SYSTEM ACCESS FUND 2019 CALL FOR PROJECTS
Comment Letters & Letters of Support - August 2019

Sound Transit received the following comment letters and letters of support during the System Access Fund 2019 Call for Projects process. You can navigate to each letter by clicking on the relevant title.

OVERALL

- Feet First: Comment Letter
- Transit Access Stakeholders (Cascade Bicycle Club, Futurewise, Sierra Club, Transportation Choices Coalition): Comment Letter

SNOHOMISH

- Bothell – Canyon Park Nonmotorized Access Improvements: Letter of Support from WSDOT
- Edmonds – 228th St SW Bicycle and Pedestrian Improvements: Letter of Support from Community Transit
- Edmonds – 228th St SW Bicycle and Pedestrian Improvements: Letter of Support from Edmonds Bike Group
- Edmonds – Citywide Bicycle Improvements Project: Letter of Support from Community Transit
- Edmonds – Citywide Bicycle Improvements Project: Letter of Support from Edmonds Bike Group
- Edmonds – Citywide Bicycle Improvements Project: Letter of Support from City of Shoreline
- Mukilteo – Park Avenue Pedestrian Improvements: Letter of Support from WSDOT
- Snohomish County – Ash Way Corridor Pedestrian and Bicycle Improvements and Ash Way Direct Access Ramps and I-5 Crossing: Letter of Support from WSDOT

NORTH KING

- Lake Forest Park – Town Center to Burke-Gilman Trail Connector: Letter of Support from WSDOT
- Seattle – Judkins Park Station Access: Letter of Support from City of Bellevue
- Seattle – Judkins Park Station Access: Letter of Support from King County Metro
- Seattle – Southeast Seattle High Priority Sidewalks and Walkways: Letter of Support from King County Metro
- Shoreline – 148th Street Nonmotorized Bridge: Letter of Support from City of Seattle
- Shoreline – 148th Street Nonmotorized Bridge: Letter of Support from King County Metro
- Shoreline – 148th Street Nonmotorized Bridge: Letter of Support from WSDOT

EAST KING

- East King Subarea – Overall: Comment Letter from Cascade Bicycle Club
- Bellevue – 110th Avenue NE & NE 6th Street Exceptional Intersection Improvements: Letter of Support from Amazon
- Bellevue – 110th Avenue NE & NE 6th Street Exceptional Intersection Improvements: Letter of Support from Bellevue Downtown Association
- Bellevue – Eastgate Nonmotorized Access to Transit Improvements: Letter of Support from Mountains to Sound Greenway
- Bellevue – Eastgate Nonmotorized Access to Transit Improvements: Letter of Support from T-Mobile
- Bellevue – Eastgate Nonmotorized Access to Transit Improvements: Letter of Support from WSDOT
- King County Parks – Eastrail May Creek & NE 44th Street Connection: Letter of Support from WSDOT

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- King County Parks – Eastry NE 8th Street Crossing: Letter of Support from City of Bellevue
- King County Parks – Eastry NE 8th Street Crossing: Letter of Support from REI
- Kirkland – NE & SE Quadrant Improvements Projects: Letter of Support from WSDOT
- Mercer Island – Mercer Island Station Gateway Plaza Design: Letter of Support from Mercer Island Chamber of Commerce
- Mercer Island – Mercer Island Station Gateway Plaza Design: Letter of Support from WSDOT
- Renton – S 7th Street Corridor Improvements: Letter of Support from King County Metro
- Renton – S 7th Street Corridor Improvements: Letter of Support from REI
- Renton – S 7th Street Corridor Improvements: Letter of Support from South Renton Connection Neighborhood Association
- Renton – S 7th Street Corridor Improvements: Letter of Support from Transportation Choices Coalition

**SOUTH KING**

- Burien – SW 148th Street Pedestrian Access Improvements: Letter of Support from King County Metro
- Des Moines – Barnes Creek Trail South Segment: Letter of Support from Highline College
- Des Moines – Barnes Creek Trail South Segment: Letter of Support from King County Metro
- Kent – W James Street at 2nd Avenue N Pedestrian Crossing: Letter of Support from King County Metro
- SeaTac – Military Road S and S 152nd Street Improvements: Letter of Support from King County Metro
- SeaTac – Military Road S and S 152nd Street Improvements: Letter of Support from WSDOT
- Tukwila – Nonmotorized Connections and Wayfinding at Tukwila International Boulevard Station: Letter of Support from King County Metro
- Tukwila – Tukwila Station Nonmotorized Connectivity and Safety: Letter of Support from WSDOT

**PIERCE**

- Auburn – Bus Route 497 Accessibility Improvements: Letter of Support from Pierce Transit
- Bonney Lake – Elhi Hill Trail Staircase: Letter of Support from Fennel Creek Preservation Group
- Bonney Lake – Elhi Hill Trail Staircase: Letter of Support from ForeverGreen Trails
- Bonney Lake – Elhi Hill Trail Staircase: Letter of Support from Plateau Trails Coalition
- Bonney Lake – Elhi Hill Trail Staircase: Letter of Support from WSDOT
- DuPont – DuPont-Steilacoom Road Improvements: Letter of Support from WSDOT
- Fife – I-5 Pedestrian and Bicycle Bridge Crossing at 62nd Avenue E: Letter of Support from WSDOT
- Lakewood – 111th Street/112th Street SW Improvements: Letter of Support from Pierce Transit
- Pierce County – 112th Street Pedestrian Improvements: Letter of Support from ForeverGreen Trails
- Pierce County – 112th Street Pedestrian Improvements: Letter of Support from Pierce Transit
- Pierce County – 112th Street Pedestrian Improvements: Letter of Support from WSDOT
- Puyallup – Bike Lane Expansions on W Stewart Avenue & 4th Street NW: Letter of Support from WSDOT

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- Sumner – Rivergrove Community Pedestrian Bridge: Letter of Support from WSDOT
- Tacoma – 26th Street/Tacoma Dome Station Access Improvements: Letter of Support from WSDOT
- Tacoma – Hilltop Tacoma Link Extension Streetscape Access Improvements Phase 1: Letter of Support from Hilltop Engagement Committee, Hilltop Action Coalition, and Tacoma Housing Authority
August 23, 2019

Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

RE: Sound Transit System Access Fund

Dear Directors,

Feet First, a statewide advocacy organization promoting walkable places, appreciates this opportunity to provide public comment on how Sound Transit can best use its $50 million System Access Fund to ensure strong non-motorized access to the regional transit system. We advocated for the System Access Fund because we believe Sound Transit is more than just a rail system - it is an historic investment that can catalyze the growth of walkable urban centers in the areas surrounding the stations, which in turn promotes higher system ridership. Indeed, we believe this potential to create walkable places one of the reasons Sound Transit has enjoyed strong public support.

The fifty-five proposed projects, submitted by various jurisdictions throughout the region, demonstrates the deep need for the Station Access Fund. We understand that prioritizing which projects should receive funding will be difficult. Feet First reviewed all the proposed projects, as they are identified and described on the Sound Transit website, so that we could share our views as to which projects provide the greatest benefit to the region as a whole. We believe this complements (and by no means replaces) the necessary and important input Sound Transit is receiving from people with deep knowledge of specific places and projects.

We used two criteria that we believe Sound Transit overlooked in its preliminary project evaluation. A critically important criterion to Feet First was whether the project substantially enhanced the opportunity to foster new pedestrian-oriented housing and commercial development around the stations. Another vital criterion was whether the investment not only improved pedestrian connections to the station, but also helped connect isolated pockets of walkability to each other. We urge Sound Transit to integrate these concepts into its final evaluation of how to invest Station Access Funds. Focusing solely on the physical connection to the stations means that Sound Transit could miss more transformative investments.

Our evaluation also considered the Sound Transit criteria of customer experience, equity, safety & human health, and connectivity. We did not consider the criteria of funding plan and delivery plan – our prioritization is
without regard to whether a local jurisdiction should properly fund the project as opposed to Sound Transit. Our focus was simply on identifying the projects we believe will have the greatest impact.

Based on the above, we have identified what we think are the best $8-12 million worth of projects in each of the five subareas (Sound Transit will ultimately select $10 million worth of projects in each subarea). These recommendations are enclosed below.

We greatly appreciate this important initiative to improve nonmotorized accessibility to the regional transit system.

Sincerely,

Jon Cowin, President
Feet First

cc: Alex Kreig, Sound Transit Contact Planning & Integration Senior Manager
Snohomish County Subarea

Top Priority Projects

1. Everett Station Nonmotorized Access Improvements (Everett)
   This project would greatly upgrade the walking and biking route from Everett Station to Downtown Everett with improved lighting, sidewalks, marked bikeways, and signage along this 2,000-foot corridor. The Everett Station is the city’s main transit hub, to be served by Link light rail, Amtrak passenger trains, and local and regional bus service, so the connection to downtown Everett is critical. There is also high TOD development potential here (current zoning allows for 11- to 25-story towers).

4. Ash Way Corridor Ped & Bike Improvements (Sno Co)
   This project includes improvements to the Ash Way corridor connecting with the future Ash Way Station and Mariner Station to the south and north of the roadway. Improvements will include roundabouts, bike lanes, sidewalks, and planter strips.

Secondary Priority Projects

6. Scribner Creek Trail Redevelopment (Lynnwood)
   The existing 1.5-mile Scribner Creek Trail would be upgraded into a Class 1 shared-use path, providing a valuable connection between residential areas to the northwest and the Lynnwood Transit Center/future Lynnwood Station and the Interurban Trail. Adjacent land use is mainly residential & parkland, but there is high redevelopment potential to the northeast.

9. Veterans Memorial Park Trail Light Rail Connector (Montlake Terrace)
   This project provides an ADA-compliant walkway through Veterans Memorial Park, connecting the Mountlake Terrace Transit Center/future Mountlake Terrace Station to the civic center and developing town center to the northeast.

10. Main Street Revitalization Project (Montlake Terrace)
    The City of Mountlake Terrace has ambitious plans to develop a denser and more walkable town center. This project would greatly further this goal by reconstructing Main Street to create a multimodal corridor running through the center of town a quarter-mile away from the future Mountlake Terrace Station.

North King County Subarea

Top Priority Projects

1. 148th St Nonmotorized Bridge (Shoreline)
   This project will complete the design phase and contribute partial construction funding for a pedestrian/bicycle bridge spanning I-5, to connect the future NE 145th Street light rail station to neighborhoods on the other side of the freeway to the west. This area west of I-5 was recently upzoned for moderate-density TOD, so breaching the I-5 barrier is critical.

3. Judkins Park Station Access (Seattle)
   This project contains a comprehensive package of pedestrian and biking access projects in the vicinity of the future Judkins Park Station. Improvements include arterial crossings, pedestrian stairways, ADA-compliant sidewalks, pedestrian lighting, and neighborhood greenways. These improvements have the additional benefit of improving ADA accessibility around the nearby Lighthouse for the Blind. The Northwest African American Museum, adjacent to the west station entrance, serves as both a regional education resource and a community gathering place.

5. Secure Bike Parking Expansion & Related Improvements (KC Metro)
   This package of improvements, including bike parking, wayfinding, and improved bike and pedestrian on-site circulation, would improve access to the NE 145th St/Bothell Way NE and Ballinger Way NE BRT stations.

Secondary Priority Project

4. Southeast Seattle High Priority Sidewalks & Walkways (Seattle)
   This package of improvements includes five blocks of new sidewalks, one new stairway connection, and one new signalized crossing improvement. These improvements will provide direct, accessible, and comfortable pedestrian connections to four Sound Transit Link stations throughout southeast Seattle, a sector of the city that currently lacks a
complete sidewalk network. Southeast Seattle contains a high proportion of people suffering various maladies associated with physical inactivity, including diabetes and obesity.

## East King County Subarea

### Top Priority Projects

3. Downtown Bothell Nonmotorized Access Improvements (Bothell)

   Three downtown Bothell corridors will be improved with this project. Changes include sidewalk widening, lighting, and ADA access improvements, which will provide safer access to the transit station from local businesses, nearby senior and low-income housing, and the Sammamish Regional Trail. These improvements will also enhance the overall walkability of Bothell’s town center, a key goal of their 2005 Downtown Revitalization Plan.

6. 156th Ave Cycle Track (Redmond)

   This project will complete a two-way cycle track between 28th Street and 40th Street in Redmond, expanding upon improvements that Microsoft will build between 31st Street and 36th Street, and providing a badly-needed north/south bicycle facility east of State Route 520 in Overlake Regional Growth Center’s employment cluster. This provides safer access to three existing and future transit facilities (Redmond Technology Station, Overlake Village Station, and Overlake Park and Ride), connecting them with local businesses, nearby senior and low-income housing, the Sammamish Regional Trail, and the Microsoft main campus.

7. 110th Ave NE & NE 6th St Exceptional Intersection Improvements (Bellevue)

   The intersection of 110th Avenue NE at NE 6th Street next to the Bellevue Transit Center and Bellevue City Hall already experiences high volumes of crossing pedestrians that are anticipated to increase even further with the opening of the Downtown Bellevue Station in a few years. The Sound Transit East Link Final EIS projected there will be over 5,000 riders going to and from the light rail trains on the day of opening in 2023. This project will construct "exceptional" intersection improvements including a raised intersection, an all-walk scramble signal phase giving conflict-free priority to non-motorized modes, and other improvements.

11. Eastgate Nonmotorized Access to Transit Improvements (Bellevue)

   This project will construct 0.64 miles of separated, at-grade multi-purpose pathway along the south side of Interstate 90 and the north side of SE 36th Street between 132nd Avenue SE and 142nd Place SE. This will provide a badly-needed nonmotorized connection between Factoria and the existing Eastgate Park & Ride/future Eastgate Station. Filling a gap in the Mountains to Sound Greenway Trail along the I-90 corridor will greatly improve east-west travel.

14. Secure Bike Parking Expansion & Related Improvements (KC Metro)

   This package of improvements, including bike parking, wayfinding, and improved bike and pedestrian on-site circulation, would improve access to the Renton Transit Center, Brickyard Transit Center, Evergreen Point Station, SR-522/Bothell Way BRT Station, and the Kenmore/SR-522 Transit Center.

### Secondary Priority Projects

9. Mercer Island Station Gateway Plaza Design (Mercer Island)

   In conjunction with planned sidewalk improvements to 80th Avenue SE, the construction of a small plaza here will provide a more open and welcoming gateway between Downtown Mercer Island and the future light rail station. Sightlines are currently obstructed by the path alignment and landscaping. A large earth mound and sculpture at the south end of the path totally blocks the view between the street intersection and the 80th Avenue headhouse. As a result, wayfinding is not intuitive to transit users, with the station nearly hidden from the sidewalk and completely hidden from the intersection across from the Town Center. In addition, the poor visibility in this area raises safety concerns which could potentially discourage people from walking to the station, particularly at night.

10. 80th Ave SE Sidewalk Improvements (Mercer Island)

   This project reconstructs sidewalks, curb ramps, and driveways, improves street lighting, replaces street trees, and improves pavement markings and signing on 80th Avenue SE running through the town commercial district. The upgraded lighting improves walking conditions by creating a safe space and improving nighttime visibility that accommodates users accessing the Rail Station and Park & Ride during dusk and non-daylight hours. Eliminating obstacles in the sidewalk path, such as uneven sidewalk due to root heave, and providing accessible curb ramps and driveways improves accessibility for all users including those with mobility challenges. Improved signage, including wayfinding, provides clear messaging to support users accessing the station entrance with minimal confusion.
12. Eastrail: May Creek & NE 44th Street Connection (King County Parks)

This project constructs a high quality nonmotorized connection between the planned BRT station at NE 44th Street in Renton and the nearby Eastrail. When complete, the Eastrail will provide a safe shared-use path connection to the south end of Renton’s downtown, including the Southport mixed-use development, high density residential neighborhoods, and the Boeing Renton plant.

13. S 7th St Corridor Improvements (Renton)

People walking and biking along this high-volume corridor currently experience high-traffic stress. The trail improves connectivity and creates safer access into and out of the South Renton Transit Center. These improvements to 7th Street help lay the groundwork for an eventual connection between the Lake to Sound Trail and the regional transit system. There is also considerable development potential along this corridor.

South King County Subarea

Top Priority Projects

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

This project will build sidewalks on 152nd and wayfinding signs near Tukwila International Blvd station. These proposed improvements will enhance the pedestrian experience, tie into a nearby affordable housing development, and provide a protected, safe walking route across the high-volume intersection with Tukwila International Boulevard.

6. Barnes Creek Trail South Segment (Des Moines)

This trail project includes approximately 1,400 linear feet of a 10-foot-wide multi-use trail along the north side of South 240th Street between 16th Avenue South and 20th Avenue South, thereby improving access to the Angle Lake and Kent-Des Moines stations from the surrounding area.

10. 21st Avenue S at S 320th Street Signalization and Pedestrian Improvements (Federal Way)

A safe signaled crossing of this six-lane roadway is badly needed at this location. The project will improve connections between the future Federal Way light rail station and the regional shopping center to the south.

14. Secure Bike Parking Expansion & Related Improvements (KC Metro)

This package of improvements, including bike parking, wayfinding, and improved bike and pedestrian on-site circulation, would improve access to the Burien Transit Center.

Secondary Priority Projects

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

This project will provide new bike lanes and sidewalks on Military road near Tukwila International Blvd station. Currently, there are no bike lanes and pedestrians travel is along a delineated shoulder walkway with no physical separation from traffic.

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

This project will install a Rectangular Rapid Flash Beacon high visibility crosswalk, raised median with a pedestrian cut-through, and ADA ramps on W James Street at Second Avenue N. This will cut the current distance between crossings (.3 miles) in half.

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

This project will fill gaps in the current sidewalk network radiating in all directions from the Federal Way Transit Center, greatly improving the walkability of the developing town center.

Pierce County Subarea

Top Priority Projects

1. Hilltop Tacoma Link Extension Streetscape Access Improvements Phase I (Tacoma):

This project will add ADA compliant sidewalks, bike facilities, new lighting, street furniture, and landscaping along the existing Tacoma Link line and the future Hilltop Tacoma Link Extension. There is high potential for pedestrian-oriented development along this corridor.
3. Interstate 5 Pedestrian and Bicycle Bridge Crossing at 62nd Avenue E (Fife)
   A bridge across I-5 at this location will provide a connection between the future Fife Station and multi-family residential development and Fife High School south of I-5.

8. Rivergrove Community Pedestrian Bridge (Sumner)
   A pedestrian bridge over State Highway 410 at this location will connect the entire Rivergrove community to the rest of Sumner, including the Sumner Station.

11. 112th Street Pedestrian Improvements (Pierce County)
   Improves sidewalks to Pacific BRT in Parkland, closing gaps in the sidewalk network that now hinder pedestrian travel approaching the intersection of 112th Street S and SR-7. This project will greatly benefit historically under-served populations in the area.

Secondary Priority Projects

7. Sumner Station Safe Sidewalk/Bike Enhancements (Sumner)
   This project will develop pedestrian and bicycle east-west corridors and north-south connections immediately around Sumner Station. These corridors currently experience significant conflict between commuters walking and biking to the station and other commuters driving these same routes. These high-pressure situations can lead to a dangerous blend of pedestrians on an all-out run to catch a train at the same time harried drivers are distracted, seeking to catch the same train.

10. 111th Street/112th Street SW Improvements (Lakewood)
   This project constructs curb, gutter, sidewalks, bicycle lanes, street lighting, pavement overlay, and associated storm drainage, closing the last missing gap for pedestrians and bicyclists to connect to the Sounder Lakewood Station’s pedestrian track crossing.
To: Sound Transit Staff and Board  
From: Transit Access Stakeholders -- Transportation Choices Coalition, Cascade Bicycle Club, Futurewise, Sierra Club  
Re: System Access Fund Round 1 Grantmaking Process and Policy Implications for the System Access Strategic Plan

The Transit Access Stakeholders are advocates that support thriving, sustainable transit-oriented communities. Many of our groups worked together to support the passage of ST3, in no small part because of the built-in funding for active transportation connections. A regional, high-capacity transit system is only as strong as the adjacent local networks. Providing safe, healthy, affordable, and sustainable infrastructure that helps people get to transit reduces our impact on the environment, lowers barriers to access, and reduces our reliance on cars and expensive parking infrastructure, improving opportunity for lively, community-driven development around stations.

We are thrilled to see Sound Transit moving swiftly to implement the System Access Fund, a unique opportunity to help fill important access gaps near stations to address safety issues and other barriers to ridership. It is imperative that regardless of external factors, this fund is protected and its projects supported. The Sound Transit system is strongest if access to stations is safe, intuitive, easy for the user, and equitable.

In reviewing the first grantmaking process, our groups have identified comments for the Board as it considers project selection in round one, as well as to improve the process as Sound Transit continues to iterate for future rounds of funding:

Ensure policy criteria is used in final decision making

- Clarify how the board will consider policy criteria
  - We are particularly supportive of the important consideration of policy criteria in funding decisions, particularly equity, health and community input. These criteria can best help identify community-driven plans to address gaps that prevent historically disadvantaged populations from affordable and healthy access to transit. Given this critical lens, we would like more information on how the policy criteria are used: how will they be evaluated? How will they be weighted - against each other, against technical criteria, and more? Is “Equity” policy criteria weighted the same as the other criteria?  
  - When evaluating projects, how does a “Low” rating assigned in one factor relate to an overall finding of “Highly Recommended” for the project? We would like to see more explicit definitions of the evaluation criteria.  
  - Finally, who will evaluate the criteria, and how will Sound Transit ensure regional representation in the review process, so that local context is considered? Wherein, for example, equity in Ballard looks very different compared to equity in South Tacoma.

Clarify and strengthen Policy Factor metrics:

- Consider adding Fostering Transit-Oriented Development (TOD) as a Policy Factor in Future System Access funding rounds.
The development of a regional light rail system is an excellent opportunity to encourage the development of walkable urban centers surrounding the accompanying stations, thus, transit-oriented development (TOD) should be considered an access strategy. A 2009 study of Portland, Oregon ("Transit Oriented Development" by the Victoria Transportation Policy Institute) shows that residents in a TOD use transit four to 10 times more, walk three to four times more, and bike one to two times more than those who live in other areas. This in turn reduces air pollution. People who live, work, and shop in TODs drive 20-40 percent less and reduce greenhouse gas emissions by 2.5 to 3.7 tons per year per household. In addition, by increasing pedestrian travel and emphasizing public space, TOD improves the opportunities for personal interaction and enhances a sense of community. Furthermore, TOD can re-define where and how economic activity will occur and help community revitalization efforts, in the process boosting local tax revenues.

- **Customer Experience**
  - Some of the metrics seem to depend on if a station is located in proximity to high density areas. What if a station is just not sited very well, and project is intended to help mitigate this?

- **Connectivity**
  - Is this influenced mainly by the size of the population that can be connected more safely and easily to a station via active modes? We desire a more comprehensive definition of this factor metric. The single “Low” rating under this factor for a project improving sidewalks in SE Seattle raises concerns over how connectivity is defined.

- **Safety and Health**
  - Can we do an overlay to look at relative health conditions in all the geographies where projects are being considered? This can overlay can be done for the whole Sound Transit region, as well as by sub area.
  - Is it possible to advance the region’s Vision Zero and Target Zero goals by targeting improvements in areas where vulnerable users (people walking, biking, or rolling) are more likely to be killed or injured accessing transit? Adding weight to the health and safety policy factor for projects that are included in Vision Zero makes sense as a form of proactive and preventative equity consideration.

- **Equity should explicitly consider communities of color**
  - While reliance on transit is an important equity consideration, this does not capture those who are forced to drive given existing transit deficiencies. This lack of access to good infrastructure is often rooted in exclusionary policies such as redlining, which were based in systemic racism. Therefore we believe explicitly naming race and using resources to help restore access to historically disadvantaged populations is critical.
  - Currently, the equity definition from policy criteria guidance document names several demographics, but not people of color: “1. Describe how the project makes it easier for populations that rely on transit (e.g. low-income populations, people with disabilities, households that do not own vehicles, youth, senior citizens, etc.) to get to the transit facility.” Considering people of color (POC) in the definition was a recommendation from the original SAF stakeholder group, and was a key demographic consideration in enhancing mobility and access in the original ST3 package (page D-2).
  - Consider a metric that compares past transit service levels and ease of access relative to residential density across different neighborhoods.

**Weigh public engagement along with policy criteria**
Given that there are multiple data points being collected about the merits of each project, we would like to better understand how ST board and staff will consider each type, and help control for biases that may be present in the different collection methods. We hope that the demographic and locational data will be analyzed and presented in order to understand who is participating and from where in the ST district. Presenting differences between demographics, and between online survey data and local outreach results may help inform the board to make more equitable decisions.

Our comments regarding the grantmaking process also highlighted several policy areas and questions that should be carried forward into broader work to develop a System Access Strategic Plan:

- How are we looking at equity as a whole (not just within subareas, but across)?
- What lessons learned will we take from this process?
- How does this work and analysis fit into strategic access plan and vice versa
- What about operations for transit access? (snow clearing etc.)

Thank you again for prioritizing investment in system access improvements, and continuing to iterate this new grant program to ensure equitable access to the ST3 system. We look forward to continued engagement and working together to make transit access easy, intuitive and safe for all riders.

Sincerely,

Kelsey Mesher
Transportation Choices Coalition

Tiernan Martin
Futurewise

Claire Martini
Cascade Bicycle Club

Tim Gould
Sierra Club
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: Bothell - Canyon Park Non-Motorized Access Improvements  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Bothell’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by providing a needed nonmotorized connection between the Regional Trail System, Canyon Park Regional Growth Center, and the planned Sound Transit 405 BRT station at the Canyon Park Park and Ride.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Bothell to expedite this important project.

Sincerely,

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Eddie Low, Deputy Public Works Director, City of Bothell  
Jennifer Cheung, Design Engineer, WSDOT
April 11, 2019

Mr. Robert English, PE
City Engineer
City of Edmonds
121 5th Ave. N
Edmonds, WA 98020

Subject: 228th St. SW Corridor Improvements from Hwy 99 to 95th Pl. W

Dear Mr. English:

Community Transit is pleased to support the City of Edmonds 228th St. SW Corridor Improvement project from Hwy 99 to 95th Pl. W. Community Transit has existing bus routes in the area and 228th St SW is included in regional 2040 transit network plans.

The proposed project improves non-motorized transportation safety (through the addition of sidewalk / bike lanes), improves non-motorized access to the Mountlake Terrace Transit Center, and creates opportunity for potential future bus stops along the corridor. The addition of a two-way left turn lane will improve traffic flow.

This project creates easier / safer non-motorized transportation access to the Mountlake Terrace Transit Center in the near term and provides options for future transit service along 228th St. SW.

Sincerely,

Emmett Heath
Chief Executive Officer
Community Transit
April 8, 2019

Mr. Robert English, PE
City Engineer
City of Edmonds
121 5th Ave. N
Edmonds, WA 98020

Subject: 228th St. SW Corridor Improvements from Hwy 99 to 95th Pl. W

Dear Mr. English:

This letter is a statement of Edmonds Bike Group’s support for the City of Edmonds to pursue funding for the 228th St. SW Corridor Improvement project from Hwy. 99 to 95th Pl. W. This proposed project has many benefits including the improvement of non-motorized transportation safety (through addition of sidewalk / bike lanes), access improvements for non-motorized transportation users to the Mountlake Terrace Transit Center, and access improvements to potential future Community Transit bus stops along the corridor. Community Transit has expressed interest adding a bus line along this stretch of 228th St, SW, creating a more direct route between the two Transit Centers. The addition of the two-way left turn lane would improve traffic flow for vehicles and Community Transit buses. This project will serve as an extension of the recently completed 228th St. SW Corridor Improvement from 76th Ave. W to 78th Ave. W (including installation of traffic signal at Hwy. 99 @ 228th St. SW) and Mountlake Terrace Lakeview Dr. project (addition of non-motorized path from I-5 to the Interurban Trail).

In summary, the project has numerous benefits by creating an easier / safer bike access to the Mountlake Terrace Transit Center for Edmonds and Snohomish County residents living along / within proximity to the project limits.

Sincerely,

[Signature]

Kent Smith

Chair / Edmonds Bike Group
April 11, 2019

Mr. Robert English, PE
City Engineer
City of Edmonds
121 5th Ave. N
Edmonds, WA 98020

Subject: Citywide Bicycle Improvements Project

Dear Mr. English:

Community Transit is pleased to support the City of Edmonds’ Citywide Bicycle Improvements Project. Community Transit has numerous bus stops in the area and all buses are equipped with bicycle racks.

The project will improve bicycle safety with the addition of bike lanes and sharrows along various roadways in Edmonds and Snohomish County. The project will also create new east-west / north-south bicycle connections. These improvements will improve bicycle access to the Edmonds and Mountlake Terrace Transit Centers and other key destinations such as Westgate Village. The project will increase the number of cyclists able to reach existing and future Community Transit bus stops in the area.

This project creates a safer non-motorized transportation environment along the project corridors for residents living, working and accessing transit in the area. We look forward to providing input as the project proceeds to ensure good connectivity to public transit.

Sincerely,

Emmett Heath
Chief Executive Officer
Community Transit
April 8, 2019

Mr. Robert English, PE
City Engineer
City of Edmonds
121 5th Ave. N
Edmonds, WA 98020

Subject: Citywide Bicycle Improvements project

Dear Mr. English:

This letter is a statement of Edmonds Bike Group’s support for the City of Edmonds to pursue funding for the Citywide Bicycle Improvements project. The project will improve bicycle safety with the addition of bike lanes and sharrows along various stretches in Edmonds and Snohomish County and create new east-west / north-south bicycle connections. This project would further expand on the bicycle improvements completed several years ago in Edmonds and Snohomish County with additional bike lanes and wayfinding signs along 76th Ave. W from 220th St. SW to Olympic View Dr., 212th St. SW from 84th Ave. W to 72nd Ave. W, and 220th St. SW from 84th Ave. W to 76th Ave. W (as part of Bike-2-Health project). Edmonds residents along with residents from adjacent jurisdictions will benefit from this project since various destinations will become more accessible for cyclists (such as Mountlake Terrace Transit Center / Downtown Edmonds...). Bicycle access to the existing / future Community Transit bus stops located along / within proximity of the different stretches will also be improved.

Sincerely,

Kent Smith
Chair / Edmonds Bike Group
April 10, 2019

Mr. Robert English, PE
City Engineer
City of Edmonds
121 5th Ave. N
Edmonds, WA 98020

Subject: Citywide Bicycle Improvements Project

Dear Mr. English:

This letter is to convey Shoreline’s support for Edmonds to pursue funding for the Citywide Bicycle Improvements Project; a project to improve bicyclist safety with the addition of bike lanes and sharrows along various roadways in Edmonds.

Planned improvements along 100th Ave. W would create a connection to existing bike lanes along the Shoreline-Edmonds border of 205th St. SW / 244th St. SW and would also help connect to an existing City of Shoreline bike facility at 8th Ave. NW, better facilitating nonmotorized travel to and from destinations and improving access to existing Community Transit bus stops located along or near the improvements.

The City of Shoreline also appreciates that this project proposal builds upon and enhances existing bicycle improvements completed several years ago in Edmonds and Snohomish County as part of the Bike-2-Health Project, working toward a more connected and complete regional bicycle network.

Sincerely,

Randy Witt
Public Works Director
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: Mukilteo – Park Avenue Improvements
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Mukilteo’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by providing pedestrian and bicycle connections between the Washington State Ferries Mukilteo Multimodal Terminal, the Mukilteo Sounder station, and the city’s waterfront destinations.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the city to expedite this important project.

Sincerely,

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Mick Matheson, Public Works Director, City of Mukilteo
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: Snohomish County - Ash Way improvements & I-5 Direct Access Ramps  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of Snohomish County’s above mentioned projects, which were submitted for funding consideration under Sound Transit’s System Access Plan.

This projects advance WSDOT’s goal of integrating transportation systems and modes by improving transit access to the future light rail station at Ash Way.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the Snohomish County to expedite these important projects.

Sincerely,

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Jay Larson, Snohomish County  
Kathy George, WSDOT
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: Lake Forest Park Town Center to Burke-Gilman Trail Connector  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Lake Forest Park’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by providing safe pedestrian and bicycle connections between the region’s premier non-motorized trail, a park and ride facility, and Sound Transit’s planned BRT service along SR 522.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Lake Forest Park to expedite this important project.

Sincerely,

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Donelle Dayao, Project Manager, City of Lake Forest Park
May 1, 2019

Sound Transit Board of Directors  
Board Administrator  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Dear Chair Marchione and Members of the Board:

I am writing to express support for Seattle’s efforts to seek Sound Transit’s System Access funding for the Judkins Park Station area. Judkins Park has historically been a key transfer point for King County Metro (Metro) and Sound Transit bus riders, and its importance as an intermodal hub will increase substantially with a new Sound Transit Link station currently under construction. It is a unique crossroad in our region, serving diverse Seattle communities such as Capitol Hill and Rainier Valley as well as many thousands of commuters from Bellevue and the Eastside.

Investments at this station will bolster East Link as well as numerous north-south bus routes and other transit alternatives, stitching together a complete and attractive transit network.

Currently transit riders from the Eastside to downtown Seattle are well-served, but East Link service will provide new regional connections at Judkins Park Station. Eastside riders will be able to transfer to buses to reach Mount Baker and the Central District. This station will also offer connections to parks and recreational areas such as the Washington Park Arboretum, Leschi Park, and Madrona Beach.

Seattle’s proposed access improvements to the Judkins Park Station area include improvements to a street crossing, sidewalks, and the Hiawatha Street staircase. These improvements will not only improve pedestrian and biking access to the station, they will also facilitate transfers to buses. Seattle’s extensive public outreach process documented the priorities of the surrounding community, and those priorities are reflected in this application.

We support Seattle’s efforts to partner with Sound Transit to create a high-quality regional transit system with seamless, reliable connections. We look forward to seeing this package of projects evolve from community engagement work to fully funded and completed projects.

Sincerely,

Paula K. Stevens  
Interim Transportation Director
April 12, 2019

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro wishes to express its support for the City of Seattle’s improvements to the Judkins Park Station area. This corridor serves ten Metro bus routes and two Sound Transit bus routes, including some of the busiest and most frequent routes in either of our networks. With East Link service slated to begin in two to three years, the importance of this connection will increase.

Judkins Park serves a very eclectic mix of higher- and lower-income commuters, as well as students, shift workers, and visitors. It’s not only a primary transit hub for east-side commuters, but also for University of Washington and Seattle University students, workers at numerous job centers in eastern Seattle, and travelers from throughout the region accessing medical specialists at the Capitol Hill medical campuses.

Improvements to this station area will increase access to transit for many in the adjacent communities: largely underserved neighborhoods with unusually high rates of transit-dependent residents. Improvements will also increase the attractiveness of transit for many choice riders or potential riders who seek a safe, welcoming, and positive transit experience.

Improvements to the neighborhood environment and increased transit ridership in the neighborhood will spur more new, transit-oriented development. This in turn creates a virtuous cycle for agencies like ours who seek to make transit a primary travel mode for our region. We encourage the Sound Transit Board to fund this project.

Sincerely,

[Signature]

Rob Gannon,
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
April 12, 2019

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro wishes to express its support for the City of Seattle’s proposal to construct High Priority Sidewalks and Walkways within Sound Transit station areas. Eliminating gaps in the non-motorized network is a key element in each of our agencies’ visions: King County Metro, Sound Transit, and the Seattle Department of Transportation.

These investments are a cost-effective way to improve safety, especially for our most vulnerable transit users: young people and those with limited mobility. They are also critical investments to position transit as an attractive option for choice riders - those who could easily drive a car or summon a ride hail driver to access our transit centers. Eliminating gaps in the sidewalk network is an important, foundational step in making transit a safe and connected part of our transportation networks and our communities.

Seattle Department of Transportation’s extensive planning work for its sidewalk program has included key stakeholders like Metro and Sound Transit, which helps ensure that prioritized investments will provide the greatest possible benefit to our transit riders and our underserved communities. We encourage the Sound Transit Board to fund this project.

Sincerely,

Rob Gannon,
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
April 5, 2019

Randy Witt, Public Works Director
City of Shoreline
17500 Midvale Ave N
Shoreline, WA 98133

Subject: 148th Street Non-Motorized Bridge Letter of Support

Dear Mr. Witt:

On behalf of the Seattle Department of Transportation (SDOT), I am writing to express support for the City of Shoreline’s application for Sound Transit System Access Funds for the 148th Street Non-Motorized Bridge. This access improvement to the future Shoreline South/145th Light Rail Station will improve the ability of nearby north Seattle neighborhoods to make safe non-motorized connections to light rail service that will be operational in 2024. By doing so, the project contributes to the City of Seattle’s 20-year vision as the most walkable, bikeable and accessible city in the nation.

SDOT staff are part of a larger stakeholder group that meets regularly to discuss improvements that affect the 145th Street corridor and Sound Transit light rail. The 148th Street Non-Motorized Bridge has been an active component of these discussions to guarantee that the Sound Transit station design and construction will be able to accommodate this direct non-motorized connection over I-5.

The 148th Street Non-Motorized Bridge project will help reduce modal conflicts, increase transit use, and significantly enhance active transportation options. It is expected to benefit Shoreline and Seattle neighborhoods, as well as all users passing along this busy section of state route and/or accessing future light rail.

The City of Seattle applauds the City of Shoreline’s dedication to improving the walking and biking opportunities and connections to transit that benefit the residents of both cities. Thank you for the opportunity to support this project.

Sincerely,

Sam Zimbabwe
Director, Seattle Department of Transportation
April 12, 2019

Randy Witt, Public Works Director
City of Shoreline
17500 Midvale Ave N
Shoreline, WA 98133

Dear Mr. Witt:

King County Metro wishes to express its support for the City of Shoreline’s 148th Street Non-Motorized Bridge to the Sound Transit System Access Fund program. King County supports efforts toward transit-oriented development (TOD) and projects such as the 148th Street Non-Motorized Bridge that provide the connection for multi-modal options to access public transit.

King County Metro staff are working with the City of Shoreline to make sure these high-density zoned neighborhoods will have an adequate level of service. King County Metro is reviewing service connections along the 145th Street corridor (SR-523) and frequent service connections to SR-99 (RapidRide). Sound Transit (ST3) will be making improvements east of I-5 for bus rapid transit (BRT) connecting the Shoreline South/145th Station (light rail service to begin in 2024) to Bothell/Lake City Way (SR-522). The 148th Street Non-Motorized Bridge will help to connect neighborhoods on the west side of I-5 not only directly to the light rail station, but to BRT that will soon connect the north Lake Washington communities and the UW Bothell campus.

The TOD that is supported by the City of Shoreline’s zoning for increased density in these neighborhoods aims to promote a walkable, bike-able community. King County Metro supports projects like this that encourage and allow a growing population to make needed connections without the use of a motor vehicle.

Sincerely,

Rob Gannon,
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: Shoreline – 148th St Non-Motorized Bridge
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Shoreline’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by connecting pedestrians and bicyclists to Sound Transit’s Link light rail station at 145th Street, and providing a critical non-motorized crossing of I-5.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Shoreline to expedite this important project.

Sincerely,

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Nytasha Walters, Transportation Services Manager, City of Shoreline
August 22, 2019

Dear Sound Transit Board of Directors,

On behalf of our 45,000 community members, Cascade Bicycle Club (Cascade) thanks Sound Transit for creating the System Access Fund. **Improving access for the 85% of people who walk, roll, or ride a bike at the beginning or end of their transit journey is key.**

With an eye towards the successful opening of East Link light rail and the opportunity to leverage major progress on regionally significant trails, we are highlighting a handful of projects in the East King subarea that make the intuitive connection between trails and transit, with the result of better access for people biking, walking, and rolling. While there are many excellent projects eligible for System Access Funds, the following projects stand out because they connect East King County by bike and improve active transportation access:

1. **Eastrail NE 8th Street Crossing (King County Parks):** This crossing helps close the trail gap in Bellevue, connecting trail segments to the north and south to ensure the Eastrail connects on pace with light rail opening.

2. **Eastgate Nonmotorized Access to Transit Improvements (Bellevue):** Connecting the Mountains to Sound Greenway Trail through Bellevue will improve east-west travel, offers safer and more intuitive access for people walking, biking, and rolling and advances a new all-ages and abilities route parallel to I-90.

3. **S 7th Street Corridor Improvements (Renton):** We’re encouraged to see progress towards a connection between the Lake to Sound Trail and transit. Renton’s 7th St Corridor Improvements improve safety adjacent to the Transit Center while laying the groundwork to extend the connection to the Lake to Sound Trail in the future.

4. **Secure Bike Parking Expansion & Related Improvements (King County Metro):** Adding secure bike parking throughout the East King subarea ensures people using bikes as a first-last mile solution have a safe place to leave their bicycle. As bike racks on buses are often full at peak commute, onsite secure parking is key to continue growing ridership.

Thank you for your leadership to create the System Access Fund. We hope you will consider the potential in East King County to connect networks of trails and transit, with the result of more people - and more types of people - on bikes getting to where they need to go.

Sincerely,

Claire Martini
Policy Manager
clairem@cascade.org
August 23, 2019

The Honorable John Marchione  
Chair, Board of Directors  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Re: System Access Fund – Support of 110th Avenue NE & NE 6th Street Intersection Improvements

Dear Chair Marchione:

I am writing in support of the City of Bellevue's grant application for Sound Transit's System Access Fund to implement intersection improvements at 110th Avenue NE & NE 6th Street.

Amazon opened its first office in Bellevue in 2017. It is a city with great amenities, a high-quality of life for our employees, and fantastic talent. Our vision is to create an urban campus in downtown Bellevue where employees will all be within walking distance of each other and have easy access to public transit, which is conveniently and centrally located at 110th Avenue NE & NE 6th Street.

The intersection of 110th Avenue NE & NE 6th Street will soon be the heart of downtown Bellevue's transportation network, and improvements are necessary to promote pedestrian safety and walkability. To the west, the existing Bellevue Transit Center currently serves over 400,000 annual transit trips, picking up and dropping off over 7.3 million riders annually, most of which begin and end with a pedestrian or bicycle connection. To the east, the Bellevue Downtown Station, opening in 2023 with the commencement of East Link Light Rail service, is expected to have 1.8 million annual riders, with nearly all expected to cross the intersection. And Bellevue’s Grand Connection, the pedestrian-oriented, non-motorized corridor will be a signature feature on the Bellevue urban landscape bringing pedestrians from Meydenbauer Bay, through downtown Bellevue, and eventually across I-405 towards Wilburton.

The City of Bellevue's application also meets all of Sound Transit's evaluation criteria for the System Access Fund, and scores among the top of the 53 applications submitted. Of the six evaluation criteria (customer experience, equity, safety and human health, connectivity, funding plan, and delivery plan), the 110th Avenue NE & NE 6th Street intersection improvement project received five "High" ratings and one "Medium" rating, demonstrating the project's alignment with the principles set forth by the Sound Transit Board of Directors.

Additionally, as you know, Amazon purchased the property at the northwest corner of 110th Avenue NE & NE 6th Street for the development of a new office tower, meeting space, commons space, and retail uses. The development is designed to welcome people into Bellevue from the nearby transit connections as well as provide pedestrian connections to neighboring areas of Bellevue. Over half of Amazon's Seattle-based employees walk, bike, or take transit to work, which we hope to meet or exceed in Bellevue. Achieving our mobility goals will be largely based on the frequency and reliability of transit and the pedestrian and bicycle safety elements in the
surrounding neighborhood. In our view, the improvements at 110th Avenue NE & NE 6th Street will help encourage our employees to use the surrounding transit, bike, and pedestrian infrastructure, reducing single-occupant vehicle trips and reducing greenhouse gas emissions.

We believe that the proposed capital improvements at 110th Avenue NE & NE 6th Street warrant investment to make the intersection more convenient and accessible for riders connecting to the surrounding stations and community, to improve safety in the neighborhood, and to increase transit ridership. I hope that the Sound Transit Board of Directors gives thoughtful attention to this application and the benefits it will provide.

Thank you for your consideration of this application, and for your ongoing leadership and commitment to public service for the region.

Sincerely,

John Schoettler
Vice President, Global Real Estate & Facilities

CC: Executive Committee, Sound Transit Board of Directors
    Peter Rogoff, CEO, Sound Transit
    Hon. John Chelminiak, Mayor, City of Bellevue
    Brad Miyake, City Manager, City of Bellevue
May 31, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
Union Station  
401 S Jackson St.  
Seattle, WA 98104-2826

Re: Letter of Support - Bellevue Intersection Improvements at 110th Ave NE and NE 6th St

Dear Mayor Marchione:

On behalf of the Bellevue Downtown Association, I’m writing to support the City of Bellevue’s grant application for Sound Transit’s System Access Fund to implement intersection improvements at 110th Ave NE and NE 6th St.

This intersection directly connects the Bellevue Transit Center to the future Bellevue Downtown Station. It also serves as the primary pedestrian access point to Meydenbauer Center and Bellevue City Hall. It is destined for significantly increased pedestrian traffic when East Link operations begin. Safety and walkability of this intersection are critical to improving rider access and experience.

The City of Bellevue’s Grand Connection also intersects at this point, with its future buildout providing pedestrians a corridor from the waterfront through the heart of downtown, crossing I-405, and finally connecting to the Eastside Rail Corridor. This intersection’s access to the Grand Connection will improve walkability and connectivity for light rail riders traveling to and from the future Bellevue Downtown Station.

At this stage, the BDA has not endorsed a specific design for the intersection at 110th Ave NE and NE 6th St. When the timing is right, we look forward to working with the City and our members to inform the design process and enhancements needed.

Again, we strongly support the City of Bellevue’s grant application to enhance this intersection. Thank you for your consideration of this application and your ongoing leadership for our region.

Sincerely,

Patrick Bannon, BDA President
August 22, 2019

Dear Mayor Marchione:

We are writing to provide our support for the City of Bellevue’s Eastgate Nonmotorized Access to Transit project for Sound Transit’s System Access Fund grant program in 2019, to construct a safe, separated non-motorized trail along I-90.

King County’s regional trail network is a treasured asset that provides safe access for walkers, bikers, and joggers of all ages to use recreationally and for commuting. Unfortunately, there are several “gaps” in the network. A top priority gap to fix is through the I-90/Eastgate area, where significant barriers have been limiting access from the Mountains to Sound Greenway Trail and Seattle from the west to the trail systems in Issaquah, Snoqualmie Valley, and beyond to Central Washington. Filling this gap has been a priority for the Mountains to Sound Greenway Trust and our coalition partners for nearly a decade.

Beginning in 2011, the Greenway Trust has been working closely with the City of Bellevue, WSDOT, and community partners to identify a safe route through I-90/Eastgate. Completion of the work outlined in the City of Bellevue’s Eastgate Nonmotorized Access to Transit project would make a significant difference towards connecting this gap and help ensure community members and visitors of all ages can safely and easily connect with the outdoors through alternative transportation. A robust trail network, connected to other transit systems, will also play a significant role in supporting mobility as our region grows.

We applaud Sound Transit’s dedication to increasing transit capacity and access to it, especially in support of this project that will safely provide an alternative to the growing traffic pressure on the I-90/Eastgate corridor. We encourage you to choose this project for funding in 2019.

Sincerely,

Jon Hoekstra
Executive Director
August 21, 2019

John Marchione, Chair  
Board of Directors  
Sound Transit  
Union Station  
401 S Jackson St.  
Seattle, WA 98104-2826

RE: Bellevue - Eastgate Nonmotorized Access to Transit  
Letter of Support, ST System Access Fund

Dear Mayor Marchione:

I am writing to express our strong support for the City of Bellevue’s Eastgate Nonmotorized Access to Transit project for Sound Transit’s System Access Fund grant program in 2019. Construction of a separated, nonmotorized multimodal pathway along I-90 to 142nd Avenue SE is a fundamental step in linking workers and residents south of I-90 to the Eastgate Park & Ride and flyer stops. This new trail extension will provide a direct connection from our corporate headquarters in Factoria with over 5,000 employees to regional transit services accessed at 142nd Avenue SE (the Eastgate Park & Ride and transit flyer stops).

As one of the largest employers in Bellevue, employee and visitor access to our workplace is a key concern. Traffic congestion and constrained parking are ongoing challenges and we have a robust Commute Trip Reduction program to encourage and facilitate employees commuting by means of transit, ridesharing and non-motorized modes. The Eastgate Nonmotorized Access to Transit project will complement and support our efforts to encourage transit use for commuting.

We applaud Sound Transit’s dedication to increasing transit capacity and access. The Eastgate Nonmotorized Access to Transit project will provide an attractive and safe connection to regional transit for people walking and bicycling from locations on the south side of I-90. We encourage you to choose this project for funding in 2019.

Sincerely,

Darcey Estes  
Vice President of Corporate Real Estate  
T-Mobile
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: Bellevue – Eastgate Non-Motorized Transit Access
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Bellevue’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by improving multimodal access to transit. Completion of this section of nonmotorized trail provides a critical connection to high quality transit service at the Eastgate transit hub.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT may need to review and approve applicable plans. We look forward to working with the City of Bellevue to expedite this important project.

Sincerely,

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc:
Lacey Jane Wolfe, Transportation Policy Advisor, City of Bellevue
Eric Miller, Implementation Planning Manager, City of Bellevue
Dorothy Miller, Property & Acquisition Specialist, WSDOT
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: King County Parks – Eastside Rail Corridor Trail / 44th BRT connection  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of King County’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by connecting an extensive regional non-motorized trail to frequent and high quality transit at Sound Transit’s planned 44th St BRT station at I-405.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with King County to expedite this important project.

Sincerely,

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Curt Warber, Special Projects Manager, King County Parks
August 12, 2019

Sound Transit Board of Directors
Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Chair Marchione and Members of the Board:

On behalf of the Bellevue City Council, I am pleased to write in support of King County’s Eastside Rail Corridor (ERC) NE 8th Street crossing application for Sound Transit’s System Access Fund.

When rights of way for rail lines were created across the county, they shaped communities and supported massive economic growth. Today, in eastern King County, those same rights of way are evolving to connect people, places, businesses, and local governments in new and exciting ways. With your help, in the form of Sound Transit System Access Funding, our region will make significant progress in realizing the fully-built, master-planned construction and repurposing of a 42-mile-long, active transportation corridor along the historic ERC. The NE 8th Street crossing will provide a critical non-motorized connection over a major arterial, allowing pedestrians and bicyclists to access Wilburton Station.

The design of the NE 8th Street crossing has been a collaborative process between King County, Bellevue, and Sound Transit. This process began with a design charrette in 2016 and continued through six major design review meetings. Bellevue contributed $45,000 toward the development of the conceptual design. Four million dollars have already been invested in the crossing by King County and the federal government. Additional funding for the project is proposed as part of the 2020-2025 King County Parks Levy, which will go before the voters in August.

The NE 8th Street crossing will be a key nexus between frequent transit, vibrant neighborhoods, employment opportunities, and recreational amenities. Bellevue is planning transit-supportive land use in the Wilburton and BelRed neighborhoods, adjacent to the NE 8th Street crossing. Bellevue anticipates that these neighborhoods will dramatically increase in density with additional jobs and housing. Major employers are relocating to this area because of its
proximity to light rail and the ERC. The grade-separated crossing over NE 8th Street will offer safe and convenient access to transit for the increasing numbers of people in the Wilburton Station area.

I urge a favorable review of this application. Thank you for your consideration of the numerous benefits the NE 8th Street crossing will provide for Puget Sound residents.

Sincerely,

Brad Miyake

cc: Metropolitan King County Council
    Andrew Singelakis, Bellevue Transportation Director
Aug. 12, 2019

Sound Transit
Board of Directors
401 S. Jackson St.
Seattle, WA 98104

RE: REI support for System Access Funds for the N.E. 8th Crossing and 7th Street Corridor Improvements “Highly Recommended” projects in the East King Subarea

Dear Board Members:

At REI we believe a life outdoors is a life well lived. To that end we aspire to get people of all ages and abilities outside. The need for multimodal connections, multiuse trails and open spaces that enhance their outdoor experience and our regional economy are vital to achieving this goal. We appreciate Sound Transit’s use of System Access Funds to promote projects that connect trails, improve multi-use paths, improve sidewalks, and better enable people to reach multi-modal transportation stations in a safe manner.

We would like to share our support for two of the projects that earned a “Highly Recommended” rating in your staff evaluation of applications from within the East King County Subarea: 1) the N.E. 8th Street Crossing submitted by King County Parks, which will allow users of the Eastside Rail Corridor (“Eastrail”) to more seamlessly reach Wilburton Station; and 2) the S. 7th St. Corridor Improvements project submitted by Renton, which will fill in gaps along S. 7th Street to give bikers and pedestrians direct access to the South Renton Transit Center for BRT.

With the relocation of our headquarters to Bellevue in 2020, these two projects will be vital to creating safe, multimodal options for our 2000 employees that will be commuting to Bellevue. We strongly support the completion of the Eastside Rail Corridor (EasTrail) and believe this corridor once completed with be an asset to the communities it passes through and our region. We are inspired by Renton’s commitment to transition formerly automobile-centric areas into trail and transit corridors that serve a multi-modal purpose.

Thank you for your consideration and for allowing us to convey REI’s support for the N.E. 8th Street Crossing and S. 7th Street Corridor Improvements projects within the East King County Subarea.

Sincerely,

Taldi Harrison, Government Affairs Manager
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: Kirkland –I-405 / 85th St NE & SE Quadrant improvements
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Kirkland’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

These projects advance WSDOT’s goal of integrating transportation systems and modes by creating strong pedestrian and bicycle connections to Sound Transit’s planned 85th Street BRT station at I-405.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Kirkland to expedite this important project.

Sincerely,

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: June Carlson, Transportation Strategic Advisor, City of Kirkland
Diana Giraldo, Design Manager, WSDOT
April 8, 2019

To: Alex Krieg, Senior Manager-Planning & Integration Sound Transit

From: Mercer Island Chamber of Commerce

Project Title: **System Access Fund Grant Application Support:**

**Mercer Island Station Gateway Plaza Design**

The Mercer Island Chamber of Commerce, representing businesses and retailers on Mercer Island, strongly supports the need for a grant to design and engineer a bold Station Gateway Plaza connecting Link Light Rail to the Mercer Island town center. Our members see light rail as a tremendous opportunity to help struggling retail by both encouraging shoppers and visitors to the Island, but also helping retailers and all public and private employers with acquiring and retaining employees as it will be easier to reach Mercer Island without an automobile.

The surface streets and walkways surrounding the Mercer Island Station must be designed for a substantial increase in foot and bike traffic, as well as local bus connections. In addition, all eastbound buses will discharge their passengers at street level on Mercer Island where commuters will transfer to the sub-grade link light rail station. The Gateway Plaza if designed well can:

- Welcome visitors and provide critical way-finding information
- Support all commuters by providing ample space, light and accommodations to other modes of transit
- Provide security in the adjacent public spaces including a youth theater and public parking (in the planning stages) and an outdoor art gallery
- Provide a connection to local parks and encourage connecting to local retail
- Provide bus to rail commuters access to food, restrooms and other services that might be required during the commute as well as an option for waiting at street level rather that at the sub-grade platform to make connections or meet up
A well-designed Gateway Plaza will encourage mass transit. Local residents will feel safe particularly on dark winter nights and it will be place to connect with their community. Regional users will feel welcomed, youth will feel empowered to come to Mercer Island for the many services offered, and seniors too will have freedom to connect to healthcare services like hospitals, which we do not have on Mercer Island, the airport and regional activities all without driving. The Gateway Plaza has the potential to transform an auto-centric area, split by an Interstate highway, and disconnected from the town center, into an integrated park, plaza, retail, and services asset for the region as well as the community.

Kindly,

Suzanne Skone
President, Mercer Island Chamber of Commerce
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: Mercer Island Station Gateway Plaza
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Mercer Island’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by providing a welcoming pedestrian connection between Mercer Island’s town center and the future Mercer Island Link light rail station.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Mercer Island to expedite this important project.

Sincerely,

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Paul West, Parks Superintendent, City of Mercer Island
    Anne Tonella-Howe, Assistant City Engineer, City of Mercer Island
    Mike Cotten, Northwest Regional Administrator, WSDOT
April 12, 2019

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro is pleased to support the City of Renton’s request to the Sound Transit 2019 System Access Fund for the South 7th Street Corridor Improvements project. This investment will improve safety and convenience for people to reach transit at South Renton Transit Center/Park & Ride, an increasingly important location for both Sound Transit and Metro providing critical local and regional connections.

Renton’s proposed multi-use path on South 7th Street and related bike improvements will help fill a gap in the bike shed to the South Renton Park & Ride. This location will continue to attract high ridership from current and future routes, including RapidRide F Line, two future RapidRide lines, current Sound Transit route 560, future I-405 bus rapid transit and other routes on the frequent transit network. The facility has high demand for personal car parking. The proposed multi-use path will offer a safer and more comfortable alternative to driving due to its connections with the regional Lake to Sound Trail, the city’s Renton Connector, other regional trails, and the downtown Renton urban center, including additional transit services. The area scores four of five in Metro’s Equity Impact Review (higher numbers indicate a higher percentage of disadvantaged population).

This type of project is consistent with Metro’s Safe Routes to Transit program to partner with cities to improve mobility and bicycle and pedestrian infrastructure. METRO CONNECTS, our long-range plan, and its Access to Transit element envision increasing the percentage of people who bike and walk to transit. Our Equity and Social Justice Strategic Plan (2016-2022) also recommends investments that increase public transit access to work, education and healthcare. Like Sound Transit, Metro’s desire is for more people to feel comfortable and safe getting to buses and trains, regardless of ability, income or access to a personal vehicle. We encourage the Sound Transit Board to fund this project.

Sincerely,

[Signature]

Rob Gannon,
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
Aug. 12, 2019

Sound Transit
Board of Directors
401 S. Jackson St.
Seattle, WA 98104

RE: REI support for System Access Funds for the N.E. 8th Crossing and 7th Street Corridor Improvements “Highly Recommended” projects in the East King Subarea

Dear Board Members:

At REI we believe a life outdoors is a life well lived. To that end we aspire to get people of all ages and abilities outside. The need for multimodal connections, multiuse trails and open spaces that enhance their outdoor experience and our regional economy are vital to achieving this goal. We appreciate Sound Transit’s use of System Access Funds to promote projects that connect trails, improve multi-use paths, improve sidewalks, and better enable people to reach multi-modal transportation stations in a safe manner.

We would like to share our support for two of the projects that earned a “Highly Recommended” rating in your staff evaluation of applications from within the East King County Subarea: 1) the N.E. 8th Street Crossing submitted by King County Parks, which will allow users of the Eastside Rail Corridor (“Eastrail”) to more seamlessly reach Wilburton Station; and 2) the S. 7th St. Corridor Improvements project submitted by Renton, which will fill in gaps along S. 7th Street to give bikers and pedestrians direct access to the South Renton Transit Center for BRT.

With the relocation of our headquarters to Bellevue in 2020, these two projects will be vital to creating safe, multimodal options for our 2000 employees that will be commuting to Bellevue. We strongly support the completion of the Eastside Rail Corridor (EasTrail) and believe this corridor once completed with be an asset to the communities it passes through and our region. We are inspired by Renton’s commitment to transition formerly automobile-centric areas into trail and transit corridors that serve a multi-modal purpose.

Thank you for your consideration and for allowing us to convey REI’s support for the N.E. 8th Street Crossing and S. 7th Street Corridor Improvements projects within the East King County Subarea.

Sincerely,

Taldi Harrison, Government Affairs Manager
Dear Sound Transit Board Members:

I am writing as president of the South Renton Connection Neighborhood Organization, which strongly supports the South 7th Street Corridor Improvements project that the City of Renton has put forth for System Access Funds. We’re grateful to see this project ranked as “Highly Recommended” by your staff evaluators.

South 7th is a very busy corridor and does not have sidewalks, making non-motorized movement difficult in South Renton. It effectively represents a southern barrier to our South Renton Neighborhood. In a recent survey our neighborhood identified non-motorized, walking/bicycle options as a top priority. We appreciate that the City wants to address this issue, and do so in a way that uses existing right-of-way and does not negatively impact nearby properties.

Additionally, with these improvements, new and existing riders will be further encouraged to use existing and planned transit service to connect to local destinations as well as regional trails that link Renton with the Puget Sound, Lake Washington, and beyond. The possibility of connecting our neighborhood with the Puget Sound Trail System is very exciting. These include the Cedar River Trail, the planned Lake-to-Sound Trail, and the Eastside Rail Corridor (“Eastrail”). We also appreciate that this project involves bicycle facilities improvements from Shattuck Avenue South westward, improving intersection operations and providing better information to bicyclists to help them move more seamlessly through traffic intersections. The need for improved transit options has been an ongoing discussion in our neighborhood for years and this will be a wonderful opportunity to address these needs.

The South Renton Neighborhood Organization hopes ST will act soon to approve $2 million in funding for the S. 7th Street Corridor Improvements and Multi-Use Trail Connection so that this ‘Highly Recommended’ project can secure critically-needed funding.

Thanks for your consideration.
Jeff Dineen
President of the South Renton Connection Neighborhood Association
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

To: Sound Transit Board of Directors
From: Transportation Choices Coalition
RE: Support for City of Renton's System Access Fund application for S. 7th St.

On behalf of Transportation Choices Coalition, I am writing to express our support for the City of Renton’s application for Sound Transit System Access Funds toward its South 7th Street multi-use pathway. TCC works statewide to make public transportation more accessible to all through transit, bicycle, and pedestrian investments. Renton’s project is truly multimodal, leveraging important past and future transit and trail investments to expand transportation access.

Renton’s project provides improved and direct access to the South Renton Transit Center through the installation of a multi-use path on the north side of South 7th Street, between Shattuck Ave South and Talbot Road South. Just as importantly, the project enhances a series of bicycle crossings at several signalized intersections along the corridor. The multi-use path fills in a gap in the trails and bicycle network, a key connector between the Lake-to-Sound Regional Trail and the Burnett Linear Park, now known as the Renton Connector. The Renton Connector creates a north-south multimodal spine connecting the south part of the city to Lake Washington and other regional trails — particularly the Cedar River Trail and the Eastside Rail Corridor (“EasTRail”).

The other aspect of this project that we appreciate is that it will support improved access to the existing King County Metro Park and Ride at South 7th Street and Shattuck.

The South 7th Street multi-use path project represents an important infrastructure investment that improves transportation mobility and opportunity both for the citizens of Renton as well as the Puget Sound region.

Sincerely

Alex Hudson
Executive Director
April 12, 2019

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro is pleased to co-sponsor the City of Burien’s request to the Sound Transit 2019 System Access Fund for the Burien Transit Center Southwest 148th Street Pedestrian Access Improvements project with a contribution of $500,000 from our Safe Routes to Transit (SR2T) Investment Program. The funds are appropriated in our 2019-2020 capital budget. Metro’s SR2T program is designed to partner with cities to improve mobility and bicycle and pedestrian infrastructure.

The Burien Transit Center is an important location for both Metro and Sound Transit services, with connections throughout the region. The proposed new pedestrian crossings on Southwest 148th Street will provide a safer direct connection between a community center and residential area to the Burien Transit Center. Burien Transit Center is a high ridership facility, served by current RapidRide F, future RapidRide H, Sound Transit’s current Route 560 and future I-405 bus rapid transit, as well as local routes. The site is in a designated regional growth center with a transit-oriented development, and growing residential, commercial and retail services. The area scores three out of five in Metro’s Equity Impact Review (higher numbers indicate a higher percentage of disadvantaged population).

METRO CONNECTS, our long-range plan, and its Access to Transit element, envision increasing the percentage of people who bike and walk to transit. Our Equity and Social Justice Strategic Plan (2016-2022) also recommends investments that increase public transit access to work, education and healthcare. Like Sound Transit, Metro’s desire is for more people to feel comfortable and safe getting to buses and trains, regardless of ability, income or access to a personal vehicle. We encourage the Sound Transit Board to fund this project.

Sincerely,

Rob Gannon
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
April 9, 2019

Michael Matthias, City Manager
City of Des Moines
21630 11th Avenue South
Des Moines, WA 98198

RE: City of Des Moines, Sound Transit System Access Fund Application

Dear Mr. Matthias:

Highline College is pleased to support the City of Des Moines System Access Fund Application for the Barnes Creek South Segment project, on South 240th Street between 16th Avenue South and 20th Avenue South.

This project will construct much needed improvements for non-motorized access to Highline College and the future Kent Des Moines Link Light Rail Station. It provides a critical link between the upcoming Sound Transit College Way improvements and downtown Des Moines, a number of public facilities, and the regional trail network.

The Highline College campus has an existing network of trails that will continue to serve pedestrians and bicyclists wishing to access the Barnes Creek Trail and Sound Transit facilities. The Highline College Master Plan also identifies the future construction of a multi-use trail through campus as an extension of the Barnes Creek Trail. The college will commit to providing trail signage linking the proposed project at the west end of campus to the planned College Way turn-a-round and pedestrian improvements.

Highline College recognizes the importance of this project and lends their full support to the City of Des Moines. The Barnes Creek Trail will improve the safety, health, equity, and connectivity to transit riders throughout the Puget Sound region.

Sincerely yours,

Michael V. Pham
Vice President for Administration
206-592-3701
April 12, 2019

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro is pleased to co-sponsor the City of Des Moines’ request to the Sound Transit 2019 System Access Fund for the Barnes Creek Trail South Segment project with a contribution of $120,000 from our Safe Routes to Transit (SR2T) Investment Program. The funds are appropriated in our 2019-2020 capital budget and must be spent in that period. Metro’s SR2T program is designed to partner with cities to improve mobility, and bicycle and pedestrian infrastructure.

The Des Moines project is on a portion of South 240th Street and will fill a gap in the pedestrian and bicycle network within the bike and walk sheds of the future Kent-Des Moines Station, the current RapidRide A Line, and local transit routes. All of these connections serve Highline College, an important educational and training destination in south King County. The project links the Barnes Creek and Lake to Sound trails, residential areas, downtown Des Moines and bus service on SR99. On SR99, Metro’s RapidRide A Line is a high ridership service for many people with limited mobility options who also will rely on new Link connections. The area scores five out of five in Metro’s Equity Impact Review (higher numbers indicates a higher percentage of disadvantaged population).

METRO CONNECTS, our long-range plan, and its Access to Transit element, envision increasing the percentage of people who bike and walk to transit. Our Equity and Social Justice Strategic Plan (2016-2022) also recommends investments that increase public transit access to work, education and healthcare. Like Sound Transit, Metro’s desire is for more people to feel comfortable and safe getting to buses and trains, regardless of ability, income or access to a personal vehicle. We encourage the Sound Transit Board to fund this project.

Sincerely,

[Signature]

Rob Gannon,
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
April 12, 2019

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro is pleased to support the City of Kent’s request to the Sound Transit 2019 System Access Fund for the Pedestrian Crossing on West James Street at 2nd Avenue North. This investment will improve safety and convenience for people to reach transit at Kent Station, an increasingly important location for both Sound Transit and Metro providing critical local and regional connections.

Kent’s new pedestrian crossing closes a wide gap between crossings, where crashes have injured pedestrians and cyclists. The improvement will reduce risks, and encourage biking and walking to Kent Station as well as other destinations in Kent’s urban center. This station attracts high ridership on current and future routes including Sounder, Metro Route 150, ST express routes, the RapidRide I line (planned to open in 2023), and other routes on the frequent transit network. The facility has high demand for personal car parking and improvements for pedestrians will offer a safer and more comfortable alternative to driving to the station. The area scores four out of five in Metro’s Equity Impact Review (higher numbers indicate a higher percentage of disadvantaged population).

This type of project is consistent with Metro’s Safe Routes to Transit program to partner with cities to improve mobility, and bicycle and pedestrian infrastructure. METRO CONNECTS, our long-range plan, and its Access to Transit element envision increasing the percentage of people who bike and walk to transit. Our Equity and Social Justice Strategic Plan (2016-2022) also recommends investments that increase public transit access to work, education and healthcare. Like Sound Transit, Metro’s desire is for more people to feel comfortable and safe getting to buses and trains, regardless of ability, income or access to a personal vehicle. We encourage the Sound Transit Board to fund this project.

Sincerely,

Rob Gannon,
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
April 12, 2019

Board Administrator  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro is pleased to co-sponsor the City of SeaTac’s request to Sound Transit’s 2019 System Access Fund for the Military Road South and South 152nd Street Improvements project with a contribution of $260,000 from our Safe Routes to Transit (SR2T) Investment Program. The funds are appropriated in our 2019-2020 capital budget. Metro’s SR2T program is designed to partner with cities to improve mobility and bicycle and pedestrian infrastructure. This investment will improve safety and convenience for people to reach transit at Sound Transit’s Tukwila International Boulevard Station (TIBS), as well as Metro’s RapidRide A Line. These services provide critical local and regional connections.

SeaTac’s proposed project for new sidewalks, bike lanes, street lighting and mid-block crosswalk on South 152nd Street west of SR99 will greatly improve conditions for people walking and bicycling to TIBS. On SR99, Metro’s RapidRide A Line is a high ridership service for many people with limited mobility options who also rely on Link connections and Metro routes at TIBS. The area scores five out of five in Metro’s Equity Impact Review (higher numbers indicates a higher percentage of disadvantaged population).

METRO CONNECTS, our long-range plan, and its Access to Transit element envision increasing the percentage of people who bike and walk to transit. Our Equity and Social Justice Strategic Plan (2016-2022) also recommends investments that increase public transit access to work, education and healthcare. Like Sound Transit, Metro’s desire is for more people to feel comfortable and safe getting to buses and trains, regardless of ability, income or access to a personal vehicle. We encourage the Sound Transit Board to fund this project.

Sincerely,

Rob Gannon,  
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: SeaTac – Military Road S / S 152nd St Improvements
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of SeaTac’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by improving pedestrian safety and connections to planned Sound Transit BRT service at Tukwila International Boulevard Station.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of SeaTac to expedite this important project.

Sincerely,

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Anita Woodmass, Senior Management Analyst, City of SeaTac
April 12, 2019

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members:

King County Metro is pleased to support the City of Tukwila’s request to the Sound Transit 2019 System Access Fund for the Non-Motorized Connections and Wayfinding for Tukwila International Boulevard Station (TIBS). This investment will improve safety and convenience for people to reach transit at TIBS, an important location for both Sound Transit and Metro that provides critical local and regional connections.

Tukwila’s proposal to add sidewalks and related pedestrian improvements on South 152nd Street will connect to the existing sidewalk network on Tukwila International Boulevard, filling gaps and improving conditions for people walking and bicycling to TIBS. On Tukwila International Boulevard, Metro’s RapidRide A Line is a high ridership service for many people with limited mobility options who also rely on Link connections and Metro routes at TIBS. The improvements also will support the Bellwether affordable housing transit oriented development, which borders Sound Transit’s TIBS lot north of Southcenter Boulevard. The area scores five out of five in Metro’s Equity Impact Review (higher numbers indicates a higher percentage of disadvantaged population).

This type of project is consistent with Metro’s Safe Routes to Transit program that partners with cities to improve mobility, and bicycle and pedestrian infrastructure. METRO CONNECTS, our long-range plan, and its Access to Transit element, envision increasing the percentage of people who bike and walk to transit. Our Equity and Social Justice Strategic Plan (2016-2022) also recommends investments that increase public transit access to work, education and healthcare. Like Sound Transit, Metro’s desire is for more people to feel comfortable and safe getting to buses and trains, regardless of ability, income or access to a personal vehicle. We encourage the Sound Transit Board to fund this project.

Sincerely,

[Signature]
Rob Gannon,
General Manager, King County Metro

cc: Peter Heffernan, King County Metro
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: Tukwila Sounder Station Non-Motorized Connectivity
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Tukwila’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by improving critical pedestrian crossings and connections between regional trails and Sounder South service at Tukwila Station.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Tukwila to expedite this important project.

Sincerely,

[Signature]

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Cyndy Knighton, City of Tukwila
April 11, 2019

Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104

Subject: Letter of Support – City of Auburn Pedestrian Access & Safety Improvements

To members of the Sound Transit Board Executive Committee:

Pierce Transit is pleased to support the City of Auburn’s application to Sound Transit under the new ST3 System Access Fund program allocation to Pierce County. We understand that the project is designed to provide routing efficiencies and safer pedestrian access to our most productive of the three express routes we operate.

Route 497 (the Lakeland Hills Express) is a funded through a three-way partnership with Pierce Transit, King County Metro, and the City of Auburn. Since its inception in 2009, this route has experienced strong growth as a timed connector to the Sounder South commuter rail line with a station in Auburn. Over time, passenger loads have grown to the point that the route now requires full-sized 40-foot coaches compared to the initial 25-foot coaches we used ten years ago. In 2018 there were an average of 315 average weekday boardings on this route, with ORCA data showing close to 100 percent of passengers transferring to or from the Sounder, thereby alleviating parking demand.

The proposed improvements include:
- A concrete pedestrian connection from the Sunset Park Park-and-Ride lot to the Route 497 bus stop on 69th Street;
- Upgrades to two additional stops on Lakeland Hills Way SE to provide ADA-accessible concrete pads; and
- A Rapid Flashing Beacon pedestrian crossing at Lakeland Hills Way SE and 57th Street SE and bus stops at that location to serve an adjacent bicycle/pedestrian trailhead.

After reviewing the application to Sound Transit, we commend the City of Auburn for its actions supporting increased express bus ridership to the Auburn Sounder Station through these safety and access infrastructure improvements. Pierce Transit is willing to work closely with the City of Auburn on their proposed access enhancements, provided they pass approval through our safety and budgetary reviews.

In closing, thank you for your kind consideration of this funding application from the City of Auburn!

Sincerely,

Sue Dreier, CEO
Cc: City of Auburn - Public Works & Transportation
March 15, 2019

Gary Leaf Facilities and Project Manager
City of Bonney Lake
9002 Main Street East
Bonney Lake, WA 98391

Dear Gary,

The Fennel Creek Preservation Group (FCPG) is a community nonprofit whose mission is to protect and conserve the Fennel Creek and the surround environment both air and water. We inspire and educate the public on how to protect and at the same time live within Fennel Creek Watershed. The Fennel Creek Trail as planned is a useful example in how we can live and recreate within an environmentally sensitive area.

One of FCPG stated policies is the establishment of dense, walk-able, transit oriented urban areas without the use of the automobile. Therefore, we fully support a downtown Trail-Transit-Trail connection with the installation of your proposed staircase. We believe this connection will encourage the public living close to the Fennel Creek Trail and the Elhi Hill Trail to use Sound Transit leaving their automobiles at home.

Thank you again for the City’s past support protecting the Fennel Creek Watershed. Please keep me informed on how I/we can help.

Mark A. Hamilton

President
Fennel Creek Preservation Group
WA NONPROFIT CORPORATION - #604 077 603
March 27, 2019

Sound Transit:

ForeverGreen Trails is a nonprofit organization supporting development of a network of trails connecting all the communities in Pierce County. We are contacting you today in support of a grant application submitted by the City of Bonney Lake.

This request is to assist with building a staircase that will connect the Elhi Hill Trail to Angeline Road and the Fennel Creek Trail. The extreme elevation change makes it too costly for an ADA trail but the staircase is feasible and will provide access to the Sound Transit Park & Ride. The proposed staircase will include a trowel for bicycles.

The Fennel Creek Trail is a five-mile trail intended to interconnect with other regional trail systems. Bonney Lake has either built or received funding to build about half of that trail including $3 million of its own funding. When complete, the Elhi Hill Trail will link the Fennel Creek Trail to the Foothills Trail, a National Recreational Trail.

The Fennel Creek Trail will also provide an ADA compliant path to the Sound Transit Park & Ride, although it is a longer route. The primary benefit of the staircase is a significant shortcut for walkers to get to the Park & Ride. A secondary benefit is that Downtown Bonney Lake residents (primarily those living in the Renwood Apartments) will have more direct foot access to the Fennel Creek Trail.

The staircase is meant to supplement, not replace, the Fennel Creek Trail which provides access to both Midtown and Downtown in addition to the Sound Transit Park & Ride. The trail is fully ADA accessible and will remain the preferred route for those who are unable to climb stairs or choose not to. It will also provide linkages to Lake Tapps, parks, and schools.

This staircase will improve access to Sound Transit for those who walk or bicycle to the Park & Ride and are able to negotiate stairs.

Thank you for your consideration,

[Signature]

Executive Director
March 20, 2019

Gary Leaf Facilities and Project Manager  
City of Bonney Lake  
9002 Main Street East  
Bonney Lake, WA 98391

Dear Gary,

I wanted to thank you again for the opportunity to comment on your project. As you know the Plateau Trails Coalition (PTC) is an affiliate of the Foothills Rails to Trails Coalition with a mission to promote the building of recreational trails in East Pierce County with linkage to the regional Foothills Trail.

After reviewing the Pierce County and the City of Bonney Lake's Comprehensive Plan with the Fennel Creek Trail Master Plan for 2007, PTC can and will fully support your proposed staircase project.

A nexus with the two trail systems of the Fennel Creek Trail and the Eli Hill Trail with the Sound Transit Park and Ride, is a step forward with our mission in the promotion and the use of local recreational trails for non-motorized transportation. And with the eventual connection to the regional Foothills Trail in the valley has the added benefit of bringing the cities of Bonney Lake, Orting and Sumner’s walking and biking communities closer together.

The Plateau Trails Coalition members are always here to help, please feel free to contact us with any questions.

Sincerely Yours,

[Signature]

Don Partington  
Plateau Trails Coalition
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: Bonney Lake - Elhi Hill Trail Staircase  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Bonney Lake’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by providing a much-needed trail connection adjacent to a highly-utilized Sound Transit express bus station and park and ride.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Bonney Lake to expedite this important project.

Sincerely,

[Signature]

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Jason Sullivan, Planning and Building Supervisor, City of Bonney Lake  
JoAnn Schueler, Assistant Regional Administrator, WSDOT
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

**Subject:** City of DuPont - DuPont-Steilacoom Road Improvements  
**Letter of Support**

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of DuPont’s above mentioned project.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of DuPont to expedite this important project.

Sincerely,

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Gus Lim, Public Works Director, City of DuPont  
Bill Elliott, I-5/JBLM Corridor Project, WSDOT
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: Fife – I-5 Pedestrian & Bicycle Crossing of I-5 at 62nd Ave E  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Fife’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by connecting pedestrians and bicyclists to Sound Transit’s Link light rail service at the future Fife Station, and providing a critical non-motorized crossing of I-5.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Fife to expedite this important project.

Sincerely,

[Signature]

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Russell Blount, Deputy City Manager, City of Fife  
Steve Fuchs, SR 167 Engineering Manager, WSDOT
April 11, 2019

Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104

Subject: Letter of Support – City of Lakewood - 112th/111th Streets SW: Bridgeport Way SW to Kendrick Street SW

To members of the Sound Transit Board Executive Committee:

Pierce Transit is pleased to support the City of Lakewood’s application to Sound Transit under the new ST3 System Access Fund program allocation to our county. We understand that the project will improve pedestrian and bicycle access to the Lakewood Sounder Station by providing new sidewalks, adding dedicated bicycle lanes, new pavement, street lighting, and improved storm drainage. This work will enhance the experience of all road users, helping to augment the services that Sound Transit and Pierce Transit provide to this area.

In addition, the project would connect to the existing sidewalks and bicycle lanes that run north/south along Kendrick Street leading to and from the Lakewood Sounder Station pedestrian bridge crossing. Closing this gap will increase pedestrian and bicycle access between the Lakewood Sounder Station and nearby St. Clare Hospital, the commercial business district including the Lakewood Towne Center (including a heavily utilized bus transfer center), the Lakewood Post Office, and Lakewood City Hall, among others.

This project is of particular interest to our agency as we first supported it in 2013 when the initial discretionary grant funding was requested of the Puget Sound Regional Council MPO. The proposed improvements directly support the use of public transportation, higher density growth and infill development, and encourage a regional approach to the use of a multi-modal transportation system.

After reviewing the application to Sound Transit, we commend the City of Lakewood for its proposed actions supporting increased bus ridership to the Sounder Station through safety and access infrastructure improvements. Pierce Transit is willing to work closely with the City on their proposed project, as it would have an immediate positive impact on the eight existing Pierce Transit routes that serve the area.

In closing, thank you for your kind consideration of this funding application from the City of Lakewood’s Capital Projects Division!

Sincerely,

Sue Dreier, CEO
Cc: City of Lakewood – Capital Projects Division
April 11, 2019

To: Sound Transit Board Executive Committee

RE: Pierce County Public Works Grant Application

Dear Executive Committee members:

I am writing in support of Pierce County Planning & Public Works’ System Access Fund grant application. The application requests funding for active transportation infrastructure in an area around a future station on the planned Bus Rapid Transit line along the current Pierce Transit Route 1. This project will add sidewalks to an approximately 3/10-mile section of 112th St S between ‘A’ St S and ‘C’ St S. This section is bisected by SR 7. There are current Route 1 stops and planned BRT stations at the SR 7/112th intersection. However, currently, there are no continuous sidewalks and no shoulders on this stretch of 112th which makes active transportation access to the current stops and future station extremely difficult and unsafe.

This project is consistent with the ForeverGreen Trails vision of a countywide system of trails, sidewalks, bike lanes, and local pathways forming an integrated network for safe, convenient active transportation. It is identified in Pierce Transit’s First/Last Mile Access Improvements Report and in Pierce County’s 2019-2024 Transportation Improvement Program.

Because this project will improve safety and accessibility for those walking, bicycling, or using other modes of active transportation to reach transit, we urge you to favorably consider this grant application.

Sincerely,

Jane A. Moore, M.D.
Executive Director
Subject: Letter of Support – Pierce County Access & Safety Improvements at Pacific Avenue/SR 7

To members of the Sound Transit Board Executive Committee:

Pierce Transit is pleased to support Pierce County’s application to Sound Transit under the new ST3 System Access Fund program allocation to our county. We understand that the project will improve the roadway to the east and west of Washington State Route 7 (Pacific Avenue S) between C Street S. and A Street S., providing sidewalks, paved shoulders, turning lanes, and illumination. This work will enhance the experience of all road users, helping to augment the services that Sound Transit, Pierce Transit, and Pierce County each provide to this area.

The intersection of 112th Street S. and State Route 7 is a critical location for Pierce Transit’s current and future bus operations. Our plans for the first Bus Rapid Transit (BRT) project in the county, operating in the 14.4-mile corridor from downtown Tacoma to Spanaway, identify northbound and southbound station locations at this intersection. This new service will offer greater speed, reliability, and frequency than our existing Route 1, plus will provide a direct connection to Sound Transit express buses and Sounder commuter rail at Tacoma Dome Station. Our BRT includes a “First Mile/Last Mile Access” study that specifically identifies sidewalk needs on 112th Street S. in the vicinity of the proposed stations. Pierce County’s project will complete the gaps in the sidewalk network, allowing safe pedestrian access to the BRT from nearby neighborhoods, apartment complexes, and businesses.

Routes 1 and 4, which are two of the four trunk lines in our system, currently meet at this intersection. Together, these two routes serve a daily ridership of over 7,000 boardings. From there, Route 4 offers a 9-minute ride to the SR 512 Park-and-Ride in Lakewood before continuing west to the Lakewood Towne Center Transit Center.

After reviewing the application to Sound Transit, we commend Pierce County for its proposed actions supporting increased bus ridership in the Pacific Avenue/SR 7 corridor through these safety and access infrastructure improvements. Pierce Transit is willing to work closely with the County on their proposed project, as it would have an immediate impact on the existing Pierce Transit Routes 1 and 4 plus tomorrow’s BRT route, once constructed.

In closing, thank you for your kind consideration of this funding application from Pierce County Planning & Public Works!

Sincerely,

Sue Dreier, CEO

Cc: Pierce County – Planning & Public Works
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: Pierce County – 112th St South – C Street South to A Street South  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the Pierce County’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by improving nonmotorized access to Pierce Transit’s planned bus rapid transit service on State Route 7.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with Pierce County to expedite this important project.

Sincerely,

[Signature]

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Shawn Phelps, Senior Transportation Planner, Pierce County  
Dale Severson, Transportation Technical Engineer, WSDOT
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject:  Puyallup - Bike Lane Expansion on W. Stewart & 4th St NW  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Puyallup’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by providing a critical bicycle connection between the Riverwalk Trail and Sounder South service at Puyallup Station.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Puyallup to expedite this important project.

Sincerely,

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Hans Hunger, City Engineer, City of Puyallup
May 10, 2019

John Marchione  
Board of Directors Chair  
Sound Transit  
401 S. Jackson St  
Seattle, WA 98104

Subject: Sumner – Rivergrove Community Pedestrian Bridge  
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Sumner’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by providing a critical non-motorized connection to South Sounder service at Sumner Station.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Sumner to expedite this important project.

Sincerely,

Patty Rubstello  
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Derek Barry, Public Works Manager, City of Sumner  
JoAnn Schueler, Assistant Regional Administrator, WSDOT
May 10, 2019

John Marchione
Board of Directors Chair
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Subject: Tacoma - East 26th Street Access Improvements
Letter of Support

Dear Mayor Marchione:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support for further development of the City of Tacoma’s above mentioned project, which was submitted for funding consideration under Sound Transit’s System Access Plan.

This project advances WSDOT’s goal of integrating transportation systems and modes by improving non-motorized access to the Tacoma Dome Sounder Station.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City of Tacoma to expedite this important project.

Sincerely,

Patty Rubstello
Assistant Secretary, Office of Urban Mobility & Access, WSDOT

cc: Ian Munce, Special Assistant to the Director, City of Tacoma
RE: Letter of Support-LINKS to Opportunity

Dear Mayor Woodards,

We are pleased to write this letter of support for the City’s application to Sound Transit for the last piece of funding needed to complete the MLK Jr. Streetscape.

Our extensive public outreach efforts have established that Tacoma LINKS ridership will be negatively impacted by the current unsafe sidewalks and inadequate lighting. The design and engineering project that the City charged the Hilltop Engagement Committee with directing will not only correct these deficiencies but will result in a project that our Hilltop community can embrace as the next stage of Hilltop revitalization goes forward.

As you know, we have gone far beyond a typical consultation process to active community engagement in all features of the streetscape design, to establishing a process for opening new Hilltop employment and business opportunities to Hilltop residents, and to advocating for approaches that will inhibit displacement of existing residents and businesses. We are also pleased that our efforts have stimulated the City to roll out its first public Wi-Fi installation along the LINK Extension Corridor.

Sound Transit's Hilltop Tacoma LINK Extension project and the LINKS to Opportunity project will complement and enhance each other in multiple ways that will result in both short term and long term benefits to the Hilltop community that we all love so much.

Sincerely,

William Towey,
Co-Chair Hilltop Engagement Committee

Brendan Nelson,
President Hilltop Action Coalition

Kathy McCormick, Director
Real Estate Development Tacoma Housing Authority