

*10/19/2022 Rider Experience and
Operations Committee Meeting Written
Public Comment Submissions*

Submissions

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Bobby Peterson

Dear Sir/Madam,

I am a “day one” rider on the Sounder Train from Tacoma to Seattle. I have witnessed many events & happenings over the 21 years I have rode the train. I wanted to take the time to tell you of my great experience today, 10/18/2022.

I was riding the 1504 when the “Conductor” who manages the ADA car had a young African American man with special needs board the train and immediately begin to speak with him about all things train. This young man was obviously an “avid” train enthusiast and was going to Seattle to interview for a job with Amtrak to clean passenger cars!

As he engaged the Conductor in a conversation about all things train, the Conductor had enough patience and forethought to keep doing his job but explain what he was doing to this young man. The young man obviously was excited and continued the back and forth conversation nearly the whole trip to Seattle.

I couldn't help but listen and admire the respect shown to this special needs young man and how the Conductor appeared to genuinely be engaged while doing his job and allowing the young man into his world.

I hope and pray I witness more great acts by the men and women who work for Sound Transit in the few years I have left in my commute. As a citizen, a patron and fellow human being, my heart was truly uplifted by this act of kindness, especially during these challenging times of division in our nation.

Best Wishes,
Bobby Peterson

Christopher Nelson

Rider Experience and Operations Committee,

I pose a question to the committee. Does Sound Transit risk its ability to serve the many in order to cater to the few?

In my experience on the transit, the corridor serving Queen Anne and Ballard and along 15th to the North makes far too many stops. The stops are about every 1/10th of a mile. Do a quick google maps search and you will find that this distance should take about 2 minutes to walk. This ride use to take me about 45 minutes from downtown to Halladay street.

Why would it not stop every quarter to half mile? Would this not be a far more useable bus if there were half or less as many stops and you walked an extra two minutes, but it got you there in half the time? Keep in mind that while this was a 45 or 50 minute bus ride, this would have been a 15 minute drive had I driven in my car on those same days.

Now, you may think that I am referring to a specific route and I am, but I mean this in terms of our bus transit system as a whole. You could make the same comment for the D-Line which I also used to take. This was a 45-50 minute ride from 3rd ave and Seneca to 15th and Dravus. My question is why does an express/rapid ride bus stop every .2 miles downtown when it could stop every .4 miles. The difference is a 5 minute walk. Frequently when I was taking this bus I actually could walk faster to the next stop than I could ride the bus.

What I would posit is that Sound Transit is trying to make the system too accessible at the expense of usability. If the buses were fast or even comparable to driving then people would be more likely to use them. But instead they are trying to stop at everyone's doorstep and making the experience completely unusable/miserable for the rider.

I think that Sound Transit should study or test on certain routes how decreasing the stops would affect the speed of service of the route. And if they find what I expect to be true: that the distance between stops is FAR from optimal for the bus system, they should completely revamp the bus routes to better serve the rider.

See pictures for reference on the 1 route bus.

Best,

Christpoher Nelson, CPA

Commenter Name

The substance of this comment are within a letter included on the following page.

Hello,

Please accept the attached letter as public comment for the October 19 Rider Experience and Operations Committee Meeting.

Thanks,
Amanda

Amanda Solonika

Associate Director

Building Services Department (Custodial & UW Recycling)

October 19, 2022

Rider Experience and Operations Committee
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Dear Rider Experience and Operations Committee board,

I am submitting this public comment on behalf of the Building Services Dept (BSD) of University of Washington Facilities. In the spirit of advancing equity, we ask that the transit authorities consider adding more north/south transportation options between 3:30am and 5am on weekdays, since the ST Light Rail cannot provide service at those times on the north and south ends of their routes due to required maintenance hours.

University of Washington staff have the amazing subsidized UPASS benefit- but hundreds of our front-line staff can't use it.

An estimated 145 BSD staff live near a Link light rail station or a bus park and ride. These are 145 people who could ride the Link or take a bus to work. In addition to BSD, there could be countless others who work in other departments and at the medical center who would take transit if it were an option.

Public transit supports typical 8-5pm office workers, but not front-line workers who must work earlier hours to support typical office workers. Most BSD essential workers start at 5am. A staff driving to work would spend up to 10% of their income on gas for commuting alone and must walk an average of .5 of a mile to get to the work site. This walk is done in the dark most of the year. This option is expensive and dangerous.

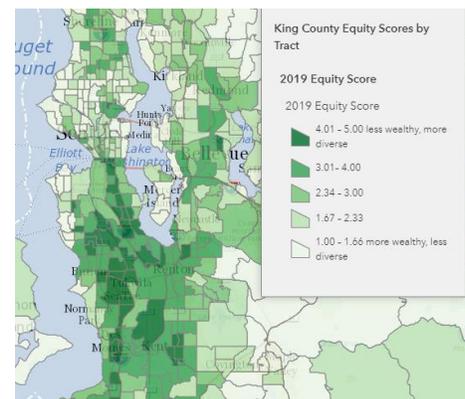
Over 90% of our frontline staff identify as non-white and reside in historically marginalized communities. Please help us advance equity for our essential staff and the King County community by considering this transit schedule addition.

I would love to discuss this with you further. Please contact me at solonika@uw.edu or 206-685-1502.

Thank you,



Amanda Solonika
Associate Director
Building Services Department



King County equity scores relate to the demographic of BSD front line staff with limited safe, affordable transportation.