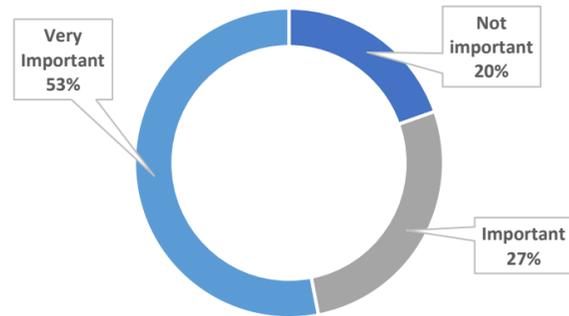


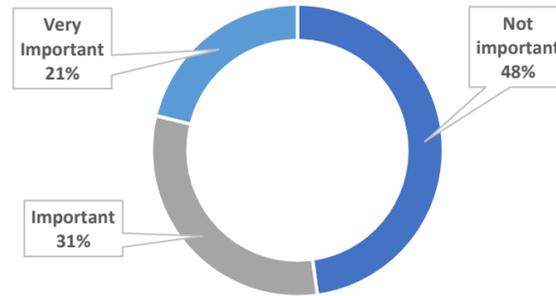
**Snohomish Subarea**

**Everett Station Nonmotorized Access Improvements (Everett)**



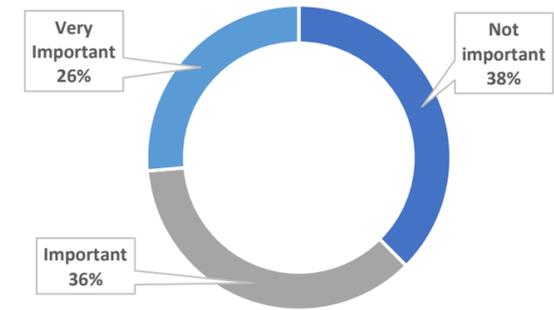
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	61	20%
Important	85	27%
Very Important	165	53%
<b>Total</b>	<b>311</b>	<b>100%</b>

**Park Avenue Pedestrian Improvements (Mukilteo)**



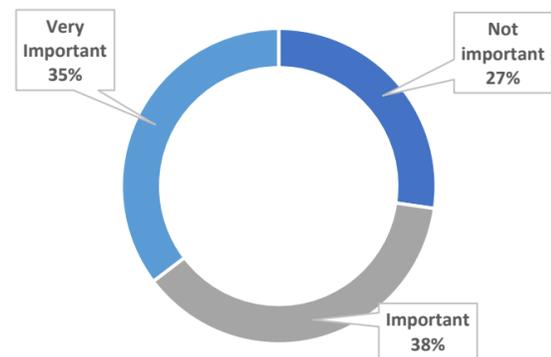
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	131	48%
Important	85	31%
Very Important	58	21%
<b>Total</b>	<b>274</b>	<b>100%</b>

**5th Street Bicycle & Pedestrian Improvements (Mukilteo)**



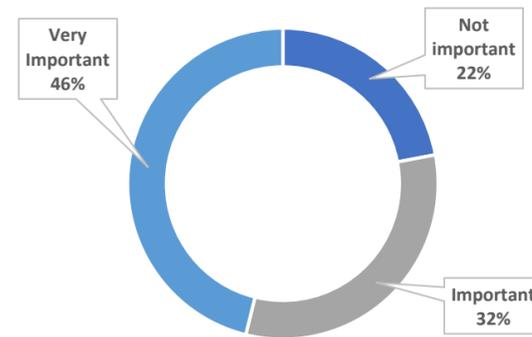
Sound Transit: Recommended		
	Responses	Percentage
Not important	101	38%
Important	97	36%
Very Important	71	26%
<b>Total</b>	<b>269</b>	<b>100%</b>

**Ash Way Corridor Pedestrian and Bicycle Improvements (Snohomish County)**



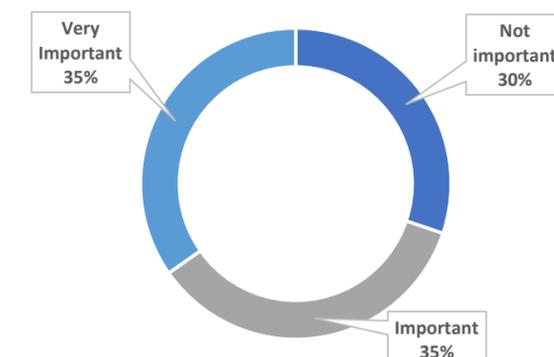
Sound Transit: Recommended		
	Responses	Percentage
Not important	78	27%
Important	107	37%
Very Important	101	35%
<b>Total</b>	<b>286</b>	<b>100%</b>

**Ash Way Direct Access Ramps and I-5 Crossing (Snohomish County)**



Sound Transit: Recommended		
	Responses	Percentage
Not important	63	22%
Important	91	32%
Very Important	132	46%
<b>Total</b>	<b>286</b>	<b>100%</b>

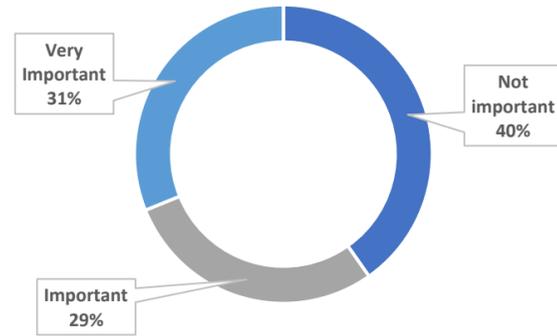
**Scriber Creek Trail Redevelopment (Lynnwood)**



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	86	30%
Important	100	35%
Very Important	99	35%
<b>Total</b>	<b>285</b>	<b>100%</b>

**Snohomish Subarea cont.**

**Citywide Bicycle Improvements (Edmonds)**



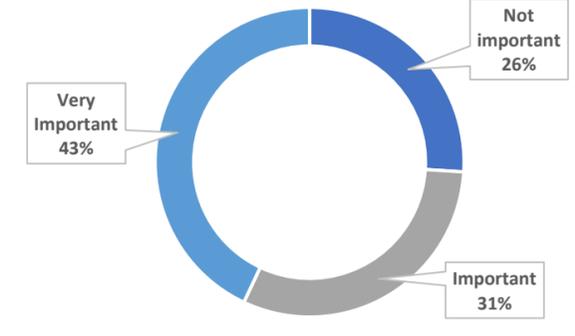
Sound Transit: Recommended		
	Responses	Percentage
Not important	128	40%
Important	91	29%
Very Important	99	31%
<b>Total</b>	<b>318</b>	<b>100%</b>

**228th Street SW Bicycle and Pedestrian Improvements (Edmonds)**



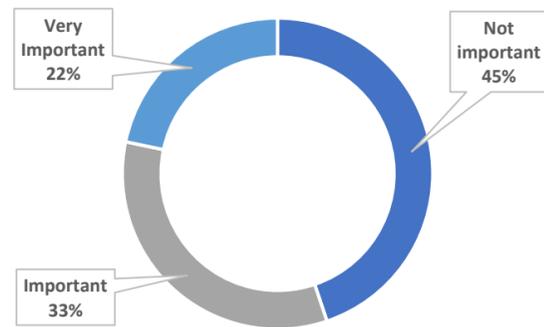
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	121	40%
Important	98	32%
Very Important	84	28%
<b>Total</b>	<b>303</b>	<b>100%</b>

**Veterans Memorial Park Trail Light Rail Connector (Mountlake Terrace)**



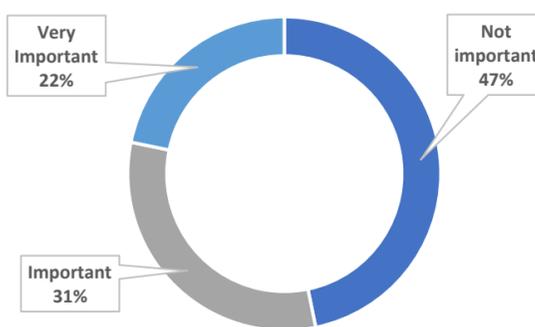
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	78	26%
Important	93	31%
Very Important	129	43%
<b>Total</b>	<b>300</b>	<b>100%</b>

**Main Street Revitalization Project (Mountlake Terrace)**



Sound Transit: Not Recommended		
	Responses	Percentage
Not important	126	45%
Important	94	33%
Very Important	61	22%
<b>Total</b>	<b>281</b>	<b>100%</b>

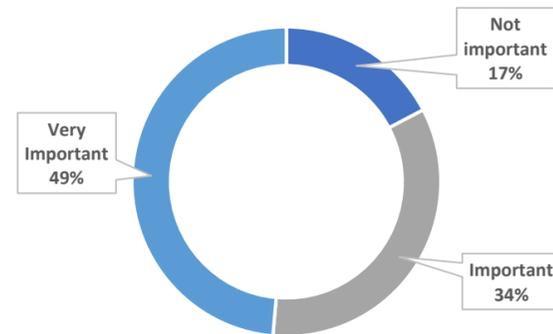
**Canyon Park Nonmotorized Access Improvements (Bothell)**



Sound Transit: Not Recommended		
	Responses	Percentage
Not important	131	47%
Important	88	31%
Very Important	61	22%
<b>Total</b>	<b>280</b>	<b>100%</b>

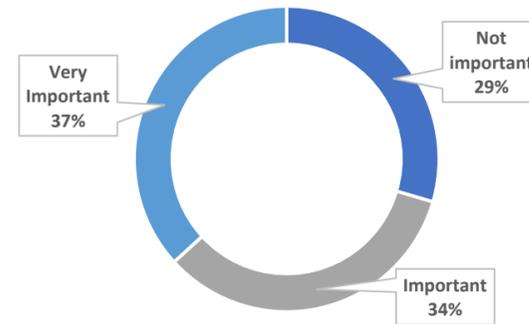
**North King Subarea**

**148th Street Nonmotorized Bridge (Shoreline)**



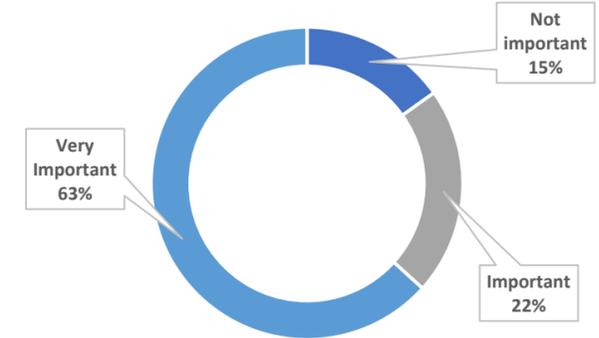
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	93	17%
Important	183	34%
Very Important	261	49%
<b>Total</b>	<b>537</b>	<b>100%</b>

**Town Center to Burke-Gilman Trail Connector (Lake Forest Park)**



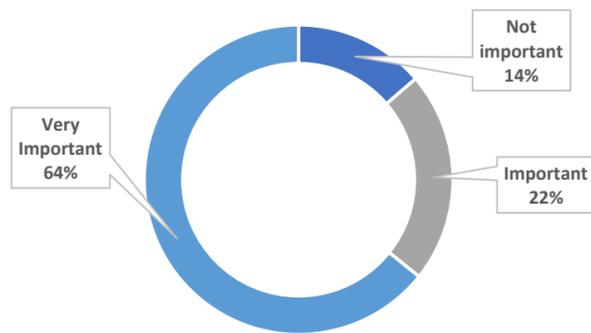
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	163	29%
Important	186	34%
Very Important	203	37%
<b>Total</b>	<b>552</b>	<b>100%</b>

**Judkins Park Station Access (Seattle)**



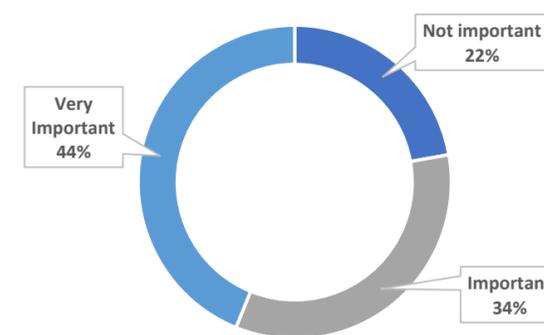
Sound Transit: Recommended		
	Responses	Percentage
Not important	85	15%
Important	121	22%
Very Important	355	63%
<b>Total</b>	<b>561</b>	<b>100%</b>

**Southeast Seattle High Priority Sidewalks and Walkways (Seattle)**



Sound Transit: Recommended		
	Responses	Percentage
Not important	75	14%
Important	121	22%
Very Important	352	64%
<b>Total</b>	<b>548</b>	<b>100%</b>

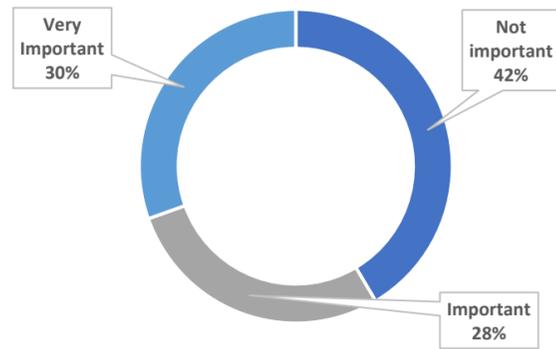
**Secure Bike Parking Expansion & Related Improvements (King County Metro)**



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	125	22%
Important	191	34%
Very Important	247	44%
<b>Total</b>	<b>563</b>	<b>100%</b>

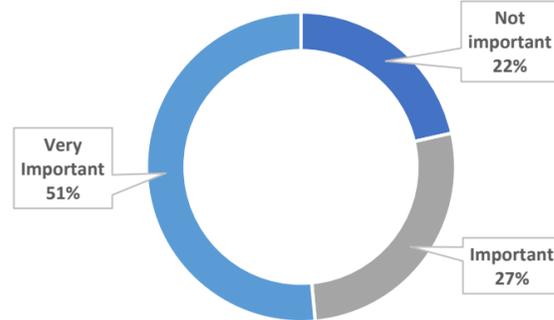
**East King Subarea**

**73rd Avenue NE Bike Lanes (Kenmore)**



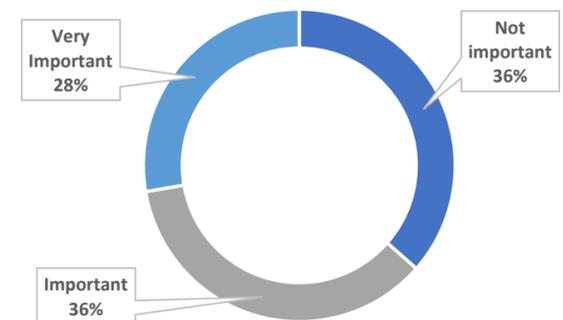
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	124	42%
Important	84	28%
Very Important	91	30%
<b>Total</b>	<b>299</b>	<b>100%</b>

**Juanita Drive NE Pedestrian and Bicycle Safety Improvements (Kenn)**



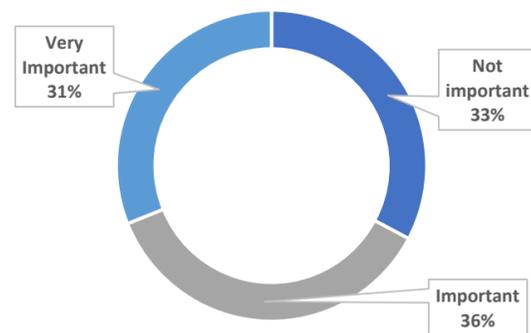
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	66	22%
Important	83	27%
Very Important	158	51%
<b>Total</b>	<b>307</b>	<b>100%</b>

**Downtown Bothell Nonmotorized Access Improvements (Bothe)**



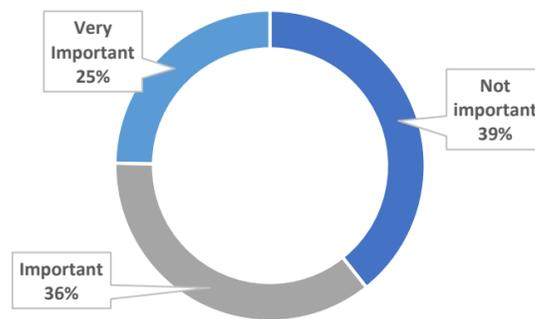
Sound Transit: Recommended		
	Responses	Percentage
Not important	112	36%
Important	110	36%
Very Important	85	28%
<b>Total</b>	<b>307</b>	<b>100%</b>

**I-405 & NE 85th Street – NE Quadrant Pedestrian/Bicycle Connection (Kirkland)**



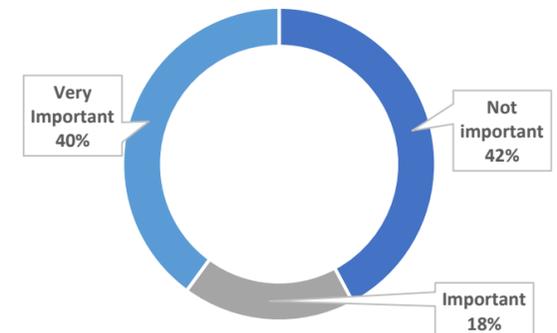
Sound Transit: Recommended		
	Responses	Percentage
Not important	97	33%
Important	107	36%
Very Important	92	31%
<b>Total</b>	<b>296</b>	<b>100%</b>

**I-405 & NE 85th Street – SE Quadrant Pedestrian Access Improvements (Kirkland)**



Sound Transit: Not Recommended		
	Responses	Percentage
Not important	116	39%
Important	106	36%
Very Important	73	25%
<b>Total</b>	<b>295</b>	<b>100%</b>

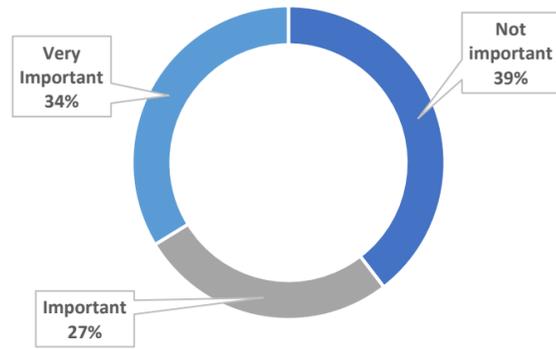
**156th Avenue Cycle Track (Redmond)**



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	132	42%
Important	56	18%
Very Important	125	40%
<b>Total</b>	<b>313</b>	<b>100%</b>

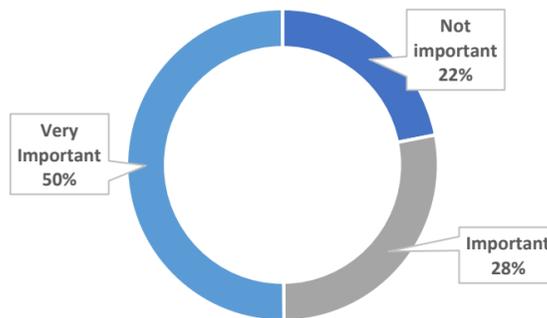
**East King Subarea cont.**

**110th Avenue NE & NE 6th Street Exceptional Intersection Improvements (Bellevue)**



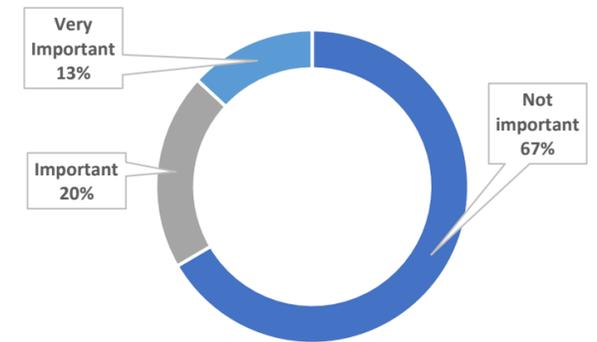
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	129	39%
Important	87	27%
Very Important	110	34%
<b>Total</b>	<b>326</b>	<b>100%</b>

**Eastrail: NE 8th Street Crossing (King County Parks)**



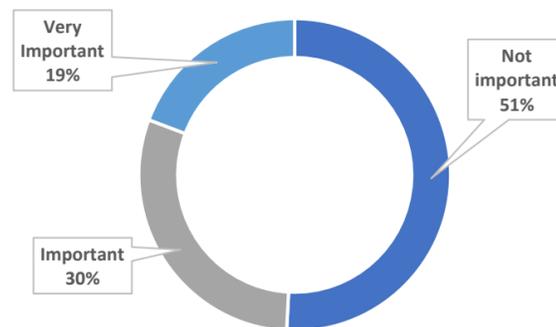
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	73	22%
Important	93	28%
Very Important	167	50%
<b>Total</b>	<b>333</b>	<b>100%</b>

**Mercer Island Station Gateway Plaza Design (Mercer Island)**



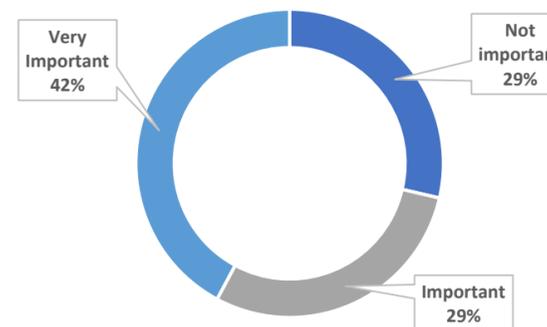
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	203	67%
Important	62	20%
Very Important	40	13%
<b>Total</b>	<b>305</b>	<b>100%</b>

**80th Avenue SE Sidewalk Improvements (Mercer Island)**



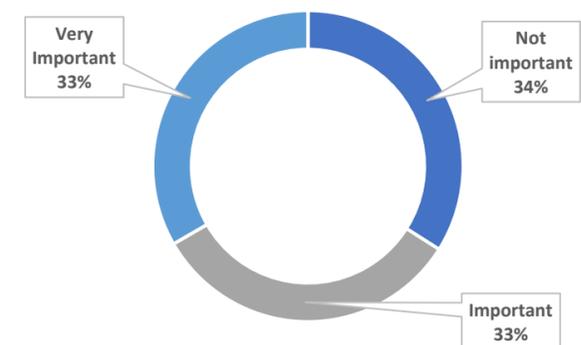
Sound Transit: Recommended		
	Responses	Percentage
Not important	153	51%
Important	90	30%
Very Important	58	19%
<b>Total</b>	<b>301</b>	<b>100%</b>

**Eastgate Nonmotorized Access to Transit Improvements (Bellevue)**



Sound Transit: Recommended		
	Responses	Percentage
Not important	95	29%
Important	97	29%
Very Important	140	42%
<b>Total</b>	<b>332</b>	<b>100%</b>

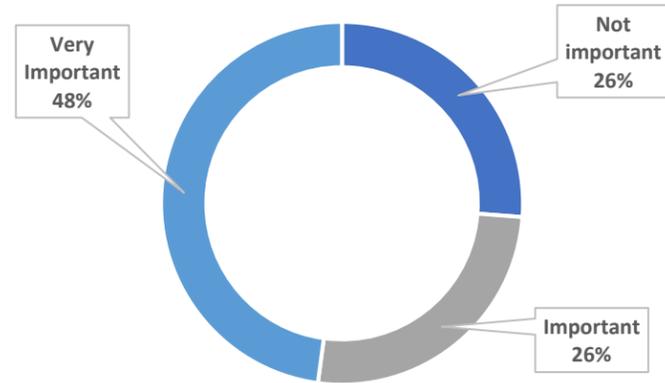
**Eastrail: May Creek & NE 44th Street Connection (King County Parks)**



Sound Transit: Not Recommended		
	Responses	Percentage
Not important	105	34%
Important	101	33%
Very Important	103	33%
<b>Total</b>	<b>309</b>	<b>100%</b>

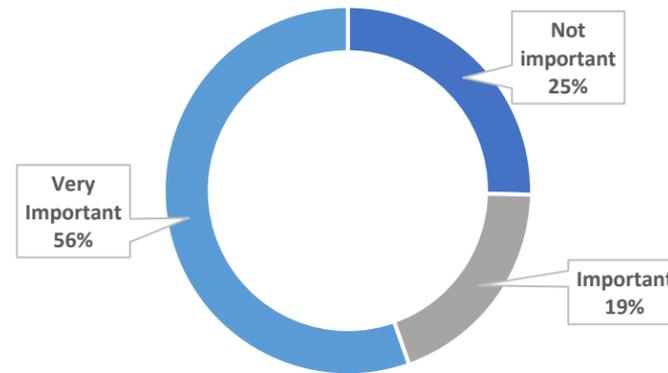
**East King Subarea cont.**

**S 7th Street Corridor Improvements (Renton)**



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	92	26%
Important	91	26%
Very Important	168	48%
<b>Total</b>	<b>351</b>	<b>100%</b>

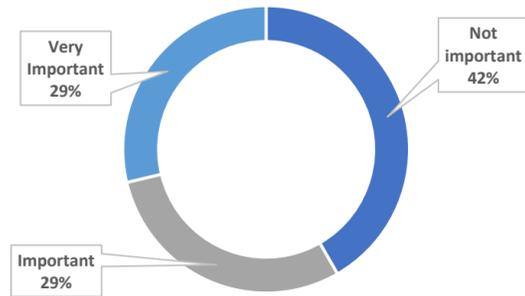
**Secure Bike Parking Expansion & Related Improvements (King County Metro)**



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	108	25%
Important	82	19%
Very Important	236	56%
<b>Total</b>	<b>426</b>	<b>100%</b>

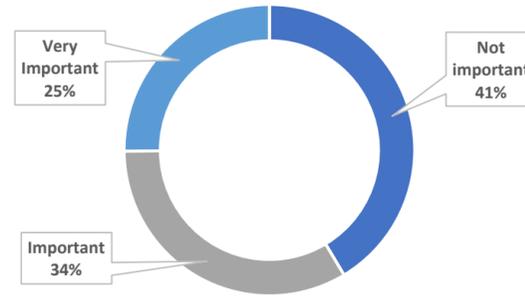
South King Subarea

SW 148th Street Pedestrian Access Improvements (Burien)



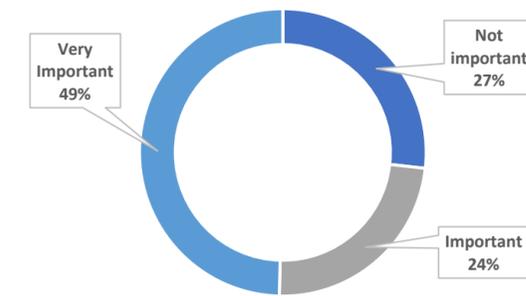
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	93	42%
Important	66	29%
Very Important	64	29%
<b>Total</b>	<b>223</b>	<b>100%</b>

Military Road S and S 152nd Street Improvements (SeaTac)



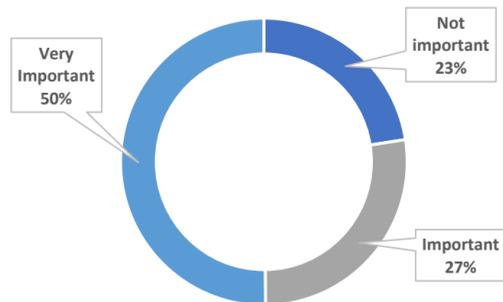
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	94	41%
Important	76	34%
Very Important	57	25%
<b>Total</b>	<b>227</b>	<b>100%</b>

Nonmotorized Connections and Wayfinding at Tukwila International Boulevard Station (Tukwila)



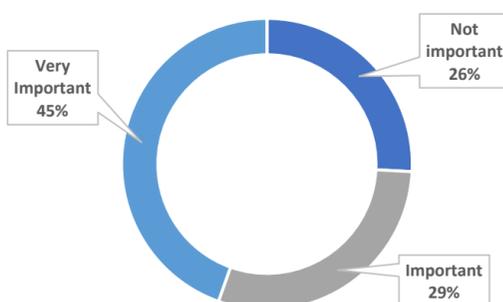
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	68	27%
Important	60	24%
Very Important	126	49%
<b>Total</b>	<b>254</b>	<b>100%</b>

Tukwila Station Nonmotorized Connectivity and Safety (Tukwila)



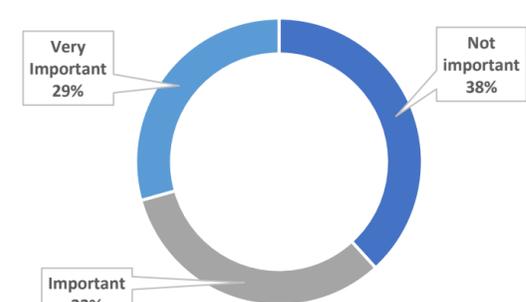
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	57	23%
Important	69	27%
Very Important	127	50%
<b>Total</b>	<b>253</b>	<b>100%</b>

Station Intersection Pedestrian Safety Improvements (SeaTac)



Sound Transit: Recommended		
	Responses	Percentage
Not important	62	26%
Important	71	29%
Very Important	107	45%
<b>Total</b>	<b>240</b>	<b>100%</b>

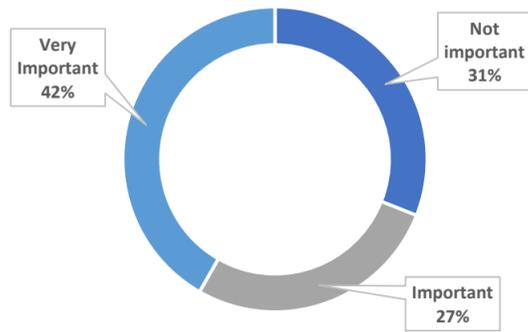
Barnes Creek Trail South Segment (Des Moines)



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	86	38%
Important	73	33%
Very Important	66	29%
<b>Total</b>	<b>225</b>	<b>100%</b>

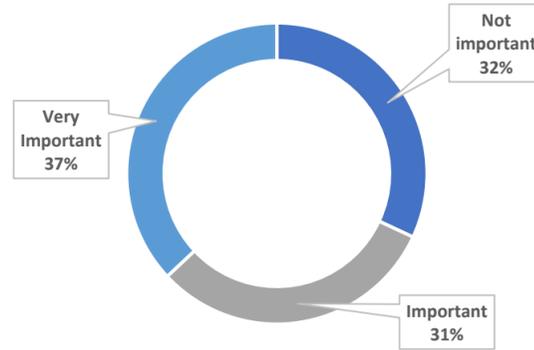
South King Subarea cont.

W James Street at 2nd Avenue N Pedestrian Crossing (Kent)



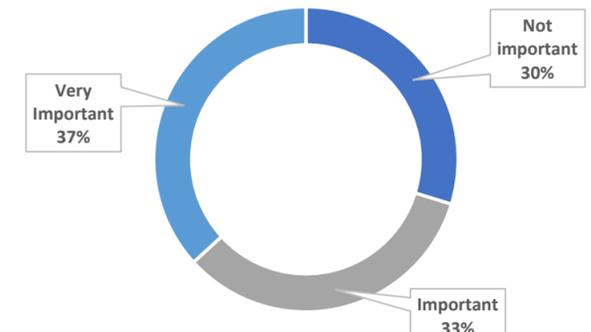
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	75	31%
Important	66	27%
Very Important	101	42%
<b>Total</b>	<b>242</b>	<b>100%</b>

W James Street and W Smith Street Pedestrian Improvements (Kent)



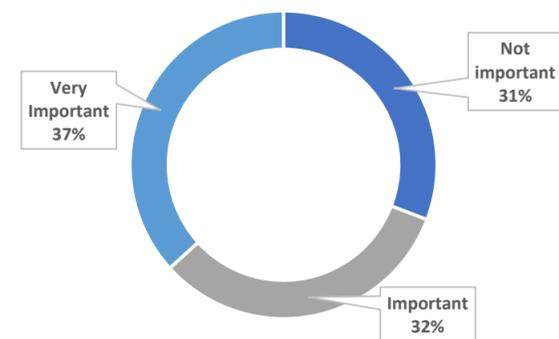
Sound Transit: Recommended		
	Responses	Percentage
Not important	76	32%
Important	74	31%
Very Important	88	37%
<b>Total</b>	<b>238</b>	<b>100%</b>

Pedestrian Pathway Improvements to Federal Way Transit Center (Federal Way)



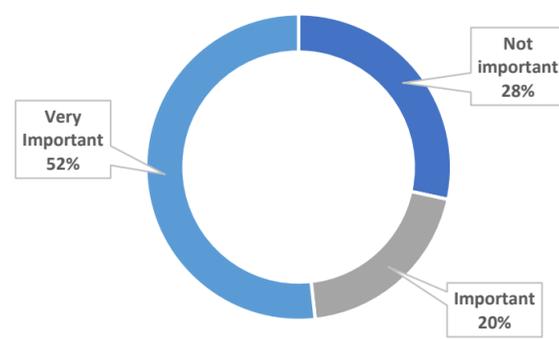
Sound Transit: Recommended		
	Responses	Percentage
Not important	72	30%
Important	81	33%
Very Important	89	37%
<b>Total</b>	<b>242</b>	<b>100%</b>

21st Avenue S at S 320th Street Signalization and Pedestrian Improvements (Federal Way)



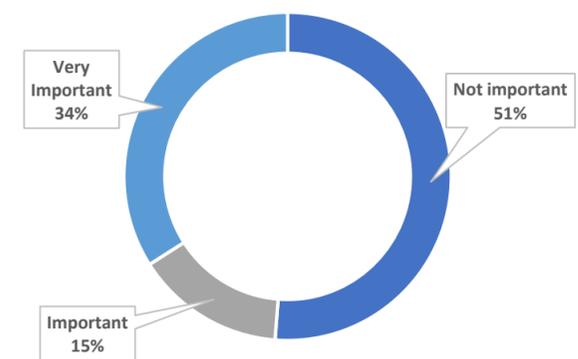
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	73	31%
Important	77	32%
Very Important	87	37%
<b>Total</b>	<b>237</b>	<b>100%</b>

Regional Growth Center Access Improvements (Auburn)



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	90	28%
Important	63	20%
Very Important	164	52%
<b>Total</b>	<b>317</b>	<b>100%</b>

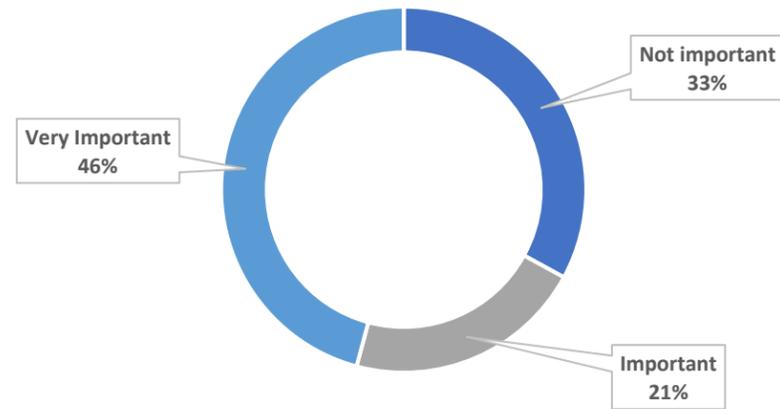
A Street Loop (Auburn)



Sound Transit: Not Recommended		
	Responses	Percentage
Not important	125	51%
Important	36	15%
Very Important	83	34%
<b>Total</b>	<b>244</b>	<b>100%</b>

South King Subarea cont.

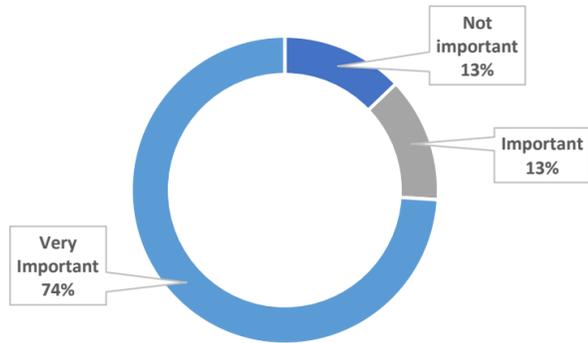
Secure Bike Parking Expansion & Related Improvements (King County Metro)



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	87	33%
Important	56	21%
Very Important	121	46%
Total	264	100%

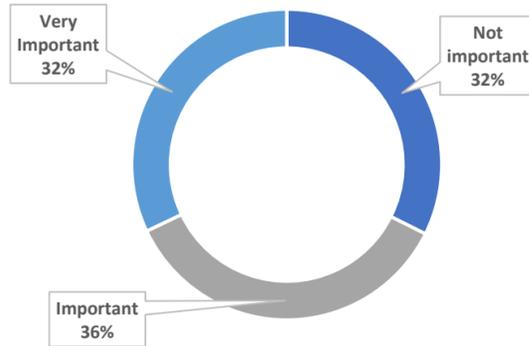
Pierce Subarea

Hilltop Tacoma Link Extension Streetscape Access Improvements Phase I (Tacoma)



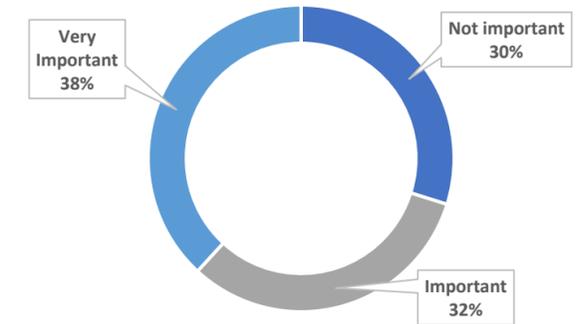
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	97	13%
Important	99	13%
Very Important	558	74%
<b>Total</b>	<b>754</b>	<b>100%</b>

26th Street/Tacoma Dome Station Access Improvements (Tacoma)



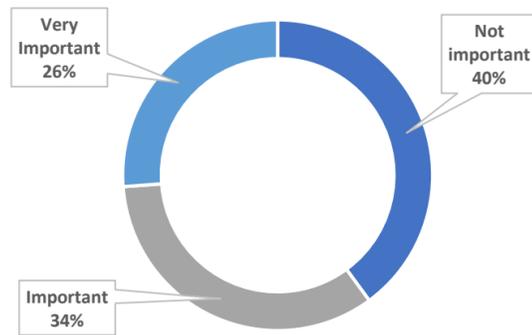
Sound Transit: Not Recommended		
	Responses	Percentage
Not important	100	32%
Important	110	36%
Very Important	99	32%
<b>Total</b>	<b>309</b>	<b>100%</b>

I-5 Pedestrian and Bicycle Bridge Crossing at 62nd Avenue E (Fife)



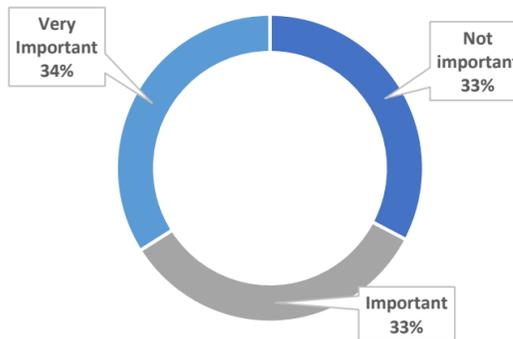
Sound Transit: Recommended		
	Responses	Percentage
Not important	97	30%
Important	104	32%
Very Important	124	38%
<b>Total</b>	<b>325</b>	<b>100%</b>

Bus Route 497 Accessibility Improvements (Auburn)



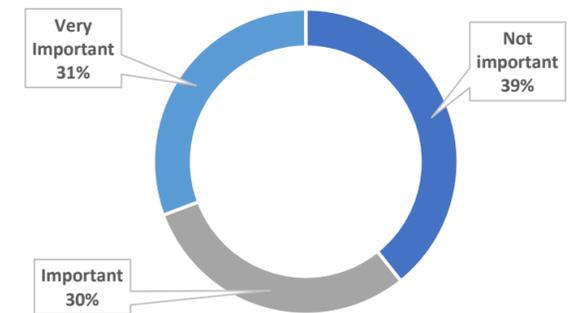
Sound Transit: Recommended		
	Responses	Percentage
Not important	119	40%
Important	101	34%
Very Important	78	26%
<b>Total</b>	<b>298</b>	<b>100%</b>

North Downtown Neighborhood Wheelchair Ramp Upgrades (Puyallup)



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	102	33%
Important	104	33%
Very Important	106	34%
<b>Total</b>	<b>312</b>	<b>100%</b>

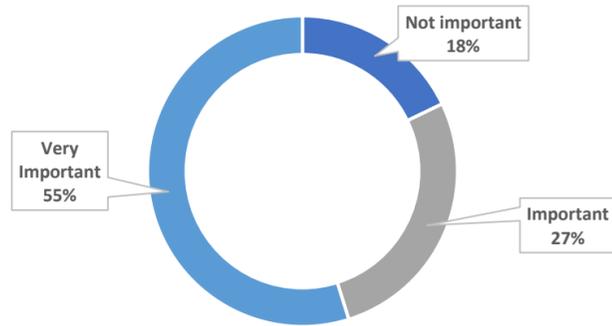
Bike Lane Expansions on W Stewart Avenue & 4th Street NW (Puyallup)



Sound Transit: Recommended		
	Responses	Percentage
Not important	119	39%
Important	91	30%
Very Important	93	31%
<b>Total</b>	<b>303</b>	<b>100%</b>

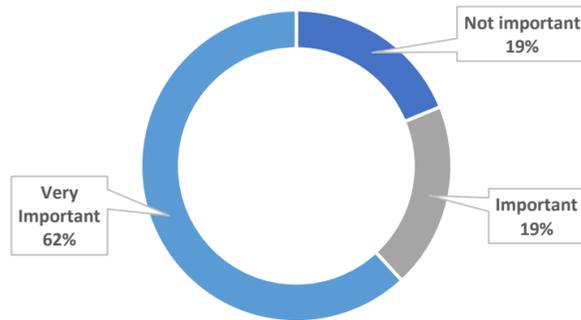
Pierce Subarea cont.

Sumner Station Safe Sidewalk/Bike Enhancements(Sumner)



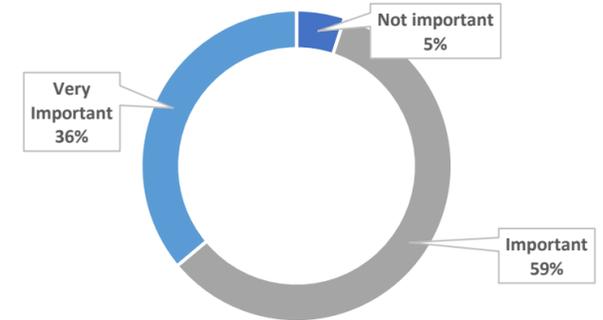
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	74	18%
Important	113	27%
Very Important	227	55%
<b>Total</b>	<b>414</b>	<b>100%</b>

Rivergrove Community Pedestrian Bridge (Sumner)



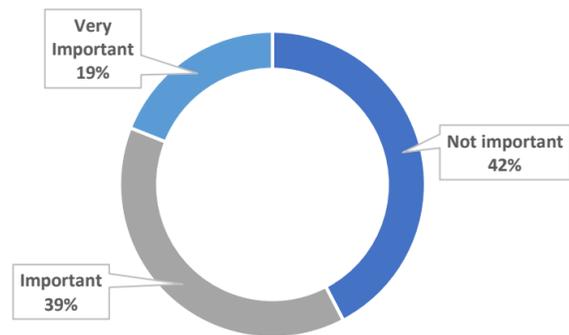
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	77	19%
Important	79	19%
Very Important	253	62%
<b>Total</b>	<b>409</b>	<b>100%</b>

Elhi Hill Trail Staircase (Bonney Lake)



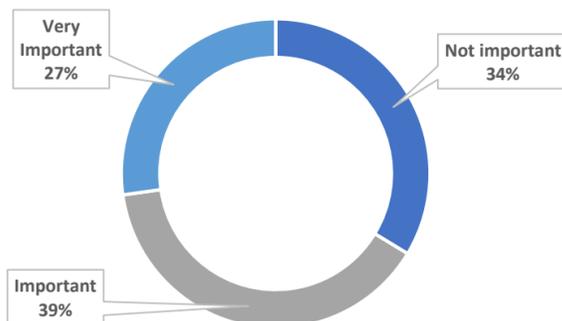
Sound Transit: Recommended		
	Responses	Percentage
Not important	11	5%
Important	129	59%
Very Important	79	36%
<b>Total</b>	<b>219</b>	<b>100%</b>

111th Street/112th Street SW Improvements (Lakewood)



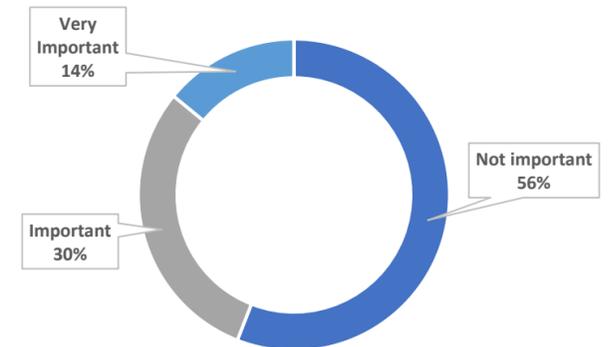
Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	116	42%
Important	106	39%
Very Important	52	19%
<b>Total</b>	<b>274</b>	<b>100%</b>

112th Street Pedestrian Improvements (Pierce County)



Sound Transit: Highly Recommended		
	Responses	Percentage
Not important	99	34%
Important	115	39%
Very Important	80	27%
<b>Total</b>	<b>294</b>	<b>100%</b>

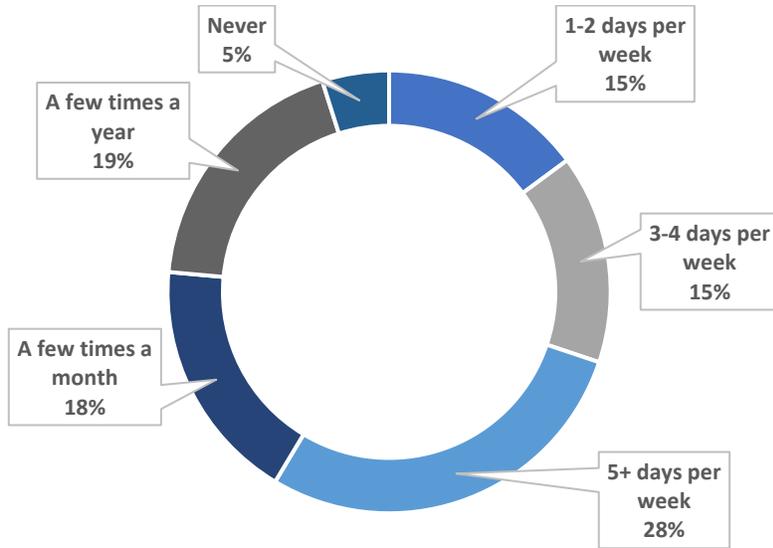
DuPont-Steilacoom Road Improvements (DuPont)



Sound Transit: Recommended		
	Responses	Percentage
Not important	151	56%
Important	81	30%
Very Important	38	14%
<b>Total</b>	<b>270</b>	<b>100%</b>

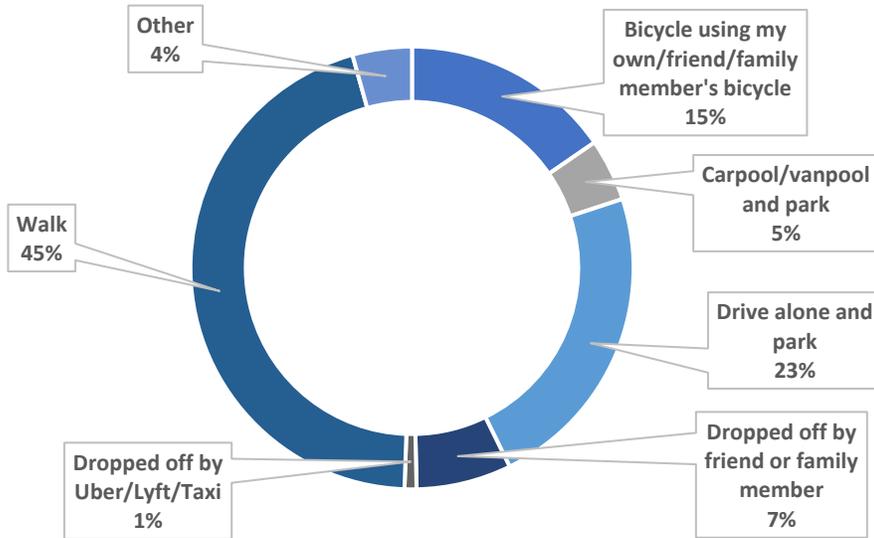
## Demographics and Transit Use

How often do you typically use public transit?



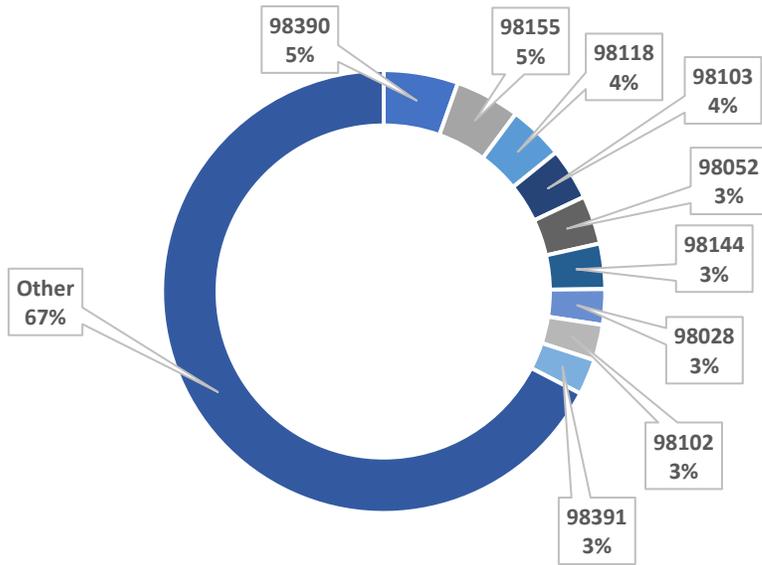
Answers	Total Responses	Percentage
1-2 days per week	70	15%
3-4 days per week	72	15%
5+ days per week	134	28%
A few times a month	84	18%
A few times a year	88	19%
Never	23	5%
<b>Total</b>	<b>471</b>	<b>100%</b>

**When you take transit, how do you usually get to the stop or station? Please select the method you use for the longest part of your trip to get to transit.**



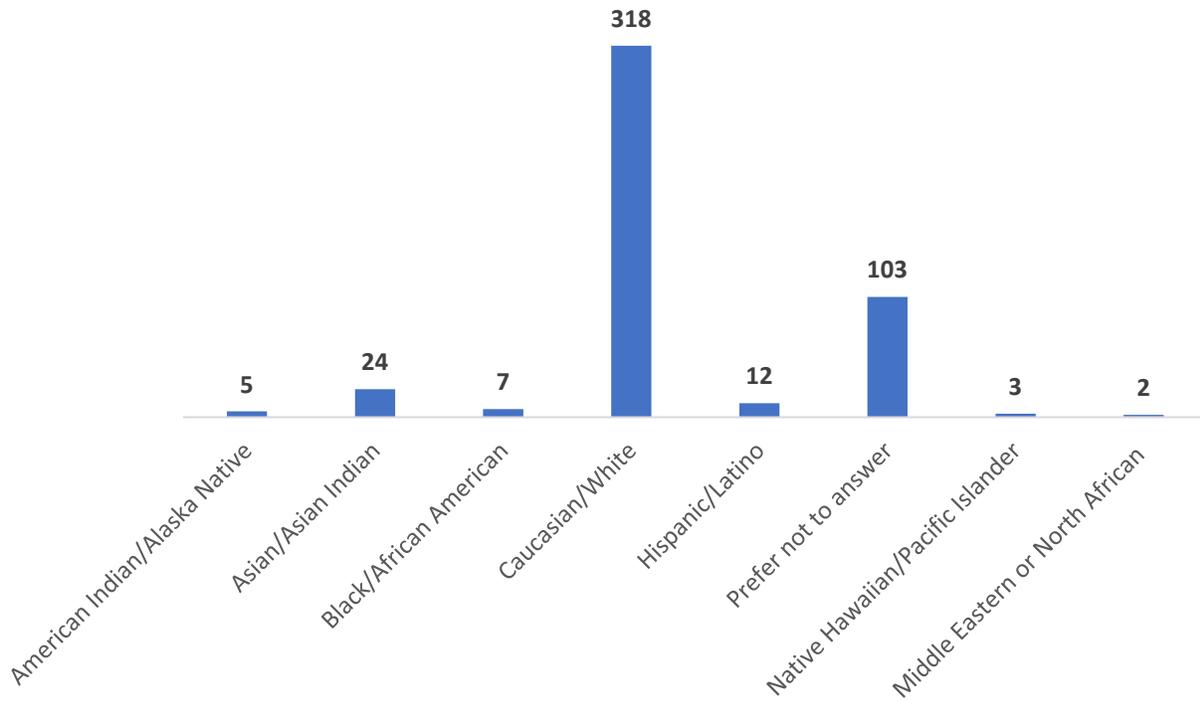
Answers	Total Responses	Percentage
Bicycle using my own/friend/family member, bicycle	71	15%
Carpool/vanpool and park	21	5%
Drive alone and park	105	23%
Dropped off by friend or family member	32	7%
Dropped off by Uber/Lyft/Taxi	4	1%
Walk	208	45%
Other	20	4%
<b>Total</b>	<b>461</b>	<b>100%</b>

**What ZIP code do you live in?**



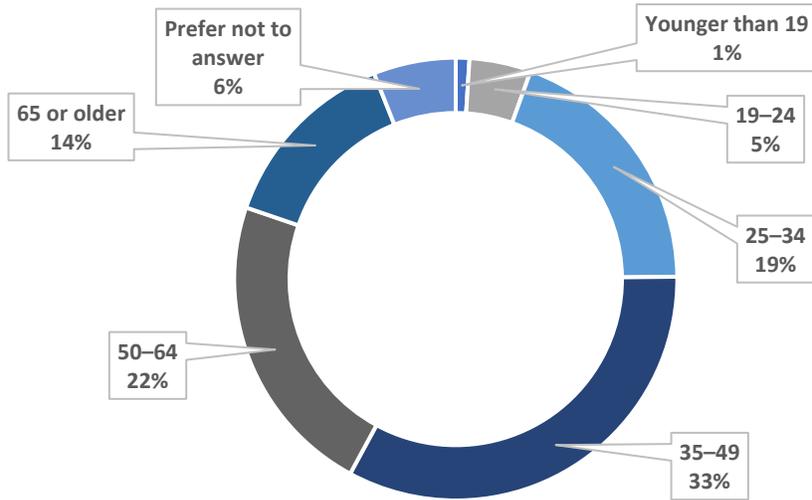
Answers	Total Responses	Percentage
98390	23	5%
98155	20	5%
98118	17	4%
98103	16	4%
98052	15	4%
98144	14	3%
98028	11	3%
98102	11	3%
98391	11	3%
Other	285	67%
<b>Total</b>	<b>425</b>	<b>100%</b>

Do you identify yourself as a member of any of the following ethnic groups? Check all that apply.



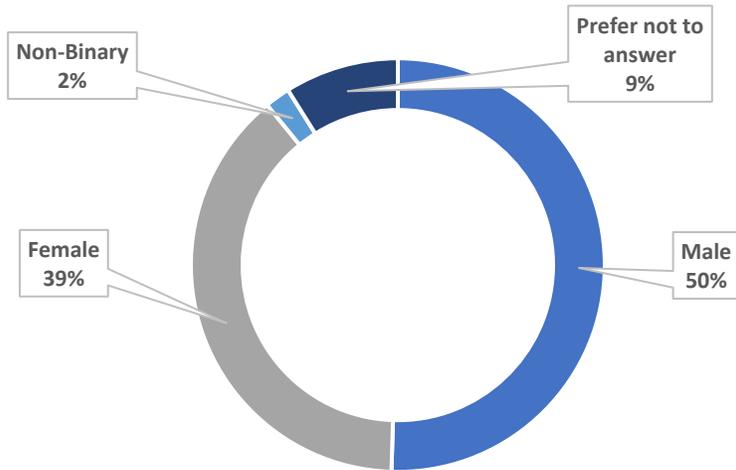
Answers	Percentage	Total Responses
American Indian/Alaska Native	1%	5
Asian/Asian Indian	5%	24
Black/African American	2%	7
Caucasian/White	71%	318
Hispanic/Latino	3%	12
Prefer not to answer	23%	103
Native Hawaiian/Pacific Islander	1%	3
Middle Eastern or North African	0%	2
<b>Total</b>	-	<b>448</b>

**What is your age?**



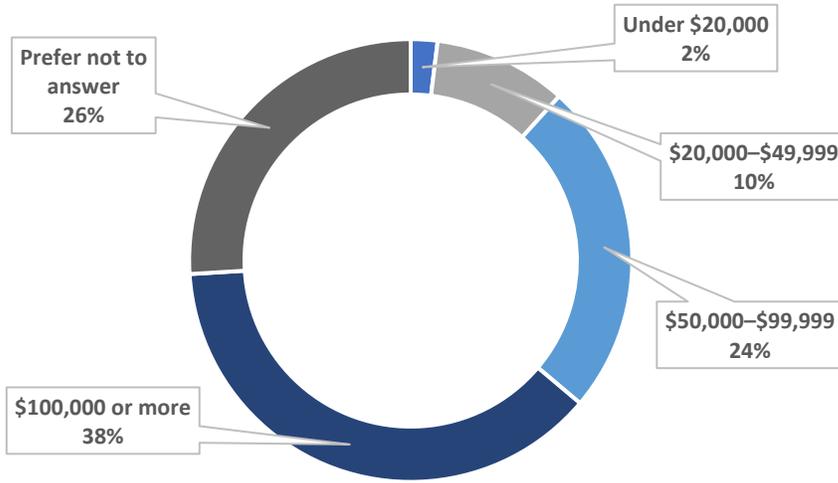
Answers	Total Responses	Percentage
Younger than 19	1	1%
19-24	21	5%
25-34	90	19%
35-49	154	33%
50-64	104	23%
65 or older	64	14%
Prefer not to answer	28	6%
<b>Total</b>	<b>462</b>	<b>100%</b>

**What is your gender identity?**



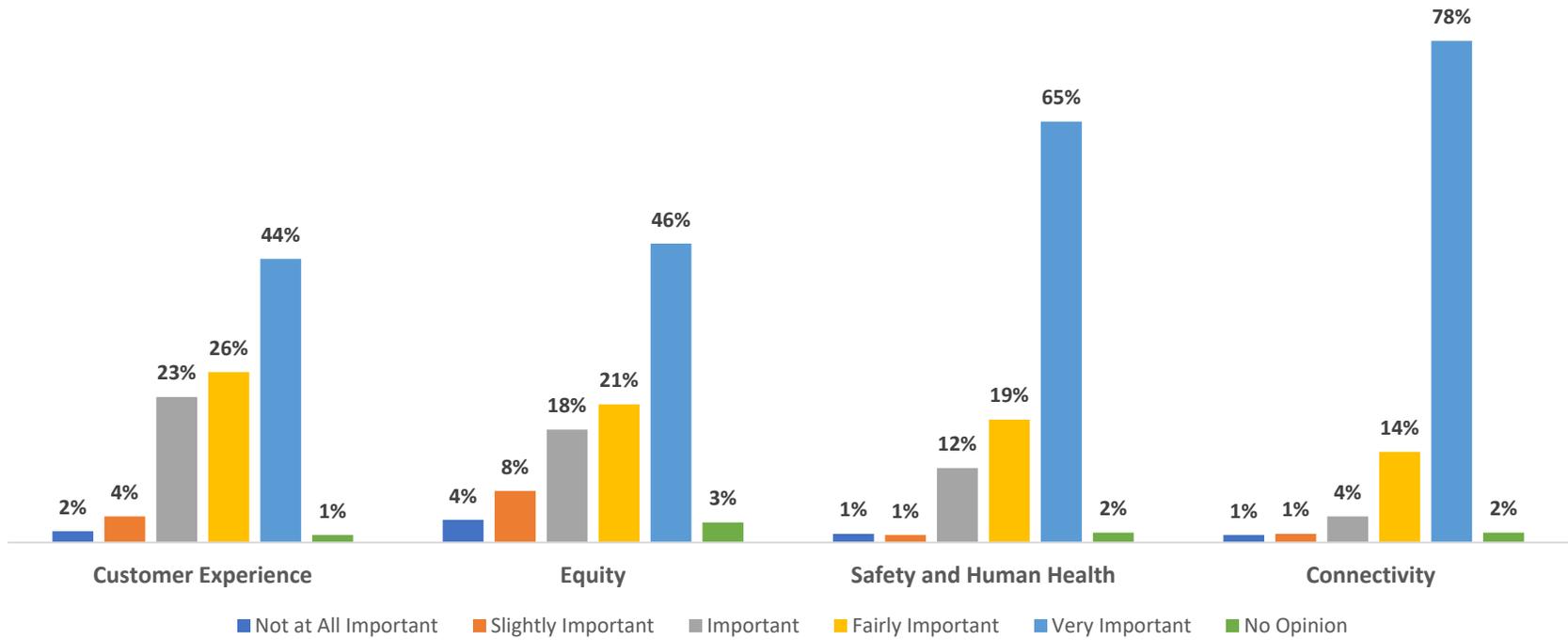
Answers	Total Responses	Percentage
Male	233	51%
Female	178	39%
Non-Binary	7	2%
Prefer not to answer	42	9%
<b>Total</b>	<b>460</b>	<b>100%</b>

**What are your household's total annual earnings?**



Answers	Total Responses	Percentage
Under \$20,000	9	2%
\$20,000-\$49,999	45	10%
\$50,000-\$99,999	113	24%
\$100,000 or more	175	38%
Prefer not to answer	120	26%
<b>Total</b>	<b>462</b>	<b>100%</b>

### Evaluation Criteria Ratings



System Access Fund 2019: Online Open House Complete Results Appendix

**Evaluation Criteria Ratings**

<b>Policy Factors</b>	<b>Not at All Important</b>	<b>Slightly Important</b>	<b>Important</b>	<b>Fairly Important</b>	<b>Very Important</b>	<b>No Opinion</b>	<b>Total</b>
Customer Experience	9	21	117	137	228	6	518
Equity	18	41	90	110	238	16	513
Safety and Human Health	7	6	60	99	339	8	519
Connectivity	6	7	21	73	404	8	519
<b>Policy Factors</b>	<b>Not at All Important</b>	<b>Slightly Important</b>	<b>Important</b>	<b>Fairly Important</b>	<b>Very Important</b>	<b>No Opinion</b>	<b>Total</b>
Customer Experience	2%	4%	23%	26%	44%	1%	100%
Equity	4%	8%	18%	21%	46%	3%	100%
Safety and Human Health	1%	1%	12%	19%	65%	2%	100%
Connectivity	1%	1%	4%	14%	78%	2%	100%

System Access Fund 2019: Online Open House Complete Results Appendix

<b>System Access Fund Online Open House: Responses to Question “Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?”</b>
Cost effectiveness of project to meet goals (connectivity, customer experience, etc.). This may be part of customer experience but reducing commute times is very important.
Areas with low income demography
Cost/benefit ratio, long-term environmental and social equity sustainability, ability to serve a wider cross-section of riders (e.g. bike/ped infrastructure for all ages and abilities).
Commercial vehicles, single occupancy vehicles and pedestrians should get priority over all other forms of transit.
Safe access for bicyclists and pedestrians.
Underserved - Residents of Lake Forest Park do not have a lot of options to get to places besides downtown Seattle or UW.
Pedestrian safety around major highways and arterials
How the project might stimulate and spur additional development (housing/commercial development) near the the ST facility (and thereby increase ridership.
The total time to get to a light rail or Sounder station.
<ol style="list-style-type: none"> <li>1. Add more and free parking at all ST parking areas.</li> <li>2. Stop bike lanes that hinder car traffic. Bike lanes remain unused.</li> <li>3. Lower taxes and do more with less. ST with its outrageous taxing power is forcing me to do more with less. Turn it around.</li> <li>4. End</li> </ol>
Please consider an overpass at the intersection of highway 104/Ballinger and Lake City Way/Bothell Way. This is a major intersection that would be improved significantly - for drivers and pedestrians - if there were a safer and easier to use option such as an overpass. The parents, children and families of Lake Forest Park implore you to consider this option! Thank you!
Need more parking. Garages get full.
Sustainability - more electric and hybrid transportation options
Depending on how you're defining it, traffic and congestion. For instance, completing just the northbound direct access ramp at 164th would offer tremendous benefit to riders. From the north, no more buses weaving across general purpose lanes or dealing with the congestion on 164th and Ash Way. From the south, no buses having to navigate an unsignalized intersection with Ash Way as well. Adding a signal OR redesigning the loop to bring buses to the signal at the south where Orange Line BRT buses could also go (instead of having to use the time-wasting roundabout to the north) would help as well. More buses/throughput = more access.
Excessive focus on equity can result in a transit design that does not address the overall working/commuting population, and therefore fails to address traffic congestion issues.
Sustainability, is funding being spread to all areas that are paying into ST3, what projects are going to have the most impact overall
Many people would love to walk or ride bikes to stations, however there are rarely safe, well-lit paths for either of those (especially going east-west across I-5). Looking at access to stations from a cross-town perspective (and not just north-south) would be helpful.

System Access Fund 2019: Online Open House Complete Results Appendix

<b>System Access Fund Online Open House: Responses to Question “Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?”</b>
Where will new connections reduce auto and parking dependency band work with regional plans.
Have 522 and 535 stop at the UW Bothell Beardslee Building at Beardslee&110th
Parking capacity alleviation at stations. Prioritize adding more bus lines to Seattle throughout other stations in Pierce Tacoma rather than just the Dome. More Tacoma-to-Seattle bus
Access to bathroom convenience store even a cafe at station
The most important factor is to bring access to a Link station that currently is hard to get to (except for those within walking distance).
Sustainability
Catalyst projects -- what's going to dramatically increase the number of people who can access the station without a car. Probably already covered in connectivity, etc., but worth considering.
Large-scale secure bike parking facilities
Trip frequency
Affordability
1) Connectivity to existing pedestrian and cycling infrastructure 2) Completing cycling network 3) Maximize likely users
Environmental impact
Many people feel the cities south of Lake Washington do not get their fair share of transit services for the taxes that is paid into the system
Bicycle facilities.
Multi-modal capability. If I can bike/drive some of the way and transit the rest, that’s a win.
Sound Transit should do all that it can to encourage low carbon footprint modes of transportation. So seamless bike integration with the full system seems like a perfect candidate.
Serve the Southeast part of King County - some of the ‘other’ fast growing areas: Renton, Maple Valley, Covington, Black Diamond
climate
Climate! Connectivity should rely on non-carbon forms of transportation like walking, biking, and electrified transit!
Additional Revenue potential
Additional ADA parking in garages It’s filled at Kent Starion very early we’ll before I need to go to work
Projects should not be built for areas of the region that don't pay into them.

System Access Fund 2019: Online Open House Complete Results Appendix

System Access Fund Online Open House: Responses to Question "Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?"
-YES - thanks for asking.
1) Make sure to have shuttle buses that run every 5-10 min. from major urban, community or commercial centers. Make them do a loop through the neighborhood on major arterial streets to maximize the potential for ridership, (i.e. not just a "there and back" ride to a "link" station or stop, but also to provide service for a roughly one square mile area around the link station. For example, for North King County: have shuttle bus main stops at: Lake Forest Park (LFP) Town Center, new Link station (NE 145th St. Shoreline); corner of 15th NE & NE 145th, corner of 15th NE & NE 175th (North City Neighborhood), then return to LFP Town Center by turning right on NE 178th.
2) Safer pedestrian access such as: pedestrian overpass over major arterials to station, an "all walk" crosswalk at major intersections near the transit link station (like the one near UW Campus Seattle on 15th AVE NE near entrance to campus), wider sidewalks and protected bike lanes near stations.
Why are is the Northgate station taking so long meanwhile work on the Bellevue connections is moving along much faster even thought it started later. Not enough construction resources are allocated to Northgate work.
multimodal connectivity so people can walk, bike, and use active transportation options to access transit!
Providing EAST-WEST public transit, so those of us with minimal access to transit (i.e., Phinney Ridge) can travel to the transit-rich I-5 corridor. Use smaller shuttle buses/large vans for difficult routes (for example, small buses traversing 65th St from Ballard, around Green Lake, to Roosevelt. Stop assuming that everyone can bike. Many of us have physical/medical issues that prevent that ability.
That it wasn't approved yet we pay higher tabs?????
Carbon footprint. Any project that allows the lowest amount of carbon footprint from the supported transportation mode should be prioritized. 1) Walking 2) Biking 3) Transit 4) Drop-off zones.
It should prioritize bike, ped, and transit connections
Parking availability
Not enough parking for downtown Tacoma.
relative cost of the project
Easy, convenient, expeditious transit options from Magnuson park low income housing to light rail.
No long walks from bus drop off to link station (like we have at SeaTac and Husky stadium). That makes it hard for people who are not disabled but are elderly or burdened with luggage or when the weather is bad.
GHG, gas/energy use and emissions savings. How do the improvements eliminate cars and car trips? Urban density. How do the improvements encourage or increase density? Prevent sprawl?
Accessibility
Safe bike access
Overall system efficiency (minimum seat changes, high throughput, runs well in poor weather, predictable schedules, etc.)

System Access Fund 2019: Online Open House Complete Results Appendix

System Access Fund Online Open House: Responses to Question “Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?”
Universal accessibility and eliminating or minimizing the need for car trips (don’t just depend on park and rides).
Preserving car access to stations should be a much lower priority than providing a safe, connected experience to people walking, rolling, or biking.
There has to be adequate parking near ST stations or frequent bus connections in several neighborhoods. We won’t use ST if we cannot easily and quickly get to a station. I have only every 30min weekday and hourly weekend bus service to the closest ST bus stop. It’s not practical, especially late at night. The park and ride fills up on weekdays. That makes it hard to use ST buses if I leave after the morning rush hour.
Prioritize Title VI populations including low income and minority populations.
capital projects should report a cost-benefit analysis, lifecycle cost and future maintenance requirements.
Greatest impact per dollar spent.
walking transfers should be minimized subject to the constraints of right of way and budget. real time arrival information should be provided for bus, Link, and Sounder at all stations.
Accessibility
safe bicycle access
Possibility to tie-in multiple factors in one design, also integrating other necessities of the city. For example, a tree-covered protected bike lane allows bicyclists of different ages and skills to safely get to Transit (i.e. equity and safety) but the presence of trees reduces pollution and the heat-island effect on cities improving quality of life in the city (specially important for sensitive populations during hot weather extremes), plus it can help with control of water run-off, tying in with other needs of the area.
Transit is only as good as it is useful to people. Connecting to final mile from doorstep to transit option is critical. Must make transit as easy as pulling your car out of the driveway for people to shift to transit.
Just remember that equity and equality are not the same.
Key destinations
There should be a focus in the south sound to connect workers to with equitable infrastructure improvement to access transit as the tax base is lower in the south sound due to wage discrepancies. Further folks who used to live in Seattle can no longer afford to live there and thus must move south.
Volume, the number of people served by the improvements, with higher numbers receiving more points or value for project support.
Environmental Impact
Mixed-use and transportation oriented developments are increasingly an important strategy to reducing housing burden and car ownership on residents, and pollution to the entire region. It's tied into is 'Connectivity' but it's more than just connecting people to transit, it's prioritizing transit as a part of live/work/learn/play centers in the fabric of the built environment.

System Access Fund 2019: Online Open House Complete Results Appendix

System Access Fund Online Open House: Responses to Question “Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?”
Connections to other mass transit or bike/ped facilities in particular
How projects will fit in and complement other plans, such as pedestrian and bicycle master plans.
Environmental, health & equity impacts, prioritizing active travel modes, ensuring that Sound Transit facilities are accessible for folks walking, bicycling, and taking local transit and prioritizing these investments over SOV trips
Easy Access is not easy if the Lightrail station access is clogged with electric rental bikes.
long term usability, current needs
Equity doesn't tell me enough to answer that question. Equity for whom? Connectivity & Equity are just words. Doesn't tell me what you are asking. People in unincorporated Pierce County would like some equity. Sound Transit takes our money but we don't get any benefit. Even our bus routes were cut and that was the only benefit that we had from Sound Transit boondoggle.
The impact a station will make on reducing climate change driving impacts, as well as equitable service to diverse communities of color and those with accessibility limitations so that equity is more focused in its perspective for assessment.
Parking so you can access the new light rail.
Effectiveness/tax money stewardship. Climate change factor.
environmentally sustainable, renewable energy (solar, wind, rain run off?)
Despite System Access Funds purposely not being eligible for parking improvements, parking improvements are fundamental to providing for the transit network. Parking availability at Transit Centers, Bus rapid Transit locations and light rail stations is fundamental to getting anyone outside Seattle to utilize the system. BUILD MORE PARKING!
Yes, making these surveys cogent and useful. I'm here to support a funding request to help the City of Tacoma fund the streetscape project to ensure the Hilltop link extension is a success.
Emissions, and value (dollar/extra rider)
Look 50 years into the future and ask if you are making the right decision. Please consider adding bike lines to the city of Federal Ways light rail station stops. Bike lines, not only help cyclist, but pedestrians feel safer walking to the stations. Look toward the future, driving to the light rail station should be a last resort and parking garages should be minimal as they take up valuable land near station stops where people could live.
Reduce outages. Elevators and escalators when down are down for weeks. A temporary disablement made me realize how horrible it would be to ride as a disabled person in our system on a daily basis.
focus on walking and bikes please. paths of cars and buses should not cross.
Connectivity is 100% the most important factor. Equity means everybody can connect, and safety means it is easy to connect without risk. Customer experience means a tourist, disabled person, or anybody is able to connect or will want to again. If we want to be a modern city and get this traffic handled, we need a connected city.

System Access Fund 2019: Online Open House Complete Results Appendix

System Access Fund Online Open House: Responses to Question "Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?"
Environmental impact
Could connectivity using personal cars be part of the equation? Why not add parking if it would increase light rail utilization overall?
Don't build a tunnel in Ballard. That would be a tremendous waste of funds!
I would think future grow of the area is also important so the money spend will be a long term solution.
Environmental impact and green space I think should be very important. These facilities should be pretty to look at, with paths surrounded by healthy, native vegetation, and any new "urban" structures like drop off areas should not be a blight on the urban landscape, they should be pretty and add to the form of the station.
Project Design and Construction timeline. Build as fast as possible. I look to Australia, they are years ahead of the US. So easy to get around there.
First mile last mile connections and employer shuttles access to Link Stations
Programs that do not fund private charter organizations. Via and the Bellair Airporter shuttle are examples of what we need less of. Last mile solutions from private enterprise is a horrible concept whose time is long past.
Relative growth of the affected area, especially with respect to commuters. For example, Auburn just finished experiencing rapid population/commuter growth associated with the Lakeland Hills area. Next on the docket, and well underway, is explosive growth of a similar magnitude in the Black Diamond area. This community directly east of Auburn will funnel the lion's share of its commuters in through Auburn and the Auburn Station.
Areas with high populations should be prioritized first, regardless of the City's zoning code changes. Improving connectivity within our dense urban centers should be the first priority. Please also consider racial and economic equity issues.
more seamless connections between bus and Link: bus should load/unload right next to entrance/exit from light rail, fix stations where one has to cross roadways, wait for traffic lights, etc.
Ensuring that folks can get there via bus from other transit systems and use public restrooms when & where necessary.
Driving as little as possible. Connecting services must be readily available to keep people off the road (light rail, trolley, bus). Services must be regularly scheduled and reliable.
Parking Off hours commute
Maximize ridership through access. This includes prioritizing space. Parking lots and secure bike cages take up space and don't provide as much ridership as locating walkable communities near stations.
Public transportation access from point A to Link station.

System Access Fund 2019: Online Open House Complete Results Appendix

System Access Fund Online Open House: Responses to Question "Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?"
<p>We must cover the "last mile" and "last fifty feet" for all people.                      This means to me providing public funding for local dial-a-ride shuttles and other modes between all taxable addresses and the Sound Transit stations, especially LINK Light Rail.                      The "Park &amp; Ride" model of the 1980s is clearly obsolete.</p>
<p>safety for use at night-                      lights and emergency service access via 911 phones or cell service as well as security cameras</p>
<p>Access for everyone is the most critical part of making transit successful. We have to be able to make it easy for people who want to ride tranist.</p>
<p>Improve connections with local bus routes or street cars.</p>
<p>MLT NEEDS TO HAVE A SAFER WALKING ROUTE TO THE RAIL LINK</p>
<p>Public art as an integral part of the design.</p>
<p>multi usage: e.g. bike path to park and ride can be used during the weekend</p>
<p>Please make sure that the stations are accessible to all, not just people who are able to walk.</p>
<p>I think the main factor that's important is improving connectivity in order to get as many people using mass transit as possible and in order to get people to believe that mass transit is a viable alternative for them compared to driving.                      I think part of this is increasing capacity for routes that are heavily used (I take the 252 or 257 to work and often when I get on that bus it is completely packed full) and expanding both link rail service and access to link rail stations</p>
<p>Dignity of the experience. How many people who could otherwise drive use your system? KPIs like that demonstrate success.</p>
<p>Many of my experiences are parking near a train area and hopping on. I think quick easy access parking and into the train is best. Afford the riders fast easy entry into the train for their destination.</p>
<p>Making the system easy to use is hugely important - That means easy transfers as easy access to stations for ped, bus and car transfers.</p>
<p>Safety is the most important</p>
<p>Connectivity not just for pedestrian riders but also for cyclists (considering those using personal bikes and wishing to store them at a station, those taking personal bikes with them on transit, and those connecting to a station using bikeshare).</p>
<p>I think you should prioritize the most heavily trafficked areas - and get the most impact possible with these funds.</p>
<p>I think sound transit is terrible and only thinks about themselves!</p>
<p>Consider allowing for expansion or re-development of potential projects when building for the future.</p>
<p>Rail = regional. Light Rail = Territorial. Bus = Sectional. Van = local. We should have a transit system 110 fold for the money this has taken. Business should be footing the bill, not the property tax payers. Other countries laugh at your feeble attempts and recognize the public banditry.</p>
<p>Environmental Impact</p>

<p><b>System Access Fund Online Open House: Responses to Question “Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?”</b></p>
<p>A life cycle cost estimate for the project should be prepared together with an explanation of where the funds will come from to pay for the acquisition and ownership costs.</p>
<p>accessibility</p>
<p>The population growth in the south is making the roads busier every month. If there is a way to get more transit options available quickly it would be great. More trains during the day and on weekends. More bus routes to areas that have no service today.</p>
<p>Fife School Bus stop safety areas and traffic impact . School bus stops should have curbs and clear markings to slow down traffic. School bus stop areas in Fife should have accessible crossing markings//signals.</p>
<p>Several of the policy factors seem overlapping / closely connected. I think a consideration of other nearby projects/ available resources should be considered. I.e., if the SAF could be a good catalyst for change in a community that might be lacking in other investments versus somewhere that has a lot of other \$\$\$ headed their way.</p>
<p>1. Better Sound Transit Bus Routes serving Lakewood Towne Center to Downtown Seattle / TCC to Downtown Seattle / Reinstating Pierce Transit Routes From Lakewood Sounder Station To Lakewood Towne Center.</p> <p>2. Also, timetables do not coordinate for connection with other routes and customers miss buses down the line.</p>
<p>Can I bring my bike?</p>
<p>Transit projects should not merely 'do no harm' or mitigate impacts, but rather generate otherwise unavailable positive impacts. They should comply with extant local area plans and exemplify the community wide effects planned for. Never should they run counter to planned improvements. Unavoidable negative effects should be mitigated within plan intentions. They should be undertaken as collaborations with the city, district and local residents.</p>
<p>Adequate parking. Quit trying to make people stop driving all together. More people would ride light rail if they could drive to there local station and easily find a parking space</p>
<p>Education of Drivers to Rightsof Other Users Holding Drivers Accountable for Crashes and Intimidation Drivers Cause Wayfinding</p>
<p>The workforce for Seattle and Tacoma are located in the valley cities from Renton to Auburn with a population of more than a half million people. Focus efforts on how they can get to transit to get to work and back.</p>
<p>Ensure there is sufficient parking to support your projects. Its fantastic to have light rail and hard rail, but people won't use them if they can't park at the stations and getting to the stations via buses is not always feasible for working parents that have to drop off and pick up children during their commutes to the stations.</p>
<p>Affordability is appreciated too.</p>
<p>The the climate crisis in mind, promote active transportation alternatives (walking and bicycling access) over auto-centric alternatives, such as building or expanding Park 'n Ride facilities.</p>

System Access Fund 2019: Online Open House Complete Results Appendix

<b>System Access Fund Online Open House: Responses to Question “Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?”</b>
I can sort of guess what you mean by "equity" but it would sure help if you define that on this page - and all the other evaluation factors for that matter (that info might be on other pages, but it doesn't help me when answering the survey. At a minimum, include it as a tooltip
Impact and options to commuters located in rural areas bordering but outside of RTA
St Transit is a big expensive project and should address the above cited areas. Note that parking access is a weak link and not even included in the above-it should be. Do you plan to have local street parking clogged by transit users who may be away all day?
Has the local government invested in transit-oriented development in order to ensure that the station will be well utilized?
Whether there are existing connections (bus, light rail or train) and is it possible to walk or roll there (safe crossings, sidewalks and bike lanes with buffers from traffic).
Cost effectiveness per person aided
The location/site of the stations (are they by freeway on/off ramps making them more commuter stations or are they in neighborhoods)
Reaching customers that are farther away. Example: ride 2 in West Seattle doesn't extend very far south.
-Environmental impact - find solutions to the problem of the "last mile", i.e., how to get from home to the public transit
Safe parking so that we confidently park our vehicles Safety during early morning and late night hours for both riders and parking areas Protected bike Lanes that prevent bikers from riding on sidewalks and also protecting the bikers from cars and other heavy vehicles This will ensure children bike more to schools
Future growth
Please think of efficiency and how these projects affect long time local residents instead of "how can we spend this money!"
Which projects will decrease greenhouse gas emissions by encouraging modes of movement that are better for the environment, and curtailing space for modes that pollute and contribute to climate change.
Larger parking garages are necessary. The Auburn station is nearly full by 6:00am.
More stations. Build BAR.
Estimated number of riders benefitted
It is important to minimize driving to stations. More cars mean more hazards for people who are doing the right thing: walking and biking. More cars mean buses stuck in traffic.
Making it easier to walk to stations from more directions, especially when there are large obstacles in the way such as freeways and large roads. Also, better bus-to-rail integration at places like Mt. Baker Station.

System Access Fund 2019: Online Open House Complete Results Appendix

**System Access Fund Online Open House:** Responses to Question “Are there other factors that you think Sound Transit should consider using to evaluate potential projects that make it easier and more convenient to get to a Sound Transit station?”

Pedestrian and bike access, station placements and pathways that prioritize quick and easy connections between bus and light rail.

In Puyallup where you have a very high number of passengers on your Sounder Train there is no bus that operates past Meridian and 176th. Housing developments like Lipoma Firs where development still is adding close to 1,000 more homes do not have adequate access to safe public transportation and I’ve seen people walking north bound on Meridian dangerously close to road just to get to a bus stop on Meridian and 176th.

Transit orientated development of dense housing on transit (and biking) corridors and by stations.

System Access Fund 2019: Online Open House Complete Results Appendix

System Access Fund Online Open House: Open-Ended Comments

Please invest these funds into projects promising to strengthen access and safety to our region's public transportation system.

The funds utilized for this program will have repercussions for the next thirty years. We have sunk all of our future transportation funding into ST3 which passed because the general public is not intelligent enough to understand the numbers provided by Sound Transit were erroneous. Now, you come and present the people you steal from with a \$100 million call for garbage projects with the excess you have skimmed instead of utilizing what you need and paying off the bonds you are bleeding the tax payer for earlier. What a joke ST has become.

Howdy Mike Dee here,  
Hi Sound Transit,  
Please Fund Multimodal Connections from the Lake Forest Park Town Center to the Burke-Gilman Trail.  
Thanks,  
Mike Dee out

I strongly support the Lake Forest Park Town Center to Burke Gilman Trail Connector proposal. Would be very useful addition and increase safety. - Jason Mattingly

There is absolutely no reason to further develop access between the Burke Gilman Trail and Lake Forest Park Town Center. If bicycle riders can't negotiate a crosswalk with a light, they shouldn't be out without supervision.

This region spends entirely too much money on bicycle access at the expense of pedestrians, who are statistically 100 percent of the state's population.

NO MORE MONEY FOR BICYCLES until the state meets its actual financial obligations.

What we could really use in the North side of King Co. is a connector between the Burke trail in Lake Forest Park and the 185th station in Shoreline and then again between the 185th station and the Interurban Trail. Basically a Burke Gilman - Interurban connector that runs through the 185th station. Oh my god, I'd never have to use my car again.

Pedestrian safety in our neighborhoods is a high priority for our community. Access to safe walking and biking trails is integral to maintaining a vibrant community and the quality of life of our citizens. Equitable access to transportation is also key.

Recommend: a pedestrian overpass from the Burke-Gilman Trail to Lake Forest Park Town Center

Danger for pedestrians and bikes crossing SR522 in Lake Forest Park, Kenmore and Bothell will only increase when BRT and light rail take effect. I use public transit and welcome much needed improvements to the north end. Safe access and convenient connections to TOD related housing and business will encourage ridership and mitigate adverse impacts on surrounding residential communities. Transit amenities that also benefit the community (such as overpass footbridges) show cooperative engagement and lasting good will.

**System Access Fund Online Open House: Open-Ended Comments**

Seattle and King County have big budgets and can handle the projects themselves. Smaller cities like Lake Forest Park and Shoreline do not have the resources to provide safe connections to these new transit stops, which will be much more heavily used than at present. Don't leave these smaller cities out!

I think the safe walkway above 522 (Town Center to Burke Gilman Trail) is very important because many residents use the trail to get to the bus stop at the Park N Ride and 522 is an incredibly busy street. Also, at Ballinger and 522 there is an entrance to a private park and a public dock and there is an enormous amount of foot traffic, especially in the summer. It is imperative to keep those pedestrians safe.

Really curious and excited about potential connector between Burke Gilman trail and LFP town center. Frequent user.

Sound transit ought to find ways to lower the tax burden to homeowners. No matter how sound transit spins it, I cannot access light rail or any related sound transit projects without added cost, burden and time. I am forced to pay for a service I can never use or benefit from.

How about sound transit doing more with less. Sound transit is forcing me to do that via taxes and the RTA. Sound transit out to lessen the burden that it is creating with poor, but costly and not accessible projects.

Something needs to be done about making the Sounder go all the way to the Capitol Hill stop. It's ridiculous the amount of transfers need to be done to get there. And maybe there needs to be a shuttle from the Kent Park and Ride to the Sounder train station!

My family loves behind the town center. We walk to the Burke Gilman and the Civic Club all of the time. It is very scary to try to keep my little ones safe with traffic whizzing by on Bothell Way. A pedestrian overpass would help keep everyone safer

1. Weekend trains
2. Mid day trains
3. Parking
4. Express Trains ( Tacoma, KENT, Seattle, Edmonds)

GENERAL:

Bicyclists account for about 3% of trips. As such, unless it's a separated facility, which would appeal to more than just the "professional bicycle commuter," i.e. to casual, younger, older bicyclists as well as walkers, I'm not supportive of it. I'm also more supportive of connections to light rail than to the North Sounder due to the frequency.

SNOHOMISH:

5- \$2,500,000 My top choice, even if there's no I-5 crossing. It's a ridiculous waste of time and public agency \$ to have buses sliding across general purpose lanes and clogging 164th & Ash Way, which is especially a nightmare when it's icy/snowy. With an armada of buses on the horizon in 2024 to serve light rail, let's get this done ASAP!

4- \$2,000,000 My second choice, this is woefully overdue, the high rises should never have been constructed without this! There should be a traffic light at the west entrance to Ash Way OR the bus loop redesigned (cut through the south end of the loop) to move the buses to the light that's at the south. Also, striping is sorely needed on Ash Way going south of the Park & Ride so that motorists can get in the correct lane as they approach 164th, the signage only now appearing near 164th!

1- \$1,900,000 Everett Station: recommend due to connections to activity/job centers, e.g. the city and county offices, the arena, businesses and tourist attractions downtown

6- \$2,500,000 Supportive, as it appears to be separated and multi-use. It would be great if it could be extended to SR-99, where Swift Blue Line BRT buses go by.

9- \$500,000 Generally supportive, so long as the trail is wide, there's ample space between the trail and the surrounding forest, and it's incredibly well-lighted. I have safety concerns here.

===

I total \$9,400,000 at this point! I'd put the remaining \$600,000 towards #3:

3- \$764,000 Somewhat supportive, but in the "slightly important" category. Am supportive of the shared use (south/east) side of the street improvements.

I'd reject the following due to value, cost, benefit relative to Sound Transit, etc.

2- Local project: North Sounder and sounds like something that Mukilteo should be funding

7- Local projects: Edmonds should be funding

8- Too expensive, not good bang for the buck or value for who would use it

10- Local project: Mountlake Terrace should be funding

NORTH KING:

1- \$3,700,000 A huge deal for pedestrian safety, for NE 145th is a nightmare for all modes of traffic and has been for decades. That's why many of us advocated for NE 155th, as the bicycle lanes, pedestrian sidewalks, and underpass were already there, but the "powers that be" wanted 145th fixed up, so here we are.

2- \$2,000,000 SR-522 is not pedestrian friendly due to high speeds and a narrow roadway footprint.

4- \$2,259,000 Four LRT stations = good bang for the bucks!

===

My total at this point: \$7,959,000...the remainder could be apportioned to the remaining two?

5- There are some elements herein, e.g. improving wayfinding, that I'm supportive of. Some of the rest sounds more transit-specific (statistic gathering) than of regional benefit.

3- Too expensive. Would support the pedestrian improvements part of their package, the greenways are a Seattle funding obligation!

EAST KING:

2- \$1,500,000 Presently a safety nightmare, lots of accidents along here. Multi-use improvements.

4- \$688,500 Fills a gap, multi-use

11- \$2,050,000 Safety concerns in this area, multi-use benefit

13- \$2,000,000 Multi-use, fills a gap

At this point, I'm at \$6,238,500. My next two would be:

5- \$734,400 Fills a gap, multi-use, don't know how much high schoolers would use it, however, as most drive or take a school bus

3- \$1,743,000 Nice if you have the funds, but not a situation of tons of vehicles with pedestrians due to narrow streets. Kaysner Way could definitely use improvements.

This brings me to \$8,715,900. My next choice would be #7, then #12, but neither were recommended!

7- \$1,200,000 Was not recommended

12- \$1,200,000 Not recommended

8- \$6,000,000 Too much \$!

9- \$271,500 Limited value

14- Same issues as mentioned before.

10- \$1,000,000 Seems this should be locally funded (it's a long walk to the P&R)

1,6- Bicycle facility.

SOUTH KING:

My choices here would be:

5- \$1,500,000 Good bang for the buck

7- \$273,683 Good bang for the buck

9- \$2,392,800 Safety concerns around here

12- \$280,000 Excellent bang for the buck

2- \$1,300,000 Safety!

11- \$1,625,000 Congestion relief, too!

10- \$730,000 Busy area

8- \$879,268 Good value

My total here is: \$8,980,751

Partial to:

13- Wayfinding

No to:

System Access Fund Online Open House: Open-Ended Comments

3- \$2,873,000 Expensive

1- \$2,000,000 Local

4- \$3,291,000 Expensive

6- \$1,985,000 Expensive

PIERCE:

2- \$1,500,000 Value, connectivity

4- \$250,000 Value

5- \$309,672 Value and ADA focus

8- \$452,000 Connectivity, multi-use, value

7- \$1,500,000 Connectivity, multi-use

10- \$1,040,000 Busy area

13- \$150,000 Value, busy cut-through road to/from bases and DuPont

11- \$2,000,000 Connectivity

9- \$661,936 Would people use it? Safety issues addressed for nighttime, inclement weather?

3- \$1,650,000 A little pricey

My total at this point is \$9,513,608

1- Expensive

6- Bicycle facility

We need support for the Auburn transportation center. It would be helpful to have a schedule available for those of us who use the sounder or light rail infrequently. Perhaps a printout sheet to keep. Especially special event sounder trains. The A Street loop sounds like a good idea.

System Access Fund Online Open House: Open-Ended Comments

I am very excited about light rail at Northgate. However, access to Northgate transit center from the north Seattle area is very limited. I am hoping that additional, efficient bus routes from Greenwood Ave N over to Northgate are under consideration, as the only current route, the 345, is far too slow for anyone who wants to commute to Northgate to take a bus or light rail elsewhere, especially to the U-District or Capitol Hill. We have lots of access directly to downtown, but getting across the freeway to anything is nearly impossible. This will be especially important as parking availability decreases at Northgate Transit Center. Please look at cross-town routes and access from the west side of I-5 to upcoming light rail stations, especially across 130th. Also increased bike cages or secure storage at all park and rides, as well as a system for easily telling when there are open spots.

Please do not neglect any area because fewer people from those areas filled out the survey. I've never bussed/bike/driven in the Snohomish area, so I have no idea what projects are most necessary there. If you can do improvements in those areas and get major benefits to transit there, I would recommend doing those over improvements in other areas that will provide small benefits.

Anything that can be done to better connect the Mt Baker station which sits in an island of traffic is appreciated. The surrounding neighborhoods are missing critical infrastructure like sidewalks and bike lanes: vital to mobility in under served and poorer neighborhoods.

It's such a huge miss to have a benefit like light rail, but no safe way to reach the station on foot.

Anything to improve access to transit in North bothell is welcome. Anything that reduces traffic on at 527 and 524 is in best interest of many, given traffic volumes. Shuttles to light rail or to exit 26 of 405 on sr 524 make sense.

The Sounder Stations need to have programmable signage to show which track is carrying which train. The station attendants are not at all stations nor do they adequately serve disabled people with various disabilities at the stations that have them. It is, frankly, puzzling that this is not already installed. Its lack has caused me to harm myself rushing from one track to another because the train wasn't at its usual location. I imagine that slower-moving passengers miss trains. This is really unacceptable.

I just wanted to say how happy I am that ST3 includes funding for nonmotorized access to transit stations. Transit is more successful if people can get to it, as part of a connected system. And the future of our species is dependent on us making it safe, convenient, and comfortable for people to get out of their cars and walk, bike, or use transit.

We need more DIRECT UP-to-TCC-to-Hilltop-to-TACOMA DOME transit. That last part- DIRECT to the Tacoma Dome- is important. Routing everything through the Downtown transit center doesn't cut it.

You need to make park and rides bigger. They fill up now and no one can take light rail if there is no place to park!

**System Access Fund Online Open House: Open-Ended Comments**

I live in Lake Forest Park and regularly enjoy using the Burke Gilman Trail. I understand the City has submitted a funding request for a connector between the Trail and the Town Center. I strongly support a connector to provide safer, more friendly foot/bike access.

Since ST3 projects will ultimately cost far more than the costs estimated with the ST3 plan proposal voted on in Nov 2016, this \$100 million could be better spent actually completing the light rail and BRT elements of said plan. Focus on your core mission instead of these local pet projects!

While you're at it, please refund the district taxpayers (including this household) the excess MVET you're collecting from us annually by your choice to continue to use the repealed MVET depreciation schedule. Your bond contract argument doesn't hold water as the bonds involved could simply be defeased. The failure of the legislature to correct their own misstep in the 2015 transportation package that created this issue is inexcusable as well.

Crossing 6 lanes of insane traffic for users of the Lake Forest Park BRT facility is downright insane! How about funding this connector from the BRT facility to the Burke-Gilman Trail, which would also provide safety & encourage use of the outbound BRT buses.

As a 50+ year member of the city of Lake Forest Park, I believe this is a great idea. I've also belonged to the Lake Forest Park Civic Club, the entrance to which is just east of 175th & Bothell Way. Bothell Way and Ballinger Way are both extremely busy highways and having a much safer method of getting to the east side of Bothell Way would be of great benefit to the majority of people who live in Lake Forest Park and want to access The Burke Gilman Trail, the Civic Club or even Lake Washington. This has my full support.

Any project that proposes sharrows to expand bicycle access to ST stations should be rejected. This limited funding should only go to cities willing to give bicycles dedicated space. Some projects include roadway construction for cars. The funding from this program should only be directed to the portion of those projects that directly improves the pedestrian/cycling connections.

My commute is Auburn to Bothell everyday and I have to take out my car and spend 3-4 hours in traffic everyday as there's not many options with taking public transportation... I wish there's a train going up north to Bothell. Would save atleast an hour if I had a train. I was used to the Chicago transit system and never had to take out my car to work. Would like you to please look into it and help Auburn residents with a better transportation system.

Resident of Auburn Lakeland North

System Access Fund Online Open House: Open-Ended Comments

\$90 monthly guaranteed parking to take the Edmonds Sounder defeats all purposes of taking public mass transportation. You've turned something convenient and low cost and made it into something elitist. Getting there earlier to grab limited "free" parking isn't an option for caretakers in families. Disappointment doesn't begin to describe the frustration about that decision. Public transportation should be convenient for all. When people are priced out of Seattle itself, of course they move to suburbs like Edmonds. Don't price them out of Edmonds, too! To invest in pedestrian and bicycle improvements is cute and hip but a vastly ill utilization of public funds compared to the actual need: parking. This is a suburb. Assuming the population here is able-bodied to bicycle back up the Edmonds hill after work, light of carryons (god forbid someone needed to pack their lunch, or a breast pump, or work laptop) and has time to spend 20 minutes cycling before the 45 minute train that drops you off 30 minutes from where you actually work...is outrageous. Yours truly, a very disappointed citizen of Edmonds who formerly took the train and works downtown and can definitely afford the \$90 parking but is way too mad about it to give you my money or continue riding the Sounder.

Please prioritize non car access!!!

I strongly support the improvement of the S 7th Street Corridor in Renton. Currently S 7th lacks sidewalks and is not pedestrian friendly and makes non-motorized movement in South Renton very difficult. Over the years S 7th has been widened to support an increased traffic load. At the east end of 7th this action has moved this high volume roadway very close to the long established homes in the area. It is essential that any plans for the improvement of S 7th includes efforts to mitigate noise and congestion issues for these unfortunate home owners.

I really wish Sound Transit treated bicycles as a magnifier of their system rather than a bane to it. The lack of sufficient secure bike parking at various transit centers, the lack of stairs/runnels in many light rail stations, the policy prohibiting bikes on escalators, the inadequate number of elevators, the inadequate space for bikes on trains...

Has all gone to undermine a powerful tool which would expand the utility of the built ST network. ST leadership needs a broader vision on making services work with bikes.

I support number 13 wholeheartedly. That corridor has always been the most stressful section of my round trip bike commute from Renton to Auburn. Any and all improvements to this corridor will improve the safety of bike commuters.

Dave Moynihan

Renton, WA

I am concerned that parking will fill so quickly near the stations (Mountlake Terrace in my case), so drop off area would be a priority, if not more parking somehow.

Fix the intersections of MLK and S Henderson where people keep playing frogger and getting hit! This intersection is a killbox setup by SoundTransit.

**System Access Fund Online Open House: Open-Ended Comments**

I live in Graham, the light rail is a VERY far from me. I will never use the light rail because of the distance but I have to pay the RTA tax that has tripled the cost of renewing my car tabs. Because of the RTA tax I can only afford to register one car, can't afford brakes or new tires. How far away do you need to live for Sound Transit to comprehend that it is unrealistic that the light rail is not an options? My comment is....take your light rail and shove it.

Mountlake Terrace's Veteran's Trail connection is a very important walking path for the community to get to the transit station currently and improving it will only help when light rail arrives.

Thank you for not including all people in lake forest park. I live at 17850 28th avenue ne. Walking and bicycling along 178th/24th ave ne in lake forest park/shoreline between the LKFPK towne center and north city is highly dangerous no shoulder and excessive speeds. And no bus transportation. I'll never vote for your projects again. The people on the lake side of 522 fought the improvements on the BGT and cost taxpayers hug amounts of money and now you're catering to them

During construction at Overlake Transit Center there is no safe place to pick-up or drop off passengers. Not only is there no parking, forcing more drop offs, but there seems to have been no plan for that either.

I am surprised the projects didn't address pick-up and drop offs as the introductory page contemplated.

Most of these projects wont help most of the people since they are mostly non motorized projects. Most people that are using or will be using transit centers (example: Lynnwood) cant reach them due to distance and terrain. What you need is more frequent bus service serving the facilities. At least every 15 minutes. If the service is not frequent enough I plan to drive since my work requires me to take another bus when I get to Seattle.

I used to take the bus but once my wife started working in Seattle I carpool with her. But once light rail service starts I plan to take the train.

The key to transit access - besides ensuring people can safely get to stops - is connectivity: easy transfer from one mode to another. Buses should feed trains and vice-versa, so stops must be common or easily & safely connected.

1. How about considering a plan to have buses from the eastside drop off right next to the UW light rail station instead of across a very busy Montlake Blvd where you have to wait forever to cross...

2. I think a mid block ped crossing just south of 110th/6th in downtown Bellevue is completely ridiculous, especially if this main intersection will be improved for mass pedestrians. what is the point of the mid block ped crossing?

3. The Bellevue light rail stations are a fair way out to the east of the city, are there plans for circulator bus route running around Bellevue, including west of mall, medina, clyde hill etc

System Access Fund Online Open House: Open-Ended Comments

I would love to see funding go to improving/replacing the escalators and elevators that are constantly broken down in the light rail tunnel. I'd also like to see some reprogramming of the elevators so that more than one at a time can be called to the platform when there is a higher volume of riders.

I live in Bonney Lake, and we are caught in a logistical hole. Apparently Sound Transit is responsible for our public transit needs, and not Pierce County. The problem is, we can only reach the Sumner Transit Station from the Bonney Lake Park & Ride Transit Center if we are traveling at a time that connects us to the Sounder Train, which is primarily M-F am and pm traditional commuter times. However, that does not work for those of us who need transit to Puyallup, Tacoma or north to Seattle, Bellevue outside of those hours, such as mid-day to reach medical appointments, or evening commutes home for those of us that work extended hours. Specifically those in the medical field (nurses, etc) commonly work 7am-7pm or 7pm-7am. We cannot use our Park & Ride to connect to Sumner for the bus services out of Sumner at the non-Sounder hours. Please help! Bonny Lake is growing, especially with the addition of Tehaleh, which now has nearing 2000 homes, and will ultimately add 8000+ to the area. Additionally, there is no benefit to the expense of the Elhi Hill Trail Staircase if you do not expand mid-day and evening service from the Bonney Lake Park & Ride to the Sumner Station. I currently use transit only occasionally, but would become a regular user if service is expanded to Bonney Lake. I do not use the Sumner Station for mid-day commutes because the lot is already filled up by the traditional 8-5 commuters. Uber or Lyft to the station runs \$18-\$22 mid-day for a 1-way trip from Tehaleh to the Sumner Station. That is not affordable. Additionally, there is no bicycle safe route from Tehaleh to the Sumner station.

Many of us in the Roosevelt Neighborhood are still extremely disappointed that ST won't do anything to accommodate the vast majority of Seattle residents who use automobiles. The new station lacks a drop-off/pick-up area or any parking. The best solution I can conceive would be to expand the busy 65th St. Park and Ride, perhaps by adding a second level. At a minimum, it could use a reconfiguration and expansion to the south. The east-west couplet Of NE 68th and NE 66th between 12th and 15th needs to be reversed to ease access to the station for our neighbors to the east.

Why hasn't Sound Transit looked into expanding the taxing authority district to not only expand the revenue base but also make it more equitable? Two examples - Residents in the northeast King and southeast Snohomish counties benefit DOWNTOWN REDMOND LINK EXTENSION and I-405 BUS RAPID TRANSIT projects. Residents in the southeast King county (Covington, Black Diamond) utilize The Sounder but pay zero dollars into the system.

Why is the system being built without any consideration for express trains? I am a big proponent of mass transit having lived in Japan and experienced how it should be done. Sound Transit is following the same anemic solution as Trimet in Portland. I've done the trip from the international District to Seatac. I won't do it again. Let alone going from Lynnwood to Seatc.

The Sumner Station Safe Sidewalk/Bike Enhancements project is critical to implement a transit-oriented city. The routes will connect low-income areas directly to the train station and allow more connectivity for workers to jobs throughout the region. This project should be a top priority.

**System Access Fund Online Open House: Open-Ended Comments**

The Sumner Station Safe Sidewalk and Bike Enhancements would build a corridor accessing new dense development on the east side of Sumner which would provide commuters a safe and welcoming non-motorized option for the last mile of their commute.

While I understand from the description that vehicle parking is not being funded, I wanted to express that the lack of parking at light rail (such as the current northernmost station at UW) makes it difficult for me (and many) to make use of this transportation option. Bicycle lanes are great, and I support their development, but they are not practical for many people - whether it's due to their physical condition, the loads they must transport, or simply the bad weather.

I think Lake Forest Park residents and neighbors need an overhead walkway near Town Center to enable walkers and bicyclists to cross Bothell Way safely as they go to and from the future park and ride. Right now, people crossing must wait for the light to turn green and then dart across Bothell Way. In the future, we want to encourage more use of public park-and-rides and buses--which will lead to more walkers and bicyclists having to quickly cross the 4-lane road. I'm not asking to slow down Bothell Way traffic with a longer traffic light for the 4-lanes of traffic. Instead an overhead walkway would allow humans to cross safely while the traffic is either flowing or stopped at a red light on Bothell Way.

Dedicated bus access to stations must be the highest priority. Station areas will be congested, so providing free-flowing bus movement to and from stations is critical. Plus one solution will not fix all stations. Downtown Seattle and Bellevue will have different needs than suburb areas.

Please consider focusing improvement funding for areas where jobs will be concentrated and stressed by increased growth and use. The Bellevue 110th/6th intersection should be considered. Network connectivity is important, but improving access to highly-visited destinations and multimodal systems is critical for supporting future use.

The location of your SE Seattle option several pages back is too vague. Where exactly is that? Please specify.

On secure bike parking, please work with a AICP Certified Planner internally and a consultant to plan this. Your current bike parking system-wide is very poor quality, poorly planned, and rarely used - all told, a waste of tax payer dollars. It seems your internal staff do not have the expertise to fully lead this work. Please go outside for help and do the right thing for your customers. It's very very difficult to bring bikes onboard trains. Most trains at PM rush hour are at crush load. Riders get very frustrated having to move away from the bike hook and then it can be near impossible to find the space to remove the bike. But I will not leave my bike at any facility but Beacon Hill because it will be vandalized or stolen the way you have spaces designed.

System Access Fund Online Open House: Open-Ended Comments

For North King County subarea:

1. Build a pedestrian overpass over Bothell Way at intersection of NE 170th. Connects Burke Gilman Trail to Lake Forest Park Town Center.

2. Please provide 7 day per week shuttle buses making a LOOP route through the neighborhood (approx. 6.7 mile loop) with bus pickup every 5 - 10 min. This will increase ridership and reach more residents. The bus stops could be as follows: 1) Lake Forest Park (LFP) Town Center at intersection of Bothell Way NE & Ballinger Way NE, 2) turn right onto NE 145th St. - new Link station (NE 145th St. Shoreline); 3) intersection of 15th NE & NE 145th (shopping - restaurants); 4) then turn right onto 15th NE - intersection at NE 165th (Hamlin Park), & then NE 175th (North City Neighborhood - business district); 5) turn right on 24th Ave NE - intersection at 25th AVE NE (near Grace Cole Park); 6) return to first stop at LFP Town Center (see #1).

3. Increase bike lanes and number of bike racks at or near link stations.

Those of us living in Phinney Ridge pay plenty of property tax and are experiencing an explosion of condos and apartments (with no provisions for parking), still with no improvements whatsoever to public transit.

There should be a project for running small buses or vans east-west along 65th St from Ballard to Roosevelt, to connect this area to the transit-rich I-5 corridor.

Currently, the only east-west public transit is along 85th St and 45th St. And our unreliable overcrowded North-South bus is a milk run, with a few express buses added during rush hour. I can walk a mile to the E line, which is also overcrowded all day and unreliable at rush hours.

In Federal Way, we need adequate parking at the Transit Center, plus improved bus service, so we can use light rail. If we can't get there, or park there, we won't be able to use it, and will drive instead. Light rail is costing a lot. Don't skimp on the access.

Prioritize all pedestrian and bicycle improvements. We need to focus on carbon footprint for all transportation modes and prioritize the lowest carbon footprint loads.

Adding a multi-level parking garage at Tukwila would increase the likelihood of me and other car commuters taking public transit into and out of Seattle and ease congestion. The current scenario and lack of parking availability dissuades commuters from using Link.

It would be great to solicit public input on projects to consider for the next round of funding. There are many small, low-cost, high-value projects that only locals are aware of that would make a huge difference in access to transit stations.

I don't live in Snohomish so hard for me to comment on that subarea. I am not familiar with South King County or Pierce either.

For some of these projects it says that they are to help "manage parking demand". I hope that does not mean that the bike money will be used to improve parking garages. The bike projects to make biking easier need to be focused on bikes not cars.

**System Access Fund Online Open House: Open-Ended Comments**

Please build transit centers with plenty of free parking for ORCA card pass holders. Only the early birds get a free spot. And it appears that not a lot of people are selecting the \$60 per month SOV option, as most of those spots are wide open at 7:30 AM. Feels that you were discouraging people from using the Sounder.

Estimates for how much GHG emissions/gasoline/air pollution these projects would avoid would be helpful in assessing their value.

As an elder, I'd like to see the access system that is currently available to residents in SE Seattle available in other parts of the city. The system provides an on call van that takes seniors to and from the Lite Rail stations. From what I understand, the system is working very well in SE Seattle, so I advocate that it be extended to other areas of the city as well.

Thank you.

We need protected bike lanes along Central Ave in Kent.

I don't live in Snohomish County or the East or South so don't know enough to vote on these.

148th NE st bridge over the freeway is a real boondoggle. Shoreline inflated their numbers to get grants and gave the numbers to the company that did the feasibility study! This exorbitant amount of money could fund so many more needed projects. And there is an existing bridge over the freeway just 3 blocks away that is going to be improved for the 145th station!

I live 5 miles from the Husky Stadium light rail station. There is only 1 bus that is walking distance from my home, #75 and it does not pass Husky Stadium, but instead it goes onto upper campus. The #75 bus also stops often and from my closest bus stop to UW campus is 20-25 minutes. This limits my ability to easily get to the stadium. I can bike for a portion of the year, but start work early in the mornings on First Hill. I do not feel comfortable biking in the dark in the winter months. Is it possible to sell parking spots for commuters at Husky Stadium? I grew up on Long Island and the LIRR sold parking spots to commuters that commuted to Manhattan for work. Is it possible to have an express bus line that runs along Sand Point Way that makes only a few stops and drops people off at the stadium? I would use light rail every day if I could get to the light rail station, easily, fast, and conveniently or I could pay for a parking spot and park at the station.

Please add a connector between Burke-Gilman and Lake Forest Park Town Center. Thank you!

Rivergrove community pedestrian bridge will just bring riff raff, graffiti and homeless to camp along the river. I will vote no!!!

I'd like to see a ped/bike connector at the intersection of 116th Ave NE and NE 88th St (NW quadrant of I-405 and NE 85th St). This would provide a much shorter and safer journey for people living in the Highlands, Norkirk, and Market neighborhoods.

design a survey to determine the actual impact of services such as Uber and lyft to our commute. Do these services increase, decrease, or not make a difference to the Humber of vehicles on the road. If these services are increasing traffic then tax the service providers and users in order to build traffic solutions.

**System Access Fund Online Open House: Open-Ended Comments**

I live in South Bothell and once again we are getting almost nothing for our transit taxes. A couple of blocks of widened sidewalks?! Really? Bothell always seems to get the short end of the transit stick even though we pay the same taxes as everyone else. I'm a daily transit bus rider to work and I'm so tired of being ignored!

The Juanita Drive project completes a critical segment of Kenmore's overall bike/ped plan. It is also a crucial safety project as we have had ped injuries and a fatality on that segment in recent years

Thank you for the opportunity for input!

Improving bicycle/pedestrian access to Ash Way P&R from the east side of I-5 is very important. My wife and many others refuse to walk on 164th over I-5, and there is a lot of dense development east of I-5 along 164th.

Thank you for expanding sound Transit and making it easier to access!

If Sound Transit only awards funding for one project in all on Snohomish county, it will get the best rate of return by fully funding project 5: Ash Way Direct Access Ramps and Interstate 5 Crossing.

projects #7 & #8 would have one of the biggest impacts of any of these proposals.

Pedestrian overpasses are really expensive and a lot of people still cross at ground level because they think it is faster and easier.

Please focus on trip reduction and all the policies that support it!

Improvements to trails and connecting people to public transportation systems is important to the future of our community.

7th street through Renton is on my bike commute route, and any separation from traffic is there is a welcome improvement!

No tall buildings or parking structures within the confines of downtown Sumner.

Address the last mile issue. The Via pilot project seems to be a good attempt at this but it needs to scale to really work. I've only tried it a couple times and found that the wait times were a bit long. However, it has a lot of potential, especially for those with mobility challenges. Also, reduced fares. Germany and Austria are offering subsidized passes, which has resulted in very high rates public transit usage. (365 euros/yr)

For the high priority sidewalks/walkways project in North King subarea, you should emphasize the stations that are sited in between lanes of vehicle traffic (Columbia City and Rainier Beach).

When my son was in Middle school he would walk to school. We lived in the Village at Rivergrove and he would have to walk over the busy 410 bridge that the cars also use just to get to Sumner middle school. Their needs to be a safer options for our kids to walk to school or walk home from school who live on the other side of 410. I'm glad we have buses. But my son complained his school bus for our neighborhood was so overcrowded kids would have to sit on the floor so he chose to walk to school. Also when he was in afterschool sports practice it was easier for him to walk home.

System Access Fund Online Open House: Open-Ended Comments

I am a bicycle commuter and live 27 miles away from work north in the Arlington, WA area. I would love to take public transportation if there was a more rapid form of transit that runs from Arlington to Everett. Currently, I can get to work faster on my ebike then I can taking a bus. I would love for there to be better/faster public transit that connected Arlington to Everett and Seattle areas.

NE 130th Street station should open with Lynnwood Link and provide grade separated crossing of arterial for pedestrians.

I'm not an expert on the topic, but it seems to me that a \$1,900,000 budget for Everett Station (the main hub for Amtrak, Sounder, Community Transit and Everett Transit) could be used to make bolder changes radically improving the area in regards to safety for non-motorized transport, beyond adding lights to narrow corridors and some signage. While I recognize that signage and lighting are important, I think such a central hub deserves some boldness in design, including protected lanes for non-motorized transit. Also, it's not clear in the design what the outcome will be but I know limitations of funding sometimes get reflected in lesser trees. Broadway avenue (one of the main corridors getting to Everett Station) painfully lacks trees, and the city cannot fund them. Waiting for a bus for 15 min or more in the summer without the shade of a tree, only receiving the reflecting heat of the pavement is pretty bad, and can be a health issue for sensitive populations taking the bus, including elders and young children. Please keep the trees.

It's hard to me to comment on the relevance of all improvements, as I think all are important. I'd favor the Everett Station one as it is such a central area, but I'm biased as that is the station I used the most.

I like this idea, that you are soliciting public input, but I am concerned that people who need public transit the most, low income residents, will not see or have access to this information and will this be overlooked and underserved.

Edmonds, Lynnwood, and MLT need more bicycle paths to improve connectivity and reduce traffic. I would love to be able to bike more!

Might be good for some. Doesn't help me since I am on the elderly side and would have to walk over 1/2 mile just to reach the trail.

If you are doing sidewalk improvements in south Seattle there are many, many areas of North Seattle that are in desperate need of sidewalks, not just improvements to existing sidewalks. Areas around Northgate and future stations in the north end.

Why are there so few projects in Seattle as compared to the other sub areas?

When I voted to approve the idea of Sound Transit, Northgate was suppose to have service by 2002/2003. You are 18 years behind schedule IF the Northgate station opens in 2021. I have a really, really hard time forgiving this incredible disregard for providing what was originally promised. AND you continue to provide as little to the north end as you can as witnessed in the numerous projects listed here but only one getting your recommendation for approval, eventhough the projected ridership from the north end has always been the largest of any of the areas. Any business run organization knows you go first where the customers are to generate revenues before expanding to secondary markets. You need more business people on your board, wish they were pubically elected.

**System Access Fund Online Open House: Open-Ended Comments**

I strongly support North King subarea options 1,3, and 4. I think that they will benefit the most people and that the Shoreline bridge will help with transit oriented development. More investment in Judkins Park and South Seattle is sorely needed. Thank you.

Advocating in support of the #1 Hilltop Tacoma Link Extension project - this is an area with an opportunity to increase pedestrian safety, cultural economic development, and bike/multi-modal transit.

It is critical to create safe pedestrian and bicycle pathways. Pierce County is sadly behind planning for bicycle and pedestrian paths that benefit healthy lifestyles and ultimately encourage less vehicle use.

I think work on this trail could be good for the community. One concern I have is disruption to the environment that could be caused by noise, vehicles, pollution, and removal of vegetation while building. For example, the body of water at 47.816145,-122.299815 is home to an increasing number and variety of wildlife. I have seen river otter, fresh water turtle, great blue heron, green heron, duck, geese, and osprey residing at this location. The variety of wildlife at this location has increased recently based on daily observation. I am concerned this is due to disruption caused by other construction in the area and they need a place to live.

Southeast Seattle is under-served, and the projects there appear to have strong community support. Moreover, the requests for the South Seattle projects represent complete funding, as opposed to the 148th Street bridge project that would be mainly about initial design, at a time when it's not clear the requirements for the design are even known yet. I live in North Seattle, but I support the Judkins Park and Southeast Seattle Sidewalks project.

Also, I strongly do NOT support projects in wealthy, over-served, areas such as Mercer Island.

Free and secure bike parking at locations that connect to bike trails or lanes (such as UW Stadium) should be provided. Consider looking at MBTA's pedal+park model and see if that may work for Seattle.

Please approve the Hilltop Link Extension Sound Transit project in Tacoma, WA. The project will change the face of a community that has suffered from low investments for years. It'll help activate the downtown area of Tacoma, and provide transportation to jobs throughout the area; whilst reducing carbon emissions from vehicle use. We need this project completed in Tacoma!!!

My notes:

Improvement of Juanita Drive are extremely important. Well traveled road.

improved busing along 183 route like transportation earlier going south bound and bus service on sundays

System Access Fund Online Open House: Open-Ended Comments

I'm very glad the Hilltop Streetscape Access Project is highly recommended but I'm concerned that the 26th Street/Tacoma Dome Station project was not recommended. The experience for people walking & bicycling to TDS is abysmal & unsafe. BRT will be a critical local transit connection to Sound Transit services and this effort to better integrate BRT at TDS and improve the pedestrian environment is significantly needed.

\*Bike Lane Expansions: This project is good - but please require the City of Puyallup to continue separation through all intersections - and explore protected bike lanes to better serve people of all ages and abilities.

\*112th Bike Lane Improvements (Pierce County): This project should include protected bike lanes, access funds should not be used for road widening & turn lanes.

\*Dupont: No clear nexus to transit - these funds should not be used for road widening projects.

Access to the light rail stations will be key. This needs to be by various modes as there will not be enough parking at the station locations. Improvements need to be made to the interchanges with I-5 at 164th and 128th to accommodate the increase in traffic. They cannot handle the traffic now. Planning should be underway to deal with the increased congestion that will come from the light rail stations and the increased density that will come with these stations. This should not be put on the backs of the local agencies and should be included in the ST plan.

I am glad to see that Sound Transit is not allocating system access funds towards parking. I only submitted priority for projects in areas in which I'm familiar with infrastructure.

Easy Access is no good if the access is blocked by rental bikes that clog walkways and entrances to Lightrail stations, elevators and sidewalks. Can something be done about that? Please.

Creating or improving non-motorized access to transportation hubs should be a priority, with weight assigned based on the size of the population utilizing the hub, the diversity of the population accessing the hub, addressing known safety issues, and the availability of existing resources.

Mostly agree with recommendations, EXCEPT safe I-5 crossing at near 164th Street is way overdue. It only got worse when WA DOT "improved" the intersection. With that said, DOT should bear some of the financial responsibility for creating such a disaster. I am a City of Everett resident and don't have much feedback for South Projects.

All of this is good. I live in Everett and often go to the transit center on a bicycle, where I load my bike on a bus to travel throughout the county.

make 130th infill station a priority to complete with Lynnwood extension and not years later when it is more costly and more disruptive.

System Access Fund Online Open House: Open-Ended Comments

Park and rides are currently overcrowded and it is pointless to even attempt transit trips to Seattle from South Snohomish County. Ash Way needs a parking garage now, not in 10 years!

A parking facility at Lake Forest Park Town Center is a wonderful idea and should be much more highly recommended.

All east side park n' rides should be expanded with parking garages added.

Signalization of S 320th St & 21st Ave S would be a disastorous project. The corridor is signal timing challenged as is. This signal would make the corridor horrible. There are already signals and pedestrian crossings in the vicinity.

Overall, it seems like these projects are not as aggressive as they should be in creating access opportunities for people of all ages and abilities. Shared lane markings, or sharrows, and unprotected bike lanes exclude many who would choose to walk and bike. It would be great if Sound Transit could further incentivize stronger projects that are more inclusive of the entire community.

Also, ranking these projects based on their "importance" is an odd way to rate projects. The overall goal of the project might be important, but the lack of bold design could mean that this particular project isn't preferable to what a particular jurisdiction really should do.

As in my own neighborhood of Sammamish I don't see the need to use ST3 funds in affluent areas. The increase in project costs between a King County East/Snohomish County North project and Pierce County South was very noticeable. Any additional cosmetic or superficial upgrades should be paid for by the cities themselves, as they rake in enough from permits etc. Any city with large employers such as Microsoft, Amazon etc. should be partnering with those companies to invest in improvements that employees utilize. Last but not least I disagree with taxpayers continuing to fund these investments with no fare enforcement. I have no issue with reduced fare programs for the poor, equal accessibility etc. but I'm ready to draw the line regarding the homeless.

Please fund the City of Tacoma - Links to Opportunity Project Funding request.

With your help, we hope to receive the funding we need to close the remaining gap of \$3.5Million on this \$10.5Million project.

We need fewer Park n rides and more bike connections and bike parking. Significantly cheaper, much more effective. I would much rather ST use \$100k to eminent domain some side yards to build thru bike paths than spend \$10 million on new garages to serve the same # of ppl, for example. Build better bus facilities is leading into station areas, and better interface between bus riders, people dropping others off, and the light rail

Please fund the construction of bike lanes on 68th Ave NE and 73rd Ave NE in Kenmore as well as the Lake Forest Park connector across SR104/Bothell Way NE before another person gets seriously injured or killed.

What's important to me is it not taking an hour to get to any place of significance from Woodinville on a bus! Woodinville to Kirkland, Woodinville to Bellevue, Woodinville to Seattle.... we were promised quicker buses that served us throughout the day. Where are they?

**System Access Fund Online Open House: Open-Ended Comments**

Please, add dedicated [PROTECTED] Bicycle lanes near/around all FEDERAL WAY station light rail stops. Look at New York City's bicycle lanes for example. -- This will be a very progressive measure for the city, as it looks to develop into a more urban, dense, premier city. It would not only help the cyclist, but the pedestrians who walk to the stations such as myself, who will feel much safer with a bike lane next to them.

I'm sort of OK with fare non-enforcement (secure platforms) but we have having to pay for parking now while potentially non-paying riders are taking up parking or using Angle Lake as airport parking. Solve the problem. Ensure people parking are paying riders. And Work with metro to make it more convenient to get to link stations via bus. For example, I live 5min from AL station but would have to take 1 bus and 1 temporarily funded shuttle to get there. To have a functioning system it needs to have convenient feeder routes to stations.

Run more Bothell buses to Woodinville late at night and early in the morning

**System Access Fund Online Open House: Open-Ended Comments**

In general, it feels like both ST2 and ST3 programs spend hundreds of millions on providing parking for a few thousand privileged people for their free use, but getting to Sound Transit services via walking, biking, and even bus transit is mostly an afterthought. Link Light Rail as a network currently has about 1,500 free parking spaces along the line, but 72,000 daily riders, indicating people are not accessing transit primarily by private vehicle but by walking, biking, and using transit. Outreach discussions such as these, pitting incredibly useful and low-cost walking and biking access improvements against each other while maintaining scope to build hundreds of millions in parking garages without equal debate and discussion, is discouraging considering there is only an \$83M pot of money out of a \$50+ billion program and a ton of very worthy and very good value projects to support.

As examples, Kent and Auburn Stations are estimated to spend a total of \$120M on ~1000 parking garage spaces while the overall blend of these non-motorized projects discussed here will benefit far more than 1,000 people per day who can use these spots before they fill up. Discussions of Lynnwood Link parking access and questioning the value of these investments has never come up in a similarly public fashion. LLE will build 2,400 free parking spots for \$210 million dollars, yet LLE ridership forecasts are 50,000+ daily riders; so it's only reasonable to ask how do those extra 45,000 people access transit and how should that be invested in? Spending \$83M for a few worthy projects region wide over the next 20 years then \$210M on parking garages for a single project demonstrates a disconnect between ST's investments in cars versus people, communities, and riders.

Investments in non-motorized access not only benefits access to ST facilities, but they help further the ultimate goal of providing improved mobility and give more people more access to more choices. While improving access to Sound Transit services is a goal, adding sidewalks, bike trails, and new connections to and around ST facilities help businesses gain new customers, opens up green spaces and development opportunities, provides multi-use facilities, enables 24/7 community access for people beyond use of a private car, and helps strengthen communities living around transit.

Just to focus on a couple of areas and project:

At 148th Station, a bridge for people would greatly expand walking and bike access to Link while the \$75M parking garage only helps a select 500-600 people. Identical to the Northgate Pedestrian Bridge, this investment in walking and biking access will greatly increase 148th Station's capture area. Currently, walking environment across 145th interchange, which is no longer being rebuilt as part of Lynnwood Link to improve walking and biking access, is terrifying due to high vehicle speeds, significant vehicle volumes, narrow sidewalks, and people driving with a freeway mentality. The unexpected relocation of this station farther north and away from 145th already has negative impacts on access via bike, walking, and transit as the station shifts farther away from 145th corridor; requiring an extra six blocks of travel distance for any round trip.

Finish the Ash Way Direct Access Ramp before Lynnwood Link opens in 2024 so key transit routes such as the 510/511/512 form a strong, reliable backbone up I-5 for the 10-15 years we'll be reliant on those routes as feeders to Lynnwood Transit Center and Link Light Rail. Congestion on I-5 north of Lynnwood is only getting worse, and keeping all buses in the center HOV lanes while providing corridor-length connectivity for all helps people remain mobile and better access transit. Opening this component in 2036 doesn't provide relief today nor does it remove transit from 164th congestion.

System Access Fund Online Open House: Open-Ended Comments

To Whom It May Concern,

The Mukilteo train station will be benefit to have an access bridge from the station to Mukilteo Ln or even to 2nd street if possible. Instead of walking across the tracks, it will provide a safe access for commuter as well as walkers of all kinds.

Thank you.

the secure bike parking stations are all bad.

uw station needs a bike cage.

This list is missing link stations under construction.

The NE40th and SR520 bus station is actively dangerous. The little plastic dividers there ensure serve to encourage cars to drive even worse.

Whats the plan for the next four years?

Prioritize transit access projects over beautification and road enhancements. Cities should be helping to foot the bill to make things looks nice, but Sound Transit should prioritize customer experience. Safety is of utmost concern.

One of the biggest shortcomings on the existing system is the difficulty of transferring between buses and Link at the Husky Stadium station. One thing that would help would be if the elevator shaft and staircase on the west side of Montlake could be extended downward to the platform level so that buses using the Montlake Triangle to turn around could drop passengers off at a location that has a direct connection to Link.

Thank you for sincerely considering pedestrian and bicycle accessibility to stations. As a person who's recently started cycling, it's important to me that ramp entrances to stations be visible and easy to access, and bicycle storage facilities or bike racks would be a priority for me to be able to store my bike without needing to necessarily take it on the train and take up space that could be used by other passengers.

- Making parking spaces "permitted" like KC Metro has done will ensure that only those who HAVE to use it will. Also allows ST to prioritize people carpooling! Maybe you could do something like 3 person carpool = no fee, 2 person carpool = \$0.50 charge to ORCA card for parking in a "permit" spot, and 1 person car = \$3 to park, or whatever your study would suggest would be best

- Focus on non-motorized access and bus transfers. When P&R spots cost tens or even hundreds of thousands of dollars to build apiece, it's just not worth it.

- Pierce County & others have a few applications that are about "expanding roads" or "adding turn lanes" such as projects 11 and 12, and I don't think that's what this fund should be about. Reject those applications please.

System Access Fund Online Open House: Open-Ended Comments

Hi I live in North Seattle and it is simply unsafe for me to get to the future Northgate station, as it stands. The entire area needs protected bike lanes and pedestrian-focused traffic changes if I want to be able to access the Link in any safe manner. I would love to ride link instead of drive, but aside from the pedestrian bridge I don't have many options for getting past I5 because I am on the West side of it. Please address these surmountable obstacles to transit access, they are real and will prevent people who want to ride from riding.

We need secure bicycle parking at stations in the form of bicycle cages, NOT bike lockers. Bike lockers are ineffecient and a waste of resources. They don't provide enough total capacity, create all sorts of safety/security issues, can't be scaled appropriately to meet total demand, and cost too much per space. ST needs to invest in secure bicycle cages instead that serve dozens/hundreds of bikes which are accessible via ORCA card. Even large bike cages takes up a small footprint when designed correctly. There are so many great examples of bike cages from other transit agencies including Tri-Met and BART.

west seattle/white center needs some love

Everett Transit Station has been in operation for 10 years. As the County seat, Everett and the transit station is a travel hub that needs to be better connected to the downtown area and the new residential neighborhood to the south. Improving sidewalks and lighting will make this overall area safer for all modes of travel and help activate the Station area.

Please ensure this money isn't going to fund things that a city should've already funded. We need to focus on improving station access, not going down city wish-lists.

For Mercer Island, it would make more sense to invest in 78th Ave. SE than 80th Ave. SE because it's more central to the Mercer Island Town Center, and a more natural pedestrian path through the other main attraction, Mercerdale Park. Unless of course 78th Ave. SE improvements are going to be funded elsewhere than this program. If it's one or the other, 78th Ave SE is a more benefical pedestrian path for the community.

Access on weekends to most of south king county feels virtually non-existent, and even weekday access to the more rural areas (connections to Enumclaw or Mt. Rainer for example) is extremely limited.

The Renton area is a mess. The drivers in that area are likely part of the problem (not the number, but the actual way they drive) and any solution that does not isolate transit from them completely is doomed to fail.

Name the pedestrian bridge the Barack Obama Bridge...

AND FIND SOMETHING TO NAME AFTER KAREN KITSIS ALREADY!!!!!!!!!!!!!! NO KAREN, NO ST3!

Commuting form the Graham area takes at least 30 minutes to get to the Puyallup station, then we have to walk once we park our cars. We should be able to get on a light rail in the many rail roads near Graham and end up near the Tacoma Dome station without driving long distances. Improve rail connections from outskirt cities with existing or unused rail lines.

System Access Fund Online Open House: Open-Ended Comments

Park and rides need to be expanded. The current system is awesome and we want to ride it but you can't count on it when the lots get filled up early every day!

Thanks

Mark

I strongly support more secure and on-demand bike parking options, but would like to see more emphasis on the Rainier Valley and South King County.

I wonder if one project could be better wayfinding signage from LINK to Sounder and Amtrak stations in Seattle - many people get confused on how to get between such awesome transit stations.

To have any positive impact on the issue of over-congestion, the selection of projects MUST keep the commuter in mind. Facilitating commuter use/access in the morning and evening rush hours will produce the greatest benefit to all communities under consideration.

Dear Sound Transit Board,

I'm writing about your consideration of the Veterans Memorial Park Trail Connector Project. I've worked in the Mountlake Terrace Town Center for over 18 years and been a resident for some of those years. I utilize the Transit Center as a nearby resident as well. Residents and visitors are currently afraid or discouraged to use this trail primarily for safety and accessibility reasons.

The park is heavily wooded and trail is literally a dirt path. This summer I got the nerve to walk the trail on a very nice Saturday afternoon (in daylight) with my husband since there is major construction on 236th Street which is the only other way to access the Transit Center. I had heard about this trail and had only been part way down the trail in previous years due to fear. Although the Town Center end of the trail starts at the Civic Campus where the Police Station and Library are located, people do not feel safe to use it. The trail is dirt so it is muddy whenever it rains. It's not even so footing is tricky and can be dangerous. It is not even close to ADA accessible. After seeing the success of the Lakeview Trail in Mountlake Terrace and how highly it is used from Lake Ballinger and the Senior Center to the Transit Center (west side of I-5), I know this trail can provide that same connectivity for those of us on the east side where the population is more dense. Lighting and paving are the two most desired factors needed to make this trail a success. It's so much shorter to connect to the Transit Center where parking is always full. Outside agencies in the future could take the bus or train and walk up for meetings at City Hall, Library, Police and Fire Stations and other businesses instead of driving.

I know that you get a lot of complaints about lack of parking facilities and the goal is to get people to walk to transit. With the city's Town Center Plan about to be adopted with building heights likely increasing in Town Center and around the Transit Center, here's your opportunity to alleviate some of the parking issues and work in partnership with our community to make transit easier, safer and more convenient to use.

Thank you for your consideration! I can't wait for 2024 when the LLE is completed!

Finding the "submit" and "next" buttons was unnecessarily difficult on this form.

System Access Fund Online Open House: Open-Ended Comments
Thank you for using our input to help inform the decision
We must cover the "last mile" and "last fifty feet" for all people.
This means to me providing public funding for local dial-a-ride shuttles and other modes between all taxable addresses and the Sound Transit stations, especially LINK Light Rail.
The "Park & Ride" model of the 1980s is clearly obsolete.
SAFETY FOR PASSENGERS USING SEATAC LIGHT RAIL STATION & CONNECTING BUSES: Snow & ice removal service during winter storms would do a lot to make the bus stops servicing the A line, bus 180, and bus 156 on International Blvd. S. and 176th Streets safer for pedestrians. During the last 2 winters, the area below the elevator at the light rail station was cleared, but the sidewalks on 176th around the stops for bus 156 were not, and making those stops extremely dangerous for pedestrians trying to transfer to and from bus 156 and the light rail.
148th Street Nonmotorized Bridge (Shoreline) will provide a needed and important non-motorized connection between the Shoreline communities bisected by I5. The closest safe crossing of I5 for cyclists and pedestrians (i.e. not an arterial w/I5 access ramps) in the North King County area is in at 117th. In addition, it will provide a safe crossing of I5 for users of the future 145th and (hopefully) 130th light rail stations.
Put as many homes and jobs as close to stations as possible.
Take my money! With a projected increase of around 1 million residents in the Puget Sound area over the next few years, it's essential that we provide increased access to public transit, otherwise increase walkability and make more room for bicycles.
Please do not forget the need to support completion of the Mount Baker station access improvements. there is an important opportunity to rectify deficiencies in the current situation, and collaborative funding and planning is critical at this time. Equity matters for Rainier Valley and it's residents, particularly in the inhospitable North Rainier Urban Village. Thank you.
It would be really nice to see some transit from Snohomish to the Eastside. Lynnwood to Kirkland or Bellevue doesn't have any direct bus routes, which likely adds to the extreme congestion on I-405. I hate driving in traffic and much prefer the bus, but have to drive because there is no other option.
Stop destroying small business and homes! Yakima fruit market is a staple in our community for fresh affordable food for our family and many others.
Enhanced connections to Commons mall in Federal Way should be included as well.
<p>Immediate changes needed, rather than at some time in the future.</p> <ol style="list-style-type: none"> <li>1. Far better "feeder" bus service to the Clyde Hill / 520 freeway bus station, from both the north (Kirkland) and south (Bellevue). This is a valuable bus stop for Eastside commuters heading to downtown or the U district. It is far more valuable than the S Kirkland P&amp;R.</li> <li>2. Bike racks at the NE 51st St / 520 and NE 40th St / 520 bus stops. Unbelievable there are no racks at these heavily used bus stops.</li> </ol>

System Access Fund Online Open House: Open-Ended Comments

I have called Bothell my home for my entire life (33 years). I consider myself very lucky to live in a place where I can still visit some of the same spots my family members would visit when they first moved to the area. One of these places is the Yakima Fruit Market. Disrupting the land and the location of this 81 year-old Bothell business would be absolutely devastating to the community. The Yakima Fruit Market is one of the last remaining Bothell treasures, and provides our community with easy-access to locally grown produce.

I am very upset that Sound Transit has taking over part of the Yakima Fruit Market building and parking lot for its improvement project, surely there is another location or way the project can be done to allow the Yakima Fruit Market to remain fully intact.

Please help support this family-owned business that is such an long-standing part of Bothell's history.

Thank you,

Teresa

--

Teresa Boyes

206-353-6018

teresa.boyes@gmail.com

I strenuously object to Sound Transit basically obliterating the Yakima Fruit Market in Bothell with the installation of a transit lane. Yakima Fruit Market has been in business for 81 Years!! It is an iconic business that is very important to the community. Realign the highway and save this business!!!!!!

My companion and I are visually impaired and walk daily in central and southeast Seattle. For comfort and especially for safety we urge you to design and build more walks and lanes for pedestrians only. Bikes should not need to mix with motor vehicles and pedestrians should not need to be concerned about either. Thanks in advance for whatever you can do to make our walking safer.

Save the Yakima fruit market and stop wasting taxpayers money! Sound transit is a capitalist organization trying to tear apart our community!!

System Access Fund Online Open House: Open-Ended Comments

Can I submit a new project? Sidewalk improvements on 176th St. SW and 44th Ave in Lynnwood to improve disabled access to Swift Blue Line and route 112 buses: many of the curb ramps on the North side of 176th between 44th and Highway 99 are angled in such a way that force wheelchair and scooter users into traffic when they are crossing driveways. The one in front of McDonalds are OK but the rest need to be replaced with curb ramps that run in the same direction of the sidewalk and not push disabled people (and people pushing baby carriages) into traffic. The curb ramps on the SW corner of 176th St SW and 44th Ave W has awkward angles. It is difficult for me to use the walk light here. This corner should be brought up to spec. I sometimes scrape bottom on the NW corner of 176th and 99. Please bring this corner up to spec. I use it to get to the South bound Swift. The first driveway to the South of stop 1128 is way out of spec and awkward to cross. Please bring this driveway up to spec.

Thank you.

Stay away from Yakima Fruit stand in Bothell 522. This is an 81 year old landmark. It gives Bothell some personality. You will rip out people's hearts taking this away.

Impacts of item 3, downtown non-motorized access improvements (Bothell), negatively affect a far wider local population than the proposed area of improvements.

Putting the onus of reasoning on the needs of low-income and senior residents in the SHAG Boulevard Place building overlooks at least two important considerations: 1) that people from many areas come to buy fresh and local produce at the Yakima Fruit Market -- which will be put out of business by the proposed improvements -- and 2) that while SHAG operates under the charter of a non-profit agency, it is the subject of ongoing complaints and investigations into how well it actually serves truly needy residents. To reward a sham organization with improvements using tax dollars is not the best use of our money. To destroy a long-time neighborhood resource and community hub is likewise a poor investment.

Find a better way to improve access; find a better excuse for doing so.

Please reconsider your current decision to displace the Yakima Fruit Market on the 522 in Bothell for a bus lane. There are options for where you place the bus lane but not for the 81 year old, much loved market. This is one of the few pieces of authentic Bothell history left. Thank you for your attention.

Please do not destroy a Bothell landmark, the Yakima Fruit Market. There has to be another way.

The Veterans Memorial Park Trail Light Rail Connector project in Mountlake Terrace is very important. Currently that trail is, for most if not all, a broad daylight only trail, and should be a feature of our community that displays the wonderful environment that surrounds us. This would drastically increase access to our public transportation hub in the area, in a safe and comfortable way.

I would never use it but a lot of other people might so I think it would be good for the community.

System Access Fund Online Open House: Open-Ended Comments

Very impressive organization and presentation of a LOT of information in this open house. Great job. One thing that could have been improved or standardized are the maps. I realize that in fairness you probably had to adhere to simply linking to the maps that the applicants provided in the flyout menus, but they are inconsistent and not always immediately clear where the area being mapped exists for someone not very familiar with an intersection, say. It would be very helpful to have an embedded zoom-able google map or similar with sites in question to orient the user.

both project 7 and 11 are not worth the expense. the current infrastructure is adequate.

Please do not destroy the Yakima Fruit Market. I was just there today. I love it. It's a special treasure in our community. It's one of the only places I know of to get locally grown fruit and the owner is wonderful. We get our Christmas trees there and I've been going since I was like 3! This place is special and unique and it needs to be left alone.

I'm grateful that more transit and accessibility options are being provided. However, I would also like to see increased public safety initiatives. My husband and I came to downtown Seattle on the bus, and got off at the Amtrak station downtown. We were accosted by a clearly mentally ill man who appeared homeless, who shouted at us and was aggressive but unfocused. There were lines of people appearing homeless lining the sidewalks around the bus area, and congregating on the corners of two of the streets between us and our destination. This is just south of Pioneer Square. People don't feel safe there, with so many predatory and unpredictable people there. We had a similar experience taking the bus to the zoo. Please do something about cleaning up downtown, particularly around the transit corridor.

I left my input around the specific projects blank because I don't feel I have a good enough understanding of the specific projects to answer about them. Reading through them they all seemed important, and I agree with the ones that had thumbs up next to them as being important.

Our number one priority should be curbing the climate crisis. Areas with significant growth should be addressed first. With the high rate of construction and office space growth in downtown Bellevue the city needs a way to get people to/from the new transit stations without using cars.

Regarding Eastgate Nonmotorized Access to Transit Improvements: For pedestrian and rider safety, this project is definitely needed. Seems like it would encourage more transit usage with safer access.

**System Access Fund Online Open House: Open-Ended Comments**

Thank you. It's awesome that vehicle parking is not eligible. Keep the \$ for people, not cars. The Ash Way project needs to provide a protected path behind the curb for cyclists, not painted lanes. Snohomish County needs to stop projecting the location of LRT stations that hasn't been determined yet, but the Direct Access project is really important and giving people walking a safe way over I-5 is critical to the success of an EAST SIDE station there. Please don't put all the SnoCo stations north of MLT on the west side. Edmonds needs to construct protected lanes, not ineffective painted lanes and sharrows. None of this money should go to that kind of outdated infrastructure. Use better designs now that are safer. Pay attention to where your plan makes bicyclists cross the street especially around highway interchanges and also please don't put bus stops in the bike lanes which is very dangerous. Takes the bikes behind the bus stop. Canyon Park project is a good start, but much more needed. There has to be a safer way to get across I-405 without walking across the freeway ramp. KC bike parking with electronic access instead of leased space is great. Thank you for not recommending the Mercer Is. project. A plaza is not an access improvement. A sidewalk is. Great project in Renton. Military Rd. project should move bike lanes up behind the curb. Provide real protection, not wider roads. A Street Loop is a road project, so thanks for not recommending. 26th/Tacoma Dome also looks like mostly a road project. How come Stewart Ave road widening is justified by saying there isn't room for bikes. Bikes are small, there is plenty of room. There isn't room for cars. Flip your head. Stop wasting tax \$ for private mobility. Provide public all ages transport. Sumner projects look very effective. Lakewood, please put bikes up behind the curb or take 2 feet out of the center to give bikes some buffer. DuPont project is a road widening, they should seek road funding.

Overall this is a good list of projects. What could make it better is more focus on high quality effective design, more true separation of bicycles from cars, less road widening, lane adding, signals and all kind of other stuff using active transport funding - keep it for the good stuff. We have to start designing places without autos as a primary concern. They should be secondary and accommodated when necessary, but transit areas should be designed to have walking and biking paths that are free of vehicle crossing conflicts. We are only making incremental improvement to a horrible system, when we need a whole new set of design guidelines that put the car in secondary status. Stop believing the myth of blindly building for consumer choice of transport modes. People will use the mode that you give the best treatment to. Make that walk, bike, transit.

It was ridiculous to waste money ruining parking and traffic ease for a route that goes nowhere. That's what we who try to drive or shop around the construction call this project, "The Train to Nowhere." Too bad no one listened to those residents who suggested heading the light rail toward Fed. Way, so at least make an attempt at reaching the bus transit station, stopping by the casino on the way. There is no reason for most residents to go downtown, so good luck with ridership.

We desperately need more busses going up and down 410 from the Bonney Lake P&R to the Sumner station. I don't think a garage in Sumner would work. It's too late for that. Community growth has outpassed ST.

System Access Fund Online Open House: Open-Ended Comments

Sound Transit, like most tax funded bureaucracies, is a lumbering, bloated Giant. It needs to be a slender, sleek, well-dressed athlete, but instead, it's a sweaty, slow, greasy slob of a mess. It's processes benefit too few, are too expensive and have too short a life span for the cost. The agency needs to be realigned, reformatted, and refitted for a new future. Do this by cutting the pay of the Management Staff, increasing the pay of the middle to bottom and requiring all workers to engage in Community Service projects totaling 30 hours a year, minimum. The contract with BNSF to run the trains needs to end and Sound Transit should own and operate all its functions independent of any private contracted company. The rails should be acquired by eminent domain and priority given to transit functions, subordinating freight to tertiary status, make them wait, not the paying, taxed public. All trains should be electrified within 5 years and made permanent with dedicated power generation offsets of wind, solar and geothermal. ALL this needed funding money should be taken back from the profiteering companies who have abused the publicly funded infrastructure and environment and absconded with the proceeds, not even paying the taxes they owe, NOW. This is not socialism, communism or any other "ism". This is just how the framers of the constitution envisioned our American infrastructure to support business, and business support infrastructure. Tax payers are funding the businesses and this is a perversion.

It's very difficult to evaluate some of the projects without more background or better maps. The May Creek - 44th project is a great example.

Additionally, there should be more coordination with Metro services & long range planning.

How about getting the escalators & elevators working in all light rail stations as a priority.

More streetcars and protected bike lanes please

There is not enough information on the Rivergrove Community Pedestrian Bridge to make an informed decision. i.e. Exactly where does it start and where does it end? How many homes will have to be removed to accommodate this improvement? I agree that a bridge is needed, however, first I want to know the answer to the above two questions. Thanks, Tammy Ponce cooponce@msn.com

The Sumner and Fife pedestrian bridges should be highest priority.

Remember that this project will impact residents for 100+ years. THINK BIG, do the right thing for the long-term.

Stop appeasing all of the car drivers. Eat the NIMBYs.

Eastrail between Kirkland and the transit station needs to be paved. Also it appears ST has taken part of the trail along side the transit station so the trail is quite narrow there.

Please save the Yakima Fruit Market from become a buss lane! Tearing down Bothells oldest business a 81 year old landmark is not worth the expansion. You can and must try to plan other ways that will not endanger the Yakima Fruit Market!

Thank you.

System Access Fund Online Open House: Open-Ended Comments

I am commenting on the Downtown Bothell project only as it pertains to how the project will affect the Yakima Fruit Market (YFM), located on the west side of Hwy 522/Bothell Way. I saw on the news that Sound Transit's plans to widen 522 for a dedicated transit lane will effectively put YFM out of business. Please DO NOT do that - this 81-year-old market is part of the heart of Bothell to all of us who shop there whenever we can (many of us since we were children in the 50's and 60's). It is a rare business that brings high quality food to resident's tables coupled with warm and welcoming service. This market is one of the last remaining pieces of the original fabric that was Bothell - shopping here is coming home, and taking it away would be killing the soul of the city. Surely you can find a different alignment for the project.

We need and I support full funding for the Hilltop Tacoma Link Extension Streetscape Access Improvements Phase I

More focus is needed on ensuring safe and reliable ways to get to existing transit centers for the "dead zones" between light rail stops south of Columbia city that do NOT rely on biking. Especially between rainier beach and Tukwila international stations. There is a HUGE lack in accessibility, from no sidewalks to not having a bus line that goes directly to the stations.

The HTLE Streetscape project is very important as it will allow for equitable access for users of the new Tacoma Link and everyone who walks along the corridor. Please fund this project in full!

I think that Sound Transit may need to do an impact study on the population density increase that is happening to the city of Bonney Lake. With the massive influx of new residents into the Tehaleh community, and a new 800 unit Assisted Living Community being built on HWY410 new residents to our plateau are being wooed to move to the Southend with the promise of being to use mass transit to commute and connect with the Sounder train into Seattle. With only one bus operating this route between Bonney Lake and the Sumner train station the route 597 bus is becoming exceedingly and consistently over crowded. A larger capacity bus would certainly alleviate some of the over crowding that we are currently experiencing but I feel in the long run. Tehaleh and the increase of new high density communities in Bonney Lake only continue to negatively impact Transit services.

I also feel that Sound Transit should consider making the Sounder Train 7 days a week. From an economic perspective I can only assume retailers would applaud this opportunity for an increase in retail sales as well, the city of Seattle and the Dept of Revenue would be happy to receive the Boost in sales tax.

I'm concerned that school bus areas in pierce county are not being addressed. We need more pedestrian markings/crosswalk and access options from 68th & 10th Street Fife towards 99 hwy. there is not a clear pedestrian path at the intersection of 99 HWy and Porter Street. This is a high impact area. Many cut through to avoid 99 traffic. This impacts traffic flow, emergency management/evacuation and school bus stops as well as ADA DISABILITY walking routes and access to the bus stop on HWY 99 and Porter.

Improving the walkability, bikability, and streetscape along the new construction of the Hilltop Link Extension is very important! As a citizen who regularly bikes and walks to businesses in the Hilltop neighborhood (where my local bike shop is located), I am looking forward to the completion of the construction and hope to see improved bikeability in the area as a result of full funding of the Hilltop Link Extension. Thank you!

**System Access Fund Online Open House: Open-Ended Comments**

I strongly support the Hilltop Link improvements! This is crucial infrastructure needed to improve access into and out of this great community.

Please provide full funding for the Hilltop Link Extension project to make the link accessible and usable for the downtown Tacoma area. We will all benefit by making this project pedestrian and bike friendly.

support for full funding of the HTLE project

I think improving pedestrian and bike access from the Everett Station to downtown is really important so people can get around easier without a car.

Hello. I am reaching out to you today because I am in earnest hopes that I can help save the beloved and historic farmers market in downtown Bothell, the Yakima Fruit Market.

It is one of the last standing relics of historic Bothell that exists with all the growth in this area, and it would break the hearts of so many locals to have to say goodbye to it to make way for a bus lane.

As an avid public transit user, I am in full support of making transportation easier for all, but I urge you to please reconsider this part of the plan.

This market has been supplying our town with the best and freshest produce for the last 81 years. For Bothell, getting rid of Yakima Fruit Market would be as devastating as getting rid of the Pike Place Market in Seattle, and it must be saved. So many small businesses have been taken over by large businesses here already, and it would be so sad to see another part of Bothell's original charm disappear.

This farmers market is where we go to buy our summer produce for BBQ's, our pumpkins for Halloween, our trees every Christmas. Countless wonderful memories have been had, and need to continue to be had there. Many of our towns youth get their first jobs at YFM, and the Poage family teach them such a great work ethic. Cheerful people are all around when you visit this market, and you just can't find produce like this at any other grocery store around. It is so important to keep a place like this around in a community.

Please consider my words, and take them to heart. As I am typing this, I am tearing up at the thought of losing yet another historic gem of my home town.

Thank you for your time and consideration.

✉ Mariah Autumn Lee, a Bothell native.

1. Make it a Priority for Pierce Transit to reinstate Route 51 service to Proctor District along Union Avenue / Lakewood Towne Center.

2. I meant to state "Very Important" the improvements for Shoreline and Seattle. I was allowed to go back to previous pages but not to resubmit my responses.

State support for full funding of the title project.

Be sure each project data includes a life cycle cost estimate, and is accompanied by an explanation of the source(s) for the project's acquisition and ownership costs.

**System Access Fund Online Open House: Open-Ended Comments**

Nothing is more important than providing adequate Park & Ride for CARS at all major bus stops and ALL Rail stations. Also need huge Rail station with LOTS of parking at Boeing Access Road, not on your list. This should be #1.

Sidewalks are needed on 228th ST SW, but NOT bike lanes. Bike lanes are totally unnecessary and a waste of money. Rarely does anyone ride a bike on 228th ST SW.

I support full funding of the HTLE project

Though the 73rd Avenue bike lanes in Kenmore are not recommended here, I ride that street every day. With more and more condos and homes being built along the road, the traffic gets busier with each passing year. Bikes on this stretch of road are also far more frequent than in the past. The bike lanes would be a huge help, as it currently can feel quite unsafe, especially as the road begins to pinch after 192nd street. I urge you to consider this project.

Equity matters and our health matters-imperative to grow safe network of connected routes everywhere. No one walks or rides when it is too dangerous to do so, meaning metrics prior to facilities are a not fair measurements.

I would like to see better sidewalks as opposed to bike lanes. Walking an area with a bike lane but no sidewalk is frustrating and not safe.

Better sidewalk connections to transit are needed on 228th in Edmonds. This is a very busy street and dangerous for pedestrians after getting off at the bus stops. These are used by people every day to connect to Hwy 99 and Swift. The bike project is a much lower priority with many fewer users.

Please consider that responses may be skewed with fewer responses in areas where customers are unaccustomed to having (or have a low existing level of) Sound Transit service. Such as underserved communities in East Pierce County.

Also consider that the manner in which this survey is presented is extremely confusing. The voting tabs are not in the same order as the projects are presented in the numbered list above. Another complicating factor is that the titles of the suggested improvements do not always give a clear idea of which project we are voting on, ie the Tukwila Station projects both use Non-motorized Connectivity (or Connection) in their titles. This combined with the numbering system is mis-leading, almost causing me to vote on the wrong improvements.

The graphics on the two Kent projects appear to be switched with the graphic for the Second Ave N project displayed in the W James and W Smith project summary.

Due to the manner in which this survey was presented, I am not certain that I trust the outcome of the public input portion of this process.

**System Access Fund Online Open House: Open-Ended Comments**

In general charging residents who live in the Sound Transit region to park in garages they paid for with taxes is a bad idea. I understand the need to prevent the parking spaces from being taken by residents who live outside the region and do not contribute.

For example, many Maple Valley residents park in the Auburn garage.

The problem could be solved in a much better way. Only allow residents who pay the Sound Transit tax to use the garage and ticket offenders. This could easily be done by driving through and scanning license plates. The technology is proven and used by many parking companies.

In the How do I report a... section, none of the links work. How are you supposed to do anything on your site?

Two projects in Auburn one little staff support and the other does make it easier for buses and garage connection. Two in Kent include doing the minimum for the Disabilities Act plus signage and flashing lights. This is a minimal investment. The only project in Renton is a Trail. For Renton, Kent, Algona, Auburn and Pacific this is barely hardly a real investment in where the employment base is located. The Lakeland project was started with city investment and needs the impbut there is nothing in future planning to connect the Lea Hill or north Auburn population base to transit.

I'm concerned about #8. You will be changing a true residential area into a main through fare with a major traffic issue at the intersection at 95th Pl. West and 228th SW. This currently an issue with the little bit of traffic coming off these streets onto SR 104. How do you plan to reconcile it? Personally I'm not for this plan at all. Use the current roads (220th SW or SR 104 that directly connects to Highway 99 and I-5. We need sidewalk on the streets outside of the core of the city of Edmonds, which is a higher priority than widening 229th SW and removing streets that children play on.

By the way how many cyclists are we appealing here compared to chil

dren in neighborhoods playing a car to transport families?

Thank you Sound Transit for pushing through all these possible projects!

A parking garage that isn't reserved parking just doesn't work. Lake Forest Park, King County, Sound Transit and Washington State need to manage existing parking before spending public money on more parking in Lake Forest Park. I know big "free" parking garages sound nice, but they just don't work for people who need parking after 7AM

Not sure how the Connectivity perspective was ranked "Low" on these but the two projects envisioned for 85th Street in Kirkland are essential to ensure the success of the planned BRT station at the 405. I'd also rank the Safety metric much higher, as the current situation there is dangerous and very uncomfortable for both bicyclists and pedestrians alike.

I'm delighted that Sound Transit is providing funds for local projects to help increase access for bicyclists and pedestrians, and was impressed by the number of projects that included considerations for bicyclists.

This would be so great for all of the kids walking to school!!

System Access Fund Online Open House: Open-Ended Comments

We in Bothell have learned that Sound Transit plans to build a station stop at the 522-405 interchange as part of ST3. We have a suggestion to connect this 522 stop to UW Bothell, downtown Bothell, and downtown Woodinville without substantial extra work.

A 405-522 in-line stop seems problematic since there is nowhere to walk or bike from there. BUT... the Sammamish River Trail is only 600 feet away and on the same side of the river. This is an amazing trail system! If you can link up the Sammamish River Trail to the 522-405 stop, this would substantially increase the utility of this stop.

With the added 600 foot stub trail, the distances from the 522 stop via the Sammamish River trail are roughly:

- 0.6 miles to UW Bothell via the North Creek Trail
- 1.6 miles to Downtown Bothell
- 1.4 miles to Downtown Woodinville

These trails are mostly flat and fully separated from the road, making them much more easily walkable and bikeable. UW Bothell is actually closer from the 522 interchange than it is from 195th St.

Our understanding is that Sound Transit could build this trail using existing funds for pedestrian/biking improvements. Building this small connector trail seems like a simple, inexpensive solution that would make this stop substantially more useful to people at UW Bothell, in Bothell and in Woodinville.

Thank you,

Sarah Gustafson

sarah.c.gustafson@gmail.com

Mt Baker Station. Buses must have layover under the station at the large cul de sac that can be easily expanded. Not blocks away on the other side of Rainier Ave. Route 4 should be extended a few blocks to reach the station too. The wires are mostly there already. Sell the land across Rainier Ave if you don't have money, and use it to make real connections at Mt Baker that are convenient and safe to use.

Note that King Co park and ride lots are overloaded past capacity. How will adequate parking be provided for ST Users who must drive to the train stations?

Much is being made of bicycle access, but really, in the rainy Pacific NW, should so much money be spent on bicycle trails-not realistic!

Use of cars remains important to employed people, esp those with children in childcare.

Money would be better spent on adequate car parking facilities. I am really concerned that parking is being ignored in planning.

System Access Fund Online Open House: Open-Ended Comments
<p>I would like to see the Veterans Memorial Park Trail Connector (Mountlake Terrace) project funded. I walk the trail most everyday after riding the transit to my work. Most mornings it's not an issue, but in the cold/snow it is difficult for me to navigate for my balance is not good even with my support (walker/cane/etc.). Mountlake Terrace is growing so much (and so fast) that it would be a shame for Sound Transit to miss this opportunity to support the community and promote a favorable community attitude towards Sound Transit.</p>
<p>The foot bridge over SR 410 in Sumner is not required. Very little activity to get to downtown Sumner from Rivergrove. Spend the money on busses or shuttles in the area.</p>
<p>Support the non rich and don,Äôt do east side project</p> <p>Any project for Mercer island is for rich entitled people. They don,Äôt need our public money</p>
<p>Currently living in Vancouver, WA but on the waitlist for Bradley Park Retirement Community and plan to move there within the next 2 years. When I visit family now, I have used Sound Transit from the Sumner Station, to connect to the Amtrak Station.</p>
<p>The Microsoft one is great since they are a major employer in the area and with such an emphasis on light rail the area needs to improve non motorized options such as trails and buses. These items need to extend beyond the small 1 Mile radius of the rail. Redevelopment of local neighborhoods to prioritize easier access, non motorized access and SAFETY helps make rail successful 24hrs a day instead of just 9-5 (or however long Microsoft employees work)</p>
<p>I am a huge supporter of the 156th Avenue Cycle Track to extend improvements Microsoft is completing (31st Street to 36th Street) north to 40th Street and south to 28th Street. This cycle track would provide a facility separated from vehicles and from pedestrians with connections for the 30,000 employees (within a quarter mile of the project) to both the future Sound Transit light rail station at Overlake Transit Center, and the overall bicycle network in Overlake with facilities such as the 520 Trail. This would go a long way in reducing traffic and supporting public transit!</p>
<p>The 73rd Ave NE and Juanita Drive NE bike lanes should be protected, not just buffered.</p>
<p>It appears that the Sumner Mayor and Counsel are more interested in how to spend money instead of how inventing projects could disrupt local residents. Building a pedestrian bridge over SR410 at Sumner Ave. is a very bad idea for many reasons. The existing road is too narrow and does not even have sidewalks. Most of the area has low income residents or retirees. However, there is already a plan to expand Traffic Ave. over SR410 and it is a much better place to connect to the existing trail system. Doing this will eliminate the need to build additional bridges over SR410 and the Puyallup River!!! Please make sure that the city government is not wasting money on poorly planned projects just for the sake of spending money.</p>

Sound Transit Pierce County

Sumner Funds and Improvements

Comments, Concerns, and Issues

The first issue is supporting the greater community and mass transportation:

The funds are from the Federal and State government and the resources they support are also part of the State and Federal funded „Public“ resources that the citizens of the USA are supposed to be able to use and access.

The sidewalk improvements should not be funded until the City removes all Residential Parking Zones, (RPZ zones), in the City of Sumner. It is a violation of Public resources to be allocated to private use, the city issues residents parking stickers allowing city residents to park on the streets of Sumner without getting tickets in RPZ zones. This is allocation of Police, computers, staff, and streets to; select private individuals to use, which is not appropriate or legal use of Tax payer Public funds and resources.

Stop funding all improvements in Sumner until the RPZ zones are removed from the City Streets. The City is also using the RPZ zones and zoning restrictions to create a monopoly to support their pay parking lot. They have restricted all development of Parking lots in the City to only the Sound Transit and the City of Sumner. Additionally the RPZ zones have created a parking shortage on the City Streets around the Transit Center in Sumner and the only available parking after the Sound Transit lot is full in a two plus block radius of the Transit Station is the City Pay parking lot. Individuals have sought to convert empty lots that were properly zoned business commercial use and the City placed restrictions blocking parking lot development except for the City and Sound Transit, creating a Monopoly for the City.

Issue two:

No: Sumner Pedestrian Bridge connecting Rivergrove to Sumner over Highway 410.

Improvements are needed in Sumner for Pedestrians and Bikers. Rivergrove is a dead end neighborhood, between Hwy 410 and the Puyallup River, which will not connect to any Bike trails. To connect to the Pedestrian bike trails the bridge would need to cross over the Puyallup River and not over Hwy 410. The real problems are at Highway 162 / Valley Avenue and Highway 410 interchange and at Main Street to Puyallup and Highway 410 interchange. The Main Street and Highway 410 interchange needs bike lanes, sidewalks, marked cross walks and turn lanes, This interchange would connect to the Bike trail at the Puyallup River and this trail also currently connects to the Foot Hills trail via 134th Ave E. If Pedestrian access is needed this is the interchange that would provide access connecting the Bike trails up the Valley to Renton and from Tacoma and out to Mount Rainier. Connecting Rivergrove with a pedestrian bridge would not provide any connections to any of the existing Bike trail systems from Puyallup, Algona, or Orting. The bridge at Main Street and 410 is being rebuilt starting this 2019 and all these issues could be addressed during that construction connecting pedestrians and bikers to the trail systems. The best solution for more improvements for Sound Transit users would be to improve the Hwy 162/Valley Ave and Hwy 410, and the Bridge over the Puyallup River, this interchange and the bridge over the Puyallup River need bike lanes, turn

System Access Fund 2019: Online Open House Complete Results Appendix

System Access Fund Online Open House: Open-Ended Comments
lanes, improved sidewalks and more lanes of traffic flow to allow commuters to access the Sound Transit services in Sumner from the surrounding communities.
I commuted in the past via Van Pool, Car pool, Bus and Train to Lynwood, and Seattle for over 5 years and have used many of the transit resources and have experienced many of the issues the Transit commuters still run into.
I am supportive of this project.
I support the cycletrack for Redmond Overlake neighborhood!
Trains on weekends please
I agree with the proposed 156th Avenue Cycle Track.
Although I normally walk to the bus stop, I take my bike a few times a month. Whenever I do, I feel very unsafe biking down 156th ave, and cars and buses are slowed down by bike presence on the road. I think the bike track is a great addition not only for biker safety but also traffic flow.
I am providing feedback in support of building the bicycle cycle track on 156th Ave
Please do anything you can to expedite light rail expansion. Ballard is 15+ years away, which is absolutely insane. The city is changing so fast and the plans are falling father behind.
I would like to express my support for the proposed cycle track on 156th Ave to separate bicycle traffic both from pedestrians and automobile traffic. I would also like to request that mix mode transit usage by carrying bicycles inside the trains be facilitated as much as possible
I highly encourage the city and community as well as the companies in this area to approve the construction of this trail. As a commuter to this area who uses this corridor, I've seen numerous close calls with cyclists who are using the road with vehicles. I am a cyclist by heart and choose to commute to work by car due to the schedule and meetings I travel to now, but on other days when I commute by bike, I do not take this path/area because of the lack of safety for myself or other cyclists. Please consider approving this fund quickly so that we can make it safe.
Trail access to Sound Transit stations is paramount. That's why in East King County, the Eastrail's NE 8th Street Crossing is my top priority, followed by the I-90 Trail expansion by Eastgate, the link from the Lake to Sound Trail to transit in Renton, and the addition of better bike parking.
I bike commute to work daily and would benefit from the 156th Avenue Cycle Track. The addition would make it much safer for cyclists like myself to pass through that area. I would feel much safer if I had a track separated from vehicles and pedestrians. As a Microsoft employee living in the area, I don't own a car and plan to continue to use public transit and biking for transportation. Please fund this project!
I rely heavily on public transit infrastructure and appreciate any improvements around Puget Sound.
I support the proposed 156th Ave Cycle Track project. This will provide better access for bike commuters and reduce congestion.
The 156th cycle track is a key facility for making bicycling safer and more effective for commuters and recreational riders.
very usefull please make it happened needed to safely commute on bikes
Build all of these projects. Each is more worthwhile than building parking.

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Biking around judkins park is scary. There are no lights at all. It's dangerous for riders and walkers and makes the area uninviting. Let's improve it sooner than later. Especially with light rail coming in.

I just wanted to express my support for the proposed cycle track on 156th Ave in Redmond. I bike home from Microsoft several days a week, between buildings, and from the bus to my office and there's no real way to traverse campus today without having to go way out of the way or ride with fast cars on 156th. I think this would be a great addition given the new pedestrian/bike bridge and light rail station.

My only other suggestion would be to continue it past 40th as proposed to 51st, since there are lots of people that work at Microsoft that live between 40th and 51st, as well as a large Microsoft campus there as well.

Stick to your core mission, completing the light rail spine between Everett and Tacoma first and foremost. Stop wasting our tax dollars on unnecessary staffing increases since you outsource so much of what you do anyway. Even at 1000 FTEs you've become another bloated governmental agency with little to show for it after 22+ years since Sound Move was approved.

Don't use \$ to build parking lots, Less parking needed; remove or reduce bus routes not used, buses with less than 15% passengers occupancy should be removed from service.

I'm all for more cycling tracks in this area. I urge consideration of how all the intersection lights in this area are handled to improve cyclist and pedestrian safety. IMHO, 4-way walk for crosswalks and dedicated cycling green lights (similar to downtown Bellevue transit center, and some of the crossings on the Burke Gilman) dramatically improve safety and relieve driver stress trying to turn right on green.

Don't cut corners on Hilltop Tacoma Link extension... full funding for true accessibility!

For the Judkins Park Station area, I think the neighborhood would really benefit from a renovation of the dilapidated green space south of Atlantic Ave/MTS Trail on the west side of Massachusetts. Right now, it's overrun with weeds and invasive thorny blackberries that extend out into the walkway and partially block it for those with strollers or who use wheelchairs. That plot of land has a ton of potential that is going to waste right now, and it's basically become an unofficial waste bin for passersby.

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Please do not take away traffic lanes in Edmonds on 9th/100th as currently it is the most traveled and only direct north/south access all the way through Edmonds and the loss of 2 travel lanes will seriously degrade a critical choke point at Edmonds Way state highway and the intersection with 100th. The businesses will also be much harder to access, with the only 2 main grocery stores located in Edmonds right at that choke point with 100th. The new Bartells complex with 91 units of housing also has the only access to go north or south right in front on 100th and with only one lane of traffic allowed there it will block access as well as delay cars backed up into the intersection going south or turning south from Edmonds way as the access and exit is located too close to the intersection. With cars idling longer with one lane removed, more cars will leave 9th/100th to travel faster on the currently peaceful, safe neighborhoods located directly west. Please do not allow this project to be approved. Also, there has been no Bicycle count in Edmonds to know what the usage is of the previous bicycle projects on 220th and on 76th on Edmonds. On both streets the loss of lanes of car access has caused very long backups, idling cars next to homes, as well as aggressive driving to try to bypass the logjam caused on those major thoroughfares. Please allow cars to move quickly (not big them down) through Edmonds to get to their destination to reduce greenhouse gas emissions. Thank you.

The proposed 228th St. SW Bicycle Improvements is just a ridiculous waste of money, not to mention that you are turning a quiet 2 lane neighborhood road into a wide highway. Nobody but a seasoned athlete bike rides up this hill. I won't be forgetting the names of the Edmonds officials that are involved in this proposal and either will my neighbors - boo!

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105 Sumner Ave  
Sumner, WA, 98390  
8/20/2019

Dear Mayor and City Counsel,

I am writing to express opinion and concerns about plans to make a pedestrian bridge crossing SR410, at Sumner Ave.

I suggest you take a walk along the proposed new trail and see for yourself that building a pedestrian bridge at Sumner Ave. would be very disruptive to several local residents. South of Willow St. Sumner Ave. drastically narrows and has little room for expansion, additional sidewalks, or a trail system.

A much better location for the bridge would be Cherry Ave. The road is much wider and it's practically a straight shot from the Sumner Station and sidewalks are already in place. Plus, it's a shorter distance to the existing trail overall.

To eliminate the need for building an additional bridge over SR410 and the Puyallup River, The best plan would be to make the trail on the Traffic Ave. overpass. Isn't widening the congested Traffic Ave. overpass going to be another Sumner project on the drawing board? Why not add a plan to include a pedestrian lane here anyway? Also, the existing E. Main Bridge over the Puyallup River is easily wide enough to accommodate a trail lane and would be the most logical way to connect to the existing trail system. Additionally, this is the shortest distance between the Sumner Station and existing trail system with the least amount of construction and disruption to existing neighborhoods and would eliminate building two difficult, expensive, and environmentally damaging bridges.

Please consider other options to building a bridge at Sumner Ave. Many of the residents there are lower income and retirees that have lived there for decades. Going forward with the present plan could be considered a waste of resources especially since there are much more viable options.

Please keep me informed on all decisions regarding this plan.

Respectfully,

Kurt Boehm