Don't delay the construction. Do it now!
Seattle Area	No	No	No	No	I don't want to simply prioritize the projects that I personally might use. Everyone needs light rail and all taxpayers should pay for it.
Seattle Area	No	No	No	No	I live in Seattle (Magnolia) and often commute to Microsoft using metro bus (when I don't take the Connector). Sometimes my commute takes over 2 hours! Definitely need more options to the Eastside from Magnolia/Interbay/Ballard.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I live in on the East side of Capitol Hill, so none of these directly affect me. I marked the extension to West Seattle as the most important because currently the private vehicle traffic to and from West Seattle is nightmarish, to the point that I avoid any reason to go there. The other options I selected are simply places I would like to be able to more easily travel.
Seattle Area	No	No	No	No	I live in the north end of Seattle and would love a closer station to go downtown, to baseball games and to the airport.
Seattle Area	No	No	No	No	Prioritize light rail expansion and completeness over everything else. Once that is all taken care of, work on getting more track from BNSF so the sounder can run all day. Only after that should we focus on buses, as most people who are going to ride buses already do.
Seattle Area	No	No	No	No	#s 1 -3 are important because they facilitate large ridership numbers and the cohesiveness of the regional plan (that said, the extensions to West Seattle and Ballard should be fiscally prudent, especially considering how light rail in South Seattle is almost exclusively street level, because, you know, South Seattle always gets the short end); # 4 is important because the distance between Othello and Columbia City is huge and the ridership in that area is our most vulnerable and furthest from justice. I don't have a 5th priority- reinvest that option into safety and beautification of existing South Seattle stations.
Seattle Area	No	No	No	No	I really want to be able to get to Ballard quickly and easily, as well as West Seattle.
Seattle Area	No	No	No	No	I do not drive and being able to access light rail from West Seattle is a priority for me
Seattle Area	No	No	No	No	I'm thinking of my own convenience, and connecting my neighborhood to more of greater Seattle.
Seattle Area	No	No	No	No	Connecting geographically awkward West Seattle to the rest of the city may promote unity and comity across the entire incorporated area. Connecting 'north Lake Washington cities' will promote public transit in a highly car-centric part of the metropolis. Cars need to be less dominant eventually. The influx of residents to the Ballard area's new housing will need transportation choices beyond cars, walking, and biking. I assume the proposal for a new downtown tunnel comes from planners and engineers who foresee the current tunnel becoming overwhelmed. If downtown is the choke point, let's start on relieving it before costs (which will be extraordinary) escalate farther. A South Graham Street station would serve a thriving, growing part of town.
Seattle Area	No	No	No	No	It's important to prioritize projects in the direct Seattle area. With unstable funding and opposition and push back from those in the regions and counties around us, it's important that we double down and focus on the areas where the most people are helped, and where the infrastructure is most desired and appreciated.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Because I might use them, especially the link to West Seattle coming from the north end.
Seattle Area	No	No	No	No	Getting people to the 145th Street Station seems really important and relevant since the station will be ready soon. I would recommend building the tunnel downtown sooner than later, this will only get more challenging with each passing year. Getting link to Ballard would be huge, let's do that soon too!
Seattle Area	No	No	No	No	I live in Queen Anne, near Interbay and want the Link line to Ballard to be a top priority.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Prioritize West Seattle - Downtown - Ballard first.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Poor connectivity from south and west Seattle to the rest of the city without a car. Poor bike facilities, multiple transfers on bus, unreliable bus service aside from rapid ride, rapid ride over filled during peak times.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Where I live till I die...which might be before you finally get things done, instead of just talking about them and conducting surveys.
Seattle Area	No	No	No	No	Light rail, all day everyday
Seattle Area	No	No	No	No	Equity in populations reached - making sure it's not just the wealthier neighborhoods getting service Assuming that SOME transit (at least bus if not light rail) is better than none
Seattle Area	No	No	No	No	I am a West Seattle resident, and one that lives in the area most impacted by traffic from the bridge closure (Highland Park). Prioritizing the West Seattle connection should without a question be the number one important item not strictly from my own self interests, but considering how much having already had that in place would have ameliorated a lot of the issues we are experiencing without the bridge for 2+ years. Aside from a seventh of the city living in the West Seattle area, having meaningful rail access off the peninsula benefits both the port and the ferries by reducing congestion and reliance on the low bridge. Any part of the city that is connected by bridge (including the east side) should be prioritized over other additions to prevent this from happening again in West Seattle or any other area in our metro that could suffer a similar fate - like Mercer Island.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Equity. Which stations will serve populations that are historically underrepresented in transit decisions? Make investments where there is less 'noise' from wealthy residents.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	145th St is going to be jam-packed with traffic when the Shoreline light-rail stations open. Bus service needs to be increased there.
Seattle Area	No	No	No	No	One bridge shut down WSEA. Even before that, even a lane closure on the bridge or SR99 would cause huge back-ups from downtown / 99 / and the bridge. Everything cascades. This hurts not only residents, but businesses that rely on daily shipments, and even the big shippers are delayed as trucks clog the roads. The city must prioritize WSEA transit over anything else, no other part of the city has such extreme bottlenecks.
Seattle Area	No	No	No	No	Don't need a station every 1/2 mile so see no need for the 130th station or it becomes less than rapid transit.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Live in West Seattle and work downtown, and it's horrendous getting anywhere currently.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	West Seattle & Ballard are currently isolated the longest from light rail improvements while North & South Seattle have multiple transit opportunities. Let's spread the love, people!
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Build out stations and length of Link system.
Seattle Area	No	No	No	No	Link is the best bc it's permanent infrastructure.
Seattle Area	No	No	No	No	These are the neighborhoods that have the most opportunity for population growth. There need to be large, dense developments near transit.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Priority with limited resources would be to provide alternatives to driving for those most congested travel routes. (I am not currently riding transit as I'm working from home due to the pandemic, but was a regular user of Link, ST Express buses, and Metro buses prior to 2020)
Seattle Area	No	No	No	No	I think extending the light rail in more directions with additional lines is absolutely essential.
Seattle Area	No	No	No	No	Everett stations and parking for mukilteo just make more sense to me.
Seattle Area	No	No	No	No	With Amazon building g up with Bellevue, it's important to be able to conveniently use transit to get there as easy as I could get downtown. Preferably by link
Seattle Area	No	No	No	No	I think there's a great need for good and efficient transit between downtown and west Seattle. I'd prioritize areas that are lower income, have a higher percentage of BIPOC residents, or currently don't have as good public transit access.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Traffic on I-5 from Seattle to Everett is too heavy and commuters spend too much time in their cars. We need to get as many cars off I-5 as possible. Similarly, connections between West Seattle and the rest of Seattle need improving, every after the West Seattle Bridge reopens.
Seattle Area	No	No	No	No	Linking up the cities would ease commuting for job growth. I had to purchase a vehicle when they did away with my main bus line and the commute by transit was over 2 hours each way if I catch all the right connections. It was 45 min commute before and only need one option. Now I drive, pay for parking, pay for gas, pay for car loan - money I could have used in my local economy. I am lucky that I can budget that, I know many others that can not and they suffer for it. I would gladly start using transit if it worked for me. I did enjoy it before.
Seattle Area	No	No	No	No	I would prioritize key areas that build capacity for the system. I'm expecting ridership will grow greatly post-COVID when the Northgate link opens.
Seattle Area	No	No	No	No	Those are the ones I'd likely use, and making the train more convenient makes it easier to train+bike around the city.
Seattle Area	No	No	No	No	Boeing commute
Seattle Area	No	No	No	No	Providing better transit service to cities and areas of the region not served by light rail or commuter rail.
Seattle Area	No	No	No	No	The top choice will benefit North Seattle, where I live. The others are crucial to maintaining the integrity of the system as it expands.
Seattle Area	No	No	No	No	I am hoping to use the Shoreline link by my house and the new transit on 145th to avoid driving my car at all to work and back. In fact, I am looking at not driving as much as possible to reduce my carbon footprint and ease traffic. These are the transit links that I would use most. I also believe we will be able to host larger events with the use of light rail taxes from tourists.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Would love to see transit in the city for the Ballard and West Seattle communities, many of whom commute(d) downtown or into SLU. Would like to make sure the whole system is linked up.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	The West Seattle>DT>Ballard corridor is the next most important corridor in the planned system. If we can save money by phasing West Seattle but fill the gap with Rapid Ride in the interim, as a 20+ year WS resident that is a compromise I am willing to make, especially if it then also slows development here. Ballard and downtown are more important to build out, imo. While the in-city system is more important than the regional build put imo, due to density and efficiency, building the best north end line is next most important.
Seattle Area	No	No	No	No	To facility my movement around the city to the places I routinely visit, and to help mitigate traffic on the I-405 and I-5 corridors
Seattle Area	No	No	No	No	I want to see a fully integrated regional transit infrastructure.
Seattle Area	No	No	No	No	Light rail to Ballard
Seattle Area	No	No	No	No	West Seattle broken bridge with perpetual delays, very crowded C-line buses that also crawled across the bridge. City allowed large apartments to be built w/out transit options. pre covid we left our home south of Lincoln park at 5:50 am to get a spot on the bus that arrived downtown pioneer square by 6:40. leaving at 6:15 am meant arriving downtown at 7:40 or later ie 30 minutes longer. sigh
Seattle Area	No	No	No	No	They affect me directly. If funding is an issue, S. Graham is gotta be one of the cheaper options of improvement, as opposed to a whole new tunnel. Further, the W. Seattle bridge is going to undergo work, so there's gotta be an economy of scale here to bring light rail where it should've gone to begin with. Still soured over the fact that S. Graham was ignored the first go around.
Seattle Area	No	No	No	No	I would prioritize which projects would help the most people in the community.
Seattle Area	No	No	No	No	It's important to make additional transit options for West Seattle. North Seattle already has many more established transit options available and more light rail opening sooner. West Seattle has lagged behind.
Seattle Area	No	No	No	No	Spend less money on building parking
Seattle Area	No	No	No	No	These are the locations I would travel to on light rail
Seattle Area	No	No	No	No	I live in Shoreline and work in Everett. With what I know about population density, these choices seem like they'd serve the greater numbers. I am not an expert. These are guesses.
Seattle Area	No	No	No	No	These are the most crowded corridors.
Seattle Area	No	No	No	No	I live in West Seattle and this commute is getting very tired
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Feeding existing services and strategic new service will create more rapid growth in ridership and fuel future expansion demand

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Improve my commute from home (Shoreline) to work (South Lake Union).
Seattle Area	No	No	No	No	I drive from west seattle to the Madrona neighborhood, which takes me 30 minutes when the West Seattle bridge is open, 45 now that it's closed. If there was a light rail to downtown I'd take that then transfer to the bus that goes up Cherry street. It probably take me 30 min to get to work via public transit; faster if I also took my bike on the light rail & bus. I have a good friend in Everett. I'd enjoy taking light rail to visit them.
Seattle Area	No	No	No	No	The west Seattle bridge closure has proven to us the need for alternative transportations modes to the peninsula in the case that one fails. Additionally, many commutes from West Seattle could be immediately served by the lines set to open in Bellevue and N Seattle this year. This is a vital project. In the meantime, bus service should be enhanced to W Seattle ahead of the bridge opening and end of the pandemic to ensure we don't got back to driving cars.
Seattle Area	No	No	No	No	Ballard has had a huge increase in density in the last decade with few improvements to accommodate the increased population. We continue to have huge apartment complexes being built with little to no parking available for them. It is critical that we have rapid mass transit available to handle this situation. Ballard was supposed to be an urban village; at this point it's becoming more of an urban ghetto.
Seattle Area	No	No	No	No	I would like to see the Roosevelt station open asap! It is taking soooo long. We need a fast train (updated) between Seattle and Portland Oregon. Amtrak trains are old and outdated. Our trains in the US are not keeping pace with the rest of the world.
Seattle Area	No	No	No	No	South end and west seattle are underserved. Development potential is greatest in s seattle.
Seattle Area	No	No	No	No	The new downtown tunnel serves the highest demand. We should prioritize enabling future expansions off the currently-planned lines - for instance, building stations and tunnel spurs to allow the tunnel to fork up Aurora. To save money, I would prefer to add delay and eventually build the complete system - rather than being stuck with an incomplete system forever.
Seattle Area	No	No	No	No	To create a backbone through the western part of the city through downtown
Seattle Area	No	No	No	No	West Seattle is of highest priority, with core system improvements in the main artery of the system downtown a close second.
Seattle Area	No	No	No	No	Getting light rail to Ballard and West Seattle.
Seattle Area	No	No	No	No	In-city congestion of traffic and transit is insane. Get the federal cash cow involved, we seem to bleed money for any other cause. Figure it out.
Seattle Area	No	No	No	No	Prioritize under served, hard to access, and highest traffic areas.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Locations which I would use.
Seattle Area	No	No	No	No	Build a tunnel in the west Seattle junction. No above ground line. Don't take houses away in an already crowed unaffordable area.
Seattle Area	No	No	No	No	South Lake Union really needs transit so that Amazon traffic can be eased (assuming the traffic returns after the pandemic). West Seattle really needs to be connected to the rest of the city better. The 522 corridor is key to my commute and my frequent errands and other trips, so I would use that a lot.
Seattle Area	No	No	No	No	Commitment by Sound Transit to complete 'spine' from Everett to Tacoma on a priority basis.
Seattle Area	No	No	No	No	Easier access from home. More core access throughout downtown and neighboring areas for a strong center for light rail.
Seattle Area	No	No	No	No	More transit equals greener transport and fewer cars on the road. Making transit accessible to communities hardest hit by economic struggles must be the first priority.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	NE 130th does not even have a southbound exit off I-5. Think about that for a second. How about a little love for the Haller Lake area?!?!! The NE 130th Link Station should be a priority for the city and it's NE Seattle residents!
Seattle Area	No	No	No	No	Connecting large dense neighborhoods that are difficult to get to by car. Providing fast alternatives to busy/slow roadways.
Seattle Area	No	No	No	No	West Seattle has experienced significant growth in the past several years. Given the concentration of light rail in and around Seattle, it makes sense to ensure West Seattle and Ballard residents can use light rail to get to and from downtown, the airport, the eastside, and north and south to existing routes as well as routes coming soon like Lynnwood. Thank you for your consideration.
Seattle Area	No	No	No	No	I think we need transit everywhere. Not all of these will impact me be I think that having a broad network is important. West Seattle is stuck right now and goodness it would be nice to have a way for folks to get to Ballard too.
Seattle Area	No	No	No	No	West Seattle needs help. It makes sense to prioritize a good solid hub downtown to support additional lines, including those we haven't yet even dreamed up.
Seattle Area	No	No	No	No	Prioritize disadvantaged neighborhoods and areas most likely to result in reductions in personal vehicle travel.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	We must continue to build out light rail where it will be most utilized (Seattle and the Eastside). While BRT projects and P+R improvements are important, we must move to build out these capital projects now else deferring them even longer will cost even more in future.
Seattle Area	No	No	No	No	West Seattle is a very difficult place to commute from
Seattle Area	No	No	No	No	Link light rail to West Seattle, Ballard and downtown Seattle are the most important to me.
Seattle Area	No	No	No	No	I am retired and no longer need to commute, but I'm trying to think about the places that have the worst commutes and most population density. The pandemic has curtailed my use of mass transit as well, but normally I ride several times per week. That's how I'll respond to the survey below (as if it were normal times, non-pandemic)
Seattle Area	No	No	No	No	I live near the 130th street station and it would provide a large benefit and it seems to be significantly underway.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Ballard light rail with stops in SLU and elsewhere is critical to connect people to jobs while taking cars off the road. Better West Seattle transit connectivity is critical because that whole region is very isolated from the rest of Seattle and has insufficient transit connectivity between homes and jobs. With the West Seattle Bridge closed (and having clearly been under-prioritized in recent years, given the need for emergency closure + lack of motion on fixing it), mass transit and long drives are the only way to get to Seattle. Mass transit from West Seattle is sorely lacking in both connectivity and frequency; replacing car trips with mass transit is really just not viable. I can't think of anywhere in the greater Seattle area which has seen such significant decrease to mobility (on account of steeply increased travel times when using currently limited transit) as West Seattle; as someone who goes to West Seattle and has numerous social ties there, it's pretty frustrating to see those in a position of authority tell West Seattleites they should just stop driving and use mass transit (in the context of the bridge closure) when mass transit options are severely limited. I'm very, very supportive of mass transit investment across the board (even if it comes at personal cost to me, and I say this as someone living in Capitol Hill): it helps quality of life, healthier communities, and gives people more options. This is doubly so when you look at the economic/racial diversity in places like High Point. But the only way we can increase transit usage in West Seattle (which has 2.5x the population of Capitol Hill, where I live, and 3x the population of Ballard) is to make it the best option. In the short term this means significantly improved bus service, and in the long term this needs to include the certainty of light rail. Based on many transit-related conversations I've had with people living in West Seattle over the past year, I would strongly advise caution if de-prioritizing transit investment there. People in the neighborhood who are paying attention (i.e. the most likely to vote) realize how close West Seattle is, given the circumstances, to being screwed out of transit - even people who emphatically supported ST3 despite frustrations over the West Seattle light rail timeline in favor of the collective good. If the outcome of all this is that West Seattle does get screwed, I sincerely worry people like this will become so embittered with the transit situation that they'll be unlikely to support future expansion due to it being all cost and no benefit.
Seattle Area	No	No	No	No	Increase Capacity in Downtown for future projects. Most important beyond this extending the lines, not extending buses.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	West Seattle and Ballard are so close to downtown yet take a long time by car. Getting their via bus is quite challenging too. I live on Beacon Hill and would definitely use the lt rail to get to those locations. Also, the Graham stop should be added. I have heard from the community that they were upset when that stop was removed from the original track on MLK. It would seem to me that adding that station would be the least expensive of all the lt rail projects, as the train is already there, it is just the station/stop to be added.
Seattle Area	No	No	No	No	Ballard has had nothing done. By the time we get anything here my husband and I will be retired. Have you seen the number of condos being built around here? It's staggering.
Seattle Area	No	No	No	No	Access to transit from underserved and geographically challenging areas is important; the Bothell/Canyon Park area needs efficient transit; east/west travel is getting worse and east/west transit is slow and inefficient
Seattle Area	No	No	No	No	Increase opportunities to diverse populations living in the Rainier Valley. There are so many residents between Othello and Columbia city stations who can benefit from increased public transportation. Bus options are a helpful alternative, but require long lead times and may require transfers to get through the city.
Seattle Area	No	No	No	No	The closure of the West Seattle Bridge has highlighted how cut off West Seattle is from the rest of the city - the current public transit options (C Line Rapid Ride, and a handful of bus routes) is not sufficient for the community living here - expanding the Light Rail to West Seattle would be a huge boon to the community.
Seattle Area	No	No	No	No	I'd like to see more people on public transportation and less in their gas guzzlers
Seattle Area	No	No	No	No	It is never going to get easier to build out facilities and service in Seattle and Seattle is where ST has the highest basis of support and there is the highest need.
Seattle Area	No	No	No	No	The best thing we can do is to create new right-of-way for transit, especially in dense parts of the city The second downtown tunnel is the most important project because it creates new transit right-of-way in the urban core. The other light rail extensions do the same, but in less dense areas. The Graham St and 130th St infill stations are also important because they would each drastically improve the walksheds served by light rail. I ranked the Graham St infills station higher because I happen to live nearby.
Seattle Area	No	No	No	No	I am a homeowner in Ballard and I believe this should be a priority, given city planning and development

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	These projects are important to me, because I work in Tacoma and we have family in Tacoma, so making it possible to commute up and down the I-5 corridor without using a car would be huge, both for decreasing my carbon footprint, but also for easier north/south travel with kids. Additionally, I think connecting West Seattle via lightrail is even more important now with the bridge issues. Hard decisions though. They are all important and I wish there was more funding to do all of these proposed projects and more. We will need better East/West connections within Seattle as well. Looking at the map and knowing some of the bus routes in this area, getting from Ballard to UW is challenging and long via public transit. Other east/west expansions will be needed to truly facilitate easy movement in this city and to reduce car travel. I have been working mostly remotely for the past year and as things have opened at times, I have been reminded how much the commute sucks when I do have to travel south to work. Unfortunately I'm not using public transit much at the moment due to the pandemic, but it is what I would prefer to use if it didn't add so much time to my commute to try to get from my house to the fastest south-bound transit options.
Seattle Area	No	No	No	No	As evidenced by the chaos caused by the West Seattle bridge closure, this community desperately needs more ways to access the rest of the city.
Seattle Area	No	No	No	No	Light rail should have priority, especially linking Seattle to Tacoma. Also adding new stations such as 130th Street.
Seattle Area	No	No	No	No	The LINK is a critical piece of infrastructure that is essential to unifying the region with fast, reliable, long-lasting transit. All LINK projects EXCEPT parking garages should be prioritized, as this is a better long term investment for the region and very useful in directing regional growth. Return on investment in terms of ridership from adding parking is likely not nearly as much as the benefit of having a regionally connected system that maximizes potential destinations for riders. Thus, any and all parking projects should be delayed and potentially be re-evaluated to confirm alignment with local and regional goals for meeting climate targets.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Increasing the reach of transit system to as many people as possible to increase ridership and reduce reliance on motor vehicles.
Seattle Area	No	No	No	No	Ballard is such an urban center we need to prioritize mass transit to the population which is already at high density. I also think it is important to provide a link to light from the SR522 /Lake city region.
Seattle Area	No	No	No	No	Prioritize already started/cheaper to complete and the downtown hub for the eventual completion of the various lines

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	There is a lot of gridlock on East and West bound routes in North Seattle during rush hour. Light rail service in the Ballard, Magnolia, Fremont, Phinney Ridge, and Greenwood areas would get people out of their cars and alleviate many of these issues.
Seattle Area	No	No	No	No	West Seattle's population is growing rapidly and the options for transportation off the peninsula are few (and decreasing it seems with a non functioning bridge for at least another year and other bridges crumbling, unable to carry to capacity). Residents are challenged with getting to work and isolated from friends and the rest of the city. West Seattle needs light rail and rapid bus service.
Seattle Area	No	No	No	No	Need service in the urban core so that cars become unnecessary. Stations further out will still require autos.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	The issue with the west Seattle bridge
Seattle Area	No	No	No	No	These projects are important because BRT service on 405 is essential for speeding up trips between burien and the east side. It takes too long to do so on transit now. It would be helpful to have a Link stop between Rainier Beach and Tukwila. There are many jobs around the Boeing Access Road, and it seems cost effective to put a station in such a long stretch of rail. I'm a fan of expanding the capacity for Sounder South, as I have many coworkers who take this. Improved bus service in South King is also important, I think better bus service is a better investment than bigger parking garages.
Seattle Area	No	No	No	No	Expanding light rail and the infrastructure needed to allow for expansions is most important so that when more funding is available later those projects can be completed. I would prioritize delaying or removing parking structures from future transit projects. Because of the high cost of parking and the huge environmental impact of encouraging driving, parking should be the lowest priority on future projects, in favor of increasing transit access to stations.
Seattle Area	No	No	No	No	I feel that most critical issue at present is completing the light rail line into Everett and Tacoma. I feel that it may be possible to delay some amenities to free up money for expansion of the system. Examples might be delaying the construction of some parking garages and putting the money instead into property acquisition for future expansion, such as the Ballard to West Seattle line.
Seattle Area	No	No	No	No	we paid our taxes and let you raise them. Now deliver. 400 days of an hour commute due to bridge out. Give us an option give us the train you promised when you promised it.
Seattle Area	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	More access
Seattle Area	No	No	No	No	I live in West Seattle and would love to be able to access downtown easier. With the bridge down, it feels like we are on an island.
Seattle Area	No	No	No	No	I would like a reconsideration of the lightrail to West Seattle for consideration of the gondola option, as it sounds like it can reduce costs and be a tourist attraction for the city.
Seattle Area	No	No	No	No	I live in West Seattle and being dependent on a bridge that is currently not even available increases the urgency for this segment.
Seattle Area	No	No	No	No	Prioritizing bus lines makes sense because those are generally the quickest and easiest to implement, provide connections to existing rail transit, and can also be changed flexibly if demand shifts/declines/grows suddenly. Generally, I think improvements related to SOV circulation and parking should be of the least priority. We should be prioritizing the aspects of transit projects that we want to see utilized most in the future, which means fewer SOV and more people on busses and trains.
Seattle Area	No	No	No	No	Adding the station at South Graham Street is the main priority for myself and my neighbors in Hillman City. I currently walk south (~12 mins.) to the Othello Station to take the train north to downtown Seattle. Having the station at Graham would significantly reduce my current work commute time of 45 mins. More importantly, the Graham Street station would capture commuters in Hillman City area that are too far away from the Othello & Columbia City stations to motivate use of the train. When Link was first operating in the area, my neighbors experimented with driving and parking near stations, or other means of getting to the stations but then gave up. Hillman City is a growing area with many working-age families (ie. commuters) moving into the area, with new house construction and improvements to existing properties. Having accessible link rail would be attractive to people moving to area and consequently help support local businesses along MLK as well as in the Hillman City commercial district along Rainier Avenue. Link also provides convenient transportation to the airport, UW and [upcoming] downtown Bellevue. When we moved to Hillman City 14 years ago (when link was under construction) we did so with the expectation that the Graham Street station would be built. We take family excursions to downtown Seattle and it would be great for the station to be built while my kids are still living at home.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	I don't want the light rail to come into West Seattle at all. Instead of someone walking to a bus stop to ride a bus to a W. Sea light rail station, then taking the rail to Sodo, then transfer again?!!! All of this without parking??? Instead, increase the bus coverage in W. Sea so we can continue on the bus to Sodo or downtown: 1 ride by bus to town or transfer at Sodo for a different destination. I'm opposed to the rail going through the north end of Pigeon Point where we have a steep bank, earthquake fault, year-round springs, a cormorant colony, lots of greenbelt trees and the neighborhood built 22nd Ave Street End Park. If a rail must go in, it should go along the north side of the bridge where these obstacles don't exist. I heard there are some big bird sightings on Harbor Island, but there aren't trees there and the nests can be seen on the north end of the Pigeon Point greenbelt on the south side of the bridge between the upper W. S. bridge and the stairway on W. Marginal Way SW. I also don't like going on the south side of the bridge because it would cut off the end of a wonderful neighborhood which has annual potlucks, sometimes held in the 22nd ave street end park. The 2 closest neighbors (a single family home and a triplex) at the least would lose their homes if the rail came along the south side of the bridge. We don't need the light rail. We do need more frequent bus service, and the bus routes we used to have that covered more streets. The Rapid Ride bus service is really good. I'm looking forward to it's run on Delridge. It'll be very popular.
Seattle Area	No	No	No	No	I live in lake forest park.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Adding rapid transit from Ballard to downtown, in addition to the other stations, will help reduce the high rate of traffic on arterials and residential streets.
Seattle Area	No	No	No	No	Because the west seattle bridge failed, that area's need has really increased.
Seattle Area	No	No	No	No	Facilitate operation of the entire Link system seems most important. The more extensions the more potential riders.
Seattle Area	No	No	No	No	Move the most soonest
Seattle Area	No	No	No	No	West Seattle light rail
Seattle Area	No	No	No	No	WS is cut off due to no high bridge. 80,000 people live here, and need access to jobs, medical facilities, colleges, recreation, shopping, etc
Seattle Area	No	No	No	No	I would use lightrail if it came close to my house and connected me to my job and family
Seattle Area	No	No	No	No	i live near 145th and 15yh

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	In pre-covid times I commuted by bus on weekdays, often using the link after work to have dinner or drinks w/ friends, or attend events (taking the bus back home afterward). I'm currently working from home, which has severely decreased my transit usage -- there's nowhere to go. I've chosen projects that increase the convenience of using transit near me. That said, I have the option to drive if I need to, so I would prefer that any priorities focus on areas that help increase ridership volume.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Finish light rail to Everett and Tacoma
Seattle Area	No	No	No	No	It effects areas not currently easily reached as they are off the main light rail line such as Ballard and West Seattle.
Seattle Area	No	No	No	No	Most important to me is completing the North/South light rail route between Tacoma and Seattle with good connections to the planned Eastside route. Bus rapid transit is an alternative for planned expansions that need to be delayed due to cost/revenue issues. West Seattle and Ballard expansions are important, but those areas can be served in the interim by the C and D lines. I prioritize West Seattle over Ballard as their need is greater in my opinion.
Seattle Area	No	No	No	No	Thinking behind my choices, reliable, grade separated or dedicated right of way, serving underprivileged communities, building infrastructure that sound transit owns, expanding the network to ensure well-educated well to do ridership segment which will use and then support the system through votes.
Seattle Area	No	No	No	No	West Seattle needs more transportation options besides bus routes.
Seattle Area	No	No	No	No	West Seattle is in dire need for transportation options.
Seattle Area	No	No	No	No	West Seattle needs more and more reliable transit connections to downtown and the rest of Seattle. And the Ballard link is needed to integrate that area with the rest of Seattle. Likewise, on the east side of Lake Washington, the projects I've prioritized would help to create an integrated public transportation system.
Seattle Area	No	No	No	No	West Seattle should remain TOP Priority because of the issues with both bridges! Both Link and bus improvements have to be made. The economy and housing here is suffering more than the city as a whole.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	South Seattle has historically been where many marginalized communities live. However, recently, a ton of new construction is occurring in the area, many of which do not include parking in the effort to discourage car ownership. But public transit access needs to improve if car ownership is actually going to be successful, and a way to do that is to add a Link station at Graham. My second choice is because West Seattle really has no good access to downtown now that the bridge is closed, and there needs to be a solution.
Seattle Area	No	No	No	No	Ballard and West Seattle are critical and it should have been done 20+ years ago. These two areas are underserved and need light rail immediately. We need to address the Seattle area before addressing Shoreline and places far off from the urban core.
Seattle Area	No	No	No	No	I think equity is the most important consideration. Focus on building the system where the most low income people live and depend on public transportation to get to their jobs and run errands.
Seattle Area	No	No	No	No	Priority number one is services that will reduce single occupancy vehicles and congestion on I-5 and I-405. Also, the Graham Street station in South Seattle is needed to better serve minority communities. The fact that these communities are the only ones that have to deal with street-level light rail is appalling. At least prioritize them over more expensive projects elsewhere.
Seattle Area	No	No	No	No	Increasing connectivity of the transit system across the entire puget sound region is vital in helping handle the population growth in the region and ensuring that the growth is sustainable. I also think that ensuring that areas like Lake City/north king co/etc and Federal Way/Tacoma/etc have access to the link and sounder as transit options instead of having to rely on cars will be transformative for those areas and the region as a whole. I have been WFH during the pandemic but know that as things reopen (and over the coming years/decades) these services will be essential for me (and many others!) on a near-daily basis.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	The point of light rail is to bring people from outlying areas into the city, particularly as so many people have moved to outlying areas during the Pandemic.
Seattle Area	No	No	No	No	I think light rail is the best way to meet increasing demand for public transportation in the Seattle area. I would like to see all of Seattle (Ballard, west Seattle connected)
Seattle Area	No	No	No	No	Connectivity across the network is my priority. Extending trunk/spines are not.
Seattle Area	No	No	No	No	Board criteria calls for prioritizing the completion of the light rail spine, so going to Everett is important

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Future commute to/from West Seattle where I live. Goal to use transit 100% of time
Seattle Area	No	No	No	No	I think it is important to keep focusing on expanding the general fixed rail network. As the experts say that for each 1% in network reach you get 2% more ridership. If we can figure out how to get the right of way established and acquired for the Ballard/West Seattle line it will be a step in the right direction to getting this network expanded. Obviously the related zoning should be intensified around all these stops but generally you should build the infrastructure and development patterns will follow. I live north so that is why my priority is on the north but taking my self interest out i think it provides for more area of general density increase in the coming decades. We know West Seattle has its access issues but if the line does go here hopefully some more serious up-zoning can be implemented. I like the other projects of adding station but I think those can be more easily infilled later since the network is generally established. Lastly I don't really know the full story why we dumped our underground transit station for the convention center and pushed out all those buses to the street. From my relatively uninformed view I thought it was pretty shortsighted for long term planning.
Seattle Area	No	No	No	No	The city has shamefully left West Seattleites in a terrible position with 30- 40 min added to our commutes daily due to the neglect of the West Seattle bridge. I feel the least that could be done for those of us in W Seattle (who clearly wasted our city and county tax dollars) is to move our project up to the front of the line and fully fund it it ASAP. Additionally, the bus service in and out of W Seattle is clunky and difficult unless you are going to a few big locatoins/stops downtown so it is essentially useless for those who don't work a 9-5 in the same place everyday which is clearly the majority of people now. It's as if you are designing bus service for all those husbands in the 1950's who went to work at the same time, to the same place everyday and the world just doesn't work that way anymore- I am a single mom who works all over the city, I need something that works for me if I am going to continue to live in one of the most expensive and highly taxed areas of the country.
Seattle Area	No	No	No	No	Add more bus transit opportunities if needed where key links are delayed. Continue to prioritize dense urban communities and centers.
Seattle Area	No	No	No	No	The downtown tunnel seems most important because the entire network runs through Seattle, and it needs capacity to run trains at a sufficient frequency to make light rail a reliable people-moving system. After that, priority should be given to improving transportation options in less-resourced and traditionally disadvantaged communities .
Seattle Area	No	No	No	No	I'm trying to prioritize equity and what helps the most people to not drive everyday.
Seattle Area	No	No	No	No	New connections and improved service are more important than parking.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	We need to do all we can to help our planet. Efficient and effective public transit is one of the best ways to get people out of cars. We shouldn't be delaying any of this for any reason, our planet literally depends on it. This will also help reduce traffic and congestion on our roads.
Seattle Area	No	No	No	No	Enable commute access from home to downtown
Seattle Area	No	No	No	No	We need to connect Seattle Center to downtown and Ballard and beyond to relieve lower QA traffic, especially during Center events and festivals. Plus there are a lot of commuters in this corridor.
Seattle Area	No	No	No	No	I live in West Seattle and have frequent occasion to do errands in Ballard and Fremont. I don't know how the work to restore the great W Seattle bridge figures into these priorities, but that's important to me, of course. The various train lines are increasingly very viable ways of getting around regionally, and I look forward to using them more.
Seattle Area	No	No	No	No	Improving the light rail network, expanding station coverage and maintaining a high frequency of service, is the most important thing to make the system usable and a preferable alternative to driving.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I would prioritize extending service to cover more of south king county. Currently getting around Seattle is hard, but getting INTO Seattle is nightmarish.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	You need to link all Seattle neighborhoods to our downtown core, and make it easier to access light rail.
Seattle Area	No	No	No	No	Densify Seattle with an Urban Village strategy
Seattle Area	No	No	No	No	I think it's important to start adding additional access as planned especially to high volume route areas but also ensure the strength and functionality of the core established system that serves as the central point for any new traffic to come through. Making sure we're laying the right foundations to build on, creating a sustainable, reliable system that can scale as rider volume is added while still showing expansion/growth which maintains citizen enthusiasm since it's more visible (as opposed to the more behind the scenes reinforcements which aren't as exiting).
Seattle Area	No	No	No	No	Graham Street Station: The Rainier Valley/Columbia City area is growing rapidly and the distance between the Columbia City and Othello stops is longer than the distance between many other stops. This station has been in the plan since the beginning but keeps getting reprioritized -- can now be the time that it gets built?

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	West Seattle resident; commuting downtown takes 40 minutes on basically a one lane road into georgetown and traffic is increasing daily.
Seattle Area	No	No	No	No	Infrastructure projects take so long and we're so far behind that we need to think of the future now. Traffic is intolerable and will only get worse and rail is the only thing that can really make a dent in that. We need to keep existing projects going and ensure that future expansion is easy. The new downtown transit tunnel should be built to enable future expansion.
Seattle Area	No	No	No	No	The light rail is only effective if people have convenient, affordable access to it. That's why prioritizing bus links to new stations is essential, especially in suburbs where walkable distances to light rail stations remains a big issue.
Seattle Area	No	No	No	No	We need a large buildout of dedicated lane BRT to really feed the LINK stations. East side ridership of LINK will be lower than projected. BRT can be hugely successful if we really make a push for it.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I support your options. Your plan is too rigid and not responsive to Covid changes in commuting and work patterns. The Ballard to Downtown corridor if the most expensive issue and it was postponed until 2035 in order to get King, Pierce, & Snohomis Counties to support the bloated transit levy. Time to reassess future routes. I recommend replacing the Ballard light rail option & its very expensive tunnel with a light rail connection from Ballard to the University Station. Funds should be considered for adding more transit, ie bus capacity from Ballard to Downtown via Fremont with a better bridge in Fremont. The Ballard Bridge needs better pedestrian and bike space. This should be coordinated with a better transit bridge in Fremont. Why make all light rail options go to Downtown Seattle in a spoke pattern. Connecting Ballard to UW with light rail and improved route to downtown via Fremont will make much more logical connections to Ballard.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	They're important because West Seattle is already a bit of an island, and increasing transportation options will help the bottleneck of traffic the bridge regularly sees. Also, I know how bad the corridor is from downtown to Ballard from riding the bus/driving for years, and it desperately needs help too.
Seattle Area	No	No	No	No	Just want to reduce traffic, first with less incremental capital intensive projects, then with serious need for Ballard, but wanting that additional capacity in seaside if that is a precurser to the Ballard connection.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	I think that light rail connections to West Seattle (Delridge in particular) should be prioritized to promote equitable access to transit/mobility. I think the West Seattle to Ballard link extension project will set a foundation for future expansion of the whole system, and it should be prioritized.
Seattle Area	No	No	No	No	We live near the NE 130th exit and believe it will be beneficial to the neighborhood done well. Additionally, installing it now will save the City money over the long term. Prioritizing West Seattle is important as they have had such a difficult time with transportation because of the bridge. It seems fair to get that something going for them sooner, i.e. have a back up transit plan in case of challenges to the bridge. I put down South Graham street addition only because that seems on its face to be less expensive than adding entirely new stations.
Seattle Area	No	No	No	No	I live in West Seattle and with the bridge being out for the next 2 years, as well as the need to replace it in the next 15-50 years, it is imperative that the West Seattle light rail extension isn't further delayed. While the Ballard extension is also important, Ballard's ability to exit their neighborhood through multiple surface routes makes it less of a priority. I think the West Seattle link should be at least partially a tunnel to preserve the neighborhoods through which it passes, as well as to make it easier to expand in future to southern stations such as White Center or Burien. The cost of real estate in Seattle is rising, and the number of new apartment buildings that are in the West Seattle junction area should stay as they are, preserving housing units in a city that lacks them. It would be wasteful to demolish even one of these new buildings to put up a towering light rail track above our heads, as well as have wasted all of the resources to build that building (or buildings) in the first place. I know the cost of the tunnel is higher but I think in terms of preserving housing units and looking at it from a sustainability perspective (less resource waste), it would be better to preserve housing/apartments and tunnel the station into the West Seattle (Alaska) junction station. I have also seen a proposal for cost savings in all areas of the light rail by doing away with tall park-and-ride garages (such as in Bellevue/Redmond and Lynnwood) and I think that is also a cost-saving measure worth exploring. Especially as I have heard that the one at Angle Lake station is often used by residents at nearby apartment buildings in the neighborhood and it is difficult for commuters to actually find parking there when they need it. We should be encouraging residents to take public transit from their homes instead of driving to public transit park-and-rides. Prior to the pandemic I would take a bus (C-line) from West Seattle and then transfer to the light rail from there.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	Bus projects are cheaper, faster, more flexible and have absolutely no reason to be delayed. Sound Transit should invest in its express bus services to meet the present need and grow ridership in key future light rail corridors as well as areas that are not served by light rail and will not be anytime in the next 20+ years. Sounder is a poor value and parking garages are the least possible value for our tax dollars, an investment in the past rather than the future, and the wrong direction for a transit agency to focus on. Lose the expensive parking, build and operate reliable, high quality transit.
Seattle Area	No	No	No	No	The majority of the projects will benefit locations with extreme traffic volumes. Only one of these projects will directly benefit to our family.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	Ballard always was the highest ridership projection line in the system. I get the politics of the rest of the region and their nonsense $48,000/spot parking garages, but if it comes down to brass tacks, prioritize the line that will get the most use.
Seattle Area	No	No	No	No	Equity, ridership, carbon reduction, land use (more sustainable transit oriented development), sustainability
Seattle Area	No	No	No	No	West Seattle Island, hello!?! Why not make a car ferry instead of fixing the bridge? Or more foot ferries? Or combine the light rail with a new bridge + more foot ferries? Mosquito fleet? Anything? It is a nightmare to get anywhere that isn't in West Seattle. I would also LOVE more streetcars/trams all over our city. The more public transportation we have the better this city will be. We moved to Seattle (from NC) right when the bridge shut down and figured there would be at least a plan by this point?
Seattle Area	No	No	No	No	Transit is critical for access to jobs, essential services, and recreation for our region, and fundamental to improving air quality, reducing pollution and climate impacts. I would prioritize expanding our existing high capacity transit networks for more connectivity and enhanced capacity / reliability. This would include expanding bus rapid transit along I-405, connecting Seattle, West Seattle, Ballard, and connecting the eastside with rail and BRT. For specific projects, I would focus and prioritize places with high percentage of transit-dependent populations, low-opportunity areas per Seattle's comp plan equity analysis, and places with high concentrations of low-wage jobs, as well as community colleges and universities.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	While I plan to start using the Northgate station when it opens this fall, it is still far enough away where I would have to drive and park at it to use it. If a station was built at NE 130th I would be able to walk to it and make a much larger portion of my travel in and out of the city without the need of a car using public transportation. I really enjoy using the light rail once I am in range to use it, and hope to see it continued to be expanded.
Seattle Area	No	No	No	No	I see a regional benefit in extending the reach of link light rail to prioritize creating a larger network of rail over bus lines which have to battle with shared infrastructure.
Seattle Area	No	No	No	No	I prioritized what I thought I could personally use, and also what I thought would get Amazon/Microsoft employees using light rail or bus more than driving. I also have experience traffic north of Bellevue, so I know more about that pain than I do about the southside.
Seattle Area	No	No	No	No	Focus on link light rail projects and interconnectivity.
Seattle Area	No	No	No	No	Focus on equity in distribution of future transit projects! Prioritize underserved communities and pair other support services with transit development
Seattle Area	No	No	No	No	I work in south lake union, and travel to ballard a lot. These improvements would make it much easier for me to commute on the light rail. The mercer mess is also so slow every day, and this line should relieve a lot of traffic in that area.
Seattle Area	No	No	No	No	I acknowledge that improvement of existing infrastructure is important, but I think extending the reach of the light rail and sounders is more critical than making more/nicer spaces for commuters to park is crucial. Our surface streets just can't handle the non-pandemic volume of traffic.
Seattle Area	No	No	No	No	Based on serving the highest density areas, with the most housing and jobs and most promising ridership. Prioritize projects with the highest projected ridership. Also prioritize those that are projected to have the most cost escalation in the future - which would typically be in the most developed areas where real estate costs will continue to grow, and construction will only become more challenging and expensive with increased urban development.
Seattle Area	No	No	No	No	The most important projects should be the West Seattle and Ballard Link Extensions, along with 130th and Graham Street stations., to serve the most urban residents of Seattle. Don't delay or phase any of these projects.
Seattle Area	No	No	No	No	west seattle needs additional connection points so it is not limited by the bridge. Moving east west across the city has always been difficult in a car, but having a second option of getting from east to west, by way of downtown would be a big benefit to the city

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	1. Building the Spine to Downtown Everett 2. Building light rail to Ballard While we need to build light rail to Downtown Everett, I would prefer to rethink the transit technology used to serve Paine Field & the SW Everett Industrial Center aka Boeing. To serve these places well, we will need a robust bus shuttle system and bike network on the ground so people can get from the transit station to their work sites. In addition, there's just not likely to be a ton of ridership generated from these sites. For this reason, I'd prefer to reconsider whether light rail is most appropriate and include bus rapid transit as an option, either as a Stride or as an enhanced & extended Swift Green line. The 2-3 identified South Everett stations in ST3 would still be served by high-capacity transit. In addition, I would rather Sound Transit not build parking garages, and either use the cost savings to build light rail faster, or to reinvest those dollars in bike/ped access to the stations and transit-oriented affordable housing.
Seattle Area	No	No	No	No	Making Link more efficient overall through the new downtown optimizes the system. BRT projects are relatively inexpensive, more flexible, and quicker to build than light rail.
Seattle Area	No	No	No	No	Sound Transit should focus on expanding the system to reach more riders. This will help relieve congestion on freeways and be better for travelers to have a transit choice. I would prefer to see more track and less $ going to parking. All of Seattle deserves light rail connections and they will be desperately needed in the future. Please focus on FUTURE EXPANSION from the ST3 downtown Seattle light rail tunnel to Aurora, King County Metro route 8 corridor, the Central District, Madison St, and Sodo-Georgetown-South Park-SeaTac Airport.
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Seattle Area	No	No	No	No	
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Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Seattle Area	No	No	No	No	
Snohomish Co	Yes	Yes	Yes	Yes	
Snohomish Co	Yes	Yes	Yes	Yes	
Snohomish Co	Yes	Yes	Yes	Yes	wait.... mountlake terrace is not mentioned?

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	Yes	Yes	Yes	I don't have a car, I am disabled, and I have lived in places with actual, functional transit, so coming here to virtually un-navigatible area if you don't have a car, it's impossible to fully live and enjoy life here. Seattle is, understandably, the first priority as the largest metro area, but up here in Everett it feels like you've abandoned us to slow, inadequate busses, and hours of our lives if we want to get places. The voters have given you so much money, so much leeway, for SO MANY YEARS, it is ridiculous that something that even when we get it will barely be useful anyway is taking forever. Get your acts together and pretend that those of us outside metro Seattle actually matter.
Snohomish Co	Yes	Yes	Yes	Yes	I plan to retire to Edmonds, so very important for aging in place, for seniors, for working until I retire, we need more fern metro link access, Mukilteo, Edmonds and crossing to Eastside
Snohomish Co	Yes	Yes	Yes	Yes	Commute more convenient.
Snohomish Co	No	Yes	Yes	Yes	
Snohomish Co	No	Yes	Yes	Yes	Light rail is less impacted by traffic congestion.
Snohomish Co	No	Yes	Yes	Yes	So much of the traffic within and to/from Snohomish County is focused on either Everett Station (and busses), or Boeing. Getting better grade-separated options for getting between Everett and Seattle, or getting anywhere and Boeing, will greatly improve quality of life for everyone in Snohomish County - reducing street traffic, travel times, etc.
Snohomish Co	No	Yes	Yes	Yes	We have many Tacoma link rail sites but not one in Everett. Yet we pay the same as Seattle Tacoma people. Snohomish County is getting shafted.
Snohomish Co	No	Yes	Yes	Yes	The light rail is first because we've been paying for it, and the ETA of it actually being up here in Everett has already been delayed at least once. With the amount of people moving north from Seattle, the traffic situation is just getting worse.
Snohomish Co	No	Yes	Yes	Yes	I accept the full voter approved System.
Snohomish Co	No	Yes	Yes	Yes	I would cut cost by not having a fancy station only the basic is needed. No fancy art work.
Snohomish Co	No	Yes	Yes	Yes	I work in Seattle and the link extension would make it easier to get to work
Snohomish Co	No	Yes	Yes	Yes	North to south take priority then east to west to fix the fuckup of Seattle dt.
Snohomish Co	No	Yes	Yes	Yes	my goal to have light eink to connect at downtow everett bus station so i dont have to take ex st cirty bus i just take light rail would be more faster
Snohomish Co	Yes	No	Yes	Yes	Jobs in the South Lake Union area are just out of reach of the current rail system. Ballard and West Seattle would benefit greatly from more mass transit - I consider those to be equally important. With people migrating out of Seattle to the suburbs, Everett is seeing a lot of change. I think rail would see great usage.
Snohomish Co	No	No	Yes	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	Yes	Yes	You don't need 6 Stations from Everett to Lynnwood. The 512 bus doesn't stop that many times on its route!! Open up your normal schedule and routes that you had before. Run the 510 more often! There are those who would rather have a more direct option to get to where they are going. Running more frequently will get people to ride more frequently! I'm sure that you know how long it usually takes to go from Seattle to Everett on the 512 then compare it to how long it takes on the 510. Adjust the fare a little bit. We all know that there's expansion with the transportation system and that it's going to get costly! Congestion is the culprit in those who want to drive their vehicles and wow! Look at all that extra space being wasted on! Since the people of the United States decided that once a person who gets their license their rights becomes a privilege to get to where they want or need to go. So... meaning that there's such a struggle within the eco system of transportation, why not then create a new tariff for those especially when there's only one person per vehicle? Then let the word "privilege" bend towards an advantage! I ride the bus along with my bike. I can afford to go get my drivers license, buy a vehicle and drive to become another statistic that adds up to more garbage rolling around as another! Make those adjustments for the high costs of construction. Every year there are more single drivers on the road per square inch of the Highway. Pretty soon there won't be any. It will eventually take 8hrs to get to Seattle from Everett. Just a thought. Transportation in this State of Washington is and has been a growing problem! Reason? People are always in a hurry. Budget up and budget down in areas that are necessary. Don't crowd too many stops in between points of a and b.
Snohomish Co	No	No	Yes	Yes	The north end sounder is a valuable asset - one that I would use again (I used to ride daily when I had a 8 - 5 schedule) however limited parking & a bad schedule for working people who work downtown (I work 8:30 to 5:30 on the north waterfront when they eliminated rte 99 in Seattle there was no way for me to catch the sounder and a transfer bus to make it to work on time or catch a sounder home). Also I used to ride the 402 daily - but yet again the elimination of good transfer options to the north end of the waterfront in Seattle has caused me to return to driving. PLEASE work with the City of Seattle there is limited ways for people who live in the north end and commute to the north waterfront, belltown, interbay area to connect with current commuter services. AN INTERBAY OR NORTH WATERFRONT STOP NEEDS TO HAPPEN!!!!
Snohomish Co	No	No	Yes	Yes	There is currently not much transport from Seattle to canyon park area. This area is very busy, having some way to commute to seattle would be fantastic and help cut down on cars on the road.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	Yes	Yes	Right now none of the current project have helped me up in snohomish county. I'm paying, but i'm not seeing the benefit yet.
Snohomish Co	No	No	Yes	Yes	Link light rail.
Snohomish Co	No	No	Yes	Yes	These are the area where I live and access the most in Snohomish County
Snohomish Co	No	No	Unknown	Yes	
Snohomish Co	Yes	Yes	No	Yes	Light rail is a better long-term investment, though not for vanity corridors like Issaquah and West Seattle.
Snohomish Co	Yes	Yes	No	Yes	I've prioritized the projects that have the biggest direct impact to service and moving as many people around as possible.
Snohomish Co	No	Yes	No	Yes	
Snohomish Co	No	Yes	No	Yes	This will improve access to job center geography.
Snohomish Co	No	Yes	No	Yes	I'm concerned with getting cars off the freeways, reducing overall emissions, and slowing our negative impact on climate change. I have chosen projects that I think would encourage the largest number of people to park their cars and take light rail, even when those projects don't directly affect my riding habits. I have also prioritized West Seattle out of sympathy to the serious difficulties that people there are facing due to the loss of the West Seattle bridge.
Snohomish Co	No	Yes	No	Yes	We are Seniors. Retired and do NOT drive to Seattle. We will not be alive most likely when this is available to use. You should not increase our taxes, car or property to pay for this!
Snohomish Co	No	Yes	No	Yes	
Snohomish Co	No	Yes	No	Yes	I live in Everett & commute to downtown Seattle 5 days a week.
Snohomish Co	No	Yes	No	Yes	Snohomish County has realized the least benefit from sound transit since it's formation. Then ST3 puts the Everett light rail and the Paine Field loop off so far in the future that it's ripe for some event/circumstance to reduce or eliminate some or all services. SNOHOMISH COUNTY IS DUE FOR FULL FUNDING ON ST3. And using rising property prices as an excuse for funding issues shows the lack of professionalism and management of this project. OF COURSE THE PROPERTY PRICES ARE OFF THE CHARTS. There was every indication of that prior to the pandemic so if rising prices are an issue, then your risk management was very poor.
Snohomish Co	No	Yes	No	Yes	What is important to me is that Snohomish county doesn't continue to get screwed. Sound transit has given less to Snoho since it's inception. This is in the news on a regular basis. DO NOT reduce or delay the Everett/Paine Field loop. Do not short change the size, style or parking! And Geez, you didn't expect property price to increase? How is that possible?

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Yes	No	Yes	ST owes Snohomish county. People hear know we've gotten the short end of the ST stick since it's inception and the schedule for the Everett Link and Paine Field loop was already incredibly late. Please do not reduce or delay the Everett Link. DO WHAT YOU PROMISED. ...side note but why is increased property costs a surprise to you?
Snohomish Co	No	Unknown	No	Yes	
Snohomish Co	No	Unknown	No	Yes	We are over 30 years behind the curve for getting rail-based public transit established in western Washington and need to accelerate its development in order to grow safely without echoing the mistakes of so many other metropolitan sprawls.
Snohomish Co	No	Unknown	No	Yes	Complete the LRT connections between the major centers as planned plus include facilities that will increase ridership for the RTA area not just Seattle!
Snohomish Co	No	Unknown	No	Yes	I wouldn't take on any large expenditures until you can afford it and frankly no one can afford anymore city taxes or county taxes to pay for all of this. FIRST we must stop this virus second those who continually resist will make it longer still! So take it up with them. Once we know we aren't going to be totally broke then I might suggest asking the public and tax payers for these types of things. I mean come on. YOU chose what to do with all of this tax money. .now you are in a bit of a hole. That is what happens when your eyes are bigger than you stomach. And a pandemic hits you!! Sorry but true. Its called: No instant gratification this time folks. Its time to save not spend. I didn't check the boxes above at all because I think now is NOT the time for any of this to be honest. Much to do before that. SO none of those are essential in any way. We will worry about that when we actually have all stores open to full capacity and safely while your at it.
Snohomish Co	No	Unknown	No	Yes	Across all areas, I think it's most important to extend with more stops north of downtown Seattle, such as Seattle Center. Current transit doesn't serve areas north of downtown well.
Snohomish Co	No	Unknown	No	Yes	
Snohomish Co	Yes	No	No	Yes	
Snohomish Co	Yes	No	No	Yes	Save costs

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	Yes	For the Seattle projects, I put the project near the city center at #1 because, with tourism from in and out of the state, making it easier for people to get around gives people more opportunity to spend money and pay taxes on things, to hopefully help boost funding. I put the project expanding the link service to West Seattle because, as the transit options currently stand, it's difficult to travel to and from West Seattle from Downtown. I live on 522, so any improvements to the transit there are very useful. Lastly, adding a link route to South Graham Street would be good because, like West Seattle, the public transportation to that area from Downtown is currently difficult. For the Eastside projects, I put the north I-405 rapid transit as number one because I live right by this service area and this addition would be a huge game-changer for me. I also think it would be a great place for you to focus your efforts because there is a lot of commerce and expansion happening in these areas. I put the link line connecting as second because, without a car or leaving at times that are very specific and few in number, it's practically impossible to travel to that area currently. This is the same case for adding a P&R to North Samammish. For the fourth, again, I live on 522 so any improvements to transit along that road are useful. For the last, I put the South I-405 improvements because I don't go to that area very often. For the Snohomish county projects, I put the rapid transit at #1 because, again, I think it is very smart to put it in these very busy areas, especially since I'd assume buses are much cheaper short-term than expanding the light rail. I put the light rail extension as a very close second because I do think it could be very useful to me, my loved ones, and especially so for anyone who works at Boeing (who is the largest employer in the state from the last I heard). I put the Sounder stations last because I don't currently ride the Sounder.
Snohomish Co	Yes	No	No	Yes	I5 corridor. Particularly from Everett to Seattle. Additionally making sure that new projects are well integrated to the existing transit options. Via schedules, close locations and emphasis on complete trips with multiple forms of transportation.
Snohomish Co	Yes	No	No	Yes	Your first priority should be relieving the I5 cooridor congestion and promoting unencumbered access from north to south. Get up to Ash Way and Everett. Folks commute both to Bellevue and Seattle from north of the I-5 split. This should be your #1 or #2 priority right now!
Snohomish Co	Yes	No	No	Yes	
Snohomish Co	No	No	No	Yes	
Snohomish Co	No	No	No	Yes	
Snohomish Co	No	No	No	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	Yes	
Snohomish Co	No	No	No	Yes	As an Everett resident, the value of these projects effects me. I am and have been paying for them. I would like to experience some return on this investment of 100's of dollar during my life time.
Snohomish Co	No	No	No	Yes	There see to many local (< 10mi) alternatives (walking, Uber, bus, etc..) versus linking main population centers. Frankly, I'd like to see Paine Field Airport prioritized... and, also have the Feds step up and prioritize support so projects like this can be deficit funded versus state tax dollars.
Snohomish Co	No	No	No	Yes	
Snohomish Co	No	No	No	Yes	We desperately need light rail to go as far north as possible to lessen the burden on I-5. That's the only way we can get out of the gridlock.
Snohomish Co	No	No	No	Yes	For low-income residents of Snohomish county, many important social services are exclusively located in Everett. Faster rail access to Everett that avoids the traffic is extremely important for people like me, a disabled Edmonds resident on the Housing and Essential Needs program.
Snohomish Co	No	No	No	Yes	Personal utility, utility I know is lacking in my area. I know the places I wish we had service to and from in my area and that's what I want prioritized.
Snohomish Co	No	No	No	Yes	Getting easier transportaition to Everett.
Snohomish Co	No	No	No	Yes	Link light rail is the most important project to reduce traffic and congestion on the roads
Snohomish Co	No	No	No	Yes	Snohomish is the second fastest growing county in the state. Getting the train to Everett is vital.
Snohomish Co	No	No	No	Yes	Having the sounder only run on weekdays mades it impossible to utilize transit services on weekends or when that games of at the stadiums (without having to dealt with drunks)
Snohomish Co	No	No	No	Yes	You have been collecting taxes from us in Everett for quite some time. I realize Swift bus counts for service but light rail is the heart. I have been a supporter for all of your projects since the start. The RTA tax we pay in Everett is just as important as someone in Seattle.
Snohomish Co	No	No	No	Yes	More important to get Vehicles (including buses) off the road with the construction of the light rail and improvements to the Sounder parking in Mukilteo and Edmonds. then to create more bus service, which also crowds out vehicles off the freeway and into local and side streets.
Snohomish Co	No	No	No	Yes	Sounder needs infrastructure the most. Lite rail gets ppl to jobs. Buses is more of what we already have.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	Yes	Need for transit in Snohomish county. Prior commitments by transit authorities should be honored.
Snohomish Co	No	No	No	Yes	Get light rail and train access from lower-income suburbs to downtown Seattle.
Snohomish Co	No	No	No	Yes	Many people are moving to Everett from Seattle but their jobs are not. If light rail is not extended to Everett, those people may decide that driving on I-5 is their best option to get to their job, and will probably pressure city and county leaders to sue Sound Transit for return of their tax dollars for promises not kept.
Snohomish Co	No	No	No	Yes	Increasing Public Transit to Snohomish County is key to reducing motor vehicle use to get to Seattle. The same is true for connecting Ballard and Tacoma to the rest of the Link system.
Snohomish Co	No	No	No	Yes	i would prioritize building the trackage and spend less on stations. The King County facilities, especially Bellevue, seem increasingly extravagant given that ST is now threatening delay of Snohomish County facilities past the 2034 deadline, which has been criticized as too slow. At present rates, the King County communities will get their light rail, the outlying communities will not and it will be very hard to pass additional taxes if King is happy with what they have.
Snohomish Co	Yes	No	Yes	Unknown	I am very disappointed that I have paid so much money into Sound Transit and will probably not be around to see any benefit. I would prioritize the cheapest alternative transit solutions that cut congestion, not this system which put its efforts into funding without leaving any open doors for market changes.
Snohomish Co	No	Yes	Unknown	Unknown	Shoreline and Lake Forest Park and Edmonds all contain residents who commute downtown Seattle Everett and Bellevue They need more connectivity.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
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Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Getting to work.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Need to get people off of I-5 and on transit, prioritize equity in Snohomish County.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I would prioritize the light rail as it will only get more expensive if we push it out. It will also have the biggest impacts in our region. The bus routes can be added later for little inflated costs.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Completing the spine to Everett is of paramount importance. Snohomish County taxpayers have been paying full ST taxes from the beginning, with only very limited Sounder service to show for it. This a legitimate and serious equity issue. The economic development and transportation benefits of light rail shouldn't be prioritized for the wealthiest parts of our region, which already enjoy numberous economic advantages.. The lowest-income areas within the ST boundaries deserve to have promises made to them kept, BEFORE spurs are extended to West Seattle or Ballard.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Trains do not get stuck in traffic
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I will be unable to utilize the light rail service when it is built so far out into the future.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Reducing parking requirements should be number 1 option to maintain system integrity while reducing costs.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	As population density moves from the city to surrounding towns, public transport must keep pace
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I prioritize addressing the high traffic volume areas, and considering where the traffic sources from (based on my experience/observations). I always hear traffic from Lynnwood to any direction South (AM) and North (PM) is horrible. Additionally, with the I-405 traffic being just as bad during rush hour, extending the light rail along this area would be fantastic, while adding connections to the new stations via bus stations with parking.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The link to Everett is key, investing into busses won't solve the current issues
Snohomish Co	Unknown	Unknown	Unknown	Unknown	More rail, period.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	1. I 5 gridlock even on weekends. Yikes. 2. Keep ash way light rail west side I 5. (cost of overpass to east I5 then again to Mariner park and ride cost too much) 3. Have rail stay on spine if I 5 to Everett. Why go to Paine Field
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Reducing I-5 traffic
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Public transportation is equitable and the funds are already voted in for these projects. Do your part.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	As an Everett resident, I have been waiting for years for a train up north. It would make Seattle much more accessible for us and we'd be more likely to go into the city vs driving.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	More trains to get people off the roads
Snohomish Co	Unknown	Unknown	Unknown	Unknown	We need help up to Everett. Congestion is awful, and we also are hit hard by paying tolls on 405. At least Seattle has something - the commitments to the north need to be honored.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	It is essential to connect the major urban centers of Puget Sound: Everett, Seattle, Tacoma, and Bellevue. Everett, in particular, was supposed to receive a light rail connection as part of Phase 2. As a principle of social equity and as a means to provide lower cost housing, the Everett link must be prioritized.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The sound train is very beneficial to commuters.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The entire area's transit system is a pathetic mess, with Sound Transit leading the way in what not to do. I've ridden because I have to, and have hated every mile of its crappy service. The best thing you could do is recall all the damn busses littering our roadways, refund the money you've stolen over the years and simply go out of business.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I prefer Light Rail over bus lines because they are not affected by traffic.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	We just bought a house in Everett/mukilteo area relying on future transit expansion and meanwhile heavily rely on the ability to park at the Mukilteo sounder station to get to work downtown.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Covering as many cities, so link is convenient and we'll used.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	We are the redheaded step child in Snohomish county. We pay our share and you focus everything on Pierce and King counties. STOP!!!!
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Priority should be given to make the greatest number of people the easiest access to rapid transit (either rapidride style bussing or light rail). The fundamental goal should be motivating the greatest number of people to stop using their car for their routine commute. Also: when extending rail toward Everett, a stop for the commercial terminal at Paine Field seems an obvious choice, but isn't mentioned in the sentence.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I think we really need to reduce the number of trips on I-5; to reduce congestion, travel time and emissions. Perhaps phase the station construction between Lynnwood and Everett would offer some fiscal solutions.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Without link making it to Boeing and Everett, the system is incomplete and will never get the ridership that's desired. I would never take it to Everett since it wouldn't go there, and folks in Everett couldn't get on the link since it doesn't go there. Few people will be willing to bus to a train statin. The connection is the killer.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Please extend the light rail north of Kirkland to Canyon Park. There's a huge population increase in the north that commutes to Seattle and Redmond/Bellevue who will benefit from this extension
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Anything that could help shorten my commute. I travel from Lynnwood to interbay and the travel time is ridiculous
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I would use everett link the most
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Skip the the Boeing route from everett station to Lynnwood. Go along the I5 corridor instead. Serve Boeing with Rapid Transit. Boeing is reducing capacity in WA and won't factor in ad much in the future. Plus it can shorten the time frame to get light rail to Everett.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I prefer investing in light rail networks for efficient transit around the city and connecting neighboring regions. It clears congestion from roads, is more environmentally sound, runs frequently throughout most of the day and night.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Transport from airport to home
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Sounder provides an excellent bus alternative for Snohomish County residents living west of Highway 99. Given possible cutbacks of express buses to downtown Seattle after Link completion (likely that Community Transit buses would go to Link stations forcing riders to transfer to get downtown), Sounder needs to be a viable alternative.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	It is so critical that the Link Light Rail system be built to capacity. Additional parking and access options to the light rail system are critical too. This needs to be the priority. For example, if I take the train from Lynnwood to Seattle, I need to be able to find a parking spot at the station. It needs to be a critical priority. Additionally, I would like to be able to take the train to either Paine Field or Seatac... so for flights in the future, I don't need to drive to the airport. We need a 21st century infrastructure. We are so behind the times. The board needs to pursue additional funding sources. We also need to talk direct to commuters - how do we get people out of their cars? Our current approach as a region isn't sustainable. We need to become sustainable in how we live in this little corner of the planet - we need to all pitch in and do our part so future generations can have a cleaner environment.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	None of the projects in the first question are important to me at all. As far as Snohomish County projects go, South Everett (the mall area, for example) generally needs better connectivity to South Snohomish County.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Parking for the sounder is a major issue. Taking transit to the sounder greatly increases my commute time.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Commute to downtown Seattle and Everett for work and need parking for sounder as well as rail up to Everett to use mass transit efficiently between.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Just keep on taxing until the populace has no more money. What percentage of the whole population will use this feature. 50%? Don't think so. But who will pay? Everyone!!!!
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Adding more Link light rail access is the most important thing we can do. Better access to non-road transit options should be our highest priority for the foreseeable further.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	As a resident of Edmonds, I am very excited by the potential to easily connect to downtown and Seattle Center for sporting events. The Ballard Link would be particularly important to access Seattle Center and other music and cultural venues in Ballard. I know it may be impossible, but connecting the future Ballard station with the Sounder would be ideal. This would cut the travel time and save me a trip all the way into downtown.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Getting to Bellevue is significantly time consuming. Light rail to Paine Field would be convenien t.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I'd like to take the light rail from Everett to Seattle.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Shorten route from Everett to Seattle by skipping Boeing.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I'm not sure detour to boieng plant is worth the expense.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Less pollution! Priority should be what can move the most people to reduce the most air pollution.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Sounder parking is a challenge for riders taking later trains. If you are having funding problems, you can take back the $1 million + from the Edmonds bike lanes that nobody wants, what a waste of money, so if you have money like this to throw away it is hard to believe you are having money shortages.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Growth/expansion of housing and terrible I5 traffic on I5 can only be helped by mass transit between Everett and Seattle. Realestate and construction will only get more expensive with time and has already been put off too long.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Too ugly, too many trees cutdown. Just limit immigration and we wouldn't need it.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Seattle's intra-city transportation needs are important to the entire region, even if I personally don't live there. Link transportation through SLU and Ballard/Smith's Cove is a critical link to connecting the densely populated NW half of the city and SLU to the regional transportation network. For Snohomish County, these projects hit a little closer to home. I feel like it's important to extend link, but feel like a great deal of money could be saved by eliminating the Paine Field deviation of Everett Link. With Boeing relocating more and more jobs away from Everett Boeing, it's time to consider not serving Paine Field by Link, and using an alternative (like Stride or Swift) to connect Paine Field to a Link alignment closer to I-5. This would also amount to a huge cost savings, and likely less delay to expansion.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Important to build the rail backbone for future expansion
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The ones I prioritized would improve my commute.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The worst congestion is in the I-5 (405) corridors. We need to open up the arteries. Then we can work on the connections.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Live in Snohomish. Get these projects done sooner than later for the MOST people who would actually USE the system and get rid of the monstorous traffic heading in and out of Seattle everyday!
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Mukilteo and Edmonds Sounder Stations already exist and need parking. Everett link is important, should be completed in phases rather than delaying the project.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The transit projects I've prioritized are important to me because it would help connect me with my family and help connect my family to job opportunities. When considering delaying, phasing, or modifying future transit projects, I would prioritize replacing the people in charge who decided it would be a good idea to start with less than half a plan (as opposed to a nearly finished plan) and continue forward with building despite the ongoing lack of planning. After working on more than one Sound Transit project in different capacities over the last year, I can say with certainty that having more work being done in the form of change orders and requests for information than in the original contract/bid is a huge waste of taxpayer dollars -- which could have easily been avoided and, at many points, turned around and recovered had competent decision makers been in charge. Making this all sound like unforeseeable economic factors ("lower tax revenues and rising real estate and construction costs") caused this "affordability gap" tells me, the taxpayer, loudly and clearly that Sound Transit has no intention of taking ownership and responsibility for their contributions to the current issue, so my tax dollars will continue to be spent frivolously. If the first step to solving a problem is to admit there is a problem, the next step is to accurately diagnose causes so that fixes could result in actual improvements, not just more problems. Right now, Sound Transit is misdiagnosing the cause(s) of the problem(s), which likely means Sound Transit will try to blame and cheat the little guys downstream in an attempt to recoup costs. Let's not chase bad money with good money.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Bus is cheaper
Snohomish Co	Unknown	Unknown	Unknown	Unknown	THEY ARE NOT IMPORTANT!
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The projects I chose are important because they will allow people to get from south Everett to Seattle and Bellevue more easily for work and activities.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	follow i5 from lynnwood to everett transit station is the only important thing to me. Put a god dam spur to boeing, who fucking knows how long they will be here. W/O this plan I have zero support for sound transit at all.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail to Everett has already been delayed. It should NOT be delayed again. Our money and time is just as valuable as the Eastside communities that received prioritization over us. If you need to make the line to Everett cheaper, skip Boeing. Boeing is in the process of leaving the State, and hasn't paid its fair share of taxes in decades. Why are we catering to it? Build a BRT line form the I-5 corridor to Boeing instead. Save money and reduce travel time from Everett to Seattle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Link light rail infrastructure should be highest priority. Also, advance land acquisition should be a high priority given the rapid escalation in land costs and potential for future rezoning. ST should advance initiatives for protective buying for Right of Way.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Restore second track from Edmonds (Dayton Street) South to King County
Snohomish Co	Unknown	Unknown	Unknown	Unknown	They aren't. I physically can"t use any of it, or ever will. I am physically unable to use any of it. It's like paying for room service and getting nothing in return.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	They impact directly on my commute and those of my workplace
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Everett riders need reliable consistent transit to Seattle. Sounder Train is too seldom both in direction and schedule, and very much impacted by the weather/slide risks. Buses that share the freeway are unpredictable. Dedicated light rail makes the only sense. Re Bellevue: meh.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Keep Link on I-5, bypassing Paine Field, and phase the project
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I live in Everett and travel to Seattle. I don't care about the second or third items listed.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Consider phasing the link extension between Lynnwood to Everett in two phases, and not routing thru Paine field. The Paine field could be a future third branch from Lynnwood station or Ash Way.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Having light rail and Bus Rapid Transit connections to the region is important to me, and can help people get around easier. I would delay or just cancel building additional parking at the new stations. It's unnecessary and people have other options they can use to get to the stations, such as local bus services.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The only thing w/ ST I support is light rail from lynnwood to everett transit station along Interstate 5. Then put a spur to boeing. Anything other than that gets a no vote from me and even less support for ST.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	witnessing first hand the impact of density developments in South / Middle and North SnoHo County on SOV traffic in South SnoHo. It's like seeing the water recede too fast before a massive tsunami

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Everett Light Rail needs to be a priority. This area is taxed at an egregious level based on average household income. To continue pushing out or delaying stations to serve this community is unacceptable. Service to extremely affluent communities such as Bellevue and Redmond has been prioritized at the expense of service to more ethnically diverse and lower income area of Everett. I expect that the STA will now place all funding derived from Everett in an escrow fund to be fully refunded to payors (or their estates) as you continue to push out, dilute or cancel the lines to North Everett. Stations here were understood to be a priority, but no longer appear as such in new proposals. This plan is no longer equitable based on taxation agreed vs. original plans and commitments. Any changes, such as these proposed, should cause the plan to be put back up for a vote by the public with ACCURATE cost and taxation estimates. While I would be a user of light rail in future, it appears you will not bring service to my area in my lifetime.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Rail is so easy, inexpensive, relaxing and zero stress. It's also good for job creation, roads, traffic and so on. Please do not dely the rail to Everett.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Ballard line should not be built because it doesn't further regional transit, doesn't lower regional congestion, mile cost is high, the area is already served by bus.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Fwiw. Voted for Sound Move and ST2, but against ST3 as the projects selected were poor value and I knew the cost estimates were BS. ST has a history of this with Sound Move and ST2. You can try to blame the current problem on the pandemic and the ensuing recession but the agency's real problem is on the cost side due to a flawed 25-year financial plan that incorporated understated inflationary indices. It's no wonder the agency now finds itself in this precarious financial state with regard to its capital program and I'm sure former CFO McCartan saw the writing on the wall several years ago and got the heck out. Rogoff needs to go. He's a DC bureaucrat that has no business running a local transit agency nor its capital program build-out. His contract should have been terminated when it was revealed that he needed a tutor to teach him how to act and behave in a professional office environment.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail in Snohomish County right now appears to be an after thought. We are being asked to pay for a little rail system that has little value to Snohomish County. I would like to see for each project done in King county a similar project be completed in Snohomish County. Right now I feel Snohomish County is being discriminated against. Divert the money from buses to light rail for a few years.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Link Light Rail to Northgate and Lynnwood

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I wish Mukilteo access as this community has the ferry for whisking travelers more easily to points south and the older community has limited possibilities to do the same.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	System breadth and capacity first. Parking later.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	More parking at every station
Snohomish Co	Unknown	Unknown	Unknown	Unknown	None as I will be dead before any of this is done. Sorry Folks.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	King County already has significant light rail. Snohomish light rail should not be deferred considering Snohomish County residents have and continue to pay RTA taxes with no light rail.in our country completed to date. Defer King County light rail to Ballard of West Seattle first.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Instead of routing the entire line to Boeing, realign it along I-5 and have a spur line to Boeing
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail between Everett and Seattle should be a main focus.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Honestly, none of these options fit my priorities; Sound Transit needs to cut its overambitious expansion. Taxpayers will not pay for more unproven, unnecessary transit, especially with huge portions of workers telecommuting now.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail is crucial to commuting to Seattle. Also helps better our environment.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Ensure light rail makes it to Everett so we can stop relying on the slide prone BNSF tracks.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	It should be top priority to improve/extend the backbone of the system, using BRT where appropriate to fill in gaps. Then spur projects such as West Seattle, Ballard and Issaquah can be added if justified by demand.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Being able to get to work and trips for recreation
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Because I'm paying crazy sound transit taxes and I'm not seeing any service increase
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail is long overdue for the region - we really missed our opportunity during the Forward Thrust days. A healthy light rail system not only serves commuters for working purposes, but would be a boon for popping down into Seattle for entertainment, sports, dining, etc. It would also allow a convenient way to travel to SEATAC. The media reported the jump in ridership when the system opened the UW station - I believe a similar, if not larger, jump will occur when Northgate opens - and then again with Lynnwood - both of which will provide revenue growth. Open it and we will come!
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The light rail needs to be the priority as it has the highest and longest return on investment. I would absolutely always prioritize all Light Rail expansion
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Parking, access and safe travel to and from stations and on trains. I think passenger safety in terms of petty theft, mugging, sexual harassment and assault on public transit and in or near stations should be the highest priority.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I commute to work from south everett to Harborview in downtown Seattle via bus. Besides speed of commute from everett to Seattle, I would also prioritize building stops/stations in areas of Seattle where commuters can get off in the dark without worrying about safety
Snohomish Co	Unknown	Unknown	Unknown	Unknown	It is almost to late for light rail. Chicago has rail lines radiating like spokes on a rail. Light rail can also accommodate e-mobility solutions such as e-scooters and folding e-bikes. Sounder, CT, and ET should also consider the impact new green tech might have on regional public transportation and how commuters might make it the last few miles... It should be noted that my ridership is currently restricted due to Covid Closures. MASK UP WASHINGTON!
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	i have no faith that i would ever use the light rail as a commuter from everett to seattle.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Boeing is in the process of moving out. Paine Fields commercial flights are minimal / day, unlike SeaTac. Reduce the 6 stations between Lynnwood and Everett down to 1, this should save a couple billion. People are leaving Seattle and moving further out so having access points for transit would be helpful. Sound Transit needs to cut the fat and work more efficiently. Sound Transit is a bloated agency with too many cooks in the kitchen, time to streamline.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Like many in Snohomish County, especially Everett, we are forced to wait more than ten years from original projections. We've voted yes for all 3 tax proposals based on your promises - promises not kept.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	This is what was promised to us when the voter's approved the plan, and light rail is the most important. We already have busses. We MUST have light rail.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	IT'S WHERE I LIVE AND NEED ADDRESSING. DON'T DELAY PARKING REQUIREMENTS IN ALL PHASES.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	modify all future projects unless funds are available from voters
Snohomish Co	Unknown	Unknown	Unknown	Unknown	They might help my commute improve.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	None of this is important to me. I will never use the system and wish my tax dollars were spent elsewhere. The world has changed and more people work from home. Cut the losses and stop all future projects. If you continue to need money just tap into Biden's humongous spending programs that will provide enough money to fund every project you can imagine.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The link light rail is the only reliable transportation being on time. Metro busses are rarely on time & frequently end up with 'missing busses' and then all 3-4 in a row showing up at the same time. I also live in north Seattle/Snohomish area which has extremely poor transportation with public transport taking hours just to get from northern Seattle to UW

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Bus routes are cheaper than light rail and can be completed sooner. Light rail is wasting everyone's money that you steal from taxpayers.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Access from Bothell to Bellevue and Seattle via stride 522 and 405 Are critical to reduce Bothell traffic and utilize public transport
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Connectivity from Bothell, Mill Creek to Downtown Seattle.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	This'll help keep my commute less car dependent and more public transport dependent which will help the environment
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I would prioritize light rail. Buses often get stuck in traffic, whereas light rail does not.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	It is where I think I might want to go.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Prioritize that will be used by the most people.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Bothell has been paying taxes to ST for years and have not received the investment that other locations have. We are growing quickly and need more transit investment.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	you need to do better budgeting and spending oversight. there is no reason your projects should routinely go over budget and time. no private enterprise would allow such failures.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Bus access to Eastlake Ave
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Improve east-side/north lake wa accessibility to light rail (Including 522 route).
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I live in Lynnwood and would eventually be utilizing the light rail once its finished. The parking has been an on-going struggle at the Lynnwood Transit Center. I want light rail service through Everett to be prioritized so that residents from Everett can use the service in their area rather than parking at LTC. I also believe that upgrading Sounder trains will help disperse the amount of people utilizing services out of LTC.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Expand the roads. Light rail will never be able to accommodate future growth. Shared self driving vehicles could make the trains dinosaurs before they've carried a single passenger.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Fastest and easiest transit from home to work in Seattle
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I would like light rail to come to Bothell, preferably both downtown Bothell and Bothell closer to Thrasher's corner.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Not important. Waste of tax payer $$
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The longest and most important regional connection from Everett to Tacoma is the spine and is the basis of the original Sound Transit plan in 1995. That should be the top priority of the entire Sound Transit organization when considering delays, phasing, or modifying future transit projects.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Access. Commitment to Snohomish County when prior segments were approved.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Just do your job and build all of them.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail improvements would take top priority as the property needed is increasing in value rapidly and the infrastructure needed to support service really isn't in place. Second, enhancing Sounder station parking and access is important to address gaps between capacity and demand for the existing service. Links to Bellevue are less important to me...who goes to Bellevue anyway.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	living in Everett access to Pane Field and the east side are important for me for work and general travel. If the link light rail has to be modified, it NEEDS to maintain plans for Pane Field as I'm sure it will grow in the future. Living in Everett, flying out of Pane is way nicer than spending 45m-2hr getting to Seatac
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Remove subscription parking from underused lot in Edmonds. Cancel any plans for a garage.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail is huge to create a path for improved future transportation technology. Further delays will only result in higher costs in the future for real estate, labor and materials. Can't keep making us pay these exorbitant taxes in Snohomish county without actual progress. This is why I voted no!!!! We should be getting bullet trains or a faster means than light rail in 2036. Archaic planning.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	For Snohomish county, extending light rail is very important, but if you must cut something, cut the line to boeing. They're leaving anyways, and that area is a massive cost as well as a massive delay for light rail, both in terms of travel time as well as the overall timeline for construction. Go instead to Everett mall, which has massive areas for TOD.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I live in Edmonds and commute to downtown Seattle. Typically I ride a local Community Transit bus to the train station in Edmonds, and take the Sounder train to King Street Station. 'Quality of life' improvements to the Edmonds station platform are therefor most impactful to me, such as improved parking access, and more covered waiting space. Being right next to the Sound, waiting for the train through the dark, rainy winter months is miserable, and more than once I've arrived at work dripping wet. Particularly with social distancing being a new concern, packing the number of people who ride the train into the three bus-stop-sized waiting booths is not practical. A larger, covered and lit waiting area would make the train a more desirable option.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	The ability to handle bicycles, tandems and recumbent trikes.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	We need to connect communities north of Seattle to both Bellevue and Seattle better. Anything north of Lynnwood is extremely challenging during midday hours when using public transit.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I didn't mark any areas as I think high use / traffic congestion areas should be prioritized with more economical solutions. Perhaps use more Bus Rapid Transit instead of Light Rail.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Get rid of the light rail line to Issaquah. That is not needed and ridership doesn't justify it. 405 BRT is the most important thing due to no rail coming to the north-south 405 corridor, and the fact that there are at least 30K new jobs coming to Bellevue and Kirkland in the next 5 years.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I live in Bothell and commute to Expedia in Interbay, so anything to provide better options is at the top of my list. It is currently not an easy commute. I am also planning to move to Lake Stevens area within the next 3 years, so will be commuting from Everett.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I commute from Lynnwood to Bellevue. I-405 is the most direct option, but I lose hours a day to traffic jams even when paying a ridiculously high price for toll lanes. I would prioritize areas that don't have many transit options right now, like commuting into and out of the main city hubs instead of focusing on local routes where people can already walk/bike/uber. Most Seattle/Bellevue neighborhoods are limited to high income homes these days, stop putting money into light rail for the rich people, and start trying to help the people that can't afford to live in Seattle/Bellevue but still need to work somewhere. Prioritize getting people into and out of the cities without needing their own individual cars, and the # of cars on downtown streets will go down. Just adding more city busses and local light rail particularly in Ballard, West Seattle, and Kirkland is only helping the rich. Plus, stop using busses as the only option for the North end to the East Side. The greater Seattle area busses are unreliable, and I can't trust that I will find room at a park and ride, or that I will even be able to get on the bus I need to get to work on time. It makes public transit too unreliable to use for important issues. Add light rail for Everett to Bellevue.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Sounder train service is the top priority. Link light rail should be dropped entirely.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I would lobe to have connectivity via light rail everywhere I'm likely to go. Priorities are the SeattleCenter/Belltown area, Ballard/Interbay area, West Seattle, Eastside locations like Kirkland and Bellevue. I personally do not often (or ever) go to Everett or South Seattle/Renton/Kent. This does not mean that others di not, it's just my personal preference.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Sounder stations serve a smaller number of people, and busing for large number of commuters has been improved with express lane alignments. We should start serving everett with improved mass transit options which have been neglected.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I love in Everett and would take the lightrail often down to Seattle, etc. This would make commuting a lot easier and help reduce freeway traffice.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I am prioritizing based on two factors: 1) where I want to be able to go easily (especially where traffic or parking is an issue), and 2) assessing traffic and population areas to best target network effect to increase the usefulness (and hopefully usage) of the system
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Heavy commuter traffic between Everett and Seattle, and continued population growth in Snohomish County.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Is Boeing staying in Everett enough to warrant the train
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I would rather take light rail to attend functions in Seattle or SEATAC for example, without the hassle of parking or congested traffic. Today I avoid traveling in that direction by car unless it is something critical.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Provide transportation to areas to widen impact of light rail. Our current roads can't handle the 'normal' traffic after people return to work. People need to have work/life balance and spending hours on the road makes no sense. I also want to see the pollution level lower with light rail.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Link to Boeing and Everett must be finished. Parking is always upsized at sounder stations.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	We need the light rail to get up to Everett with all of the growth that is happening north of Everett.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	parking
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Light rail connects further in ways that are not affected by traffic
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I think the focus should be continuing to build a robust infrastructure and system. Adding busses and making improvements should be 2nd tier focus. It seems silly when Sound Transit is providing service where other transit systems are as well. Seems like a waste of money and ultimately taking passengers from those other systems, which struggle too. Focus on the light rail into the suburbs, where the most people that commute live.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	There is nothing linking the north shore of Lake Washington to areas the offer light rail.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I'm really saddened to see this. Too much reliance on limited funding sources. I want to see the light rail system continue to expand, but you've really done a poor job of limiting your funding sources. So I selected projects that should help the Seattle core area, which is not my focus but hopefully will continue to build out a system that the citizens can come to respect.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I want you to get the hell out of my pockets with this illegal funding scheme you are perpetrating.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Unknown	Unknown	Unknown	Unknown	I used to take transit to my office in Bothell but the walk to the bus stop became too much for me. Conversely, my travel patterns are oriented more toward Seattle. So while BRT is nice to have, rail gives you more bang for the buck. Sounder North does not have the frequency or span of service which would make it feasible for many trips I would take.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Cost
Snohomish Co	Unknown	Unknown	Unknown	Unknown	They are not. I do not believe for one minute that public opinion is of any concern to those running this show.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Sno Co has been paying into sound transit for a very long time and now you want to delay projects here even further. I'm afraid if these projects get pushed put even further you will lose my current support.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Focus should be on building the rail (original reason for the ST votes) and the free parking capacity to use it.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	Everettshould not be ignored any longer. Please do not delay or reduce the plans for Everett link. We have been paying but not getting due service.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	These projects get closer toe.
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	Unknown	Unknown	Unknown	Unknown	
Snohomish Co	No	Unknown	Unknown	Unknown	We've been paying taxes to fund everyone else's transit projects (especially King County/Seattle) and it's our turn now.
Snohomish Co	No	Unknown	Unknown	Unknown	My preference is to drop the entire project. This is 19th century technology with limited movement. Focus more on true bus rapid transit and you can cut your budget in half.
Snohomish Co	No	Unknown	Unknown	Unknown	I am a disabled person I want fast, simple access to Seattle. I want to prioritize light rail access to Everett on the initial time schedule and without further delays.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Unknown	Unknown	Unknown	Connectivity from Snohomish County to Eastside Employment Hub is not at par and commuters are mostly offered limited options
Snohomish Co	No	Unknown	Unknown	Unknown	Ridership will not meet the projections provided when projects were proposed. Projects should be canceled and funds prioritized for other forms of transit.
Snohomish Co	No	Yes	No	Unknown	
Snohomish Co	Yes	No	No	Unknown	Transit projects are important . I do not use public transport system but many do . So many people work in Bellevue so assuming that is a important route and reason for priority 1 . At the same it is important for sound transit and trasportation committee to understand how they can meet transportation needs and address overburdening taxpayers . The new senate has already passed mutilple transportation bills or proposals to increase revenue impact transportation from new tax on electric cars , gas tax , increase license fee . RTA tax is already a huge burden with its ridiculous formula . So as citizen I am alright paying for transportation but sound transit cannot overburden taxpayer with increased , permanent cost .
Snohomish Co	Yes	Yes	Yes	No	
Snohomish Co	Yes	Yes	Yes	No	Don't delay We give you our taxes for the project to be done Do it
Snohomish Co	Yes	Yes	Yes	No	
Snohomish Co	No	Yes	Yes	No	
Snohomish Co	No	Yes	Yes	No	access, dk
Snohomish Co	No	Yes	Yes	No	I'm in Everett so the light rail coming here would be awesome. I'd rather have it fully connected to lynwood then - delaying any extention whilst committing to not scrap the idea entirely.
Snohomish Co	No	Yes	Yes	No	This is the order that I think would help the most people.
Snohomish Co	No	Yes	Yes	No	I live a short distance from the Ash Way Park and Ride, and it would make my commute much smoother if the light rail reached up there.
Snohomish Co	No	Yes	Yes	No	I live in Edmonds and would like better transit to the Eastside for potential new job opportunities.
Snohomish Co	No	Yes	Yes	No	I moved up here to Mukilteo a few years ago because work needed me closer to the office. Unfortunately, that basically cut off all access to Seattle for me. I figured it would only be a few years before the mass transit improvements reopened the city to me, and unfortunately that is now in doubt. It's painfully hard to get anywhere from Mukilteo, as the few buses run rarely and snake back and forth so the trip takes forever.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Unknown	Yes	No	Light rail is badly needed in Snohomish County, especially along the I-5 corridor. Traffic on I-5 is only getting worse as growth continues in the county, especially from Lynnwood north. ST already underutilizes its buses in Snohomish County (more service is badly needed). Parking is at a premium at the Sounder station in Edmonds, so expanded options would be a big help.
Snohomish Co	Yes	No	Yes	No	
Snohomish Co	Yes	No	Yes	No	
Snohomish Co	Yes	No	Yes	No	I live near one of the proposed Light Rail locations on the extension to Everett.
Snohomish Co	Yes	No	Yes	No	I would prioritize getting from the Westside to the Eastside more easily. As someone who has lived on both sides, I've found it difficult on both sides to get to the other side.
Snohomish Co	Yes	No	Yes	No	Bruh I live there
Snohomish Co	Yes	No	Yes	No	Please focus on finishing up Link light rail to Lynnwood. I have lived in Lynnwood for 40 yrs and been voting to have light rail since day one in the 1990s. Thirty years later I am stilling waiting, yet we have been paying the RTA taxes since day one.
Snohomish Co	Yes	No	Yes	No	They are the locations that I or my family and friends would use.
Snohomish Co	Yes	No	Yes	No	Focus on the needs of riders who use transit as they're primary transportation.
Snohomish Co	Yes	No	Yes	No	I used to take the bus to downtown and it would be nice to have a light rail station at ashway park and ride
Snohomish Co	Yes	No	Yes	No	It can reduce traffic congestion and time traveling to Seattle, improve traffic
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	
Snohomish Co	No	No	Yes	No	These are the areas I cross by bus most frequently at this time. The current construction and development plans, though, meet my expected needs for the next 5 years.
Snohomish Co	No	No	Yes	No	Pre-pandemic, I commuted from Edmonds to Bellevue and the 535 isn't ideal. (I will likely resume that commute in the next 6 months to a year.) Beyond that, the more we can easily get from one community to the other, especially popular neighborhoods with limited bus service (hello, Ballard), the better.
Snohomish Co	No	No	Yes	No	I do not drive so I depend on CT, Sound Transit and DART.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	Yes	No	Light rail to Everett was part of the regional social agreement in 1996 when the original RTA ballot measure was passed. It is essential that Snohomish County's largest job center be connected to the regional transit system. Light rail as in any dedicated right of way high capacity transit system, provides for the best long term predictability for service. It will serve more people long term than Sounder. BRT is not as reliable and highway capacity will need to be used for freight in the future.
Snohomish Co	No	No	Yes	No	Current transit between ash way P&R to downtown Seattle or Bellevue can often take 2+hours and light rail or further bus infrastructure would elevate the stress from that commute
Snohomish Co	No	No	Yes	No	Prioritize getting the Link Light Rail up to the North Everett Transit Station above all else. Once the spine is complete, then branch out into surrounding communities with other lines.
Snohomish Co	No	No	Yes	No	If you live in Edmonds Lynnwood area and work in Bellevue it is virtually impossible to get there in a normal period of time. During the day it is impossible to get there in a reasonable amount of time. If you cannot drive like me you are completely out of luck making Bellevue non negotiable for job opportunities and business ventures
Snohomish Co	No	No	Yes	No	Hoping to use public transit to and from Snohomish County. At this point, transit coverage is so thin that using a car is a must!
Snohomish Co	No	No	Yes	No	I'm an Everett resident paying into Sound Transmit, but yet I won't benefit from Link Light Rail Services for more than a decade
Snohomish Co	Yes	Yes	No	No	
Snohomish Co	Yes	Yes	No	No	We need enough access that people won't drive and park to/at the station. Ideally people ride bikes or busses to the train. South and east are more important than the north because there are toll bridges people will want to avoid.
Snohomish Co	Yes	Yes	No	No	Right now, I think the priorities need to be networking as much of the region as possible to give people more options in commuting to and from work and events. Removing cars off the road should not only be the priority but the guiding light when making infrastructure decisions. Ensuring more trains, Link light rail, and buses can transport more people to more places is crucial to that plan. From there, adding connections like additional bus stops/rapid transit, facilities improvements, etc. can follow.
Snohomish Co	Yes	Yes	No	No	Because they're away from Snohomish county. Everything above is a waste of money and so is this light rail and I'd like everyone who voted for the light rail to pay for it and I want my taxes out towards education and food/shelter for people in our community

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	Yes	No	No	I wiuld prioritze reducing the burden on taxpayers, as it inevitably hurts the poorest working families the most. These overpriced transportation projects are luxury items benefitting the upper middle class and are built on the backs of the working poor.
Snohomish Co	Yes	Yes	No	No	I am elderly but still driving. I anticipate more need for my taking public transit in near future.
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	The light rail feels like the future for our regions mass transit needs, so I feel it should come first.
Snohomish Co	No	Yes	No	No	You have treated Snohomish county as an ATM for your projects for FAR too long. It is time you make good on your promises ON TIME - and already too long a time at that. It is your SEATTLE projects that now need to take the hit for a change. And in light of recent events, people are not traveling as much to downtown save to connect or pass through.
Snohomish Co	No	Yes	No	No	Everett needs to be connected. It would be great for the city.
Snohomish Co	No	Yes	No	No	I'm paying taxes now for light rail that I'll probably never use. Right now, I take a bus to Seattle and get on the light rail downtown and ride to the airport. This is fewer trips than once a months.
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	Remove the Paine field light rail station and go direct to Everett transit station. reduce costs and travel times from Everett. Light rail needs to get to seattle in 30 min at most or won't be used
Snohomish Co	No	Yes	No	No	Light rail, if it runs from early morning to late evening is a good option for many people.
Snohomish Co	No	Yes	No	No	Snohomish County residents have been paying for many years for light rail that has only benefitted King County. Now times are tough and you want to delay Everett. I'll never have the opportunity to use it at this rate.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Yes	No	No	I'm thinking broadly, not just for myself. I'm a senior and not faced with a commute, but have lived in/near Seattle my entire life. I might go downtown Seattle or explore Everett more if transit were easier. I'm concerned about difficult cross-town travel in Seattle, and from West Seattle. Also access throughout the region, especially as parking in some areas is really expensive and/or scarce.
Snohomish Co	No	Yes	No	No	Due to the fact the a clear corridor exists for use either from Redmond or Bellevue to connect points north with light rail or heavy rail that will move greater numbers than busses. And if we need to wait for funding it is better than wasting it on bus infrastructure and service.
Snohomish Co	No	Yes	No	No	My priority is expanding service rather than improving existing stations, because the major shortcoming of public transit in Western WA is that it just doesn't go enough places. At least for me, what I voted for was to do the hard work of building new stations and adding service.
Snohomish Co	No	Yes	No	No	As a person who once commuted from Everett to Seattle on a crowded 510 bus, I insist Sound Transit keep its 1994 commitment to Everett and prioritize extending light rail to Boeing and downtown Everett as quickly as possible.
Snohomish Co	No	Yes	No	No	Just want what Snohomish county voters were promised since ST1.
Snohomish Co	No	Yes	No	No	Keep moving outward, the stations can be improved later
Snohomish Co	No	Yes	No	No	I prioritize where I would most likely travel to.
Snohomish Co	No	Yes	No	No	My train of thought is rail from Everett to Tacoma. Well thought out for sporting events, concerts and maybe weekend late nights so people can travel without drinking and driving. I think this is the start
Snohomish Co	No	Yes	No	No	Eliminate the Paine field route and go up I-5 to Everett station. This will improve ridership and time from Everett to Seattle
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	No	Yes	No	No	
Snohomish Co	Yes	Unknown	No	No	
Snohomish Co	Yes	Unknown	No	No	Rail is too expensive. More buses should be added. And way more parking at all park-n-ride locations.
Snohomish Co	Yes	Unknown	No	No	These are important based on where we live (Canyon Park). In general, light rail is more important to us than bus rapid transit.
Snohomish Co	Yes	Unknown	No	No	Allow easiest non car mobility in seattle proper, light rail access from main suburbs into seattle proper, build rail now before price increases and land development, access to Bothell area

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	
Snohomish Co	No	Unknown	No	No	Traffic from Seattle all the way to Everett is ridiculous. We need more options for people to commute.
Snohomish Co	No	Unknown	No	No	My parents have been paying into the Sound Transit vision of a "spine" connecting Everett, Seattle, and Tacoma almost my entire life, and now I am paying as well. For 25 years we have watched many other portions of the region get their light rail built. We have sat by as people who already have light rail claim that it isn't enough and they need more, and their needs take priority. We will already be waiting at least 15 more years in Everett to finally get our share. By the time it is built I will be older than my parents were when they started paying, and now you talk of delaying it even further? In what world is that fair or just? Under no circumstances should we be subjected to further delay in Snohomish County. WE NEEDED LIGHT RAIL TEN YEARS AGO! -Garrett David
Snohomish Co	No	Unknown	No	No	Light rail is more efficient and quicker than bus or car transportation
Snohomish Co	No	Unknown	No	No	prioritize light rail
Snohomish Co	No	Unknown	No	No	Ridership is most important if it gets people out of their cars.
Snohomish Co	No	Unknown	No	No	eliminate the route to Everett Boeing, go strait from Lynnwood to Everett downtown. feed Boeing traffic with bus service and future rail
Snohomish Co	No	Unknown	No	No	Improved mobility, better access to high-capacity transit options
Snohomish Co	No	Unknown	No	No	I want to ride transit more, but not enough options exist near Mukilteo to get me to Seattle, Renton, and other locations I travel more frequently. We also recently purchased Kraken Season Tickets and are long time UW Football season ticket holders and would like use light rail to get to those games.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Unknown	No	No	Getting transportation improvements for Snohomish County to King County back on track, which were derailed by ex-governor Lowry. Also, I would like to see a rail option on the east side - it's terrible that the rail corridor has been dismantled.
Snohomish Co	No	Unknown	No	No	The Link light rail will be another transportation resource for traveling from Everett South. The Sounder is a great mode of transportation from Everett to Seattle, however the parking areas need expansion, improvements.
Snohomish Co	No	Unknown	No	No	My number one choice gets cars off the road thereby reducing emissions and congestion.
Snohomish Co	No	Unknown	No	No	Whole thing is a giant waste of money.
Snohomish Co	No	Unknown	No	No	I'm paying taxes for sound transit and it isn't available for my family.
Snohomish Co	No	Unknown	No	No	Will make the Edmonds and Mukilteo stations easier to use and provide needed parking spaces
Snohomish Co	No	Unknown	No	No	I prefer trains over bus. I would drive my car rather than take a bus.
Snohomish Co	No	Unknown	No	No	Getting to SeaTac airport from Everett is a major challenge. Parking remaining a issue as well.
Snohomish Co	No	Unknown	No	No	Buses can change routes without building new roads.
Snohomish Co	No	Unknown	No	No	Consider reducing number of miles people have to drive
Snohomish Co	No	Unknown	No	No	I do not use public transit in any capacity nor plan to use it in the future including the light rail. I am a contractor and drive a commercial van day to day. I voted against this project. I find your taxation measures, including the RTA tax on my car tabs ridiculous. I do not support any of your projects.
Snohomish Co	No	Unknown	No	No	Rode the Sounder daily pre-Covid. Always had to take the first, maybe the second, train of the day or drive into work because there was no parking. Cancel unnecessary community grants. Case in point - Edmonds. With the need to cut, pull grants back that don't add to Sound Transit assets. There is zero need for bike lanes in Edmonds that don't connect to any Sound Transit resources. Project includes 100th Ave, Walnut St, Bowdoin.
Snohomish Co	No	Unknown	No	No	The light rail extension between Lynnwood and Everett. I feel that this stretch has been ignored by Sound Transit as an area of improvement. The population is increasing in this area with no real plan except for a not in my llifetime Link to North Everett
Snohomish Co	No	Unknown	No	No	Light rail to Everett as scheduled in ST3. It is badly needed, was approved by voters and will complete the long-promised light rail spine between Everett and Tacoma.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Unknown	No	No	There needs to be a light rail or transit center somewhere closer to the Mill Creek/Bothell area that feeds into Bellevue. The traffic is ALWAYS congested in this area. The park and ride at Canyon Park fills up before 6:30am so it is impossible to get a spot and use community transit if you are leaving after that. Additionally PLEASE ADD A SWIFT LINE/COMMUTER LINE for Bothell/Mill Creek to Bellevue!!!!!!! I have been asking for this for YEARS. Not everyone works in DT Seattle and the fact that I would have to take at least two busses makes it easier for me to just get in my car and drive which I hate doing. This is an under served community. The majority of the plans that you have up above do not really impact me or interest me so I didn't submit any answers that have no real impact on me.
Snohomish Co	No	Unknown	No	No	The program needs to get federal funding for these projects. The program needs to restructure its timeline to add a year to the timeline because of the COVID-19. Taxing locally at this time is like trying to squeeze water out of rocks....we don't got no money.
Snohomish Co	No	Unknown	No	No	I prioritized the three for the following reasons, if you wait to extend the link light rail the cost is just going to get more expensive and Everett needs to have light rail for commuters in the suburbs, the second one I choose is because I-405 is already a commuter nightmare an anything to get workers/commuters out of there vehicles and give them ease to get to the eastside I think is important and the last one too me is not a priority wright now and there is already something there.
Snohomish Co	No	Unknown	No	No	Get to Everett via I-5. Scrap or delay Paine Field effort. Boeing in Everett is dying.
Snohomish Co	No	Unknown	No	No	My commute to downtown Seattle on the bus can be as much as 1 to 1-1/2 hours in one direction! I'd like to see better and faster public transportation in my area. There are many commuters to Seattle that live in Bothell and it seems as if we are being over looked.
Snohomish Co	No	Unknown	No	No	I've chosen priorities based on what I have experienced with difficulties getting places. West Seattle, without the bridge, needs access. People who can't afford to live near downtown need convenient transportation. Sometimes buses are better than light rail; or at least they're an important part of the total equation.
Snohomish Co	No	Unknown	No	No	I would likely make use of 130th and 145th. I grew up in W Seattle and that would be a dream come true. I also am often in the Ballard area so that is an important area as well.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	Unknown	No	No	Light rail extending to Everett is a top priority, due to severe freeway congestion in Snohomish County. I live in north Bothell, and would and my family would frequently utilize the Ash Way light rail station, along with the new Orange Line Swift bus to travel to the station. One important consideration when planning light rail and other transit projects is TOTAL TIME of COMMUTE. For people to adopt alternate transit and not just drive instead, the total time can't be extremely longer. Example, if we were able to park at a light rail station, this total time would be much shorter than if we have to walk 15-20 minutes, then catch one or two buses to get to the station. With the current plan, it looks like it will take us about one hour from leaving our house to arriving at the Ash Way light rail station combining a walk and bus ride. If we could park and drive to the station, that hour would instead be less than 30 minutes. I believe all light rail stations should have included ample parking instead of relying on most people being able to use alternate means to get to the station. If 'rapid' or 'swift' buses are part of the plan, there needs to be a way to make those buses move reasonably through traffic. I'm wondering if the Orange Line Swift bus will sit in traffic on 164th St SE along with all the cars, for extended periods of time. Note: our family uses light rail and buses, but not during the pandemic, so I am listing below which modes we would likely use post pandemic.
Snohomish Co	No	Unknown	No	No	I did not prioritize anything. You need to stop forcing the RTA tax on us. Even after this BS project gets finished, you're going to charge people from Everett 7-8 dollars each way. These people can't afford 'your' fare. Plus I can't stand you high mucky mucks that sit on your asses for you 6 digit wages. You're all way over paid for what you do.
Snohomish Co	No	Unknown	No	No	Focus on extending the line, then spend time on additional improvements.
Snohomish Co	No	Unknown	No	No	I'd like to use public transportation near my home to commute to work at UW
Snohomish Co	No	Unknown	No	No	I would prioritize keeping the light rail on the west side of the 5 in the Lynnwood area. There were plans to have it cross at 164 which would be extremely expensive to cross the freeway. Also there is already park and rides alert in the west side, which can be easily expanded.
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	
Snohomish Co	Yes	No	No	No	I would love to see the city of Lynnwood incorporated into the Link light rail system as soon as possible, as well as make the Link system better overall by extending it to other areas and improving the light rail.
Snohomish Co	Yes	No	No	No	Time, ease
Snohomish Co	Yes	No	No	No	Parking for the Sounder line is extremely limited in Edmonds making it increasingly difficult to ride compared to other options.
Snohomish Co	Yes	No	No	No	I live in Canyon park and work In Bellevue. I plan to ride the I-405 Stride bus for daily commute. Completing the connection between Lynnwood and Bellevue will help increase overall ridership. I would prioritize delaying future transit projects.
Snohomish Co	Yes	No	No	No	My priorities are chiefly: expanding light rail area coverage affordably (with an eye for rider per dollar basis) and deprioritizing parking. It's more important right now to lay the groundwork for reaching more communities efficiently.
Snohomish Co	Yes	No	No	No	The fact that I voted in my first election (at 18) to build the light rail north towards Everett, then again for my children' s future when the 3rd phase was passed a few years ago. I'm now 42 and by the time I am able to use the light rail I will be near retirement. It is by far a mismanagement of public funds to have 20+ years of taxation with these type of results.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	In order to even think of adding more light rail lines to the existing system such as West Seattle or Ballard, we must consider the importance of the "spine" that Sound Transit has thought up in its founding years. After all, what is a strong body without a spine? Despite Sound Transit's effort to finish the spine by 2036, they have wasted more money on lines that are not even part of the spine before we even reach that date, such as West Seattle's 2031 completion date or Ballard's same year completion of 2036. Therefore, I urge Sound Transit to do the following: -Redirect all funding from these projects such as Ballard, West Seattle, Kirkland, etc, and focus on finishing the "spine". -Once the spine is completed, funding shall be restored in order to begin opening lines that connect to the "spine" -If funding problems persists, even after these suggestions, then a phased approach shall be used, for example, extend the light rail spine to the most populated and important areas, such as Everett light rail up to the Boeing factory (which would benefit me and the rest of the Martha Lake community and surrounding areas, as well as Boeing workers).
Snohomish Co	Yes	No	No	No	Everett is the largest city in Snohomish County. Larger population in need of other transportation options. It should be a priority.
Snohomish Co	Yes	No	No	No	Increasing the availability of BRT from the north end will be critical in moving traffic faster through the 405 corridor. Not everyone wants to go downtown Seattle then transfer to eastside. I've worked on the eastside for over 30 years and it would be great to not have to drive and be stuck in traffic on 405.
Snohomish Co	Yes	No	No	No	Light rail to Everett
Snohomish Co	Yes	No	No	No	Traffic on I405 between Bellevue and Lynnwood needs immediate support with options for Rapid transit during peak hrs
Snohomish Co	Yes	No	No	No	Priority projects should be weighted towards the areas that have been in the RTA taxation areas the longest. South Sound and East side areas that were not in the first taxation phases should not be prioritised.
Snohomish Co	Yes	No	No	No	I would prioritize rail solutions vs bus extensions because their traffic independent and can handle larger groups of commuters.
Snohomish Co	Yes	No	No	No	To make traffic less in my area and for sounder games and future sporting events I attend to easier
Snohomish Co	Yes	No	No	No	I live in Everett, but work in SLU and Bellevue. I want to encourage people to commute into the cities and to hopefully reduce the number of cars on the roads. Strong transit options connecting the suburbs to the cities will make it easier for people to move out of the city and still get in for work and fun.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	Traveling to work from Ash Way p-r to south lake union is important to me. Currently I take community transit bus #415 to downtown Seattle and walk 0.8 mile to Seattle Cancer Care Alliance. It takes 1 hour bus ride and walk. I hope with the link light rail addition my commute time will decrease so I can save time.
Snohomish Co	Yes	No	No	No	I work in Seattle and live in Everett.
Snohomish Co	Yes	No	No	No	The ones that don't make me pay fucking hundreds of dollars a month extra.
Snohomish Co	Yes	No	No	No	Traffic is SOOOOOOOOOOOOO bad in South Lake Union. I hope that if there was Lightrail there it would be much better especially since Amazon is making all of their workers go back to the office. I'm thinking specifically of Mercer and how terrible it is to either have to go through there or accidentally find yourself there.
Snohomish Co	Yes	No	No	No	Stop spending money on nothing and add parking at all stations. No one will ride unless they can park their cars next to the stations.
Snohomish Co	Yes	No	No	No	I live in N Everett & work in Bellevue. I also attend meetings/ appointments in South Seattle & Seattle. I will take the bus over driving into Seattle. Time & schedule is a HUGE factor for me. With all the reductions those past year, it doesn't always make sense to take the bus. There's a project that ST should do NOW that I've been told is already engineered. That is the bus only lane from the north to Ashway. P&R. On heavy traffic days, this would save 20-30 min, and keep the busses on time, allowing us passengers to make our connections. Even if it's just a temporary structure like the 405 to SR169 structure was (it's now been replaced with the permanent structure), it would be worth it!!! NOTE: in the info below where I selected, "doesn't currently ride", I have ridden them in the past, and plan to again when the opportunity arises.
Snohomish Co	Yes	No	No	No	The projects I've prioritized are important to me because they are around my home. Also, my kids could take the light rail to the major colleges like UW in future. I would say projects that are expected to reduce the most people from driving should be prioritized higher.
Snohomish Co	Yes	No	No	No	Rail is top priority

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	I believe that ST should plan for the distant future, while investing in short-term improvements. One concern that I have -- I live in downtown Edmonds and I see little value from my ST tax dollars to me. I understand that transit must benefit the entire region, but I have seen declining service on Sounder North Line - that is my primary benefit from ST. More parking doesn't help me. Extended Sounder service would. Another thing that ST should - should do is provide or fund a frequent & fast bus link (30 minute frequency at least, running from early morning till late at night) from DT Edmonds to one of the new Link Stations (MLT or Shoreline) so that Edmonds residents who do not want/need a car can still easily access the ST system without relying on the convoluted Community Transit bus routes. Also -- ST should think long and hard about investing in new parking structures or facilities -- with the imminent transition of the auto industry from 'selling' vehicles to 'selling transportation services' via shared vehicles, it is unlikely that parking structures will be much needed 10 years from now.
Snohomish Co	Yes	No	No	No	There is a huge need for improving access to Ballard, W Seattle and S Snohomish County.
Snohomish Co	Yes	No	No	No	many people are moving out of seattle area to north of seattle and snohomish county. we need more transit projects to alleviate future traffic congestion from snohomish to seattle. there are enough projects covering seattle and south of seattle. i would like my tax dollars money's worth for lynnwood, everett, snohomish county.
Snohomish Co	Yes	No	No	No	I think these projects will take the most cars off the road
Snohomish Co	Yes	No	No	No	Extending the light rail from Lynnwood to Everett would have the highest impact for those commuting north of Lynnwood to downtown Seattle.
Snohomish Co	Yes	No	No	No	For my personal needs, I've ranked the projects that would best help me drive less and get to places I need to go.
Snohomish Co	Yes	No	No	No	My commute to Swedish at first hill is most important
Snohomish Co	Yes	No	No	No	Seattle Area: Travel down to the area several times a week (before pandemic). I want several travel options around the city. Snohomish County: I live in the area and would like a second travel option when traveling south of Everett.
Snohomish Co	Yes	No	No	No	public transit projects will alleviate air pollution problems in our region, not to mention include accessibility to the Greater Seattle area.
Snohomish Co	Yes	No	No	No	I was a daily bus rider pre Covid and was starting to get frustrated with the parking at the bus stations and the poor service between Lynnwood and Bellevue

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	Everett light rail won't be coming for several more years yet taxpayers have to take on the burden without being able to benefit from it. Instead of a light rail, further expanding rapid bus transit should be a priority before expanding the light rail.
Snohomish Co	Yes	No	No	No	they are important because i would use them to go to work. I would prioritize the Extend Link light rail from Lynnwood to Everett
Snohomish Co	Yes	No	No	No	Traffic going through Seattle anytime is congested North/Southbound i5, adding addt'l transit options for riders that would've driven without these options. Relief on i5 through addt'l & quicker routes should be a priority.
Snohomish Co	Yes	No	No	No	Creating reliable, secure transit along the north, south spine is of the upmost importance to ensure people have the potential to connect to this amazing system. The highest cost to impact ratio is to be able to build this system to the extents north and south of the Seattle spine. This is crucial for people in my hometown of Everett and Mill Creek to be able to reliably travel downtown, AND to the south/east side with the addition of the connections
Snohomish Co	Yes	No	No	No	The light link extension is most important to me because I am in Everett and would get the most use out of this project than any other.
Snohomish Co	Yes	No	No	No	I commute to Seattle on the Sounder Train from Edmonds
Snohomish Co	Yes	No	No	No	I live in Everett. Currently little help to get people to and from my city.
Snohomish Co	Yes	No	No	No	This will finish the spine.
Snohomish Co	Yes	No	No	No	SLU connectivity is a huge priority as it's currently still a pain to take light rail into seattle and have to walk or get on another bus/slu train to get to slu
Snohomish Co	Yes	No	No	No	First priority is decreasing consumption of fossil fuels, which pollute the environment and affect wildlife. No delays is a 2nd priority. Light Rail runs on timed schedules, avoiding the delays (of indeterminable length) caused by accidents when driving on the highway, and if more people ride the rail, there'll be fewer cars and hopefully fewer accidents, saving people from injury or even death, saving them time and expense too.
Snohomish Co	Yes	No	No	No	Prioritize infill stations, new track and stations, walking and slow speed access - NOT parking. Snohomish County needs the 220th St. Station. We voted to have it as a future station, but you keep forgetting about it. We'll keep reminding you!
Snohomish Co	Yes	No	No	No	I am most interested in light rail and sounder to go to sporting events.
Snohomish Co	Yes	No	No	No	I would use light rail more than other modes of transportation. Cost would be a major factor to decide to delay a project.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	I voted for the light rail expansion because I believe in infrastructure & expanding in mass transit opportunities in our communities. Completing this project will allow greater flow of consumers to/from the suburbs & the city, increasing revenue gains at both ends and decreasing traffic. One of the worst parts of driving into Seattle is the traffic & parking debacle - given an option like this, I'd take it in a heartbeat,
Snohomish Co	Yes	No	No	No	I prioritized by need of transportation to get to and from work. I would prioritize delaying those transit projects for areas that are already well served.
Snohomish Co	Yes	No	No	No	Traffic between Everett and Seattle is extremely heavy and getting worse all the time. The commute is long. We have paid for this expansion and expect Sound Transit to honor your commitment to our area. Priorities should be set by which projects benefit the larger number of consumers.
Snohomish Co	Yes	No	No	No	Convenience and to ease traffic
Snohomish Co	Yes	No	No	No	These projects get me to work quickly. These are also high traffic points. If there are delays I would prioritize efforts according to how many commuters would be affected.
Snohomish Co	Yes	No	No	No	We want to build a good quality light rail and will extend farther when we have more money.
Snohomish Co	Yes	No	No	No	I would like expansion of transit to reach my neighborhood.
Snohomish Co	Yes	No	No	No	These are projects useful to me.
Snohomish Co	Yes	No	No	No	Based on familiarity of area, known traffic load on I5. Population growth; low income areas should have affordable public transit made available.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	Transit projects I've prioritized are important to us because, as seniors, we want to be able to get around in the North Sound area without having to rely so heavily on private transportation, to avoid traffic congestion, and the parking problems encountered at the destination. (As a footnote, the transit projects in the South Sound area are equally as important, but the projects we've prioritized are in our immediate area, so we would avail ourselves of them on a more frequent basis.) I would prioritize, first, the light rail links connecting cities along the I-5 and I-405 corridors (the North and South axis, before branching further out along the east and west axis). Secondly, would be the phasing in of the currently planned use of Stride bus rapid transit to close the light rail gap between those communities to the east and west. I am uncertain as to modifying future transit projects in scope or design elements to meet budget constraints, out of concern that such facilities might fall short of the demands of future needs, requiring additional capital outlays in the future. It may be more feasible to consider either delaying or using a phasing-in approach, depending on the transit project, or quite possibly some combination of the two. I feel Sound Transit did a fantastic job in the planning and design phases of the light rail system, and it is unfortunate that the economic downturn, brought about by the pandemic, has created the need for this program realignment.
Snohomish Co	Yes	No	No	No	Light rail will serve more people to downtown than Sounder. Not as many people travel to Bellevue. Priority should be based on ridership to maximize efficient use of dollars.
Snohomish Co	Yes	No	No	No	Because I live nearby Mariner Park-and-Ride and will be using the light rail from there

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	Although all three projects are very important, since the issue is affordability, I think the primary emphasis should be on the Lynnwood to Everett extension. There may be cost savings in staying along the WSDOT right of way, at grade as much as possible. Since the actual impact of the pandemic cannot be assessed at this point in time, a delay may be useful in providing a more accurate financial picture for the Stride and Sounder projects. There are bills currently making their way through the legislature and Congress that could improve the budget for these projects. It is important that environmental and archeological concerns be addressed, which will result in a more costly project, but should not be minimized. As for phasing, it would seem that the Stride project could lend itself to this method of slowing progress enough to allow revenue to increase over time. I have reviewed the presentation materials on these future projects, and would not want to modify the concepts, as they appear to be just what a good transit system should look like. I am not aware of the construction details, however, I am confident that if there is a more cost effective alternative, that does not impact the integrity of the structure, you are already looking into that possibility. Additionally, since the parking structures are the key to a well used mass transit system, there should be no skimping here. As far as real estate that is needed, could be a long term lease be an alternative to a purchase. Would an easement be more cost effective? I am impatient for these wonderful projects to be completed as soon as possible, but since the effects of the pandemic on our economy and society is still not clear, proceeding at a slower pace right now may be wise.
Snohomish Co	Yes	No	No	No	Cheapest first. Phasing.
Snohomish Co	Yes	No	No	No	I don't want you coming to me for more tax or RTA.
Snohomish Co	Yes	No	No	No	The Seattle light rail projects are important to me as a resident of the Greater Seattle area. I may not live in Seattle but those are lines I will ride far more than even going from my home in Edmonds to Everett. I would prefer phasing in stations over delaying those projects.
Snohomish Co	Yes	No	No	No	Snohomish county transit development will be facing challenges, meanwhile taxpayers are expected to keep up this burden with little to show for it. These promises need to be met to people who voted for it and want to know what their taxes are bringing them. At the very least while new light rail is being constructed, bus routes should be made available to substitute for it in the short run.
Snohomish Co	Yes	No	No	No	Live in Edmonds so that is the priority. Typically heading south not north.
Snohomish Co	Yes	No	No	No	I live in Everett and work in SODO. I'm not getting on a bus or train unless it is fast and reliable.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	The light rail line solves multiple issues for me which is wanting to travel into Seattle and beyond without the cost of parking gas and time of traffic while also being at a good timing to get to work during commuter times without having to go super early on there sounder train.
Snohomish Co	Yes	No	No	No	I am interested in utilizing the Light Rail to travel from Lynnwood to South Lake Union. My first priority would be the project that involves building the SLU station. Second priority would be additional downtown stations. I probably would not benefit directly from these stations but would assume the ridership is there. Third is improving Rapid Ride service to West Seattle and Ballard. I think it could be a feasible solution. Fourth is adding a new station to an already existing line. Fifth is actual light rail to West Seattle and Ballard.
Snohomish Co	Yes	No	No	No	I live closest to the Everett Station and it would be beneficial to have more local access within Everett and expand transit access to Paine Field
Snohomish Co	Yes	No	No	No	My biggest priority is being able to get to downtown Seattle from Lynnwood. In the future I would think downtown Seattle projects should be prioritized because I believe those stations would be the busiest.
Snohomish Co	Yes	No	No	No	The bottleneck on I-5 will be greatly reduced. This project is important to all of us & also patience is on our side.
Snohomish Co	Yes	No	No	No	Parking lots near the link rail line would be highest priority as I see my family leveraging the link rail heavily to commute to Seattle.
Snohomish Co	Yes	No	No	No	I travel worldwide (59 countries) very extensively. Almost everywhere I go could be a poster child for public transportation in the Puget Sound area. We are soooo far behind. Spend the money, get the job done. Decades ago rail service to Everett was promised before now. Delays were made due to lack of money, with the result that everything became more expensive. (Duh!) Just do it. FWIW, I used to ride weekly but stopped because of the pandemic. When it ends I will resume.
Snohomish Co	Yes	No	No	No	My future commute (and a lot of my colleagues) would be from Everett / Lynnwood to the east side.
Snohomish Co	Yes	No	No	No	I think it is most important to get link light rail online in as many locations as possible. I think it will provide a reliable, predictable, and affordable transit option for many who lack such an option today. I prioritized projects that were directly related to light rail, or added transit routes. I think it is most important people be able to 'get around' the region. Improvements to existing transit stops are valuable, but less important in my opinion.
Snohomish Co	Yes	No	No	No	There's more commute traffic into Bellevue and I-405. It needs higher priority than the other projects.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	I have never used The Sounder and value Seattle access higher than Bellevue access. Most of the time I voted in favor for the sound transit plan was due to the light rail extensions.
Snohomish Co	Yes	No	No	No	Move the light rail away from Paine Field and instead make it direct to Downtown Everett. There is already a Swift BRT line that goes to Paine Field and Boeing and few people use it as it is. Use the money on the projects where people will actually ride the Link such as in Seattle.
Snohomish Co	Yes	No	No	No	Finish the link between Lynnwood and UW station.
Snohomish Co	Yes	No	No	No	I would prioritize extension of the link rail from Lynnwood to Everett in light of future delays and funding issues. I've chosen this because it would significantly improve my everyday commute to Seattle (downtown/SLU) for work.
Snohomish Co	Yes	No	No	No	Extensions through Everett to help decongest commuter traffic
Snohomish Co	Yes	No	No	No	For the snohomish county projects: I live in Everett, but primarily work in downtown seattle. Improved corridor access to downtown would be lovely. For the seattle projects, I would like better rapid transit access to larger parts of the city: being able to get from downtown to ballard for recreation would be lovely.
Snohomish Co	Yes	No	No	No	Public transportation across the state is essential to everyone involved, and will help reduce traffic, pollution, and help people access cities easier that that might have trouble traveling to otherwise.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	Yes	No	No	No	Please read this article from 2018 and don't disregard it as I agree 100% with Dori Monson. I feel we need elected officials in charge of Sound Transit. Sound Transit $4B over-budget is a criminal rip-off https://mynorthwest.com/1063742/sound-transit-4-billion-over-budget/? This Sound Transit Project has had overruns on overruns. When does it end? As Dori Monson stated in his article: 'And you know it when you pay your car tabs. Sound Transit has ripped off every family in this region for hundreds, in some cases thousands, of dollars in illegally-calculated car tab fees. Every person in this region will end up paying $30,000 to Sound Transit in their lifetime. Think about that.' I've been holding off buying a newer car because of the criminal ST excise tax on motor vehicles, it is totally unreasonable. I did not vote for the tax, there are too many taxes now and I understand that Jay Inslee is planning to have a capital gains income tax, carbon tax and more gasoline tax. When does it end??? If Sound Transit doesn't have money to continue the proposed routes to Everett, West Seattle and others, then you can't do it. Postpone it. Enough overruns and re-calculations. I've had it! I voted for the $30 car tabs. It's ridiculous what it costs to own a newer car with the tax calculations, on top of all the other fees and taxes that go along with it. Road Construction fees etc. We should get our $30 car tabs or an extreme reduction because the boards dishonesty to the public, overcharging the public, and / or mismanagement of funds .
Snohomish Co	Yes	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	I'm in Snohomish, So none. But I choose add Bus rapid transit, because it was a bus. Personally I wanted the Monorail system and make Seattle like Disney. But with BLM/Antifa domestic terrorist & Inslee covid killed businesses in Seattle, tourism is dead! What made Seattle special 1990's the Democrat party killed in 2020 -2024. Only thing to make profit from for public transportation is SPORTS. Any way to transport people to sports events away from the gangs, RIOTERS, let's imagine no police, and addicted homeless. Plans before 2019 got destroyed in 2020. There is no down town to attract tourism. I hope small businesses will wake up and move their restaurants and small shops our of taxable range of Seattle city council and take their employees with them. Seattle is dead with WOKE management & imagine calling 911 and no police to talk to. PS public transportation is a box to contain rapist & muggers & bullies. Only during high usage times there is a margin of safety. As long as city council says "imagine police" there is no safety for the public.
Snohomish Co	No	No	No	No	Phase out everything and cancel future taxes. We really didnt want this boondoggle. Pandemic or not nobody is surprised that budgets wouldn't be met. Cheating washingtonians out of money to pay for permenate government jobs. If you hadn't misused the personnel data of orca users to promote a yes vote...people do not trust you.. You cant be trusted to meet budgets and will always have an excuse for failing. Voters didnt approve a biased expenditure such as your equity plan. Taxing those that dont need it so you can give to people who you think want it. Gee aren't you guys awesome...come on. Enough of the spending of other peoples money so you can be a hero.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	Ask money from Bill Gates, looks like he doesn't know where to spend them.
Snohomish Co	No	No	No	No	All the projects are not important to me, I'm against the all three. It's a big impact as RTA tax to me.
Snohomish Co	No	No	No	No	Ease traffic between Lynnwood and Everett reduce carbon footprint
Snohomish Co	No	No	No	No	Everett & north Snohomish county are growing regional/employment hubs. And I have worked next to Boeing Everett, at Fluke, for years. I know well how that area could be better served by more and better transit options, especially with Paine Field right there. Reduce congestion and make it easier to get around.
Snohomish Co	No	No	No	No	They need to cancel the Light rail from Lynnwood to Everett
Snohomish Co	No	No	No	No	The actual ability to use light rail to get from Everett to King Country and back has been waiting 20 years to become a reality. Parking and "ease of access" can wait. Give me the service and add amenities later.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Parking should be the first thing delayed or simply removed. It's the one thing we don't need for transit and not everyone has access to a car. I suggest all that extra space gets used for green space or sell some off to make Sound Transit back some money!
Snohomish Co	No	No	No	No	My current location and potential destinations
Snohomish Co	No	No	No	No	My property taxes and car tab fees are outrageous. To see no end in sight for something I'm being penalized for is unacceptable. I will likely never use the Light Rail, but I feel that I must advocate for it to be prioritized in Everett/Mukilteo due to the costly impacts on our county residents.
Snohomish Co	No	No	No	No	I live in Lynnwood and work in Everett, and would love to be able to quickly and reliably commute via light rail. In addition, I commonly go to Seattle for business and entertainment, and would much prefer using light rail. As Snohomish County continues to grow exponentially due to economic growth and rising property values, I believe that a route between Seattle and Everett would experience extremely high ridership.
Snohomish Co	No	No	No	No	Connecting light rail up to Everett is vitality important to continue our region's efforts to make alternative transportation a reality. Snohomish County is expecting a huge increase in urban population, as laid out in Vision 2050. The communities and the infrastructure are already busy and clogged. Providing light rail from Everett to Tacoma would provide an invaluable opportunity for those who have to move outside of Seattle the ability to get to their jobs, see friends and family, and reduce vehicle miles traveled.
Snohomish Co	No	No	No	No	I am retired and won't be using sound transit. There is nothing planned near me. I still have to pay but get no benefits.
Snohomish Co	No	No	No	No	I feel like expanding access is more important right now than new stations on existing lines.
Snohomish Co	No	No	No	No	Defund all the parking structures. This land should be used for transit oriented development. Develop in a way that offsets costs for ST if possible.
Snohomish Co	No	No	No	No	There is no light rail currently in Snohomish County. The population is growing so fast and traffic is a real problem.
Snohomish Co	No	No	No	No	Rail over bus. The bus times are unreliable due to traffic constraints, unless you can build dedicated bus only lanes on 5 & 405.
Snohomish Co	No	No	No	No	I believe these transit projects are needed the most.
Snohomish Co	No	No	No	No	Most important is completing Link's spine to Everett as soon as possible, no later than the current expected arrival in 2036 and sooner if possible. This will serve the greatest number of potential riders and will honor the committment that Sound Transit first made.
Snohomish Co	No	No	No	No	I want it to be easier to get from Mill Creek to the airport and back.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Because Sound Transit reneged on their agreement TWICE re: the arrival date for Link Light rail in Everett, and they should've been sued for it. Sound Transit continually moves the goal posts so that Everett gets the shaft. Bring Link Light rail to Everett NOW. Boeing is the largest employer in the state and Boeing Everett is the largest manufacturing building in the world, yet you continually snub Everett. ENOUGH!
Snohomish Co	No	No	No	No	Feel that without the tunnel all other projects don't reach their full potential. For Snohomish the light rail to Everett completes the spine
Snohomish Co	No	No	No	No	Service my neighborhood or place where I would potentially be commuting to.
Snohomish Co	No	No	No	No	The north Sounder would have more riders if ST did 2 things - increase available parking & increase the number of trips per day. Commuters would use the Sounder more if the train schedule fit their schedule better (more trains) and if they had a convenient place to park.
Snohomish Co	No	No	No	No	We need easy, fast transit from North of Seattle into the city and back. Buses are great but traffic and other related issues will continue and worsen. Really need rail and access to rail like parking to commute.
Snohomish Co	No	No	No	No	I don't think bus Rapid Rides solve much when it comes to traffic. Want to concentrate on light rail which doesn't use the roads.
Snohomish Co	No	No	No	No	I will take either Sounder or Link to work 5x a week if they are available
Snohomish Co	No	No	No	No	I think it important to complete this link. I-5 gets so congested, and this would help to reduce the congestion. Currently I am not using light rail until COVID is more under control, but I have used it a lot in the past and particularly like taking it to the airport from downtown Seattle. It will be nicer when I can do that from Lynnwood.
Snohomish Co	No	No	No	No	Everett and Snohomish County have been paying into Sound Transit for some time now and have been patient in waiting for light rail and other projects which are just now arriving. Delaying these projects further would have a severe impact on voters in the county in the future, including myself. I have been a supporter of transit for a long time, please don't make me have to reconsider my support.
Snohomish Co	No	No	No	No	Light rail makes time between stops shorter than buses.
Snohomish Co	No	No	No	No	Many people are moving north as the area continues to grow and I-5 is a mess. We need more mass transit all the way to Everett
Snohomish Co	No	No	No	No	I am a long time Edmonds train rider and parking was constantly an issue. I assume it will become one again once things open back up more.
Snohomish Co	No	No	No	No	I actively would ride Link 5-6 days a week.
Snohomish Co	No	No	No	No	They are the ones I'm most likely to benefit from.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Consider a realignment of the Everett Link light rail that includes a spur (or high capacity bus traffic in the interim) to the Industrial Center/Boeing plant.
Snohomish Co	No	No	No	No	Snohomish County taxpayers are fed up with delays getting light rail to Everett Station despite paying decades of taxes for that very plan. Above all else, complete the spine as promised and without even further delay. Anything less is unacceptable. Votes hinge on your decision.
Snohomish Co	No	No	No	No	Edmonds will need parking. Pre-covid it was about having enough transit. Now probably enough eco-friendly transit for shoter trips
Snohomish Co	No	No	No	No	potential to ease traffic and increase efficiency in heading north in Sno Co
Snohomish Co	No	No	No	No	It can't all stay in King County. The region needs adequate support from Everett and Tacoma.
Snohomish Co	No	No	No	No	I work in Everett and will need the Lynnwood to Everett portion! A lot of Prov Everett staff would use it too because they live in my area, as well.
Snohomish Co	No	No	No	No	We all knew that you would find some way to renege on building the light rail to Everett eventually. But that doesn't stop you from stealing our money to pay yourselves, does it? I plan to be retired in 5 years. I'll probably be dead before the target date, so it's useless to me anyway. So stop picking my pockets! I will have to give up my home just to get away from your illegal and unfair tax!
Snohomish Co	No	No	No	No	Light rail always first... avoiding any road congestion... comfortable, and reliable schedules... Mukilteo Sounder access is already OK...
Snohomish Co	No	No	No	No	better overall movement
Snohomish Co	No	No	No	No	consistency, reliability, cost/ride
Snohomish Co	No	No	No	No	Light rail access is my number one priority to reduce traffic and emissions by getting drivers off the road, as an affordable commute option to open the more lucrative careers further south on the i5 corridor to Snohomish County residents, and to establish Everett as an accessible active part of the Seattle area. The Edmonds and Mukilteo stations only need more parking because we don't have other public transit options to get there. The 405 rapid transit is nice, but will not have the same population reach as the light rail.
Snohomish Co	No	No	No	No	Traffic between Everett and Seattle has grown exponentially worse each year. I feel a Light rail extending as far north as Everett is essential to ensure safe and efficient travel to downtown Seattle. In addition, parking for the Mukilteo and Edmonds Sounder stations are maxed out and need to provide additional parking.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Parking very much a limiting factor for more ridership at Edmonds and Mukilteo due to the surrounding businesses and parking. The United Methodist lot is not a pleasant walk, it is a 20 minute hike and if the weather is bad, forget it!
Snohomish Co	No	No	No	No	Due to the pandemic I am not longer using public transportation but CT buses were my main transportation to work before. I prioritize extending light rail because Link extension moves more cars off the freeway during commutes to and from Seattle and Everett. It seems you could much easier add bus transit than add light rail in the future because construction takes so much longer. Edmonds and Mukilteo improvements would be nice but not as necessary as more transit lines.
Snohomish Co	No	No	No	No	The bus routes to Bellevue from Lynnwood will be used more by residents who want to work in the Big Tech companies in Bellevue but can't afford to live close to the city.
Snohomish Co	No	No	No	No	I think it should be a priority to help people in Everett get to downtown Seattle. Personally I think the "spine" should be straightened between Lynnwood and Everett and Paine Field / Boeing should be a spur or have a dedicated express bus instead of inconveniencing everyone who is passing through.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	Prioritizing the Link light rail stops that are close to downtown and expanding to neighborhoods like Ballard and W.Seattle is key. That's where the most people who would use Link live.
Snohomish Co	No	No	No	No	I'm working on opening a climbing gym in the Lynnwood area. I want to make it easier for customers to get here and most will be coming from south, so extending that crucial 20-min travel distance that most of my customers will come from is my first prio.
Snohomish Co	No	No	No	No	We live in Everett and work In Seattle. Ideally light rail to Everett makes out commute easiest. Second would be to have rapid transit to the Lynnwood or Northgatr light rail stations. More people have moved to Everett during the pandemic and many also work In Seattle.
Snohomish Co	No	No	No	No	Just fuckin do it. What the hell is taking to long? I pay sky high taxes.
Snohomish Co	No	No	No	No	Light rail has to be the focus and future for reducing freeway gridlock. The sounder, when great, just can't service as many areas and runs at not enough times currently.
Snohomish Co	No	No	No	No	More riders of light rail and sounder will reduce traffic and carbon emissions

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Everett is the next largest population center north of Seattle. It needs to be connected to jobs South of the city, as well as better linked to SeaTac. It makes more sense to create a connector station at Everett's Paine Field airport so that you have a regional airport connector. Focusing on Boeing as a stop doesn't make sense, considering that its presence in Snohomish County is slowly diminishing, and my not even be there by the time this project is realized. Paine Field is growing, and needs the support. If anything, create a shuttle bus line from the Paine Field stop to Boeing to accommodate employees commuting that way. This requires a smaller commitment in terms of infrastructure, and can be more easily decommissioned should Boeing completely pull out of the Everett location, which is entirely possible within the timeframe of this project.
Snohomish Co	No	No	No	No	Really, I want several Link light rail statins within each of the crowded suburbs, like Everett, Bellevue, Kirkland, etc. This is where the worst traffic comes from each day during commute hours. Get some Link stations there, with adequate parking, but keep bus lines the same. That way, people have multiple modes of transport, but not a lot of one kind and none of another. Then fill in later with more stations and stops for Light Rail and then expanded bus routes. We also MUST cut back on transportation carbon emissions, which means expanding Link Light Rail.
Snohomish Co	No	No	No	No	Parking should be the first to go. Link light rail should be the last.
Snohomish Co	No	No	No	No	The costs. Use what is already available and expand it.
Snohomish Co	No	No	No	No	Live in work in downtown Everett, the promise was light rail to Everett, please deliver.
Snohomish Co	No	No	No	No	Getting to Bellevue easily improves job opportunities dramatically for people in lynwood area. Parking is critical to being able to use the light rail especially coming from brier
Snohomish Co	No	No	No	No	Build the spine as promised for many years
Snohomish Co	No	No	No	No	It seems very misguided to delay light rail service to Everett, given that our state's largest employer is here. We're already paying taxes for a service that won't get to us for another decade at least.
Snohomish Co	No	No	No	No	I think extending the spine (bringing light rail closer to people who might not be as interested as Seattle residents) will do a lot in terms of acceptance. Sound Transit's future relies on voters approving funds, and Seattle alone can't pass the measures.
Snohomish Co	No	No	No	No	I want to prioritize project that will lay the foundation for easier growth in the future, and also the projects that will best reduce commute times across puget sound.
Snohomish Co	No	No	No	No	I live and work in Everett and would love to have the link available to get to Seattle and to the airport in Seatac.

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Snohomish Co	No	No	No	No	The Everett folks have alraedy waited too long for light rail
Snohomish Co	No	No	No	No	The direct line from Lynnwood to Everett is extremely important to reduce I-5 traffic. Plus, it has the most potential ridership.
Snohomish Co	No	No	No	No	Most important to me is commuting to work in downtown Seattle and the ability to park and ride a train option
Snohomish Co	No	No	No	No	Complete the Lynnwood link. Cancel the rest
Snohomish Co	No	No	No	No	Seattle and points between remain the top destinations for commuters from Snohomish County. Extending the light rail to Everett would greatly expand access to jobs and schools for commuters. Bellevue and Kirkland are also high commuter priorities, but those cities are not as large and do not employ as many low-middle income people by comparison.
Snohomish Co	No	No	No	No	The traffic getting in and out Seattle during rush hour (pre covid) has gotten out of control. While it is nice having the express lanes through seattle, it just isnt enough getting out of Snohomish county into King. Frankly, I really do not care about my 2nd and 3rd picks as much as I do easing traffic around king co.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	As someone who lives in south Everett and commutes to downtown Seattle 4+ days a week for work, I really think light rail service - that won't get stuck in traffic - is absolutely the most crucial thing we need.
Snohomish Co	No	No	No	No	Boeing employees won't take the bus- I'm just being realistic
Snohomish Co	No	No	No	No	I would prioritize providing transportation services along the most heavily used commuter corridors. Parking is important, but can be delayed.
Snohomish Co	No	No	No	No	The priorities should be on places that are already contested and where people already use mass transit more than areas where people are more car dependent like Mukilteo and Edmonds.
Snohomish Co	No	No	No	No	I live in Edmonds and chose it for the Sounder commute to Seattle. Improving access and parking will help keep commuters on this speedy and energy efficient option instead of slow and higher emission buses.
Snohomish Co	No	No	No	No	It seems that the lower hanging fruit here are my first and second choices. The BRT route should help alleviate traffic in the area and provides reliable transportation to more people. That's my sense of things anyway - haven't done any research.
Snohomish Co	No	No	No	No	Before COVID, I used the Edmonds Sounder station park and ride to King St. Station. The parking is limited there. But, Mukilteo is worse. Also, I feel that limited funding should prioritize improvements the existing facilities rather than extend light rail.

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Snohomish Co	No	No	No	No	Prioritize all link extensions, new stations, etc. I grew up in a metropolitan area entirely connected by trains and subways, and am not a big believer in bus service.
Snohomish Co	No	No	No	No	I live in Bothell and work in North Everett. I envision myself working where I do for the next 20 plus years. I will be riding the light rail, and know that it will impact the traffic as it already is pushing further north.
Snohomish Co	No	No	No	No	Boeing traffic sucks during all a.m. and p.m. hours. Taking any load off of that is really important to all of Everett. Not to mention Alderwood Mall is now the ONLY North End destination Mall. It has to go at least that far.
Snohomish Co	No	No	No	No	Having a robust, interconnected light rail system is critical to the region. It took (semmingly) decades to get funding approved for the current initiatives, and it would be tragic to lose momentum now that we have it.
Snohomish Co	No	No	No	No	There is no reasonable parking at the commuter rail stations now. This should be fixed. The extension of light rail to Everett makes sense. The incorporation of structured parking at the north link stops is a huge improvement of just ignoring parking on the segments built to date. I don't see the impact of the rapid bus program. Having ridden the buses, they get stuck in the same traffic and wind up just replacing current bus routes with out a significant reduction in commute time.
Snohomish Co	No	No	No	No	Living in Everett and working for Seattle Public Utilities requires me to be in Seattle. Pre Covid I would always take the 510 express Community Transit bus. I want the light rail to take to work from Everett to Seattle as the buses are often delayed due to I-5 traffic. Thank you for all you do and listening to the public.
Snohomish Co	No	No	No	No	Transit is all about having as complete a system as possible and the projects I have selected helps to build out the rail network into more of a complete system.
Snohomish Co	No	No	No	No	Light rail is the dream, Stride is an important link between light rail lines.
Snohomish Co	No	No	No	No	My potential use
Snohomish Co	No	No	No	No	Access to Boeing
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	My priority is giving as many people as possible as good of options as possible, as soon as possible, for getting around without a car.
Snohomish Co	No	No	No	No	I take Sounder more than Link.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	Need more direct access for Lynnwood and mukilteo. These areas are rapidly expanding

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Snohomish Co	No	No	No	No	Delaying everett in lieu of W Seattle and Ballard and then screaming about cost, when the two patter stations will cost 2 or 3's psf is so.... Disappointing. When this process started, I told my friends we'd be lucky if Everett got service before I RETIRED (30 yrs, 10 yrs ago). Looks like you're in line to prove me right. Once again, Snohomish county is funding spending to Benefit king county. Shameful.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	I would benefit from these projects. These projects would also benefit those that need to travel to Seattle.
Snohomish Co	No	No	No	No	I chose projects that I feel go furthest toward completing the Link light rail system. My thought is that the completing such an ambitious project will both connect the most number of people and drive increased utilization and also serve as a symbol citizens of in the region can be proud of. I recommend prioritizing light rail and heavy rail projects to bring the growing region closer together.
Snohomish Co	No	No	No	No	Higher capital projects should be prioritized first.
Snohomish Co	No	No	No	No	I think we need to focus llght rail on basic north/south and east directions (Everett, Tacoma, Bellevue) with bus lines working in conjuntion. So light rail to Ballard is very low for me. Having the tunnel in downtown is useful to mitigate congestion. I would like to see light rail everywhere, but that's not feasible, so i do think we need to have good bus service working with light rail.
Snohomish Co	No	No	No	No	I plan to take the link light rail from Lynnwood to Seattle Westlake mon-fri
Snohomish Co	No	No	No	No	Thinking of all movement around the region, I prioritized the project I feel will have the biggest impact on how everyone gets around. Myself and my family would use light rail often and it has the power to transform our region in such a positive way.
Snohomish Co	No	No	No	No	The transit system in this region needs to invest in multimodal systems. Roads and highways are at capacity limiting effectiveness of busses.
Snohomish Co	No	No	No	No	Important to connect Everett to the system to reduce traffic to and from the Everett Boeing factory and to help Snohomish County get to work in Seattle. Once you reduce that auto traffic you have less pressure on the budget to maintain/improve I5 because there's less wear on the highway. You improve freight transit because there are fewer cars. You make it easier for people to find work because the commute is less of an issue.
Snohomish Co	No	No	No	No	I live in Edmonds and commute to downtown Seattle. My priority is anything that will make my commute easier.

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Snohomish Co	No	No	No	No	Link expansion is critical to the region and BRT can help fill the gap - prioritized projects with high capacity or large system impact. Lowered West Seattle link priority due to existing water taxis
Snohomish Co	No	No	No	No	I prioritized by what I would most likely use the most as well as what I think people in the area would use the most. The link to Everett would have a huge impact!
Snohomish Co	No	No	No	No	The Everett Link was a part of the original 1996 "spine" which is the foundation of the four-city metropolitan centers element of the regional vision. To not meet the 2036 link to Everett, we have essentially shifted the Merto Center to Lynnwood. Aside from the obvious, there will be an environmental justice issue whereby the region's service base needing to "drive 'til you buy" to find affordable housing, will be denied a reasonable commute on I-5 to jobs in Seattle. The Everett Link MUST be completed no time.
Snohomish Co	No	No	No	No	It seems like good sense to make it easier to get from Snowhomish county to Bellevue/Kirkland which will help traffic flow
Snohomish Co	No	No	No	No	Getting rail built. It's more efficient, less dependent on traffic, more easily expanded by increasing frequency or making the trains longer. It's also just a much nicer experience riding on a train.
Snohomish Co	No	No	No	No	Allow to reduce my car usage, allow my future kids to move around independently, reduce traffic on roads I use, improve real estate and attractivity
Snohomish Co	No	No	No	No	The traffic on i5 between everett and lynnwood is the worst in the region. People living in everett would surely drive to lynnwood to catch the light rail, and overburden the allotted parking in Lynnwood. There's already a bus that runs to Bellevue from lynnwood that seems to run most of the day, and comes fairly frequently. I never see the Bellevue bus full, even pre-pandemic. Yes, the sounder stations aren't the most accessible and there is limited parking. But there are also very limited run times for back north after work with the latest being 5:30pm leaving seattle. It provides benefit to the least amount of riders.
Snohomish Co	No	No	No	No	I have been looking forward to Light Rail for years. Light Rail has the potential to greatly reduce traffic and carbon emissions. It would be more convenient and timely than the bus service to Seattle and beyond.

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Snohomish Co	No	No	No	No	I moved from Brier to Everett to be closer to my work & experience city living & no more commuting in my car. I bike, walk, bus & occasionally drive the mile to my job now. I want to see more people get out of their cars. I have voted very every single ballot measure or voter vehicle to get us light rail & I want it to run as far as possible North to South. I want to be able to ride the light rail from Everett to Tacoma soon. BTW, living in Brier for 17 years, and commuting to DT Seattle then just to Wedgewood became an absolute nightmare over time. Who knew it would eventually take 40 minutes to drive 11 miles?
Snohomish Co	No	No	No	No	Light rail from mountlake Terrace station to downtown seattle. This has a huge impact for south Snohomish county residents! More Parking at the Edmonds train station is also crucial. This also has a huge impact for south snohomish county residents. I am currently working from home. But I do plan on using transit when I return to work in the near future.
Snohomish Co	No	No	No	No	I drive every day to work, alleviating some of the traffic from the north would be helpful for everyone. Even if I could catch the link from Everett would be helpful. Edmonds and Mukilteo need improvement.
Snohomish Co	No	No	No	No	My top choices are focused on completing the north-south Link light rail system between Tacoma and a Everett. This system seems to me to have the greatest potential to increase ridership (and therefore revenue), and to impact traffic congestion. My second priority is to increase connectivity/access to that north-south system (e.g. SR-522 BRT). My third is to begin work on other light rail extensions like Ballard, West Seattle and Kirkland. My lowest priorities are related to the Sounder system, parking garages, etc.
Snohomish Co	No	No	No	No	I find it most crucial to continue to improve transit through the North/South corridor, with the West and East tributaries, although important, secondary.
Snohomish Co	No	No	No	No	Many of them have to do with my commute from the Ash Way P&R area to South Lake Union. Pre-pandemic I was spending 2.5-3 hours a day commuting via bus so any possible way to shorten this is a priority to me.
Snohomish Co	No	No	No	No	Light rail come first, alternative buses already exist in other project sites
Snohomish Co	No	No	No	No	Building rail miles is undoubtedly the most important and therefore highest priority in construction element of the Link extensions. While agreeing that parking structures are important to system utilization, bus service could be increased by utilizing non-light rail funding and build them later when revenue returns. Also, construction time of parking structures is much shorter than the years for building rail. Build rail first.

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Snohomish Co	No	No	No	No	Light rail would provide a real commuter alternative to driving to Seattle, reducing traffic congestion and increasing option for daily commuting for work. As I drive typically, light rail is a much more useful option than additional bus lines.
Snohomish Co	No	No	No	No	Link light rail is important to reducing traffic and providing an option to get to Seattle and Sea-Tac that is dependable and time efficient. For the Everett extension, you should prioritize opening new stations one or two at a time. Don't wait until the entire extension is completely built and open up the whole thing all at once. This phasing in can help delay costs.
Snohomish Co	No	No	No	No	THE "SPINE" NEEDS TO BE COMPLETED FOR LINK LIGHT RAIL TO BE A REGIONAL ENTITY. IT WAS SOLD AS AN I-5 RELIEF, SYSTEM CONNECTING URBAN CENTERS. IT'S TIME TO FULFILL THAT PROMISE. WE NEED TO USE BUSES TO FEED LINK STATIONS AND USE LINK AS A "LINK" BETWEEN MAJOR CENTERS. I WOULD NEVER HAVE VOTED FOR LIGHT RAIL IF I HAD KNOWN THE AREA NORTH OF SEATTLE WAS AN AFTERTHOUGHT.
Snohomish Co	No	No	No	No	Bus Rapid Transit is a more cost effective approach to transit opposed to light rail
Snohomish Co	No	No	No	No	We've been paying taxed for years here in Everett on this project for light rail. Delaying is irresponsible and if this is the cause reduce our taxes. I don't want to pay for something that we can't use. ENOUGH IS ENOUGH!!
Snohomish Co	No	No	No	No	Additional option from Everett south will ease the freeway gridlock and encourage more people to try light rail. Edmonds and Mukilteo extensions would also help ease traffic.
Snohomish Co	No	No	No	No	I live in Everett and go to west Seattle frequently
Snohomish Co	No	No	No	No	Usage data and construction data, with an eye towards racial and class justice. Climate change must make a big impact on decisions, with a goal for zero carbon emissions in the near future. Work w national and state govt to use that goal for funding.
Snohomish Co	No	No	No	No	Sounder stations in Edmonds and Mukilteo do need more parking improvements to improve ridership for these communities.
Snohomish Co	No	No	No	No	More large capacity transit to keep cars off the highways
Snohomish Co	No	No	No	No	Prioritizing the connection of more communities and neighborhoods within Seattle, like West Seattle thru Ballard, will help significantly alleviate congestion on the roads when most people are just trying to get from one end of the city to another. I lean toward prioritizing Light Rail construction above all else since Light Rail seems to have such an outsized impact on people's use of public transportation (e.g. more people on Light Rail than on buses), and it's quick, consistent, and easy. I'm a huge advocate for Light Rail since I believe connecting our region will fundamentally transform how people move around and where they can access job and work opportunities.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	I live in Snohomish County & have been paying into Sound Transit since the very beginning. As a commuter to Seattle, I didn't see much ROI. At the time of the last Sound Transit vote, a report showed that SnoCo had the LEAST ROI compared to King or Pierce County. SnoCo has repeatedly been shunted to the end of the line (no pun intended) and I feel that comitments to SnoCo projects should be prioritized now. FINISH THE SPINE! CONNECT PAINE FIELD TO SEATAC!!! PROVIDE LIGHT RAIL TO BENEFIT NORTH SOUND RESIDENTS!!! If Paine field was connected to light rail, it would benefit residents not only of SnoCo, but also residents of Skagit & Whatcom counties. It would make the system a TRUE regional transit system, and not just a Seattle-centric systems, which is is now, and which I'm tired of paying for. Honor the commitments made to SnoCo residents for a change; we are tired of always being last.
Snohomish Co	No	No	No	No	I've prioritized these transit projects based on my travel needs to/from work on a regular basis each week, and access to areas of the Seattle-Metro area for entertainment/dining attractions.
Snohomish Co	No	No	No	No	Would like link train service from everett to Seattle as soon as possible. Definitely prioritize link train service over other transit expansions.
Snohomish Co	No	No	No	No	Light rail to Everett should be a top priority. People drive to the Everett station just to take the bus to Seattle. Buses are full in normal time. 2 hour commutes are not unusual in normal times. The airport flight were full in normal times.
Snohomish Co	No	No	No	No	I live in Everett and would love to be able to get to Sea-Tac airport using light rail.
Snohomish Co	No	No	No	No	I like the idea of ditching the industrial district in favor of BRT. And extending light rail along I-5 through the Everett Mall. And I do mean THROUGH the Everett Mall - or whatever conglomerate Shopping Center replaces it with residential above it. I'd say build high in that spot! Build an overpass connecting Silverlake to the Mall and let Eastmont get a huge parking Garage and shopping Center too on the east side of the freeway. That plan makes way more sense - especially if the Rail follows the TRAIL and then crosses 526 and follows Broadway (instead of I-5) to trim even more length from the budget. Broadway needs redeveloping anyway (bike lanes and sidewalks. And I-5 was already beautified through that stretch years ago with nice trees. Let them be and take the path the trail takes to Everett Mall and then along Broadway.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	The spine to Everett should be priority 1 due to the high future costs of land acquisition and the explosion of growth primarily around highway 99, Bothell-Everett hwy, and Airport Road/128th st. The huge population absorption that needs to happen along hese corridors will be critical to serve along light rail in phases, with land at a premium now and almost certainly more scarce later. Built Phase 1 to Mariner, Phase 2 to Boeing/Paine Field, Phase 3 to Evergreen Way/Hwy99, and finally Phase 4 to Everett downtown. Access improvements in communities along the way should be prioritized, such as bike and pedestrian infrastructure that will allow for multimodal connections vs. huge parking structures.
Snohomish Co	No	No	No	No	As it sits right now I will be retired and not benefit from my tax dollars being used. I travel to Auburn for work and via bus would take me 3 hours each way to get to my workplace. If Light rail was finished to Everett it might only take me an hour and a half to get there. Right now I drive alone each way.
Snohomish Co	No	No	No	No	I live in Edmonds so that is relevant and necessary to me. Honestly, though, I've never been a fan of ST3 or its related projects and think it's not the best project (planned or budgeted) out there.
Snohomish Co	No	No	No	No	We can't afford to delay connecting Everett to Lynnwood Link light rail...
Snohomish Co	No	No	No	No	1) projects with highest projected number of riders 2) delay/postpone until funds from current sources become available. Do not use additional state taxes - leave those for other projects.
Snohomish Co	No	No	No	No	Snohomish County voted funding decades ago. We are tired of waiting.
Snohomish Co	No	No	No	No	Completing the spine to Everett is what we voted for.
Snohomish Co	No	No	No	No	My first choice is to realign Link straight up I-5 to Everett, bypass the Boeing plant and arrive to Everett before 2036. Ferry service is very important to me as I live in Everett and my elderly mother lives in Kitsap County. This makes me mostly a weekend ferry traveler. Right now it takes 1.5 hours to get from Everett to Edmonds on the bus. And the wait to drive on the ferry is beyond horrible on summer weekends. The parking now is restricted to commuters and is shut off for weekend ferry travelers. That needs to change, but I don't think we need to add parking. We also need to run the Sounder on the weekends and make it feasible to use public transportation to get to and from the ferry. We also need to add a 3rd boat on the Edmonds / Kingston run, but that's not up to Sound Transit.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	We want Link rail on the planned route thru Everett on schedule. That was a promise and commitment made. I've been paying taxes for a long time expecting that commitment would be met and would be extremely disappointed if it was not met. Don't give us buses that are far less popular and have to sit in existing traffic. Give us what you promised, trains, when you promised them to be ready. This whole stupid Stride or Swift of whatever the heck it's called is just more lipstick on a pig we don't want.
Snohomish Co	No	No	No	No	Snohomish County has the big Boeing Plant that has huge traffic impact.
Snohomish Co	No	No	No	No	I an others I know would use the Everett light rail the most frequently to visit Seattle work sites, restaurants and museums and other events. Next, I might use the stride bus into Bellevue for medical events at Kaiser in Bellevue or for shopping. I think the Edmonds and Mukilteo stations are fine and people can take ride share to them so likely don't need more parking.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	I live in the Snohomish county part of Bothell and work in u district. With the light rail expansion, my commute is going from bad to much, much worse. I just want to be able to get to work in a normal amount of time without transferring 3+ times. Whether that is a light rail expansion to Mountlake Terrace or bus rapid transit on 522 or from mariner or whatever I really do not care, but rerouting all of the u district buses to terminate at northgate and forcing us to get on the light rail instead is a gigantic pain in the ass for north end commuters. Bus rapid transit down 405 to the Bellevue link would also make it a lot easier to get to the airport which is hell right now, especially on Sundays and holidays.
Snohomish Co	No	No	No	No	I would like to prioritize covering the max area possible first, then fill in additional stations, etc.
Snohomish Co	No	No	No	No	Improved speed/ access from snoco to seattle via light rail access would be most beneficial to me
Snohomish Co	No	No	No	No	Get light rail to Everett or let us stop paying the ridiculous high amount in taxes. I'm over sound transits excuses for delaying this project. It's obvious that you are using Everetts residents' tax dollars to finance other parts of st3. I hope the Everett city council starts riding this issue hard with the board of sound transit. This family is paying thousands of dollars a year in property taxes and car tabs for somthing that isn't coming to Everett for over a decade at best and never at worst. I know nothing will happen and you'll continue to get my hard earned dollars but I figured I would take a few minutes out of my day to let you know your a joke of a transportation service.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	trying to figure out a mix of biggest permanent reliability improvements. don't waste money on things that don't substantially move the needle on a permanent basis. open the light rail stations without proper stations if you have to. defer ADA compliance, amenities, and artwork. just have a dirt lot that people walk across to get to the train if you must, all of that can be added later if it comes down to it
Snohomish Co	No	No	No	No	North Bothell is rapidly expanding and mass transit would help to give better commuting options.
Snohomish Co	No	No	No	No	Because I didn't vote to approve these projects in the first place, I now have try help fix the mistake made by the voters who did vote to approve but will never use it.
Snohomish Co	No	No	No	No	I rated these in order of greatest impact for the largest number of people, including the pressure each reduces from other modes of transportation.
Snohomish Co	No	No	No	No	I live in Everett and work in Seattle. Please give me a way to efficiently get there - and make it an EXPRESS system, NOT this stop at every station system that you are implementing. I want to go to Seattle, not everywhere in between. The "express" busses on the east side stop everywhere between Everett and Bellevue. Implement a bus that is like the 510 - once it leaves Everett, it doesn't stop again until the major employment hub - for the 532 that is Bellevue. The South Everett Freeway Park and Ride is inexcusably too small and parking was maxed out by 6 AM within 2 weeks of the facility opening. Don't be so narrow minded to think that there are too few people interested in parking. Make the parking available so people will ride the bus/train. The local infrastructure has been setup to require us to drive to get to the stations/terminals. Please make it where we can park once we get there.
Snohomish Co	No	No	No	No	There are larger housing developments within walking distance of the Lynnwood to Everett stations than there are on the other 2 routes.
Snohomish Co	No	No	No	No	Having a transit option from Lynnwood to Bellevue would help my job options in the future. All answers are based on future job options, thinking currently that Lynnwood to Downtown Seattle is fairly well served.
Snohomish Co	No	No	No	No	Completion of the north south light rail spine has been the promise for decades. Continued delays and shortchanging of Snohomish County while King and Pierce Counties have seen expansion is causing dissatisfaction with Sound Transit. Complete the light rail to Everett on time as promised.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	I prioritize "the spine" first, which follows I-5 and I-405. You didn't allow to split up projects: I would. Lynnwood to Mariner is a top priority. Mariner doglegging to downtown Everett for 2, perhaps 3 stops, is of little value for commuters from Everett: I-5 was the sensible solution and would save $10 B and 5 years of construction time. It's a spur, as are West Seattle, Ballard, TCC, and the Google line to South Kirkland. People can transfer! Mariner opens up the Green line BRT: fund the latter extending to downtown Everett in the interim. Have a stop at Paine Field terminal to make that dogleg more useful. West Seattle to SODO and Interbay to Westlake can be built as segments. End Sounder North, which has express bus service from each station, soon to Link light rail, to save a ton of money. Get rid of wasteful spending such as public plazas. Build longer platforms for Link so you can have longer trains. Be practical, show the taxpayer fiscal responsibility. We'd respect an agency that isn't too timid and shuns the politics to make changes to projects and existing services where circumstances warrant it, and a lot has changed since ST-2 and ST-3 were approved.
Snohomish Co	No	No	No	No	Finish the light rail connections from Everett, to Tacoma, to Redmond, with connections to Ballard and West Seattle.
Snohomish Co	No	No	No	No	improving the heavy rail is most important, due to its efficient way of commuting., i.e. it doesn't interfere with other modes of transportation and is mostly quite reliable and on time. Then followed by light rail. Then lastly bus service.
Snohomish Co	No	No	No	No	I live in Everett and am eager for the day when public transit is easy and frequent, like SkyTrain.
Snohomish Co	No	No	No	No	For me - main priority is completion of Lynnwood light rail. Then anything that improves service to the main hubs. Edmonds downtown to Lynnwood TC. Then Everett. Ideally light rail from Everett to SeaTac!
Snohomish Co	No	No	No	No	Quick access between urban centers, especially those with scarce parking ie downtown Bellevue, Kirkland waterfront, quick and easy access to light rail spine for airport trips.
Snohomish Co	No	No	No	No	There not, but they move the most people.
Snohomish Co	No	No	No	No	Light rail will provide a seamless option of getting from Snohomish County to Seattle/SeaTac with no transfers. This option won't just be for commuters but 7 days a week for anyone traveling South without a need for a vehicle.
Snohomish Co	No	No	No	No	I am glad the current projects are continuing, but in light of the budget shortfall, my comment is to delay or reduce as needed. Since my family is not currently commuting, transportation to SeaTac from various areas would be a priority that comes to my mind.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	I am trying to support the train lines near my home for greater feasibility for transportation for myself and my family. I don't want to delay other projects but when asked what works best for me, then that is why I chose what I did.
Snohomish Co	No	No	No	No	We are aware of current deficient transit parking at the Mukilteo station. Without sufficient parking, using transit becomes moot. Ferry traffic also demands more parking. Parking should remain a priority if transit is to be used. We recently read a Seattle Times article that Boeing is moving its 787 operation out of Paine Field. Without Boeing employees, does a demand remain for the station at Paine Field? Housing costs in Lynnwood/Edmonds/Mukilteo areas are lower than Bellevue causing many people to relocate away from Bellevue's costly housing market. This may create more demand for transit from Lynnwood to jobs in the Bellevue area.
Snohomish Co	No	No	No	No	Would incrase and benefit current commuter trends
Snohomish Co	No	No	No	No	My priorities are based on reducing the need for car congestion while readdressing equity issues - particularly in south King County starting first with Renton! The same economic forces are impacting lower income working people who are forced to live farther from their workplace. Focusing realignment through that lens to stretch transit dollars makes the most sense to me.
Snohomish Co	No	No	No	No	I commute from Lynnwood to Issaquah daily and the commute experience is horrible. The lack of busses or bus service down 405 as compared to I-5 is appalling.
Snohomish Co	No	No	No	No	The I-5 corridor between the Boeing freeway and downtown Seattle is a nightmare for drivers. I'd rather take light rail from Everett than having to drive to Northgate to to catch light rail/buses to go to Seattle events each week.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	These projects were already agreed upon in 2016. Pushing them due to misuse of budget and mistakes made by others should not be an option. These areas are already experiencing extraordinary growth, the taxes being paid in these areas should come with some sort of deliverable.
Snohomish Co	No	No	No	No	To provide quicker access to SeaTac and the downtown Seattle area.
Snohomish Co	No	No	No	No	These are important because impact my daily commute once return to the office and improves accessibility to transit options.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Suggest you build the track to everett with fewer stations and add infill stations as funding allows. It is critical for funding to keep momentum/public success and to keep public visibility. People need to see lightrail construction and working light rail (usually while sitting in I-5 traffic) in order to keep voting to pay for it. The more people who see it, the easier to fund it.
Snohomish Co	No	No	No	No	Adding/extending services to communities that are currently not as connected, as well as focusing on areas with high congestion where new/improved services could make a large impact.
Snohomish Co	No	No	No	No	Lower income neighbors who rely on public transportation, start there first. Phase projects so at least you have a starting point to build from. Build light rail far out and add interstitial stations as you get more funds.
Snohomish Co	No	No	No	No	Completing the spine all the way to Everett will have the biggest impact on reducing commuter traffic on highways and roads
Snohomish Co	No	No	No	No	My main concern is increasing the number and reach of rail stations. While rapidride can be a stopgap, buses that run on the same lanes and roads as cars even part of the way will never be able to overcome the traffic problem between cities around Seattle.
Snohomish Co	No	No	No	No	Fulfill the obligations to get up to Everett
Snohomish Co	No	No	No	No	Increase access!
Snohomish Co	No	No	No	No	Everett Link would serve an area of Puget Sound that is in much need of transit and expanded transit projects. This would build out the 'spine', which was the original intention of Link Light Rail. South of Seattle is already served more widely with more bus, Sounder, and Tacoma Link service. Everett is also a community that wants this! We need it and we are excited to have light rail in our community.
Snohomish Co	No	No	No	No	A light rail link between Everett and Seattle will dramatically improve the easy of travel between the two. Lower priority would be the additional stops between Lynnwood and the Main Everett hub.
Snohomish Co	No	No	No	No	Do not use buses
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	Sound Transit needs to complete the spine. Snohomish County voters approved ST3 and it should not be delayed to prioritize projects further south.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Current light rail to Lynnwood in 2024 and then waiting another 12 years to go to Everett is too long. Traffic coming out of Everett/Marysville is horrific while these areas are experiencing rapid growth due to the cost of housing in King County. Paine Field expansions will increase this growth.
Snohomish Co	No	No	No	No	The addressable number of people and the number of cars that could be removed from the roads
Snohomish Co	No	No	No	No	Provide plenty of parking at Link and rapid bus stations. Not everyone lives within safe walking distance, especially with no sidewalks and dark, rainy weather impacting pedestrian safety. Do NOT reduce the number of stations - increase them if possible to reduce traffic impact on surrounding areas.
Snohomish Co	No	No	No	No	The light rail is most important to me. It will be a great option for reducing traffic congestion, quick trips to Seattle and back, and an easy one solution mass transit (instead of multiple buses). It will help current residents of Lynnwood and neighboring towns with transit as well as boost tourism and business travel for these areas.
Snohomish Co	No	No	No	No	Light rail is the best investment that can be made for SnoCo.
Snohomish Co	No	No	No	No	The Bothell area is a bottleneck. More buses are needed. Community Transit used to have a lot buses running through Bothell and between Lynnwood transit center. These routes need to come back Too many people in the Bothell area are driving single passenger car to work or to transit centers in Lynnwood
Snohomish Co	No	No	No	No	Get the longer distances connected first, before adding enhancements to existing lines. The further reach you have, the more people who use your service & Everett to Seattle would be HUGE & life-changing! My 2.5 hour commute (bad bus day downtown going home) could be ~30 mins guaranteed! INSANE how short!
Snohomish Co	No	No	No	No	The most important thing to do during cut backs is make what infrastructure we currently have more useful or productive. Adding parking will allow more people to use what is already available. Increasing busses is not an infrastructure improvement and a band-aid on the problem that will just bleed money.
Snohomish Co	No	No	No	No	The most important thing is to have parking at the stations!!!! Otherwise the rail is pointless!!!
Snohomish Co	No	No	No	No	N/A
Snohomish Co	No	No	No	No	I would like to see better public transit connections between Seattle and northern areas (Lynnwood, Everett, etc)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Having an option to avoid vehicular transit and get to work in downtown would absolutely change our life and reduce a carbon footprint for a lot of people
Snohomish Co	No	No	No	No	Congestion on the roadways between Everett and Seattle and Lynnwood and Bellevue continue to worsen and as more people move north it will get even worse. Mass transit options would mean living in affordable housing while also being able to work in the employment hubs (Seattle and Bellevue) without spending 3-5 hours a day commuting.
Snohomish Co	No	No	No	No	Light rail getting to Everett is why I voted this thing in the first place. South of Seattle has had stations for so long and north has been neglected. In comparison to the east side, there are so many more minority communities that could benefit from Light Rail being expanded north, similar to how it has been in the south, in the past.
Snohomish Co	No	No	No	No	I think it is important to prioritize light rail construction and extension. While improving parking and access is important the actual infrastructure should be prioritized.
Snohomish Co	No	No	No	No	It's important for all of us to get as many commuters from the far northern suburbs of Mukilteo, Everett, Marysville and Arlington off the freeways into efficient link light rail. People are continuing to move north to find affordable housing.
Snohomish Co	No	No	No	No	We really need to connect light link Everett to Lynnwood over Stride Bus.
Snohomish Co	No	No	No	No	West Seattle and Ballard are high ridership. Don't mess with my 522 to downtown route.
Snohomish Co	No	No	No	No	building a north south light rail connection for the region is critical to congestion, as traffic is only getting worse and soon (without relief) will be unmanageable to commute from our north region to seattle. with the cost of real estate only going up, now is the time to act, costs will only get worse if we wait.
Snohomish Co	No	No	No	No	Stop all projects immediately.
Snohomish Co	No	No	No	No	Given the population growth in Bothell and Mill Creek, please consider building a Link light rail line from Lynnwood to Bellevue.
Snohomish Co	No	No	No	No	I-5 traffic is increasing. These improvements can help.
Snohomish Co	No	No	No	No	Connecting Everett to the light rail network would benefit my work commute. It also connects me to the locations outside of Everett that I most frequently visit.
Snohomish Co	No	No	No	No	There is no place to park to take the sounder train. There will be plenty of service between Everett and Lynnwood once the light rail is running. With no money Everett is excessive service. Lynnwood to bellevue and Kirkland would be massively expensive.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	I would prioritize the north end of Lake Washington being connected to Lynnwood/Shorline to the west and Kirkland/Bellevue to the East. I live in Bothell and see tremendous growth in this area. Rapid Transit in this area is important to connect this area to light rail and complete a ring around Lake Washington.
Snohomish Co	No	No	No	No	Bothell/Kenmore is cut off from fast efficient service and being connected to the rest of the transit options.
Snohomish Co	No	No	No	No	When Sound Transit was first approved by the voters, the promise was high capacity transit from Everett to Tacoma. Sounder Train serves a small, very localized subset of the targeted, paying citizens. As it is, Everett residents will have been paying into ST for 40 years by them time light rail reaches Everett. I will have paid my entire working life into a system that won't even reach our area until after I retire. I believe in building for the future, but we need to see Sound Transit keep their promises from the 1990s.
Snohomish Co	No	No	No	No	The ST delays and prioritizing other areas have left Snohomish County residents without light rail after paying into the ST budgets for far too many years - especially without results that support local transit systems. I support extending the light rail into Everett, and adding BRT from Lynnwood to the Eastside. I do NOT support adding parking or Sounder station improvements to Edmonds.
Snohomish Co	No	No	No	No	Main line run, and perceived ease of use.
Snohomish Co	No	No	No	No	I've been paying for light rail from the very start, and have yet to benefit for any station in Everett. It's past due!!
Snohomish Co	No	No	No	No	I think the light rail and rapid bus projects have a higher potential impact on commute times and freeway access in these super high volume areas.
Snohomish Co	No	No	No	No	405 traffic and bus service into Bellevue were awful before Covid. The Bellevue downtown is becoming a very busy and dense core. The amount of traffic going South on 405 in the morning from Snohomish Co and North King Co is only going to rise.
Snohomish Co	No	No	No	No	I would like to ride, but it is not convenient to a park & ride

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	The outlier towns are expanding clogging roads not built for that much of a population growth. We need to get people out of their car and off the roads as much as possible with reliable sources of transportation. Lake Stevens, Monroe, Arlington, Sulton, Smokey Point and etc. Poor planning at a state and county level to not have used Hwy 9, 2, 522 to buy land for transit purposes for the future. Now that area is a mess and land is so damn expensive. I wouldn't delay but start the process of purchasing land and slowly phasing in future projects. Lobby the federal government for $$$. Educate the public about the benefits of the purposed infrastructure bill.
Snohomish Co	No	No	No	No	Commuting from Everett to Seattle on I-5 is becoming untenable.
Snohomish Co	No	No	No	No	I never take transit to get into Seattle. Light rail is the only viable thing.
Snohomish Co	No	No	No	No	I'd like to use the light rail system to go from Edmonds to Seattle, to SeaTac and to Everett. Prioritize rail lines instead of bus anything. I'm a voter who would whole-heartedly support a tax increase (somewhere) to pay for the full rail system as planned. I bet there are many people like me, from a city where we are used to fully-functioning train lines, who'd like nothing more than to see that in Seattle too. Until we have the rail line, we drown in traffic on these poorly-planned roads.
Snohomish Co	No	No	No	No	I think we need to maximize the availability of public transit to as many people as possible. I just received the second Covid 19 vaccine so will be getting back to riding transit.
Snohomish Co	No	No	No	No	Unequivocally, light rail service to Boeing should be dropped in order to ensure residents have light rail service, for work school and recreation. Boeing can make use of Paine Field, bus routes etc. The people, especially those who are under resourced (race, disability, financially etc.) come before a commercial interest. Asking for $54 Billion dollars is reckless and shortsighted in a project requiring perfect market conditions for 20 years.
Snohomish Co	No	No	No	No	Serves the most people.
Snohomish Co	No	No	No	No	Want access to north Snohomish county to UW and tech jobs
Snohomish Co	No	No	No	No	My priority would be to decrease traffic in one of the most heavily contested areas of the state using options that are appealing to the most riders and cut down on commute times. I would consider doing a direct route to downtown Everett while converting the planned connection to Paine field to BRT.
Snohomish Co	No	No	No	No	I prioritize connecting active urban areas so it is easy to access essential services and economic opportunity without a car. I would disincentivise driving by avoiding the construction of car-centric infrastructure, allowing stations areas and public rights-of-way to develop into productive uses.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Time is money. Getting me from a suburb to my employer in the fastest manner is important to me. I support prioritizing a faster commute from door to door. Where are more people moving? Who has the longest commute? Prioritize that.
Snohomish Co	No	No	No	No	I ride mainly out of the Edmonds Sounder station to downtown. It has the most complex parking situation (not much to grow).
Snohomish Co	No	No	No	No	Making Link more frequent, more broadly available and more accessible via rapid connections will finally give us a proper mass transit system in the Seattle area.
Snohomish Co	No	No	No	No	Give up on fixed transit. Jitneys, Uber/Lyft, Access... distributed transit is the 21st century solution.
Snohomish Co	No	No	No	No	Reducing traffic on main North/South and East/west commuter routes
Snohomish Co	No	No	No	No	There needs to be other options for commuting from Snohomish to King County.
Snohomish Co	No	No	No	No	I understand that improvements to Seattle service provide the best ROI, but supporting the Eastside and Snoco would result in higher support from outside seattle.
Snohomish Co	No	No	No	No	BRT is a low cost project that better connects the region and is already underway for planning, but we need to complete the SPINE. Parking at Edmonds and Mukilteo facilitates ridership from Island and Kitsap County and doesn't support RTA rate payers.
Snohomish Co	No	No	No	No	Everett continues to grow in population. Everett is often cut or left out of any discussions involving mass transit options to Seattle. Delaying or modifying plans to and from Everett would be a huge disservice to a voting population and people who will be more reliant upon mass transit in the future.
Snohomish Co	No	No	No	No	Prior to the pandemic, there was extreme congestion north and south on I-5, and 405. It's important that we evaluate and provide alternatives to driving for individuals to get into Seattle/Bellevue for employment and pleasure. Having everyone commute in by car is not viable long term as the population of the area continues to grow, plus many people don't have access to reliable transportation.
Snohomish Co	No	No	No	No	Light rail transit along the I-5 corridor provides access to Sea Tac airport and downtown Seattle commuters.
Snohomish Co	No	No	No	No	I do not think that adding Light Rail to Boeing is necessary at this time.
Snohomish Co	No	No	No	No	I live in this area and work downtown seattle right by a light rail station. I would utilize this daily. and I know many people in my same predicament that need light rail and to get out of the horrible seattle commute.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Lower priority projects might be desirable for some people, but I don't see them as having maximum benefit in alleviating the traffic gridlock of the region. Some lower priority projects would have low usage, in my opinion.
Snohomish Co	No	No	No	No	New downtown tunnel sounds super expensive.
Snohomish Co	No	No	No	No	Parking will be an issue at all park and ride lots. Bus service to ride light rail will be essential. I put light rail to Everett/Boeing last as Boeing is abandoning the state.
Snohomish Co	No	No	No	No	Expansion and buildout of link should be prioritized on the I5 corridor. Bus service should be prioritized on I405. North to south transit is more important than east to west.
Snohomish Co	No	No	No	No	I live in Everett
Snohomish Co	No	No	No	No	Link light rail and Sounder operations stand to transform the regions transit problems by taking buses off the road and expanding transit opportunities outside of the already past capacity roadways. Please keep the focus on expanding rail services.
Snohomish Co	No	No	No	No	Develop a flexible van system so people can get to and from the mass transit. And also deliver people to and from local destinations. Charge $1 per mile. Charge $15 per day to park at transit centers. http://jamesrobertdeal.org/door-to-door-transit
Snohomish Co	No	No	No	No	Extensions to light rail will improve transit into and out of Seattle, I would delay sounder projects as fewer riders utilize and don't reduce need for additional buses
Snohomish Co	No	No	No	No	These are important to me based on my specific commute, in connection to where anecdotally I've experienced the most traffic and least helpful public transit options.
Snohomish Co	No	No	No	No	By 2024 we will have good regional mobility but there will still be destinations within Seattle, like West Seattle and Ballard, which will be time consuming to access. These extensions are also not likely to get any cheaper over time -- build them first so we have the core in place. At the very least please get the alignment set and purchase all needed right of way! Things like infill stations, parking, etc can be built more economically on a delayed schedule.
Snohomish Co	No	No	No	No	The light rail to everett is needed. A lot of blue collar workers live up here and work down in the city.
Snohomish Co	No	No	No	No	Equitable solutions that benefit a broad array of users needs to be the top item. also, looking for ways to leverage Federal funding with Cares Act and re-authorization of Fed Funding.
Snohomish Co	No	No	No	No	I currently take the sounder train. The light link rail will make my commute too long. However, I consider the light link rail important because it will Increase the overall usage of mass transit.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	I believe that Light Rail is a long term strategic direction and wish to see it fully completed. International (London) and domestic (Chicago, New York) cities with railed transit - create a permanent transit infrastructure that can move huge numbers of people: friendly to young people, poor people, local and out-of-town tourists can all get around without needing a car - we need this for our climate threatened world.
Snohomish Co	No	No	No	No	I live in northern Edmonds near the Lynnwood station and work in Everett so having the light rail go between those stations is important. My wife will travel from Edmonds to downtown Seattle in the future so improving the sounder stations would be second priority.
Snohomish Co	No	No	No	No	The parking for the Edmonds Sounder station is pitiful. You will get a lot more usage on the Edmonds Sounder if you provide more parking!!!!
Snohomish Co	No	No	No	No	Over 30 years ago you promised light rail from Everett to Seattle and connecting to Overlake Transit Center as well as Issaquah. Thus far the Sounder is not a dependable option due to mud slides, and the alternative has been private transit solutions like the Connector. Had you built what you originally promised when it was promised it would have been half the cost. At the rate your moving it will be my grandchildren that will finally see the results. There needs to be a reasonable option for commuters to get from the North end to Seattle and the East side. This is affecting the decision of where to hire new employees and due to WA states lack of action it now requires major need identification to hire in the local area.
Snohomish Co	No	No	No	No	I would like to see light rail expanded up and down the I-5 corridor so that people have another transportation option that doesn't rely on personal cars. I would also like to get our region's major urban centers better connected by transportation that allows for density without a heavy reliance on personal vehicles. I would prioritize expanding light rail first and foremost. While the struggles to bring money in are very real and difficult to predict, the rise we are seeing in costs are not going to be any better at a later time. Adding extra stations or expanding capacity or access are efforts that focus on already existing infrastructure. Those can be phased in as possible at later dates in a way that creating new Link light rail can't quite be. Creating a light rail system that serves the region is a major undertaking and if that does not remain the top priority than I am concerned that it is lost as focus switches to working on the system we currently have available to us.
Snohomish Co	No	No	No	No	The I-5 corridor through Everett can't handle the existing traffic during the day so light rail through Everett is needed.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	SOUND. TRANSIT WAS SOLD ON THE SPINE! That is the core to reducing I-5 dependence and reducing congestion. Edmonds and Mukilteo do not need new stations, Spending money on them is a waste just like bicycle lanes in Edmonds. If you have excess money use it for something valuable like finishing the system people voted for in the first place.
Snohomish Co	No	No	No	No	The link is important to me as it offers more stops within the Seattle metro area rather than only being able to go from Mukilteo to the Stadium area of Seattle. The sounder train is only good for one thing/ location. The Link offers up multiple places to explore and at all different times of the day. Consideration when budget is tight: decrease the amount of traffic crossing county lines to get into Seattle. Ensure local buses are making trips to the local light rail (or closest one) as often as possible. This is especially important if there are not large parking lots by the Link stations.
Snohomish Co	No	No	No	No	Build the things NOW that require the most property disruption, as they'll be even more difficult to make happen at a future date; they will also change how it's possible for more people to commute, changing which locations people will choose to move to, for those people who must continue to work downtown. Changing those things for the region as a whole takes time, but will help overall with transit more than smaller, localized things.
Snohomish Co	No	No	No	No	Access to Bellevue + Redmond (from Edmonds) is a priority once offices reopen - and will hopefully alleviate commuter traffic as well. Also feel streamlining downtown Seattle routes for efficient light rail traffic is important, as is connect West Seattle, which is highly difficult to access with the bridge closed with no timeline to repair/re-open.
Snohomish Co	No	No	No	No	Light rail over Sounder and BRT
Snohomish Co	No	No	No	No	The Snohomish County options will reduce the largest number of car trips, decreasing carbon emissions and allowing for increased population density north of Seattle.
Snohomish Co	No	No	No	No	Route I'm most likely to use.
Snohomish Co	No	No	No	No	Light rail is absurdly expensive, especially given the very limited capacity of the cars used on the system. Seattle and the metro area had its chance in the 1970s, just like MARTA in Atlanta, so just cut the losses at current projects under actual construction.
Snohomish Co	No	No	No	No	Everett is one of the largest cities in the state. It needs to be connected to other centers of population and employment by better mass transit options. The traffic on I5 headed into and out of Seattle is so bad that most of the time we barely leave the County. There is so much more we would take advantage of if we could use transit to quickly and easily reach Seattle. Furthermore, it make sense to have a quick connector between Sea-Tac and Paine. Most cities that have two regional airports have connectors to make open up cheaper flight options.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	1. What's in the 'spine': I-5, I-405? I'd like to see Everett Link split into 2 or 3 parts, the first being Lynnwood to Mariner, Tier 1. The rest is secondary. I'd like to see Issaquah to Google split into 2 parts. Issaquah to Bellevue as Tier 1. The rest as the last tier. 2. Add stations and capacity to existing system, such as 130th Street. 3. Spurs to West Seattle, Ballard, and Paine Field all have high-capacity bus service. They should be in the last tier, as should neighborhood routes like the extension to TCC. * Please eliminate the biggest money-loser in your system, Sounder North. It serves nowhere that express buses don't, and those express buses will be connecting to Link at Northgate and points north within the next 3ish years. Taxpayers would respect you for doing so!!! Taxpayers would also respect adjustments to routing that make sense, such as sticking to I-5 going north with a BRT loop supplement, which could be completed a decade sooner, for billions of dollars less, and gaining more riders at the minimum than the maximum of the present politically-driven choice.
Snohomish Co	No	No	No	No	Offering transportation options to commuters to minimize driving.
Snohomish Co	No	No	No	No	Reduce freeway congestion easing the path for northbound traffic into Seattle and beyond.
Snohomish Co	No	No	No	No	Light rail.
Snohomish Co	No	No	No	No	Living in Mukilteo / South Everett and commuting to the East Side and Seattle has become less feasible over the years. Improved P&R capacity, including paid reservations, reasonable commute options to Redmond and Bellevue and lowering time in commute to Seattle are critical to living north.
Snohomish Co	No	No	No	No	Places I travel.
Snohomish Co	No	No	No	No	They would provide transportation for my commute and my children getting to college courses. when I traveled From Everett to Bellevue the busses were congested at peak times and the light rail goes into seattle the same as the sounder train.
Snohomish Co	No	No	No	No	These are the ones that affect directly the surface traffic in my area. The parking and access improvements like most infrastructure projects, just aren't sexy enough to generate much enthusiasm but they are so necessary.
Snohomish Co	No	No	No	No	I am coming from the approach that I can always drive or be driven to the station in the suburbs, or take the fast 512 busses from further north, but my options for getting around quickly within Seattle are more limited. I would like to feel like I don't need to drive into the city and deal with parking because my destination is not downtown or Capitol Hill, and/or because I plan to combine trips and visit multiple places. More rapid transit within Seattle makes the under construction ST2 lines much more useful to me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Delaying Stride makes the most sense to me, as there are other means of getting to Bellevue and Kirkland. The Lynnwood-Everett Link would greatly alleviate congestion.
Snohomish Co	No	No	No	No	Recently Snohomish county was the fastest growing county n the US. People are increasingly moving to Snohomish County. Lynnwood is attempting to add housing for 10,000. How will they move around, get to jobs? Not lon g ago, you got more money to Pierce because they were growing, Just not as faST AS sNOHOMISH APPaRENTLY WAS/IS. Actually, not sure of current stats; but, Snohomish turn for added funds - since it appeared to be erroneous last time.
Snohomish Co	No	No	No	No	Need to serve the most people first and then add the extras like new stations.
Snohomish Co	No	No	No	No	jUST THE THINGS i WOULD PERSONALLY USE
Snohomish Co	No	No	No	No	North Bothell is poorly served by transit and fast growing
Snohomish Co	No	No	No	No	I hope to take link light rail sometime in future to travel to work from Snohomish to Seattle. Link light rail all the way.
Snohomish Co	No	No	No	No	The lack of Edmonds sounder parking is the sole reason I don't use sounder between edmonds and Seattle. I spend time in canyon park and Seattle for work. It would be very convenient if the light rail had an easy connection to canyon park.
Snohomish Co	No	No	No	No	Prefer rail travel over busses.
Snohomish Co	No	No	No	No	I want to encourage transit projects that will make it easier for me and my neighbors to get to work without driving or sitting in traffic.
Snohomish Co	No	No	No	No	Light rail should be prioritized first. Lines that are built and opened greatly influence how surrounding neighborhoods and other infrastructure improvements are designed.
Snohomish Co	No	No	No	No	Equitability is important
Snohomish Co	No	No	No	No	Want to stop driving at 80 years. Have to walk 35 minutes with hills to get a bus with midday schedule.
Snohomish Co	No	No	No	No	They will benefit the highest number of current riders first
Snohomish Co	No	No	No	No	I'm thinking about reducing traffic along the I5 north corridor, in downtown Seattle and areas near where I currently work.
Snohomish Co	No	No	No	No	I live near the proposed Everett light rail station and would love the option commute to downtown Seattle without spending a fortune on parking and gas. I would phase out the parking requirements and complete the station. The neighborhoods near the Everett station are lower income (compared to Seattle and the eastside) and would benefit greatly from access to light rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	First, I work for the contractor that's building L300. Also, i see an importance in trying to finish this project into Everett. The proposed finish date for everett is 2036. By that time, the population will grow in Snohomish county quite a bit. I believe the light rail system will be needed badly by that time. It just makes sense to finish this, or at least go half way.
Snohomish Co	No	No	No	No	Light Rail to Everett is most important. An Interurban Trail / I-5 alignment via Everett Mall would save a tremendous amount of money without significantly reducing ridership. Plus the travel time between Everett and Seattle would improve. A rail spur from Everett Mall to Boeing along SR526 would be good and could be added later.
Snohomish Co	No	No	No	No	Above everything else, connecting Everett Station to the LINK network would allow efficient transport to jobs in both Seattle and Bellevue, as well as make public transit to SEATAC AIrport usable. This is why we supported ST3, so that LINK would be there to serve our communities. Additionally, I would deprioritize or even cancel the connection to Paine field. Boeing will be shrinking the jobs there, so the only meaningful traffic will be future airport passenger traffic. Additionally, this alignment would add meaningful commute time to the majority of passengers: those commuting to/from Seattle and Bellevue.
Snohomish Co	No	No	No	No	Edmonds/Lynnwood area traffic improvements
Snohomish Co	No	No	No	No	Sounder Last - as Light Rail gets implemented Sounder will be even less utilized - so why spend money on it.. But really - let's get light rail built! I can understand that BRT pencils out as more efficient, but light rail can get you from Everett to SeaTac without a transfer when it's complete. People that aren't daily commuters will know where light rail goes, and take it when that is the trip they want. Busses don't have that attraction for non-commuters and non-regular bus riders.
Snohomish Co	No	No	No	No	Important based on commute line, and where I would go on non-work (non-commute) days. Consider if this has any positive benefit on budget: Just build the stations to be functional and safe. Don't worry about making them fancy (art, sleek design, etc). All the fancy additions can be done in a future phase if needed, when budget allows. Most people want a safe an reliable ride, and anything extra is really not needed. Can always be added later.
Snohomish Co	No	No	No	No	Lynnwood is a small City (in population and square miles) and only a fraction of each compared to Everett. Getting the light rail to Everett is important to serve more people, but I believe Lynnwood is to small to accommodate/house the northern terminus. Increasing usage of the Lynnwood station goes against my first answer, but it is important to continue supporting people who either need to ride the bus or would choose to ride the bus. I405 is a mess in the morning.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	We need to connect Paine Field and the rest of the Everett universe and north Seattle. Bellevue and the fancy folk are often recipients. Everett is a hard-working community that deserves funding as we continue our community improvement plans.
Snohomish Co	No	No	No	No	We should run the north line directly to Everett station not the Boeing plant, most of those folks will not ride light rail. We need to direct link with adequate parking at key areas to improve commutate times at rush hour and provide easy access to larger events in the region, sports, concerts, festivals, etc.
Snohomish Co	No	No	No	No	Traffic is increasing at an alarming pace along the I-5 route into Seattle and the rail line along the waterfront is unreliable for passenger service. Light rail would move more people both directions that where as passenger rail service only goes one direction when open.
Snohomish Co	No	No	No	No	None, I do not plan to use this system. Stop bleeding us of our hard earned money.
Snohomish Co	No	No	No	No	Budgeting. Cannot have property tax keeps on raising while our household income do not.
Snohomish Co	No	No	No	No	I live in unincorporated Snohomish County and commute to Kirkland, so this would be most helpful for my commute.
Snohomish Co	No	No	No	No	We have been paying for years and feel you are going to cut out what you promised. we will be dead before this is finished... if ever.
Snohomish Co	No	No	No	No	More stations = more access for more people. Significant amounts of parking at stations are also needed. Not everyone is within walking distance, plus our rainy weather and amount of darkness make walking dangerous. West Seattle and Ballard are close enough to downtown that bus service can adequately serve those areas without the expense of light rail.
Snohomish Co	No	No	No	No	Completing the LRT spine Everett to Tacoma must be the priority. Sounder will not get much more ridership until there is a station north of downtown or in the center of downtown Seattle.
Snohomish Co	No	No	No	No	Because I've paid a lot of tax money to sound transit. And I would like to see them keep their promises. Light rail should be number 1.
Snohomish Co	No	No	No	No	focus on building the light rail main lines and using buses for the spokes. Get light rail further out to decrease traffic to seattle.
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	Fast ride to seattle downtown Connect to seatac Reduce traffic north I-5 and north 405

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	Important to me because many years ago the original plan included Everett as the final northern destination. Over the years other routes and destinations have materialized and taken precedence to the point Everett has been disregarded due in part to political agendas. I recommend scaling back all other destinations during this economic delay and focus on progress toward Everett for now. The more delays incurred by too many other links does nothing more than to continue pushing back service to Everett. We now have commercial air service and this area will need rail service more than side trips to other cities. We have paid our fair share for light rail service since the beginning and don't have an inch of rail in the area to show for it.
Snohomish Co	No	No	No	No	I'm most interested in optimizing access to the upcoming stations. If you don't plan to increase parking, you must improve bus access.
Snohomish Co	No	No	No	No	I live in Everett and work in Seattle and do not want to see Everett Link get further delayed or have the scope of the project change. Snohomish County residents have been/will have been paying for light rail infrastructure for years, and deserve to see those investments happening. 2036 is already a long time to wait for light rail to come to Everett.
Snohomish Co	No	No	No	No	Large growth in noth-eastern greater Seattle area is increasing demand for public transportation to and from Bellevue and Seattle. Prioritizing projects in this area will deliver greater ROI and reduce emissions and traffic on I-405 between Bellevue and Lynwood.
Snohomish Co	No	No	No	No	Improve local bus service rather than build parkades. Reportedly it's far more cost-effective per new rider - and even if that effect should prove to be minor in practice, it nevertheless improves life for existing riders yet doesn't use up high-cost land that could more attractively be used for transit-oriented development. (Who would _voluntarily_ spend time near a parking garage, vs. a nice urban neighbourhood?)
Snohomish Co	No	No	No	No	I plan to use mass transit more often
Snohomish Co	No	No	No	No	First thing we need sidewalks and cycling improvements to access transit, or you can run tons of it that no one can get to. Parking is ugly, wasteful, toxic, ridiculously expensive and useless once it fills. Could you expand on demand solutions instead?
Snohomish Co	No	No	No	No	The bus lanes though Bothell. These are not as big a priority for the area as they do not come with increased bus parking lots. All our lots are already full, expanded bus access is nothing if you can't get to the lot. Focus on the cities that need it more
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	
Snohomish Co	No	No	No	No	
South King Co	Yes	Yes	Yes	Yes	
South King Co	Yes	Yes	Yes	Yes	The Boeing Access road station needs to be built! Much promised, long overdue. We voted for funding now three times! I try to get downtown Seattle, but the bus service is less and less!
South King Co	Yes	Yes	Yes	Yes	They are dumb and should not be done
South King Co	No	Yes	Yes	Yes	
South King Co	No	Yes	Yes	Yes	
South King Co	No	Yes	Yes	Yes	I think building out the Link system should be first priority for the region. Parking should be delayed indefinitely.
South King Co	No	Yes	Yes	Yes	Ones closer to auburn
South King Co	No	Yes	Yes	Yes	I am legally blind so I travel by public transit exclusively. All transit projects are important to me. I have prioritized the projects that I personally would utilize the most. Because of the pandemic and my subsequent unemployment, I am not currently writing public transit often, but I was recently fully vaccinated so I will be looking for work again and utilizing local bus systems as well as the link light rail most frequently in future.
South King Co	No	Yes	Yes	Yes	I live in Kent and take the Sounder and Link rail to Seattle for all Dr appts and for fun. I'd love to also get to explore Tacoma. I'm vision impaired so I can't drive to these places. Public transportation is very important to maintaining an active, involvd lifestyle in my retirement years! It's important to my health because I get the best healthcare from Swedish in Seattle and need to have transportation to get there.
South King Co	No	Yes	Yes	Yes	I have a very low priority for parking projects, as they are incongruant with the (supposed) over goal of public transit: reducing private transit. Using funds to accommodate drivers rather than ensure mass transit is available near their homes establishes a two-tier system in which car owners benefit while those without cars fall further behind in terms of access.
South King Co	No	Yes	Yes	Yes	Fix 405 and the highways
South King Co	No	Unknown	Yes	Yes	They are the ones I would most likely use in the future. They are in the areas of S king county that need service.
South King Co	Yes	No	Yes	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	Yes	Yes	
South King Co	Yes	No	Yes	Yes	Building the Ballard and West Seattle light rail extensions is very important. Please don't make drastic compromises to get them built: for example, the Ballard station must be at 15th and Market, not one block to the east. And the bridge over the ship canal must be high enough to not be impacted by ship movement. For West Seattle, do all you can to locate the station in the dense Alaska Junction center. Please prioritize light rail and Stride work over any and all existing station improvements, namely new parking garages and expansions.
South King Co	Yes	No	Yes	Yes	Only my #1 applies to me. Others don't affect me at all. Kind of weird question layout. Too broad?
South King Co	Yes	No	Yes	Yes	I live in the Renton area and would like to see more mass transit in this area, especially light rail.
South King Co	No	No	Yes	Yes	
South King Co	No	No	Yes	Yes	
South King Co	No	No	Yes	Yes	
South King Co	No	No	Yes	Yes	
South King Co	No	No	Yes	Yes	Easy to get around
South King Co	No	No	Yes	Yes	Work to add SE King County into the Sound Transit District. Light right through Kent, Covington to Maple Valley!!!
South King Co	No	No	Yes	Yes	Prioritize getting LINK to neighborhoods where community members don't have access to reliable transportation. Prioritize low socio economic status neighborhoods.
South King Co	No	No	Yes	Yes	Better access to Tacoma, Bellevue and Issaquah.
South King Co	Yes	Yes	No	Yes	access to health care and remote jobs for disable older high tech user experience designers and user experience researchers like me. Having access to bathrooms without having to limp very far on my cane(s) is the only real consideration I have with a mind to community transportation because I have an SUV. Not having to pay so much in taxes means a lot to me as I approace retirement age with nothing saved.
South King Co	No	Yes	No	Yes	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	Yes	No	Yes	I'm thinking solely of places where I'd be likely to take transit, which includes anything having to do with Downtown (Seattle, Tacoma, or Bellevue -- all are unfriendly to private vehicles, even though public transit is seldom a viable option). My #1 priority is being able to get from Federal Way to Seattle Center; events at the new arena may not be in my immediate future but I do take part in other activities at the north end of Seattle Center. I should also mention that I am limited in my ability to walk significant distances; getting from Seattle Center to Queen Anne Ave to catch a bus is beyond my comfort level, especially after a day of being on my feet. Beyond that, the biggest issue everywhere is parking. There is no way for me to use transit to get from home to anywhere; the walk to my closest bus stop is about 1/4-mile and uphill (a killer for me). Then it takes 15-20 minutes to get to the Transit Center, and in the 30-40 minutes it takes me to get there I could have driven to Wallingford. Like so many other locations, though, the Federal Way Transit Center doesn't have sufficient parking if you're not there for one of the early buses (just like Tukwila International Blvd and the Sounder stations in both Kent and Auburn).
South King Co	No	Yes	No	Yes	Providing a comprehensive transportation system that allows people to conveniently and economically travel around King County.
South King Co	No	Yes	No	Yes	
South King Co	Yes	No	No	Yes	
South King Co	Yes	No	No	Yes	Boeing Access Road has already been deferred/cancelled twice. And will serve an historically underserved and diverse population.
South King Co	Yes	No	No	Yes	There has been a huge population growth in South Kong County and infrastructure hasn't match that growth. Folks needs to have alternatives to driving or else it limits their ability to access opportunities.
South King Co	Yes	No	No	Yes	I live in Federal Way and theimpact of the extension in important to me
South King Co	Yes	No	No	Yes	I go to Skyway lotta times. Boein Access would be better connection.
South King Co	No	No	No	Yes	
South King Co	No	No	No	Yes	
South King Co	No	No	No	Yes	The south is more dependent on transit, so more money should go to projects here. Not among the options above is bus service, which needs to be improved so people can use Link and Sounder. Parking at transit centers also needs to be increased, for the same reason.
South King Co	No	No	No	Yes	I think none of it is necessary and it causes to much noise
South King Co	No	No	No	Yes	Bridge/road safety FIRST Congestion relief Second Existing road maintenance third New construction last

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	Yes	First, let me say that the way you present this survey in pitting one county against another is rather disappointing. Some projects could be completed quickly and at a minimum cost like the Graham Street station and placing these in the balance against projects that are much more complicated and costly is unfair. There are 2 schools within minutes of this station-to be and multiple cultural community center that do not qualify for some of the State and Federal Housing funding, because they are not currently in TOD areas. West Seattle should also be a priority to make up and take advantage of the loss of the bridge. An equitable approach should in general apply, which is why neighborhoods at risk of displacement like Rainier Valley and North Gate/Lake City should be prioritized, but it doesn't mean that people, that have already been displaced in South King County and have now more than ever become reliant on good transit should be left out.
South King Co	No	No	No	Yes	serve more areas
South King Co	No	No	No	Yes	Without improved parking at the Sounder stations, none of the other projects matter because I can't get to it. And downtown Seattle needs to complete the Link access for the core stations -- you know where the riders are actually the highest in concentration.
South King Co	No	No	No	Yes	I don't take transit at all. It is too difficult for me to get on board.
South King Co	No	No	No	Yes	The extensions of the light rail in Seattle would make transit for me significantly easier given I live in Auburn, take the Sounder to Seattle, and could subsequently take the Link to Interbay where I work. Currently shuttles and Uber are the only options to get to and from downtown from Interbay which cuts my office off from most of what Seattle has to offer in terms of food and entertainment resulting in me not spending as much time in the city while at work.
South King Co	No	No	No	Yes	Improve traffic flow. I would build parking as you go, rather than extending a line without parking.
South King Co	No	No	No	Yes	Each improvement in these areas would positively affect the commute of my household, and it would mean being able to rely on an easier commute without having to live several hours outside of high real estate regions in order to afford a greener solution.
South King Co	No	No	No	Yes	The station on Boeing Access Rd is crucial to this area. There is currently no bus service or access to any public transportation. It is also unsafe to bike and walk in the area.
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	
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South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	The sounth Sound is EXTENSIVE underserved by Rail service, ESPECIALLY outside of the Valley and West hill. EAST hill needs something BADLY
South King Co	Unknown	Unknown	Unknown	Unknown	Since Covid-19 makes traveling via mass transit a great risk and individuals in cars are much safer and since government says we may need to stay masked for years we should suspend all mass transit construction.
South King Co	Unknown	Unknown	Unknown	Unknown	I use the Kent Sounder station to get to and from work and pedestrian access is dangerous if you are coming from North of James Street. It is an every day problem.
South King Co	Unknown	Unknown	Unknown	Unknown	Cut them all, expand 405, and stop wasting my tax dollars.
South King Co	Unknown	Unknown	Unknown	Unknown	As a West Seattle resident, light rail to West Seattle is most important to my mobility. Having said that, I urge you to adopt a plan that includes an underground station at the West Seattle Junction, even if it means delaying the entire project. The West Seattle Junction is developing into a desirable high-density neighborhood. An above-ground station with its inherent high noise level would be a severe negative impact to this neighborhood.
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	Mostly because I think so much of the transit has been prioritized around Seattle, but for those of us who live outside the city we'd like more options for getting around the metro areas.
South King Co	Unknown	Unknown	Unknown	Unknown	Community need is what makes them important. Some are for convenience but some are a true need for those in the area and would benefit larger populations, giving them affordable, reliable transportation.
South King Co	Unknown	Unknown	Unknown	Unknown	People need to be able to find parking, otherwise they won't ride the trains.
South King Co	Unknown	Unknown	Unknown	Unknown	Kent Station is my number one priority. The 150 metro takes double the amount of time to get to Seattle from Kent. The Sounder train is critical for my commute to Seattle daily.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	As a current resident in Belmor Park @ 2101 S. 324th St. Federal Way. I object to the Sound Transit train coming through our community. The current plan for the Tacoma Dome link rail would DISPLACE up to 60 senior citizens who are home owners in Belmor Park. We live here because its affordable and convenient to shopping and health care. Federal Way to Seattle is enough track. I dont want it coming thru where i live and displacing me and 60 other residents.
South King Co	Unknown	Unknown	Unknown	Unknown	For the second time we're paying additional taxes for a second garage in Auburn that will never be built. What a scam you're running here.
South King Co	Unknown	Unknown	Unknown	Unknown	Improving existing services so that current riders can use it needs to be a higher priority than expanding services. Parking should also be added at the same time a station is built/expanded so that it is actually usable for the riders. The Kent and Sumner parking is already over maximum capacity and we need more ASAP.
South King Co	Unknown	Unknown	Unknown	Unknown	1. I like to use Sounder to get to and from Seattle, if it ran more frequently it would be nice to use to get from Tacoma to Everett on a 24 hr basis 2. If link were more accessible I would be willing to use it more as well. 3. Although I dislike riding the bus I recognize their abilities to get more local and could see that as a viable extension of rail services.
South King Co	Unknown	Unknown	Unknown	Unknown	Our family would be very likely to use the light rail to Fife, and Tacoma.
South King Co	Unknown	Unknown	Unknown	Unknown	As you can see, Link light rail is the priority for me. It's by far the best and easiest replacement to car commuting for myself and many others in the area.
South King Co	Unknown	Unknown	Unknown	Unknown	I'm largely a Sounder commuter. It's how I get from Auburn to Seattle daily.
South King Co	Unknown	Unknown	Unknown	Unknown	We live in the South so that is important to us.
South King Co	Unknown	Unknown	Unknown	Unknown	It's too expensive for all of us who voted for the 35$ tabs as it is. Failure to stay on budget should equate canceling future endeavors or delaying them for the forseeable future. It is agregious how sound transit continues to misstep the stewardship of our hard earned money, stripped from us under the "voter approved" justification you love so much. We also voted to strip you of that ability with 35$ tabs. How dare you overturn the voters who you argue were educated enough to know what they voted for with ST3 you hypocritical mongering fools.
South King Co	Unknown	Unknown	Unknown	Unknown	I really don't care about your funding losses, as Sound Transit is more than 10 years behind. So you can do with existing funding without robbing any more funds from us. Your fake valuation of our vehicles steals money from us. I don't mind paying something for transit, but your asks are too much. Where I live there is absolutely no benefit to your transportation boondoggle.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	I cannot use light rail or sounder because there is no parking.
South King Co	Unknown	Unknown	Unknown	Unknown	Because of where I live and travel to. I would keep the same priorities even if delayed.
South King Co	Unknown	Unknown	Unknown	Unknown	Prioritizing rapid ride is a priority because it helps transit issues sooner than light rail extensions.
South King Co	Unknown	Unknown	Unknown	Unknown	We no longer use mass transit in King and Pierce counties due to safety concerns about violent attacks, rioting, drug and alcohol use by passengers, filthy conditions, and general incivility. We would prefer defunding all transit projects and using the savings to increase funding for police, jails, housing, and mental health facilities until such time as civil order can be restored in the area.
South King Co	Unknown	Unknown	Unknown	Unknown	While bus service is important, it is already doing its job. The wins one achieves by adding light rail service to any given route vastly outstrip the wins by doing any additional bus service in lieu of light rail, and light rail objectively serves more customers than any bus could ever hope to.
South King Co	Unknown	Unknown	Unknown	Unknown	Stop trying to expand this transit system and spend the money on road improvement. Highway 167 southbound out of Kent is a daily afternoon traffic jam. You need to cancel some sound transit projects a fix the roads that the majority of people travel on.
South King Co	Unknown	Unknown	Unknown	Unknown	Projects within Seattle make sense...but you need to SUSPEND the taxes outside of Seattle! Everything else is a waste of taxpayer money. Kill ST3 outside of Seattle City Limits
South King Co	Unknown	Unknown	Unknown	Unknown	The commute from the south sound is nearly unbearable via I-5 due to the heavy traffic volumes. Increasing link and sounder options is critical to reduce traffic and enable commuters easier access to employment.
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	Getting cars off of I5 and making commuting easier is the critical mission here. I've tried to prioritize the choices I made to make the most impact to freeway congestion and to improve overall use and access.
South King Co	Unknown	Unknown	Unknown	Unknown	Stop the insanity and stop collecting tax for this boondoggle
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	I prioritized adding access to get more riders out of single occupancy cars as opposed to enhancing current access.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	Work on roads. People in this area need help with congestion, not special interest projects. Most of us live away from inner cities and rely on personal transportation. Stop work on pet projects until or sadly if people get back to work and roads are added to help people get to their employment.
South King Co	Unknown	Unknown	Unknown	Unknown	Rail or BRT access in high demand areas
South King Co	Unknown	Unknown	Unknown	Unknown	I would like to see Sound Transit run 7 days a week like in CA where BART has the schedule where you can go into Seattle on the weeks and not only for sporting events.
South King Co	Unknown	Unknown	Unknown	Unknown	We need to focus on the core of the system where we can get the most bang for the buck. Completing the "spine" is a waste of money if those areas are not dense neighborhoods. Conversely, the downtown tunnel is necessary for the entire region when the system is built out. We should build the 130th Street station while the Lynnwood line is under construction to minimize costs.
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	The sounder is a great resource, expanding the route frequency to be more friendly to non-peak hour travelers. I understand the limits with the railroad freight but would be fantastic to be able to rely on the sounder throughout the entire week (weekend trips to tacoma/seattle)
South King Co	Unknown	Unknown	Unknown	Unknown	I like my home area to have optimal routes and facilities but also am interested in expansions that get cars off I-5 between Seattle and Olympia.
South King Co	Unknown	Unknown	Unknown	Unknown	There's a lot to consider. I would want to make sure we're prioritizing red-lined-neighbors and mobility access. While West Seattle has gentrified, the south end of King County still has a lot of poor and disadvantaged Washingtonians that need help. The projects in Ballard and downtown will only benefit those rich white people who have taken over that area. Let's build infrastructure to benefit those who bear the most of the transportation negative effects from the airport and highways in the middle of their communities. Prioritizing the north end is saying, "I'm choosing the pull money from the poor neighborhoods of black & brown people to benefit the rich white people up north"
South King Co	Unknown	Unknown	Unknown	Unknown	My first concern is expansion and connecting communities. With more availability to more communities it is easier to get wider buy-in on future expansion. The more people the system helps then the more people want to help the system. My second is equity, as Sound Transit has frequently prioritized expansion into communities with high property values and low ridership, when the reverse is more beneficial.
South King Co	Unknown	Unknown	Unknown	Unknown	Burien isn't getting a light rail link (we really could use one!!) & the residents here really need a fast way to get to the closest light rail station in Tukwila.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	Population density is the result of many things OTHER than "mass transit." Yet the Puget Sound energies and focus is to prioritize those high-density islands and connect them to "other" places because, well, they're close and should be connected. (I've probably turned off the reader by now, but for all the wrong reasons.) It appears, looking at a few tiny bits and pieces of lint that's fallen on a Puget Sound map and declaring those lint pieces that connect "mass transit" corridors has been oh so very very very painful. In the end, we will have glorified bus routes of yesterday that went every which way with little rhyme or reason and convert those routes into an expensive rail system. Rather than over ground or underground to increase speed and safety the decision was made to go surface. Burien to downtown Seattle (Not everyone wants to go to Seattle!!!!!) takes me on a slow snail-paces TOUR of south Seattle down the center of streets, slowing auto traffic, dividing neighborhoods, and taking forever to arrive because it's a tour-based route. Rather than 4 or 5 major north/south and 8 or 9 east/west straight-aways, well, we'll end up with whatever it is anyone want to call it, other than MASS, TRANSIT, FAST, EFFICIENT, DIRECT, WORLD-CLASS and, well, you get the picture. So YES it would have been great to have professionals in the planning stages years ago and NOW for future planning, but that will never happen. The time will come when we'll need really good fast streets, avenues, rail, etc to move supplies and help in while evacuating people, and we won't have that ability available.. Best to those that are really working hard on all this, but.....
South King Co	Unknown	Unknown	Unknown	Unknown	Sounds like remote working is very popular and will continue after covid. Let's stop now and see if it's needed. Can really save the planet if all those empty trains are not running
South King Co	Unknown	Unknown	Unknown	Unknown	None of them. You have bullying and ripping us off from day one. I can't ride it, why should i have to pay for it.
South King Co	Unknown	Unknown	Unknown	Unknown	I think that extending light rail south to Tacoma would help increase access for people who can't afford cars and help to alleviate the housing crisis.
South King Co	Unknown	Unknown	Unknown	Unknown	To be good stewards of public funding, only complete projects currently under construction. Pause all projects not in construction for 5 to 10 years. Only then will you be able to determine lasting effects on commuter demand due to higher office vacancy, more remote work, and downtown recovery. Also if a rebound does occur, next generation commuting options will likely use bike lanes, roads, and driverless technology, rendering light rail a less desirable and less fashionable option. Don't decide on what to do based on how you have always done it!

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	West Seattle had been neglected in transit planning for the 6 decades I've lived here. I'd like to see light rail in West Seattle before I die. Hurry, I'm 62.
South King Co	Unknown	Unknown	Unknown	Unknown	You're probably going to ignore my survey because I believe the State should shut down the LYING Management at Sound Transit. You LIED about the COST of the light rail system and LIED again about the TIME frame for building it. Then you top it off by LYING about how you were going to pay for it all by LYING about the Value of used cars. Sound Transit is just a bunch of LIARS.
South King Co	Unknown	Unknown	Unknown	Unknown	Auburn has had insufficient parking for 10 years and a new parking garage was voted on by voters years ago and then Sound Transit de-prioritized it. We've waited too long paid for parking permits at the station and in surface lots and lost ridership due to lack of parking. It's time to build a new parking structure at Auburn Station.
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	Auburn is my priority because it will be cheaper than building a brand new station. And sound transit has spent enough on Seattle.
South King Co	Unknown	Unknown	Unknown	Unknown	It's where I need it
South King Co	Unknown	Unknown	Unknown	Unknown	Increase service
South King Co	Unknown	Unknown	Unknown	Unknown	Boeing Access Station
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	Enable ridership! Whether you like it it not, one of the most important enablers of mass ridership is PARKING! Garages adjacent to South Sounder stains were promised in 2008 and cancelled due to the recession. It would be patently unfair to do that to the south end again.
South King Co	Unknown	Unknown	Unknown	Unknown	I live in the Kent area and find the availability of reliable public transit to be severely lacking. It makes good business sense for ALL to have increased access north and south of Seattle
South King Co	Unknown	Unknown	Unknown	Unknown	Important to build a dedicated transit backbone in the region. I think phasing or modifying is better than delaying
South King Co	Unknown	Unknown	Unknown	Unknown	You do NOTHING for Renton when compared to what I pay. The bus service does not exist in my neighborhood let alone any sound transit in Renton. To use light rail takes me farther away from Seattle than driving myself. If it was possible to stop paying you I would. So I'm glad you are having funding problems. You really have spending problems. You. Have no accountability. No one ever loses their job for screwing up. You you NEVER listen to us anyway so why try to fool us here that you care. Again you have done NOTHING for Renton other than a park n ride You ask if I plan to ride transit. Every time I check into it it doesn't work for me.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	Ability to carry bikes on busses. Bus access from major bike trails.
South King Co	Unknown	Unknown	Unknown	Unknown	Seattle is the most dense part of the ST area and needs high capacity transit the most.
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	From my travels in Puget Sound region these seem most practical and affordable. First complete those in work.
South King Co	Unknown	Unknown	Unknown	Unknown	A station at Boeing Access Road for Duwamish residents and businesses
South King Co	Unknown	Unknown	Unknown	Unknown	Cancel this stupid waste of taxpayers money. The damn thing will be obsolete by the time you are done building this stupid choo choo train anyway.
South King Co	Unknown	Unknown	Unknown	Unknown	I value being able to pay my tabs above all transit expansions. I want NO new taxes and prefer cuts and delays to make up for any funding gaps.
South King Co	Unknown	Unknown	Unknown	Unknown	I never would use sound transit and never wanted it. Seattle has gone downhill. Who wants to go there any more and many jobs are now moving to home based. Not sure why still working on this and tax payers paying for it. I even voted to reduce the car tabs and it passed, yet was held up in court saying we do not know what we're doing. End the project and give the people of the state back their hard earned money. I have to question your poor strategies from a business perspective. No more increase in taxes. Please listen.
South King Co	Unknown	Unknown	Unknown	Unknown	Traffic between Tacoma and Seattle is horrendous and dangerous.
South King Co	Unknown	Unknown	Unknown	Unknown	Sound Transit takes tax dollars from all citizens of WA state but only serves the citizens that live in the greater Seattle/Tacoma area and focuses efforts on the high earner communities on the Eastside. This is wrong and does not get the high earners off the streets; most of them ride company run busses and do not need Sound Transit. Why does Sound Transit not add some services to Spokane, Vancouver, Bremerton, etc. They focus on the under served neighborhoods of South King but completely ignore the 90% of the state. Stop spending money to hook up with Eastside and spend the money getting us high speed rail across the state like what was planned back in the 90's.
South King Co	Unknown	Unknown	Unknown	Unknown	I teach at Graham Hill Elementary and many families use public transit as their primary mode of transportation.
South King Co	Unknown	Unknown	Unknown	Unknown	
South King Co	Unknown	Unknown	Unknown	Unknown	The light rail is very slow, so I would prioritize railway improvements that can move more people more quickly

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	You provide almost ZERO service to Renton but collect the same taxes. You don't have a funding problem you have a spending problem My entire family would love to use the system but the closest bus stop is more than a mile away. It takes longer to drive to the light rail station than it takes to drive into Seattle. Tell us how many million dollars have been collected from those in Seattle king county and Renton then tell us what you have spent to help us. Stop taking my money.
South King Co	Unknown	Unknown	Unknown	Unknown	No service in or out of Renton but paying big time for no service. ST sucks!
South King Co	Unknown	Unknown	Unknown	Unknown	1. Stations never have enough parking. Amount of parking does not match light rail /Sounder train capacity. Federal Way to Tacoma Dome is the missing link between king County and Pierce County. With that portion in place, Light rail will extend from Tacoma all the way to Northgate.
South King Co	Unknown	Unknown	Unknown	Unknown	Personal usage and desirable places to use light rail.
South King Co	Unknown	Unknown	Unknown	Unknown	Need more parking for train, buses, Kent station.
South King Co	Unknown	Unknown	Unknown	Unknown	I want light rail to go to as many communities as possible, as fast as possible.
South King Co	Unknown	Unknown	Unknown	Unknown	The Boeing access rd stop would service Boeing, potentially pulling a lot of cars off the road. Also there are a lot of people between seatac station and rainier beach that are way to far from a stop to make light rail make sense. Bus service is poor in the area too.
South King Co	Unknown	Unknown	Unknown	Unknown	None of the above. How about serving the neighborhoods you missed when laying out your plans? I've never used the train because the nearest station is 3 miles away, and it's a 40 minute bus adventure to get there. There's no parking and not enough bike storage.
South King Co	Unknown	Unknown	Unknown	Unknown	Finish what is in construction. Work on environmental and preliminary design. Delay construction
South King Co	Unknown	Unknown	Unknown	Unknown	I want better transit options to Burien. Going into downtown Burien isn't helpful for me when I live 2 blocks from the Seattle City limits. I have one bus option that comes every 30 minutes.
South King Co	Unknown	Unknown	Unknown	Unknown	I would like improved Sounders access in piece county.
South King Co	Unknown	Unknown	Unknown	Unknown	Prioritize light rail and build out the system. Stop with the bus rapid transit. I'd rather ride the light rail that has a dedicated track versus sitting on a bus on a congested freeway.
South King Co	Unknown	Unknown	Unknown	Unknown	West seattle is always an afterthought in planning and we have limited access on and off the peninsula. Bringing light rail would make other transportation projects easier in the future by giving residents alternative access out of West Seattle.
South King Co	Unknown	Unknown	Unknown	Unknown	Service to lowest income areas should have priority (equity).

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	These are the ones needed for greater access in SKC to other locations. We already have less services and access to ST/KC Metro than more urban areas. This is an equity issue. Those most reliant on public transit, have the least access.
South King Co	Unknown	Unknown	Unknown	Unknown	Better access from South King into Pierce & beyond.
South King Co	Unknown	Unknown	Unknown	Unknown	Light rail was promised years ago and has already been delayed. Complete what was promised to the tax payers
South King Co	Unknown	Unknown	Unknown	Unknown	I'm an Amazon commuter from 98092
South King Co	Unknown	Unknown	Unknown	Unknown	My park n ride closed for light rail. 272nd in Kent. It's close to my home so want close transit which is part of reason I bought home 5 yrs ago
South King Co	Unknown	Unknown	Unknown	Unknown	If the agency wants to save money, 2 things need to happen. First, the transition process developed over the last 3 years needs to be adhered to and the GCs held accountable to gaps found at substantial completion without the construction mgrs closing the project without operations agreement. Second, the king county contract needs to be seriously reviewed and validation that all contractual requirements are being met by king county and not just pencil whipped. Example of abuse of the contract: landscapers were double mowing areas to extend the hours it takes to do the work which does not align with industry standards.
South King Co	Unknown	Unknown	Unknown	Unknown	I live in Lakeland Hills. There are no public transportation options that make sense for me. I want there to either be better roads (e.g. grow 167 to 6 lanes in each direction) or better options for me to get from Lakeland Hills to downtOwn Des Moines. All I see at the moment are tens of billions of dollars being spent in ways that will not assist me. Furthermore, when I have been on public transportation, I have noticed it is dirty, people are rude, it lacks tech savvy, and crime is rampant. A recent Univ of Washington study showed with undeniable statistical significance that riders are not safe. Simply put, you are overall failing. Stop failing. Make riding possible for all residents or stop building it.
South King Co	Unknown	Unknown	Unknown	Unknown	Federal Way to airport (and beyond) makes so much sense. My tenants would use this service.
South King Co	Unknown	Unknown	Unknown	Unknown	I think that the current options for running light rail to West Seattle are far too destructive and expensive. This needs more study before dozens - or even hundreds of people are displaced from their homes, and before West Seattle's main business district is altered beyond recognition. It would also make sense to delay until after a fix has been found for the West Seattle Bridge.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	As a resident of Kent East Hill region commuting into the Elliot Ave/Smith Cove area of Seattle (Expedia), having a good commute option is very important. Currently my best option is to take the Sounder train into King Station and then transfer to bus, but it would be nice if I could instead get on Light rail that extended up towards Ballard and had a station on Elliot Avenue across from the Expedia Group bridge. Even MORE convenient would be an extension to link light rail to include the downtown/east side region of Kent, so that I could take Light rail all the way to my work place instead of having to drive to Kent Station, take the train to King Street Station, and then bus commute the rest of the way up to the Expedia buildings off Elliot Ave. Because of the current situation, however, having a larger parking facility at Kent Station, as well as increased Sounder capacity is important, as well as having the potential to have link rail extend up to the north. Alternatively, having a Sounder station off Elliot Ave (and having the South Sounder service extend up to that station) would benefit me as well. As for things that could be delayed, extending link rail farther south I feel could be delayed. There are many more residents east of the current light rail - such as Renton and Kent areas, that would benefit greatly from additional light rail before extending it down into Tacoma. ST should put minimal investment in new bus services and maximize the reach of existing light rail by extending the south portions to the east.
South King Co	Unknown	Unknown	Unknown	Unknown	Adding more coverage in the Puget Sound area is the most important consideration.
South King Co	Unknown	Unknown	Unknown	Unknown	I live in Federal Way. Have had to take the Light Rail to Husky FB games because they stopped the bus service to the games. and I take it to Seattle for events.
South King Co	Unknown	Unknown	Unknown	Unknown	Building up existing areas to handle more people
South King Co	Unknown	Unknown	Unknown	Unknown	West Seattle bridge closure has caused extreme transportation hardship for West Seattle residents.
South King Co	Unknown	Unknown	Unknown	Unknown	I would like to know why there is not any plan for light rail from Renton to Bellevue. Driving the 405 During commute times is the worst in the state and it's only getting worse. How do we come up with a plan for light rail on that side?
South King Co	Unknown	Unknown	Unknown	Unknown	Use existing money
South King Co	Unknown	Unknown	Unknown	Unknown	Budget so the project does not cost the taxpayers any money.
South King Co	Unknown	Unknown	Unknown	Unknown	South Sound and Tacoma seemed to always be last when getting improvements made. We've waited long enough to get connected by light rail.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Unknown	Unknown	Unknown	Unknown	I had trouble parking at Tukwila station for a part time job . Via was a disaster as they said I lived on wrong side of Interurban and could not walk across the street to access a van. Station on Boeing access road would be much handier. It takes 2 buses now to get from Interurban to Tukwila station. Would like to see rail go to Tacoma dome so could attend evening events there and still get home . Trying to use Sounder train is a joke . Could not park after 7:30 AM to access it
South King Co	Unknown	Unknown	Unknown	Unknown	Connecting Tacoma to SeaTac is of critical importance.
South King Co	Unknown	Unknown	Unknown	Unknown	Extend link from Federal Way to Tacoma highest priority. I-5 continually backs up and becomes congested during commute from Federal Way thru Fife to Tacoma now. By 2030 it will be gridlocked
South King Co	Unknown	Unknown	Unknown	Unknown	Cut the parking, it has a terrible return and the land is much more suited to housing/commercial development. Stop spending $100-200k per space and invest in real capacity improvements and housing!
South King Co	Unknown	Unknown	Unknown	Unknown	Reducing impact to homeowners and small business
South King Co	Unknown	Unknown	Unknown	Unknown	Sounder and ST2 projects were promised to the voters.
South King Co	Unknown	Unknown	Unknown	Unknown	1) Adding in the missing station at Boeing Access Road makes sense. 2) Increasing usage of the existing Sounder system is wise. 3) The OMF South should not displace current businesses and residents. 4) Federal infrastructure moneys should be pursued to repurpose the Midway Land Fill. 5) Strong consideration should be given to cancelling the OMFS to save money.
South King Co	Unknown	Unknown	Unknown	Unknown	More money should be spent on Bus and Sounder rail rather than light rail.
South King Co	Unknown	Unknown	Unknown	Unknown	Delay the south link. It is difficult to acquire property and most residents there prefer to drive
South King Co	Unknown	Unknown	Unknown	Unknown	Focus on Sounder and ST2 as promised to voters.
South King Co	Unknown	Unknown	Unknown	Unknown	I work at the airport and would like to reduce carbon by taking the train instead of driving.
South King Co	Unknown	Unknown	Unknown	Unknown	The proposed Auburn Sounder parking expansion is long overdue and, because of delays, will not be optimally located now due to other construction in close proximity to the Sounder station. With Metro service as limited as it is in many parts of Auburn, it's been very hard to make use of the Sounder during normal business hours. Parking at the Sounder station has been overburdened for several years and even with the proposed expansion does not appear to address the true number of people who would really like to use rail transit but can't because of limited or non-existent connections. Please try to address the needs of existing commuters where they live, not forcing us into a model that is disruptive to our families and our travel options.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	Unknown	Unknown	Unknown	
South King Co	No	Unknown	Unknown	Unknown	
South King Co	No	Unknown	Unknown	Unknown	
South King Co	No	Unknown	Unknown	Unknown	Sounder and ST2 were already promised to us. Don't gut these to push farther South like Tacoma
South King Co	No	Yes	No	Unknown	
South King Co	Yes	Yes	Yes	No	
South King Co	Yes	Yes	Yes	No	
South King Co	Yes	Yes	Yes	No	Do not spend money on more parking garages. There are so many ways to get to the Sounder stations that it's crazy to add more parking. Especially in Kent, NO MORE TRANSIT MONEY FOR PARKING
South King Co	Yes	Yes	Yes	No	I travel them quite often
South King Co	Yes	Yes	Yes	No	I405 Express. Start with regular Bus first!
South King Co	Yes	Yes	Yes	No	My priority is that the Seattle area is well connected to all other surrounding towns.
South King Co	No	Yes	Yes	No	
South King Co	No	Yes	Yes	No	
South King Co	No	Yes	Yes	No	
South King Co	No	Yes	Yes	No	Drastically expand light trail services to West Seattle. I think the biggest concern is expanding basic transit options to previously under-served communities. We can't expect everyone in South Seattle to have a car.
South King Co	No	Yes	Yes	No	I would delay parking projects that really in my mind can be built whenever. Prioritize building the actual link lines because those are the core of ST3
South King Co	No	Unknown	Yes	No	
South King Co	Yes	No	Yes	No	
South King Co	Yes	No	Yes	No	
South King Co	Yes	No	Yes	No	
South King Co	Yes	No	Yes	No	
South King Co	Yes	No	Yes	No	
South King Co	Yes	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	Yes	No	I would ultimately prioritize regional connections over local improvements, but would include prioritizing improvements that serve historically underinvested communities (regardless of regional or local). I hope the Board views these investment decisions with a strong equity-oriented framework. After living in Seattle my whole life, I moved to Federal Way last year and may be moving to Tacoma soon. Exploring commute options at this larger regional level has shown me just how crucial Sounder service is for traveling between counties, for example. I would also prioritize first mile and last mile connections for active transportation methods over expanding parking.
South King Co	Yes	No	Yes	No	Link stations are my highest priority because it is my main mode of transportation.
South King Co	Yes	No	Yes	No	Getting from south of Seattle (like SeaTac) to Tacoma is a pain, to say the least, in not only time, but also in transfers. Many events and concerts that happen at the Tacoma Dome and in surrounding areas have been skipped, because there is no good, reliable way to travel to and from without a car.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	Yes	No	I live in North Lynnwood part of the time and having an Ash Way station would greatly improve our mobility between our home and Seattle and SeaTac. I would also prioritize the Everett Link due to the amount of people that I know who work at Boeing who would definitely benefit from the connection. Not only that, having a Paine Field and SeaTac connection would allow the airports to be connectors, which would help people who take flights to and from Paine Field to transfer to SeaTac (which I plan to do after the pandemic). I've lived in St. Louis, Missouri for over year and I can definitely tell that cancelling light rail links to secondary points of mass employment and transportation would be a huge detriment to the socioeconomics of the region. St. Louis originally had a planned a link to St. Charles but cancelled due to austerity measures and had stifled economic development west of the airport. I fear that will be the future of Snohomish County if this link ever gets cancelled. The current deadline of 2036 and beyond for the Everett link is already very far in the future. So far in fact that I will be 40, in my middle age, when that happens. I happen to know economic booms don't last forever and if there is yet more delays in the future, I can't guarantee that the light rail will make most places north of Lynnwood City Center a very attractive place to live for younger people at that time in the future. As for the Stride link, that will be most helpful for residents in Lynnwood and Bellevue, but this is also dependent if you can easily get residents that don't live near the city center easily to the station (normal non-rapid buses are nice but they don't have the more reliable and more frequent schedules of light rail trains). That's why the light rail link is so integral to this Stride bus link too. As for the parking lot, the Sounder trains are a bit out of the way for me due to the car dependent layout of the how the region was built so it will probably won't affect me personally but I can see it definitely helping current commuters but not as much as the light rail link to Everett.
South King Co	Yes	No	Yes	No	
South King Co	No	No	Yes	No	
South King Co	No	No	Yes	No	
South King Co	No	No	Yes	No	
South King Co	No	No	Yes	No	
South King Co	No	No	Yes	No	
South King Co	No	No	Yes	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	Yes	No	1. South King County and North Pierce County continue to have significantly increased housing growth and justifies the need for additional improvements to Sounder. 2. West Seattle is extremely vulnerable to accessibility issues that light rail can mitigate for that area. 3. Link light rail past Federal Way is not cost-justified and will be an operational nightmare without a third express track to provide quicker trips. 4. The in-fill LInk stations for South Graham and NE 130th shouldn't have been afterthoughts. They are needed.
South King Co	No	No	Yes	No	More parking at the sounder and link stations will likely take more cars off the road. Extending Link south to Tacoma would likely reduce I-5 congestion north of Tacoma -- I's sure use it.
South King Co	No	No	Yes	No	The link between Federal Way and Tacoma would allow rider ship from Lakewood to the Airport reducing a large amount of traffic on I-5. Imagine someone living in Lacey would only have to drive to Lakewood to go to the Airport. Soldiers could take light rail to the Airport instead of driving I-5.
South King Co	No	No	Yes	No	you are costing too much
South King Co	No	No	Yes	No	Everything involving the light rail and the sounder, since I've found them to be easy, affordable, fast, and comfortable options to get to Seattle proper.
South King Co	No	No	Yes	No	I live and work in south king county. The parking garage in currently overflowing on the all the surrounding streets, both residential and business. It impacts my clients coming to my business. Why do you lump south king with anything else?
South King Co	No	No	Yes	No	Get the lines and routes down first, then focus on parking if it's even needed later.
South King Co	No	No	Yes	No	Commuting to work and to visit family in lynwood &edmonds to make my commute easier. I would like the extension to Tacoma and the parking garage in Kent as I would use the parking garage to commute and the train to Tacoma to visit friends. Buses don't always feel clean or safe but the link light rail always does.
South King Co	No	No	Yes	No	
South King Co	No	No	Unknown	No	The south king county area and pierce county areas have time and again paid for projects that are delayed or canceled while north areas continue to receive support from the system. It is critical the south end projects continue to allow the rider expansion the areas have and continue to experience. While I have not riden since work from home, my company will eventually bring us back to Seattle and has continued to fund our transit cards throughout the pandemic.
South King Co	Yes	Yes	No	No	
South King Co	Yes	Yes	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	Yes	No	No	
South King Co	Yes	Yes	No	No	
South King Co	Yes	Yes	No	No	
South King Co	Yes	Yes	No	No	Your scalping our taxes
South King Co	Yes	Yes	No	No	Work on inner city transportation needs and provide secure parking a priority to help get people on to the Sounder..
South King Co	Yes	Yes	No	No	Moving up the construction of the South Boeing Access Rd station would likely be a huge benefit to the many people who live or work near there. The nearest station to me is the Rainier Beach station but I can't get a bus to get me there, it's too far to walk, and I can't drive there since there's no parking. Myself and my neighbors would potentially be able to walk to the S Boeing Access Rd station, or carpool to the park and ride if the weather isn't conducive to walking.
South King Co	Yes	Yes	No	No	These are important to me because I am needing to use transit more and my own vehicle less. And these are the areas I would frequent.
South King Co	Yes	Yes	No	No	There are NO light rail transit projects that are important to me since I am almost certain that the completion of any of these projects will most certainly NOT be fully used and/or improve traffic in our region in any way. Anyone that thought Sound Transit would be able to keep the projects in budget and on time has been living in a dream world. This outcome was predetermined at the onset of Sound Transits plan.
South King Co	Yes	Yes	No	No	We would like a transit station for Boeing Access Rd for residents and businesses in the area. The station from Rainer beach till Tukwika station is too long. It would help with traffic in the mornings.
South King Co	Yes	Yes	No	No	I feel there is plenty of access from Tukwila to Seattle. I want better access from Tukwila to Portland.
South King Co	Yes	Yes	No	No	Prioritize by geographical limitations restricting access to downtown. W. Seattle is severely restricted now & more restricted than other areas when the bridge is open. 2. Equity - Provide new light rail to currently unserved areas instead of expanding existing lines. 3. Prevent downtown bottleneck by creating new tunnels for light rail. 4. Provide shuttle busses to light rail stations to increase ridership. 5. New housing construction. W. Seattle has added multiple huge apartment complexes. These added residents need transportation. 6. Busses compete for limited road space. Light rail should be below or above ground to add to transportation options, not reduce currently overtaxed roadways. Focus on new light rail, not new bus routes. Light rail is fast and consistent.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	Yes	No	No	Currently we have no reasonable access to sound transit train/bus. Plus where you have many of the transit stations they are not accessible to the elderly, too far for they to get to!!!! Be more inclusive to ALL citizens not just the wealthy or those who work at big companies that demand you service them!!!
South King Co	Yes	Yes	No	No	Trying to minimize my personal car use, hoping for transit to adequately serve areas I travel to frequently
South King Co	Yes	Yes	No	No	i live in federal way and go to scchool at UW need the transit soon to avoid the cummute
South King Co	Yes	Yes	No	No	Renton projects
South King Co	Yes	Yes	No	No	Due to chronic traffic congestion in the Seattle area, continuous expansion and development of light rail is essential. In addition, I think it is essential to improve the accessibility to each light rail station and to secure enough parking space around the light rail station. I believe that the demand for public transportation such as light rail is inevitable in the future. I would appreciate if you continue to pursue long-term plans.
South King Co	Yes	Yes	No	No	
South King Co	Yes	Yes	No	No	
South King Co	No	Yes	No	No	
South King Co	No	Yes	No	No	
South King Co	No	Yes	No	No	
South King Co	No	Yes	No	No	Having quick and reliable access to Seattle is important to me as a resident of South King County. I commute from Kent to Seattle using public transit because gas and parking fees are too great. I need to know that there will be space for me to park at the Sounder station so that I can get to school and work on time. The public transportation infrastructure on East Hill is lacking, so any improvements to transit in South King County is much needed.
South King Co	No	Yes	No	No	I use the bus to get everywhere. I'm most considered however with getting to and from work
South King Co	No	Yes	No	No	I live in Federal Way and commute right now into Seattle by driving to angle lake. I'd love to skip that part of the commute and be able to go to Tacoma via light rail also. I favor the parking garage work at sounder stations also because of my current value out of the angle lake parking garage and I would want that for others.
South King Co	No	Yes	No	No	I might benefit from them. Do what you can with what you have. You decide.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	Yes	No	No	Sounder service from Kent will grow in use tremendously due to massive housing developments in Covington, Maple Valley & Black Diamond. Tacoma Link expansion will benefit many students & citizens. Adding a new link station at Boeing access road could provide an invaluable inter-connection with the Sounder South main line if it would be combined with a Sounder station/stop.
South King Co	No	Yes	No	No	These are places I drive to now. Mass transit would be better for me.
South King Co	No	Yes	No	No	1. The reason I voted yes was the promise of improved parking in Auburn. I can't go on Sounder because I can't find parking at the Sounder garage. Auburn parking in general is plugged because of overflow parking.
South King Co	No	Yes	No	No	For commuting to work, using mass transit instead of taking a car for personal appointments, activities. However, the shift to remote work is showing there may be permanent changes to the traditional commuting process.
South King Co	No	Yes	No	No	Moving the greatest number of users and relieving excessive congestion.
South King Co	No	Yes	No	No	When we (voters) voted for light rail, we were promised light rail.
South King Co	No	Yes	No	No	This is the area which I live.
South King Co	No	Yes	No	No	I would like to be able to utilize public transport and have it be a more direct route to work. Additionally, it would be nice to be able to use it for social outings, also.
South King Co	No	Yes	No	No	The list is missing increasing parking at Tukwila light rail station. Adding BRT between Burien & Bellevue is useless if we're not able to find parking at the station. That station has lost leased spaces across the street due to the new construction.
South King Co	No	Yes	No	No	Priority should go to linking Tacoma and Everett to existing Link Rail as this greatly improves the connection between our major cities.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	Yes	No	No	Delaying will only raise the cost. Save money by not paying for parking. Sound Transit is a transit agency, not a parking agency. I would prioritize service to destinations that will be used by the most people and service to neighborhoods with the highest populations within each sub area. Service improvements should be prioritized based on ridership, reach of the system, and social equity. To the extent that parking is subsidized will determine the extent of use or non-use of each Link or sounder station. Invest in better bus service to stations for a fraction of the cost instead of parking at stations. Prioritize Link Stations and BRT Stations that will connect the largest number of riders to the system. DT Seattle, DT Everett, Ballard, West Seattle, more Sounder frequency, and BRT Stations like on Lynnwood and along 405 Lake City Way and 145th ST that connect more riders to Link are these types of worthy investments. Additional Link and Sounder Parking at stations costing as much as $100,000 a spot only to be unoccupied most hours of the day are a terrible waste of money and actually discourage ridership. Please consider logically the negative effect on future farebox revenue this will have on the financial solvency of our system.
South King Co	No	Yes	No	No	Surface Traffic patterns.
South King Co	No	Yes	No	No	We need fairness in the money being spent , property taxes going through the roof, everyone needs to shoulder the burden ! Start Taxing churches , too many organizations enjoying A FREE RIDE !
South King Co	No	Yes	No	No	Consider higher traffic areas and areas with low income riders before wealthy areas. (Ie south seattle residents over Eastside residents) and west seattle traffic reduction due to the bridge - that needs immediate and longterm solutions.
South King Co	No	Yes	No	No	Important because I live in Federal Way and go to tacoma
South King Co	No	Yes	No	No	I live in Tukwila
South King Co	No	Yes	No	No	
South King Co	No	Yes	No	No	There is a lot of commute traffic going across the port on 509 and the 5, and a Link train to Tacoma might help alleviate some of that. Otherwise I do a lot of things traveling from Federal Way to Lakewood and I think it would be good to improve the transit in pierce county. I there a Station that connects Link and Sounder and Amtrak.
South King Co	No	Yes	No	No	I live in a high density area with barley any public transportation but high need. It is disturbing to once again see the Boeing Access Rd. Station on chopping block.
South King Co	No	Yes	No	No	I have friends & family that live in that area & it would help them a lot.
South King Co	No	Yes	No	No	it affects on how I commute
South King Co	No	Yes	No	No	Best for the long term future

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	Unknown	No	No	
South King Co	Yes	Unknown	No	No	What about the SE King County area, specifically Kent E. Hill? Why is that being ignored? True, I don't expect Link Light rail, but what about Bus Rapid Transit routes? I had to stop riding Metro Transit 15 years ago since they broke up the routes so much that it would take two regular Metro bus transfers to get from my home (Kent E. Hill) to N. Boeing Field, or take a bus all the way north to Spokane St. and then take another that went back south (and vice versa). It is not practical if you don't live/work in the "primary corridor". If I have to drive to 1/3 of the way to catch "the primary lines", why not drive all the way?
South King Co	Yes	Unknown	No	No	Limited options available for low income locations
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	
South King Co	No	Unknown	No	No	Improved access to population centers of Eastside and Tacoma
South King Co	No	Unknown	No	No	The Auburn Garage has been promised for a long time and it just keeps getting pushed back. Promises, promises, promises. It's time to fulfill your promise

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	Unknown	No	No	The voters approved the Auburn station additional parking garage in 2008. This project was delayed many years due to a recession that started the same year as the approval. . Now the garage risks being delayed again. The train is very difficult to utilize without a place to park after the first two trains. When workers go back to Seattle in force, the same issues will re-emerge. Don't leave the original cities who have supported Sound Transit from the beginning out of the planned improvements. It's understandable that priorities have to be changed but Auburn in particular has been greatly impacted by delayed transit projects each time the economy has taken a downturn. Yet the area has had tremendous growth and we do not have the capacity to support it without these urgently needed improvements. Thank you.
South King Co	No	Unknown	No	No	Light Rail is a huge opportunity for the region.
South King Co	No	Unknown	No	No	Completing Link light rail from Federal Way to Seattle and Bellevue to Seattle should be prioritized ahead of anything else. Next Sounder improvements and last bus improvements.
South King Co	No	Unknown	No	No	Expand access to and capacity of service between SeaTac and Tacoma.
South King Co	No	Unknown	No	No	Would delay new stations and add Stride bus rapid if needed to make the service available to more people.
South King Co	No	Unknown	No	No	Those stations need more parking as bus service in these areas are woefully inadequate to nonexistent. And charging for parking on lower floors is a joke, if that continues I'll work from home full time.
South King Co	No	Unknown	No	No	I don't see the plan to add a new station at Boeing access road, until that happens I won't ride the rail much.
South King Co	No	Unknown	No	No	Affects my commute
South King Co	No	Unknown	No	No	Current traffic congestions. If there is not adequate parking people can't take advantage of the sounder, light rail or rapid rides. until COVID hit I use to ride the sounder every day.
South King Co	No	Unknown	No	No	They are the only ones that will have a real impact on traffic.
South King Co	No	Unknown	No	No	Sound Transit is always over budget and we are constantly having our taxes raised. Cancel projects that are not needed. Expand parking to existing stations, especially Sounder, since that already exists.
South King Co	No	Unknown	No	No	Why is there NO plan whatsoever for any way whatsoever to get from the south end to the eastside???

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	Unknown	No	No	There is so little benefit for the taxes paid for someone living on Kent East Hill at the far edge or your gerrymandered tax district boundaries. From this area you can not get reasonable service, and there is no where to park even if you take the effort to drive 20-30 minutes to a light rail station. Why is not Covington and Maple Valley in the taxing district? Why do people outside the taxing district get to park for free?
South King Co	No	Unknown	No	No	From where I live in Kent my top priority is to extend Sounder capacity and make it any all day and evening service to be able to travel between Tacoma and Seattle
South King Co	No	Unknown	No	No	Stop all the Projects quit taxing people who will never use them. If you still build them make them be paid for by ridership.
South King Co	No	Unknown	No	No	Get 567 route back on line
South King Co	No	Unknown	No	No	The frequency of Sounder service will be critical as the pandemic finally resolved and commute traffic returns to normal.
South King Co	No	Unknown	No	No	Because more people are leaving the metropolitan areas due to 'work from home' options with fewer days spent in the metro areas. To capture those people on their commute days you must extend to the more rural areas to accommodate the fewer transit riders on the days they do ride. Additionally adding back in bus service that brings people to the stations from the rural areas. Supporting local businesses and security at stations will increase ridership because people will be able to flex their riding and have comfortable safe places to wait if the times between trains or busses is still lengthened.
South King Co	No	Unknown	No	No	Unless there is better security, many people will not use light rail.
South King Co	No	Unknown	No	No	We need to reduce south county traffic congestion on freeways and major arterials. these projects will maximize HCT options for more people coming from south King and Pierce Counties.
South King Co	No	Unknown	No	No	I live in Auburn and I worked in Snohomish County for 17 years and commuting was dreadful. I know people who currently work in Snohomish county and wish they could live in Tacoma, but it is not practical. Effective mass transit is essential. The current Sounder service does not adequately serve the greater Puget Sound area; it can not be used to commute between Pierce and Snohomish counties.
South King Co	No	Unknown	No	No	I would like to see it go away it's killing the environment
South King Co	No	Unknown	No	No	Getting more cars off the road as soon as possible.
South King Co	No	Unknown	No	No	It is important to major cities in the South Sound where essential workers live and use alternate transportation to get within the destination cities.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	Unknown	No	No	Bid service is excellent between Ballard and downtown and WS to downtown. Not necessary to link WS to Ballard. I find the rapid ride buses that use HOV lanes to be fast and comfortable. Unless you provide more parking for people who don't live close to light rail stations it is still more convenient to take the bus. And cheaper!
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
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South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	Parking garages are absolutely unnecessary when there's abundant of parking garage that isn't even owned by soundtransit around the station. Increasing sounder service will hugely benefit someone like me who lived in Auburn

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	No	No	Downtown Federal Way area needs mass transit and density. Do not waste land (and money) on another/expanding parking garage, unless there is retail or apartments above/underneath!! Always think 50 years in the future, the downtown areas of cities needs to be active, not lay dormant with parking garages. Again id like to say if the parking garage is expanded, please just make sure there is retail underneath as this transit center is next to a new city park which many will be looking for food/retail while near the park. Apartments/condos are always an option too. I appreciate you guys taking the time to read this. Thanks.
South King Co	Yes	No	No	No	I live in Renton and my job is in Bellevue. Any improvements between Renton and Bellevue is a priority.
South King Co	Yes	No	No	No	Kent Station is used by many people from Puyallup, Bonney Lake, & Auburn. The parking lot is alway full. I prioritized the south end of HWY 167 because that is an urgent issue. Cars are now parking downtown. Parking hour limits are now enforced because of this. This 3 blocks away from the train station. Kent Sounder Station Security is now strictly enforced. ShoWare Center parking is a big issue. More & more people enjoy shows. I feel that more parking needs to be created if you wish more riders to park and enjoy the Sounder Train & Buses instead of battling for parking. This is mornings & evenings.
South King Co	Yes	No	No	No	Because those projects have the potential to move the most people.
South King Co	Yes	No	No	No	I think the west Seattle link is really important because I am not sure when the bridge is going to be back in shape and because there are regular backups on the bridge
South King Co	Yes	No	No	No	Extension of light rail where ever possible and increase dedicated bus operations with sounders operation last. Without dedicated sounders rail future operations maybe impacted.
South King Co	Yes	No	No	No	Live in Buried and want good transit for future job options, ability to get around without being a SOV.
South King Co	Yes	No	No	No	I would prioritize improving usability of the existing heavy rail infrastructure. I would love to make more use of it but the parking situation makes that impractical at times.
South King Co	Yes	No	No	No	As an educator I believe prioritizing routes that would increase access to UW from the south end should be a priority. Secondly improvements to transportation to the stadium district from the south end is important
South King Co	Yes	No	No	No	Parking availability it a major problem and I feel like there are existing transit options that are still useful until better transit opportunities are available.
South King Co	Yes	No	No	No	Would like to see region transit hit critical connectivity so public can quickly commute with having large connection gaps that make it difficult to use public transit

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	No	No	There is no good way for SE west Seattle (white center/high line/etc) to get to SLU or downtown without a car. With the bridge out of commission for many many years the traffic congestion is terrible here.
South King Co	Yes	No	No	No	I live in Kent East Hill. I pay for the projects but do not get any direct benefits. I wonder when it will come to Kent East Hill.
South King Co	Yes	No	No	No	Need to focus on east west connections to north south transit options
South King Co	Yes	No	No	No	They have the biggest impacts on my commute and usage. Improving travel times and expanding sounder service.
South King Co	Yes	No	No	No	I believe that by "spreading the wealth" helps all areas with better service. I don't live in West Seattle but they really need help in reducing the number of cars to and from the city center.
South King Co	Yes	No	No	No	Continue investment in rail.
South King Co	Yes	No	No	No	It is unlikely that I would return to transit in the near term. The combination of poor operations, no fare enforcement, no enforcement, lack of parking at stations near my location and a pandemic does not generate confidence.
South King Co	Yes	No	No	No	Connecting people in the suburbs to dowtown and the Eastside for more job opportunities.
South King Co	Yes	No	No	No	Past projects that had been committed to like Auburn Station improvements should be completed. I'd like to see access to the Steilacoom area to make transit available to a growing area.
South King Co	Yes	No	No	No	They are important as I want to be able to just ride one mode versus having to ride link, then catch a bus to my destination.
South King Co	Yes	No	No	No	More connectivity to existing and future Sound Transit solutions going North and East within South King County and Pierce County cities like Renton, Kent, and Auburn.
South King Co	Yes	No	No	No	SeaTac to Tacoma. Add alignment to Portland Avenue, but delay station buildout. You do not have the ridership numbers to support this expense or the demand for a station, since you have a station less than a mile at Tacoma Dome. Tacoma Dome station needs an upgrade and station amenities. You will just be wasting tax dollars on Portland without sufficient ridership demand. Add a shuttle to casino if you need one, but not a station.
South King Co	Yes	No	No	No	Projects that would extend the usable length of light rail like Federal way to tacoma dome and/or decrease the pressure on the highway system.
South King Co	Yes	No	No	No	I live near seatac and I used to live in Kent, east hill. This is where the working class lives now - the Microsoft employee s do not need more transit options as Microsoft provides buses with wifi. The manufacturing engineers who live in the south end needs more options.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	No	No	Transit should help grow the regions economy. providing service to the east side is a waste of time and money as those people are wealthy and transportation elite. prioritize funds to communities where new jobs will come if the transit is there and then prioritize the places the workers for those jobs to commute from home to work.
South King Co	Yes	No	No	No	I would like to see the light rail expansion to include Burien.
South King Co	Yes	No	No	No	Sound transit is not providing enough service to Renton or the SE Areas of Renton. But boy you take my money. Nearest bus stop is over a mile away and it is limited. But boy you take my money. If I wanted to take rail into Seattle I have to drive ten minutes out of my way when it's only 20 minutes to drive into Seattle. Get light rail to Renton. You guys messed up when you took out the rail tracks
South King Co	Yes	No	No	No	As someone who moved from the Seattle core to the Burien area, I really miss having a wider availability of fast public transit
South King Co	Yes	No	No	No	I think about what's doable within the next 3 years that'll help the most people with the minimal amount of funds, "low hanging fruit". Then after 3 years, we'll probably be back at funding levels near pre-COVID, then we can get on with pricier things we need to ease congestion.
South King Co	Yes	No	No	No	They are important because of my normal commuting schedule. I would consider ridership.
South King Co	Yes	No	No	No	The Kent and Auburn Sounder Station access improvements were already delayed back in the great recession of 2007-08, and I don't think they should be delayed again while letting other projects move forward. Both areas are experiencing a boom in population as the Seattle and Eastside area are increasing unaffordable to live in. More transit options need to be given to the South King County area.
South King Co	Yes	No	No	No	The south end has repeatedly been cheated out of it projects. Stop prioritizing areas that already have transit and focus on the areas that still need it. The south end shouldn't lose any project or having anything delayed. We paid the price last time - it should be Seattle and Bellevue's turn to pay the price.
South King Co	Yes	No	No	No	these projects would make it possible to commute from south King County and help to alleviate the traffic mess
South King Co	Yes	No	No	No	They would provide the best service to the most riders.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	No	No	Coming out of a pandemic and recession is not the time to continue raising taxes for people who are either scraping by or not even working FT yet. Existing projects, that are Fully Funded (as stated above), should be the priority. Finish those projects and within the scope of time to complete that body of work, the WA State economy should be back on it's feet and ready for more capital transportation projects. Right now is NOT the time to increase spending.
South King Co	Yes	No	No	No	Affects the S area
South King Co	Yes	No	No	No	The Kent Station parking lot situation is untenable and needs resolution before everyone returns to their buildings. After that, I would probably take a look and see approach to determine what the next project would be and be ready to act fast as trends develop.
South King Co	Yes	No	No	No	Definitely focus on south sound projects where there are fewer transit options.
South King Co	Yes	No	No	No	I live in SeaTac and commute to Bellevue each day. I see the heavy traffic and it is nearing chaos. Tempers and dangers are high while traveling the highways, we even hear of instances of people shooting people while driving out of road rage. We need to get fewer people to drive and improve transit speed and capacity. We also need to make improvements starting from the center and working away from the city centers. You also need to make the transit safe otherwise people will not use it. Speed, safety, and capacity wi get people using transit more, not to mention our dumb democrat leaders need to stop controlling the economy with their silly covid restrictions.
South King Co	Yes	No	No	No	Acess to college's and regional hubs is a priority to me for long-term benefits to the economy and the regional area. Outlying areas with lower cost of living need to be easily accessible to higher-wage jobs.
South King Co	Yes	No	No	No	Federal Way to Tacoma is a critical light rail link for the system to work in entiritey.
South King Co	Yes	No	No	No	The ridership need and social-economic status of population within a geographical area.
South King Co	Yes	No	No	No	I absolutely want to make sure the Rapid Ride H is still going to be launched in 2022. Its really important for our ability to commute and move with flexibility throughout the Seattle area.
South King Co	Yes	No	No	No	I believe due to the issue with the West Seattle bridge there needs to be more options to get in and out of West Seattle/Burien. Also as people are moving out of Seattle to points north and south those areas need to be supported with transit options.
South King Co	Yes	No	No	No	I would prioritize extending light rails because it's the most reliable and affordable for what it provides to people.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	Yes	No	No	No	Hopefully these prioritized projects will help to alleviate the heavy rush hour traffic on I-405 and I-5. Also, I think more people would use Link Light Rail and Sounder South if there are more places to park. Whenever anyone in our family wanted to ride the Light Rail or Sounder train, we always had to drop off at the station because there's never enough parking. And a few times we had to abandon the thought of using public transport because it was too complicated to figure out parking.
South King Co	Yes	No	No	No	Actually I wouldn't do any of them. You want money people don't have. All of these projects can wait.
South King Co	Yes	No	No	No	
South King Co	Yes	No	No	No	We have many in my community without vehicles and others we want to get out of their vehicles and use public transportation. Connections and proximity of stations does not make this easily workable for either.
South King Co	Yes	No	No	No	The south King, north Pierce area is lacking in sufficient, reliable public transit options.
South King Co	Yes	No	No	No	Transit should focus first on the communities with highest ridership and most affected by the original link light rail line. South Seattle. 2nd west Seattle with the bridge construction is most harmed and in need off more transit.
South King Co	Yes	No	No	No	Free up 405
South King Co	Yes	No	No	No	
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
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SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	
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South King Co	No	No	No	No	
South King Co	No	No	No	No	
South King Co	No	No	No	No	Remove car tax
South King Co	No	No	No	No	Desperately need more parking at Federal Way Transit Center and Auburn Sounder Station. Never enough parking available unless you arrive at the crack of dawn!
South King Co	No	No	No	No	Creating connectivity between Tacoma and Lynwood makes the most sense to me - target commuters in the over-loaded I-5 core. Expanding capacity within that corridor (via new stops, enhancements to current stations/garages, etc.) will provide the maximum benefit.
South King Co	No	No	No	No	The projects I've prioritized seem to do the most good for the most people. West Seattle is more important than Ballard because there are significantly fewer options for getting off the peninsula into the rest of the city. When modifying projects, I would say delaying parking at suburban stations is a non-starter. It would be better to build the parking first and run express buses along the future train route.
South King Co	No	No	No	No	We need the lightrail to connect Tacoma and Seattle. That's my priority.
South King Co	No	No	No	No	How about you be honest you are a tax grab organization. Look at tabs.
South King Co	No	No	No	No	I think Link should be connected to Tacoma Dome as soon as possible to complete that segment and connect it with all of Tacoma. It will provide more train options in parallel in the event of interruptions. As for shorter term projects that may be delayed, expanding Sounder and adding parking capacity in South King would be very beneficial. I take the train from Kent and parking can be an issue depending on the time, so I would like to see improvement there.
South King Co	No	No	No	No	prior to the pandemic, Sounder and Link rail carried more passengers every day than the buses thus my prioritization. These projects had already broke ground so they should continue.
South King Co	No	No	No	No	THIS IS HUGE WASTE OF MONEY AND RESOURCES. BY THE TIME YOUR CHOO CHOO TRAIN IS UP AND RUNNING THE TECHNOLOGY WILL BE OUT OF DATE. YOU HAVE ZERO OPTIONS TO CHANGE ROUTES WHEN THERE ARE NO LONGER ANY RIDERS. STOP RIPPING OFF THE TAXPAYERS WITH THE RTA TAX FOR SOMETHING THAT LESS THAN 1% OF THE POPUPLATION WILL USE
South King Co	No	No	No	No	I'm sure you already have this all figured out.
South King Co	No	No	No	No	Adding a Link Light Rail station to the Puyallup Fair
South King Co	No	No	No	No	do not delay light rail - need to complete all the way through Tacoma.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Increased routes
South King Co	No	No	No	No	helping improve transit opportunities in and around Kent is my priority. I would delay projects outside of south king county
South King Co	No	No	No	No	The present Kent Station Garage is full all the time and you have put off building the new one before its time to get it build
South King Co	No	No	No	No	Enhancing Sounder south line existing capacity, expanding Eastside Link line network are most important to me. Park and ride facilities at existing south line stations is really important - most are full by 7:15am. Expanding service to slightly later (like 6:45) would be extremely helpful.
South King Co	No	No	No	No	I take the Sounder every day. It is the most reliable, quickest way to get from Kent into the city especially with all the reductions in bus routes.
South King Co	No	No	No	No	Since I live off of 272nd, my priority is to have the light rail extend down to S. 272nd, and on to Federal Way. It's almost impossible to get up to the Angle Lake station and find parking on the weekdays. Keep in mind that lower-income S. King County is the most diverse part of King County, and also has the most service workers, where they can still afford to find housing. These workers need to get in and out of Seattle, where their jobs often are. If King County and Sound Transit are interested in serving in an equitable manner, they will finish improvements to Sounder and light rail in South King County first, before other extensions, where people may have other transportation options.
South King Co	No	No	No	No	Work commute and commuting easier to friends homes using link lite rail and buses
South King Co	No	No	No	No	Prioritize trains and light rail improvements, but not to wealthy areas like Bellevue and Mercer island. Please target the wealthy to make up for budget shortfalls.
South King Co	No	No	No	No	They will help high volume and give disadvantaged communities better transportation options to get to job centers
South King Co	No	No	No	No	Because of my work (Eastside) and home (South King) locations, any improvement of those areas are very important to me
South King Co	No	No	No	No	Build the projects that will serve the most people and increase capacity for the existing system.
South King Co	No	No	No	No	I live in Kent! One of the biggest obstacles to riding the Sounder regularly - even though it's an easy commute and I enjoy taking it - is the lack of available parking in the current garage. I know this project will probably get dropped in light of other projects, but it has the greatest personal impact out of all the proposed projects so it's the highest priority for me.
South King Co	No	No	No	No	Getting to Seattle would be much easier

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Those are the areas and locations that I would actually use.
South King Co	No	No	No	No	West Seattle is hurting without a bridge. The South Side of the city needs more transit options than the north and east based on SES.
South King Co	No	No	No	No	West Seattle projects are already getting funding with a bridge rebuild and yet the Ballard corridor is getting nothing. We need to more highly prioritize Ballard
South King Co	No	No	No	No	Extending service (first to Federal Way), dramatically increasing parking stalls, and increasing service runs.
South King Co	No	No	No	No	405 corridor needs better transit options. South King and Pierce counties need more investment than seattle/east/north. Equity is a priority. Also, please urge the state to cancel new highway construction (like 509) and redirect this money to transit.
South King Co	No	No	No	No	Easier work commute and visiting Tacoma.
South King Co	No	No	No	No	I live in West Seattle and I think the extension is really important as is improving transit in general into downtown.
South King Co	No	No	No	No	Eas of access to Seattle and between South side suburbs to ease traffic problems and improve environment
South King Co	No	No	No	No	There is no effective way to get from the south sound to Seattle. It shouldn't take an hour and a half to get to Seattle from Kent.
South King Co	No	No	No	No	I live in Burien and I want light rail to eventually come our way.
South King Co	No	No	No	No	We are far behind most modern cities in regards to various rail transit. In the valley corridor the sounder train is the only option to get to the airport during certain times of the day only, and you have to go all the way to Seattle then back. There should be more frequent rail service to the valley communities (Kent, Auburn, Sumner, Puyallup, and even going into Bonney Lake/Enumclaw.)
South King Co	No	No	No	No	I work the area
South King Co	No	No	No	No	More access at more locations. Especially between the Rainier station and Tukwila.
South King Co	No	No	No	No	Absolutely no new taxes for working, tax paying people. The people who pay for these projects need to be the ones who benefit from them. Severely limit those entitlements for people not paying full fare. It costs a lot to operate transit. Freebies are not free. Someone pays. People like me..
South King Co	No	No	No	No	Service the highest inner city population densities first before branching out. Workforce commuting patterns have shifted dramatically due to the Covid pandemic..
South King Co	No	No	No	No	Priority is based on what I think is the Highest need and would keep momentum. Delay rest until funding allows. Approach on phases if funds require.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	I live in West Seattle, so I'm most concerned about the increase in travel time due to the growth of people living in West Seattle.
South King Co	No	No	No	No	Myself and my extended family (spouse, adult children & partners, etc.) would make IMMEDIATE use of the prioritized services when they are completed.
South King Co	No	No	No	No	Access for low income folks is important. They rely on public transportation. I prioritize adding stations to existing routes as it gives more bang for the buck. Extending south is a priority. Fast buses are not cool, but way more cost effective.
South King Co	No	No	No	No	Currently commuting from auburn to the eastside (like Bellevue) is very time consuming and unreliable. Would like to see a light rail service up and down the east side of king county
South King Co	No	No	No	No	Transit service to my neighborhood is horrible yet I'm paying an outrageous amount of money for service I can't even access.
South King Co	No	No	No	No	We live in north Burien. A light rail to downtown and the stadiums would be a welcomed addition.
South King Co	No	No	No	No	South King County and Pierce need a rail system that's more connected.
South King Co	No	No	No	No	Selected the projects that would potentially allow me to commute via Sounder or Link. Right now I'm in an area with limited access to either due to capacity or other route constraints.
South King Co	No	No	No	No	I live nearby
South King Co	No	No	No	No	Extending and improving the south sound stations will allow more access to out lying areas and truly get more cars off the roads.
South King Co	No	No	No	No	Without the west Seattle bridge, getting to downtown is a challenge. Light rail would improve mobility.
South King Co	No	No	No	No	SKC and Pierce county regentrification are vital to the over all health of the Seattle area. TOO much priority is given to the eastside, which is an affluent area of town that could care less about mass transit.
South King Co	No	No	No	No	I live in Federal Way and I want to make sure that there are reliable connections to the north and south. Adding a station at Boeing Access and improving Stride east/west connections makes overall connectivity to the region easier from Federal Way.
South King Co	No	No	No	No	They would like two existing systems and provide fir rapid travel from South King County to Tacoma.
South King Co	No	No	No	No	Prioritize Link over busses.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Right now there is not a good way to get from sea tac to Bellevue on mass transit. It's important to me and important to the community to have a mass transit option from sea tac to Bellevue and back again. The rapid ride from Bremerton transit center to Bellevue transit center should be prioritized, because it requires less infrastructure and provides more accessibility for more people.
South King Co	No	No	No	No	Rapid transit from West Seattle has been a fallacy even before the bridge shut down. The C line is a long winding route and there is nothing rapid about it. We used to have express buses that had more direct routes to downtown prior to the C line that took half the time to get downtown. Please give us light rail so that there actually is a convenient and rapid way to get downtown. We paid a lot of money to double the time it takes to get downtown.
South King Co	No	No	No	No	As someone who used to live in West Seattle and had to commute daily to UW, it has become apparent how important it is to have a reliable and fast public transportation from West Seattle. This has been seen even more with the bridge being out. That is why I think it is super important to continue the plan to bring light rail to West Seattle.
South King Co	No	No	No	No	I do not see any need at all for a NEW tunnel. The one we have works just fine.
South King Co	No	No	No	No	Improve general mobility in South King County
South King Co	No	No	No	No	Places that already have good bus service don't need duplicate services with light rail or Sounder service. Priority is completing the Light Rail in the South End where there is less money for private vehicles.
South King Co	No	No	No	No	Light rail system infrastructure - other cities have comprehensive systems already. We are way behind the times!
South King Co	No	No	No	No	With no known timeline for the fix for the west seattle bridge, and long term impacts unknown, I listed those as higher priority.
South King Co	No	No	No	No	1 out of 5 Seattle residents live in West Seattle. The West Seattle Bridge failure has shown how vulnerable our connections are to this huge population. Downtown does not have enough capacity for more frequent trains, let alone another line. We need another tunnel. Because the Sound Transit Board worked so hard to kill the Seattle Monorail Project, it's about time ST steps up to serve the huge population increases that grew along SMP's dead Green Line. Sound Transit broke a LOT of promises to low income communities, and made bad choices in eliminating the original Graham and First Hill stations. It's time to pony up and serve transit-dependent communities instead of the platinum communities of the upper Eastside.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Eastside and Ballard/West Seattle need the help most as they are growing rapidly. West Seattle also currently has trouble with the bridge down.
South King Co	No	No	No	No	We live in West Seattle and not having light rail is definitely worse than when we lived in Columbia City.
South King Co	No	No	No	No	Auburn was promised another parking garage previously, only to have it phased out due to budget cuts. A new garage will be vital once people return to "normal" post COVID. Ample parking at garages is key if people are going to use mass transit. And with a likely increase in ridership, adding cars and/or service will allow all those riders to fit on the train.
South King Co	No	No	No	No	The Auburn Garage has been promised and delayed multiple times and it is time for Sound Transit to follow through and do what it promised to do. Realignment away from Auburn is unacceptable.
South King Co	No	No	No	No	The parking garages were not sufficient before the pandemic, and future Sounder capacity improvements will not be able to be effectively utilized by the Auburn and Kent communities until more parking is available. Extending Link from Federal Way to Tacoma will greatly improved transit options through a highly congested roadway corridor.
South King Co	No	No	No	No	Kent and auburn have some of the worst traffic in puget sound and additional rail may help. Also since there is no light rail in the kent valley additional sounder service needs to be added.
South King Co	No	No	No	No	There isn't enough light rail access in Georgetown and having a station near there at boeing access road would help. I'd also like to be able to take the light rail further south and I think it would lead to less freeway congestion. The I-405 corridor is also a terrible congestion area and when I'm working in Kirkland or Bellevue living in Burien I have effectively no transit access - trips are over two hours each way.
South King Co	No	No	No	No	I think South King and Pierce Counties are rapidly growing areas that desperately need increased ST options. Many people in my circle of family and friends have moved to this area over the last decade and would be favorably inclined to choose rapid transit (Link or Sounder especially) if they were available. Housing affordability has necessitated people move to outlying areas. Transit options could improve the health of the region economically and environmentally.
South King Co	No	No	No	No	Service heading into South King County is not frequent enough and if you don't live inside the limits of a city you don't qualify for their parking garage passes at the stations. This causes people to just drive in cars instead. We don't even go to Ballard or West Seattle any more because the traffic is so horrible.
South King Co	No	No	No	No	

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	I think getting to Tacoma is important...and then improving current locations..parking garages etc.
South King Co	No	No	No	No	I feel they would provide the best bang for the buck.
South King Co	No	No	No	No	Do the projects that are forecasted to move the most people first, apply the limited funds to the projects that will take the most cars off the road first
South King Co	No	No	No	No	West seattle to Ballard line is crucial for movement within the city. Bus rapid transit on 405 gets huge benefits. Longer platforms increase sounder utilization without great cost. Save the infill stations for later, they don't increase capacity.
South King Co	No	No	No	No	Increase access so more people can ride.
South King Co	No	No	No	No	I think it's most important to do projects between Federal Way and Tacoma because there are a lot of lower income folx who might not have cars. People in more affluent areas will probably drive anyway.
South King Co	No	No	No	No	I'm primarily looking for ways to improve my commute from midway (S. 240th & Pac Hwy) to downtown Seattle. I'm also interested in improving transit options from midway to Tacoma or midway to Bellevue, so that I can consider future employment opportunities outside of downtown Seattle. We definitely need more parking spots at transit centers. It's very frustrating to arrive and find there is no place to park. Prior to the transit cuts during the Great Recession, I could catch an express bus at midway and be in downtown Seattle in 25-35 minutes. When that bus was cut, sometimes I would walk a mile to the Kent Des Moines Station to catch a bus. Sometimes I would drive to the park & ride, but I had to get there real early to catch a bus. For a few years, I did a vanpool with other displaced riders. That worked well while it lasted. After that I took the A line to catch the light rail at Seatac or Tukwila, but that took 1.5 hours! I tried parking at Tukwila Station but that lot fills up very early. So when the Angle Lake light rail station opened, I bought an electric car for the sole purpose of driving it to the Angle Lake parking garage. My commute was still over an hour total (including drive time) and I had to make sure I got to the garage before 7am to get a spot. But at least the train came regularly and was generally reliable.
South King Co	No	No	No	No	From an equity perspective, helps employees who work in Seattle but can't afford to live there have a more cost effective and and time efficient way to get to work. Lack of parking around Kent and Auburn station has a negative impact on the city streets around the station and is a barrier to more people using the train when they can't find parking easily. Connectivity in Tacoma makes sense to connect business centers with residential areas.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	SPEND WITHIN YOUR MEANS, AS I A TAXPAYER AM PAYING FOR THIS SYSTEM THAT RARELY ANYONE USES (LOOK AT ALL OF THE EMPTY CARS ON LIGHT RAIL MOST OF THE DAY) OR LOOK AT MOST ALL OF THE BUSES DRIVING AROUND EMPTY MOST OF THE TIME! REDUCE FREQUENCY DURING SLOW TIMES MID-DAY AND WEEKENDS AND LAY OFF MANY EMPLOYEES WE TAXPAYERS ARE PAYING FOR THAT THEN WOULD BE NOT NEEDED DUE TO LESS FREQUENT TRANSIT DRIVING AROUND EMPTY. LEARN TO RUN METRO LIKE A PRIVATE BUSINESS AS I AM PAYING FOR THIS SYSTEM! THE SYSTEM IS UNSAFE WITH MANY THUGS AND CRIMINALS USING THE SYSTEM AND AS FREELOADERS NOT PAYING , AND NOT PUNISHED, THUS ME AND MANY PEOPLE I KNOW, DO NOT WANT TO RIDE ON METRO OR LIGHT RAIL AROUND HERE! I DOUBT YOU WILL CONSIDER THIS INPUT AS IT DOES NOT FIT YOUR NARRATIVE ALREADY PRE-CONCEIVED, BUT THIS IS WHY THE TAXPAYER DOES NOT LIKE THIS OVERBUILT EXCESSIVE FAT SYSTEM, AND IF NOT SAFE THEY WILL NOT USE.
South King Co	No	No	No	No	These seem to be the most bottlenecked areas to me. With all the impaction of traffic downtown, getting more people to transit seems the only way to lessen that. Getting people off the (currently non-functioning) West Seattle Bridge also is important. And south sound needs more connections to get cars off of the road.
South King Co	No	No	No	No	I have selected the projects that will most positively impact my family, neighbors, and community based on my residential location and our public transportation needs.
South King Co	No	No	No	No	I would like more options for my commute from Kent to Tacoma. Better access and service on both ends makes it easier for me to use. More ridership and more frequent service means more options for me.
South King Co	No	No	No	No	More useful to me personally and more bang-for-the-buck.
South King Co	No	No	No	No	I believe the longest commutes (Federal Way, Tacoma) should be prioritized over commutes/communities that are closer to Seattle and don't have a daily commute that on average is 1.5 hours one-way.
South King Co	No	No	No	No	I tried to logically go in a direction, north to south. I considered the I-5 traffic tie ups thru Tacoma and I-167. With all the new developments expanding out, the traffic will get worse on those two freeways until they build an new parallel freeway similar to the ones in Los Angles.
South King Co	No	No	No	No	Connection of difficult to reach cultural hubs (DT Seattle, W Seattle, Interbay, Ballard, Renton, Bellevue)

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	I live in a Transit black hole here in the south end of Fairwood. The lack of any plans for light rail to service this area without forcing us to go through Seattle is beyond frustrating. I would happily take a Stride bus from Renton if A) there was good bus service from here to Renton (and there isn't) and B) if light rail planning included connections from the east side of the south end (Auburn and Kent) up to Bellevue and Redmond. Having a non-elected transit board does NOTHING to inspire confidence. You also MUST push for changes to the state constitution to allow for progressive taxation, instead of CONSTANTLY relying on regressive taxation. Make our fucking billionaires contribute to the solutions for the infrastructure mess THEY created here.
South King Co	No	No	No	No	Advancing current system and stations is more valuable than far-reaching expansions, especially as they are crossing geologically difficult areas.
South King Co	No	No	No	No	I'd like more and easier light rail service as Washington starts to open up again. I'll vote for other areas to get better mass transit, even if my area is underserved.
South King Co	No	No	No	No	Helping to mitigate high congestion and long peak hour delays.
South King Co	No	No	No	No	I think the link light rail will reduce congestion and travel time to/from Seattle so it should be the highest priority.
South King Co	No	No	No	No	Expand the transit to serve more stations in the South end.
South King Co	No	No	No	No	There is very limited public transportation of any kind in South Renton off of Grady way.
South King Co	No	No	No	No	Build access and improvements (including parking garages) to most effectively serve the most people in the most populous areas.
South King Co	No	No	No	No	We should've had a light rail network in place decades ago. The biggest priority in my opinion is to get that network 100% completed before anything else.
South King Co	No	No	No	No	Building new stations to allow greater mobility throughout the area. For example, Tacoma has some nice features someone North might like to day trip to, and vice versa.
South King Co	No	No	No	No	Light rail should be the Puget Sound region's #1 priority. An expanded light rail system will increase the accessibility of moving within the region (increasing the economy) while decreasing road traffic at the same time!
South King Co	No	No	No	No	Please focus on long-awaited projects by the region to complete the Everett to Tacoma spine. Also, focus on projects that will be fortified by partnering with other agencies and cities in the region. For example, with the West Seattle Bridge fiasco, coordinate with King County Metro to add bus service on C/D lines. Maximize early phasing of projects where people who have been most hurt by the pandemic can see the benefits of a connected transit system first. Thank you for keeping the wheels moving and re-planning for the future as soon as possible.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	As a Boeing employee, a Boeing access road stop would eliminate nearly 100% of my daily driving.
South King Co	No	No	No	No	I live close to the originally planned, deferred, and then added to ST3 Boeing Access infill station. I bought my house in 2006 with the promise of a station opening there in 2009. I believe there should be no delay in adding the stop, delay the parking structure, not the actual station, please!! North Tukwila has all the impacts of and elevated track in our neighborhood, but no stop. The longest stretch of track on the current system with no stop from Tukwila International Blvd. to Rainier Beach. This a social justice issue for North Tukwila neighborhoods like Allentown and Duwamish, which is both and food and transportation desert. I can unfortunately see neighborhoods like Ballard and West Seattle having more pull with board when it comes time to "realign"...
South King Co	No	No	No	No	There are not enough parking garages/lots along the link lines so people who are legitimately trying to park and ride at the station closest to them are unable to due to people from other areas driving in. Or add continuous shuttles between local park & ride lots and the link stations to make it more accessible.
South King Co	No	No	No	No	Adding a new station at Boeing Access Road would help a lot of families and low income persons to access more than one type of transit. Right now the bus lines near us don't run as often and are often unreliable. Having another access to another form of transport besides driving (which not everyone has access to a car) would be best for the area! I would prioritize extending the light rail to the 98168 area. I would also consider modifying the bus lines to become rapid or just add more access to busses in our area. Having parking garages built could be delayed or phased in at a later point but having the ability to have a stop would be the most important for our area.
South King Co	No	No	No	No	May use them as retiree
South King Co	No	No	No	No	Tacoma 1st. Improve bus service from stations to outliers. Take volume off of I5.
South King Co	No	No	No	No	Tukwila is extremely underserved by good transit. I commute to Redmond, WA, which means I have to drive to Renton to take a bus to Bellevue and then transfer to get to Redmond. Having something from Tukwila to Bellevue would be a step in the right direction.
South King Co	No	No	No	No	W Seattle & Ballard need better and faster connection with the rest of the city.
South King Co	No	No	No	No	They reduce carbon positive transit.
South King Co	No	No	No	No	The South End is always neglected (vs North or Eastside) when it comes to money spent on major projects.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	We need to connect Tacoma and Seattle Link Light Rail. We need to have better solutions for West Seattle. We need to have overall intermodal plans with common stations for transfers from Sounder to Link and Rapid Ride
South King Co	No	No	No	No	Make it so I can get around the area without a car
South King Co	No	No	No	No	Bus time to Bellevue is terrible from east Renton to a point its not useable and Link is never going to happen. Link extensions and stations are next to move the most people.
South King Co	No	No	No	No	Increase parking at Tukwila sounder station
South King Co	No	No	No	No	Burien having more access to public transit will reduce commuter traffic.
South King Co	No	No	No	No	
South King Co	No	No	No	No	I live near these areas and of all the improvements mentioned would be most likely to access them. I do not currently travel from Lynnwood to Everett, but I have family in Marysville, and being able to take light rail to that area would be neat. Stops in Everett get me closer to Marysville.
South King Co	No	No	No	No	Simply what projects would impact me the most.
South King Co	No	No	No	No	Which (if any) road/highway programs will be cut back to help fund future mass-transit projects? Why aren't the same cost/benefit standards being imposed on highway projects?
South King Co	No	No	No	No	We are thinking about what would be helpful as we age.
South King Co	No	No	No	No	Stride between Burien and Bellevue very important as there is no direct connection to light rail.
South King Co	No	No	No	No	Adding more Busses simply adds to the problem of MORE VEHICLES on the roads which we aren't fixing or expanding at any rate. The future is in light rail service with smooth uninterrupted trips and reliable times. As surface street choke holds to the NW and SW portions of the city become increasingly congested, investing in that infrastructure will help existing and future residents.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	The construction of an infill station on Boeing Access is has had been paramount in my opinion since the system first went online. I live less than a block from the elevated line on s 116th and Marginal, and only find opportunities to use the light rail once it twice a year. The current complete lack of reasonable access within the Duwamish valley represents a continuation off the historic practice of withholding resources from underserved communities. Maintaining a cycle of self fulfilling low protected ridership reports, and dismissing the opportunity to connect communities, strengthen regional ties. The ability to commission an infill station without significant impact to existing service as been demonstrated the world over. Outside of completing lines already in work, I'd reprioritize all new work on improving existing service by constructing the Boeing Access infill station.
South King Co	No	No	No	No	Boeing Field South Access road would help a lot of us in Tukwila, Allentown and Georgetown gain access to rapid transit. It is also has been difficult to get to West Seattle and Ballard.
South King Co	No	No	No	No	Would love to be able to park at station instead of taking bus to station
South King Co	No	No	No	No	Unifying access to all of the greater seattle and Tacoma areas via the one link light rail system is necessary to improve traffic in these densely traveled areas, especially as travel continues to grow. More bus service will not be utilized if traffic continues to worsen.
South King Co	No	No	No	No	The Station at Boeing Access road was promised from the beginning of the light rail. We purchased a home in the Allentown/Duwamish neighborhood specifically with use of that station in mind. Tukwila has only one light rail stop then the train barrels through the rest of the city on the longest distance between stops. An entire community is impacted by the noise of the train speeding by but can't utilize its service. There are also many businesses that could benefit from this station as well, including the Museum of Flight.
South King Co	No	No	No	No	My preferences are based on what I would use in the future.
South King Co	No	No	No	No	I am greatly looking forward to the 272nd Link Light Rail station & 320th Federal Way station. I believe access to transit in the south sound is not only a transit issue but also a matter of restorative economic, environmental & social justice to the many diverse cultural groups who live in South King and Pierce counties, and for this reason should be prioritized as such. The freedom to travel is a freedom to visit cultural institutions like museums and venues, educational institutions like schools and libraries, and a freedom to work at a wider range of occupations. Given the proximity to large tech investments that other regions around Seattle have had, the South King deserves the same investment and opportunity. Beyond that, bridging the gap between Tacoma and Seattle is the next logical step in the development of the region.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	We need to make sure the Boeing Access stations gets built. There are a lot of people in that area that need access.
South King Co	No	No	No	No	Commute.
South King Co	No	No	No	No	Because you're raping me on car tabs!
South King Co	No	No	No	No	They make sence
South King Co	No	No	No	No	I would like more people in more affordable south king county to have access to reliable transportation.
South King Co	No	No	No	No	I have selected none because despite living in king county none of these serve anywhere within 10 miles of where I live and there is insufficient park and ride parking to effectively use the services already in place. There should be a complete rethink of how Sound Transit is operated.
South King Co	No	No	No	No	Our home is located in what feels like a transit desert and it makes us 100% dependent on cars which is both costly and contributes to climate change. The bling access station would likely allow us (a family of 4) to pair down to one vehicle or at least significantly reduced our driving.
South King Co	No	No	No	No	The south end of light rail was. Rested to facilitate access to the airport but additional stops are needed to make it more useful to commuters in south Seattle and Tukwila. Stops are so far apart that driving or additional time consuming bus rides are needed to use he light rail for commuting in these areas, which makes it essentially no usable for many families.
South King Co	No	No	No	No	Boeing access road supports Raisbeck Aviation High School. Given most of the kids are a significant distance this enables more and easier attendance. The rest of the priorities are frankly selfish in that they would affect my travel and commute the most.
South King Co	No	No	No	No	Traffic getting from Kent and Renton into Bellevue is the worst in the state. Currently, there are no ways to mitigate that commute.
South King Co	No	No	No	No	More parking at the Sounder stations in Auburn and Kent is essential. There is no local transit service to get riders to the stations. Expansion of light rail south to and through Tacoma and increasing frequency and capacity on the Sounder are also important.
South King Co	No	No	No	No	Prioritize areas where there are currently major gaps in population's access to transit in general.
South King Co	No	No	No	No	Increasing capacity reduces traffic overall and increases access for more people.
South King Co	No	No	No	No	Working on behalf of West Seattle and Delridge in particular, especially with the bridge out and large non-white communities in South and Southwest Seattle, prioritizing projects to the South of downtown seem more equitable.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Rail infrastructure that serves the most economically disadvantaged areas should be the highest priority, followed by light rail service in general. Bus service is important as an interim step, but traffic-separated transit is more important long term. Expanding access for parking at facilities should be the lowest priority, encouraging people to carpool or take a bus to the transit hub.
South King Co	No	No	No	No	The original promise to voters and the reason for Sound Transit to exist was to build a N/S line between Tacoma and Everett to relieve pressure on I-5. This should still be Sound Transit number one priority! It will still take until 2028 to complete under the current schedule which is way too long. Now you want extend or even delay completion of these vital links for Snohomish and Pierce County. Not one penny on anything else until this work is complete!
South King Co	No	No	No	No	Delay it all if you can't afford it with the millions tax payer have already forked out.
South King Co	No	No	No	No	Do not like driving to Seattle for events, however would go if public rail was available
South King Co	No	No	No	No	
South King Co	No	No	No	No	Pre-pandemic capacity on certain south Sounder runs were well over capacity. Auburn's parking situation is unsatisfactory and should have been corrected a decade ago (shame on you Board). A key priority is getting people from their neighborhoods to the stations - Sounder or Link. What good is it if there is a station and few spots to park or no other way to get to the station. The 497 and other routes like it seem to be a good way to funnel people to the stations.
South King Co	No	No	No	No	Complete the light rail spin it is the project with the highest quality of life and economic upside for the areas serviced. More than a way to commute to work this system will connect the region and people like no other project.
South King Co	No	No	No	No	Look. Light rail is dangerous I've been attacked many times. It's just stupid to think this is a viable solution. Fuck the light rail. I'll never take it again and I have a free pass.
South King Co	No	No	No	No	With workforce being pushed farther and farther out of the Seattle and even King County area, we have to provide safe and cost effective alternatives to single car drivers to area where real estate and rent is affordable.
South King Co	No	No	No	No	I would love to travel more in the area but it is difficult to do so if one doesn't have a car- and if one does have a car, traffic and parking are a nightmare. Expanding transit options in south King County would help me to get out and about more and keep my carbon footprint down.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	We moved to Auburn in 2008 because of sound transit location and access to Seattle and Tacoma. The second parking garage was promised then! We are still waiting, and to make matters worse so many from Federal way come over to Auburn and make finding parking that much more difficult. Parking on auburn streets gets your car vandalized.
South King Co	No	No	No	No	Improve and extend Link Light Rail service is my highest priority. Second is improving 'last mile' access and/or parking at more stations. There should be more options to reach Link or RapidRide that require less than a one mile walk.
South King Co	No	No	No	No	prioritizing the Kent improvements can help build on the important hub for that area. I'd honestly like to see other adjustments like having the 566 start at the old/underutilized Kent Park & Ride and then stopping at Kent Station rather than building out more parking spaces when we have a huge lot down the street. The 150 bus is simply too slow (taking over an hour, often an hour and a half) to wind through Tukwila and finally get to Kent. Building out Sounder capacity will help when demand does eventually return post covid. Some trips were very full, often having no seats available (even on the new coaches where people's knees have to actually touch due to how the seats are configured.) Finally the 405 BRT routes are exciting, as it means getting between the east and southside without necessarily bouncing through Seattle.
South King Co	No	No	No	No	Keep vehicles off i5 reduce congestion to south
South King Co	No	No	No	No	Location, Location, Location... If the transit system doesn't serve my area you don't deserve my tax dollars, even though you're not going to finish what you promised before I retire. I would think before asking for more money, Sound Transit would do like any household or organization and reduce staff / costs first, then look to request more money.
South King Co	No	No	No	No	Auburn Sounder Parking Garage was deferred once already - stopped taking Sounder because of the limited parking situation at the Auburn station. Would not do a Ballard tunnel. Would avoid expanding out further until all property needed is secured.
South King Co	No	No	No	No	I would prioritize connecting Link to West Seattle. The bridge closure has underscored how difficult it is to detour and the gridlock that the detour creates impacts all other traffic in the central corridors through Seattle (Georgetown, 99, I-5, etc).
South King Co	No	No	No	No	I live in Kent and in normal circumstances parking is awful
South King Co	No	No	No	No	Season ticket holder for the Kraken, want better transit into and out of Seattle center. Want to use the sounder out of Kent or Auburn to commute, but the garages fill too early in the morning.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	With the West Seattle bridge being out of service, the faster transit can help with access to and from West Seattle the better.
South King Co	No	No	No	No	West Seattle and connecting to Tacoma are most important to me. The ballard line seems less important.
South King Co	No	No	No	No	I live between Renton and Kent and quite frankly transit service to Seattle takes too much time especially if you want to not drive at all to garage/lot. I always thought a station for link light rail near Southcenter (so I would support Boeing Access Road) was needed with parking!!! With changes in housing to move out of Seattle I would focus on areas beyond Seattle versus in town although West Seattle needs something! I would prioritize link light rail to the Tacoma Dome and to Everett - those I-5 corridors are daunting. We have expanded I-90 and also have a nice 520 bridge access now so maybe the East Side needs to wait and parking with quick bus to Bellevue and link light rail will have to do. Keep the rapid bus line in Ballard for now. For what I ride below - I put what I would do if not a pandemic. Before I retired I drove, rode a bus, rode a bus with link to light rail. I rode on the Sounder 1-2 times and what a great /quick trip to Tukwila but by the time I drove there it wasn't that far to downtown based on time of day. But I liked the comfort of that ride. If I lived closer to a station/sounder line I would have utilized more often.
South King Co	No	No	No	No	Increase commuter options to reduce I5 traffic in South King County
South King Co	No	No	No	No	We need more access to transit outside of the Seattle core with more flexibility - not just light rail, but also improved bus routes. I would prioritize flexibility for rideers.
South King Co	No	No	No	No	Provide affordable public transportation for the essential workforce and mobility for low to moderate income families.
South King Co	No	No	No	No	Anything that builds up light rail. I am working from home right now, but if I have to go back to the office, I will be taking the light rail from Federal Way to Seatac every day for work.
South King Co	No	No	No	No	They are close to Burien where I live or near where my family lives in TAcoma and Issaquah.
South King Co	No	No	No	No	Overall decrease of car traffic into/out of Seattle, plus easy tourist use to get around within Seattle.
South King Co	No	No	No	No	
South King Co	No	No	No	No	Focus on what will have the most immediate, near term benefit to actual riders. When and if economy rebounds, reinstate capital-intensive projects. At worst, Sound Transit has lost a year, on projects of dubious impact on actual transit ridership, anyway.
South King Co	No	No	No	No	Hopefully projects expand ridership which increases operating revenue and leads to need for future improvement plans

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Delaying. NOT phasing or modifying. If we are going to do transit, do it right the 1st time. Even if this means delaying until the new revenue comes in. The priorities are the ones myself and my spouse and my adult children & grandchildren would make the most use out of over the next years.
South King Co	No	No	No	No	I live in the White Center West Seattle area and with the WS bridge being out, West Seattle needs to have other transit access prioritized.
South King Co	No	No	No	No	I believe the continued Link extension should be the priority to provide additional options all the way from Tacoma to Seattle. The fact that Link runs on the weekends, and more often than Sounder will provide greater transit options to South King County and Pierce County. Sounder should continue to see improvements (and additional trains if possible), but additional parking would go a long way at stops like Kent and Auburn.
South King Co	No	No	No	No	Not sure
South King Co	No	No	No	No	
South King Co	No	No	No	No	I need better options to Tacoma
South King Co	No	No	No	No	Need is the highest priority. Take care of issues of current service areas before expanding.
South King Co	No	No	No	No	I live in West Seattle. Equity should be prioritized, even if that means projects other than the ones that benefit me are built first. Given the seeming cost-effectiveness of bus rapid transit, I would be in favor of shifting priorities (and even expanding) that.
South King Co	No	No	No	No	The top priority projects are what would directly affect me, based on locations that i travel to/from.
South King Co	No	No	No	No	West Seattle is one of the more diverse neighborhoods in Seattle both in terms of ethnicity and socioeconomics. We have been cut off by the repairs on the bridge, and those of us who commute to downtown are effectively hamstrung from running our businesses effectively. West Seattle is a peninsula of over 80,000 and Sound Transit needs to prioritize it and take into account the microeconomic impact of being cut off from the City for two years. It's maddening that the richest, whitest neighborhoods (with the exception of Rainier valley) have had no problem getting light rail but we have to battle for everything in West Seattle, the East Side, and further North.
South King Co	No	No	No	No	South king county has long been under prioritized both for line development and TOD near lines. Linking Seattle and Tacoma with SeaTac airport in-between opens a lot of new Job possibilities for people living in Kent, Des Moines, Federal Way and Auburn. Tacoma is also growing rapidly and getting projects done in this area can help ease growing pains and foster that growth.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	We need more capacity for both riders and cars in the south sound. I would consider finding ways to make the pro missed projects more cost-effective
South King Co	No	No	No	No	I don't have enough information about these projects to have an opinion on all of them, but I know that the parking garage in Kent filled up quick pre-Covid
South King Co	No	No	No	No	The main Link line to Federal Way and on to Tacoma is by far the most important project to me.
South King Co	No	No	No	No	The sounder train cannot work without garages for people to park and ride the train. Non-motorized and transit access to the station does not exist and is not feasible for most existing and future riders. Plus, voters already payed for the garages with ST2 and not providing them would cause a complete loss of trust and confidence in Sound Transit
South King Co	No	No	No	No	Speed... Shorten time to complete projects
South King Co	No	No	No	No	Not just for myself, but for other commuters between the outlaying communities and the downtown areas of Bellevue and Seattle. It's important, because housing is becoming more expensive, and folks who live where they can afford to live need to be able to get to work in the cities where the jobs are. With only a handful of years left to commute myself, I do want to consider those who will be working in the future.
South King Co	No	No	No	No	Like light rail is the only valuable choice. The others are a waste of money.
South King Co	No	No	No	No	I live in Kent and work at Tacoma General Hospital. Connecting the Light Rail would allow me to not drive. Also, I work swing shift hours (until 2:30am) so longer hours would be nice.
South King Co	No	No	No	No	As a resident of south King county, expanding and connecting service both north and south from provides greater access to both Seattle and Tacoma. Connecting north to south is key to reducing highway traffic and allow more options, both for local and extended travel. Expanding meaningful service that doesn't rely on buses offers better options for those adverse to bus travel.
South King Co	No	No	No	No	Housing expansion focused on south and south east areas. Important to link Seattle and Tacoma central areas.
South King Co	No	No	No	No	South King County is the lower income area of the region and therefore had a higher need for solid, reliable public transit.
South King Co	No	No	No	No	South county needs more mass transit
South King Co	No	No	No	No	I am furious at how much the state transportation package is biased toward roads and cars, and how minuscule the funding is allocated to bicycle/pedestrian/public transit infrastructure. It is unacceptable at how transit is always pushed behind cars and roads.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	While I live in South King County, options to get to the East Side (which I have to do often) are currently really poor. Anything and everything that can be done to improve that is a high priority to me. Additionally, I think having a functioning subway system is key for any metro area, so anything that can be done to expand the Light Rail is crucial in my eyes.
South King Co	No	No	No	No	W Seattle needs more reliable and speedy connections. Stride will serve a busy corridor and the investment is relatively affordable.
South King Co	No	No	No	No	Sound Transit has already delayed the Boeing Access Road option from being built during the first round of construction. Doing it again, when the community and businesses have consistently advocated for this location and how they will contribute to getting commuters to their work places (shuttle service) is not only another slap in the face to taxpayers who were promised this project years ago, it is yet again contributing to the marginalization of a community that has been overlooked too many times for infrastructure improvements and access for residents. What kind of equity lens is being used for this process if it isn't clear that the BAR location would provide service to an existing transportation desert?? In addition, it is the only place along the entire system where there is a reasonable, cost-effective possibility of connecting the Link Light Rail and Sounder trains to make this a truly regional transit system. I was shocked to find out that this was even under consideration for delay again. Whomever is suggesting or recommending the Boeing Access Road location be delayed, modified or eliminated...you should all be ashamed of yourselves!
South King Co	No	No	No	No	I currently live in the Allentown neighborhood of Tukwila and work in Pioneer Square. I can see the light rail line from my house but am over a mile and a half from the nearest station. The Boeing Access infill station will allow me to take the train to work without the hassle of traffic on Interstate 5.
South King Co	No	No	No	No	Use link most often. Live in South King county and work in Seattle.
South King Co	No	No	No	No	Reducing barriers to public transit.
South King Co	No	No	No	No	Prioritize light rail. Deprioritize anything unrelated, for example buses. I don't understand why Sound Transit puts money into non-rail.
South King Co	No	No	No	No	servicing areas not currently serviced by light rail. West Seattle is so dependent on the bridge as we have discovered, so they need priority to get new service. Adding new stations in between current stations seems like an area that could be cut to help save money.

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Sounder rail line between Tacoma and Seattle already exists. Considering the new cost increases for constructing the Link Light Rail from Federal Way to Tacoma, this duplication of services isn't as important as improving and expanding existing service, for Sounder in Sumner, Auburn and Kent, Extending Sounder to Tillicum and Dupont would help alleviate the pressure on I-5 at JBLM. The recent migration from Seattle to the suburbs in South KIng County and Pierce County necessitates improvements to existing services. enhanced
South King Co	No	No	No	No	Light Rail to Burien, White Center, and West Seattle! I will never again vote for any package that does not include Light Rail to our area. With the bridge down, the lack of foresight became extremely obvious to us on the Peninsula. I will NOT ride a bus. The Rapid Ride is a joke.
South King Co	No	No	No	No	Make the current and soon to be completed items fully functional before expanding service.
South King Co	No	No	No	No	Better options for northbound commute Seattle to Boeing Everett
South King Co	No	No	No	No	Help with connecting region with rail.
South King Co	No	No	No	No	Boeing Access Road has been offered through three transit votes, it is needed and can be the connector between Sounder Rail and Light Rail plus all Northbound busses could transfer passengers there to proceed into Seattle, thus avoiding bus congestion downtown. Stride bus rapid transit on south I-405 is a primary East/West corridor without adequate transit service.
South King Co	No	No	No	No	Emphasis on where the most passengers board and leave transports.
South King Co	No	No	No	No	More connectivity to South King County.
South King Co	No	No	No	No	Transit continues to be a huge problem in western WA. We are far behind; when pandemic is over and people are returning 100%, we'll need options for people to get around, hopefully get more people using transit vs vehicles. We need these infrastructure projects to minimize vehicle congestion, trip reduction, air quality and commute times.
South King Co	No	No	No	No	I think it's important to enhance what we already have. The demands on the existing stations are already high (during 'normal' times) and people already drive to them from significant distances. As an example, it looks like none of the future plans for rail expansion will help Covington folks who drive to the Kent Sounder station. Continued expansion of Cross-county buses is very important as well, because the train and link are limited in direction, and many employers are not close to their lines. I ride the bus when I have to go to Bellevue for work (normally I go to Renton via car) so my use is limited, but if public transport were convenient at other times - Saturday trains to Seattle, anyone? - I'd use it.
South King Co	No	No	No	No	The Sumner garage has been needed for years. The challenge with parking in a small town affects the business flow

SUBAREA	PERSON OF COLOR	LOW-INCOME	TRANSIT DEPENDENT	DISABILITY	OPEN-ENDED RESPONSE
South King Co	No	No	No	No	Improved bus service is usually less expensive to implement easier to adapt to changing community needs. Options to ride the Sounder south are extremely limited. I will need to commute from Kent to Tacoma in the fall but cannot reasonably use the Sounder train due to the limited schedule. The parking garage at the Kent Sounder station will alleviate problems with transit riders parking in local parking areas and taking the train, affecting parking access for local businesses and their customers.
South King Co	No	No	No	No	These projects would serve people who, over and over again, have gotten the short end of the stick with regard to transit. It is long past time to give the south King County and south Sound areas higher priority in terms of infrastructure development.
South King Co	No	No	No	No	I want to encourage Sound Transit to prioritize projects that serve the most underserved, diverse and poorer areas of the region (South KC, South Seattle, Pierce County). These areas have the highest proportions of immigrants and refugees, too. Also, people in these areas are more likely to depend on public transportation without access to other options.

7 APPENDIX G: EMAILS, TRANSCRIBED PHONE CALLS, AND BOARD CORRESPONDENCE

7.1 Realignment Inbox

From	Email
AJ Pope	I am in favor of the Skylink over light rail. Skylink would meet our needs here in West Seattle
Andrew Hayes	Hi, KC resident and avid orca user. PLEASE add express transit for Apple Pay support.
Andrew Hofheimer	What's important to me is the pedestrian bridge at the 145th st station!
Andrew Prince	To whom it may concern, I'm responding to the proposed light rail route from issaquah to Seattle. I live in Preston, right above issaquah. I feel the route to Bellevue for interchange makes no sense as most of us on East side need a timely direct route to Seattle
Anonymous	Just read sound transit pamphlet we got in the mail. You asked for my comments on project schedules and/or scope. Here they are: keep going with current plan, but if money becomes an issue, delay future projects. No more new taxes. My family has had to slide some projects/events due to COVID, and I expect government to do the same. No issues if some slide. It's reality. No more taxes in these tough times. Thanks, Marty
Benjamin Stuart	Hello, I am a resident of the Brighton/Hillman City neighborhood and I am asking SoundTransit to prioritize the voter-approved Graham St. Station in the realignment process. This station will serve one of the most diverse zip codes in the state as well as numerous low-income housing developments, DSHS, and other services. In addition, the MLK/Graham St. intersection is one of the busiest thoroughfares in the city and one that the children attending Aki Kurose middle school a block away have to navigate on foot. Improved signaling here along with the station will keep our kids safe. The Graham St. Station is an in-fill surface project which will bring maximum access, equity, and safety to an underserved community with minimal construction, labor, or real-estate costs when compared to other SoundTransit projects.

	Thank you for making South East Seattle a priority in your realignment process. Sincerely,
Betty Lau	I already took the survey and have additional comments: 1. Get the signage right for the light rail in Chinatown International District. It needs to align with Seattle City Ordinance 119297: Chinatown International District. Right now your signage is backwards due to an error committed by the KC Council. 2. Maps need to show names of the three neighborhoods in the CID: Chinatown, Japantown, Little Saigon. 3. Choose 4th Ave for the line—it will have heavy negative impacts to Chinatown to put it on 5th. We could never afford to upgrade the buildings there so in the cycle of BIPOC taking a hit, it's cheaper because people couldn't afford to upgrade. Thanks,
Bill H KUO	Dear board members, In time of crisis, a real contributor is someone not afraid of telling the King that he is naked. A high school student could tell the first priority is to cut back the overhead expenses (fixed and variable) when the revenue is diminishing ! As far as we could tell, there is no certainty of when the spread of the COVID-19 would end. It may very well staying with us for a longer than anticipated period. Public transit will suffer from the work at home trend. My family members had stopped taking the public transit for almost a year now and still don't feel safe of returning to the use of public transportation. Vaccine is not going to rid of the vicus. We'll probably have to live with the new virus just like we are living with the influenza since the 1912 pandemic. There is no miracle for revenue recovering before the pandemic is under control, not before the public feel safe of returning to use the public transportation system. That, maybe sometime down the road. The only thing to do is to cut back on the service and stop the bleeding. No, we don't have to keep a minimum level of service besides the traditional commuting hours for working class. I cringe , each time I see empty buses running in traffic. Someone needs to take charge and trim the level of wasteful bus runs. I mean, soon, I mean, now !

	Do not expect the tax payers to support the running of empty buses. Personally, I would not support any additional tax to save the transit if the system does not go under proper management to tighten up the belt so to speak. This is coming from a strong supporting family for the public transportation system. One does not need to spend 6 figures to hire a consulting firm to tell them to exercise common sense, it would be passing the buck of responsibility, and a wasteful one. Sincerely,
Bob Piper	Hello, My name is Bob Piper and I am a resident of West Seattle. My family and I voted for ST3 and support public transportation. With the ever increasing costs and expanding timeline of light rail, I urge you to consider the SkyLink option. Not only for the money savings and shortened time frame, but in addition to solving for public transportation, the gondola would be a strong tourist attraction and add to the West Seattle neighborhood's appeal. Thanks,
Bob Redling	First of all I urge the board to be cautious about taking types of debt that could require refinancing at future interest rates, which might be much higher than current rates. Second, I can only comment on Tacoma and South Sound projects with which I am familiar. Tacoma Link: The planned extension from the Tacoma Hospital district to Tacoma Community College should be considered for delay if the savings are needed elsewhere. The cityscape in central and west Tacoma -- especially around 19th Street -- is primarily single family residential and does not seem to have enough concentrated population to support a Link train at this time. This extension would likely be the one I would use if built but it should not operate greatly under capacity. Sounder train extension from Lakewood to Dupont: Although a quite desirable addition, this area of the metro area may not have the population numbers to justify the additional cost of the extension at this time. I do support expanding parking capacity and access to existing and soon-to-open stations and park and rides throughout the entire system to make use of public transit more convenient. The city of Tacoma is considering eliminating zoning rules that currently restrict large swaths of our city to just single family housing. If enacted, this and other rezoning proposals to allow more multi-family housing and mixed use areas could increase population concentrations to justify rail link extensions. Unfortunately, a good part of the proposed South

	19th St. Link extension would go past the towns of Fircrest and University Place, whose current zoning codes do not allow multi family housing along their portions of the transit corridor. Thanks --
Brett G.	Dear Sound Transit Board and City of Bellevue: Thank you for the requests for public input about Sound Transit realignment. I support cost-effective and environmentally-friendly mass transit systems. My guess is that bus service is more cost-effective than light rail. I encourage Sound Transit to compare the cost-effectiveness of bus service to light rail, and to prioritize the modality that is more cost-effective. This may mean stopping or indefinitely postponing some planned light rail projects, and if there is available funding, replacing them with bus service. If all light rail extensions that are under review are changed to bus service extensions, I hope that this would be sufficient to close Sound Transit's funding gap. Also, I hope that there will be a careful balance of service geographic reach with service frequency. Perhaps some reductions in both reach and frequency would be appropriate. Finally, I hope that Sound Transit will examine its ongoing operational costs for opportunities to improve efficiency and reduce expenses. Regards,
Brett Macke	Hello, I am a resident of West Seattle, and in full support of the West Seattle Skylink proposal. If all I have read is true, it would be cheaper, quicker, and more touristy than a light rail. The rest of the world uses them for urban transportation, so it would bode well for Seattle to start the trend in America as well. Seattle already does not have enough money to maintain the roads we already have, which is becoming very frustrating, so I think now that you have a cheaper option that would still transport almost the same amount of people daily for significantly less money and way faster, you should at least hear it out with an open mind. Also, the people of West Seattle have been more than patient with the West Seattle bridge situation.

	Thank you,
Brian Doennebrink	It's time to rethink whether there is a faster, better way to meet the objectives of Everett Link. Sound Transit should articulate the two separate goals of the Everett Link project and then planning for the appropriate transit technology for each: www.theurbanist.org
Brian Doennebrink	If Sound Transit indeed believes in "building the spine first," then that should be their priority. The problem is with the definition of "spine." I'm one who subscribes to the spine being Tacoma to Everett following I-5 and I-405, meaning the priorities should be: 1. Tier 1: Link from Lynnwood to Mariner P&R and Federal Way to Tacoma, I-405 Direct Access ramps and I-405 Stride BRT, and Sounder to DuPont. A case could be made for Issaquah to downtown Bellevue on this basis as well. 2. Tier 2: The rest of the projects. If those projects can be logically divided into segments, do it. For instance, the West Seattle line could be start with West Seattle to SODO. The Ballard line could be Interbay to Westlake. 3. Tier 3: If there are segments, then the next part of the segment. Examples: Everett extension, downtown Seattle bus tunnel II, Interbay-Ballard, Bellevue to South Kirkland. 4. Tier 4: Parking Lynnwood to Mariner P&R is a three-station, above ground proposition that is most similar in length to extensions to Federal Way and to Northgate. It involves no tunneling. It moves the potential "armada" of buses that will be shuttling people between Everett and LTC northward. Ideally, ST would find a way to complete the northbound direct access ramps at Ash Way to keep buses in the HOV lanes, not crossing general purpose lanes between 128th & 164th, and off of 164th, a mess during inclement weather already. It connects to 2 other regional high-capacity transit systems: the Swift BRT Orange Line that will connect riders from Mill Creek and Southeast Everett at Ash Way and from Lynnwood at Ash Way and at LTC; and the Swift BRT Green Line at Mariner P&R, which will open up connections to and from southern Everett, Paine FIeld, and Boeing/Everett at gates 68 and 75. Ideally, in the interim, ST would fund extending the Green line from gate 75 to downtown Everett via 526 and either Evergreen Way, where Swift Blue stations could be shared, or via I-5, direct. I question the substantial expenditure and extra time merely for a loop servicing two, perhaps three stations that already have transit service for industrial growth that is yet to be publicized (current density is lacking), but I hope that ST will exercise flexibility in station locations that are practical and unique from what the BRT serves. Many voted for ST-3 because they liked more than they didn't and didn't understand how much the costs were, not because they approved everything in it, for voters don't get any choices to pick each specific segment. I, for one, didn't like projects that duplicated BRT lines nor served a specific corporation. I opposed "Seattle-centric" lines, for instance favoring a Ballard-UW line (to serve UW as well as northbound commuters from Ballard/Wallingford and visa-versa), a corridor that's been congested for at least 40 years. I felt that I-405 deserved Link service, too, even it it was a line from Issaquah to South Bellevue, then turning south, an origin/destination that Issaquah leaders reported had substantial

	increase in traffic between, and that was a few to several years ago. The Tacoma extension will connect to the Hilltop/downtown Tacoma light rail and will provide easier connectivity to the Tacoma Dome for residents north of there. I-405 is an opportunity to keep buses in the HOV lanes for the duration. Every interchange with a state or interstate highway south of I-5 could use improvement, and it's not necessarily a rebuild, sometimes it's merely extending the onramp or an onramp by a couple of thousand feet. The NB one from EB 522 to NB 405 is pathetic. Nearly every time that I've traveled I-405 during daytime hours, the slowdowns are predictable: going south, they're at 527, 522, 520, I-90. 900. and I-5...going northbound, just the opposite. Funding is needed, but the best source internally is Sounder North, which costs a ton per rider and which serves stations that already have existing bus service to downtown Seattle. When Lynnwood Link opens in just over 3 years, stations in Edmonds and Mukilteo become considerably closer to high-capacity transit. Best of luck with your deliberations. Sincerely,
Bruce Tecklenburg	Hi Sound Transit, I know my comments won't be popular but I do appreciate that you've realized the need for change. The pandemic has shown that public transit has not been popular and the need for flexibility is key to serving the region's needs. I think since ST3's passage was and still is controversial, I would propose the following: 1) the only light rail that should proceed is West Seattle & Ballard. Move their timelines up if you can. All other lines and extensions (not under construction) should be cancelled and replaced by bus. Bus is cheaper and is completely flexible. Work from home will change the dynamics of the region, and once tracks are laid, you can't make changes, even if the population moves. Only bus can meet that demand. Bus can also be implemented almost immediately. Trains take forever. You're still not to Northgate and that was supposed to happen in 2006. 2) Bottom line is Sound Transit has a long and repeating history of being over budget and extremely late on project delivery. I think that ST3 taxes should be canceled for all residents outside of Seattle. Let Seattle vote on Ballard/West Seattle. You can have the rest of the region vote, but the vote should only be counted by city, not by the full region. If South King and Pierce approve, you can move forward, if they don't...FW-Tacoma, Tacoma Hilltop and ST train improvements and extensions are canceled along with the ST3 taxes (Does not touch ST2 or ST1 taxes).

	Thanks for letting me comment. Brgds,
Candi Betts	I heavily depended on public transportation before covid hit. Consequently, the moment I have a new bus stop much closer to my home (YEAH!), I did not feel safe using the bus and haven't ridden it in the past year but...I want king county transit to know I WILL AGAIN HEAVILY DEPEND ON PUBLIC TRANSPORTATION IN THE NEAR FUTURE and I really appreciate the new bus stop placed closer to my home.
Chris Johnson	Let's face it is going the way of ST2. Even if it does happen it's going to 2040-2045 and billions of dollars over because this state can't get a project done on time or budget. Citizens of Everett are going to pay hundreds of dollars extra in tabs for something that they will likely never be able to see let alone use. One of the reasons I'm looking to get out of this area. Project is over budget lets stop it, restudy it and then restart it later. But costs will always keep going up.
Chris McGuffin	If your revenue is based off something that can neither move, nor shrink, you can more easily plan and budget. https://tenor.com/view/think-smart-gif-7723689 <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Ftenor.com%2Fview%2Fthink-smart-gif-7723689&data=04%7C01%7Crealignment%40soundtransit.org%7C87037e22ba684c8ac1ff08d909f694c8%7Cca24b0afd8fb4e629ead8b37062261d0%7C1%7C0%7C637551776934756003%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=UhZxRCwhExHKDb%2BVRC6J2KHUsxfamvljaNe%2B1wpIlTk%3D&reserved=0> One way to ensure some form of steady revenue base without altering current property taxes could be to build retail or even office space on all lots of current and future stations and park-n-rides, then lease out the space to businesses. Designing the shopping space into the station/park-n-ride lots could be very aesthetically pleasing with good landscape architecture and design to acompany it, as well as provide riders an easy stop to run daily/weekly errands, or get a bite to eat if they are waiting to transfer busses/trains, ect. It'd at least be some form of steady revenue for development and maintenance of public transit. A list of papers that cover the theory of implementing land value capture, and empirical examples of it working successfully(all focused on the implementation of LVC in relation to public transportation development funding): https://commongroundorwa.org <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcommongroundorwa.org%2F&data=04%7C01%7Crealignment%40soundtransit.org%7C87037e22ba684c8ac1ff08d909f694c8%7Cca24b0afd8fb4e629ead8b37062261d0%7C1%7C0%7C637551776934756003%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=pr8f5xWXu2u1tEscORJUHdgzn%2BGvy%2FqqciK4i2Ps

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Christine Woerfel	Waiting 15 more years for light rail to get to Everett is too long. Find funding and get it done sooner. Sincerely
Christopher Bendix	Hello, In response to your email about prioritizing how to reallocate funds, I would like to suggest that you terminate the Ballard - West Seattle Line with an at-grade station in Ballard. Here is my suggestion: Work with SDOT to remove the northern portion of the Ballard bridge where 15th flies over Leary Way. Reconstruct the Leary Way intersection as a signalized, intersection or 2-lane roundabout. Using an elevated guideway, have light rail cross from the east side of 15th to the center of 15th. The 15th Ave ROW is approximately 115' wide at Leary way, wide enough to easily accommodate two lanes of through traffic, light rail, and

	bike/ped facilities. (For reference, this is approximately 10' wider than MLK). Place the terminating station in the middle of 15th with two entries, north and south. The southern entrance could be at the intersection of 53rd and 15th, and northern station entry at Market and 15th. The distance from 53rd to Market is approximately 460', more than enough room for a station serving four-car trains. 53rd and 54th are already bisected by 15th, making the overall impact of a station in this location relatively limited in terms of vehicle mobility. All that would be required would be for SDOT to reconfigure 15th by eliminating the shoulder running bus lanes, re-aligning signals, and re-striping the existing roadway. Due to the slope on 15th, the northern station entry at Market would be at-grade, while the southern station entry at 53rd would be approximately 10' above grade. A creative ADA ramp solution at this location could achieve an accessible entry at the southern station entry without the need for an elevator. This would achieve cost savings in several ways: first, it would reduce the number of elevated stations on the alignment; second it would reduce the amount of elevated guideway; third, it would reduce any need for costly ROW acquisition since the station would be located within the SDOT ROW; fourth, it would reduce engineering and environmental study costs due to the reduced impact of running the light rail at lower heights. Finally, this would have no measurable performance impacts on the line. All crossings would continue to be grade separated, with no vehicle or pedestrian conflict points. The only difference is that the terminating station at 15th and Market would be a smaller scale at-grade station, comparable to the existing stations in Rainier Valley. A similar process could be pursued in West Seattle. An at-grade or combined station at Avalon could be located mostly in the existing SDOT ROW. The train could proceed at-grade down the center of Fauntleroy, with a shallow cut and cover station under Alaska between 42nd and 40th. The bottom line of all these ideas is that Sound Transit has options. Do not let the preferences of your engineering staff and consultants foreclose on ideas and options that achieve the same ends through different and less conventional means. Challenges require creative thinking, not just additional funds. Thank you,
Clay Barbieri	Currently, the last stop on the south lake union line is the Fairview and campus drive stop. I and many others would love to see that expansion or a new line going from that stop all the way into the U District along Eastlake Avenue. Which will roughly stop near NE 45th st and 11th Ave NE. Allowing for all residents throughout the neighborhoods of south lake union, Denny triangle, Eastlake, and U district to form a light rail line that allows for walkability and the lack of a vehicle way more appealing. I currently reside in Eastlake and my biggest struggle is grocery shopping, I need a car in order to grocery shop due to how far the walk is, and having that line would allow me to do many tasks without a car and would allow me to take the line to the southernmost stop and then walk to the light rail then taking me to the airport. Currently, I have to take the bus or drive my car but having the line go through Eastlake Ave would totally ease the usage of my car trip to the airport.

	I have many more positives so reach out with my below number, and I noticed they are repairing the road/ bridge in south Eastlake and this would be the perfect time to add more to the existing light rail line.
Constance Smith	Please restore #255 to downtown, sports arenas and SAMuseaum. It was taken away from us and we have to switch to train at the University which is a real hassle. We, like our many senior neighbors, no longer go to Seattle because of its removal. Please reconsider restoring this bus service.
D B	Thanks for the 2021 progress report. When I moved to my neighborhood in 2010 I looked forward to light rail at nearby Judkins and began taking the now discontinued east side express buses from 1-90 & Rainier to my downtown Seattle job site. With light rail finally not a far off reality, what makes you think anyone would ride in this day and age of inexpensive ride shares and the complete lack of security on mass transit? The 2021 status report does not mention one thing you are doing for rider safety and by that I mean safety from gun violence or other crime. One thing I know is getting shot on mass transit is more likely than in my vehicle or a ride share.
DARRELL S JOHNSON	I read the pamphlet you mailed out. I am deeply concerned as it looks like you have jumped into woke politics head first. There is a very large community of people out here that have had their voices silenced since the last election. This equity and social justice along with black lives matter is strictly leftist politics that you should get out of. People of all colors (skin color and identity politics is leftist) and political beliefs pay the taxes that make Sound Transit possible. People that are not of color are being marginalized also. Only difference is it doesn't fit the present popular narrative. You are responsible for the over charge on our vehicle license plates. This could be lowered to a reasonable amount quickly. How about the salaries and benefits of your unelected board? No room for any reductions here? I would hope that a taxpayer supported agency such as Sound Transit would not try to alienate such a large number of people that are paying it's way.
David McLaughlin	To Sound Transit, I have read the comprehensive brochure about Sound Transit. I have an observation and two major concerns: My observation is that the Sound Transit plan and progress is ambitious and the results are impressive. My concerns are the costs are beyond reasonable and the cost per passenger seat mile is shockingly high. The last I knew the total tab was gong to be over 65 billion dollars spanning 50 years. In the brochure you indicate the scope is bein re-

	examined due to reduced revenues. However, I expect there will be no reduction in scope only ever higher fees and taxes. My second concern is that Sound Transit is expanding its priorities including the latest fad of boasting about “social justice”. I want to point out it is illegal in Washington state to give racial/gender preferences. While the law is widely ignored, it should not be ignored. When an agency such as yours talks about and promotes activities that “expand” opportunities based on race and gender, it means one thing – more discrimination against white males. Sooner or later the US Supreme Court (unless The Court is packed by the Socialists) is going to put a stop to this, and the sooner, the better. In the mean time, you are breaking the law and boasting about it. So this citizen wants to see that no new money is taken from taxpayers for this inefficient means of transportation and an end to discrimination of any group.
Deane Wang	Dear Sound Transit Planners, I live in West Seattle and am concerned about our connectivity with the rest of Seattle. Even when the bridge is repaired, returning us to the heavy traffic patterns pre-bridge closure and pre-Covid, efficient travel to the rest of Seattle will be less than ideal. Climate change goals and urban economy necessitate cost-effective urban people moving. With the “realignment” process underway, light rail options for residents of West Seattle seem far in the future, AND possibly unaffordable given the uncertainty of funding over the next decade. I believe the citizens of Seattle need the opportunity to reconsider their ST3 vote. The realities in 2016 and 2021 are quite different and our expectations for economic conditions over the next decades are now changed. We need to opportunity to have a voice in the current planning environment. I urge you to consider other modes of getting information on what current Seattle residents think about their transportation options, or conduct a new vote. We need innovative and alternative options that fit into our current and foreseeable situation. Proposals like the SKYLINK concept fit into this category. Please help us reconnect to Seattle in a time-frame meaningful to the elderly population of West Seattle.
debnskip	My first thought with no bathrooms (that I’ve seen anyhow) on Sound transit—this was obviously designed by mostly men. No bathrooms is an equity issue with a disproportionate disadvantage to pregnant women, elderly women—and young kids. It’s also harder on those who have long commutes (often people with less resources) who need to take bus or walk a long way to get to light rail.

	Please incorporate bathrooms into more stations. I've ridden on the BART and a decent amount of their stops have bathrooms. Thanks for considering,
DWIGHT SCHAEFFER	I have written a number of issue papers regarding Sound Transit's bus-rail integration on Mercer Island, which is widely disliked on Mercer Island due to several adverse impacts. The attached is a summary of a proposal I prepared last summer that aligns closely with the issues raised in in your pamphlet "Expanding opportunities with Transit".
Elisabeth Ivec	I cannot afford my car tabs anymore so how am I supposed to get to work? Thanks a lot! I have a huge "affordability gap" between being able to license my car now What a huge mess you have made of this I'm disgusted
Erin Menser	Hi- I recently checked the Sounder train schedule traveling south from Edmonds/Everett to Seattle & I noticed that the schedule is still limited to 2 inbound trains....if my memory is correct this is the same as it was when I moved here in 2011. Can you let me know if there are plans to increase the schedule for the Sounder train traveling south from Everett to Seattle?
Gary Magnuson	1. When going to the airport I notice you actually have two levels in Train Cars that require a step and limit use to those with suitcases or in wheelchair. In other countries the whole car is flat including the walk on area. I think this is a horrible flaw as traffic grows & during peak travel times. 2. Also, the under seat areas aren't clearly marked for suitcases so some don't realize they will fit carryon bags. Still large bags there is limited space. 3. I like the Orca card but I think it is confusing for visitors to our city. 4. I see people not pay. Wouldn't it be cheaper to have turnstiles and less security and/or trained security to advise on travel questions. I have asked some security and they were clueless about an answer.
George Bissonnette	Good Morning! I live on the Island of West Seattle. We moved here in late December of 2019. After a month or so of decent commutes, the West Seattle bridge went out of service. While inconvenient, my commutes have been tolerable during the year of cholera, but now, as people begin to return to work, it's getting jammed up. With all this talk of infrastructure, I wanted to be sure to express our frustration with the bridge situation and hope federal funds will be allocated for the repair and eventual replacement of this crucial part of Seattle's infrastructure. Thank you!
Glenn Cunningham	I sincerely await the completion of light rail to Everett. Since relocating, I have noticed Seattle's traffic crises while wondering at a complete lack of commuter train. In Chicago, the rail lines radiate like spokes on a wheel, reaching into the suburbs and multiple trips each day.

	I thought it was too late for train transit, but now that you bought the right-of-way...yet I still ride ET, CT and Sounder frequently, but expect my ridership will be almost daily once Covid restrictions are lifted. Is it too late for commuter rail Seattle-Everett?
Glenn Laubaugh	Dear Sound Transit; I think there are a number of things that need to be considered as part of the SoundTransit "realignment" plan. 1. SoundTransit's own ridership estimates show failry heavy ridership from Seattle to Lynnwood, but north of there to Everett fairly lackluster ridership. Therefore, it seems to me that the train frequency north of Lynnwood is going to be significantly less than that south of Lynnwood. There are a number of failry busy railway lines, including some operating fairly frequent trains in Japan and Europe, that operate fairly well with a single track line. In Portland, the outer end of the first MAX line operated for approximately 10 years as a single track line before double tracking was completed, and they were operating trains every 7 minutes. The primary cause of issues at the time were drawbridge openings and wheelchair lift use throwing the schedule off, making the single track operation very tricky. Today's Link has neither of those issues. Eventually, the line will be double track, but it seems to me getting the first track installed with passing sidings should be done first to reduce the impact on the overall expenditures per year, as well as to get the line operating as soon as possible (which Everett apparently demands). This allows a bit of a float in capital expenses to take care of other projects, rather than expenses that are unnecessary early in the development of these lines. 2. The 130th street station really needs to be built early on. Shutting down a line to perform construction like this is terrible for passengers, and its addition would likely help people in Lake City, depending on the bus route structure created for it. If planned for properly, addition of a second track from Lynnwood to Everett should be able to be done without shutting down Link (they did it with MAX) but new elevated station construction is a very different animal and it is really best if that station could be finished when the rest of the line gets put into service. 3. You probably won't be able to do the same thing with a single track line with sidings first off in the 2nd downtown tunnel, but the surface section from Elliott Bay to Ballard might be possible to do as a single track section, with double track at the stations. This is particularly the case when you consider any waiting on this line could very easily be handled at the station platforms. The nature of the operation means that trains will not be departing and arriving at the same time, so there should be several miles of lesser used double track line that could be initially built as a single track line at first. 4. In the case of Ballard Link, I really think the plan needs to be re-examined. With the increase in real estate prices, does it still make sense to build this line as a ground level line, with significant property purchases required for the

	Interbay station? Instead, perhaps the most economical solution would be to build it as an elevated line above the BNSF main line tracks? A station above the BNSF main line in Interbay would also be able to better serve both western Queen Anne and eastern Magnolia as it gets closer to the 31 and 33 bus routes that serve the eastern part of Magnolia, and western Queen Anne could have trolley bus route 1 extended to a station above Dravus, but extending that bus to the current proposed location would be a bit more difficult due to the number of turns required, and it would really take all of the other existing bus routes pretty far out of their way. The area along 20th Avenue by Fisherman's Terminal contains an area that is mostly devoted to junk storage, and thus building an elevated line over it shouldn't be that big a problem. It's not stuff that would mind having trains run over it several times per hour. North of the Ship Canal is a bit more problematic, but it looks to me as though the several marinas and marine businesses north of there have large parking areas that the bridge over the Ship Canal could be built without any practical interference (political interference is of course a different matter). It looks like 17th is probably wide enough for an elevated line to be built above, and a series of surface parking lots appear to still be there to allow a reasonable routing up to 15th and Market. An alternative route would be to make future plans based on an elevated route above Shilshole Ave and then 24th, which also appear wide enough for an elevated line above them. As these are lines that would be largely above existing streets wide enough for a light rail line, existing railroads or other land that would not have as much acquisition costs, it seems like a routing like this could be less expensive. 5. The most expensive piece of the entire series of projects is going to be the new downtown tunnel, and there is no way to reduce the cost of this, or the fact that it is going to take a very long time to complete. Perhaps the first step of this line should be to build it as a surface line through Belltown, and when the tunnel is completed make it part of the Seattle streetcar lines, with an interchange station near the Olympic Sculpture Park? It may be worthwhile trying to see if there is any possible way of replacing the 2nd downtown tunnel with an elevated line. I know elevated transit is not popular for a number of reasons, but at the same time tunnels are expensive and slow, and surface light rail runs into traffic interference. It may not be possible, but it seems like the only way to reduce the costs of this segment of the projects. 6. West Seattle is troublesome, because it is so spread out it is really best served by better bus service rather than a single point light rail line. Perhpas the starting point for West Seattle should be a transit only bridge that initially starts with buses only, but then can move to light rail and bus service (similar to the Tilikum Bridge in Portland) when that becomes necessary. Perhaps it, too, should start as a surface light rail line that eventually moves to the new transit tunnel? Bus service on this bridge would be able to serve a wide area of West Seattle and deliver riders to Link and downtown Seattle just as easily as an independent West Seattle light rail line, as is initially proposed to operate before it is joined to the new tunnel. 7. The maintenance yard at the south end seems like a huge expense in terms of acquiring land. The city of Tacoma itself owns one of the large railroad freight yards in Tacoma. Elevated rail transit yards are not unknown, and in fact at

	least two have operated in Chicago. Therefore, it seems to me that SoundTransit should enter discussions with the city of Tacoma about the use of the space above their railroad yard there. While the construction costs would be higher than ground level vacant land, it may wind up being less expensive in the end due to a public entity already owning the land and it being a use that is compatible with having a light rail storage yard built above it. Freight cars are not going to complain about 8. My understanding is that one of the reasons for developing the West Seattle line is that Everett to Tacoma is simply too far a trip for light rail operators to make without a break. Furthermore, the line through the Rainier Valley is only able to handle 6 minute headways, at best. Therefore, it seems to me one way to accomodate this in the years before West Seattle gets built would be to add a platform at the Mt. Baker station, direclty above the Mt Baker transit center, with a pedestrian bridge connecting the two platform areas. This would allow trains a place to turn around and layover before entering the Rainier Valley track, as well as allow for good transfers to and from a number of busy bus routes. While it would be an additional expense above SoundTransit3, it would be far cheaper than immediately building the West Seattle Link line. Improved frequency there could really help a number of busy bus routes.
Gregory Sansoni	I request these projects continue as planned. Bothell is a significant source of traffic and popular residence for workers in Seattle and Bellevue. I know many people would would utilize these routes.
Hazel Abbuhl	Hello: Due to an increase in the number of older people living in Issaquah, it is best to extend the light rail line from Seattle to Issaquah. Approximately 17% of the adults living inside the city limits of Issaquah are older people,* a significant number of those do not drive. They need reliable, safe transportation for doctor's appointments, business meetings, shopping and recreation in Seattle. (*These statistics are taken from the webpage of worldpopulationreview.com.) In addition to those living inside the city limits, there are a substantial number living just outside the city limits who would use the light rail. Besides the number of older people increasing, the voters have already approved the construction of a light rail line from Seattle directly to Issaquah. Please honor your responsibility to follow the directions given you by the voters.
Henry Campbell	People vote against something and it passes it gets crammed down you throat. People vote for something and and courts take it away. What a bitch this is.
Howard Bernstein	Please consider a gondola system as an alternative to the light rail system proposed for transit service to West Seattle. It appears that such a system could provide much needed service far sooner than light rail and at lower cost. Kind regards,
hugo sotelo	To whom this may concern,

	I take the Sounder from kent to seattle and the Link to UW daily. I would say 25%-40% of people are not paying for the services to use the sounder and link because theres no real inspection due to covid. I think u should figure out away to obtain your stolen revenue? Instead of potential tax increases.
Ilya	What's going on? Can't you just move forward with the preferred alignment and start buying houses and properties? It says that Covid has effected your financing but the state is doing quite well. How did it change your funding? You need to start moving forward ASAP. This is ridiculous.
Ilya	This is terrible and is absolutely horrible planning on STs part. How much money did st3 lose? I haven't heard if anything concrete from ST. aren't you funded by bonds and taxes? All that's been reported is that Washingtonians bought more shit in 2020 and the state's revenue was not low. Covid isn't an excuse to slip the timeline. Plenty of industries have figured out how to work during covid. You all need to hurry up and start building. I know this is gonna be a shocker but land is going to go up in value again after the report is complete. You're wasting your time. You should just buy it all now and then sell what you don't use for the project.
jackie pedersen	We who live in Tacoma always end up with “crumbs” from Seattle. They end up first..using majority of resources. Now that money isn’t there you are saying Tacoma will,be shortchanged. It’s no surprise..it’s always been that way. Infuriating and anger provoking.
James Cadd	Hello, As a resident of West Seattle who works on the East side, I cannot overstate the importance of staying on track with light rail to my quality of life. Even before the bridge was closed my commute was 1.5hrs each way on public transit. The closure of the viaduct made things worse to my surprise. I am willing to pay anything needed to keep West Seattle light rail on track. Also I would like to see more priority given to expanding the WS light rail further South to underserved communities like Highland Park. I know it's a long term plan, but I think we should be considering how to move those dates up as part of the realignment if possible. We can take a bad situation and make things better than they were originally. Thanks for all your great work, looking forward to riding again soon!
James Robert Deal	MOSTLY EMPTY BUSES, MOST OF THE TIME, ON MOST ROUTES April 18, 2021

	Pete Buttigieg, Secretary of Transportation U.S. Department of Transportation 1200 New Jersey Ave, SE Washington, DC 20590 Dear Mayor Pete, Congratulations on your insightful run for president. You may someday be our first gay president, and I will support you. Congratulations on your appointment as Secretary of Transportation. You are the creative person right for that role. You could change transit nationwide in a big way if you would take up a concept I have developed. I call it door-to-door transit. See www.JamesRobertDeal.org/door-to-door-transit <https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.jamesrobertdeal.org%2Fdoor-to-door-transit&data=04%7C01%7Crealignment%40soundtransit.org%7C4d5291d5ffc741a5d22408d908dbf86f%7Cca24b0afd8fb4e629ead8b37062261d0%7C1%7C0%7C637550563432081552%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=NCKygMxIdhCcof1gVUBJTmKOZWHidNN4HL4O7k23ZpA%3D&reserved=0> . Door-to-door transit would be a flexible system of vans that would pick people up wherever they are and take them to the transit center and back home at the end of the day. Mass transit will never realize its full potential unless we figure out a way to get people to and from the mass transit.

	Door-to-door transit is the only good way to accomplish that. Door-to-door transit would do more than carry passengers to and from the mass transit. It would also take them to and from local destinations – to the post office, to the mall, to the grocery, and then home with bags of groceries. Can you imagine how difficult it would be to shop for groceries by bus? Vans would be summoned by pager, telephone, or computer, or by waving at a van going by or by pushing a button at a bus stop. The aim is to eliminate the need to own a car to get around. The focus would be on delivering a comprehensive transportation service that would be easier and less expensive than owning a car. It would be possible to build apartments and condos that have fewer or even no parking spaces. Flex vans would reduce the number of cars on the road and thus reduce carbon emissions. A van carrying five passengers would in theory cost one-fifth the cost of an Uber ride. The vans would fill up. In turn, the vans would fill up the trains and the main bus lines. Transit systems should charge for parking at Park and Ride transit centers. This would motivate passengers to ride the vans to get to the transit center. I would suggest that the place holder fare for door-to-door transit be $1 per mile with a $2 minimum trip fee. If the per mile cost is more, the fee should be increased. It costs over $700 per month to own and use a car, so for people who do not own a car, $1 per mile would be more affordable. Likewise, it would be affordable for people who sell one of their fleet of cars.

	There are a few bus lines that are heavily used, such as on freeways during rush hour and in downtown urban areas. But most buses on most routes are mostly empty most of the time, especially at night, especially in the suburbs and in rural areas. This is a complete waste of money, because little or no service is being delivered. Whenever a bus line is underused, the buses should return to the bus barn, and their work should be replaced by vans delivering door-to-door service. Door-to-door transit would work equally well in urban areas, suburbs, and rural areas. Transit planners are conventional thinkers. They went to college where they learned that the right way to do transit is to draw lines on maps and operate buses along these lines for 18 hours daily, even when buses run mostly empty and deliver a mostly unwanted service. The arrival of computers, pagers, and portable phones have increased the feasibility of door-to-door transit. Then along cam Uber, which proved that an on-the-fly, flexible pickup and drop off ride hailing system was feasible. Door-to-door transit differs from Uber in several ways: First, Uber vehicles typically carry only two or three passengers, whereas the vans I propose would be of all different sizes and would carry five or ten riders. Second, with Uber a passenger or a group of passengers are typically going to the same destinations, whereas with door-to door transit, passengers are picked up from various locations and delivered to various destinations. The van trip would not be as fast or direct as with Uber, but with vans orbiting each zone, the service would be effective, especially for those who do not drive. Third, Uber vehicles typically carry riders all the way to their destinations, whereas door-to-door transit would sometimes carry riders to a transit center or bus station or other hand off point. Fourth, because vans would carry more passengers than Uber cars, the cost per passenger would be less. A ride in a van carrying five passengers would cost one-fifth the cost of a typical Uber ride. Please read the entire article enclosed.

	Or read it online at www.JamesRobertDeal.org/door-to-door-transit <https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.jamesrobertdeal.org%2Fdoor-to-door-transit&data=04%7C01%7Crealignment%40soundtransit.org%7C4d5291d5ffc741a5d22408d908dbf86f%7Cca24b0afd8fb4e629ead8b37062261d0%7C1%7C0%7C637550563432091553%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=LWdkIdidtrJVpHL4RQCzMHvI4ibxB77PD2p%2B5zk8JKk%3D&reserved=0> . Sincerely,
Janice Crosetti	Dear Sound Transit Board members: I urge the Sound Transit Board members to consider these issues when making any program realignment decisions this summer. I am a long-time resident in Bothell in unincorporated Snohomish County. It is very important that light rail be extended Everett, including to Paine Field. It is also a priority that future Stride bus rapid transit be provided from Bothell to Shoreline and Lynnwood. These projects are urgently needed because the population is growing rapidly in Snohomish County. Communities north of Everett are growing quickly and many people will commute from outlying towns to Everett to board Link trains and Sounder trains. In addition, more people will use light rail to travel to the Paine Field passenger airport, which was tremendously popular prior to the Covid pandemic. In South Snohomish County, the population has been booming for years and there are few east-west transportation routes. People in my community need to have fast, reliable bus service to reach future light rail stations in Lynnwood and Shoreline. I urge the Board to look closely at new revenue projections before making any realignment decisions. Board members must consider that fare revenues and tax revenues will rise as Covid recedes, the populations increase, and the local economy recovers. If necessary, the Board should reduce costs by purchasing land now for future light rail and bus projects because land costs will continue to rise. To further reduce costs, The Board should delay light rail extension to Ballard. The Ballard community already

	has lots of bus service to downtown Seattle. The tunnel needed for this project would be very expensive. Sincerely,
Jarel Sanders	Hey There! I saw in your report that you asked for public comment on our most important issues to the upcoming public transit changes in the region. As a resident in Tacoma that lives within walking distance to the light rail, I would love opportunities to use the sounder to get to and from Seattle on weekends. Leaving my car behind to support the public transit is ideal, but currently the sounder only runs for business purposes, and I only would use it for leisure. I hope this helps!
Jed Sundwall	News of this "realignment" of rail plans was inevitable. I knew the project would never finish, which is why I've voted against Proposition 1 tax increases in the past even though I live in a one-car household and am a regular user of public transit. Scrap the rail. Spend the money instead on improved bus services and an aggressive campaign to encourage more Seattleites to take the bus. Make Seattle a city that recognizes that buses are a far more cost-effective, flexible, and scalable solution to public transportation than heavy infrastructure projects like rail.
Jeff Silverman	Your webpage part where it asks for comments via a text box did not work on my browser. You guys are asking the wrong questions. While it is true that your finances are in deep trouble, did you consider the cost of doing nothing? Remember that a large chunk of the cost of driving is not gasoline, it's the cost of owning a car. A car costs money just sitting in the garage doing nothing. You have to pay tabs, insurance, and the car depreciates just sitting there. There is also the opportunity cost in owning a garage you could store stuff in - if you didn't stuff a car in. But if you drive a car, then it depreciates even faster. If there was really good public transportation, then a 2 car family might become a one-car family. In addition, you have to figure on maintenance on the roads. I can't prove this, but my intuition is that rubber tires on concrete roads wear out faster than steel wheels on steel rails because of the higher coefficient of friction. One of the reasons why property costs are skyrocketing is because more people are moving here. Those people have to get to work if nothing else. Freeways are jammed. If cars travel at less than optimal speed, then the amount of air pollution per passenger-mile soars. There is a limit that can be approached asymptotically: a car standing still does nothing except create carbon oxides, nitrous oxides, heat, and frustration.

	Explore what happens if you do nothing. What is the cost of quitting? Who wins, and who loses? Remember, it's not your job to build a railroad. It's your job to move people. If a railroad is the best way to do that, then prove it, and then do it.
Jeffrey Smith	Thanks for asking. Would it be possible for Sound Transit to issue some very long term low interest rate bonds to help fund its operations?There's so much money looking for yield in these super low interest rate times.Thanks
Jennifer Ross	I just read your extremely racist and race focused pamphlet you mailed all around the Puget Sound. You are an embarrassment and disgrace to the American people. Since when does our multi billion publicly funded transit divide people based on race?Your CCP style propaganda pamphlet shows 7 black people and 4 white people in the pictures and mentions marginalized people and people of color throughout, as well as the “recession” we’re in. To be clear, we are NOT in a recession. Is this transit going to be only for black people to ride?? It seems so according to your pamphlet.Just so you understand the demographics of THIS state, since the people leading this project don’t seem to know anything about Washington, blacks make up 3.7% of our population. So, are the 70% of whites in this state not welcome to ride the transit we funded???Your race baiting and lies are disgusting and need to stop. You are stealing our money just to give “marginalized people” (what is marginalized?) free services. Wealth distribution is a COMMUNIST ideology, as is diving us by race. Stop your Communist lies!!!!!There is no such thing as “equity” in our Constitution. We are all born with different strengths and weaknesses and we all are free to choose the direction of our lives. Our Constitution gives us all “equal” rights at birth...not “equitable” rights. Take that term out if your vocabulary you Commies!!!Furious patriot,
Jennifer Welch	I voted for a staiona at Graham and MLK, and I would like to see that happen.
Jim Oberlander	Likes not forget to build public restrooms at all stations. I am contacting our congressional delegation to require as a ride on new funding!
Joanne Chandler	In order for the rail lines to be adopted fully by more population and travelers, ALL rail lines MUST connect to Sea Tac Airport.No one will use a bus to connect to Sea Tac unless they don’t have a car. I really want to use our rail system for all my business travel but absolutely will not if there’s a bus involved. All other states with great rail systems have the connection to the airport, AND trains running night and day to get travelers wherever they need to go without needing to rent a car and add to already congested traffic. Accomplish those 2 things and you could get a TON of cars off our roads. Thanks for listening.
Joe A. Kunzler	Dear Sound Transit; Please seriously consider the ideas in today's Urbanist "How To Build a Faster, Better Everett Link <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.theurbanist.org%2F2021%2F04%2F14%2Fhow-to-build-a-faster-better-everett-link%2F&data=04%7C01%7CEmailTheBoard%40soundtransit.org%7Cefb37c75f5b442b64c4208d8ff7dc893%7Cca24b0afd8fb4e629ead8b37062261d0%7C1%7C0%7C637540262988153948%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiM

	C4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=J31mzpW64M3JZ51zTIFasF3huOE%2BddzDG9oWsDaFSXQ%3D&reserved=0> " as valid and necessary to advance to the Sound Transit Board. I know there is going to be some serious teeth-gnashing at the Board level and a possible trip to the legislature for a possible carve-out in the ST3 laws, but we need light rail to Everett faster and gold-plated Sound Transit BRT (aka Stride) up to 10 years ahead of Link is a big deal. Especially with the abysmal progress on housing policy we're seeing out of Olympia and with respect, the below-par housing policy out of some City Halls transit-dependent folks really need Sound Transit to focus on commuters and not boutique projects. When I got into this transit advocacy stuff, it was to save Island Transit and to advocate for better transit around Paine Field. But with a) most museums at Paine Field either moved or in hiatus & likely to close and b) Boeing's maddening move of the 787 production line & understandable imminent closure of the 747 line - I wonder if the demand justifies the light rail deviation. What's needed is an alternative service model more around buses, vanpools and micro mobility. Respectfully. Let me also add there is absolutely nothing stopping a conversation about spurs to the spine in any ST4 or ST5. In fact, having that conversation might gain more political support for a ST4 which is currently supposed to be mostly Seattle-centric. One last thing while we're talking about realignment... I am very distressed Sound Transit wants to get back into the WSDOT Mobility Transit Grants program when that program is so underfunded. Most transits in this state do not have the revenue tools you do, so please pull back your request. The relative small amount Sound Transit would get would make a big difference to those other transits like Skagit Transit & Community Transit ability to serve their communities. Please be considerate of other transit agencies, ok? I would rather the State of Washington gave Sound Transit a conditional direct payment and removed onerous restrictions on Sound Transit projects & tax collection. Please note I am being very polite today. I know with sadness sometimes things get tense; I don't like that because fundamentally I support Sound Transit. But I also expect a lot of you, and some would argue quite well too much. Very thoughtfully;
Joe A. Kunzler	<https://www.cloudhq-mkt9.net/mail_track/mail/980d8ecfc605686933_1618362597682?uid=1469456> 13 April 2021Dear Sound Transit; Personally speaking, I took your survey last night. One distressing thing, some encouraging things. I am very distressed you want to get back into the WSDOT Transit Grants program when that program is so underfunded. Most transits in this state do not have the revenue tools you do, so please refrain from asking. The small amount you get would make a big difference to those other transits and a little difference to you, ok? I would rather the State of Washington gave you a direct payment and removed onerous restrictions on Sound Transit projects. With that, thanks for asking about parking. Please deprioritize parking .Also require affordable housing for folks near transit stations. Especially the disabled community. Oh and complete the spine first - Everett's been waiting a long time for light rail. Thanks for taking my comments and reaching out. Much appreciated. Go Sound Transit;

Joel Gibson	I didn't see anywhere else on the sound transit realignment webpage for providing feedback on the different priorities from the public. So, I'm responding here. I'm in favor of the "South King" and "Seattle" presented programs moving forward, given that inevitable cuts to the design of the sound transit improvements are impending. Specifically, the 2 new stations for link light rail at NE 130th St. and the S. Graham as well as the new link light rail lines to West Seattle from SODO and to Ballard. Also favor of the 3 link light rail options in S. King Co. as well as the 3 Sounder options in this same geographic area. Thank you.
JOHN CARLIN	I got cut off. Final thought was the alternative of walking on one's own good feet. Healthy too!
JOHN CARLIN	I like most of the new transit facilities in the construction and pla(literally)
John L	Hello, I would like to share my thoughts on the ongoing ST3 project realignment. In no particular order: Transit is essential If we are to have a hope of surviving climate change we need as much transit as possible, serving as many people as possible, as soon as possible. Understand and control costs In the US we build infrastructure for several times the cost of European and Asian countries. If we are able to reduce the cost of a mile of rail track to that of even the most expensive country in mainland Europe (who have labor and environmental protections every bit as strong as us) we would not only be able to fully build out ST3 but have money left over for whatever comes next. While I'm not sure how to fully achieve this, one thing I have learned is that using design-build contracts is strongly correlated with increased costs. Separating design from construction, and bringing as much engineering as possible in house, can help reduce the overall cost of projects. Transit dollars for transit projects Despite the extremely limited money pool for transit projects, the ST3 plan dedicates a significant portion of expenditures to automobile infrastructure. Reducing, removing, or delaying parking garage construction would free significant resources for transit construction - and leave more room for TOD projects that could generate revenue, and are significantly more effective at generating ridership in the long run. Additionally, the lion's share of the cost of the 405 Stride line is a complete rebuild of the I405 / NE 85th St interchange. Reducing the scope of this to the bare minimum required to add a bus station would more closely align with Sound Transit's stated purpose. If a rebuild is required, Sound Transit should only fund the minimum functional interchange. If WSDOT wants increased vehicle capacity at the interchange they can pay for it themselves.

	Some thoughts on specific projects * The ongoing Lynnwood Link build out provides a unique opportunity to build the 130th St infill station with reduced cost and disruption. Building it now will actually reduce overall costs. * Project realignment gives us an opportunity to rethink the costly and time-wasting Paine Field detour. Even busy airports typically generate poor ridership, and Paine Field is not (and never will be) a busy airport. A bus shuttle or APM line could better serve both the airport terminal and Boeing factory. * See above for thoughts on the Stride 405 line. The most good for the most people Where transit projects must unfortunately be delayed, we should prioritize serving the most people as soon as possible. This means prioritizing projects based primarily on ridership to make the maximal use of limited transit dollars. Of particular note, projects should not be prioritized for being part of the "spine". The spine is an arbitrary grouping of projects based solely on politics, with little if any relevance to their actual merit as transit projects. Demographic Information For the benefit of demographic analysis, I am a 30ish year old white male living in Redmond. I regularly rode transit before the pandemic and plan to do so again in the very near future. Thank you. Thank you both for considering my feedback, and for the general work of building high-quality transit throughout our region. I truly appreciate it. Sincerely,
John Mark Mcalpine	Gondola from West Seattle to downtown Seattle. This is a series options that needs to be seriously looked at.I recommend your staff members visit a City with a gondola system and ride it yourselves.
Jonathan Dubman	*** Introduction This realignment process resulted from a crisis, but it's an opportunity to improve the Sound Transit 3 plan, making it much more consistent with the agency's mission, and dramatically more cost-effective. In summary, I believe we should:- Build BRT to West Seattle instead of Link light rail- Build the Ballard station in the actual neighborhood of Ballard, west of 15th Ave, or bust- Cut the second downtown tunnel entirely, solve the same problems without it- Cut the Paine Field loop, go faster and cheaper to Everett, serve Paine Field with buses- Start planning Ballard-UW ASAP*** BRT is best for West Seattle West Seattle was not part of the original long term vision for Sound Move, as Ballard was. West Seattle has several major arterials funneling into limited access roadways connecting directly to downtown, roadways under state or local jurisdiction. The issues with the West Seattle Bridge are temporary. SR 99 is now a very reliable way to get downtown. Through public policy, we can ensure buses get the priority they need on these roadways. Bus stops are at street level,

	where they are the most accessible. There's no reason that buses cannot do a great job at serving transit needs for West Seattle, better, even than the proposed rail project, with lower cost and impacts. A West Seattle light rail stub that requires a transfer in SODO is not a goal worth pursuing for 2030 or for any other date in the future. It's not even clear that the full rail project as planned represents a net improvement for West Seattle transit accessibility over current conditions, after today's direct routes to downtown are truncated. Alki, the Admiral district, Morgan Junction fail to be served by the rail project. The rail line is not readily extensible from its proposed endpoint in the Alaska Junction area. The costs, meanwhile, are far higher, and the impacts, far greater than what we voted on in 2016. The stations have grown bigger, uglier and more damaging to the fabric of the community than most people ever realized when they initially supported the project, while continuing to inch away from the best locations due to ongoing development and other constraints. It is unacceptable to demolish a broad swath of the longstanding Youngstown / Delridge community for this project. A high level guideway in Delridge will decimate the community it is attempting to serve. If we must construct a guideway, we should reconsider the Pigeon Point tunnel that would reduce such impacts. But frankly, I do not believe any guideway here is justified or truly needed. BRT is and always was a sufficient solution for West Seattle. Any light rail solution for West Seattle should be compared against a BRT solution of equal or lesser cost, hopefully far lesser cost, that is designed with an attempt to deliver comparable (or superior) travel times and ridership, compared against the light rail plan, for complete trips that may not begin and end right at the rail stations. Analysis should include trips that would require transfers to rail but could be made directly on BRT. I suspect the numbers will just not pencil out for rail to West Seattle, in which case, we owe it to Sound Transit taxpayers, and to the planet, to do something else.*** Ballard line needs work. 14th Ave is not in Ballard. The station at 14th Ave. in West Woodland, east of Ballard, is terrible and should not be advanced at all. That location is effectively three blocks east of 15th Ave. NW which is, itself, the eastern edge of the neighborhood most people think of as Ballard. The Link station should straddle 15th Ave., somehow, if it can’t actually go in the center of real Ballard, which is closer to 20th Ave. NW. Everyone who knows Ballard or visits Ballard, knows this. I would actually prefer a high level bridge over a tunnel for the incredible views and experience, but not if it comes at the expense of a station location east of 15th Ave. Frankly, Ballard to UW, which has been in the long term vision since Sound Move, is a better value than downtown to Ballard, and just as consistent with Sound Transit's long term vision. At minimum, downtown to Ballard should be

	extensible, probably via subway, to UW, which is about to gain about two dozen high rises and is already the second largest destination after downtown. That line could potentially continue to University Village and Children's Hospital, which are major employers. This is a solvable problem in need of some vision. Perhaps the best configuration would be a tunnel to Ballard, with a station at 20th, oriented to continue tunneling east toward UW. Crown Hill is not much of a destination compared with the U District, and it can be served with buses as it is today. In Interbay, we need to get the details right on station placement and access. It’s a total mess right now. in the area around Dravus. Make sure to address bike access, bus transfers, and access to Magnolia.*** Cut the second downtown Seattle transit tunnel The second tunnel that is the grand centerpiece of Sound Transit 3 in downtown Seattle may not really be needed. It may actually be a grand mistake. First it comes at enormous expense and huge construction impacts, which include economic impacts for huge new underground stations downtown. Once completed, the second tunnel requires complex underground transfers forever, adding minutes to any trip. It’s so much easier to get off a train, wait a few minutes, and get on another train on the same platform. It’s so much more accessible for people with luggage, kids, baby carriages, bicycles, wheelchairs, etc. to just wait at a platform. If there were any way for Ballard trains to interline in the downtown tunnel, that would solve so many problems at once. The easiest time to do this would have been in conjunction with the Convention Center project, but it must still be possible. BRT to West Seattle would free up revenue for creative configurations that might accomplish Sound Transit's stated objectives much more effectively than what has been planned thus far. For a modest sum, we can make some changes to go from 3 minute to 2 minute headways in the DSTT. We could complete projects like the CCC (Center City Streetcar) to add significant people moving capacity through downtown. What if the Ballard line just turned around at Westlake, or continued on to an extra stop in Belltown, or First Hill, adding a new urban center to the system? This would mean the addition of a transfer to get to the south end of downtown, but the full second tunnel plan comes with the inconvenience of many new transfers that don't exist today. Is there any way to interline trains from Ballard into the existing tunnel? We must very seriously look at that option. Even if that comes at significant impacts and expense, the alternatives may be much more costly and impactful. At the very least, there ought to be full-ADA center platforms at IDS and Pioneer Square or anywhere it makes it easier to transfer between lines. And all of the existing downtown tunnel stations desperately need faster and more reliable vertical circulation.

	As a region, we should think again before throwing billions we don't have into a new downtown transit tunnel that fails to add any new destinations and provides marginal benefits at such huge costs, while we are failing to make full use of the tunnel we already have. We might be able to afford something much better: A great BRT system for West Seattle that is better and cheaper than the Link system currently planned, plus a great new subway from Westlake to Ballard (20th Ave.) that is extensible to the U District.*** Cut the Paine Field loop for Everett Link There is a contingent that is excited about Link in the Paine Field area and the economic opportunities around that, but that Paine Field loop is just too expensive and too time consuming for such a speculative investment. Boeing's future in the area is both hazy, and not dependent on Link. The employment up there tends to be shift-oriented and spread out. It's just not a natural fit for a Link line. Everett is a real city deserving of faster trips to Seattle and the rest of the region. My recommendation would be to serve the dispersed destinations around Paine Field with bus shuttles. Probably, Link should touch SR 99 somewhere, to link to Swift BRT. The alignment needs major revision, and should be shorter, faster and cheaper to Everett. It probably makes sense to prioritize the segment to Mariner while the segment north of there is replanned.*** Build 130th St. and Graham stations in Seattle ASAP The top priority deferred station should be 130th St. in Seattle. There should be frequent bus connections from this station to Lake City and Bitter Lake along the 125th-130th corridor, and Seattle should up-zone this station area. The second priority is Graham Street which is at-grade, inexpensive, and in a fast-growing area. This community suffered through construction for years and their station has been deferred too long already. Neither station should be delayed. Boeing Access Road, in contrast, should only be built if a Sounder station is also built, and frankly I'm not sure either one is justified. Private real estate development opportunities are not enough.*** Construct full-access center platforms where possible, e.g. IDS.Center platforms are the easiest way to make a transfer between trains on two tracks. As we add transfers to the system, we should opportunistically add center platforms wherever they make it faster or easier to make trips in the system, e.g. at IDS when transferring between the central line and East Link.*** Cancel parking garages I'm not convinced that structured parking garages were ever an effective transit investment given their high construction cost and the other opportunity costs they come with. In the new era of ridesharing, carpooling, micro-mobility and self-driving cars, less parking is needed. I suggest that these garages be cancelled or deferred. Where there is demand for parking, why can't private parking enterprises fill the gap?*** Rethink Issaquah to South Kirkland This line needs a lot of thought. It does not appear viable as proposed. The new places it serves are not too walkable today. It's fortunate that it's planned a long time out. South Kirkland is not a real destination. Buses probably work fine.

	There's probably a better use for the money. The Eastrail and the greenbelt it goes through are worth preserving.*** Expect real estate costs to keep rising Real estate values in urban hubs around long-proposed transit stations may have risen faster than predicted, but the rise itself was and is utterly predictable. Sound Transit should opportunistically bank properties near proposed stations that come available during the decade-long planning process, but is either prohibited or disinclined to do this. If this requires a legislative or regulatory fix, so be it. The way this process is structured forces us to ponder absurdities like tearing down brand new apartment buildings with hundreds of units to build a rail station amid a housing crisis and a climate crisis, which is obviously bad public policy. Thank you,
JOSH JOHNSON	Hello, I would like to offer my opinion on Sound Transit's realignment. Many people are struggling now from the same event that is causing this realignment discussion - namely the pandemic. Now is not the time to raise taxes on the people that are struggling most. Please look at what cuts can be made to current and planned projects to cover the funding gaps. As people continue to work from home (a trend that is likely to continue into the future) there will be less demand for Sound Transit's serviced. Therefore, cutting future projects makes sense. It's no use to build infrastructure that people aren't going to be using. Cutting current and planned projects is the only logical solution. Raising taxes will only increase the burden on people who are already struggling. Thank you.
Julius Strid	Please consider alternatives to light rail for West Seattle, including the neighborhood-supported gondola SkyLink.
Karen Story	I can't retake the survey, but wanted to add this comment: Light rail should be our lowest priority. Buses are much cheaper to implement, require no expensive infrastructure, and the routes can easily be modified as needed.
Kathi	To the Board and staff-I rec'd and read the 2021 Progress Report. Thanks for keeping citizens informed. My comments for your consideration going forward:- Pls do not devolve into BLM, everything/everyone is racist, diversity etc. All this is negative-Pls just be a high performance Public Transit system-cost effective, on time, good service-to All-Expect respect and responsibility from all customers, and present that same positive face to riders. We are all Americans-I'm so tired of Government dividing us, and calling out people as victims. Let's just work together for a good Government service. Thank you.
kathryn evans	Good Afternoon, I cannot get the survey link to work for me but I would like to voice my opinion that I believe the work on the West Seattle light rail project should be substantially delayed if not completely scrapped. I do not believe that it should be pursued at this time.

	Thank you,
Kenneth Zeran	On page 9 "Advancing Equity" it states- "Throughout 2020, the movement for racial justice focused the spotlight on embedded racist policies and practices. At Sound Transit, we're challenging ourselves to plan, build and operate public transit that provides equitable access to housing, education, medical facilities and job opportunities for all." What were you doing that failed or hindered those equities to make you feel now 'challenged'?
Kenten Danas	Hi Sound Transit, As the Board makes project realignment decisions this summer due to budget constraints, I urge you to consider climate impacts and racial equity as the most critical factors in deciding which projects or which parts of projects are prioritized. It is of the utmost importance to our community that we drastically reduce carbon emissions as quickly as possible while also creating a more just society that works for everybody. Transit has a huge role to play in this, and creating a transit system powered by renewable energy that benefits previously underserved communities the most will go a long ways towards creating a better and more sustainable future for the Puget Sound area. I can't speak to how to incorporate these factors into project decisions, but I can say that to not give them absolute priority during the decision-making progress would be a massive mistake. We don't have much time to make drastic changes as a society to avoid the worst impacts of the climate crisis, so now is the perfect and necessary time to be having these discussions. Thanks for your consideration. Best regards,
Kerry Lynn	People over 65 yo should not be paying this large price tag for your project. Especially, one that lives in snohomish county. I am not using all your handy dandy extensions in king county. I only use link light rail like once a year to the airport and that's bc the bus from downtown Seattle to sea tac is no longer available. It is an overpriced, antiquated and slow system. Not to mention the large distance between the platform at sea tac to the airport door. Currently I dont really mind walking if you can keep from getting run over by that stupid cart carrying people and suitcases that is speeding down the middle of the walkway. By the time any extensions make it to Everett I'll probably no longer even be using public transportation. The state of Washington seems to have a long history of grossly mis managing transportation in general. I feel I can say that after living here 32 yrs . I likely will be moving elsewhere.
Konrad Roeder	I currently work at Microsoft and live near Eastgate Park and Ride. Here are my transportation options: Eastgate P&R to Microsoft by car: 16 min. Eastgate P&R to Microsoft by transit: 49 min, every 12 minutes Eastgate P&R to Microsoft by bicycle: 35 minutes on the road shared with traffic. I'm considering taking a job in South Lake Union area. Here are my transportation options: Eastgate P&R to South Lake Union by car - 17 minutes, no wait.Eastgate P&R to South Lake Union by Transit - 1 hr 8

	minutes, every 20 minutes Eastgate P&R to South Lake Union by Transit - 1 hr 17 minutes, no wait. With the new bridge over Factoria Blvd, it could be even faster. So when the weather is good, a bicycle is faster than transit. Why???Maybe the transit does not connect where people live with where they work. Light rail along I-90? Makes far too much sense. People live in the suburbs because housing in Seattle is too expensive and since the city has become "woke", there's more crime. If the Light Rail line went from Issaquah to South Kirkland, I would take the light rail and then change over to the line that goes to Seattle. Do people in Issaquah really work in South Kirkland? Where do people that work in Bellevue city live? Where do people that work in South Kirkland live? Why not test the proposed light rail route with a Rapid Ride from Issaquah Transit center or Issaquah Highlands with a stop at Longmont and Eastgate, then Mercer Island and into downtown Seattle? No one in the Highlands needs a tour of Issaquah. No one going from the Eastgate P&R to Microsoft needs a tour of east Bellevue. Someone really needs to think about the customers and their transportation needs, not what provides the longest scenic bus routes or the most quid-pro-quo for real estate investors or politicians. I think the light rail from Issaquah should go into Seattle. Best Regards,
Lee Doran	It cost me 32 cents to throw this useless mailer in the trash. Please review attached picture. Remove me from the mailing list and all other Sound transit promotions. Your organization is a fraud and a joke.
Lily Topalian	Hello, My name is Lily and I live in maple leaf (98115) near the upcoming northgate light rail station. I think that the project managers should focus on ensuring the light rail is safe, efficient, and reliable and not worry so much about how attractive it is. I lived in New York City for many years and the subway is not nice to look at, but it is fast and convenient. If Seattle wants people to transition from driving to using light rail, it will need to be easier and faster than driving. We don’t need fancy art or attractive features on the light rail right now, save the frills for later. I would suggest cutting the budget on making the light rail fancy and cool and focus on getting it up and running well so people can learn to depend on it and value it, and so that it won’t become a tourism only system like the downtown monorail. Thanks!
Lori Crow	Hello, Thank you in advance for taking my input on how sound transit can better meet the program needs given the current revenue gaps. The consultants and contractors are paid very well on these projects. They are also provided an annual raise +\- (3-4%)! This Calculates into thousands if not a million, and far exceeds the employees annual raises. Why hasn’t the board amended the contracts for these vendor increases given that we are in a recession? This is one way to show accountability to the taxpayers. Thank you,
Mark Olsoe	As a West Seattlite I suggest either below ground tunnel connection or above ground gondola or very light rail. This would save the huge cost of buying expensive property and the huge disruption of tearing down existing infrastructure to put in a surface connection.

Marly Hart line	Hi! Thanks for the brochure on the expanding transit opportunities. It doesn't actually state when the stations at 145th NE or 185th will open. When will that be? Thank you!
MartinWestermann	Greetings Realignment, I noticed some consideration of saving ST money by delaying or eliminating parking structures. Did you know ST could save $2 billion by connecting to West Seattle with an aerial transit system? And Section 2 of ST3 allows the ST board to change voter approved elements if they're not feasible or too expensive — like what ST has discovered about the West Seattle light rail link. Cheers,
Marty Strelecky	With the WS bridge closed for over a year, and no replacement in sight, you should NOT delay or limit WS Rail Link. Current traffic and transit is a mess. WS expansion must continue as planned.
Mary Ellen Yarusso	Eastside Have one route from Downtown Seattle to Mercer Island Shorten Routes 550 and 554 to the Mount Baker station instead of the two routes scattered around downtown to and from Mercer Island. End routes 550 and 554 at the mount baker station The routes to Pierce County End at the Stadium Station Less stops and delays Less traffic on downtown Seattle Streets saving a lot on fuel
Matthew Trecha	Dear Sound Transit, Realignment is tough, but the data is conclusive - on a per rider basis, parking is the most expensive cost per rider for the system's expansion. Please, cut all parking structures and parking expenses from ST2 and ST3 projects to ensure we can deliver public transit projects on time. A cost of $80,000 per parking spot or more is truly insane when this can result in an ROI of as low as one additional rider per day for a single occupancy vehicle parking for a 10 or 12 hour shift. I encourage you to follow WSDOT's Roger Millar and his February 25th letter addressed to Kent Keel with its suggestions to remove parking from future projects to realign the budget. As Mr. Millar rightly points out: " Accessing the Sound Transit system by a mode other than car is the most popular option today. Only 12% of riders drive alone. The System Access fund has already identified many good access and community-strengthening transportation projects. Communities across our service area are competing against each other over a pot of $100M in the next two decades while we're spending $210M on parking garages just for Lynnwood Link. That's $210M for 2,400 total parking spaces on a suburban extension with an estimated 50,000 daily riders. How will the other 45,000 plus riders get to Lynnwood Link? Biking, walking, and transit. This really shows a disconnect between access priorities for an agency that's focus is to give people mobility choices beyond the car". Please, cancel parking and save transit. Thank you,
Megan Sullivan	Traffic out of and into West Seattle is getting so crazy now that businesses are opening up--seems like speeding up a light rail solution would really help us out. Thank you

Melissa Ballo	A light rail system extending to at least Issaquah, but preferably even further to connect the largely growing rural areas of Snoqualmie, Duval, Fall City.
Michael Ervin	Sounds great
mikelarson@comcast.net	I grew up in Chicago in a modest income household. I learned to rely on mass transit and still take it when I visit. I now live in Ballard (since 2001). It's been hard to watch all other zones get served before us, especially after supporting and then watching the Monorail project die. It further hurts to see areas that were against mass transit (Bellevue) get served way before us. I understand the needs for underserved areas, who need mass transit to level things economically, but I don't understand how Mercer Island and Bellevue fit that model. Regardless – thanks for keeping the expansion going – it's a gift to future generations.
Monica Valentine	Thank you for the recent 2021 Progress Report. I noted your request for comments on the realignment process. Below is my input as a longtime Tacoma resident. My number one priority has always been and continues to be: complete light rail service to Sea/Tac airport. It is my opinion that it will be FAR more advantageous than service from Tacoma Dome to TCC. It will serve significantly more people and greatly reduce harmful emissions to our environment. As the 2nd largest city in western Washington, Tacoma highly qualifies for light rail airport service. Thank you for your dedicated efforts to be fiscally responsible while serving the transit needs of our community.
Nicole Nelson	As a West Seattle Resident, I fully support the proposal of a SkyLink system in place of the light rail system.
P.B. Lovell	Patrick: I'm Phil Lovell, past member and past chair of ST COP. Needless to say, this sort of financing pressure continues to arise every few years it seems with regard to ST projects-- no matter what stage in their staged progress (gates)-- most recently, West Seattle, Ballard, Lynnwood, and always Federal Way on to Tacoma, north to Everett, and never forget Washington D.C. influences. My primary suggestion, which was made years ago my myself and another COP member at the time was to reconfigure AND POSTPONE the PaineField/Mukilteo 'leg' to a round trip SPUR off of the main line to Everett beyond Lynnwood This spur point would spring west/northwest from the 128th St. station alignment currently proposed, help complete and expedite the core 'spine' to Everett scope, while keeping the Painefield area target in sight for the future, or as financing permits. And while we're at it, another crossing of I-5 crossover (currently proposed for one of the two unincorp. SNOCO stations should be avoided at all costs-- irrespective of public 'input' as to station configuration(s)under consideration).Best regards, and good luck to the agency. Sincerely,
Pat Holland	Don't delay construction or opening of new lines/stations as part of realignment. Accessible public transit is a massive step toward an equitable and carbon-neutral city. Especially now, with the economic downturn from covid, we should be focusing on building more lines and more stations faster, to open those lines sooner and provide more access to public transit to more people. It's clear that the way toward faster economic recovery is through accessible public transit. And beyond the economic argument, it is both just and environmentally responsible to do so.

Paul Loeb	When I first heard about the SkyLink option dismissed it as not a real transit system, almost a tourist toy, although the Portland Health Sciences gondola has been operating for years. But when I looked in particular at the articles that SkyLink references about La Paz and Medellin, it really does seem like a potentially efficient, durable and robust option. And the chance to get it up and running in two-three years rather than 10-15 years even without further delays and potentially save two thirds of the budget would be huge. So I hope that Sound Transit can seriously consider it as an appropriate complement to the light rail system you're building. Thanks
Paul Loeb	It may or may not be a workable solution. I'm not an expert. But if the arguments presented by its proponents are correct, it solves multiple problems at a far cheaper cost, could be deployed far more quickly, and is equally safe and durable. And while I knew about Portland, I didn't know about the multiple cities globally that are using it, including the extensive Medellin and LaPaz examples.https://www.theurbanist.org/2020/12/18/introducing-the-west-seattle-skylink/ <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.theurbanist.org%2F2020%2F12%2F18%2Fintroducing-the-west-seattle-skylink%2F&data=04%7C01%7Crealignment%40soundtransit.org%7Cb49591000f824f96591a08d908e25096%7Cca24b0afd8fb4e629ead8b37062261d0%7C1%7C0%7C637550590378489562%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=3JnwgL%2BO2HxIRMBwLUHLfaeqcHaoC8xN8NK6OeovWpM%3D&reserved=0> https://www.westseattleskylink.org/ <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.westseattleskylink.org%2F&data=04%7C01%7Crealignment%40soundtransit.org%7Cb49591000f824f96591a08d908e25096%7Cca24b0afd8fb4e629ead8b37062261d0%7C1%7C0%7C637550590378499557%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=ebz6gIL%2FXnZqmhFVBnrmjHQOt6iDaL5y1Xf6KLBPX4Q%3D&reserved=0> (A neighbor told me about if after I filled out my survey, so it's not reflected in my survey answers) Thank
paul zuleta	Hi there, The Link Issaquah Alignment looks very inefficient. Why would someone in Issaquah want to take a train north to Bellevue, transfer trains, then go back south to i90 to cross the lake to get to Seattle. The current bus takes 20 minutes from Issaquah to Pioneer Square. Your proposed light rail alignment would decrease the level of service to commuters by greatly increasing commuting time and distance while increasing cost. Please re-visit this plan. Thank you,
Rena Langille	The line to west seattle should be extended to include white center - there are a lot of low income people up there, and it would be a very good thing politically if you included them. Even a frequent bus to the rail hub would be appreciated.
Rena Langille	I think it is important to complete the West Seattle rail connecting it to downtown. A lot of those people feel like the lost colony when it comes to city doings.
Richard "Budd" Bennion	See the new development coming. Scroll down.

Robert Williams	Stop the spending Link Trains.Increase the Bus service.Put I more HOV Lane.
Ron Davis	One more thing, a partnership with Seattle should be pursued to enable a Singaporean style late land purchase associated with 130 th street. This should be aggressively up zoned into mixed use TOD. Done well, this could help subsidize cost for affordable housing or the station itself.
Ron Davis	Hello, I'm a concerned citizen (and former Citizen Oversight Panel member for Sound Transit) weighing in on the realignment. I see some low hanging fruit.1. Parking. We know this is an extremely inefficient way to get people to Link, it's carbon intensive (to build, and in the kind of transport demand it supports), and it wastes valuable land that could be used for intensive transit oriented development. It's also true that the political consensus is rapidly shifting on this issue and if we wait a few years, we might be able to genuinely shift toward a more TOD focus. In any case, parking should be delayed, if not eliminated.2. The diversion to Paine field doesn't make sense, as it is expensive and will lengthen journeys for too many people. Also, with Boeing cutting back in the area, it looks decreasingly likely to be a central jobs area. The spur option makes much better sense.3. There seems to be money headed toward bridge maintenance/replacement in Ballard and West Seattle. The Urbanist has published some ideas about integrating the transit into those bridges. This is a great idea, though it could run into opposition from the car lobby. Still, I'd like to see it, not just added, but actually replacing some of the traffic lanes. in any case, these bridge projects seems to have potential to get a two-for-the-price-of (a bit more than 1), and could tap into two streams of funding.
Rose Feliciano	Hello. I live in the Pigeon Point neighborhood and am wondering about timing for the Draft EIS and the potential placement of the line in WS and how this connects with the realignment. Is the Realignment process just about the funding and financing of the project but not about where the line will go? Our community had a meeting with ST at the end of last year and your folks indicated people like me (whose property may need to be purchased by ST for the WS route) would be getting a letter in Spring 2021 if ST would potentially have to purchase my property. Will property owners still be notified soon. If not what is the timeline?
Sarajane Milder	You wanted me to share my thoughts in your poll but you actually didn't ask me fir my thoughts. I think the Lite Rail could be great. It's not. Though it is relatively new it suffers from constant either breakdowns or stoppage on tracks for all sorts of reasons. This occurs several times a week. For that reason I personally would not vote for more taxes towards public transportation since I don't feel you guys know how to construct things well. I would suggest that you raise the fare for older people. Though I love the fact that it costs me $1 to get to wherever, I can pay more than that.
sealionak35	In response to the state suing the people over vehicle tab fees the sound transit system will not be around after the next civil war
Sean Beavers	To whom it may concern, The 130th street stop is vital to the region and should be included in the first Lynnwood light rail timeline. Waiting is a punishment to our neighborhoods and community. Please put this stop in line with the rest.
Sergey	Hello Where is 592 buses??!!I saw 4 590 passed me ano no 592 at All!!Drivers forget change number or what! Please do something!!Passenger

Seth McKinney	Hi – Just a quick plug for my support of SkyLink. It could provide fast, dependable transit much sooner than the current ST plan and purportedly for $2 billion less. I particularly like the frequency, minimal environmental impact, reduced home displacement, and low operations cost. Don't let perfection be the enemy of the good. Sound like it's worth exploring in depth.
stephen ridlon	I just received my 2021 Progress Report It says "sales and use taxes declined due to steep decline in consumer spending." I went to the state revenue website and it shows a year by year increase in revenues through 2020??Can you point me to documents that support your position of a big decline in revenue??I think you are promoting false information! Thanks
Steven Gillispie	Sound Transit, In response to your request for public comments on how to deal with your budget shortfall, the light rail additions to Ballard and West Seattle will be an ugly blight on the visual environment, the second underground station would be a huge unnecessary expense, and both areas could be better served at much less cost with enhanced bus service on already existing arterials. If you are looking for some place to cut your budget, this is it.
Susan Mueller	Add this plea to your community survey comments (since I couldn't get the official comment form to open) ... The Stride 522 project shouldn't be delayed as part of the ST Board's decision-making. It's one of the few high frequency routes that go east-west located in the north end of King County. It'll provide a low cost for us seniors living in the north end to access the new light rail system without having to drive our cars to the Shoreline South station. We need our community to be connected to the light rail as soon as possible and this Stride 522 route is the efficient ride we need. Thank you for considering my comments.
Terese Machmiller	Hello, I recently learned of the option of West Seattle SkyLink as a mass transit gondola replacement to light rail, and am extremely interested in this receiving consideration and outreach for community engagement. Compelling arguments include a fraction of cost, turnaround, property/privacy impact, and environmental impact/footprint not to mention the beautiful vistas. How can I help advocate for this option? I believe this would be a monumental gift to West Seattle residents and to those who would love to avail themselves of West Seattle's many offerings of shops, cafes, parks, theatre, etc. Stuck in West Seattle,
TF	Hi, Sound Transit should replace The Link Light Rail system with the O'Bahn Bus system which uses dedicated Bus tracks and lightly Modified buses which use both regular traffic roads and Bus only Dedicated track systems. The buses can travel 60+ miles an hour along these dedicated bus only tracks and then drive on regular street bus only lanes or regular traffic lanes. This system provides more flexibility of the public transport system to meet the ever fluctuating demand of services due to both in location and timing, whilst saving huge amounts of tax payer money both in the short term and the long term. The cost savings are met with minor adjustments made to the existing busses and can be done gradually to the entire fleet if required. Maintenance costs will be lower because the current maintenance facilities used

	for the busses can be used for the current busses, the “Obahn” modified busses /“High speed busses” and the new high speed busses in the future. In the event of critical need, ie. a disaster, These Bus Only track systems can be used by current standard emergency services vehicles in the event of a disaster. I personally do not like to ride public transport because I don’t’ like sharing the same air as other people in a confined space. I don’t like walking in the cold or in the rain to get to a transit stop. I don’t like standing in the cold or the rain waiting at a transit stop. I don’t like being on someone else’s schedule. I don’t’ like to travel with strangers. Alternatively, scrap the light rail system altogether and make more car lanes and car sharing options available. Like point to point car sharing, where you can have a car delivered to you, you drive it by yourself, get out and let someone else drive it where they want, then later at your convenience a car arrives and you drive it by yourself to your destination and then someone else can drive it where they want. Kind Regards,
TM Blazey	To whom it may concern, I am a proponent of public transportation and a long-time user of Sound Transit bus and rail systems. I am responding to the recent notification I received in the mail about the latest updates. Certainly the pandemic has dramatically changed the scenarios for Sound Transit. However, the reality is that long-term projects of this nature spanning multiple decades need to factor in some type of significant, disruptive event. In this case it was Covid. The fact it came sooner than later may be a blessing in disguise. You can also make the argument that the covid pandemic was not even that severe to Sound Transits budget as it did not drastically impact sales tax revenues, had little or no impact on car tabs, and saw property taxes increase with home values. It is time to seriously reassess these project plans considering the costs. Rising value of land in the area shows no signs of abating as you rightly stated. The new "work from home" reality is here to stay in one form or the other. At minimum a hybrid, i.e. non 5 days a week in the office, model is imminent for the millions in the region who do their job on a computer. My suggestions are as follows:1. Focus on buses. A network of rapid buses is so much more flexible and cost effective. 2. Complete the light rail projects that are funded through 2024 then find ways to get people to those stations (see point 1 - by a network of local, frequent buses)3. Find ways to reduce your costs so you can reduce the tax burden on the middle class. This area continues to be so costly to live in and a major driver of this is the increased taxes of Sound Transit. It is clear that the transportation needs of the region have radically shifted. In addition to this, Boeing continues to lighten its footprint in the region so the efforts to connect their hubs make less and less sense. It is time to pivot on these plans and come up with something different...at a lower cost to us all. Thank you for considering my feedback. Regards
undaunted28	Hello, I'm curious whether you've factored in the possibility that many employers may have found that it's more economical to have their employees work from home. This could reduce the number of daily commuters using transit services. Just a thought.
Vicki Pardee	Spokane’s gondola has been running continuously since 1974 !!!!
Vicki Pardee	It’s not Either / or, it ALL. Skyline is affordable, easy to build, would cherish our breathtaking location and scenery, instead of burying everything

	and everyone in tunnels. Unfortunately we need those too. But Sound Transit has used the last 30-40 years to overrun budgets that continue to move the bar farther away from completing anything. And leaving those of us who chose transportation options outside a personal vehicle standing in rain and running from stop to stop on dangerous streets. Sky link would be a fantastic addition to seattle like the space needle. Sound transit is nothing special. But necessary. I hope we can do sky link immediately! The evidence is undeniable! It works, it's magnificent, it's affordable, and something we can enjoy sooner than later.
Vincent Chase	Good morning, My name is Vincent Chase and I recently moved to Everett, WA. I am emailing in hopes to stop the delay of the Everett Link extension. I moved here hoping to eventually take the rail all the way to Seattle and if it is delayed it will greatly affect how easily I and many of my neighbors can transport to Seattle. Respectfully,
Vipul Patel	Hi, I am a taxpayer in bellevue and I want to share that you should cut services that are not needed to handle the shortfall. We are already under duress and cannot afford to pay more.

7.2 Phone Calls

7.2.1 1. Richardson

Mark Richards in Burien. The only time I've ridden Sound Transit to any extent was to go downtown from SeaTac. I discovered that none of the stations or the trains themselves have restroom facilities of any kind and it just seemed so peculiar. So what are you gonna do? That's my comment. Are you going to put restrooms in somewhere, porta potties, something. 206-248-1581.

7.2.2 2. Lula Washington

I'm calling about the Sounder Train in Auburn station. If that train goes all the way downtown Seattle and a stopping point would be a Pioneer Square would you please give me a call back and let me know your schedule and if that's included. I'm not sure reading the map what the stops are; new in the area. My phone number is 916-712-4779 and my name is Lula Washington, I'm new to Washington state. Thank you.

7.2.3 3. Anonymous

I live over in Kirkland. I just received your Expanding Opportunities with Transit and I opened up page 9 and I see everybody versus racism. You know I'm really offended by his crap. I will never ride this transit scenario. I don't wanna pay for this transit scenario. I think you are the racist group in Seattle by putting out this pamphlet, I am shocked that this came into my mailbox and I want it to stop because the minute I opened it up my head was filled with your filth that you sent out with this brochure. Shame on you, shame on you. Bye bye.

7.2.4 4. Nancy Lee

This has to do with the transit line when there is a sporting event in downtown Seattle whether it's the Mariners, the Sounders, the Seahawks. We pay our fair share and ride on the transit these people not only do not pay to get on, they crowd it and make it very uncomfortable and dangerous for those who are following the rules. There needs to be a better control of people getting on the light right, the Sounder train, even the buses when there is a sporting event. That's money down the drain, they're not paying their fair share and they are making it dangerous for us to be on that mode of transportation. There has to be a way that somebody can be there to file them in and verify that they are paying. I hope you can resolve this and gain more money for the system because they are abusing it. My name is Nancy Lee my phone number is 206-290-9506. Everybody has to pay their fair share and there's got to be a way to control that during sporting events. Thank you very much. Bye now.

7.2.5 5. Alan Lo

My name is Alan Lo and my phone number is 206-325-6324 and I didn't have a question, but kinda like a comment. You should buy up as much as the right of way where the rail is gonna be going now because the property prices are going up all over the region so you need to buy all the property between Federal Way and wherever you are going in Tacoma in between like Lynwood and Everett instead of waiting because the prices are going up. Also here's one more thing the local transit agencies they don't seem to understand that buses are the feeders to the rail, like in other cities where you catch the bus in your neighborhood and it takes you to the rail. I was just in Chicago and it's like you catch the bus to the rail and then when you get off the rail when you come back the boss is sitting downstairs and you know it it's right there, it's like seamless. But I don't understand metro's thing because it's just so weird but anyway thank you very much.

7.2.6 6. Jan Cheryl

My name is Jan Cheryl. I received your Expanding Opportunities brochure yesterday. I'm wondering, I'm looking at the names of all the people on the Sound Transit board. Are any of them giving up any of their income to help with the shortfall? I'd like to know. My phone number is 425-949-5966. I'm talking about income and whatever perks or bonuses or whatever they're supposed to get. I'd like to know. Thank you, bye

7.2.7 7. Anonymous

Good morning. I just checked out the Sound Transit pamphlet that came in my mail. Thank you. And it shows me that Sound Transit doesn't give a damn about people just like Seattle Metro doesn't. I live north of downtown Seattle. For me to go further north because I only take public transit or I ask someone to drive me. I have family in Snohomish County. I have family in Whatcomm County. Just to go 2.5 miles, I walk eight or nine blocks to catch a bus to walk back eight or nine blocks. I have to go downtown, 5 miles out of my way, to then go 5 miles out of my way again, plus the 2 miles, except because it's a milk run and not express it's more like 3 or 4 miles to get to where I'm going. It takes me nearly an hour and a half from my door to walk in that door. I timed it. And you folks stop your light rail in Ballard. That's lovely. I have to backtrack to go downtown to catch your light rail to go to Snohomish County. That's pretty sucky and that's all I'm going say about it. I love light rail. I love the fact that it's fast and efficient. But not everybody lives on the I-5 corridor or in Capitol Hill or at UW. There are living areas other than that. So I would hope that you also plan on putting some kind of express buses between your light rail that serves along the coast, downtown, Magnolia, Ballard to link to the light rail that goes to Snohomish County. Your buses, not Metro, because Metro stops every other street. It would be nice to have express busses that don't stop there. They go, they stop maybe every half mile or every mile. That would be lovely.

7.2.8 8. Melanie Chavez

Hi, my name is Melanie Chavez and I'm a resident of Federal Way, Washington. My address is 34212 18th Place South, Federal Way. My location is what could be one of the voting committees out of the three to be looked at for construction. I was calling to speak to somebody in regards to the election of the construction zone and I was wondering what the status was. I think from the documents I received it said by April 30th but I was just wondering when residents would be notified if construction would be happening in this neighborhood. My number is 323-997-7019. Again my number is 323-997-7019 and my address is 34212 18th Place South, Federal Way, Washington. Thank you so much.

7.2.9 9. Anonymous

I voted not for Sound Transit in any way, shape or form and am concerned about how you keep changing the goalposts, causes, and timelines. In no other endeavor do people and organizations get to do that. And then I got to thinking about how y'all sleep at night and it came to mind that you must start off lying on your left side and then lying on your right side. This is egregious. You and your people aren't, but your organization is. Good day.

7.2.10 10. Jack

My name is Jack. Phone number is 206-427-4751. I think most of the world doesn't realize what's going on with this earth. We are supposed to protect our land. The land is the earth. The land we live on is the earth. We should respect what we live on. The land is overpopulated all over the world. When they came out with the subway in New York it was overpopulated. That's why they had to get the subway, to get people to go somewhere because of traffic. It's the same thing that's happening here. Everywhere. All the major cities have that problem. It's way overpopulated. That's why other animals are becoming extinct. We make excuses for pollution and all that stuff. It's not that. We are causing it. We're overpopulated. Why can't we respect the earth we live on and protect it and protect the future people who are going to be living? Because there's going to be less water with no mountains with any snow on it later on because we're causing it. We're making excuses all about finances and the economy. It's way way over respecting the earth. And the people want the economy for their own family and all that instead of living comfortable. There are billionaires out there and there shouldn't be billionaires. We should all just live comfortable. Getting overpopulated is bad. I mean, getting over a certain amount of money which you don't need is bad. We should all live the same way and respect each other. And all the people who say we should all respect our neighbors and help all our neighbors - that's phony as heck. We have countries all over. We have a neighbor country who we don't respect. We want more property, we want more land. We want more land to get more oil and whatever it is. Oil is really bad for the earth. Oil is bad. It's pollution. We've been doing it for years. All you have to do is figure it out. When they came out with the cars that were becoming all electrical, the other companies got rid of them. We would've been way ahead of all the electric cars by now if we let it go on, but no they wanted more money. They got rid of their competitors so they could make more money. They were very rich so they were able to do that. We are overpopulated that's why we're building more and more of this Sound Transit program. I'm bad with words. I have ADD and dyslexia. People are taking advantage of people with challenges. I've had it my whole life. Started out with my family.

This is what's wrong with the earth. I don't wanna bring this up but it's true that alcohol is not good. We all drink it and it's great for the economy but you know drinking a certain amount of alcohol can ruin other peoples' lives and not just your own. Drugs are bad. Not just for the people taking them but for everyone else.

7.2.11 11. Jerry Lane - 1

My name is Jerry Lane and I wanna know how much that piece of property that you gave to the City of Seattle cost and why did you give it to them and why didn't you use the money towards Sound Transit. My phone number is 253-581-5266. I'd like to know how much it cost us for that piece of property that you gave to the City of Seattle and how are you going to recoup that money given that that was the people's money that you gave away. Once again, my phone number is 253-581-5266. Thank you.

7.2.12 12. Anonymous - 1

Yeah, well, I hate Sound Transit. Any kind of transit or train. You've ruined Federal Way. You've torn down buildings and, boy, I'll have you fired. I don't want you to build [garbled] the budget is dumb. It's garbage. That's what you are, you're garbage. And I hope they throw your trains in the garbage. It's a shame that they're letting you get as far as you have. And I'm going to move before I'd ever get on one of your trains. I'd never ride it. No, I don't want it, you didn't ask me. I would've told you to go jump in the lake. No, no kind of trains. You're dumb to even think about it. You must've liked trains when you were a little boy. I think it's so terrible, I can't believe you'd ever do such a thing. I hope they fire you as fast as they found you and I hope it costs so much you can't afford it. I think it costs way too much. Well you can go to, well you know where. I'm sick of you. I'm sick of the train and Sound Transit. You can go jump in the closest lake, that's where you should go to. You know where. I live in Federal Way. Look what you've done to us. You've torn down buildings. You've done everything. I hope to get you good. Yep, just like some of the other guys. Goodbye, you dumbbell.

7.2.13 13. Kathleen Bradley

Hi, my name is Kathleen Bradley. 425-223-9080. I live in Everett and I feel like we were supposed to have light rail here a long time ago and it looks like we still don't even have it. I'm looking at this thing that got sent out and I received today, it says regionwide 9 new light will rail stations open in Lynnwood, Federal Way, and downtown Redmond. I see Everett. They don't have any date on it. I'm wondering when is light rail coming to Everett. It says future service Everett-West Seattle. When will that happen? This is ridiculous. Thank you.

7.2.14 14. James Redmond

Yes, my name is James Redmond and I live at the edge of the Federal Way almost into Pierce County and I'm just hoping that one day you guys will hook up with Metro so we can go back and forth without having to change so many busses. It's inconvenient and I know that, OK I'm a handicap and I can barely get around. I know it would be so much easier if Sound Transit and Tacoma Pierce County

Transit and Metro would all get together so we can use our transfers from one bus to another so that we can have more direct service. I need to always go to the VA hospital, sometimes in Seattle, sometimes in American Lake and it's very, very difficult for me. So please, if you can, get back with me and let me know there's going to be some changes sometime soon. My name is James Redmond, my phone number is going to sound crazy because it's my cell phone number is 757-927-0776. Thank you for your time, bye bye.

7.2.15 15. Colin Ward

Hi, my name is Colin Ward 301-256-8245. I live in Everett. I think it's critically important that Sound Transit prioritize Everett in the ongoing realignment while taking into account that Sound Transit dollars pull from our tax base and are currently being used to subsidize and fund the whims of King County residents and that delays should not be accepted, that alternate funds should be accessed. I mean, there's a problem-solving approach. There's a partnership that could be created with the federal Department of Transportation. Rick Larsen, our representative, is on the Congressional Transportation Committee. I think there's a real lack of creative thinking on how to fill this funding gap and not delay the delivery of the Spine Link to Everett but actually accelerate it. I mean, using federal funds and tapping them as part of this new infrastructure plan that's making its way through Washington. I think that there's a false choice being presented where we just delay construction to Everett on a whim over a perceived budget shortfall and I feel there isn't enough problem solving energy going into finding ways to fill that funding gap rather than just cutting service to outer suburbs like Everett when the residents of Everett should be in equal partnership in this development. So that's what I encourage is that problem solving approach, finding alternative sources of funding, especially at the federal level. This is clearly a project that's not even shovel ready, it's shovel underway and I think that it's the perfect candidate for federal subsidy especially under the current administration that seems to have a large appetite for investment in infrastructure. I think again the investment in transit not just in King County or in large urban centers but partnering with the Biden administration to access funds for less heavily urbanized communities like Everett, there would be a really strong political case to make there as well. I'm happy to receive a call back and provide further input I left my number at the beginning but it's 301 256 8245 my name is Colin Ward and I live in Everett, Washington.

7.2.16 16. Judy Burt

My name is Judy Burt, the phone: 206-387-8011. As I look at the Expanding Opportunities with Transit 2021 progress report I see happily how things are going at Northgate where I live. I'm concerned about the 41 bus. I don't see bus routes on the map there and I'm wondering how I'm gonna get over there to the station to get up on that new wonderful train that will take me so swiftly everywhere. So that is my question: How will somebody who normally gets on the 41 bus over at 5th Ave and 112 St in the Northeast section how I would get there? Do I have to walk? That's south of the mall area right over to the transit center? That's my concern, unless there will be buses that will take us. How do I walk over there? I love all the newness, I'm an 84 year-old lady. My phone number again is 206-387-8011. That's Judy Burt. Thank you. I look forward to hearing from you. You can text me or just leave a message.

7.2.17 17. Corey

Hi, I'd like to find out what more is going to do for the people of southeast Renton. Right now we pay property taxes and we pay fees on our gas, we pay all the money going to Sound Transit, but yet here in southeast Renton I gotta go a mile, well let's put it this way: if I want to go into downtown Seattle, I have to go all the way over into SeaTac, drive let's say 10 to 15 minutes to get to a train station, that then takes me 45 minutes to get into town when it's only a 20 to 25 minute drive to get into town in the first place. So is there any chance that we can get some service in Renton that isn't a catch a bus, transfer, get on a train, transfer and go. We're paying as much taxes as anybody else and getting so little service. I mean, we're paying the same amount for our houses as we would if we were living in a closer service area and yet I would have to drive a mile to get to a bus, then catch a bus into downtown Renton, then catch a bus to Tukwila, then get up onto the train and then go into town. I'm just getting tired of paying for it. So what services can they offer to Renton more than a bus. I mean come on, it's Sound Transit but we're not getting our money's worth. So I guess if you want to call me back, my name is Corey, my number is 206-851-9035. I'm just not seeing a return on my amount of money that I pay on an annual basis that is relieving anything in the Renton area. Thanks.

7.2.18 18. Tami Fleshman

Hi, my name is Tami Fleshman 1-425-299-9629 and my question is why don't we have some kind of transportation for seniors to go to the casinos in Marysville or Tulalip. It is so far, I'm 85. We have a senior community here in Everett. We would like to go but there is no way to get there. So could maybe once a month or whatever can have a bus that is going that way and so forth. That would be nice. Thank you.

7.2.19 19. Jerry Lane - 2

Hi, my name is Jerry Lane. I called the other day and I still haven't got a response back. I wanna know how much you paid for the piece of property that you gave to Seattle and are you going to recoup the money that you wasted on that piece of property for the people that you got it from, from our taxes? And my phone number is 253-581-5266. My name is Jerry Lane. I have an answering machine. You're welcome to leave a message on my answering machine. Once again, I wanna know how much you spent for that piece of property that you gave to Seattle of using the money from our taxes and how are you gonna recoup that money for that piece of property. Once again, my name is Jerry Lane. Phone number is 253581-5266 and I do have an answering machine and I would like an answer. I left you a message and have not heard from you. Thank you.

7.2.20 20. Marvin Billings

My name is Marvin Billings. My phone number is 253-249-4613. I wanna know how I opt out of paying high taxes on my car tax for something I don't use. It's unconstitutional. Call me. Thank you.

7.2.21 21. Anonymous

Like most people in Pierce County I feel we were screwed by Sound Transit. Do whatever you can to save money, quit fostering this stupid railroad on Pierce County because it's just crazy. You have a few people who are going to be riding to SeaTac on that thing and the rest of us will be spending a fortune just to get them there. Anyway, I'm as mad as hell. If I could get my hands on one of you guys I would definitely give you an earful.

7.2.22 22. Wendy Leverett

Yes, my name is Wendy Leverett and I live in Kent. I'm a senior and I'd like to know how to get to Bellingham, Washington, or Deming which is just outside of Bellingham. I'd like to get to know how to get there by transit if that can be done. I don't know. My number is 253-856-1885. Thank you, bye.

7.2.23 23. Timothy Downs

Good morning, my name is Timothy Downs I live in Puyallup, Washington. I have a comment that I'd like to share about Sound Transit's strategy for the future. I categorize it as designed to fail. The pandemic fully illustrates what the future holds and mass transit, especially trains and buses, are artifacts of the past. I'm disheartened that I have to pay higher taxes in Pierce County for no service and watch projects go over budget, over plan, and years beyond their due dates. Please feel free to give me a call at 253-973-1466 and I'll share my humble opinions about what Sound Transit can do to better benefit most people in the Puget Sound area. Thank you.

7.2.24 24. Anonymous

Hi. Why is the 130 project floating bridge two years over what it's supposed to be? Why are taxpayers like us have to pay more? Who is footing the bill for the fix? It's going to be another year before that thing gets done.

7.2.25 25. Stuart Weiss

This is Stuart Weiss in Seattle. The message: your rail transit is costing the public an unreasonably large amount of money. It is extremely difficult for older people to walk great distances to board trains. You should stop constructing any more rail transit. OK that's my message. My phone number is 206-933-1078. Thank you, bye.

7.2.26 26. Anonymous

Hi there. I live in Tukwila and I wanted to say please keep the South Boeing Access Road Infill station in the plans. That is really

important to me and a lot of people around me. You know it can be hard to get around from that area and I think it also addresses access and equity of just not a lot of options in that area. Please keep the Boeing Access Road Infill Station. Thanks.

7.2.27 28. Anonymous - 1

Hi, I'm calling to say that as happy as I am that Sound Transit is expanding, and I'm very happy about that, I'm really insulted by the promotional stuff that you send out in the mail. There's actually no hard information at all and no opportunity to be part of any decision making, which is okay. You know it's your job, but the cost of the printing and the distribution and the frustration when I go through all the pages of this and find out really nothing. It's totally a waste of your effort and it's a problem to receive all this junk mail. So get your act together with communicating with us or just give it up. You know that's okay, just do your job and it's none of our business, but if you want to be part of our business you gotta find a new way to do that because this is really not working. Anyway, glad you're expanding. I'm grateful for that. Thank you.

7.2.28 29. Kathy Taylor

Hello, my name is Kathy Taylor. My phone number is 425-883-9754. You don't need to call me back, but I am a senior citizen and I'm sitting here reading the Expanding Opportunities with Transit report and it just looks exciting. I am happy about all of this and I was wondering and I'm hoping that eventually I will be able to take Sound Transit from Redmond to the airport. Not that I've flown in the last year but that's always a big consideration for me is how am I going to get to and from the airport living in Redmond. Right now it's just so expensive and it's onerous to be asking friends and neighbors for a ride. So I would like to know if and when I can take Sound Transit to the airport and how close to the terminals will it stop. And when you get the lines finished will you have any soft openings where people can come and just ride for the day to see where it goes and what it's like? I haven't been on Sound Transit at all. All I do every once in a while is take buses into Seattle. I know this is something entirely different, but I'm looking forward to all of it. Thank you, bye.

7.2.29 30. Anonymous - 2

Hi, I'm leaving a message follow-up to one I previously left a few minutes ago about your self-promotional material for Sound Transit. I wanted to comment to your writers: you better get them to think about us when we read this stuff. The word "we" is used to refer to Sound Transit, that is to you, to the people who are, you know, in business here. Okay, that's the "we". I thought the "we" was those of us who pay taxes and own this system. Apparently we are not part of it. Only you are the "we". That's a big problem. Throughout the material you refer to riders in the third person, so that's "they". So "we" is Sound Transit, or whatever, your bosses. So "they," that's where I come into the picture. The only place that it ever says "you" is when it tells us that we should talk to you about considering changes we want and so on. And what's important to you, you ask, well that's nice, thank you. Other than that, the entire huge brochure that apparently cost $0.32 each (according to the information on the back) is not addressed. "We," it says at the end, regularly disinfect your vehicles and clean stations. You refer to them as "our" stations. So apparently all of this belongs to you. And okay, I get it, I

should've known that. I just pay taxes but you own it. And then it tells me “you do your part and remember to wear a mask.” Okay I do that, but do I have to be insulted by being told to do my part? Then you say “we're” all together and that's ridiculous at that point. So you’ve got a problem with identifying who is who in our system. I think that you need another PR company because basically I think you're doing a good job, at least I hope you are, and I like using the service. I don't do it much during the pandemic of course but I think you’ve got to get rid of your promotional people because they're actually alienating what would be called the customer and I'm not a customer, I’m a member of the community who pays taxes. Thank you for listening.

7.2.30 31. Susan Manning

Hello, I don't need a call back. I just wanted to let you know that I would really love to see you pursue new revenues to reduce or avoid the need to delay, phase or modify projects. I just think it's so very important to have as much public transportation system in place as we possibly can. My name is Susan Manning. I live in Tacoma. Thank you for asking and providing this phone number. Bye bye.

7.2.31 32. Anonymous

I use the bus a lot. I'm a senior citizen. I use it more when there's not a pandemic. I live on Mercer Island and we have service to Seattle and Bellevue from I-90 Park and Ride. But I see over the decades that our local service to get to the Park and Ride has been cut back quite a bit and now it's only Monday through Friday. What's important to me is to have access seven days a week. It could be a small vehicle or an autonomous vehicle on Island Crest Way. That's easy for most of the population to get to. Make sure we have some way to get to the Park and Ride. Thank you, bye now.

7.2.32 33. Paul

Hi there, my name is Paul. I noticed that your alignment for the proposed Issaquah Light Rail Link would go from Issaquah north to downtown Bellevue, require switching trains, then going south back down to 90, then crossing the bridge, and then downtown Seattle. That seems like a terrible alignment for somebody commuting in the morning. Why would you not go from Issaquah along 90 to Seattle. The majority of people in Issaquah would be commuting to Seattle. Nobody wants to go to Bellevue to switch trains and waste half an hour in the morning. So if you're going to reconsider your alignment there, you should probably make it efficient for commuters. I'd like a phone call back on how you guys decided that this was a good idea. 206-999-7033. I appreciate your time, thank you.

7.2.33 34. Victor

Hello, my name is Victor. Construction in 2024. What month in 2024 will it open? In Federal Way, doesn’t say date. No clear date. [Garbled]. If you could let me know, please call me at 253-804-4033. Thank you. My name is Victor [garbled]. Thank you

7.2.34 35. Jeffrey Smith

Hello, my suggestion for Sound Transit is to sell bonds. Long-term bonds that would let you lock in low interest rates. 25- or 50-year bonds, maybe even longer. People are looking for yields since the interest rates are so low right now and there's tons of money sloshing around in the economy, as you probably know. So having Sound Transit sell some really long-term bonds is the best way to deal with this that I can think of. If you want to talk to me more about this, I'd be glad to help you understand it. My name is Jeffrey Smith. I'm at 206-724-2644. Good luck and thank you for asking for my input. Take care.

7.2.35 36. Leanne Carter

Hi, this is Leanne Carter. I need to call you regarding, I got on the transit and we were trying to pay and it charged us twice. It charged me $25.00 each time and so I need to figure out how to get a refund for the second charge that was a duplicate. Can you give me a call back at 907-351-3459? Again, this is Leanne Carter. Thank you, bye.

7.2.36 37. Carin Willett

I just got this new Expanding Opportunities with Transit 2021 progress report yesterday in the mail. My name is Carin Willett. My telephone number is 206-223-3933. It says submit your comments online or on the phone and that’s why I dialed your number. There's apparently no way to give any comments except this way. So no person is answering the phone. I live on Lake City Way Northeast and at the present moment, as an elderly woman, basically I really need that 522 to stop where it does stop now. Although there's some indication that after the pandemic they won't be able to stop anymore at the 110th Street stop. I live right there on the other side of the parking lot from Sound Health. I live in 11032 Lake City Way Northeast. This just came for the ECRWSS residential customer. Now I know everything is virtual now but I don't have a computer. I really appreciate this flier, or whatever you want to call it. Again I live on Lake City Way Northeast. I'm elderly. It's difficult to get buses. It’s always been difficult to get buses because I have to stand in the rain sometimes, but that's not the end of the world. But it is difficult now because I understand some buses get very crowded in downtown Seattle and I know that the 522 can get crowded but just to get to 125th or to come from 125th down to 110th, which is where I live just north of 110th on Lake City Way Northeast. That is a problem. I really really really think it's important, I’ve been telling bus drivers for years, that I’m so happy that the 522 will now stop at 110th and then I found out that it might stop stopping. There's other buses apparently that they thought were going to take over but obviously the 522 right now is very important because most of the time people just stand there and watch it go by and swear. You know they curse at the bus driver. I've never done that because I know it didn’t used to stop. But people ask me sometimes “is that bus going to stop?”, and I said “well it should but if it's crowded it won't.” And now what I don’t want is to see less bus service to downtown Seattle or less bus service to 125th. What goes on above 125th I really don't care that much about. Getting to Fred Meyer from 125th walking is really no big deal once one gets to 125th. Then there’s the 41, you know, but everything is difficult. Standing in the rain is the worst part though or in the snow for example. So I really appreciate that nobody's talking to me. Actually no, if somebody wants to call me back the number is 206-223-3933 it’s a real telephone. Bye.

7.2.37 38. Kate Munger - 1

Hi, my name is Kate Munger. I live in Mill Creek. I had a couple of questions as a citizen for the Sound Transit Board. If someone could give me a call at 714-232-2969.

7.2.38 39. Kim Bowden

Hi, my name is Kim Bowden. I live in Pierce County and my phone number is 253-332-0282. I just got the pamphlet in the mail and it said it's fully funded by the voters. If I remember right this was rejected and then Inslee went back and said the voters didn't know what they were talking about and went ahead and added the money to the tabs anyway. So I don't think any new taxes would be good for anybody during a pandemic and people that haven't worked. So you guys need to get your checkbook in balance and figure things out without raising our taxes on this one. Thank you, goodbye.

7.2.39 40. Anonymous

I’m going to let you guys know what I think. We put the terminal in here in Seattle to take the busses off the street and it was supposed to be shared with light rail. It’s not supposed to just be light rail. It’s supposed to be shared with light rail. So you put the buses back up on my street in King County. And now my downtown trips take twice as long because you want the terminal all to yourself. Well my attitude is this: You’re Pierce Transit. Go back to Pierce and you worry about fixing Pierce. You let King County do theirs. And you can go piss up a goddamn rope. I don’t want you in King County. I don’t want you in my county. I don't want to pay you taxes. You’re Pierce. You’re to the south. You want to do shit - you go put in a bus in Tacoma. Put your shit underground in Tacoma. You connect all that stuff around Tacoma. We’ll do our thing. As far as I’m concerned, I don't want to pay you a penny. I'm not going to. I'm going to vote every tax they put forward, I’m going to vote no on. I’m going to do everything in my voting power to keep you from getting a foothold. As far as I’m concerned, it’s stupid. It’s stupid. That train ain’t going to help shit. For all the costs of running it, you guys could've went with a plan that went down the roadway, right down I-5. You could’ve built raised platforms to keep the grade right. You could’ve redid all the overpasses so that traffic goes like it should. You get off on the outside and you get on on the inside out where the HOV lanes are. But no, you guys say, “We want to put in a fancy tunnel. We want to do this. We want to be a modern city.” You gotta push that shit to the side and do it for the best buck. If you want to be a big metropolitan you should move to New York, London or Paris. We’re not that. We’re not that kind of town. Never have been never will be. That's what you people don't understand. You all moved here from all these other places. We’re plain and simple folks and we don't care how it looks as long as it works. It’s like tearing down and putting in that freaking tunnel downtown here in Seattle. Stupid, stupid, stupid and stupid people keep doing stupid shit. That’s what you are. A bunch of people doing stupid shit and you need to stop wasting money. Thanks.

7.2.40 41. Kate Munger - 2

My name Kate Munger calling for the second time. I had couple of questions on the financial impact, if someone could give me a call at 714-232-2969 that would be great. Bye.

7.2.41 42. Scott Surdyke

Hi, my name is Scott Surdyke. My number is 206-818-6884. I just did the survey and I'm interested in what you guys are going to do regarding West Seattle. I think there's a tremendous opportunity for you to save money by collaborating with SDOT on being part of the new bridge that will eventually be built or designed. I have been in development for over 15 years. I'm on several boards in North Seattle, but if you guys have a transit project evaluation board, if you have any openings I am good at analyzing projects, analyzing budgets and kind of good with public stakeholders. My name is Scott Surdyke, my email is scott.surdyke@comcast.net. Again I would be interested if there is a team or board that is evaluating capital projects and helping to weigh the pros and cons and trying to find more cost effective means to make this happen. I'm a resident of Magnolia, I go to Ballard frequently, and I'm a strong advocate for getting the light rail to Ballard because I've watched 15th become just so congested over the last couple of years. Thank you.

7.2.42 44. Anonymous

Yes, I would like a call back. My phone number is 206-233-3177. I would like to ask that you don't change anything. Leave it all the same.

7.2.43 45. Brent

Yes, why don't you eliminate the trains from the West Seattle to Ballard route and replace that with buses. By the time the route gets done it would be driverless buses. They'd weigh less than the train so I'm guessing the construction costs would be considerably less. Once the bus gets across the Montlake Cut into Ballard it would have a greater flexibility to serve that community. It wouldn't be just stuck to the rail lines. Same goes for West Seattle. It would also be considerably quieter. My name is Brent and my number is 206-650-0573. Again, Brent, 206-650-0573. Take care. Bye.

7.2.44 46. Anonymous

Hello, the questionnaire is interesting. The major issue for me and first thing in the comments is the problem with funding. And of course the funding depends on people consuming and purchasing because of our tax structure. Sales tax dependence is totally insufficient and

unstable. I personally would like to pay my fair share but I can't because I don't spend money. I don't buy anything. I already own anything I need. I buy groceries and I pay my utilities so I buy water, but other than that I don't spend, therefore I don't pay my fair share of taxes. Please get people informed and get the law in our state changed. We need to not be dependent on sales taxes. This current problem with the system of the COVID is going to continue to be a problem. And having more, how should I say… Anyway, you understand. Bye, bye.

7.2.45 47. Jane Large

Hello, my name is Jane Large. I live in Kirkland, Washington. I've been a long time rider of Sound Transit and the bus service. My advice, my request, my sincere message to the board is to not be reliant on sales tax to pay for this important public service. We need to have an income tax. If we have an income tax, I will be able to pay my fair share. If we rely totally on a sales tax your, income is going to go up and down depending on what's going on and I (because I'm not a consumer, C stands for citizen not consumer) will not be help pay my fair share. Thank you.

7.2.46 48. Anonymous

Hi, I need a call back to my number in order to get more explanation about that realignment.

7.2.47 50. Justin

Hi, this is Justin [garbled] and I live in downtown Kent. I have been a public transportation advocate for a very long time and I feel very sad that I'm watching Sound Transit really not help our poor and the people that need transit as much as possible in actually getting out of Kent into other areas. The accessibility of the Sounder has been depleted by the pandemic and really needs to be increased, not decreased in its scope. Even at ideally once an hour so that we can get in and around the Puget Sound on a system that really is already built. I would like to advocate more for increased scope because we already have the infrastructure built. And focusing on quick wins rather than focusing on the affluent focus of the light rail, which is just really sad right now. So I would really like to see that. If you have any questions about my comments please call me back at 206-696-3337.

7.2.48 51. Anonymous

Hi there, I am excited for the Sound Transit. My brother is disabled and lives in Lynnwood. By 2024 he is going to be thrilled to be able to come down to see me in Seattle on the light rail. I drive all the way from Seattle to Lynnwood all the time and I'm noticing that a huge amount of trees have been displaced and wildlife habitats have been displaced or destroyed and you can see the difference. There's so much more eagles and hawks in urban residential neighborhoods now because they're foraging. I know that Lynwood has made a promise to plant 4 trees for every one that was taken down. And I am certainly hoping that will continue in all the other cities: Shoreline,

Seattle, Kent, Burien, and Tacoma. I think this is critical and then maybe you can use some of the Biden cash for infrastructure. I don’t know. I'm always happy to pay taxes. I think it's my civic duty so bring that on if you wish. I don't need a call back, but thanks for all your hard work. Bye.

7.2.49 52. Isaac

Hi, my name is Isaac and my number is 206-612-5575. I'm calling because I think you guys should be considering an income tax rather than all these other proposals. I think it's a little strange that we haven't considered this yet. I think that we've been shouldering, I think that the poorest people who live in Seattle have been shouldering the burden of this cost for too long and one way to deal with that is an income tax. I know it's kind of a third rail issue but it's either that or there's no money in people's pockets either. If you hike prices on tickets or another sales tax, you’re inevitable going to be taking more money as a percentage out of the poor people's pockets rather than rich people. So you should tax rich people. That's my suggestion. I know you won't take it because you're very bad at your job. Goodbye.

7.2.50 53. Anonymous

My suggestion is to stop the construction on the rail because you have admitted that the ridership has dropped 80%. To keep it going is a tremendous expense to the people who register their vehicles. It seems unfair to unload that on them at a time when not that many people are using the rail. I know I live on Bothell-Everett Highway and I have to tell you that long before that and since the beginning of the rail, I have seldom seen one person at any of the stations or even on the buses. To me, they were running totally empty and that was long before the pandemic so now if it's down 80%, I say until the rail pays for itself please stop all construction on it. Get it down to what is reasonable until it can pay for itself. If it can’t pay for itself then we shouldn’t have it.

7.2.51 55. Anonymous - 2

Yea, I live in Federal Way. I hate your trains. I don’t want any light rail. No trains. No nothing. Must be little boys that liked to play with trains. Just like electric cars. They like to play with cars, little cars. You’ve ruined Federal Way. You’ve ruined Federal Way. You torn down buildings. Yeah, that’s what you’ve done. If you take any other place apart, I hope they put you in jail. I think it’s so terrible what you’ve done to us. I’ve liver here since 1999. This is the worst I have ever seen it. No light rail. And no hockey. You guys must be little boys that like to play with trains. I’m sick of you. I’m sick of the trains. Don’t you dare put another train in this building in Federal Way. If another train comes in, I’m going to take you to court. I’m going to take you to court now. I think the trains are little boy stuff. Choo choo, choo choo. Don’t you dare. Especially down the Pike[?] You better not put it down there. What you’re doing is just ohhh. I’ve had enough of your crap. That’s what it is a bunch of crap. No light rail. No never.

7.3 Directly to the Board

between transit riders and law enforcement and the criminal-legal system. Please commit to making this necessary shift.

Sincerely,

List of Commenters

Jeff Porter
Helgaleena Healingline
Brian Simpson
Samantha Novak

Comments and Suggestions Regarding the Updated Capital Program Cost Estimates

Subject	**Jan 5 Memo from Deputy CEO Farley**
From	Jeff Roberts <Wallingfordjeff@gmail.com>
To	Email The Board
Sent	Thursday, January 7, 2020 3:03 PM

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To: Sound Transit Board Members

The January 5 memo from Deputy CEO Farley contains concerning news about cost increases coupled with declining revenue (mostly from the pandemic) for Sound Transit. In the new year, you will be facing difficult decisions which may lead to delaying or cancelling future projects. While we are optimistic there may be help from the new Biden Administration, we must also look at local solutions. The timing and politics of any proposed tax increases is awful. Tim Eyman has Sound Transit's revenue sources fixed in his sights, and many voters in Washington are expressing frustration with taxes (and politics in general) via the ballot box. To lessen the likelihood of another voter approved initiative which threatens Sound Transit's revenue, the Motor Vehicle Excise Tax (MVET) should be quickly amended to use car values that reflect faster depreciation for newer cars. While this may seem counterintuitive at this time when Sound Transit is seeking new sources of revenue, it will help to shield existing MVET revenue from another voter approved "$30 car tabs" initiative. The voters want recognition that they were heard. Also, Pierce County voters have been more skeptical of Sound Transit ballot measures in recent years. Any proposed cuts or delays which impact projects in Pierce County are

likely to infuriate the voters in the Tacoma area who could retaliate by passing initiatives (and electing representatives) with a focus on causing problems for Sound Transit.

As Deputy CEO Farley's memo points out, the projects with the largest cost increases are the Link extensions to West Seattle and Ballard. It makes logical sense that these projects are the most likely targets for budget cuts. As a Seattle resident, I would prefer Link extensions that operate on lines that are fully separated from car and marine traffic. That leads to expensive tunnels and bridges in Seattle's dense urban environment. A cheaper system of tracks that cross streets at grade will lead to accidents, deaths, system delays and less ridership. Drawbridges will lead to system delays and decreased ridership. The only cost cutting solution that makes sense to me is to delay extensions to Ballard and West Seattle until additional funding is available. That said, this is the wrong time to ask voters outside the city of Seattle for additional voter-approved taxes. Voters inside the city limits of Seattle, might vote for additional taxes if the revenues were dedicated to projects within the city limits. Perhaps the Legislature could approve a new Sound Transit taxing district that only encompasses the city of Seattle?

I hope this message is helpful as you look at the options for raising revenue, cutting costs and appeasing voters. As King Louis XIV's Finance Minister, Jean-Baptiste Colbert, famously declared, "the art of taxation consists in so plucking the goose as to obtain the largest possible amount of feathers with the smallest possible amount of hissing." You may find that the voters in Seattle are less likely to hiss at increased Sound Transit taxes assuming the revenues are dedicated to projects inside the city limits.

Thank you for your service to Sound Transit and your efforts to build a world class public transportation system for the central Puget Sound region.

Sincerely,

Jeff Roberts, CPC

208 NE 42nd Street

Seattle, WA 98105

wallingfordjeff@gmail.com

Complaint about Downtown Seattle Transit Tunnel Vertical Conveyances

Below is the response, and original message, from a passenger frustrated about the state of the vertical conveyances in the Downtown Seattle Transit Tunnel.

Good afternoon Mr. Cater

Messages Regarding ST3 Projects in Realignment Decisions

Below is an agency response to approximately 64 messages regarding the Board's Capital Program realignment work, specifically relating to ST3 projects. Following the agency response are all messages received. They were initiated by a Seattle Subway blog post on the Seattle Transit Blog.

Subject	**RE: Your message to the Sound Transit Board about ST3 and Capital Program Realignment**
From	Email The Board
To	
Cc	Email The Board
Sent	Monday, February 8, 2021 2:25 PM

Thank you for your message. Your input will be shared with the Sound Transit Board of Directors.

Sound Transit faces major fiscal impacts associated with a unique recession that has decimated revenue sources such as sales taxes, but without slowing our property and construction markets. Reduced revenue projections combined with increased cost estimates result in an $11.5 billion affordability gap to complete voter-approved projects on their original schedules.

The Board has initiated a realignment process that is focused on working to reduce impacts to voter-approved projects to the greatest extent possible through a two-pronged approach. The first prong prioritizes pursuing expanded financial capacity. This includes aggressively seeking new federal and state funding and cost relief to help bridge the affordability gap.

If sufficient new resources are not secured, the Board's second prong, as required by the ST3 Plan, will utilize tools identified in the plan to ensure affordability. Available tools include delaying construction of projects; modifying the phasing of projects; and/or modifying the scope of projects. The plan that the Board develops under the second prong's approach will provide the base from which expanded financial capacity could improve.

Bringing challenges and opportunities into focus will support work to move projects to shovel readiness and secure competitive grants that require rigorous scrutiny of projects' financial realities.

The public will have opportunities to weigh in through a public involvement process in the spring. We encourage everyone to follow and support this vital work. Please look for coming updates at https://www.soundtransit.org/system-expansion/realignment.

Sincerely,

Adam Montee
Program Manager – Board Administration
Pronouns: He/Him/His

Executive Department
Sound Transit

Connect with us!

Subject	**ST3 Delivery Plan**
From	Osman
To	Email The Board
Sent	Monday, February 1, 2021 1:06 PM

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Hello,

I am a resident in the city of Seattle and I urge the ST Board to continue, as-planned, with S3 project. As outlined by the "How to deliver ST3 in Seattle" post on Seattle Transit Blog, it is still within your power to continue with the promised ST3 delivery even in the face of the cost increases that ST estimates ahead. If we continue with at-grade options, ST jeopardizes the long-term viability of the ST network of transportation for the larger region.

Regards,
Osman

Subject	**Maintain ST3 as approved**
From	Arthur Baines
To	Email The Board
Sent	Monday, February 1, 2021 2:28 PM

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Hi there,

I just wanted to take a moment to let the ST board know that, as a Seattle resident who lives in Eastlake and (normally) works downtown, high quality transit throughout our region remains very important to me.

I think the board should pursue the following courses of actions:

- Seek federal and state funding
- Maintain the scope and quality of ST3
- Defer decisions that impact what voters approved until absolutely necessary

Thank you!
Arthur Baines

Subject	**Maintain all ST3 projects and funding!**
From	Nicholas Etheredge
To	Email The Board
Sent	Sunday, January 31, 2021 5:16 PM

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Hello,
I am writing to urge the Sound Transit board to maintain all funding and project quality and timelines for ST3.
High quality transit is incredibly important to me as someone who wants to live car-free as soon as possible. With ST3's projects this will become much easier.
The board should seek state and federal funding as necessary to ensure that all voter-approved projects are completed on time and with the quality we voted for. ALL scope should be maintained!
Decisions that impact what voters approved should be the absolute last resort.
Thank you
NIck Etheredge

Subject	**Please don't make cuts to transit projects**
From	Ziadee Cambier
To	Email The Board
Sent	Saturday, January 30, 2021 8:55 AM

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Sound Transit Board:
I was gutted by the news of projected cost increases on current projects. Increased land costs just increase the need for excellent public transit as housing near jobs becomes increasingly unaffordable. High quality transit is essential for our climate and the future of our planet, as well as for equity and the affordability of our region.
Please seek federal & state funding to meet higher costs and maintain scope and quality of ST3.
Thank you.
Dr. Ziadee Cambier
Beacon Hill resident 98144

Subject	**Sound Transit planning for ST3**
From	Gregory Denton
To	Email The Board
Sent	Friday, January 29, 2021 10:43 AM

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High quality transit is important for the climate emergency and for our communities, particularly the underserved and frontline. ST must seek additional state and federal funding and maintain the goals of ST3. Defer decisions that alter what voters approved until absolutely necessary.

Sincerely,
Gregory Denton
Seattle

Subject	**Please support high quality public transit expansion**
From	Andre Stackhouse
To	Email The Board
Sent	Thursday, January 28, 2021 6:24 PM

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Hello,
In light of the recent transit legislation that has been introduced I wanted to email and express that I, a registered Seattle voter, think high quality public transit is deeply important. I urge the board to:

- Seek federal and state funding
- Maintain the scope and quality of ST3
- Defer decisions that impact what voters approved until absolutely necessary

Thank you,
-Andre Stackhouse

Subject	**Keep ST3 On Track!**
From	Andrew Roberts
To	Email The Board
Sent	Thursday, January 28, 2021 5:33 PM

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I'm writing to advocate alongside the many other supporters of public transit who are urging Sound Transit to stick to their promise of building out the ST3 light rail extension as planned... Sound Transit must do everything within its power to deliver the package the voters approved in 2016, including:

- Seek federal and state funding
- Maintain the scope and quality of ST3

- Defer decisions that impact what voters approved until absolutely necessary

Please do not make drastic decisions to curtail the breath of the programs or delay critical milestones that are still years away based on the short term financial outlook of a pandemic year. We as a city and a region have the ability to solve the challenges before us. Keep ST3 on track!

--

Andrew Roberts
andrew@androb.net
253-653-8726

Subject	**ST3/Link Funding**
From	Casey Colella
To	Email The Board
Sent	Thursday, January 28, 2021 3:45 PM

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ST Board,

For ST3 and Link, please seek federal or state funding help, maintain the scope and quality of ST3, and avoid decisions that impact what we, the voters, have approved until it is absolutely necessary.

Best,

Casey Colella

Seattle Resident

Subject	**Commitment to ST3**
From	James Pasko
To	Email The Board
Sent	Thursday, January 28, 2021 2:30 PM

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Sound Transit Board,

As a Seattle resident and voter, I'm a **strong supporter of Sound Transit**. I first wanted to let you know that I appreciate the work you do in operating our transit, and building out a high quality system for the future. I believe high-quality, grade-separated, high-capacity transit is critical for the future of the Seattle area in managing growth and handling climate change.

I wanted to express my supports for several things:

1. Sound Transit should aggressively **seek state and federal funds** to meet funding shortcomings that are arising, instead of cutting the scope or quality of projects in ST3.
2. The scope and quality of ST3 should be kept true to what voters approved in 2016.
3. Do not prematurely commit to scoping reductions until absolutely necessary.

Furthermore, if elevated structures become as expensive as tunnels due to property acquisition costs, then tunnels should be preferred. If that becomes reality, the **tunnel alignment to 20th st in Ballard should be resurrected**.

Thank you for listening to this voter's thoughts!

-James Pasko

Subject	**You can do it!**
From	Rachel Nesvig
To	Email The Board
Sent	Wednesday, January 27, 2021 5:38 PM

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Hello,
I really hope that you can deliver the ST3 plans that voters, including me, approved. High quality transit is so important to a growing and thriving city! Please seek out federal and state funding, if needed to maintain the scope and quality of ST3.
I believe that ST can make this happen!
Thanks,
Rachel Nesvig

--
www.rachelnesvig.com

Subject	**We need high quality transit - now and always!**
From	Marshall Bender
To	Email The Board
Sent	Wednesday, January 27, 2021 5:21 PM

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The working class of the Puget Sound deserve to have robust, frequent, clean, and amazing public transport. We are already lucky to have one of the best transportation systems in the US, but we can do better and we should.
High-quality transportation is essential for all people in our cities, even those who do not ride. Essential workers use it to get to work. Mothers use it to bring their kids to school and to go do their family's errands. Low-income people use the bus to get around to job interviews and more. These are just a few examples, but everyone in the Puget Sound benefits from our amazing transit.
Sound Transit should seek additional federal and state funding to improve and expand our transportation. The voters of the Puget Sound approved ST3 and it must be upheld! The scope and quality of ST3 must be maintained, and any decisions that would impact what voters have approved should be halted.
We demand better, more frequent, cleaner, and more robust public transport. We live in a beautiful region, all amazingly accessible by public transport - but it can and SHOULD be better, for the people of this region.
Respectfully,
Marshall Bender
UW History

Subject	**Deliver ST3 as Planned**

From	Michaela Barrett
To	Email The Board
Sent	Wednesday, January 27, 2021 1:24 PM

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Dear Boardmembers,

The residents of the Sound Transit district voted strongly in favor of ST3, an integral part of the transit expansion that has made our region a poster child for mass transit. Please do everything within your power to deliver ST3 as planned, including seeking state and federal funding and deferring decision until strictly necessary. Maintain the scope and quality of ST3 and do right by your constituents. Thank you.

--
Michaela
Columbia City, Seattle

Subject	**Deliver the Sound Transit 3 that voters approved**
From	Greg Barnes
To	Email The Board
Sent	Wednesday, January 27, 2021 11:43 AM

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Despite budget difficulties, you should do your best to deliver the Sound Transit that voters overwhelmingly approved. This means no dropping of stations or routes. If they have to be delayed, so be it. With a new administration in DC, you should be able to secure more funding, so do not give up and sell the region short on necessary transit.
Greg Barnes
Seattle, WA

Subject	**ST3**
From	Steven Wilkins
To	Email The Board
Sent	Wednesday, January 27, 2021 10:58 AM

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ST3 is a critical part of Seattle's future growth plans. Keeping ST3 as voters intended is tremendously important to me.
Instead of making drastic changes at this time, seek federal and state funding for the programs and try to defer any decisions that impact what we the voters approved.
Thanks,
Steven Wilkins
5656 32nd Ave SW Seattle WA 98126

Subject	**ST3**
From	Lauri
To	Email The Board
Sent	Wednesday, January 27, 2021 8:29 AM

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Good morning.
I'm writing to encourage the board to deliver ST3 as voters approved it. I think that high quality transit is important, both for averting climate change disaster as well as making strides toward a livable and enjoyable Seattle. I would encourage the board to seek federal and state funding to supplement budget shortfalls. I am in favor of maintaining the scope and quality of the ST3 initiative that we voters approved. If a funding source is not immediately available, I would encourage the board to defer decisions that impact voter-approved projects until absolutely necessary.
Thank you for your time.
Sincerely,
Lauri Sweeney

Subject	**Maintain ST3**
From	Aaron Shay
To	Email The Board
Sent	Wednesday, January 27, 2021 7:58 AM

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Hello, Sound Transit Board! I'm a transit user (pre-pandemic) and I want to register my continued support for ST3. We need high quality transit more than ever, and especially when the pandemic has been overcome. I encourage you to seek state and federal funds to make up the 2020 losses, and maintain the scope and quality of ST3. Thank you!
Aaron Shay
Resident, 98133

Subject	**ST3 support**
From	Paula Birchman
To	Email The Board
Sent	Wednesday, January 27, 2021 6:33 AM

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High quality transit is essential. Please seek all federal and state funding possible and maintain the scope and quality of ST3. This is not the time to limit or curtail what the voters approved; defer any decisions regarding this until absolutely necessary.
Better and more public transit is definitely the future. Stick to our plan and work for the funding!
Sincerely,
Paula Birchman

Subject	**Maintain ST3**
From	Karl Groff
To	Email The Board
Sent	Tuesday, January 26, 2021 11:33 PM

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Hello,

I understand that there are projected cost increases for ST3, but I urge you to consider alternate funding sources such as city or federal dollars to close the gap. We need high quality transit, it’s not an option. Don’t cut back, find the money. Climate crisis demands transit action.

Karl

Sent from my iPhone

Subject	**Voters Deserve ST3 (On-Time and In-Full)**
From	Aiden Moreno
To	Email The Board
Sent	Tuesday, January 26, 2021 10:28 PM

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Hello Sound Transit Board Members,

I would like to take a moment and thank you for all of the hard work and dedication you have put into running Sound Transit over the last year. As a daily user of transit, I greatly appreciate your efforts to keep transit safe and reliable throughout the tough times we live in. That being said, I have serious concerns about the possibilities of deferment, degradation, or deletion of projects from the ST3 pipeline.

Frequent, high quality transit is a necessity for Seattlites like me who do not own a car and need to commute for work. Doubly so for those with extra mobility needs. Frankly, the existing transit system in Seattle leaves much to be desired. ST3 sought to fix that. ST3 built on the growing system currently

under construction by your administration and took major steps to creating a major interconnected transit network for our region. This is why myself and so many of my fellow Washingtonians voted for ST3 and continue to uphold transit measures time and time again. Transit is the future of urban and semi-urban mobility.

This is why I find the mere suggestion of altering the course to be so distressing. While we are obviously under economic and social stress right now as a result of COVID 19, this is frankly no reason to back down from the goal of delivering better transit choices to the Puget Sound. Firstly, I will say that NO projects directly related to transit and mobility should be deferred or deleted from Sound Transit's plan. Stepping away from voter approved plans should always be your absolute last resort, and I am disappointed to see it brought up so early on in the realignment process. Bigger fights and lobbying should be had in Olympia to increase funding from existing resources and the creation of new funding opportunities.

It should also be noted that Sound Transit should jointly re-evaluate its planning and construction processes. Time reduction was a focus of ST3, yet costs remain out of control. European municipalities can build rail lines of equal quality for a quarter of the price. Please, evaluate all options before making the decision to defer or delete projects, as it harms those who need your systems the most.

Thank you,
Aiden M.
Seattle

Subject	**Seattle Transit**
From	Grant Peltier
To	Email The Board
Sent	Tuesday, January 26, 2021 9:49 PM

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Hello,
High quality transit is vital to the future of the puget sound region and the plant. Please defer decisions that impact what voters approved until absolutely necessary. ST3 will be an essential piece of our transit infrastructure for generations to come.
Thanks,
Grant

Subject	**Please develop ST3**
From	Jon Mathison
To	Email The Board
Sent	Tuesday, January 26, 2021 9:11 PM

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Hello,
It is important to the employees of our small engineering business and our family that we complete ST3 as approved by voters. We understand the cost of everything has increased, land, design services, and construction, which makes ST3 more costly but it also makes the need for

the completed ST3 even greater. Please seek state and federal assistance as required and do your best to ensure the system continues to be built out as approved.
Thank you,

Jon Mathison

Subject	**TRANSIT IS EVERYTHING - please aggressively seek funding**
From	Colleen Robertson
To	Email The Board
Sent	Tuesday, January 26, 2021 7:57 PM

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It's been a weird 12 months.
Honestly.
My family and I are "stuck" in West Seattle due to the bridge closure. We're stuck at home with a new baby and we're stuck sheltering from a pandemic. What are we hoping to do? Get back into the city and reconnect with our friends and family and the culture of our region. We also are going to have to commute to work. Prior to the pandemic, we both commuted to work via transit.
My husband, prior to the pandemic, took the C bus 5 days per week. We bought a home near where we thought the light rail was going to be built. Before we bought our home, we lived on Beacon Hill and we both took the light rail. I have commuted via bus, commuter van, bike, ferry, and walking since I was in middle school in Seattle.
We are dedicated transit users for so many reasons. But the truth is, we are privileged transit users. If transit doesn't get built, then we will just be one (or two) of the other cars on the road. We would much rather not be, but we have the means to "make it work." Many people in Seattle don't.
We want to live in a city where people can afford to engage in the culture, where people can commute into the city center. We need transit to have a safe and vibrant city center.
My husband and I, and our friends and communities voted in support of ST3. Therefore, I urge you to follow through on what the voters want.
Please:
-Seek federal and state funding
-Maintain the scope and quality of ST3
-Defer decisions that impact what voters approved until absolutely necessary
Feel free to contact me with any questions,
Colleen

--
www.colleenrobertson.com
www.safecrossingsfoundation.org - proud board member

LinkedIn

There have been great societies that did not use the wheel, but there have been no societies that did not tell stories. —Ursula K. LeGuin

Subject	**Please preserve ST3 as planned, and aggressively seek funding to make up shortfalls**

From	Michael Marvick
To	Email The Board
Sent	Tuesday, January 26, 2021 7:43 PM

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Hello Sound Transit Board,

I love the Seattle area. I was born and raised here, live here now, and plan to be here for the long haul.

One of the things that help re-affirm my commitment to stay is the promise of the coming transit system. I've always loved (and envied) the time I've spent in big European, Asian, and East Coast cities because it's so easy to get everywhere I need to go without a car. I can get to entertainment, restaurants, coffeeshops, work places, and nature without the stress and danger associated with driving.

I'm both a transit rider and motorist in Seattle. I'd love a world where I only rented a car on special occasions. I look forward to writing $100+ to Sound Transit when I renew my tabs each year. I'm not foolish enough to think we can end auto-dependency overnight -- there are still too many trips in the region that are hard or unreasonable without a car. ST3 goes a large way to making that better vision of Seattle and the region a reality.

Please do whatever possible to help make sure ST3 as planned stays a reality. There's no reason to expect the region to stop growing, and we already don't have enough transit for our size as is. Transit investment has been kicked down the road for decades, and if anything we should be dreaming bigger and moving faster. My understanding is that we won't have a budget crunch until 2029 -- if we need to make changes then, please defer them. We should seek more funding sources (state, federal, or local) in the meanwhile. We're lucky to have an administration in the White House that loves transit and infrastructure -- let's take advantage of the moment!

Thank you
-Michael Marvick

Subject	**please don't reduce the quality of ST3 promises**
From	Liam Bradshaw
To	Email The Board
Sent	Tuesday, January 26, 2021 7:00 PM

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As you look for ways to plug the budget holes while building light rail, please dont sacrifice the quality of the system due to temporary budget constraints. we MUST retain grade separation to make this a viable system. If anything, you might consider delaying station buildouts for stations that will be less used, but I hope you will maintain the commitment to build a top quality transit system. Voters have been consistent that they want top quality transit, and will step up to fund it in the future.
yours,
Liam Brashaw
Seattle, WA

Subject	**Maintain ST3**
From	Andrew Mullenix
To	Email The Board
Sent	Tuesday, January 26, 2021 6:51 PM

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Hello, Sound Transit Board--
Please seek federal and state funding, maintain the scope and quality of ST3, and avoid decisions that impact what voters approved until it is absolutely necessary.
Thank you,
Andrew Mullenix
Seattle 98103
206.909.2639

Subject	**Transit in 2021 - Steps You Need to Take!**
From	Laura Eidelson
To	Email The Board
Sent	Tuesday, January 26, 2021 6:20 PM

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We are writing to tell you how important we think high quality transit is! The board should seek state and federal funding, maintain the scope and quality of ST3 and defer decisions that impact the things that voters approved until absolutely necessary!
We care about public transit, and we vote!
Thank you!
Bruce & Laura Eidelson
Green Lake

Subject	**ST3**
From	Bruce Benik II

To	Email The Board
Sent	Tuesday, January 26, 2021 6:07 PM

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I don't think high quality transit is possible in Seattle.
Sound Transit has shown that they are unable to provide convenient and timely transport.
A quick google maps search will prove that walking is faster to anywhere in Seattle from anywhere within the city.
I think the whole project needs new leadership and the valuations need to be audited.
Cheers,
Bruce Benik II

Subject	**Maintain the Scope of ST3**
From	Elin Ramsey
To	Email The Board
Sent	Tuesday, January 26, 2021 5:36 PM

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Hi,
I believe it is important to maintain the scope of ST3 to deliver what voters voted on. Please seek additional federal and state funding and continue to work on ways to deliver.
Thank you,
Elin
A voter in they 98107 zip code

Subject	**Deliver the ST3 We Voted For**
From	Lucas Simons
To	Email The Board
Sent	Tuesday, January 26, 2021 5:14 PM

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To the members of the Board of Directors of Sound Transit:
I'm emailing you to urge you to deliver the projects in ST3 as voters approved them. Having a background in urban planning I know it's all too common looking back on infrastructure investments where planners and policy makers cut too many corners and ended up with something that hardly anyone uses and people view as a big waste even if it saved a few dollars when it was built.
I've been proud to be in a region where we are making high quality transit investments that will be a valuable part of our transportation system in the future. Please do all you can to deliver these projects and not short change voters, tax payers and future residents for the transit investments we should have made a century ago. They're only going to get more expensive if we delay them into the future.

-Seek federal and state funding
-Maintain the scope and quality of ST3
-Defer decisions that impact what voters approved until absolutely necessary
best regards,
Lucas Simons
Central District, Seattle

Subject	**Improve public transit**
From	Ian McPherson
To	Email The Board
Sent	Tuesday, January 26, 2021 4:59 PM

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Hi there
I don't live in Seattle, but I happen to live in Vancouver (only 2 hours north). Your public transit system needs improvement
We have a much better public transit system up here in Vancouver. We have Skytrain (grade separated rail transit system) separated from car traffic, unlike you guys having rail transit running on the streets with car traffic and having the risk of hitting cars and pedestrians
Our skytrain is way faster than travelling by car
Plus our skytrain is driverless
You will need to improve your public transit (especially if we are going to have a 200+ mph high speed train linking Vancouver, Seattle and Portland). Then there are travel options for people from home to the train rather driving their car
I can see you doing improvements such as:
Adding more bus routes (if needed)
Having grade separated rail transit (like our skytrain)
Grade separated rail transit is much faster than travelling by car and faster and safer than rail transit travelling on the streets
Grade separated rail transit (like our skytrain) will take cars off the roads and highways in the Seattle area. Less car traffic, less greenhouse gases
Less greenhouse gases, means Washington State can reach its goal for reducing greenhouse gases by 95% below 1990 levels by 2050
So that means you 29 years to get going and build rail transit separated from car traffic
Less greenhouse gases would mean the United States can get back on track with the 2015 Paris Climate Agreement
Grade separated rail transit would also save money compared to travelling by car
Saving money on:
. Gas
. Auto Insurance
. Maintenance
. Parking
Your population in Seattle is growing. Right now with your population growing, your roads getting busier, gas prices going sky high, auto insurance rates going sky high and greenhouse gas emissions increasing, right now is the time to act and start investing in grade separated rail transit

The sooner you build rail transit separated, the sooner you can
Have less greenhouse gases
Have less traffic all over the Metro Seattle area
Have money saved in people's pockets
Reach Washington State's for reducing greenhouse gases by 2050
and rejoin the Paris agreement
Because I don't live in the Seattle area, I don't know any ideal corridors for rail transit that would be separated from car traffic
Even though, I don't live in the Seattle area, I would support rail transit that is separated from car traffic for Seattle and the surrounding metro area
I would like to see you have a rail transit system separated from car traffic as big as the New York City Subway system
If you haven't been to Vancouver before, why not (when the border crossings reopen) hop on Amtrak, come visit Vancouver and ride on our skytrain to get a feel of riding on rail transit that is separated from car traffic
Sincerely
Ian Dewar McPherson

Subject	**Please keep ST3 as-is, seek additional funding**
From	Jon Kimbel
To	Email The Board
Sent	Tuesday, January 26, 2021 4:35 PM

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Hey y'all,
Please keep the number stations and level of service promised when ST3 was originally put up for a vote. Comprehensive transit is one of our most powerful tools for fighting climate change, and it takes too long to build for us to compromise on what we've started already.
Please seek state or federal funding to cover what was planned. My girlfriend and I would be happy to vote for an additional Seattle tax to cover the budget gap, if such a thing is possible.
Jon Kimbel, in Ballard

Subject	**ST3: Request for quality underground rail**
From	Andrew Stephenson
To	Email The Board
Sent	Tuesday, January 26, 2021 4:14 PM

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Greetings,
I live in Seattle and will ride the Ballard and West Seattle light rail. I have been following the news closely these past couple years and participated in each community outreach event. I would like to repeat my strong support for building ST3 with the quality and scope as approved in 2016. When I

voted to increase my taxes, I was confident that Sound Transit would build light rail with the same quality as the University Link and Northgate Link light rail extensions.
In recent news, I have noticed that ST3 is being quickly reduced to poor quality options. Light rail is now being considered above ground, like the monorail, which will require significant property seizures and demolition. This is not what I voted for. Please put it underground to Ballard and West Seattle.
Furthermore, I have continued to hear the word "bridge" when discussing the Ballard link. This is absolutely not what I voted for. Sound Transit is using light rail as an architectural landmark to benefit tourists and developers. I urge Sound Transit to make the voters and residents top priority, which means light rail should be unobstructed by movable bridges and built completely underground to Ballard and West Seattle.
To do this, Sound Transit should seek federal and state funding, as promised. If light rail cannot be built with the quality that we requested, then it should not be built until enough funding has been acquired.
Please listen to the voters' plea for quality rail.
Respectfully,
Andrew Stephenson

Subject	**ST3**
From	Nick Jessen
To	Email The Board
Sent	Tuesday, January 26, 2021 4:10 PM

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Hello, I live in district 5 in Seattle.
I am writing to ask you to seek federal and state funding, maintain the scope and quality of ST3, and avoid decisions that impact what voters approved until it is absolutely necessary. One example of something that I specifically want to avoid is trains and traffic mixed any further; our goal should be to discourage auto use with a robust package. I am encouraged by past successes of this program, but I also know that Seattle has suffered greatly from "cold feet" decision making regarding transit over the past half a century. Stymieing this growing project only makes future development even harder, and is akin to compromising on our most basic future needs. Thank you for your time.
Nick Jessen

Subject	**Save ST3**
From	Charles Fowles
To	Email The Board
Sent	Tuesday, January 26, 2021 3:53 PM

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1) I still think high quality transit is important
2) I think they should:
-Seek federal and state funding

-Maintain the scope and quality of ST3
-Defer decisions that impact what voters approved until absolutely necessary

Charles Fowles
Pinehurst Seattle Resident
Get Outlook for Android

Subject	**Deliver ST3 as Planned**
From	Kiana Ballo
To	Email The Board
Sent	Tuesday, January 26, 2021 3:07 PM

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Dear Sound Transit,
As a resident of Seattle, living in Queen Anne and working in Ballard, I know that Seattle desperately needs fast, reliable, convenient, low-carbon ways to get around the city. Especially if Seattle wants to be able to accommodate the continuously growing population and achieve climate change goals, we need ST3 to be implemented in full scope and quality. Sound transit needs to seek federal and state funding to help pay for this much needed expansion of service.

Sincerely,
Kiana Ballo

Subject	**Don't Cut ST3**
From	McKean Evans
To	Email The Board
Sent	Tuesday, January 26, 2021 2:56 PM

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Good Afternoon,

I'm a King County voter writing to ask you to maintain the scope and quality of ST3. The current funding gap is due to the pandemic and property value increases that can be addressed with additional federal funding and a more appropriate use of existing Washington State tax revenue. These are near-term problems that do not erode the long-term benefits of ST3. The reasons King County needs fast, reliable, mass transit still exist and will only become more acute in the decades to come. Breaking the promises that we committed to when the voters approved ST3 based on short-term thinking would be a mistake.

Sincerely,
McKean Evans
1140 18th Avenue
Seattle, WA 98101

Subject	**Please Continue to Prioritize ST3!**

From	Emily Wing
To	Email The Board
Sent	Tuesday, January 26, 2021 2:31 PM

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Hello Sound Transit Board,
I am emailing you as a Seattle resident to encourage you to maintain ST3.
Transit initiatives like ST3 are critical to our future as Seattle continues to grow. Please seek funding on the state and federal level and prioritize the mandate for transit that voters delivered.
Transit is our future!
Sincerely,
Emily Wing
Seattle Resident
District 3

Subject	**Do whatever it takes to give Seattle high quality public transit**
From	Michael Gillenwater
To	Email The Board
Sent	Tuesday, January 26, 2021 2:27 PM

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Dear Sound Transit Board,
I am writing to strongly encourage to you to do whatever it takes (within the law of course) to drive forward aggressive investments in high quality transit. The science shows us (study just out from UK) that the world is already committed to 2 deg C of warming due to greenhouse gas emissions, which in WA State are dominated by road transportation. Therefore we have already committed to what the global community (i.e., UNFCCC) has established as a "dangerous" level warming and climate change. Now we only have the decision of whether we want to go from bad to much worse.

Specifically, please:

- Take aggressive steps to seek federal and state funding and hold any decisions until all such options are exhausted
- To maintain your own credibility with the public, maintain the scope and quality of ST3 plans, and defer decisions that impact what voters approved until absolutely necessary

Thank you,
Dr. Michael Gillenwater (IPCC Lead Author)
9231 View Ave NW
Seattle, WA 98117

Subject	**ST3 Thoughts**

From	Jonas Rogers
To	Email The Board
Sent	Tuesday, January 26, 2021 2:25 PM

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Hello,
I'm a resident of Bellevue and a supporter of the ST3 transit expansion.
One thing I think is often overlooked is the importance of raw functionality and efficiency compared to public appeal. We should have high quality transit that serves as many citizens as possible. That means people shouldn't have to wait a long time for a train or bus. Stations and bus stops do not need to be fancy attractions on their own since people should only be there temporarily, while waiting for their transit. It's much more important to have more coverage and better service.
In line with these thoughts, I think the board should seek federal and state level funding for transit expansion, maintain the scope of ST3 at all costs, even if that means smaller or less fancy stations, and defer any decisions that would impact what has already been approved by the voters.
We can make the Puget Sound region a great place to live with a strong public transit network, but we need to prioritize it to make it happen.
Thank you,
Jonas Rogers
705 143rd Ave NE
Apt 4
Bellevue, WA 98007
804-557-0974

Subject	**Sound Transit Can Deliver ST3 as Planned**
From	Zak Nelson
To	Email The Board
Sent	Tuesday, January 26, 2021 2:25 PM

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Greeting Sound Transit Board,
I just wanted to reach out and let you know that I still think high quality transit is important. I recognize that funding is difficult to come by, but as a transit rider and healthcare worker, it is something I greatly depend on.
So many people depend on transit, so I would ask that Sound Transit seek federal funding, maintain the scope and quality of ST3, and defer impacts on what voters approved until absolutely necessary.
Thanks for all you do,
Zak Nelson.

Subject	**I voted for ST3 - Now it's time for you to deliver**
From	Jan Tabaczynski
To	Email The Board

Sent	Tuesday, January 26, 2021 2:24 PM

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To the Sound Transit Board,
I am a Seattle voter who strongly believes in the importance of high quality transit for the city. Having spent a year living in Hong Kong and experienced what is possible in a city metro network, I am disappointed by your lack of conviction in making forward-thinking transit investments. Seattle could become a first class Pacific Rim hub if it invests in the future of mobility for our city. Failure to do so would not only render our city irrelevant in the 21st century, but doom us to continue the painful cycle of congestion, pollution, urban decay, and segregation that we have sadly become inured to.
Take the first step! Seek federal and state funding to build the transit network we asked for. Maintain the scope and quality of ST3. Defer decisions that impact voters approved until absolutely necessary.
I stand behind the Seattle Subway group's efforts to hold you accountable to our voters and to remind you just who serves who. Just as our future is in your hands, so do we hold your future in ours.
Emphatically,
Jan Tabaczynski in Ballard

Subject	**Deliver the ST3 we voted for**
From	Peter Wentz
To	Email The Board
Sent	Tuesday, January 26, 2021 2:21 PM

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To the ST Board:

One of the reasons I decided to move to Seattle was the transit system, which includes traditional buses, Rapid Ride Buses, street cars, and light rail. There was a lot of promise is the expanding system. I sold my car and have relied on Seattle’s transit for commuting to work, and being mobile around the city. I still think high quality transit is important.

Please continue to seek federal and state funding, maintain the scope and quality of ST3, and defer decisions that impact what the voters approved until absolutely necessary.

Thank you for taking my thoughts into your consideration,

Peter Wentz
Tel: +1 612-616-2431

Subject	**KEEP ST3 IN TACT**
From	Kenneth Meyers
To	Email The Board

Sent	Tuesday, January 26, 2021 2:16 PM

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Sound Transit:
I am writing to DEMAND that ST3 be kept in tact! Our city, region and state will benefit from ST3 as it was originally presented: with proper, grade separated transportation. Anything less will be setting the future up for failure.
Thank you,
Kenneth Meyers

Subject	**Please preserve the ST3 plan**
From	Alex
To	Email The Board
Sent	Tuesday, January 26, 2021 2:15 PM

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Hello,
I'm writing because I'm concerned about what I've been hearing that the scope or quality of ST3 may change. My fellow neighbors and I have voted time and time again for high-quality public transit in Seattle. As a resident of Ballard I am especially worried that transit in my area may be the first on the chopping block.
Although usage is low during this pandemic, the ultimate needs for transit in our city are still growing and we should not make long-term decisions based on short-term issues. Where budgets are concerned we should seek state or federal funding to help close gaps.
I urge you to not change the decisions voters have overwhelmingly approved. Keep ST3.
Sincerely,
Alex Wipf

Subject	**Please maintain ST3 scope**
From	Jon Lawrence
To	Email The Board
Sent	Tuesday, January 26, 2021 2:13 PM

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Hi, I'm writing to strongly encourage the board to maintain the ST3 scope we voted for, and seek federal and state funding, maintain the quality of ST3 as proposed, and avoid decisions that impact what voters approved until it is absolutely necessary.
It is likely that ST3's implementation will play a key role in helping Washington meet climate commitments to reach net zero carbon in the years ahead; and reducing public transit scope is likely to negatively impact the ability to meet those commitments.

Please take any and all actions necessary to fulfill the original ST3 initiative.
Thank you,
Jon Lawrence
Mukilteo, WA

Subject	**Delivering on ST3**
From	Pete Austin
To	Email The Board
Sent	Tuesday, January 26, 2021 2:10 PM

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Hello,
I wanted to take a moment to put my name and voice behind a couple points as it relates to the ongoing work of delivering ST3.
High quality public transit is critically important to both our current residents and our future ones.
Seattle remains one of the most desirable places to live in the country as evidenced by the net growth of residents we experience every year.
Seattle has an opportunity like few other cities in the country to deliver a comprehensive public transit vision that will dramatically improve our mobility throughout the area. We must deliver on this opportunity.
I believe that it is important to maintain the scope and quality of ST3 as it was approved by voters and without reductions in scope.
I believe that we should also opportunistically seek additional state and federal funding as it is available.
Thank you,
Pete Austin
Seattle, WA

Subject	**Implement ST3 fully by seeking state and Federal funding!**
From	Sean Butterfield
To	Email The Board
Sent	Tuesday, January 26, 2021 2:09 PM

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We voted for this transit package, and we insist you maintain the full scope, quality, and timeline of the projects. If we need additional funding, we should seek that money from state and federal partners. Respect the will of voters who chose transit.

Subject	**Do not narrow ST3 scope, diminish quality**
From	Brian Zumeta
To	Email The Board
Sent	Tuesday, January 26, 2021 2:08 PM

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Hello:

I’m writing you because I value high quality transit in this region, and think it’s vitally important to our future. Please do not narrow the scope or diminish the quality of ST3 projects in light of recent budget developments. Instead I urge you to seek the maximum possible state/federal funding, and defer decisions that impact what voters approved until action is absolutely necessary.

Thank you for your consideration.

Best,
Brian Zumeta

Subject	**ST3 Follow through**
From	Ezra Nuite
To	Email The Board
Sent	Tuesday, January 26, 2021 2:07 PM

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Dear Sound Transit,
I implore you to follow through on providing the improvements and expansions laid out in ST3 as approved by voters. Quality public transportation is absolutely vital to ensuring growth in the region is a good thing. It will play a major role in us meeting our environmental, density, quality of life, and economic goals. Please seek as much federal and state funding as possible, explore diverting funds from our over-funded, unjust, law enforcement systems into our lagging public transit system. We need to meet the goals voted for in ST3 in order to build a public transit system we can be proud of.
Thanks for your time,
Ezra Nuite
98116

Subject	**I support ST3 and want you to get 'er done**
From	Joe A. Kunzler
To	Email The Board; Seattle Subway
Sent	Tuesday, January 26, 2021 2:06 PM

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Sound Transit, Seattle Subway;
Been getting e-mails from Seattle Subway about this so I'm gonna be acute.

Just as I ask here Seattle Subway plz stand with me in fighting Alex Tsimerman's malicious abuses of public comment arguably watering down our on-topic voices; I stand with Seattle Subway in helping fully fund Sound Transit.
For instance, I agree with Sound Transit CEO Rogoff that you are well positioned to seek federal funding. Deferring decisions should be the last resort.
Also I support you two working together to get a ST4 that will provide Seattle with the gold-plated grade-separated transit Seattle deserves. Including a fix for the Rainier Valley.
Thank you;
Joe A. Kunzler
growlernoise@gmail.com

Subject	**Transit**
From	Yonit Yogev
To	Email The Board
Sent	Tuesday, January 26, 2021 2:05 PM

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To Whom it May Concern:
High quality transit is important!!
I hope, in order to ensure continued work on this critically important project, you will:
-Seek federal and state funding
-Maintain the scope and quality of ST3
-Defer decisions that impact what voters approved until absolutely necessary.

Thank you,
Yonit Yogev
Olympia, WA

Subject	**Continue to support ST3 and the Ballard Line**
From	Eve Segal
To	Email The Board
Sent	Tuesday, January 26, 2021 2:04 PM

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Hello!
I happily voted for ST3. I am disappointed to hear that key lines like the Ballard/West Seattle will be put on hold indefinitely. As a Ballard resident, I want to encourage the board to please get back on path to deliver ST3 as voted for by the residents of Seattle.
Please try to seek federal and state funding to overcome the gap in funding. Maintain the scope and quality of ST3, and defer decisions that impact what voters have approved until absolutely necessary.
Thanks!
Eve

--

Eve Segal, PharmD, BCOP
Lead Clinical Pharmacist, Hematology/Oncology
University of Washington Medical Center/Seattle Cancer Care Alliance
E-mail: evesegal@gmail.com
Phone: 732-896-7203

Subject	**High quality transit is still important**
From	Jared Howe
To	Email The Board
Sent	Tuesday, January 26, 2021 2:03 PM

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Hello,
I believe that high quality transit is important! Please do the following:

1. Seek federal and state funding
2. Maintain the scope and quality of ST3
3. Defer decisions that impact what voters approved until absolutely necessary

Sincerely,

Jared Howe
Seattle, WA

Subject	**Deliver ST3 as Planned**
From	Rjnovelli
To	Email The Board
Sent	Tuesday, January 26, 2021 1:36 PM

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To Whom It May Concern:
Without excellent public transit throughout the City of Seattle and its periphery, Seattle will strangle. The public has already approved measures to move planning forward. I urge that federal and state funds be sought to support transit projects; that the scope and quality of ST3 be maintained; and that transit development decisions remain consistent with what voters have approved. Thank you for considering this request.
Rebecca Novelli
2911 W. Hayes St.
Seattle, WA 98199

Sent from my iPad

Subject	**Link is Important**
From	Kolton, Bryce (624)

To	Email The Board
Sent	Tuesday, January 26, 2021 12:39 PM

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Hello ST Board,

I believe in the paramount importance of high quality rapid transit in the city of Seattle. Please do not shrink the scope of ST3; Seattle and the region desperately need these transportation choices. Please attempt to seek federal, state, or other local avenues of funding in order to maintain the scope and quality of ST3. Puget Sound voters provided a clear mandate that they value transportation and continue to do so in election after election.

I am a past member of SDOT's Transportation Advisory Board and have seen the hunger in my neighborhood for better access to high quality, frequent transit. Please wait until absolutely necessary if you must reduce the scope of what voters approved.

Thank you,
Bryce Kolton

My opinions are not representations of any current or past organization I participate in.

Subject	**support full funding for ST3**
From	Derek Dexheimer
To	Email The Board
Sent	Tuesday, January 26, 2021 12:00 PM

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Greater Seattle still needs real transit now and for the future. We cannot rely on cars and tweaks at the edges.

Please pursue federal funding necessary to maintain the full ST3 package voters approved. Expansion is even possible with the new administration.

Do not pre-emptively give up on what voters have said they want. We need real transit--subways and TOD.

Thanks,
Derek Dexheimer
1211 S Lucile St Unit C
Seattle 98108

Subject	**ST3**
From	Joe Norman

To	Email The Board
Sent	Tuesday, January 26, 2021 11:47 AM

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Hello,
Although present finances are tough, the transit needs that voters approved in ST3 are essential for the region's future. Please seek additional funds, federal and state, to keep progress on track. Costs will only increase if you delay. Thank you.
Sincerely,
Joe Norman
(ST taxpayer)

Subject	**Maintain ST3**
From	Logan Bowers
To	Email The Board
Sent	Tuesday, January 26, 2021 11:14 AM

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Hello,

I am a Seattle resident writing to voice my support for maintain ST3 as originally planned. I know the funding situation is challenging. I believe it is your obligation to find new funding sources and/or mitigations and deliver the original ST3 vision, rather than cut service.

I am no expert, you will know better how you can achieve this. However, I will note the following solutions are preferred by me and I will vote accordingly in future elections:

- Use more Seattle street ROW for train operations & stations. (NOTE: still must be grade separated) For example, if a station plan requires demolition of an expensive private property, put the station in the public right of way, and work with Seattle to close the street to cars to accommodate it.
- Seek money from the State Legislature. We spend billions on highways, this is a reasonable ask.
- Raise more tax revenue. Almost don’t care how.
- Fewer escalators. Your last cost projections were $100k/each/year. That’s crazy. Lower station heights.

Thank you for all of your hard work and your service, I know this isn’t easy. I wish you the best of luck.

Subject	**Future funding issue**
From	cooper1@rockisland.com
To	Email The Board
Sent	Tuesday, January 26, 2021 11:03 AM

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With infrastructure so important and such an employment factor, I would think keeping ST funded and building will be a part of any national package—just like the California High Speed Rail project. Point is the funding issue you are currently facing may be resolved by Congress within the next year: Partly with the pandemic with the rest coming through an infrastructure bill to Congress.

Subject	**Deliver ST3**
From	Erik Nordheim
To	Email The Board
Sent	Tuesday, January 26, 2021 9:52 AM

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Hello Sound Transit Board,

Thank you for your work in this challenging time.

I am writing to indicate my full support for the projects as passed in ST3. It’s my understanding that there will be pressure to implement austerity measures and I believe that would be short sighted as we see this pandemic through in a matter of months.

When looking towards possible changes, I think it’s especially important to maintain the projects that provide grade separation. Grade separation provides for unmatched life safety, reliability and resiliency.

Thanks,

Erik Nordheim
Seattle WA

Subject	**Keep fighting for quality transit and get ST3 back on track!**
From	Ted Wiederhold
To	Email The Board
Sent	Tuesday, January 26, 2021 9:51 AM

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I wanted to let you know that I still think high quality transit is important!

Please do the following:

-Seek federal and state funding

-Maintain the scope and quality of ST3

-Defer decisions that impact what voters approved until absolutely necessary

-Remember that ST3 decisions will have impacts on this city for our kids and their kids!. Go big and do it RIGHT!

Thank you!
Ted Wiederhold

Subject	**ST3**
From	David John
To	Email The Board
Sent	Tuesday, January 26, 2021 9:48 AM

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I think that ST3 should be completed with the original scope in place. Quality, dependable transit is important to the region and we need more. Please try to get as much state and federal funding!

Sent from my iPhone

Subject	**Keep ST3 intact**
From	Brie Gyncild
To	Email The Board
Sent	Tuesday, January 26, 2021 9:47 AM

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Obviously, we live in challenging times, and the financial realities are not what they were when ST3 passed. But I urge you to remain true to the promises to voters to build the robust light rail extensions and other projects outlined in ST3.

Please explore state and federal funding, and resist any decisions to scale back the plans until absolutely necessary. Even this year, when the world turned upside down, some cities and states suffered tax

revenue losses and some gained. The financial situation is always fluctuating, as is the political terrain. Don't abandon important public transit projects; get creative and watch for opportunities.

Our cities, our state, our world rely on clean transportation to curb and begin to reverse global warming. We can't go backwards just when we need most to accelerate our progress.

Thanks for reading.

Brie Gyncild
Seattle, WA

Subject	**Preserve ST3**
From	Isaac Gloor
To	Email The Board
Sent	Tuesday, January 26, 2021 9:44 AM

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Dear Sound Transit Board,

I am writing to express my fervent desire that no major changes to the timeline or scope of ST3 are decided on in the near future. As Sound Transit has many years before the budget crunch will begin effecting projects, and in that time multiple opportunities exist to obtain Federal and State funding, the voter-approved project should be maintained as-is.
High quality grade separated transit is a necessity- the COVID-19 Pandemic has not changed that. Soon, the financial effects of this pandemic will begin to fade- but the decisions that the Sound Transit Board makes in the coming years will effect Seattle and the region for the foreseeable future. I urge you to maintain the project that voters approved.

Thank you,
Isaac Gloor
Belltown, Seattle

Correspondence regarding the West Seattle “SkyLink” Aerial Gondola Proposal

Subject	**consider the gondola for West Seattle**
From	WSB Link

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I urge you to please approve use of the Sound Transit Station site at NE 45th & Roosevelt Way NE for the U-District Tiny House Village.
I live across from Olga Park on NE Ravenna Blvd where a homeless encampment is located, which has been there for almost a year. There has been an increase in vandalism, break-ins, as well as trespassing at the Dolphin Apts complex where I live. They really need a roof over their heads with access to toilets instead of living in tents and using the surrounding neighborhood for their toilet.
Please allow this tiny house village to become a place for the homeless.
Thank you.
Jenny Fulcher

Correspondence Suggesting Additional Actions to Address the Capital Program Cost Estimate Increases

Subject	**Sound Transit's Rail Program Cost Increases**
From	Richard Sandaas
To	Email The Board
Sent	Monday, February 22, 2021 12:26 PM

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Sound Transit Board Members:

I am contacting you about Sound Transit's projected cost increases of the light rail program. In response to this it was reported that Sound Transit would employ a consultant to review Sound Transit's estimating methodology.

There are three additional actions that that I suggest be taken:

1. Perform a complete review and analysis of Sound Transit's program delivery process. This would consist of a comprehensive review beginning with program conception through all steps taken through construction. A process flow diagram is the result of such a review and this provides the basis for eliminating unnecessary steps that are costly and time consuming.

2. Benchmark Sound Transit's Soft Costs with other large scale civil programs. Soft Costs are defined as all costs other than direct construction costs. Included are right of way, permits, environmental, project management, internal overhead, and other support functions; engineering; construction administration; and operational planning. Soft Costs are typically 25% to 35% for most projects, with major programs (consisting of numerous projects) usually on the

lower side of that range. Complexity can drive those costs higher. This benchmarking would be invaluable in determining the efficiency of Sound Transit's program delivery process.

3. Conduct a confidential interview with consultants and contractors performing work for Sound Transit to identify processes, procedures, etc. that hinder efficient project delivery and drive costs higher. A desired outcome would be a collaborative process with the consultant and construction industry to deal with identified issues .

I offer these suggestions based on my experience in implementing capital programs and also as a member of several review program review teams. I have utilized these three actions and found them to be very useful. I am not seeking any engagement in implementing these suggestions.

Feel free to contact me if you have any questions or wish additional information.

Regards,

Richard Sandaas
12453 Holmes Point Drive
Kirkland 98034
425 922 4152

Citizen Objections to the S 344th Street Site for the Operations and Maintenance Facility – South

The first in this group of messages opposing the S344th Street site for the OMF-S inaccurately asserted that the Midway Landfill Site was no longer under consideration for the location of the OMF-South. The response corrected this and provided a link to the project website page for additional information.

The other messages were responded to in the standard fashion, thanking them for their message, and then forwarded to project staff for consideration.

Subject	**RE: Concerning the OMF South & S 344th St Federal Way**
From	Email The Board
To	Brit Etzold
Sent	Wednesday, February 24, 2021 11:34 AM

Good morning William,

On behalf of the Board of Directors, thank you for your message regarding the OMF-South. Sound Transit appreciates hearing from engaged citizens who care about the projects we are delivering to the

Washington State Department of Transportation

Regional Transit Coordination Division
C/O Sound Transit Union Station
401 South Jackson Street
Seattle, WA 98104
206-464-1250 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 25, 2021

Kent Keel
Chair, Board of Directors
Sound Transit
401 S. Jackson St
Seattle WA 98104-2826

Re: ST3 Realignment – Station Area Planning, System Access and Parking

Dear Chair Keel:

The current budget realignment process is an opportunity to refine our investments to bolster regional partnerships and our collective commitment to local communities and a thriving region. As we look for cost savings, I suggest we refresh our thinking about station area planning, system access, the role of parking, and the substantial budget for garages.

The WSDOT mission is to provide Washington travelers with a safe, sustainable, and integrated multimodal transportation system. Placing much of the ST2 and ST3 investment on, or alongside, WSDOT right-of-way supports that mission and is a great public benefit. However, this also means the future operation of those state and Sound Transit facilities will be forever intertwined. The design and development of station areas offers tremendous opportunity for communities to achieve housing, public health, mobility, equity, and sustainability goals that all Sound Transit Board members share.

The chart below shows the investment envisioned in the original ST3 system access plan plus Transit Oriented Development (TOD). Investments are envisioned for Bus-Rail integration[1], System Access Fund[2], Access Allowance[3], Parking[4], and TOD[5]. TOD is an estimated figure based on the Sound Transit 2020 fiscal plan of $42 million in YOE$. The largest investment by far is in parking which reflects 16 new parking garages, two new surface lots and 9,700 new stalls (8,300 net). In 2014 dollars, the average cost is $80,000 per space. Assuming modest inflation (4%), the parking cost increases to over $1 billion or $120,000 per space. At build-out in 2040, ridership is expected to be 500,000 people per day. If filled, the new stalls represent a small fraction of riders – 1-2% of the system's users. Clearly, garages are the least cost-effective means for system access.

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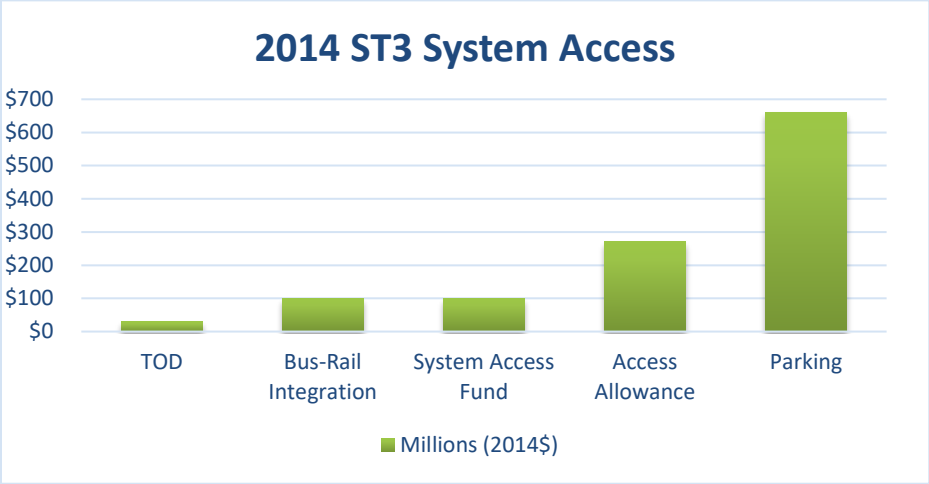
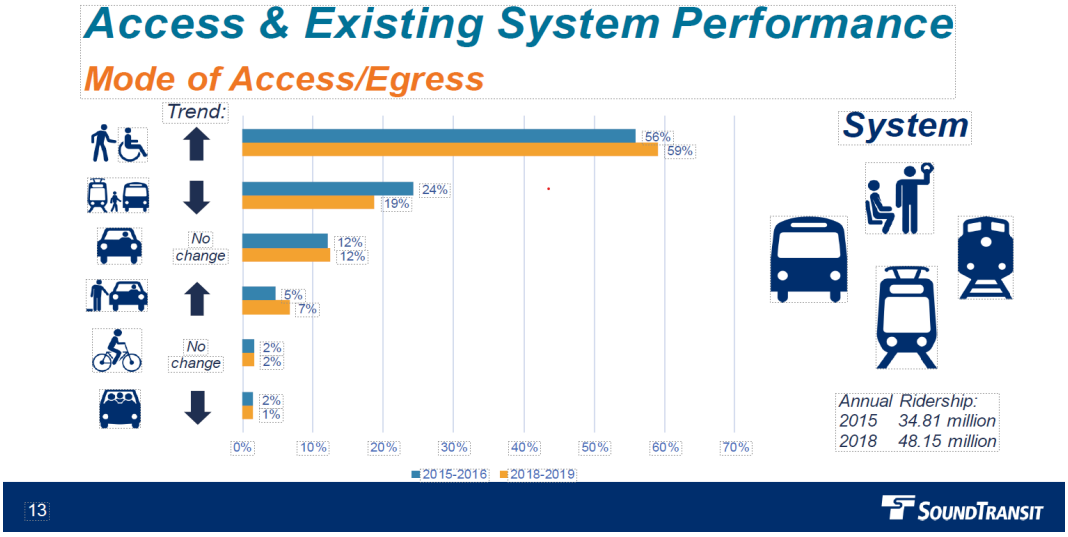
[1] Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (windows.net) page 8
[2]. Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (windows.net) page 10
[3] Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (windows.net) page 9
[4]These numbers are not summarized in the ST3 plan; they are tuck into each project. We have not verified the Street Blog math. ST3 Parking: $661M at $80k Per Space – Seattle Transit Blog
[5] https://www.soundtransit.org/sites/default/files/documents/2020-financial-plan-adopted-budget.pdf
Sound Transit 2020 Fiscal Plan and Adopted Budget Book, pages 154 & 155

While every community and every ST3 project is different, we know that most riders will access the system without requiring a parking space. A billion-dollar investment in parking will not change that.



The financial commitment to parking and garages was made over half a decade ago or longer. Now is a good time to take a comprehensive look at station area planning and give system access thinking a refresh.

Accessing the Sound Transit system by a mode other than car is the most popular option today. Only 12% of riders drive alone. The System Access fund has already identified many good access and community-strengthening transportation projects. Communities across our service area are competing against each other over a pot of $100M in the next two decades while we're spending $210M on parking garages just for Lynnwood Link. That's $210M for 2,400 total parking spaces on a suburban extension with an estimated 50,000 daily riders. How will the other 45,000 plus riders get to Lynnwood Link? Biking, walking, and transit. This really shows a disconnect between access priorities for an agency that's focus is to give people mobility choices beyond the car.



Storing cars adjacent to transit stations is inherently counterintuitive. Garages cause a rush of cars during peak transit demand, bringing congestion and safety conflicts between cars, transit, bicycles, and pedestrians. Many of the proposed garages will exacerbate chokepoints in the state highway system. The construction of a garage almost always requires mitigation for traffic impacts around the garage that come from degradation in level of service. Garages also consume valuable land that could support TOD and mixed income housing – uses symbiotic with transit ridership. Much has changed since 2014. At that time, Transportation Network Companies (e.g., Uber, Lyft) and micromobility (e.g., bikeshare, scooter share) were in their infancy and telework was a rarity. Metro is exploring how to best integrate TNCs and micromobility into future transit hubs such as the WSDOT owned Eastgate facility. Sound Transit should be exploring this integration as well.

Changing travel trends represent another reason to reevaluate parking. The need to store cars for commuters is shrinking. In response to this market reality, the private sector is building very few new stand-alone parking garages today. In 2017 an estimated 5% of workers in the American Community Survey reported that they usually telecommute, a figure that climbed in recent surveys.[6] In 2019, Commute Seattle found that up to 14% of downtown workers teleworked at least one day a week.[7] In May 2020, a Commute Seattle survey confirmed that telework has significantly accelerated and 81% of companies believe that telework is going well and plan to increase their telework options.[8] Indeed, WSDOT is emphasizing telework as an ongoing business approach for as many employees as feasible. The Board needs a clear understanding of these trends as they may portend a pivot for transit to serve the public in new ways.

The realignment process offers a win-win opportunity to find innovative ways to spend less money while providing more people enhanced access to Sound Transit services. By investing funds currently dedicated to parking more strategically, the Board could increase the rate of return by choosing to serve a comparable number of riders for a fraction of the cost of parking or serve many more riders for the same cost.

- Partnerships can be developed with local business areas to develop district parking management programs to address concerns about "hide and ride" behavior. Sound Transit already has significant experience in the City of Seattle with Residential Parking Zones (RPZs) around station areas. Across the country, parking management in business districts has been found to be successful at addressing business access concerns and contributing to economic revitalization.
- An example from the 2019 Sound Transit System Access Grant Program shows how we can invest in significantly safer, climate-friendly access. For a fraction of the cost of a garage, the City of Bellevue Eastgate Non-Motorized Transit Access Project will construct 2/3 of a mile of multi-purpose path to provide access to BRT, Sound Transit and Metro Transit routes.
- Last June, I explored in a letter to the board the opportunity at the Auburn Station. If the size of the garage is reduced and the savings invested in safer walking and bicycling access, then we could potentially benefit more people. If improvements to active transportation attracted 1% of the people who live and work in that area to shift to using transit, then the system could serve an additional 1,200 trips per day. Nearly 10 times more trips than generated by the planned parking.

[6] https://www.governing.com/archive/gov-workers-telework-public-transportation-commute.html
[7] 2019 Center City Commuter Mode Split Survey Results - Commute Seattle
[8] Survey Results: Workplace Experiences During Coronavirus - Commute Seattle

- Redirecting even a few million dollars away from parking to TOD could leverage more private investment to make previously unworkable development projects pencil – bringing the benefits of not only transit patrons but increased access to housing affordable to a variety of income levels – catalyzing a more equitable community. The region continues to add population and employment; we need to ensure that the transit system supports the pattern of growth reflected in PSRC's Vison 2050. Dedicating land exclusively to storing cars is antithetical to TOD.

The region needs station area land put to the highest and best use. The access investments for the region's high-capacity transit system should support our collective regional effort to create communities in which people can live, work, play, and learn without being dependent on a car.

At WSDOT, we recognize that the facilities that we steward frequently pose barriers to people walking, bicycling, and taking transit. We are proud to support new active transportation connections across our freeways, including new bridges across SR 520 and at Northgate and NE 148th Street over I-5. We are also ramping up WSDOT led proactive planning work to comprehensively review the station access needs across and along WSDOT owned facilities. We are committed to being part of the solution for safe, sustainable, integrated multimodal station access.

With Sound Transit's System Expansion program, the region is investing in a transformative shift in the transportation system of our future. The key that unlocks that transformative potential is station areas that provide complete communities where people have the option to comfortably walk or bicycle to transit and their other daily needs. Safe, vibrant station areas help WSDOT, Sound Transit, and local communities. As we grapple as a state and a region with how to address the crises of climate change, inequity, public health, affordable housing, traffic deaths, damaged ecosystems, and economic stress, let us use the realignment process to thoughtfully consider significantly trimming the parking budget and redirecting a portion of funds to get the highest return on our investment in station access.

Sincerely,

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

c. Peter Rogoff, Sound Transit CEO

Transit Access Stakeholders

Dear Sound Transit Board and Leadership,

Thank you for the opportunity to weigh in on the program realignment process. We are dedicated to helping Sound Transit deliver on the promise of a robust and equitable transit system. Transit Access Stakeholders have previously submitted comments regarding the program realignment process as it aligns with our values (attached), and look forward to further engagement.

As the board prepares to consider scenarios based on the adopted criteria, we now offer additional comments on both the process and goals:

Clarify the timeline for decision points. There is urgent work to secure federal help and determine budgets for upcoming projects. However, we should be diligent in understanding impacts of the decision sequencing and not rush without better understanding of timing.

- **Ask**: Provide a more detailed timeline to understand what decisions must be made when. What must be decided by July? In 1, 3, 5 years? How does each decision influence and affect the others? When will additional design information be made available? This information can inform how decisions may be smartly staggered as revenue projections change.

Serve the region. The future Sound Transit connects people and cities all across the Puget Sound region. While everyone will feel the impacts of realignment, we must use a regional, criteria-based approach rather than project-by-project political fights.

- **Ask**: Use criteria as much as possible to make data- and values-based decisions.

Incorporate equity throughout the process. Equity is both a process to engage those historically marginalized, and an outcome to ensure maximum benefits to these populations, and the reduction and mitigation of harm and disparity. Transit can be used to improve mobility options where gaps and disparities exist, but must mitigate the potentially negative impacts of construction, ROW acquisition, and gentrification. At the same time, COVID reshaped our systems, our economy, and highlighted the most essential riders and trips, and we must incorporate those lessons into future planning.

- **Ask:** Bring new COVID ridership data to the table for all realignment discussions.
- **Ask**: Engage BIPOC, low-income, and disabled riders and future riders to understand realignment priorities and tradeoffs.
- **Ask**: Keep refining criteria for equity that accounts for impacts and access needs.
- **Ask**: Bring equity definitions, maps, and scenarios to the community to improve and iterate on these measures.
- **Ask**: Use a Racial Equity Toolkit to evaluate your process and proposals

Consider additional scenarios. In addition to the adopted policy criteria, we should explore developing scenarios that look at other external factors. For instance, what would a “get more federal funding” scenario look like, compared to a “construction costs continue to rise” scenario, or other financial scenarios that could have different impacts of the program.

Transit Access Stakeholders

- **Ask**: Add and/or layering on financial scenarios to policy scenarios to understand approaches on delay, borrowing, etc.

Prioritize access. Getting people to the system is the first step to getting them on the system, and we should optimize for reducing barriers and increasing access in the built environment surrounding the stations as well as the stations themselves.

- **Ask**: Ensure access funds, local integration, vertical conveyances and TOD are treated as core and critical components of each project and alignment.
- **Ask**: Don't cut stations or access projects, delay where possible.

Be flexible. While the financial impacts are challenging, realignment poses an opportunity to ensure we are building a system responsive to climate change, COVID, and our current racial reckoning.

- **Ask**: Consider where local jurisdictions can "borrow against" larger investments to get quickly implemented bus, biking, and walking options to improve mobility in the short-term. For example, could a jurisdiction agree to push out the timeline of their larger capital project and in return receive funds to build out quicker and more flexible projects that improve access and mobility in the meantime while helping with cash flow issues.
- **Ask**: Update the system access policy to ensure jurisdictions get promised financial investments that can meet access intent while updating to reflect changing conditions.

There are difficult choices ahead as we work to build out the light rail system the people of the Puget Sound are counting on. If we make the right decisions at the right time, stay focused on the region, build equity into process and outcomes, stay flexible and creative, and make sure we prioritize access we will face these challenges pointed in the right direction. Doing so will ensure the overall health of our people, economy, and planet.

SIncerely,

Disability Mobility Initiative/Disability Rights WA
Downtown: On the Go!
Transportation Choices Coalition
Cascade Bicycle Club
Seattle Subway
Transit Riders Union
Greater Redmond Transportation Management Association
OneAmerica
Futurewise

U.S. Department
of Transportation

**Federal Transit
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

March 18, 2021

Mr. Kent Keel
Chair
University Place Councilmember
Central Puget Sound Regional Transit Authority
Union Station
401 S. Jackson Street
Seattle, WA 98104

Dear Mr. Keel,

Thank you for your letter dated February 8, 2021, to Secretary Buttigieg on Sound Transit's regional transit network plans and other significant projects currently underway. I commend Sound Transit for its ambitious expansion program to address the public transportation needs of the people in the Puget Sound area. This rail program will result in great benefits, including reduction in greenhouse gas emissions, creation of new jobs, and the development of livable communities. The United States Department of Transportation (USDOT) is proud to be a partner with Sound Transit on this transformative program.

Your letter also highlighted the challenges resulting from the pandemic and significant revenue losses that have put regional transit network plans in jeopardy without additional Federal financial assistance. At USDOT we are keenly aware of the impact of COVID-19 on our Nation's economy and we will make every effort to provide required resources. The proposals outlined in your letter will be carefully reviewed and considered in upcoming USDOT budget and funding proposals.

I also want to thank you for extending an invitation to Secretary Buttigieg to participate in the Northgate Link project opening ceremony in the fall. As the date approaches and circumstances allow, the Secretarial scheduling team will be in contact with Sound Transit on this request.

I look forward to our continued partnership in addressing the public transportation needs of the Puget Sound. I hope this information is helpful and please call me at (202) 366-4040 if I can be of further assistance. A similar response has been sent to each cosigner of your letter.

Sincerely,

Nuria I. Fernandez
Acting Administrator

cc: Peter M. Rogoff, Chief Executive Officer
Ann Snell McNeil, Director Government & Community Relations
Puget Sound Congressional Delegation

If you have any additional questions about the site, please contact Jordan Rash, senior project manager for transit oriented development, at (206) 553-3743 or jordan.rash@soundtransit.org.

Sincerely,

Thatcher

Thatcher Imboden
Director, Land Use Planning & Development - Sound Transit
W 206-398-5459 | C 612-810-6642

Subject	**Bellevue Surplus Property**
From	Nico Lang
To	Email The Board
Cc	Randy Ginn
Sent	Thursday, March 18, 2021 9:41 AM

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Hello,

I am reaching out to inquire about the availability of multiple parcels that Sound Transit owns, on 111th Ave SE in Bellevue, Washington. My partner and I represent a builder who would like to make an offer on all PST owned properties, if they are available for sale?

Please let me know if there is a contact within your organization we can speak to on this matter, we look forward to your reply.

Thank you,

Nico Lang
(425) 591-2467
Windermere Real Estate
E: nicolang@windermere.com

Windermere REAL ESTATE
Official Real Estate Company of the Seattle Seahawks

Inquiry about a Program Realignment Presentation to the University District Rotary Club

Sound Transit Staff is currently working with this organization to schedule a briefing regarding the program realignment effort.

Subject	**Re: University District Rotary Club - club meeting speaker**
From	Jeff Werthan
To	Email The Board
Cc	Jeff Werthan; Pacheco, Abel
Sent	Tuesday, April 6, 2021 5:56 PM

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Hi Adam/Abel,
Nice to meet you both. Abel, our Club's Programming Committee will meet this Friday - after that I will be able to give you some date options. Stay tuned and thank you.
Jeff
On Tue, Apr 6, 2021 at 5:02 PM Email The Board <EmailTheBoard@soundtransit.org> wrote:
Good afternoon Jeff,

Copied on this message is one of our Government and Community Relations Corridor Managers, Abel Pacheco. He can begin working with you to find a date that will work well with Sound Transit and the Rotary.

Thank you,

Adam Montee
Program Manager – Board Administration
Pronouns: He/Him/His
Executive Department
Sound Transit
Connect with us!

From: Jeff Werthan <jmwdog@gmail.com>
Sent: Friday, April 2, 2021 7:38 PM
To: Email The Board <EmailTheBoard@soundtransit.org>
Cc: Jeff Werthan <jmwdog@gmail.com>
Subject: Re: University District Rotary Club - club meeting speaker

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Thank you, Adam.

On Fri, Apr 2, 2021 at 2:31 PM Email The Board <EmailTheBoard@soundtransit.org> wrote:
Jeff,

My apologies for the delay. I sent your response to our Government and Community Relations group, and I expect they are working out the details to schedule a visit. I will get in touch again to see where they are with this.

Thank you,

Adam Montee
Program Manager – Board Administration
Pronouns: He/Him/His
Executive Department
Sound Transit
W 206-553-3656
Connect with us!

From: Jeff Werthan <jmwdog@gmail.com>
Sent: Monday, March 29, 2021 11:41 AM
To: Email The Board <EmailTheBoard@soundtransit.org>
Cc: Jeff Werthan <jmwdog@gmail.com>
Subject: Fwd: University District Rotary Club - club meeting speaker

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To Whom it may Concern,

I haven't heard from anyone, so I just wanted to follow up on this. Thank you.

Jeff Werthan

---------- Forwarded message ---------
From: **Jeff Werthan** <jmwdog@gmail.com>
Date: Sun, Mar 14, 2021 at 8:25 AM
Subject: University District Rotary Club - club meeting speaker
To: <emailtheboard@soundtransit.org>
CC: Jeff Werthan <jmwdog@gmail.com>

To Whom it may Concern,

My name is Jeff Werthan and I am on the Programming Committee of the University District Rotary Club. It has been at least a couple of years since we have had someone from Sound Transit speak at our weekly club meeting to bring us up-to-date on the status of Link Light Rail and other transportation matters.

Starting in July of this year, we have virtual speaking opportunities on several Fridays from noon to 1:00 (our speaker usually is speaking from around 12:10 to 12:40). We would love to have someone from Sound Transit come on board.

Thank you for contacting me at your earliest convenience.

Jeff Werthan
(425) 802-1028 - leave message

4/1/2021 Executive Committee Meeting Public Comment Submissions

Subject	**Realignment suggestion for West Seattle extension**
From	joyce hengesbach
To	Email The Board
Sent	Thursday, April 1, 2021 9:23 AM

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Dear Executive Board Members,

We appreciate the challenges Sound Transit staff and board members face in realigning ST3 plans to deal with the $11.5 billion budget shortfall.

The possible realignment scenarios presented at the March 25 Board meeting suggest how delaying delivery dates and/or phasing projects could accommodate the amount of funding available. However, extending timelines and taking on more debt raises the total cost of ST3 which in turn increases the number of years taxpayers pay taxes for transit which will not be delivered when promised. Board Members Durkan and Dammeier expressed concern about this impact, and we agree.

We also noted that Board members Balducci and Dammeier have suggested that in addition to consideration of delaying and phasing projects, Sound Transit investigate opportunities for **cost savings** and **value engineering**. Along the same lines, the

final scenario illustrating the positive impact of moving parking to the end of the project timeline (as suggested by Board member Millar) shows how **creative** thinking has the potential to reduce costs and mitigate delays in the absence of additional funding and debt.

The gondola alternative for the West Seattle extension is a **creative**, **cost saving**, **value engineering** idea that would shorten the timeline for this project and several others. A gondola could be built by 2025 and save $2 billion. It would eliminate costly real estate purchases, a bridge, an elevated guideway, and possibly underground stations. When combined with the postponed parking scenario and some already identified federal monies, using a gondola in this one situation could reduce delays on Tier 2 and 3 projects from three to nine years.

Years of delay: Delay Parking

Tier		No new revenue	+ $4 billion	+ $6 billion	+ $9 billion
1	Lynnwood – Mariner NP, Federal Way - Fife NP, 405 Stride South NP, 522 Stride NP, Delridge – Smith Cove, S. Kirkland Eastgate NP, Kent, Auburn, Sumner, OMF North, OMF South, Bus Base N, 2nd Downtown Tunnel	2	2	2	1
2	Mariner-Everett NP, Fife-Tacoma Dome NP, S Tacoma, Lakewood, 405 Stride North NP, Delridge - Alaska Jct. Smith Cove – Ballard	5 →	2	2	1
3	Sounder platforms, trips & access	11 →	2	2	1
4	Graham St., Boeing Access Rd., Hilltop-TCC, Eastgate-Issaquah, Edmonds & Mukilteo, NE 130th St., N Sammamish, RapidRide C/D, SR-162, DuPont Sounder, parking for Everett Link, Tacoma Dome Link, 405 & 522 Stride, & S Kirkland-Eastgate	14	12	4	1

27 *On-going COVID related delays may make 1 year overall delay not achievable SOUNDTRANSIT

On behalf of taxpayers who would prefer a return on their investment as soon as possible rather than delayed results and more taxes, we urge you to seriously consider using a gondola instead of light rail for the West Seattle extension.

Joyce Hengesbach on behalf of the West Seattle SkyLink Team
www.westseattleskylink.org

3/25/2021 Board Meeting Public Comment Submissions

Subject	**Trim parking costs to aid ST3 realignment**
From	Doug Trumm
To	Email The Board
Cc	editor
Sent	Wednesday, March 24, 2021 8:49 PM
Attachments	<<Sound Transit - Parking.pdf>>

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Hello boardmembers,
Attached is a letter making our case for focusing on reducing parking structures when it comes to trimming ST3 costs. We believe the return on investment is low, and better spent elsewhere, especially from a climate lens and an equity lens.
Thank you for your consideration,
Douglas Trumm, *Executive Director*
Pronouns*: he, him*
The Urbanist | 320.237.4771

Subject	**Realignment plans**
From	joyce hengesbach
To	Email The Board
Sent	Thursday, March 25, 2021 11:03 AM

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Dear Board Members,

We appreciate the huge investment of time and effort that you and the Sound Transit staff have devoted to developing plans for the West Seattle light rail connection. We thank you for listening to the needs and concerns of West Seattle residents and business owners.

Given West Seattle's growth and mounting traffic problems, and the failure of the High Bridge, our residents and business owners know that getting connected to the Link network is an urgent matter. At the January 2018 elected leadership meeting, CEO Rogoff noted how

much worse things would get before Link could be delivered by 2030. While he acknowledged the complex logistics – including building a bridge across the Duwamish – unfortunately unforeseen events since then have added to the complexity, cost and timeline of project delivery.

It appears inevitable that the delivery date will slip past 2031. Even as many companies' employees work from home, traffic is already at "near normal" levels on many West Seattle roads. Our residents and businesses want a Link connection as soon as possible.

Meanwhile, the popularity of gondola technology for urban applications has been growing. It travels on separate right-of-way, it is sustainable, and it can handle topographical challenges like the hills, waterways, highways and urban density we find in West Seattle.

In Germany, the government is studying ways to accelerate adoption of gondola technology into its public transit infrastructure. Though Germany has made huge investments in diesel, electric, and trolley buses, light rail, trams, and subways, it is finding that gondolas provide more sustainable, cost-effective and reliable high-frequency transit solutions. The Bavarian government has already published a detailed implementation guide.

In England, a recent article reported that gondolas are "quieter than ambient noise," have "low carbon emissions," and per passenger, are the "most energy efficient public transport mode." It evaluated twenty urban aerial projects in the U.S., Algeria, Bolivia, Brazil, Canada, Columbia, France, Mexico, Turkey, the U.K. and Venezuela, and found three criteria critical for successful implementation:

1. "Connects two or more residential neighbourhoods, and/or educational, hospital or business districts,"
1. "Has at least one of its station close to a well-used public transport station or stop," and
1. "The cable car is fare integrated with a city's transit system."

The West Seattle gondola line would satisfy all three criteria.

Sound Transit is charged with building a regional transit network that provides fast, reliable transportation. In 2014, Sound Transit identified gondola technology as a high-capacity option for feeding into Link. Section 2 of the ST3 measure allows the Board to make changes when proposed plans become unaffordable, infeasible or impractical.

We urge the Board to use gondola rather than light rail technology to deliver the grade-separated transit connection you promised West Seattle – sooner rather than later than planned. You will please West Seattle voters and benefit all of Puget Sound!
Joyce Hengesbach and Martin Pagel on behalf of the West Seattle SkyLink Team
www.westseattleskylink.org

The Urbanist

Examining urban policy to improve cities and quality of life
theurbanist.org | info@theurbanist.org

March 24, 2021

Sound Transit Board of Directors
401 S Jackson St
Seattle, Washington 98104

RE: Program Realignment and Parking

Dear Boardmembers:

On behalf of The Urbanist and its supporters, I am writing to urge reevaluation of parking priorities in the agency's capital program. As you know, Sound Transit faces difficult choices in light of an $11.5 billion affordability gap for Sound Transit 3. Some of these choices may become easier as additional third-party funding is secured, but the core challenge of higher project costs is unlikely to go away without some mix of program delay and scaling back project scopes.

One area of the overall program that represents a large share of cost is parking: more than $1 billion in parking facilities is planned as part of Sound Transit 3. In recent projects, the agency has clocked spaces costing as much as $160,000. This is an astronomical investment to provide access to regional transit facilities for a small portion of ridership.

We believe that the agency should pare back the level of parking planned and in construction. This could be a mix of deferring parking projects to the end of the capital program and/or cancelling parking projects. To mitigate this, we would encourage additional station access projects that focus on walking, rolling, and biking as well as additional interim local bus service. These investments would amount to more moderate capital and operational expenditures, freeing up revenue to keep the actual transit projects closer to the voter-approved timelines.

There are several practical benefits of this strategy beyond capital costs and program delivery timing. These include:

- Placing greater emphasis on more potential riders and connecting their communities with active transportation options;
- Encouraging more transit-oriented development in proximity to transit investments;
- Delaying the construction of more concrete and asphalt as well as vehicular trips that are significant sources of greenhouse gas emissions and climate change; and
- Allowing the agency to see how the system performs without additional parking.

We hope you will take these comments into consideration as the realignment process proceeds.

Sincerely,

Doug Trumm
Executive Director
The Urbanist

The Urbanist is a grassroots Puget Sound organization dedicated to advocacy and journalism. We promote urban policy to improve transportation, housing, social and environmental justice, economic opportunity, and quality of life in our region and state.

Board Realignment Correspondence

May 4 – May 21, 2021

Contents

Transportation Choices Coalition, Disability Mobility Intiative, Disability Rights WA, Greater Redmond Transportation Management Association, Feet First, Cascade Bicycle Club, Futurewise, Transit Riders Union, Snohomish County Transportation Coalition, and Downtown On the Go! .... **Error! Bookmark not defined.**

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April 21, 2021

To: Sound Transit Board of Directors
From: Transit Access Stakeholders: Transportation Choices Coalition, Disability Mobility Initiative, Disability Rights WA; Greater Redmond Transportation Management Association; Feet First; Cascade Bicycle Club; Futurewise; Transit Riders Union; Snohomish County Transportation Coalition (SNOTRAC); Downtown: On the Go!
Re: Realignment and System Access Opportunities

Dear Sound Transit Board,

Thank you for the opportunity to provide comments on transit access and realignment. We are deeply appreciative of the recent Board discussions on the role of parking not only in realignment but in system access as a whole.

While we want to remain true to the spirit of the package, realignment is an important time to take stock of the future and where we are going as an organization in terms of equity and sustainability. We support delaying parking structures in favor of more affordable and environmentally sustainable access that allows us to move light rail investments forward as soon as possible.

If not, we are at risk of delaying -- or canceling -- the mobility of hundreds of thousands of people in the Puget Sound all for less than 1-2% of the system's users.

We agree with Board members that it is critically important to adhere to the analysis directed by the ST3 ballot measure language[1].

> *Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects*

We hope the Board will do this analysis before committing to any realignment scenario. This analysis will give us important information on where and how parking should move forward, and where cost savings through alternative or more flexible access could reduce delay in delivering light rail. **We support updating the System Access Plan with equitable engagement, and using it in concert as a transparent and policy-based approach for directing these funds**.

Investing in parking lots and garages is unwise for several reasons: they are expensive, they generate polluted stormwater, they induce automobile demand, and they conflict with the

[1] https://st32.blob.core.windows.net/media/Default/Document%20Library%20Featured/8-22-16/ST3_System-Plan_2016_web.pdf

development of walkable transit-oriented communities, occupying land that could be used for better uses. We strongly support looking at parking dollars with the outcomes, not just the structures in mind. People with low incomes are statistically more likely to walk, bike, or take transit to a light rail station than they are to drive there. Investing in bus service with seamless transfers at light rail stations will facilitate more transit access. Approaching access to transit with an open mind is an important opportunity to talk directly with historically underserved community members about their access needs.

Sound Transit is an organization deeply committed to sustainability, to affordability, and to shaping the mobility of the entire region. We must be flexible and future thinking in this pivotal moment.

Thank you for your consideration. And we urge you to use a values-, policy-, and data-driven approach to system access.

April 22, 2021

The Honorable Kent Keel
Chair, Board of Directors
Sound Transit
401 S. Jackson St
Seattle WA 98104-2826

Re: ST3 Realignment – additional analysis and scenario development requested

Dear Chair Keel:

In the face of a global pandemic, we are proud that the Sound Transit Board (Board) and staff have remained focused on ensuring the delivery of Sound Transit projects, while also being responsible stewards of the resources entrusted to us. We appreciate your leadership in this effort. These are unprecedented times, and as local leaders, we know that when things get tough, we cannot stop or cut and run; we must find a way to make it happen.

In response to the pandemic-induced economic crisis beginning in March 2020, the Board took immediate action to chart a path forward and began realignment. By June 2020, the Board adopted Sound Transit Motions M2020-36 and M2020-37 in the aftermath of agency staff projections totaling more than $12.1 billion in lost long-term revenues. M2020-36 developed criteria to inform the Board on how to best achieve the objectives of the Sound Transit 2 and 3 plans and M2020-37 directed staff to explore all available financial options (including identifying new external funding sources) to address impacts of lost revenue. These actions were closely followed up by Board approval in September 2020 of Motion M2020-55, which identified paused projects to advance through near-term actions in 2020. Underlying these three Board actions was a clear understanding and intent to realign Sound Transit 2 and 3 plans because of lower long-term revenue projections.

Since those votes in 2020, the revenue projections that precipitated board action have remained volatile and uncertain. Sound Transit's initial spring 2020 long-term revenue (2020 through 2041) update projected a $12.1 billion revenue decline, but in fall 2020 the projection had recovered by almost 50 percent to $6.1 billion lower than forecasted prior to the pandemic. As of this month, the revenue projection has improved dramatically at only $1.5 billion, or 2.6 percent, below the pre-pandemic long-term revenue projections through 2041. For comparison, in December 2010 following the 2007-2009 Great Recession, the Sound Transit Board approved a program realignment to its Sound Move and Sound Transit 2 plans because revenues through 2023 were $3.9 billion, or 25 percent, lower than what was forecasted in 2008.

In January 2021, amidst the uncertainty around the rapidly changing revenue situation, as well as the ongoing COVID pandemic and associated economic fallout, Sound Transit announced it had identified $12.3 billion in capital cost increases. At the January 7, 2021 Executive Committee meeting, and following at the January 21, 2021 Board Realignment Workshop, agency staff briefed the Board about the increases of select non-baselined projects, citing cost estimate changes around right-of-way acquisition, design advancement, as well as contingencies and other soft costs as the drivers for cost increases. Sound Transit has engaged a third-party consultant to conduct an independent assessment of the drivers of cost increases and make recommendations for cost containment. This process remains underway. Importantly, the Board has not yet taken any steps to try to mitigate or control project cost increases prior to making widescale programmatic changes via realignment. More time and analysis are clearly necessary to address cost increases.

Finally, the agency has just begun to identify and acquire external funding as called for in Motion M2020-37. Already, federal pandemic relief and recovery legislation in the form of the Coronavirus Aid, Relief, and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (*CRRSA*) and the recently-passed American Rescue Plan Act funds are providing critical assistance for Sound Transit to address its affordability gap. On the federal level, there are additional opportunities, including President Biden's proposed American Jobs Plan and legislation from senators Murray and Cantwell. The former has just been proposed and action is due in late summer or fall of this year. The latter would increase the federal share of Sound Transit's two Full Funding Grant Agreement projects by 30 percent, increasing the agency's financial capacity by as much as $1.7 billion to $1.9 billion. Additionally, we remain hopeful that additional state funding opportunities will be available moving forward. Much of this important work will remain incomplete if a realignment decision is made by summer 2021.

It is with respect for the gravity of the decisions before us and our commitment to "make it happen," that we request the following additional analysis and scenario development to inform our board decision-making.

- **Develop a realignment extension scenario, with near term actions:** We request development of a new scenario to extend the realignment process until July 2022, while taking select near-term actions in 2021. This scenario will allow the board to examine the pros and cons of extending realignment until additional information is available, including the prospect of acquiring additional new revenues, the benefits of a clearer economic picture, identifying new flexible approaches to station access, incorporating additional information about the nature of capital cost increases and conducting meaningful public engagement. During the 2010 realignment, the Board took action to align the cost of the plan with the projected resources after 20 months of deliberation and the end of the Great Recession (2007-09). With more time comes more certainty about the economic picture and the scale and scope cost overruns and how to mitigate them. An extended realignment will afford the Board the ability to make more informed choices in a comprehensive and program-wide manner. This

stands in contrast to the proposed Board action in 2021, which could force ad hoc decisions as the economic situation and our understanding of cost increases invariably change in the coming year.

- **Explore additional opportunities with agency financing:** We would appreciate an opportunity for our City and County financial and planning staff to collaborate with Sound Transit to explore realignment financial scenarios and assumptions. Discussion could include information sharing about likely changes to debt service assumptions due to some projects already seeing a minimum of one to two years delay; about options for moving forward on paused projects now; and about financing opportunities by extending the financial plan to 2043 or 2046.
- **Extend and expand the third-party cost review consultant contract to**: (1) Work with Sound Transit staff to estimate cost projections for all projects subject to realignment (not just the South OMF, Tacoma and WSBLE Link extensions); (2) review cost increases from previous Sound Transit Link projects currently under construction (Federal Way, Northgate, Lynnwood) to compare initial cost estimates and estimates at 10 percent, 30 percent and 60 percent design to see if there are trend lines for certain project element increases; and (3) make additional recommendations for identifying lower cost solutions. Extending realignment until summer 2022 would allow the third-party consultant to review all projects and give additional confidence to the board on Sound Transit cost estimating methodology and to help identify opportunities for lower cost solutions, including reviewing assumptions about the location of land acquisitions and the increased size of land acquisition needs.
- **Align the realignment solution with the problem:** One year ago, in 2020, the problem the Board was tasked to address stemmed from a massive revenue shortfall due to a pandemic-induced recession; now, the overwhelming problem is unforeseen cost increases. With this change, we may need to reevaluate our approach. Are the assumptions that led to cost increases in the evaluated projects likely to lead to increases in the remaining realignment portfolio? What has been the average cost increase in recent projects? How should the agency approach a cost-related gap differently than a revenue-related gap?

From both a revenue and cost perspective, the one thing that is certain in the coming year is uncertainty. The decisions before us will have consequences on our region's mass transit system now and into the future and their magnitude warrant the time and analysis necessary to make these important choices successful. One thing is clear: the transit infrastructure we are building will be key to our region's recovery. The above requests are intended to provide additional information and understanding for the Board in its ongoing deliberation. Because the process continues to move quickly, we hope to receive and discuss this information prior to the May 2021 Board meeting.

Sincerely,

Claudia Balducci Board member, System Expansion Committee Chair	Dow Constantine Board Vice Chair	Jenny Durkan Board member

cc. Sound Transit Board of Directors
Peter Rogoff, CEO, Sound Transit

May 5, 2021

Kent Keel
Chair, Board of Directors
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: ST3 West Seattle and Ballard Link Realignment Process

Dear Chair Keel and the Sound Transit Board of Directors:

Sound Transit 3 (ST3) is the region's single biggest transportation investment and a once-in-a-generation opportunity to build a more inclusive, sustainable, and economically vibrant Puget Sound. As organizations, businesses, property owners, and community members along the West Seattle and Ballard Link Extensions alignment; we write you to request the additional time, analysis, and stakeholder engagement that is necessary to carry out a thoughtful realignment process.

In 2016, voters overwhelmingly approved nearly 12 miles of new light rail and 13 new stations connecting West Seattle and Ballard to downtown Seattle as part of a greater plan to improve regional mobility. The representative alignment and station locations were deliberately selected to support sustainable growth and equitable development. The Mercer Corridor Stakeholders, business improvement areas, and partnering organizations played a fundamental role in engaging the community to shape and support the passage of ST3. Now, in the face of COVID-19, rising project costs, and an evolving economic recovery, these voices

should again be engaged to ensure the thoughtful delivery of the West Seattle and Ballard Link Extensions.

The work ahead of the Board is to chart a path to program affordability, but while initial estimates predicted catastrophic revenue declines, recent staff projections indicate a far more positive revenue trajectory. Meanwhile large employers are announcing return-to-office plans, doubling down on their commitments to downtown and signaling a return to mass transit. Recent data shows the demand for Seattle office space is out-pacing pre-pandemic levels and recovering faster than any other market in the country[1]. This resurgence is rooted in the belief that Seattle and the region will remain an attractive and accessible place to live and work, in part, because of the investments we make in our transit infrastructure.

As the Board shepherds a path forward, we urge you to consider a realignment process that delivers the following elements:

1. **Meaningful and Transparent Stakeholder Engagement**. The Board currently plans to review a realignment package in June 2021 to be adopted the subsequent month. One month is not enough time for the meaningful discussions with neighborhood organizations, businesses, property owners, and residents necessary to solve the scale of this challenge. While early realignment discussions began nearly one year ago, conversations to date have focused on process logistics. We ask that Sound Transit delay this vote by one year in order to thoughtfully engage stakeholders in the substance of possible realignment scenarios. Sound Transit staff should use this time to engage in station-specific stakeholder conversations that inform priorities and spur creative problem-solving.
2. **An Informed and Deliberate Realignment Process.** Time is of the essence, but the magnitude of impending decisions should not be underestimated. More information is needed to understand the true affordability gap. Already, the staff-projected revenue shortfall, once an estimated $12.1B, has fallen to only $1.5B or 2.6% below pre-pandemic projections. Meanwhile, continually increasing project costs and flawed land acquisition estimates demand that we refresh the methodology and carefully consider efficiencies in the alignment without shortchanging voters. We echo calls for additional analysis to better understand the changing economic landscape, project cost volatility, and various realignment alternatives.
3. **Commitment to Maximizing Financial Capacity**. While rising project costs and COVID-19 impacts on project affordability are currently top of mind, Sound Transit's projections show the program does not become unaffordable for several more years. Any realignment plan must take full advantage of the time allotted and preserve maximum flexibility as circumstances evolve in the coming months and years. Board and staff must diligently evaluate financing alternatives, federal funding opportunities including the American Jobs Plan, and timing and phasing options that increase financial capacity to its fullest. Decisions made this year must not prematurely preclude opportunities to deliver the full system to the voters that approved it.
4. **Thoughtful Execution and Station Design.** The decisions made today will impact the capacity and quality of our region's mobility for generations to come. Members of the Board have honorably accepted fiscal stewardship for delivery of ST3. Successful system expansion will similarly require continued attention to the quality of station

[1] https://www.seattletimes.com/seattle-news/data/downtown-seattle-dying-not-so-fast-demand-for-office-roars-back-to-pre-pandemic-levels/

design, station accessibility, rider experience, and flexibility for future ridership growth, as well as thoughtful planning around each individual station area. Station design and the ultimate configuration of the alignment should be evaluated and developed to reflect the long-term nature of this investment.

The benefits of ST3 to our city and region cannot be overstated. We appreciate your commitment and look forward to working together as we deliver the ST3 program and West Seattle and Ballard Link Extensions that meet our regional goals to become an even more inclusive, sustainable, and economically vibrant region.

Sincerely,

Zahoor Ahmed
CFO
R.C. Hedreen Co.

Amy H. Fulford
President, SIFF Board of Directors
SIFF

Ada Healey
Chief Real Estate Officer
Vulcan Inc.

Jeffrey Herrmann
Managing Director
Seattle Rep

Jonathan Hopkins
Executive Director
Seattle Subway

Alex Hudson
Executive Director
Transportation Choices Coalition

Tom Mara
Executive Director
KEXP

Guy Palumbo
Director, Public Policy
Amazon

Jon Scholes
President and CEO
Downtown Seattle Association

Maria Barrientos
Chair
Uptown Land Use Review Committee

John B. Gillespie
Vice President, Construction Services
Kilroy Realty Corporation

Martin Henry Kaplan, AIA
Former Land Use Chair Queen Anne Community Council, Founding Member of Uptown Urban Design Framework Committee

Rick Hooper
Chair
Uptown Alliance

Lisa Howard
Executive Director
Alliance for Pioneer Square

Kristine A. Logan
President
South Lake Union Community Council

Ellen Monrad
Chair
Queen Anne Community Council

Lora Radford
Executive Director
West Seattle Junction Association

Monisha Singh
Executive Director
Chinatown-International District Business Improvement Area

John T. Slattery, Ph.D.
Vice Dean, Research and Graduate Education
UW Medicine

Rachel Smith
President and CEO
Seattle Metropolitan Chamber of Commerce

Mike Stewart
Executive Director
Ballard Alliance

Eugene Wasserman
President
North Seattle Industrial Association

Maiko Winkler-Chin
Executive Director
Seattle Chinatown International District
Preservation & Development Authority

Jane Zalutsky
Executive Director
Seattle Center Foundation

Cc:

King County Council Chair Balducci, Board member, System Expansion Committee Chair

King County Executive Constantine, Board Vice Chair

City of Seattle Mayor Durkan, Board member

Seattle Councilmember Juarez, Board member

Roger Millar, Secretary of Transportation, Washington State Department of Transportation

Peter Rogoff, CEO, Sound Transit

Terry White, General Manager, King County Metro

Sam Zimbabwe, Director, Seattle Department of Transportation

OFFICE OF THE MAYOR
Dana Ralph, Mayor
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6725

PHONE: 253-856-5700

May 7, 2021

Dear Sound Transit Board Members,

We are writing to express our support for maintaining the current project scope and scale for the Kent Station Parking and Access Improvement project. As the Sound Transit Board considers its realignment strategy, we hope you will keep in mind that this project will deliver on an historic commitment to voters, will alleviate a well-documented need for parking and support multi-modal access to transit for Kent's non-driving residents and workers.

This project is much needed. As with most Sounder cities, Kent largely developed in the automobile era and most residents depend on their cars. Sound Transit's studies show that unlike the overall ST system, most Sounder riders drive and park near a station each day. In 2019, Kent's existing parking garage and surface lot were operating at full capacity. While Kent's downtown continues to develop and densify, most riders currently live far beyond walking distance from the downtown station. The suburban geography of Kent and other Sounder cities is very different from Seattle, where widespread transit-oriented development, walkability and a robust transit system replace the need for station parking. Suburban cities generally lack these features, which means our needs here are simply different. An equitable approach to service demands that these differences be taken into consideration.

Kent residents have been waiting for this ST 2 project for many years. After voter approval in 2008, this project was suspended by the Board during the Great Recession-era realignment, then restarted in 2016. Since then, extensive public outreach by Sound Transit has built support and anticipation for the project among Kent riders, residents and the local business community. Given the demand and years of delay, Sound Transit needs to deliver the facilities approved by voters. Further, we are concerned that additional delay will only exacerbate the rising construction and real estate costs, which will jeopardize the project.

The presentation by Sound Transit staff at the April 8th board meeting suggested a number of strategies for reducing the cost of the projects, including reducing the scope of improvements outside of the garages. Staff emphasized that in Kent, the cost of the garage is only about 1/3 of the total project cost, and suggested that savings could be realized by redesigning other project elements. Since the Kent Station Parking and Access Improvement project includes pedestrian and bike access improvements, as well as expanded bus layover areas, we want to highlight the importance of these transit-supportive project elements to maintain equity between driving and non-driving transit users.

Finally, we would like to emphasize that investment in Kent and other Sounder South cities is important to maintaining equitable investment throughout the Sound Transit district. Transit investments along the Sounder South corridor provide concentrated populations of minority, low-income and low English proficiency taxpayers with important access to jobs.

While we support Sound Transit's efforts to save money through more efficient project management and optimal design, a reduction to the scope or scale of the garage or other planned improvements is unacceptable. While the current pandemic has created doubt about future demand, we believe that this project will serve Kent for generations to come. We encourage you to move this project forward without further delay.

Sincerely,

Dana Ralph
Mayor

Toni Troutner
Council President
on behalf of the Kent City Council

Eastside
Transportation
Association

April 30, 2021

Kent Keel
Chair, Board of Directors
Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

Re: ST3 Realignment

Dear Chair Keel,

Thank you for the opportunity to comment on Sound Transit's ST3 Realignment. We look forward to a productive conversation on the Sound Transit Board's plans to realign the ST3 Plan.

The Eastside Transportation Association (ETA) is a not-for-profit organization of community members, business members and transportation professionals committed to advocating for congestion relief in the Puget Sound Region. Our goal is to increase mobility, improve our quality of life, and improve our region's economic competitiveness with a world-class transportation system consistent with current and future land use patterns and travel demand.

The ETA encourages the Sound Transit Board to use this realignment process to acknowledge the reality that the region simply cannot afford spending $100+ Billion for a light rail system. Light rail is only effective in extremely high density exceptionally large urban core cities. Seattle is not one of them. The urban centers of the three county Sound Transit District are not dense enough, by many multiples, to justify light rail. Nor are they forecasted to reach the types of density that make light rail even somewhat practicable. The proof of this is Sound Transit's own ridership projection for light rail in 2040 (with full implementation of the current plan) at less than 2% of the total daily trips in the region.

We encourage the Board to acknowledge this and change course. The light rail system should be terminated at Lynnwood and Federal Way. Furthermore, the West Seattle/ Seattle/Ballard lines and the Issaquah/Bellevue/Kirkland lines should be eliminated in favor of enhanced carpools and Bus Rapid Transit systems using 21st Century technology.

The transit system provided by Sound Transit (ST) is an integral part of the regional transportation system. As such, ETA encourages the Board to adopt the following policies:

1. Fully respect the concept of "**Subarea Equity**". Subarea equity has been a foundational principle of ST's agreement with the voters of the region since the Sound Move voter approval in 1996. The original concept was that 'revenue raised in a subarea will be spent for transit service **in** the subarea'. That concept was revised by the Board when the cost of light rail on the I-90 bridge (located in the North King County subarea) was charged to the East King Subarea. The ST3 ballot

issue in 2016 further re-defined subarea equity to mean that 'the cost of transit service **benefiting** a subarea will be allocated to the subarea'.

ETA requests that the Sound Transit Board recommit to the original promise of Subarea Equity. The East King Subarea has more than enough unfunded regional transit investments as it is and cannot afford to have our revenues diverted to other subareas.

2. The I-405 Master Plan approved with an FHWA Record of Decision in 2002 included robust **Bus Rapid Transit** (BRT) in the corridor as an integral part of the multi-modal Master Plan. ST3 includes a reduced version of the Master Plan vision of BRT, now branded as STRIDE, for implementation by 2024, which is 4-10 years later than envisioned in 2002. STRIDE is the ST Board's version of high capacity regional transit for the East King Subarea.

   ETA requests that the STRIDE program be kept intact for implementation in 2024.

3. The extremely costly, low ridership **South Kirkland to Issaquah Extension** for light rail programmed for construction in 2035-2040 and operational in 2040 is a prime candidate for realignment.

   ETA requests that the South Kirkland to Issaquah Extension be replaced with appropriate BRT infrastructure for additional STRIDE implementation along the I-405/SR-520/I-90 corridors. Revenues planned for this light rail route should instead be invested in critical direct connector ramps at the I-405/SR 520 and I-405/I-90 interchanges, and other BRT specific projects (like Park & Ride lots), included in the I-405 Master Plan and in the Puget Sound Regional Council's regionally adopted Transportation 2040 Plan.

4. One of the known principles of an effective transit system is to provide adequate suburban vehicle parking in the form of Park and Ride lots. The 200 stall **North Sammamish Park and Ride** facility is an excellent example of how park and rides extend the service area of the bus transit system.

   ETA requests that this facility be considered for acceleration in implementation and not for delay nor elimination from the ST3 program.

Thank you for your consideration of our concerns.

Very Truly Yours,

Bob Pishue Chair, Eastside Transportation Association	Todd Woosley Chair, Eastside Transportation Association	Vic Bishop Legislative Chair Eastside Transportation Association

Cc: Peter Rogoff, Sound Transit CEO

Montee, Adam

From: Arvia Morris <morrisarv@gmail.com>
Sent: Thursday, May 13, 2021 9:49 AM
To: Email The Board
Subject: Sound Transit expansion and the transit Tunnel

Categories: Tracked To Dynamics 365

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To whom it may concern,

It is vital that Sound Transit update its long range plan to include service to as many neighborhoods in Seattle as possible. Updating the Sound Transit long range plan before locking the new downtown Seattle Link Light Rail Tunnel in concrete without expansion features is essential for sustainable population growth in Seattle. In the future Sound Transit must be able to serve Aurora, Georgetown/South Park/South King County, and the Central District in Seattle from this new light rail tunnel. Leaving out neighborhoods is a serious equity issue.

I am a resident of Wallingford and have greatly benefited from the the light rail station at UW and will benefit even more when the U. District stations open up this fall. In Wallingford I live in the best transit world Seattle has to offer. I can get to a lot of neighborhoods without a car and truly do have the option to not use my car. The population of Seattle is set to continue growing and we need all neighborhoods well served by transit. Car ownership is hugely expensive, just getting the car is a lot, maintenance is more and more over the years of ownership. We need efficient transit options for all neighborhoods in Seattle especially lower and moderate income neighborhoods. Please update the Sound transit long range plan to keep expansion options open in the Downtown Seattel Link Light Rail tunnel.

Thank you for considering my view.

Arvia Morris
Wallingford.

Montee, Adam

From: Maiko WC <MaikoWC@scidpda.org>
Sent: Wednesday, May 19, 2021 4:44 PM
To: Email The Board
Cc: Lisa Howard (lisa@pioneersquare.org); Kathleen Johnson
Subject: ST3 West Seattle and Ballard Link Project and Realignment Process

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Tracked To Dynamics 365

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Dear Chair Keel and the Sound Transit Board of Directors:

The Sound Transit 3 (ST3) program will bring yet another round of opportunity to build the high-capacity transit we desperately needed before the COVID-19 pandemic struck the Puget Sound region. While the pandemic may have impacted our immediate transit demands, we know that our future will require more high-capacity transit.

We represent organizations in the Chinatown International District and Pioneer Square neighborhoods, and we write to you to share our perspectives about the West Seattle and Ballard Link Extension project as part of the realignment process (called "realignment" hereafter).

We recognize the very economic forces that are reshaping our neighborhoods are the same forces that impact Sound Transit's revenue streams. When your sales tax dollars fall, it's because our constituents are not able to do business. Our organizations remain overburdened with the work of recovering our neighborhood; we have little left over to meaningfully engage in what the future of light rail should look like. Still, we work to keep up, because this project will have permanent, 100-year effects on the shape our neighborhoods will take.

We understand the basics of realignment; revenues are down, debt capacity is limited, costs are up. We understand those realities change with time, and with the use of new cost models. We understand that the Board has an obligation to commit Sound Transit to only what it can pay for.

When Sound Transit asks us for our priorities, we can reply with confidence that high-capacity transit is a priority. Good, thoughtful planning of investments into facilities that will operate for 100 years or more is a priority. Minimizing further economic impact on our neighborhoods, after pandemic decimation is a priority.

Given the complexity of Sound Transit's financial situation, and the tools the agency has to manage affordability, we do not feel confident in our ability to recommend which tools you use, and how much or how little. There is simply too much to consider and too much at stake. This is the role the Board of Directors must assume as stewards of the investments. We thank you for assuming this role; we do understand how challenging it is.

What we can offer are the following perspectives about our neighborhoods and the WSBLE project, in light of the task at hand.

- **Minor delays to the WSBLE project are fine,** if the delays are applied to the planning process. We define "minor delay" as one to three years, maximum. Any more delay will stall the project and any progress we make as a community, and project costs will continue to go up. Rather than delay construction (and stay on the current planning schedule), we encourage you to apply at least one year of delay during planning to give the City of Seattle, King County, Sound Transit, and stakeholders the time they need to do better station planning, together. The pandemic took a toll on everyone, and stymied our ability to do that work as planned. We all need time to get back to the table and ensure that this investment is well thought out, and meets the needs of our present, and future selves.

- **If Sound Transit decides to phase the segments of the WSBLE project, please ensure that the Pioneer Square and Chinatown International District neighborhoods only experience a single construction period.** Two construction periods to deliver this infrastructure is simply untenable. We cannot endure 5 or 6 years of construction, then have a year or two off, then endure a few more years after that. This very phenomenon is why we are pushing so hard for the Jackson Hub planning process—so that we can minimize the revolving door of high-impact projects persisting over decades. Let's plan to do better.

- **There is no scope to cut in the Chinatown International District/Pioneer Square neighborhoods.** As defined by Sound Transit's own legislation and project definition, all project elements currently being considered for the CID station are within project scope. At its most basic level, Sound Transit is proposing track and a station. There are no meaningful parking resources or non-motorized transportation amenities being proposed. No additional developments, no lids, no other structures. Any alternatives under consideration cannot be taken off the table until after the draft EIS has been evaluated and the contents debated among the public. There are no scope reductions to be considered in this segment of the project.

We understand how important it is for Sound Transit to arrive at a single preferred alternative for the WSBLE project, so that they can manage costs and uncertainty. We remain committed to participating in good faith to move the project forward in a responsible and timely manner, and to partner with Sound Transit, the City of Seattle, and our other agency partners, to realize the local and regional benefits this project has to offer. We are grateful for your work and your commitment to serving our region, and our neighborhoods.

Sincerely,

Lisa Dixon Howard
Executive Director, Alliance for Pioneer Square

Kathleen Barry Johnson
Executive Director, Historic South Downtown

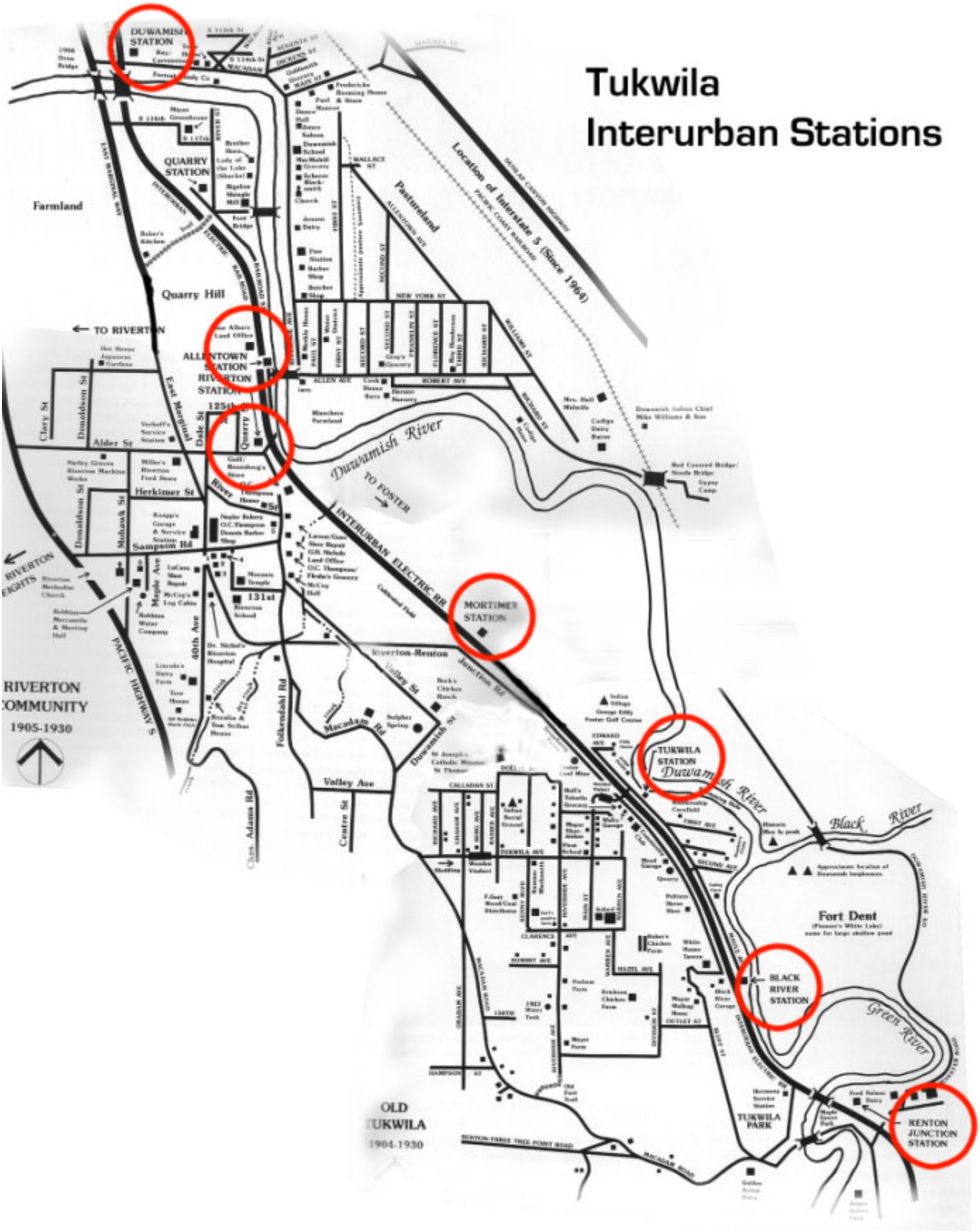
Maiko Winkler-Chin
Executive Director, Seattle Chinatown International District Preservation and Development Authority

David Shumate

Sound Transit Executive Committee,
I'm writing to urge the Executive Committee to provide one additional Sound Transit Light Rail stop here in Tukwila.
This would be the long anticipated Boeing Access Road stationed as promised in ST1, ST2 and ST3 funding that the area citizens voted three times for.
The Tukwila government, local business leaders and, of course, citizens are all on board with this and have waited years for Sound Transit to make it happen.

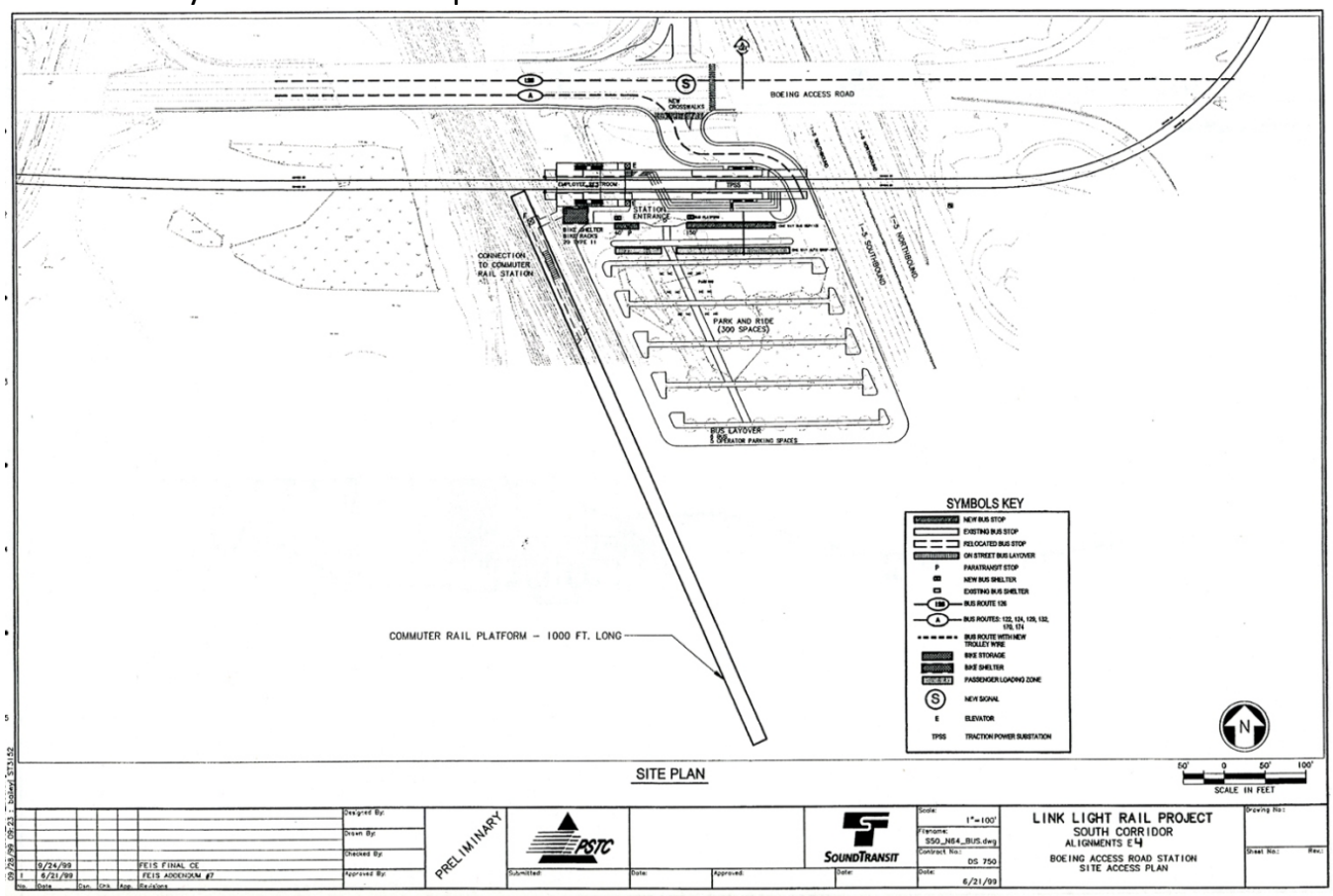
It is interesting to note that in last century there was a similar electric train system running through Tukwila, the Inter Urban Railway. Built in 1908 with connections to Everett, Tacoma and Renton.
There were also seven stops in Tukwila alone.
Today there is only one, near SeaTac. How is this considered "Progress"?

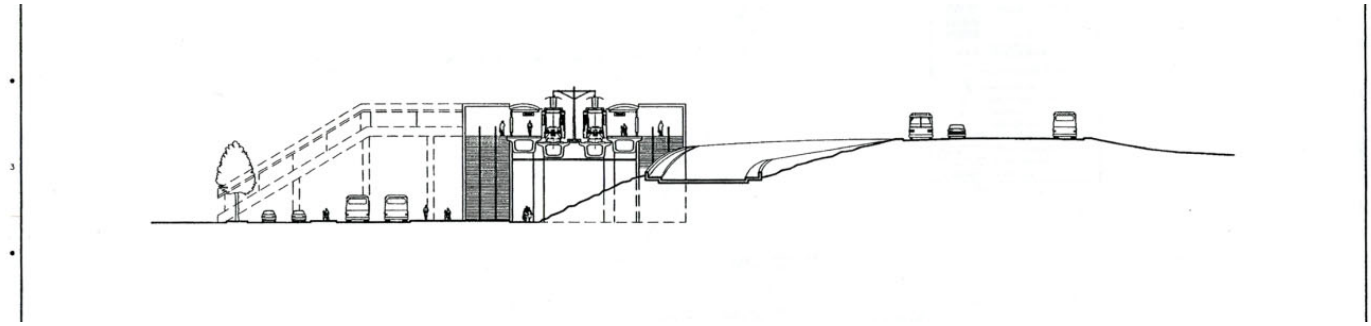
Tukwila Interurban Stations



From: Reinartz's "Tukwila Community at the Crossroads"

The relatively small BAR station has been in the works for over 22 years as evidenced by the date on the plans below…





From: Draft SEIS, Sound Transit

Sound Transit keeps dangling this as a carrot to get votes and funding approved and then builds stations further away from Tukwila.
We have all the drawbacks of the system running through our city with very few benefits.
Because of all this, I have suggested to the City of Tukwila to deny annual renewal the Right of Way Operating Permit to Sound Transit until there is a firm commitment from ST to build the BAR station, as in concrete being poured.
We all want to see Light Rail succeed and be used in the region but we also need to be able to get on the train here in Tukwila.
Please move forward with Boeing Access Road station.

Sincerely,
David Shumate
Tukwila, WA

Sean Albert

Dear Sound Transit Executive Committee,
I am writing as a resident of North Tukwila in regards to the Boeing Access Road light rail infill station.

My family purchased our house in Tukwila in 2006 with the promise of a station opening on the system in 2009 right in our neighborhood. North Tukwila is an extremely diverse and underserved working class community, and we live everyday with all the impacts of the elevated light rail tracks running through our neighborhood, with NONE of the advantages of the public transportation system. In fact bus routes along the train route have been canceled all around the system to avoid duplication. But we don't have a train stop! When the system opened in 2009 the distance from Tukwila International Blvd station to Rainier Beach station was roughly 1/3 the entire length of the system, with no stops. Two stations along this stretch were ultimately canceled as the project was being built.
I'm sure there are creative solutions to keeping the BAR station on track to open in 2031 as promised, including delaying the construction of parkings spaces, etc. This is a textbook example of social injustice in our neighborhood, the promise from Sound Transit over and over to build the station if we the voters and taxpayers approve ballot measures like ST2 and ST3, but then pulling the rug out from under us at the last second. As unbelieve as it is, it appears it's going to happen once again!! No!! It's time for Sound Transit to fulfill its promise to our community from 20 years ago. Move forward with the Boeing Access Road light rail station.

Thank you,

Sean Albert
4023 S. 114th St.
Tukwila

Joyce Hengesbach

We appreciate Sound Transit's realignment efforts to keep the ST3 program as close as possible to schedule and budget while carefully considering priorities. In particular,

- We appreciate board member Millar's request to deprioritize parking.
    - We agree that projects which serve more urban centers should be prioritized over projects which serve fewer centers.
- We support the focus on increasing social equity.

Keeping the above priorities in mind, the SkyLink team proposes using gondola technology to serve the three West Seattle stations specified in ST3 **plus two additional urban centers and a diverse, underserved neighborhood - -** all for $2 billion less than light rail. One gondola line could connect Link stations in the International District and SODO to the Delridge, Avalon, and Alaska Junction areas per ST3. At the Alaska Junction a second gondola line could run north to the Admiral urban center and south to the Morgan Junction urban center and on to the more diverse High Point neighborhood. This would provide many

more residents with grade separated access to the main line of Link while enabling easier, public transit between the urban centers within West Seattle. It would also help to address the “last mile” aspect of accessing the Sound Transit system.

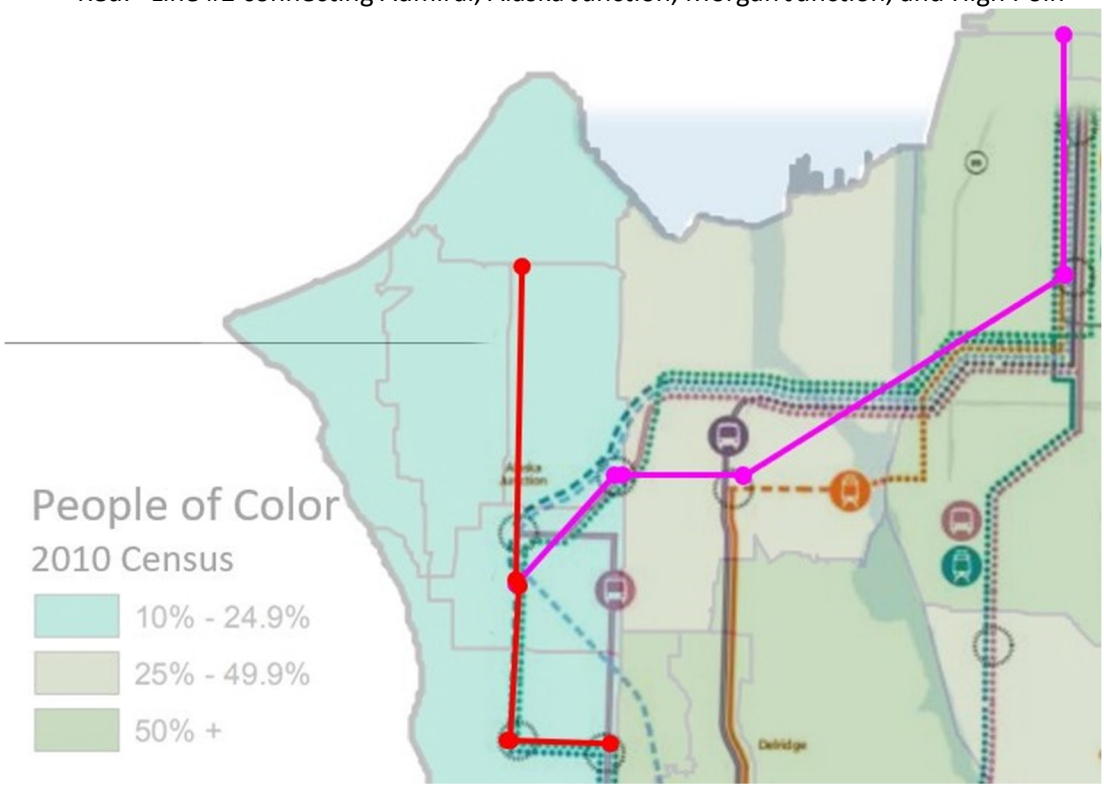
In addition to costing $2 billion less than light rail, the above plan would have these benefits:

1. Serve three urban centers rather than one and six, rather than three, stations.
1. Be ready many years sooner.
1. Be constructed with far less disruption and damage to the community.
1. Operate at a profit rather than require subsidies.
1. Reduce the capacity requirement for OMF.
1. Offer a lower carbon footprint than light rail.
1. Meet the nation’s sustainability goals this decade rather than next.
1. Enable more riders to easily access to the main spine of Link.

We believe using the two line gondola plan described above would not only enable Sound Transit to deliver the West Seattle extension faster and cheaper than promised, but serve a greater, more diverse population and added urban centers. We ask the Board to consider this proposal which would significantly reduce the construction and operational cost per rider while providing higher value.

Map of proposed two line gondola proposal:

Pink: Line #1 connectingAlaska Junction, Avalon, and Delridge to SODO and ID Link stations
Red: Line #2 connecting Admiral, Alaska Junction, Morgan Junction, and High Poin



Patty Cokus

Dear Sound Transit Executive Committee,

As a North Tukwila resident, I want to follow up on my partner Sean Albert's letter below and also express my strong support and insistence on Sound Transit maintaining their commitment -voter approved taxpayer funded- to build the infill South Boeing Access Road Link Lightrail Station. Without repeating the points already made clear and emphasized by Sean this lightrail stop that has been promised many times would give much needed access to efficient and climate conscious transit to connect this neighborhood and the many large/small businesses to the broader region and beyond. This 5.5 mile stretch of light rail needs to be made accessible so this area not only feels the negative impacts but can benefit as well.

Prioritize and move forward with the infill South Boeing Access Road Link Lightrail Station.

Patty Cokus

4023 S 114th St

Tukwila

Andrea Reay

Hello Distinguished Exec Board Members,

I attempted to give spoken comment today via computer CiscoWebEx. The audio/mic tests worked as I logged onto the platform early to test. However when the host unmuted me, no one could hear me. In the future I will try and join by phone. The other speakers that were able to comment joined by phone today. The following is my comment I had hoped to deliver in person.

Thank for the time to speak today. The Seattle Southside Chamber of Commerce represents five cities in south King County. We believe that we are stronger when all work together.

We appreciate your work and service and understand the budget constraints and the difficult reality of needing to find realignment and ask that realignment efforts focus on equity and access building.

I am here today on behalf of Tukwila businesses, concerned about the possible elimination of the Boeing Access Road Light Rail Station as part of Sound Transit's Realignment efforts.

This station was originally proposed as part of the original Sound Move effort and was reinstated a second time with Sound Transit 3. This station would serve thousands of employees within two regionally designated manufacturing industrial centers, tourists going to the Museum of Flight, and thousands of ethnically diverse households in north Tukwila, Skyway, and south Seattle. Transportation access is crucial to creating more equity in our region and we ask that you please do not eliminate this station for a 2nd time and recommit efforts for actionable equity.

Thank you,

Andrea

Andrea H. Reay

President/ CEO

206 575 3016 | Office: 206 575 1633

4800 S. 188th St, Suite #250

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City of Tacoma
Transportation Commission

April 30, 2021

Kent Keel, Chair
Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 98104
(Sent to: emailtheboard@soundtransit.org)

Re: Comments on 2021 Sound Transit Program Realignment

Dear Chair Keel:

The City of Tacoma Transportation Commission (Commission), Bicycle and Pedestrian Technical Advisory Group (BPTAG), and Transit-Oriented Development Advisory Group (TODAG) respectfully submit our recommendations on the proposed realignment of schedules and plans for Sound Transit projects.

Sound Transit provided presentations to the Commission on March 17, 2021, BPTAG on March 22, 2021, and TODAG on February 22, 2021. The presentation included a discussion of the proposed realignment schedule and potential tools to address the funding gap for Sound Transit 2 (ST2) and Sound Transit 3 (ST3).

Keep Commitments Intact

We are pleased to see Sound Transit's commitment to Tacoma as part of ST2 and ST3 packages that include significant investments in new regional transit connections, increased service, and infrastructure improvements that will make it easier for people to access transit by walking and rolling. Key among these are:

- Construction of the Tacoma Dome Link Extension (TDLE)
- Access improvements at the South Tacoma Sounder Station, Tacoma Dome Station, and new Portland Avenue Station
- Sounder expansion projects
- Construction of an extension of Tacoma Link to Tacoma Community College
- A planning study to explore extension of Central Link to the Tacoma Mall Regional Growth Center
- Completion of Hilltop Tacoma Link Extension (which we understand is not under consideration for realignment)

Ensure Equity

The highest impact of these is TDLE, which will bring the Central Link from South Federal Way to Fife, East Tacoma and the Tacoma Dome. We believe the highest consideration for Sound Transit should be equity – serving BIPOC, moderate- to extremely low-income people, and transportation disadvantaged groups. Tacoma leads the region in diversity and economic disparities. Many people are heavily dependent on transit service – the number of people we have employed at the airport and in service industries, factories, etc., working swing shift and graveyard is just a typical example.

When in operation, the TDLE will bring efficient, frequent and reliable Central Link service to the City of Tacoma, the Port of Tacoma, and the Puyallup Tribe of Indians. It is particularly worth noting how close in proximity both stations, particularly Portland Avenue Station, are to Salishan, one of the oldest and larger housing projects in the region. The terminal of the current phase of TDLE, the Tacoma Dome Station, is a truly multimodal transportation hub that integrates Link, Sounder, Amtrak, BRT, local and regional bus services, as well as Greyhound. With respect to equity and affordability, the Greyhound, as an example, provides connections to national destinations, Mexico and Canada, and offers discounts to students, veterans, and people experiencing homelessness (if they get tickets through a church or other means).

Light rail would be truly transformational. Pierce County has long awaited TDLE and has been diligently paying taxes in the meantime. The residents of Tacoma-Pierce County deserve to see a return on their investment without delay.

Complete the Spine

We applaud Sound Transit for applying "Completing the Spine" as one of the criteria to the evaluation of program realignment. Completing the spine can be best exemplified in the completion of the TDLE, which will connect the existing Tacoma Link (in operation since 2003) and its Hilltop Extension (opening in 2022) to the Central Link. Without this project, the "TL+HE" system would continue to operate as "a limb off of the tree." On the contrary, and as one would expect, completing the TDLE and completing the spine of Link will substantially solidify the return on direct and indirect investments, including the investments by Sound Transit (on the system development), by the City of Tacoma (on transportation, economic development, and housing), by prospective developers (on future transit-oriented development projects), and by people (on choosing to reside or work close to ST systems).

While it is important to close the financial gap (realignment), it is equally if not more important to close the system gap (completing the spine) and the service gap (equity). One option currently under consideration by the Sound Transit Board is potentially deferring parking structures to support the financial viability of the ST3 plan. We support further exploration of this concept to fulfill construction of the regional light rail spine.

Promote Transit-Oriented Development

We would like to highlight the City of Tacoma's longstanding commitment to creating a transit-oriented development (TOD) neighborhood around the Tacoma Dome Station, one of the true multi-modal transit hubs of the Puget Sound region. A huge amount of work has been done or is underway to proactively put the planning and zoning in place (i.e., the South Downtown Subarea Plan/EIS, Puyallup Avenue Corridor Redesign, infill housing strategies, and Pierce Transit's Bus Rapid Transit project) to bring this TOD vision to reality. The private market is responding to this vision, as witnessed in the recent and planned significant private development investments in this area. Pulling back on the commitments made about the TDLE could significantly undermine this progress and the real regional vision of transit-focused growth which is happening in the Dome District.

Maintain Access Funding

We also urge Sound Transit to prioritize active transportation access as realignment proceeds. Sound Transit is investing billions of dollars to extend critical transit services throughout the region. Making it safer and easier to walk and roll, ride a bike, and take local transit to access regional transit hubs is a cost-effective strategy to make the most of these investments. Current conditions around the South Tacoma Sounder Station, Tacoma Dome, and the sites being considered for the future Portland Avenue Station include disconnected infrastructure, lack of ADA access, and unsafe crossings. We want to ensure that accessing transit is safe and inviting for community members who cannot or do not drive, and that those with a choice also find it easy and convenient to leave their car at home. We urge Sound Transit to maintain the full budget allocations for the Tacoma Dome and South Tacoma access projects, ST3 station access allocations, and system access funds and that the timeline for these investments remain on-track.

Continue to Invest in Sounder

Additionally, while the new light rail extensions and active transportation connections are essential and exciting, we also hope Sound Transit continues to invest in the Sounder as a core service. ST3 included capital projects and rolling stock to expand Sounder trains and stations between Lakewood and Seattle from the existing 7-car configuration to 10 cars. However, post-COVID conditions, where employers are exploring greatly expanded remote work and flexible scheduling options, may change capacity requirements and bring about the need to reevaluate the phasing of Sounder capital projects. While focusing on completing the regional light rail spine, Sound Transit should take the opportunity to identify and better understand the effect of new remote work policies from private and public employers on Sounder ridership and capacity before moving forward with Sounder capacity projects.

The importance of Sound Transit's investments in the South Sound region is manifest and incontestable and the scope and timeline of these projects should not be compromised. We appreciate the opportunity to add our voice to this process. The Transportation Commission, Bicycle and Pedestrian Technical Advisory Group, and Transit-Oriented Development Advisory Group have been working hard to implement the Transportation Master Plan for Tacoma that is not only visionary but also realistic. We hope that continuing the strong partnership between Sound Transit and the City will assist our community in realizing these goals.

Sincerely,

Jane A. Moore, MD

Jane Ann Moore, Co-Chair
Transportation Commission

Gerrit Nyland, Co-Chair
Transportation Commission

Jennifer Halverson-Kuehn, Chair
Bicycle & Pedestrian Technical Advisory Group

Imad H. Bahbah, Chair
Transit-Oriented Development Advisory Group

cc: Mayor Victoria Woodards
Councilmembers, Tacoma City Council
Elizabeth Pauli, Tacoma City Manager
Anna Petersen, Chair, Tacoma Planning Commission

May 24, 2021

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

RE: Urgent Need to Deliver Stride Bus Rapid Transit

Dear Chair Keel and Members of the Board:

We are writing to urge the Sound Transit Board to take timely actions to keep Stride Bus Rapid Transit (BRT) on track to connect communities along Interstate 405 and State Route 522 to jobs and other key destinations.

Stride will provide fast, frequent, reliable service among the Lynnwood, Bothell Canyon Park, Kirkland Totem Lake, Bellevue, Renton, Tukwila, and Burien regional growth centers, pass through the fast-growing cities of Woodinville, Bothell, Kenmore, and Lake Forest Park and connect to the Lynnwood Link light rail station in Shoreline. In the voter-approved Sound Transit 3 (ST3) Plan, Stride was programmed as an "early win" due to its cost-effectiveness and ability to be implemented quickly.

Stride will also provide a fast, frequent transit alternative to single occupancy vehicles, easing pressure on regional transportation infrastructure and reducing greenhouse gas emissions. Stride is key to accommodating the significant growth in jobs and population that East, South and North King County are expecting in the next three years. Without Stride, our region will find itself in gridlock traffic.

We urge the Board to approve the pending Stride actions now to prevent additional project delays. These actions include decisions on the projects to be built for the S1 (Bellevue-Burien), S2 (Lynnwood-Bellevue), and S3 (Shoreline-Bothell) lines, as well as Bus Base North. We also urge Sound Transit to work with our respective cities on the NE 44th Park and Ride alternative in Renton, the NE 85th Street interchange design-builder procurement in Kirkland, the preferred location for the pedestrian bridge at the Stride station at TIBS, and further analysis and early acquisition work related to the park and ride facility in Bothell. Stride can be implemented quickly to support the region's economic recovery from the COVID-19 pandemic.

In the realignment process, voter-approved Stride elements should be delivered as early as possible. If WSDOT's I-405 SR 522 Vicinity to SR 527 Express Toll Lane Improvement Project is delayed due to the COVID-19 pandemic, many components of the Stride program can still be delivered on schedule. The S1 and S3 Lines should be fully implemented on schedule in 2024. Some of the S2 elements can be delivered before the WSDOT project is complete, including the Lynnwood improvements, the Kingsgate Park and Ride expansion, and the NE 85th Street interchange improvements in Kirkland. The balance of the S2 line should be ready to be delivered when the WSDOT project is complete.

We look forward to working with you to implement the Stride program and support the region's economic growth. We urge you to advance Stride to reinforce Sound Transit's commitment to communities where BRT is our light rail. We look forward to continued partnership with Sound Transit, WSDOT, and project stakeholders to keep the Stride program on schedule.

Sincerely,

Lynne Robinson
Mayor
City of Bellevue

Liam Olsen
Mayor
City of Bothell

Brian J. Wilson
City Manager
City of Burien

Amy Ockerlander
Mayor
City of Duvall

David Baker
Mayor
City of Kenmore

Penny Sweet
Mayor
City of Kirkland

Jeff Johnson
Mayor
City of Lake Forest Park

Nicola Smith
Mayor
City of Lynnwood

George Hurst
Council President
City of Lynnwood

Angela Birney
Mayor
City of Redmond

Armondo Pavone
Mayor
City of Renton

Erin Sitterley
Mayor
City of SeaTac

Will Hall
Mayor
City of Shoreline

Allan Ekberg
Mayor
City of Tukwila

Gary Harris
Mayor
City of Woodinville

William Popp Associates

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45 years of Practical Solutions

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April 30, 2021

Mr. Kent Keel
Chair, Board of Directors of Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826 sent via emailtheboard@**soundtransit**.org

Subject: ST3 Realignment

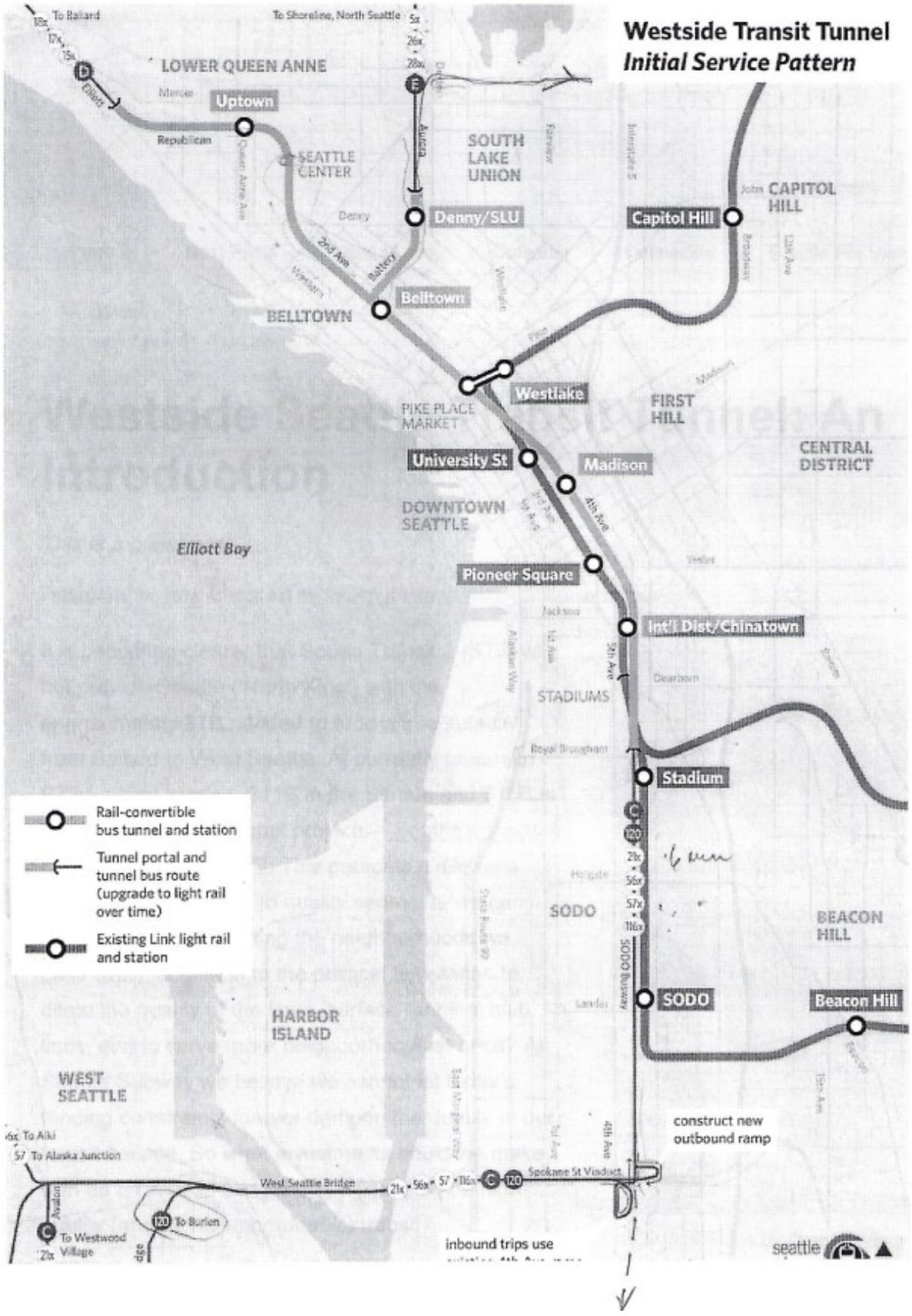
Dear Chairman Keel
:
Some background – I was with the PSCOG (now PSRC) in the 70's in senior management positions including extensive involvement in development of the plan that established Metro as the Transit operator in King County with follow on efforts in support of the Pierce and Snohomish County taxpayer funded bus systems.

I was also instrumental in formulation of the plan that established transit and carpool lanes on the freeway system with the principal objective being transit reliability. And regarding rail, as the guy once said, I was for it (rapid rail) before I was against it (light rail). But the voters have spoken, and I listen.

However, we all need to acknowledge the reality that **light rail, by its nature, has serious capacity limitations** (aka light capacity rail) which compromises its ability to reach any further than Lynwood for its primary role of service to downtown Seattle. With the Lynwood extension the projected loads in the AM or PM peak hours become **intolerable crush loads south of the Capitol Hill station**. What is the point of extending further to Everett when there is no fix for that crush load problem – the second rail tunnel in the downtown does not address that issue.

Furthermore the system has no ability to express trains therefore the **long distance rider's quality of service relative to the commuter bus option is seriously degraded due to multiple stops**. This latter issue applies to the Tacoma Dome Link extension as well.

Accordingly, **the light rail system extensions should be terminated at Lynnwood and Federal Way**. Similarly, but for reasons of simple metrics like low ridership and high cost per new rider ($141), the **Kirkland-Bellevue-Issaquah extension should be eliminated**.


Westside Transit Tunnel
Initial Service Pattern
To Ballard
To Shoreline, North Seattle
LOWER QUEEN ANNE
Uptown
SEATTLE CENTER
SOUTH LAKE UNION
Denny/SLU
Capitol Hill
CAPITOL HILL
BELLTOWN
Belltown
Westlake
PIKE PLACE MARKET
FIRST HILL
CENTRAL DISTRICT
University St
Madison
DOWNTOWN SEATTLE
Elliott Bay
Pioneer Square
Int'l Dist/Chinatown
STADIUMS
Stadium
SODO
BEACON HILL
SODO
Beacon Hill
HARBOR ISLAND
WEST SEATTLE
Rail-convertible bus tunnel and station
Tunnel portal and tunnel bus route (upgrade to light rail over time)
Existing Link light rail and station
construct new outbound ramp
To Alki
To Alaska Junction
West Seattle Bridge
Spokane St Viaduct
To Burien
To Westwood Village
inbound trips use
seattle

A **new bus tunnel in downtown Seattle**, as proposed by the Seattle Subway group in 2015 (see above) should be seriously considered as the solution for high capacity frequent transit service for West Seattle and Ballard. This would **essentially provide reliable BRT type service for much of the downtown and would include a significant number of other bus routes that have been displaced from the DSTT**. **This proposal of course would replace the Ballard Link Extension, the Downtown Seattle Link Tunnel and the West Seattle Link Extension.** The **cost savings are substantial** and the level of service for all transit riders likely equals or exceeds that provided by the light rail solution. In my opinion and that of my cohorts, this was a well thought out transit concept.

On a broader note, many of us more senior transportation system planners have been continually dismayed with the singular focus of Sound Transit on the light rail solution to the detriment of any serious consideration of the express bus operation. Case in point is the Sound Transit ridership forecast models assume a significant degradation of operating speeds in the HOV lanes when with buffer protected operation and limited access opportunities, the lanes will maintain freeway operating speeds. Sound Transit has not ever modeled or evaluated this scenario (at least no documentation) when it is obvious that a higher level and quality of service for the longer distance rider will come from that mode. This was demonstrated in the original modeling of the I-405 Master Plan. Nor have they ever requested that the PSRC conduct such a multi-modal evaluation – ST is a powerful voice in that forum. In fact your organization is probably the most potent political one in the state and should the Board decide that together with WSDOT, ST explore this option, it will happen.

I submit that with this **multi-modal approach** Sound Transit **can bring the system's market share of all trips up to something that is not a continual embarrassment.**

Oh and by the way, with the above recommended changes, the **capital budget should not require supplementation.** In addition I believe that the downtown high capacity transit bus tunnel with connecting Ballard/West Seattle Rapid Ride service could be implemented before the end of this decade.

Sincerely

William Popp, Sr., P.E.